

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: James Cross
FROM:	WSCC - Highways Authority
DATE:	23 January 2020
LOCATION:	105 Victoria Drive, Bognor Regis, PO21 2DZ
SUBJECT:	BR/289/19/PL Demolition of existing garages & construction of 1 No 1 bed & 1 No 2 bed flats adjoining existing building.
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 demolition of two existing garages and erection of one one-bedroom flat and one two-bedroom flat. The site is located Victoria Drive, a C-classified road subject to a speed limit of 30 mph.

Access and Visibility

The applicant proposes to utilise the existing access and also create a second access onto Victoria Drive. The new access will require a dropped kerb, which is subject to a vehicle crossover (VCO) licence. A licence can be obtained through the local Area Office and VCOs must be constructed to a specification agreed with the local Area Engineer.

The applicant should be aware that the Area Office does not grant licences for second accesses in urban areas, unless significant safety or community benefits can be identified. This is in order to maintain as much on-street parking as possible. The LHA has consulted the Area Office for Arun and will forward on any comments in due course. The applicant may wish to consider revising the plans to utilise the existing access only.

Notwithstanding this, there are no apparent visibility issues at the existing and proposed accesses. Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously; similarly, to how vehicles pull out when visibility along the carriageway is restricted.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents 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

Two existing garages will be lost as a result of this development. Using the site plan, the existing garage block was measured to be approximately 5.4m x 5.5m externally, suggesting that the

individual garage sizes are no larger than 2.7 x 5.5m. Therefore, the garages unlikely meet the minimum internal dimensions for single car garages of 3m x 6m set out in Manual for Streets (MfS). Therefore, they are only large enough for a small car to be parked in side and as such, it is not unreasonable for the LHA to believe they may be being used for other purposes (e.g. storage).

The applicant proposes four car parking spaces for this development. The parking area is of sufficient size to allow for four car parking spaces that meet the minimum specifications for single car bays of 2.4m x 4.8m as set out in MfS. The WSCC Car Parking Demand Calculator indicates that the four dwellings would create a combined parking demand of five car parking spaces. Therefore, any overspill parking would have to be accommodated on-street.

Whilst on-street parking is limited in the immediate vicinity, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be considered a detriment to highway safety. The LHA does not anticipate that this proposal will detrimentally affect highway safety. The planning authority may wish to consider the potential impacts on on-street parking from an amenity point of view.

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, the Local Highways Authority (LHA) request that developers provide all new homes with electric vehicle (EV) charging points. Based upon current EV sales rates within West Sussex, the applicant should provide a minimum of 20 % of all proposed parking spaces with active charging points, with ducting in place for the remaining 80% to provide 'passive' provision for future upgrades. Due to the small-scale nature of this proposal, the anticipated provision of active EV spaces for this development would be one space, in accordance with the above WSCC guidance and Arun Local Plan policy.

In terms of cycle parking, the applicant proposes a communal cycle store. WSCC parking standards would require a cycle parking provision for at least four bicycles for this site. The inclusion of cycle parking helps promote the use of sustainable alternative modes of transport to the private car.

The proposed parking arrangement will compromise the ability for some vehicles to turn on-site, if all the parking spaces are full. As such, vehicles may have to exit the site in a reverse gear. However, Victoria Drive has good forward visibility and neighbouring properties appear to operate similar arrangements with no known safety concerns.

Sustainability

The site is situated in a sustainable location within walking distance of shops, schools and other amenities. Bus stops situated 160m away on Linden Road offer half-hourly services to Bognor Regis and North Bersted. Bognor Regis Train Station is approximately 480m from the site. Cycling is a viable option in the area and future residents may not have to rely on the private car for travel.

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.

However, the applicant should be aware that a licence for a vehicle crossover is unlikely to be granted for this proposal.

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

Conditions

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.

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/>

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