

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Richardd Castro-Parker
FROM:	WSCC - Highways Authority
DATE:	5 September 2019
LOCATION:	Mermaid and Playbox, Sea Road, Felpham, PO22 7AW
SUBJECT:	FP/185/19/PL Detached dwelling - Resubmission of FP/201/18/PL.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Local Development should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

This proposal is for the erection of a two-storey, three bedroom dwelling on vacant land to the west of Shingle End. The site is located off of Longbrook, a privately maintained road; consequently these comments are for advice only. The nearest publicly maintained highway is at the junction of Longbrook with Sea Road. Sea Road is an unclassified no-through road subject to a speed limit of 30mph in this location.

The LHA was consulted on a previous application at this site under ref: FP/201/18/PL to which no highway safety concerns were raised. The applicant withdrew the application.

The site will be accessed via the existing privately maintained road. Visibility at the junction with Sea Road appears sufficient for the anticipated road speeds in this location. Due to the narrow, no-through nature of Sea Road with the presence of on-street parking, vehicles are not anticipated to be exceeding the posted speed limit at this point. An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the junction. Therefore there is no evidence to suggest that the junction is operating unsafely or that the addition of a single dwelling would exacerbate an existing safety concern.

The application form does not specify details of parking on site. The proposed plans indicate that a covered parking and turning area will be provided on site, providing parking for two vehicles. These spaces appear to meet the minimum specifications as set out in Manual for Streets (MfS). The WSCC car parking demand calculator anticipates that a minimum of three parking spaces would be required for a dwelling of this size and location. Whilst there would be sufficient space on site for a third vehicle to park, this would remove the ability for vehicles to turn on site. However, the LHA would not anticipate any highway safety concerns with the lack of a turn on site, as it is expected that vehicles will enter onto the publicly maintained highway in a forward gear.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for new homes. Based upon current EV sales rates within West Sussex, active charging points should be provided for a minimum of 20% of all proposed parking spaces. Ducting should be provided to the remaining

80% of parking spaces to provide 'passive' provision for these spaces to be upgraded in future. Due to the small scale nature of this proposal, the anticipated provision of active EV spaces for this development would be 1 space and should be provided in accordance with the above WSCC guidance and Arun Local Plan policy.

The site is located within walking distance of Bognor Regis town centre, Bognor Regis train station and bus stops providing access into Chichester, Littlehampton and further afield. Cycling is a viable option within the vicinity and details of secure and covered cycle storage can be secured via condition.

In conclusion, the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions should be secured:

Conditions

Car parking space

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Nicola Fry

West Sussex County Council – Planning Services