

From: Amanda Scholes on behalf of Planning.Responses
Sent: 12 March 2018 08:25
To: Planning Scanning
Subject: FW: P-4-18
Attachments: image001.emz; image002.emz; image003.emz; image006.emz; image008.emz; image009.emz

From: Jamie Brown [mailto:jamie.brown@westsussex.gov.uk]
Sent: 09 March 2018 15:10
To: Planning.Responses
Subject: P-4-18

DATE: 06/03/2018

FROM: Jamie Brown **TO: Arun District Council**
FAO: Simon Davis

SUBJECT: P/4/18/PL-Erection of 1No. 4-bedroom house and 2No. 3-bedroom bungalows including shared use of existing vehicular accesses to convenience store and associated parking, landscaping, bin and cycle storage.

Land at former Kings Beach Hotel, 5 The Parade, Pagham, Bognor Regis, West Sussex, PO21 4TW

Advice Objection	X	Modification No Objection		More Information Refusal	

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 Planning Services 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.

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

The site was formally the Kings Beach Hotel, this use has however ceased and the site has operated as a Co-Op since November 2017. This application proposes two dwellings and a bungalow in the area surrounding the former hotel.

The proposals will be accessed from two accesses from Sea Lane and The Parade. Both roads are "D" class roads subject to a 30 mph speed limit. The site is located within the residential

hamlet of Pagham. The road serves a number of residential and commercial outlets. In principle WSCC in its capacity of Local Highway Authority (LHA) advises no highway concerns to the proposals, detail and justification of this is provided in the report below.

Access and Visibility

The site does have two existing vehicular accesses, no modifications are proposed to the existing access arrangements. Each access is considered to be of sufficient geometry to accommodate the anticipated level of vehicular activity. Sightlines from both accesses are considered acceptable.

A review of the WSCC accident data indicates that, there have been no recorded accidents within the last 3 years from either point of access. There is no evidence to suggest that the access and local highway network are operating unsafely.

Capacity

Given the scale of the proposal and the existing permitted use a TRICS assessment and Travel Plan are not required. With the addition of 3 new properties there will be no material increase in traffic movements over the existing use. In addition there are no known capacity and congestion issues within the immediate vicinity of the site. From a capacity perspective we are satisfied the proposal will not have a severe residual impact.

Parking

The proposals will have 2 parking spaces for each of the bungalows and 3 spaces for the 4-bed dwelling. The proposed parking is considered acceptable and would accord with the WSCC Parking Demand Calculator (PDC). Turning has been demonstrated for cars via swept path diagrams, this demonstrates that there is sufficient space within the parking area for turning it take place within the site. The area is subject to enforceable waiting restrictions along the carriageway restricting parking. Given the good visibility in both directions it is not considered that parking would be detrimental to highway safety. The carriageway is circa 5.5m in width and provides ample space for another vehicle to pass a parked vehicle. It may result in vehicles having to wait for a few moments while giving way to an oncoming vehicle before pulling out to pass the parked vehicle, however, this is not considered to be a severe impact.

What we're not able to control through planning is whether drivers choose to commit an offence. It wouldn't be possible to insert a condition on a planning consent that prevented drivers parking on the footway, as this is outside the control of the Applicant and is an offence in its own right. There are legal mechanisms for action to be taken to discourage this behaviour, enforced by either Civil Enforcement Officers or the Police. Parking on the footway can be considered to be a *wilful obstruction of the free passage of a highway*, contrary to section 137 of the Highways Act 1980. There are also some links to the Highways Act 1835 (section 32), Town Police Clauses Act 1837 (section 28) and the Road Vehicle (Construction and Use) Regulations 1986 (SI 1986/1038), which have been used successfully in proceedings brought about against drivers parking on footways.

Sustainability

The submitted design and access statement does suggest that persons using the site could arrive on foot, cycle, bus, train or by car. The surrounding area does have footway links that lead to a small parade of shops to the north of the site. Within this parade there is a convenience store which could be used to serve most day to day needs. Further out of Pagham, Bognor Regis and Chichester town centres and train station is accessible via the number 600 bus network. It is therefore considered that residents would have a realistic alternative to the private car. However as previously stated the proposal is not anticipated to result in a material increase in traffic movements over the permitted and historic uses.

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
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