

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Ms M Tomalova
FROM:	WSCC - Highways Authority
DATE:	10 June 2020
LOCATION:	47 South Way Bognor Regis PO21 5EY
SUBJECT:	BE/43/20/PL Demolition of single bungalow & construction of 2 No. semi-detached bungalows & detached single garage.
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.

This proposal is for demolition of single bungalow and construction of 2 x 2 bedroom bungalows and detached single garage. The site is located and accessed via South Way which is an unclassified road subject to 20mph speed limit.

Vehicular access to the dwellings will be utilised through the existing access arrangements onto South Way with no proposed alterations. 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.

Given the small scale nature of proposal, it is not anticipated that an addition of a single dwelling would result in a material intensification of use.

There are 5 parking spaces proposed to serve the new dwellings, 3 parking spaces for proposed dwelling A and 2 parking space for proposed dwelling B. The WSCC Car Parking Demand Calculator would expect 4 parking spaces to be provided for this development, therefore the amount of parking spaces provided is acceptable.

The proposed parking bays have the adequate dimensions of 2.4 x 4.8m as outlined in Manual for Streets (MfS) guidance.

The proposed garage measures 3 x 6.7m internally. Under the revised WSCC parking guidance, each garage space (3 x 6m) counts as 0.5 of a parking space.

The applicant is advised that EV parking spaces should be provided for this development. The amount of EV parking spaces differs between both dwellings as set out below.

Dwelling A - 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 homes. The applicant is advised that for dwellings with a garage and driveway, 100% of parking spaces should be provided with active EV parking spaces in accordance with the Arun Parking Standards (adopted January 2020).

Dwelling B - 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 new homes. Based upon current EV sales rates within West Sussex, active charging points should be provided for a minimum of 20% of all proposed parking spaces. Ducting should be provided to the remaining 80% of parking spaces to provide 'passive' provision for these spaces to be upgraded in future. Due to the small scale nature of this proposal, the anticipated provision of active EV spaces for this development would be 1 space and should be provided in accordance with the above WSCC guidance.

The site is situated within residential area in Bersted. The proposed plan annotates spaces for cycle storage which promotes the use of sustainable transport methods and these details are acceptable.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts 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.

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, drawing no PO1. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

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 plan, drawing no PO1.

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

Anastasia Toleva
West Sussex County Council – Planning Services