

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr. S. Davis
FROM:	WSCC - Highways Authority
DATE:	22 March 2019
LOCATION:	5 Richmond Avenue Bognor Regis PO21 2YE
SUBJECT:	BR/43/19/PL 1 No. 1 bed flat over 3 bay carport (resubmission following BR/202/16/PL).
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 3 bay carport with a 1 bedroom flat on top.

Access and visibility

The site is located to the rear of 5 Richmond Avenue. Access to the site is an unmaintained back street between Richmond Avenue and Aldwick Road. As the road of interest is unmaintained, these comments are for your advice only.

The access point to the site is via Nyewood Lane, a C-class road subject to a speed limit of 30mph. Visibility at this junction is sufficient, and an inspection of data supplied to WSCC by Sussex Police over a period of the last five years reveals that there have been no recorded injury accidents resulting from road layout within the vicinity of the site. Therefore there is no evidence to suggest the access is operating unsafely, or that an increase of one residential dwelling will exacerbate an existing concern.

Parking and turning

6 car parking spaces are proposed in the plans. This includes a carport with 3 bays, and space outside for an additional 3 cars to park in tandem. The bays in the carport are approximately 2.4m x 5m each, which will allow for 3 cars to sufficiently park inside. This will allow for all 6 flats at the site to have one parking space each. The WSCC Car Parking Demand Calculator indicates that flats of this size in this location would create a demand of 1 car parking space each, which this meets.

The tandem car parking arrangements do mean that cars will be blocked in. However, assuming the residents maintain dialogue on parking arrangements, this should not be

an issue. Furthermore, existing parking arrangements are of a similar and have functioned for some time with no known highways safety concerns. There is adequate room for vehicles to turn in and out of the bays, and leave the street in a forward gear.

Conclusion

The LHA does not consider that the proposal would have 'severe' impact 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