

EST

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Hi Matthew –

A few notes:

- Possible parking option 2a – it could be challenging to manoeuvre into the parallel spaces entirely within red edge and may require use of neighbouring land
- Just a note – parking spaces need to meet 2.4m by 4.8m and do not need to be 3m by 6m (this is for garages) –although of course access to the retail unit should be clear
- Subject to formal consultation and considering that no increase in commercial floor space and small scale of residential development, I do not think LHA could cite highway safety reasons to object based on nil car parking (especially considering parking survey indicates on street parking available in vicinity)

Thanks,

Miss Katie Kurek | BA (Hons) MCIHT | Assistant Planner

County Highways Team – Planning Services - Economy, Planning and Place Directorate

West Sussex County Council

Pronouns: She/Her

BE IN YOUR COLLEAGUE'S CORNER

1 in 4 of us will experience mental health problems this year.
If a team mate is acting differently, step in.



time to d
let's end mental health

Dear All,

As agent of the above planning application I have just become aware of a couple of emails that have posted online on Arun DCs website in relation to the use and ownership of the forecourt at 107 Felpham Way.

My client, the applicant, is aware that the forecourt land is owned by West Sussex County Council and that the land was purchased from the Coop by WSCC for road widening in 1938. As such, I served Notice on WSCC on 16th December 2019 (email attached). I sent the Notice to planning.applications@westsussex.gov.uk. I apologise if this has been sent to the wrong Service. The email address I found was in the Highways section of the WSCC website and I thought this would reach the correct part of the Council. I am sorry for any confusion that has been caused.

As far as the current owner is aware the forecourt land has been always been used for either the parking by customers visiting, what was up until recently, a Coop Food store, or (very recently) for the display of goods. The assumption was, given that this issue was not raised previously in relation to earlier application FP/32/19/PL, that the right to park on this land had been established over time. I understand from your email correspondence that my client would have to acquire the rights to use this land for parking from WSCC. If this is the case please Sally could you advise me as to how my client could go about purchasing a lease?

Obviously when submitting the application the applicant was under the impression that the forecourt could be used for parking. In response to Katie's consultation response of the 28th January 2020 I sent two indicative parking layouts (attached) to Maria Tomalova at Arun DC. These sought to respond to Katie's comments by relocating the proposed secure cycle store (to an area to the east of the existing building) and setting the parking spaces back to allow for the retention of the existing access ramp and steps which are in front of the shopfront. I had also hoped to be able to demonstrate that it was possible to achieve either 2 or 3 vehicle parking spaces (6m x 3m) within the forecourt – the 2 spaces would utilise the existing dropped kerb, the 3 spaces would require a dropped kerb to be provided across the front of the site. I had hoped to seek Katie's advice on which of the two layouts was feasible before asking our architect to formally revise the submitted drawings.

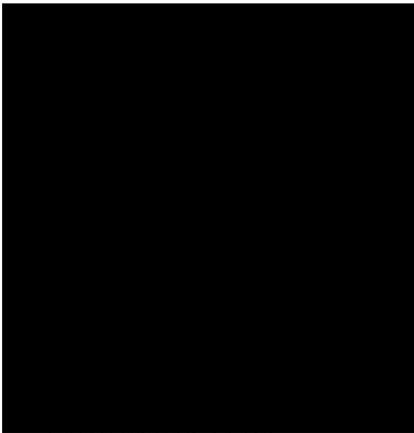
However given that it may not be possible to provide either 2 or 3 parking spaces at the front of the site please could I ask whether the Highway Authority would accept nil parking at this site? My client commissioned Brightplan to undertake a parking survey using the Lambeth Methodology (copy of Transport Statement attached). This advised that "The survey revealed a average of 81 spaces available across the overall study, including 31 spaces available on Felpham Road. It is therefore considered that the maximum on-street parking demand for 6 vehicles arising from the proposed development can be accommodated on the local road network." My view is that there is a significant amount of available on street parking (both at daytime and night time) in the immediate area and that the inability to provide any vehicle parking within the site should not result in a refusal of planning permission.

Katie, please could you advise me as to whether you would object to this application if no vehicle parking was to provided within the site for this development? If the HA does not object then I will ask the schemes architect to revise the submitted layout drawing to indicate the forecourt as land to be retained as open forecourt – with the area hatched to show no parking.

Please do not hesitate to give me a call should you wish me to clarify anything.

Kind Regards,

Matthew



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