

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Stuart Corbey
FROM:	WSCC - Highways Authority
DATE:	1 April 2019
LOCATION:	14 Baldwin Close, Bognor Regis, PO22 6RQ
SUBJECT:	M/17/19/PL 1 No. 1-bedroom dwelling & rear extension on existing dwelling (resubmission following M/99/18/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.

This proposal is for the erection of a one bedroom dwelling on land to the south of 14 Baldwin Close. Baldwin Close is an unclassified, no-through residential road subject to a speed limit of 30mph.

The LHA was consulted on an application for the erection of a two-bedroom dwelling at this site under ref: M/99/18/PL. The LHA raised no highway safety concerns to the proposal however the application was refused by the LPA on separate grounds.

Access and visibility

The proposed dwelling will utilise the existing vehicular access onto Baldwin Close. The application form has not indicated that a new vehicular access will be required as result of the application; however the proposed plans demonstrate that a new vehicular crossover (VCO) will be required to serve the existing dwelling. Details of the proposed new VCO to serve 14 Baldwin Close can be secured via condition. A licence will be required for the VCO and must be constructed to a specification agreed with the Local Highway Engineer.

Visibility at the access appears sufficient for the anticipated road speeds. Due to the no-through nature of the road and presence of on-street parking, vehicles are not anticipated to be exceeding the posted speed limit in this location. Furthermore, 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 within the vicinity of the site. As such, there is no evidence to suggest that the addition of a single dwelling would exacerbate an existing safety concern.

Parking and turning

The applicant proposes one parking space per dwelling, to be provided on the site frontage. These spaces meet the minimum specifications of 2.4 x 4.8m as set out in Manual for Streets (MfS). The WSCC parking demand calculator expects that a minimum of three parking spaces will be required for this development in this location - one space for the proposed dwelling and two for the existing dwelling. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view. A turn on site would be preferable although this is clearly not achievable within the site constraints. Neighbouring properties share similar arrangements without evidence of safety concern.

Sustainability

The site is located within walking distance of bus stops which provide access into Bognor Regis, Littlehampton, Chichester and further afield. The site is within walking distance of a local Primary School, doctor's surgery and convenience store. Cycling is a viable option in this vicinity and the applicant has proposed secure covered cycle storage for both the proposed and existing dwellings in order to encourage sustainable transport methods and reduce reliance upon the private car.

Conclusion

The LHA does not consider that this 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 there are no transport grounds to resist the proposal.

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

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 to 14 Baldwin Close has been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety

Car parking space

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained at all times for their designated use.

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.

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/>

Nicola Fry
West Sussex County Council – Planning Services