

**WEST SUSSEX COUNTY COUNCIL
COUNTY HIGHWAYS CONSULTATION RESPONSE**

DATE: 09/03/2018

FROM: Nicola Fry

TO: Arun District Council

FAO: Mr S Davis

SUBJECT: BE/17/18 - Proposed 2 bed bungalow.

37, Norbren Avenue, Bersted, PO21 5HE

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	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. A site visit can be arranged on request.

Summary

This proposal is for the erection of a two-storey 2-bedroom bungalow on garden land to the west of 37 Norbren Avenue and south of 53 Greencourt Drive. The site will be accessed from Norbren Avenue, a D-classified road subject to a speed limit of 30mph.

The Local Highway Authority (LHA) does not wish to raise a highway safety concern to the proposals subject to advice and conditions as set out below.

Access and Visibility

The proposed plans indicate that a hardbound driveway will be provided to serve the property. The existing dwelling, 37 Norbren Avenue, has an existing Vehicle Crossover (VCO) with dropped kerb access which is approximately 3m in width. A VCO will be required to serve the new dwelling, however this has not been demonstrated by the applicant. The new VCO would require a licence and to be constructed to a specification agreed with the Local Highways Engineer. Local mapping shows that there is an existing drain to the immediate west of the existing VCO, and plans for a new VCO should take this drain into consideration.

Vehicle visibility splays have not been provided by the applicant. Due to the proximity to the junction, vehicle speeds are anticipated to be below the posted limit, and Norbren Avenue has good forward visibility. An inspection of WSCC and Local mapping indicates that vehicular visibility at the proposed access is maintainable entirely within the highway, providing a sufficient level of visibility towards the junction and to the East. Furthermore, an inspection of data supplied to WSCC by Sussex Police over a period of the last five years shows there have been no recorded injury accidents due to road layout or visibility in the vicinity of the proposed new dwelling. There is no evidence to suggest that similar neighbouring accesses are operating unsafely, or that the addition of a single dwelling access would exacerbate an existing safety concern.

The LHA would advise that the boundary treatment to the West of the access is maintained to a maximum height of 0.6m to improve visibility of pedestrians on the adjacent footway. The LHA acknowledges that a pedestrian splay to the East of the access could not be maintained in perpetuity nevertheless Manual for Streets 2 (MfS2) paragraph 10.6.1 states that *vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously - similarly to how vehicles pull out when visibility along the carriageway is restricted.*

Parking and turning

The application form refers to the provision of a single car parking space however from a measure of the plans there appears to be enough depth in the hardbound area to enable a second parking space if cars were parked in tandem. This meets the minimum requirements of 2.4 x 4.8m as set out in Manual for Streets (MfS). There is no turn on site, due to space limitations; however, this appears to be an existing practice for neighbouring properties.

The WSCC parking demand calculator anticipates that two car parking spaces will be required for a property of this size and location. There is an existing practice of on-street parking in the vicinity, which may be able to accommodate overspill parking from the proposed dwelling. The Local Highway Authority (LHA) would not consider that highway safety would be detrimentally affected through the proposed car parking provision. The Local Planning Authority may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view.

Sustainability

The proposed dwelling is located within short walking distance of local shops, schools and bus stops providing access into Bognor Regis and Chichester. Cycling is a viable option within this location and secure, covered cycle parking should be provided to encourage use of sustainable transport methods and reduce reliance upon the private car.

Conclusion

The LHA does not consider that the proposed development would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and that there are no transport grounds to resist the proposal.

If the LPA is minded to approve the application, the following conditions should be secured:

Conditions

Access (details required, access provided prior to commencement)

No development shall commence until the vehicular access and crossover serving the development has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

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 plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking (details required)

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

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

Informative

Minor Highway Works

The applicant is advised to contact the Highway Licensing team (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

Nicola Fry
County Highways, West Sussex County Council