

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	11 October 2021
LOCATION:	75 Highfield Road, Bognor Regis, PO22 8PD
SUBJECT:	BR/222/21/PL Creation of 1 No 1 Bed & 1 No 2 bed Units to roof space of existing block with 2 No new car parking space and revised access provision. 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.

Summary and Context

This proposal is for the creation of one one-bedroom flat and one two-bedroom flat to roof space of existing residential building, with provision of parking and access. The site is located on Highfield Road, an unclassified road subject to a speed restriction of 30 mph. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

The LHA previously provided consultation advice for this site for application BR/129/19/PL, raising no highway safety concerns. The Local Planning Authority (LPA) permitted the application.

Access and Visibility

The applicant proposes to utilise an existing vehicle crossover (VCO) for this application. From inspection of local mapping, there are no apparent visibility issues with the existing point of access on to Highfield Road. The LHA does not anticipate that the proposal would give rise to a significant material intensification of movements to or from the site.

The applicant has stated that an existing utility pole will be relocated as part of these proposals. These relocation works would need to be undertaken at the expense of the applicant. It is the responsibility of the applicant to liaise with the necessary parties to organise the moving of the utility pole.

Parking and Turning

The applicant proposes four car parking spaces for this development. From inspection of the plans, the parking bays are suitably sized. On-site turning appears achievable for the parking bays situated to the rear of the site; however, cars exiting the bays fronting the site may have to do so in a reverse gear. However, the LHA does not anticipate that this would result in a highway safety concern.

Under Arun Parking Standards, the LHA would anticipate that a development of this size in this location would require at least six car parking spaces (when considering the site as a whole). Therefore, overspill parking would have to be accommodated on-street.

Whilst on-street parking is limited in the area, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be a detriment to highway safety. The LHA does not anticipate that a shortfall of two parking spaces would result in a highway safety concern. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view. The LHA acknowledges that the proposed parking provision is an improvement over the existing parking provision.

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 cycles, the applicant has not demonstrated cycle parking provision. Cycling is a viable option in the area and the LHA would like to see cycle parking provision being implemented, in accordance with Arun Parking Standards. A cycle parking provision for six cycles should be provided in the form of covered and lockable cycle storage.

Sustainability

The site is situated in a sustainable location within walking/cycle distance of local services and amenities. The site is also well connected by public transport, with regular bus services available from the nearby A29 and B2166. Bognor Regis Train Station is located approximately 1km southwest 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 111), 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