

Bronte Welham

From: Amanda Scholes on behalf of Planning.Responses
Sent: 29 January 2018 08:17
To: Planning Scanning
Subject: FW: FP-268-17
Attachments: image001.emz; image002.emz; image003.emz; image006.emz; image008.emz; image010.emz

FP/268/17/PL

Sent: 26 January 2018 15:43
To: Planning.Responses
Subject: FP-268-17

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 23/01/2018

FROM: Jamie Brown
TO: Arun District Council
FAO: Richard Temple

SUBJECT: FP/268/17- Detached 9No. bedroom annexe for Beachcroft Hotel with 9No. car parking spaces.

Boat Pound between Greenock Villa and The Gunpoint, Clyde Road, Felpham, PO22 7AH
RECOMMENDATION:

**Advice
Objection**

**Modification
No Objection**

X

**More Information
Refusal**

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary and Context

The proposals will be accessed from Clyde Road a "D" class road which is located to the south of Felpham village centre; the road serves a number of residential properties. The road is a no through road which ceases approximately 10 metres east of the proposed point of access. The road is subject to a 30 mph speed limit. The proposed development is for the development of a suite with 9 bedrooms for the proposed development. It should be noted that the site does have a historic residential use prior to the current use.

The proposals are supported by way of a Transport Statement (TS) considering all the transport elements of the application.

Access and Visibility

The site does have an existing vehicular access onto Clyde Road, modifications are proposed to the existing access arrangements which will include moving it 8 metres to the east of the current location. The access will be widened as a result of this to 4.5 metres. The access is considered to be of sufficient geometry to accommodate the anticipated level of vehicular activity. Sightlines along Clyde Road from the existing point are considered acceptable with 43 metres provided to the west. To the west the extent of the carriageway ceases 10 metres and is therefore a no through road.

Swept path diagrams have been provided demonstrating that vehicles can turn into the access, whilst the LHA acknowledge that this could be tight consideration is given to the low number of vehicular movements and the lightly trafficked nature of the road.

A review of the access onto Clyde Road indicates that, there have been no recorded accidents within the last 3 years and that there is no evidence to suggest that the access and local highway network are operating unsafely.

Capacity

The TS provided in support of this application does estimate potential vehicular trip generation

arising from this proposal. It suggests that there will be 1 and 4 two way movements in the morning and evening peak hours with 32 movements throughout the day. The LHA acknowledges that the TRICS outputs are based upon sites considered to be comparable in terms of planning use class and location to that proposed, in accordance with TRICS Best Practice Guidance. As such the trip rate generated provides a realistic indication of likely trip generation from the new dwellings. This proposal would not trigger the 30 vehicle movement threshold to warrant formal junction assessments.

It is recognised that this proposal would give rise to a more intensive use of Clyde Road; however, this proposal is not anticipated to result in a severe cumulative impact on the operation of the local network in accordance with paragraph 32 of the National Planning Policy Framework.

Parking

The proposals will have 9 car parking spaces located in an undercroft car park. The allocation is considered sufficient for the purposes of the application.

Clyde Road is subject to enforceable waiting restrictions during the hours of proposed operation, and some parking capacity is available within the grounds of All Saints Church. However, the latter provision is outside of the control of the Applicant so its use cannot be guaranteed.

We are aware that there have been local concerns with on-street parking. The LHA will only consider the impact of overspill parking from a safety perspective; matters of amenity would be a matter for the consideration of the Local Planning Authority. While it is likely that some overspill parking may occur it is not considered that this would be detrimental to highway safety and key locations in the public highway are subject to enforceable parking restrictions.

Clyde Road is approximately 5.3m in width along its length; any parking on the carriageway would restrict the ability for two vehicles to travel in opposing directions at the same time. One vehicle would be required to wait while another passes if parking is present. It is not considered that overspill parking would be to such a level that all capacity for parking in the street would be used. The presence of enforceable waiting restrictions at the junction and accesses along the road provide sufficient space for vehicles to wait while another passes.

Sustainability

The submitted TS does suggest that persons using the hotel could arrive on foot, cycle, bus, train or by car. Clyde Road does have footway links which are mostly 1.5 metres in width that lead to the centre of Felpham village. Bus stops are located along Upper Bognor Road which is less than 5 minutes' walk from the site. Bognor Regis train station is within 30 mins walking distance of the site, this has services that link to Brighton and London Victoria.

Outside of the site the LHA accept that traffic conditions within the village are conducive for walking and cycling. Bognor Regis promenade is a dedicated cycle route which leads into the town from Felpham village. There is however a very limited range of services and facilities within the village itself that could be used by visitors other than the village store to meet

some day to day needs. This would not though meet all needs and travel to a larger retail store would be necessary which can be reached via bus in Bognor Regis.

Conclusion

The LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal.

Any approval of planning consent would be subject to the following condition:

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

Jamie Brown
Strategic Planning

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