

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 07/10/2015

FROM: Mrs Emma Waters TO: Arun District Council
FAO: Mr S Davis

SUBJECT: P/94/15/PL - 3 No. detached bungalows with garage, parking & deck (resubmission following P/12/15/PL).

Land to east of 29 Harbour Road, Pagham, PO21 4TF

RECOMMENDATION:

Advice
Objection

X

**Modification
No Objection**

More Information Refusal

S106 contribution total (see below for breakdown): £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.

Summary

West Sussex County Council (WSCC) in its capacity as the Local Highway authority (LHA) was consulted by Arun District Council regarding the previous application at this site under planning reference P/12/15, to which no highway safety concerns were raised, it would appear none of the details relating to the parking or access of the site has changed so I would refer to our previous consultation and the comments submitted below.

Access point/Visibility

The LHA can only offer advice for this application as Harbour Road is a private road and does not form part of the adopted highway network. The application proposes two new accesses to the site, one for property 3 for single use and one for properties 1 & 2 as shared use. Both accesses would appear to meet requirements, although no visibility displays have been provided with the application.

Turning and Parking

From an inspection of the plans there is no space provided on site for vehicles to turn and exit onto Harbour Road in forward gear, so vehicles would be reversing out or into the accesses which is not ideal, however it would appear that a vehicle traveling along Harbour Road would have good forward visibility should this happen and vehicles would be traveling at low speeds along Harbour Road due to the road's surface, allowing time to stop.

In terms of parking the proposed 6 spaces would be adequate for this development.

Trip Generation

The LHA acknowledge that the proposal will result in an intensification of traffic movements onto Harbour Road and onto the adopted highway Lagoon Road. Nevertheless it is not

considered that the proposal would have a detrimental impact to the local highway network. In addition the most recently available accident data indicates there has been no Road Traffic Accidents (RTA's) at the junction from Harbour Road onto Lagoon Road.

Site constraints/construction traffic

Due to the site location and the private street consideration should be given to the building phase; particular attention should be paid to the size of construction vehicles and the off-loading and storage of materials.

Sustainability

Cycle parking should be included; this must be secure, covered and be capable of storing at least one cycle per bedroom for each dwelling. The actual details of the cycle parking facilities should be submitted to and approved by the Local Planning Authority (LPA).

Conclusion

The LHA are satisfied that the proposed development accords with paragraph 32 of the National Planning Policy Framework in that safe and suitable access to the site can be achieved and that the proposed development will not have a severe residual impact on the operation of the highway network. If the LPA are minded to grant planning consent the following conditions would be advised.

Condition:

- Parking
- Maximum Achievable Visibility Splays
- Construction plant and materials
- Cycle parking

Emma Waters
Strategic Planning