

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Andrew Wood
FROM:	WSCC - Highways Authority
DATE:	15 October 2019
LOCATION:	117 Elmer Road Bognor Regis PO22 6LH
SUBJECT:	M/42/19/PL Demolition of existing dwelling & erection of pair of semi-detached chalet dwellings with on-site parking facilities & new vehicular access.
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 Planning Services 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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Proposal Summary

The proposal is for the demolition of the existing 3 bedroom dwelling with the construction of 2 No. 3 bedroom dwelling with parking and a new 2nd access. The site is located on and accessed via Elmer Road, a C classified road subject to a 30mph Speed limit.

History

The Local Highway Authority (LHA) provided comments on the 23/05/2019, requesting the following details,

1. The location of the cycle parking,
2. Vehicle Crossover (VCO) dimensions,
3. Vehicle visibility demonstrated on plans as annotated,
4. Pedestrian visibility demonstrated on plans as annotated,
5. Any external parking area dimensions.

Comments in response

1. The applicant has provided cycle storage in line with WSCC and Manual for Streets (MfS) Guidance,

2. The applicant has failed to demonstrate the VCO dimensions, but after inspection of WSCC local mapping and the submitted plans the LHA observe that the proposal includes a new 6.8 metre VCO at the eastern extent of the site.
3. The applicant has failed to demonstrate maximum achievable visibility splays on the plans. However from an inspection of WSCC and local mapping visibility upon Elmer Road is sufficient with excess of 2.4m by 43m available from the centre of the proposed access point, within maintainable highway land. Manual for Streets sets out that 43m is suitable stopping sight distance (SSD) for vehicle speeds of 30 mph and therefore the LHA do not raise concerns regards the proposed location of the access point.
4. It should be noted that while the applicant states that the site will benefit from pedestrian splays of 2.4 x 2.4 metres, upon inspection of the plans and WSCC local mapping the LHA state that these would not be achievable due to 3rd party land. MfS states that in the absence of pedestrian visibility, occupiers of motor vehicles will emerge from the back of the footway in a cautious manner, on the flip, in locations where VCO are presence pedestrians using the footway do so in a cautious manner. The LHA will NOT seek these to be submitted.
5. After inspection of the plans the LHA note, the frontage of both garages appear to benefit from a parking area large enough to accommodate 1 vehicle each.

Parking additional

The applicant has demonstrated that each house will benefit from a garage measuring 2.5 x 4.5 metres. This does not conform to WSCC and MfS guidance and will not be counted towards cycle or parking demand.

The applicant has demonstrated an 'In out' style drive that will allow future occupiers of the 2 dwellings the ability to turn within the site and enter the publicly maintained highway in a forward gear.

The anticipated demand for 2 dwellings of this size and location would be 3 spaces. The LHA is mindful that the site layout would allow for tandem parking of 2 cars per dwelling. As such an appropriate quantity of parking can be accommodated on site. The LHA accepts that such parking would prejudice the proposed turn on site, however given the nature of Elmer Road this would not be considered an overriding concern.

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 new homes. Based upon current EV sales rates within West Sussex, active charging points should be provided for a minimum of 20% of all proposed parking spaces. Ducting should be provided to the remaining 80% of parking spaces to provide 'passive' provision for these spaces to be upgraded in future. Due to the small scale nature of this proposal, the anticipated provision of active EV spaces for this development would be 1 space per dwelling and should be provided in accordance with the above WSCC guidance and Arun Local Plan policy.

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:

Conditions

Access

The use of the parking area shall not commence until the vehicular access serving the development has been constructed in accordance with the approved site plan.

Reason: In the interests of road safety.

Parking

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 site 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-for-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-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

Stephen Garrard
West Sussex County Council – Planning Services