WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	WSCC - Highways Authority
DATE:	7 October 2021
LOCATION:	Ravenna Richmond Avenue West Bognor Regis PO21 2YG
SUBJECT:	BR/201/21/PL Erection of a new building comprising of 3 No apartments (2 No 2 bed units & 1 No 1 bed unit), including alterations to the fenestration of the existing building (resubmission following BR/176/20/PL). 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.

This application is for the erection of a new building comprising of 3 No apartments (2 No 2 bed units & 1 No 1 bed unit), including alterations to the fenestration of the existing building, Ravenna. The site is located on Richmond Avenue West, an un-classified road subject to a speed limit of 30mph.

The LHA was consulted an application at this site under ref: BR/176/20 for a similar application for erection of new building comprising three flats. The LHA raised no highway safety concerns however the application was refused by the LPA on grounds including lack of parking provision.

Under the current proposal, a parking area for three cars will be provided. No details of vehicular access onto Richmond Avenue West have been provided - the applicant should be aware that a formal vehicle crossover will be required - this would be subject to a licence from the WSCC Area Engineer and must be constructed to a specification agreed with them. The applicant may wish to provide details of access at the planning stage, alternatively, details of access can be secured via condition. An informative for the access works is included below.

Visibility splays of 2.4 x 43m would be required at the proposed access. Due to the proximity of the access to the junction with Richmond Avenue, it is unlikely that full splays of 43m in this direction will be achievable. As such, the applicant should provide maximum achievable visibility splays in each direction. The applicant may wish to provide visibility splays at the planning stage, alternatively, details of this can be secured via condition.

Under the WSCC Car Parking Standards, a total of 4 unallocated car parking spaces may be provided for the proposal. This may result in a demand for one over-spill parking space on street. Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detriment to highway safety. We would not consider that highway safety would be detrimentally affected through the proposed car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view.

The site is sustainably located within walking distance of local shops and amenities and bus stops providing access into Bognor Regis and further afield. Cycling is a viable option within the vicinity and the applicant proposes secure and covered cycle storage for the development within the communal garden. The applicant should be aware that communal cycle storage arrangements should be provided with Sheffield stands to enable residents to secure their individual bikes.

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 an off-street parking provision, 100% of parking spaces should be provided with active EV parking spaces in accordance with the Arun Parking Standards (adopted January 2020).

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 condition should be applied:

Condition
Access (details required, access provided prior to first occupation)
No part of the development shall be first occupied until such time as the vehicular access 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

Visibility (details required)
No part of the development shall be first occupied until maximum achievable visibility splays have been provided at the proposed site vehicular access onto Richmond Avenue West in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
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
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.

Informative
Vehicle Crossover – Minor Highway Works
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/

Nicola Fry
West Sussex County Council – Planning Services