

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Finlay Gardner
FROM:	Highways, WSCC
DATE:	19/04/2021
LOCATION:	29 Highcroft Crescent, Bognor Regis, PO22 8DH
SUBJECT:	BR/86/21/PL Convert existing bungalow in to 1 No. 3 bed bungalow and 1 No. 2 bed bungalow. This application is in CIL Zone 4 and is CIL Liable as new dwelling.
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 dwelling into two dwellings. The site is located on Highcroft Crescent, 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/139/20/PL, raising no objections. The applicant withdrew this application.

Access and Visibility

The site currently benefits from two existing accesses on Highcroft Crescent. The applicant proposes no alterations to the existing access arrangement. There are no apparent visibility issues at these access points. 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 accesses are operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

The applicant proposes to utilise the existing driveway for vehicular parking. Under Arun Parking Standards, a development of this size in this location would require three car parking spaces. From inspection of the plans, there appears to be sufficient space within the driveway for this parking demand to be accommodated.

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 developments. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Arun Parking Standards (adopted January 2020). Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via condition and a suitably worded condition is advised below.

On-site turning does not appear achievable, so vehicles may have to exit the site in a reverse gear. However, this is the existing arrangement, which has operated with no known highway safety concerns.

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 being implemented, in accordance with WSCC and Arun Parking Standards. The inclusion of secure and covered cycle parking provision helps promote the use of sustainable alternative modes of transport to the private car.

Sustainability

The site is situated in a sustainable location within walking/cycle distance of shops, schools and other amenities. Highcroft Crescent is served by the 67 bus route, which offers four services per day into Bognor Regis. Bognor Regis Train Station is situated approximately 1.5km from 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 109), 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