

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	WSCC - Highways Authority
DATE:	17 May 2022
LOCATION:	Rear of 42 Sudley Road Bognor Regis PO21 1ES
SUBJECT:	BR/77/22/PL 2 No. semi-detached 3-storey houses with parking and new vehicular access. This application is in CIL Zone 4 and is CIL liable as new dwellings.
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.

This application is for the erection of two semi-detached houses with parking and vehicular access. The site is located to the rear of 42 Sudley Road.

The proposed accesses will be located on Lyon Street, an un-classified road subject to a speed limit of 30mph. Local mapping indicates that an existing access currently exists to the site, however this will not be utilised for the proposal and has not been demonstrated on the proposed plans. The applicant should be aware that the proposed accesses are unlikely to be granted a licence in the event that the existing access is not closed off. As such the applicant is advised to demonstrate that the existing access will be closed off. Details of this can be secured via condition, or alternatively can be resolved prior to determination.

Visibility at the proposed accesses appears sufficient for the anticipated road speeds in this location and splays are maintainable wholly within the public highway. The proposed accesses will cross through an existing Controlled Parking Zone (CPZ) designated for permit holders only. The LHA have consulted the WSCC CPZ team for comments on this application and will forward any relevant comments in due course, if required.

From an inspection of local mapping, it appears that the existing CPZ road sign and telegraph poles located on public highway fronting the site will be required to be relocated due to the proposed crossover works. This has not been demonstrated on the proposed plans. 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 street lighting/telecommunications pole. The poles will need to be relocated at least 1.5m from the location of the top of the ramped kerb of the proposed crossover.

The proposed plans demonstrate one parking space per dwelling on the site frontage. These spaces appear to meet the minimum specifications of 2.4 x 4.8m as set out in Manual for Streets. The Arun Parking SPD expects that a minimum of 2 parking spaces per dwelling would be required for dwellings of this size and location. As such, the proposal may result in the potential for two additional overspill parking spaces to be accommodated on street. Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detrimental to highway safety. We would not consider that highway safety would be detrimentally affected through the proposed car parking provision. However, the Planning Authority may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view and consider the existing waiting list length for parking permits in this area.

The site is sustainably located within walking distance of Bognor Regis town centre, local shops and services, including bus stops and Bognor Regis train station. Cycling is a viable option within the vicinity and a secure and covered cycle store s propose within the rear garden of each dwelling to reduce reliance upon the private car.

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 (adopted January 2020). The proposed plans demonstrate an EV charge point for each dwelling.

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 and informatives should be applied:

Conditions

Access (details required, access provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety

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 the approved plan.

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 the approved plan.

Reason: To provide sustainable travel options 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-for-driveways-licence/>

Online applications can be made at the link below, alternatively please call [REDACTED]

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

INFORMATIVE

The applicant is advised to contact the operator of the street lighting/telecommunications pole to organise the moving/relocation works.

Nicola Fry
West Sussex County Council – Planning Services