WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	WSCC - Highways Authority
DATE:	23 December 2020
LOCATION:	5 Richmond Avenue, Bognor Regis, PO21 2YE
SUBJECT:	BR/221/20/PL Detached garage with 1 No. flat above. This application is in CIL Zone 4 and is CIL Liable.
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 erection of a detached garage with one flat above. The site is accessed via a unadopted access track; consequently, these comments are for your advice only. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns.

Access and Visibility
Access to the maintained highway network is at Nyewood Lane, a C-classified road subject to a speed restriction of 30 mph. There are no apparent visibility issues at the existing point of access onto Nyewood Lane. The LHA does not anticipate that the addition of one dwelling 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 onto Nyewood Lane is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning
The site is situated on an existing informal parking area. The applicant proposes five car parking spaces that will be in place of the existing parking area. Arun Parking Standards require a dwelling of this size in this location to provide one car parking space. Therefore, the LHA considers the proposed parking provision to be sufficient. There is also adequate space within the private lane for vehicles to turn and exit onto the maintained highway in a forward gear.

The LHA does note that the proposed garage bays have approximate dimensions of 2.3m x 4.8m, which does not meet the minimum specifications for single car garages of 3m x 6m as set out in Manual for Streets (MfS). Therefore, the LHA cannot consider them for parking provision, and advises the bays be enlarged to meet MfS specifications. Notwithstanding this, the LHA is satisfied that sufficient parking is available for the proposed dwelling.

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.

Regarding cycle parking, the applicant has demonstrated cycle storage with provision for two cycles, in accordance with Arun Parking Standards. The inclusion of secure and covered cycle parking helps promote the use of sustainable transport methods.

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.

Kyran Schneider
West Sussex County Council – Planning Services