

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amber Willard
FROM:	Highways, WSCC
DATE:	14/11/2018
LOCATION:	414, Chichester Road, Bersted, Bognor Regis, PO21 5DR
SUBJECT:	BE/104/18/HH Loft conversion with new gable & dormer to rear.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
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.

Summary

This proposal is for the conversion of loft space and creation of vehicular access to the front of the site. The site is located on Chichester Road, a B-classified road subject to a speed limit of 30mph.

Access and visibility

The plans indicate that the proposed vehicular access (VCO) will be from Bucksham Avenue, an unclassified, no-through residential road subject to a speed limit of 30mph. The proposed access is approximately 4.5m wide at the road edge. A licence is required for the proposed VCO and must be constructed to a specification agreed with the Local Highway Engineer. As local mapping indicates that the site currently benefits from an existing VCO serving the garage to the rear of the site, the Local Area Engineer was consulted on this application. The Area Engineer has confirmed that this area is subject to a policy that a licence *would not be granted* for a second crossover to any property, due to the existing parking pressures and the potential loss of on-street parking provision for neighbouring residents.

Vehicular visibility splays for the proposed access have not been demonstrated; however visibility appears sufficient for the anticipated road speeds in this location. Due to the proximity to the junction and the presence of on-street parking vehicles are not anticipated to be travelling at the posted speed limit in this location. Furthermore, WSCC mapping indicates that visibility splays are maintainable wholly within the highway boundary in this location. An inspection of data supplied to WSCC by Sussex Police over a period of the last five years reveals that there have been no recorded injury accidents within the vicinity as result of the road layout, and as such, it is not anticipated that the addition of a VCO in this location would exacerbate an existing safety concern.

Parking and turning

The site currently has access to the rear of the site, providing the potential for one vehicle to park off-street. The applicant proposes one additional off-street parking space for the dwelling; this space meets the minimum specifications of 2.4 x 4.8m as set out in MfS. The proposed loft conversion will

result in an increase in dwelling size from 3-bedrooms to 4-bedrooms. The WSCC car parking demand calculator expects that a minimum of 2 spaces would be required for a dwelling of this size and location. The LPA may wish to consider the impacts of this proposal on on-street car parking from an amenity point of view. The proposals do not include the provision of a turn on site; however, neighbouring properties have similar arrangements and appear to have been operating without evidence of safety concern.

Conclusion

From a highway safety perspective, the LHA does not consider that this proposal would have 'severe' impact 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. The applicant should however be aware that a second VCO will not be granted a licence by the Area Engineer due to existing parking pressures.

Based upon the provided plans, if the LPA are minded to approve the application, the following conditions and informative should be applied:

Conditions

Access

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved planning drawing.

Reason: In the interests of road safety.

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

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 01243 642105.

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

Nicola Fry

West Sussex County Council – Planning Services