

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	10 May 2021
LOCATION:	283-285 Chichester Road, Bognor Regis, PO21 5AH
SUBJECT:	BR/107/21/PL Replacement of semi-detached buildings with terrace of 3 No. houses. This site is in CIL Zone4 & is CIL Liable as replacement dwellings.
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 Strategic Planning 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 replacement of existing semi-detached buildings with terrace of three houses. The site is located on Chichester Road, a B-classified road subject to a speed restriction of 30 mph in this location. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

The LHA previously provided consultation advice pertaining to highway matters for this site for application BR/324/17/PL, raising no objections. The planning authority approved the application.

Access and Visibility

The applicant proposes to utilise the existing vehicular access on Chichester Road. From inspection of local mapping, there are no apparent visibility issues with the existing point of access onto the maintained highway. The LHA does not anticipate that the proposed development would give rise to a significant material intensification of movements to or from the site.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

The applicant proposes six car parking spaces for this development. Under Arun Parking Standards, the LHA would expect a parking provision of at least three car parking spaces for a development of this size in this location. Therefore, the LHA considers the proposed parking provision to be sufficient. On-site turning appears achievable, allowing cars to exit the site onto Chichester Road in a forward gear.

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. 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.

Regarding cycle parking, the applicant has demonstrated secure and covered cycle stores to the rear of each plot, in accordance with Arun Parking Standards. The inclusion of cycle parking provision helps promote the use of sustainable transport methods.

Sustainability

The site is situated in a sustainable location within walking distance of local services, such as shops and schools. Cycling is also a viable option in the area. Regular bus services are available from nearby bus stops on Chichester Road. Bognor Regis Train Station is located approximately 1.9km southeast of the site.

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.

If the LPA are minded to approve the application, the following conditions should be applied:

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

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.

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.

Kyran Schneider
West Sussex County Council – Planning Services