

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:M Tomalova
FROM:	WSCC - Highways Authority
DATE:	12 July 2021
LOCATION:	14 Princess Avenue Bognor Regis PO21 2QT
SUBJECT:	AW/164/21/OUT Outline application with some matters reserved (landscaping) for the proposed conversion of existing dwelling into 4 No. flats to include single & two storey rear extensions & first floor extension over garage (resubmission following AW/251/20/OUT). This site is in CIL Zone 4 (Zero Rated) as flats.
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 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. 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.

Summary

West Sussex County Council was consulted previously on Highways Matters for this location under outline planning application AW/251/20/OUT which sought approval for the proposed conversion of existing dwelling into 4 No. flats including single and two storey rear extensions and first floor extension over garage. No highways objections were raised, however this application was withdrawn.

This application is resubmission of AW/251/20/OUT The proposal will result in 2 x 1 bedroom and 2 x 2 bedroom flats. The site is located and accessed via Princess Avenue which is an unclassified road subject to 30mph speed restrictions.

Vehicular Access

The site is currently utilised via the existing access arrangements onto Princess Avenue. As part of the proposal an additional vehicle crossover is to be constructed to accommodate additional parking provision onsite.

Local mapping indicates that visibility splays at the site accesses are sufficient for the posted speed limit, therefore there are no overriding highways safety concerns. An inspection of data

supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest that the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

The second access must be constructed under a licence obtained by WSCC Highways to a specification agreed with them. I have consulted a Highways Officer regarding the proposed, and their comments will be forwarded on once received.

The proposed site plan demonstrates a 1.1m gravel path adjoining the public footpath. It should be noted that a gravel trap or other bound material should be provided where the access adjoins Princess Avenue to prevent the material being dispersed onto the public highway. The gravel trap must be positioned within the applicant's land and not the publicly maintained highway.

In principle, we would not foresee any issues with this proposal. A number of dwellings are already served from the access road and whilst a small rise in vehicle activities may occur, it is considered unlikely that any adverse impacts will result from this proposal.

Parking and turning

Onsite parking provision of four spaces is proposed to serve the new development. One parking space will be allocated to each flat. WSCC Car Parking Demand Calculator (PDC) would expect two parking spaces to be provided for the one-bedroom flats, and four parking spaces for the two-bedroom flats, resulting in likely overspill of two parking spaces. Each parking space accords with the minimum requirements of 2.4 x 4.8m as outlined in Manual for Streets (MfS) guidance.

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.

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 developments. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Arun Parking Standards (adopted January 2020). Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via condition and a suitably worded condition is advised below.

Sustainability

In order to promote the use of the sustainable transport methods, covered and secure cycle storage should be provided for the new flats. The proposed site plan annotates cycle store hoops style and these details are acceptable.

Conclusion

In principle, the LHA does not consider that this outline application with all matters reserved for an addition dwelling would result in 'severe' impact on the operation of the Highway Network, therefore is no contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority area minded to approve this application, the following conditions and informative are advised.

Conditions

Access

No development shall be first occupied until the vehicular access serving the development has been constructed (including a bound material from the back edge of the Highway boundary to prevent gravel overspill) in accordance with the approved Site Layout Plan.

Reason: In the interests of road safety.

Electric Vehicle Charging Spaces

No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved Site Layout Plan.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved Site Layout Plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Informative

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/>

Online applications can be made at the link below, alternatively please call [REDACTED]

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

Anastasia Toleva
West Sussex County Council – Planning Services