

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	15 October 2019
LOCATION:	2 Cavendish Road, Bognor Regis, PO21 2JW
SUBJECT:	BR/256/19/PL Conversion of existing store to 3 No. bed dwelling including front single storey and roof dormer extension.
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 conversion of an existing store to 3-bedroom dwelling. The site is located on Sutherland Close, an unclassified road subject to a speed limit of 30 mph.

Access and Visibility

The existing access via Sutherland Close will be utilised. There is an existing dropped kerb to the front of the property. To avoid potential conflict with the kerb, the applicant is advised to have the existing dropped kerb widened. This would be subject to a licence and would be constructed to a specification agreed with the local area engineer.

There are no apparent visibility issues at the point of access. An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 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

A single car garage is proposed for the dwelling. The garage demonstrated in the plans has approximate internal dimensions of 2.4m x 4.9m. This does not meet the minimum internal specifications for single car garages of 3m x 6m as set out in Manual for Streets (MfS). The applicant is therefore advised to modify the plans so that the garage meets the MfS minimum internal specification, so that it can be considered for parking provision.

The WSCC Car Parking Demand Calculator has indicated that a property of this size in this location would create a demand for 2 car parking spaces. Consequently, any overspill parking would have to be accommodated on-street. As the proposed garage does not meet MfS specifications, this application is being assessed based on a nil parking provision.

Whilst on-street parking is limited in the vicinity, there are comprehensive parking restrictions in place prohibiting vehicles from parking places that would be considered a detriment to highway safety. Sutherland Close has double yellow lines on both sides in places and is subject to a

residents parking permit scheme. The LHA does not anticipate that highways safety would be detrimentally affected through the nil parking provision. However, the planning authority may wish to consider the potential impacts on on-street parking from an amenity point of view. The LHA appreciates that the site is sustainably located and future residents may not necessarily need to rely on the private car.

No cycle parking has been demonstrated in the plans. The applicant is advised to include secure and covered cycle parking in the plans to promote the use of sustainable alternative modes of transport to the private car.

Sustainability

The site is situated in a sustainable location within walking distance of shops, services and schools. Bognor Regis Train Station is an approximate 7 minute walk from the site. Nearby bus stops on Queensway offer regular connections to North Bersted and towards Portsmouth and Chichester. Cycling is a viable option in the area.

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 and informative should be applied:

Condition

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 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.

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-f or-driveways-licence/>

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-f or-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

Kyran Schneider
West Sussex County Council – Planning Services