

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	WSCC - Highways Authority
DATE:	31 March 2021
LOCATION:	32 Sea Drive, Felpham, PO22 7NE
SUBJECT:	FP/51/21/PL Demolition & erection of 1 No. dwelling with associated works. This site is in CIL Zone 4 & is CIL Liable as new dwelling.
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 Strategic Planning 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.

Summary

This proposal is for the demolition of an existing dwelling and erection of a replacement dwelling. The site is located on Sea Drive, a privately maintained road; consequently, these comments are for your advice only. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility

Access to the maintained highway network is at Limmer Lane, a C-classified road subject to a speed restriction of 20 mph. Given that the proposed development is for a replacement dwelling, the LHA does not anticipate that this proposal would give rise to a material intensification of movements to or from the site.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest the nearby road network is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

The applicant proposes a single-car garage and driveway for vehicular parking provision. Under Arun Parking Standards, the LHA would expect a dwelling of this size to provide at least three car parking spaces. From inspection of the plans, there appears to be sufficient space for this parking demand to be accommodated. On-site turning appears achievable, allowing vehicles to exit the site in a forward gear.

The LHA does note that the proposed garage does not meet the minimum internal specifications for single-car garages of 3m x 6m as set out in Manual for Streets (MfS). Therefore, the LHA cannot consider the garage for vehicular parking provision, as it may be too small for modern vehicles to fit inside. The LHA advises the applicant to enlarge the proposed garage to meet MfS specifications, so that it can be considered for vehicular and cycle parking provision. Notwithstanding this, the LHA is satisfied that sufficient parking provision is available on-site.

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 all new homes. The applicant is advised that for dwellings with an off-street parking provision, 100% of parking spaces should be provided with active EV parking spaces in accordance with the Arun Parking Standards (adopted January 2020).

Regarding cycles, the applicant has not demonstrated cycle parking. Cycling is a viable option in the area and the LHA would like to see secure and covered cycle parking being implemented, to promote the use of sustainable transport methods. The LHA notes that if the garage is enlarged to MfS specifications, the LHA can consider it for cycle parking provision.

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.

Kyran Schneider
West Sussex County Council – Planning Services