

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	Alison Meeus, Highways, WSCC
DATE:	12/06/2018
LOCATION:	Carlton Avenue, Rose Green, Bognor Regis Land to the rear of 34,36,38,40 and 44, Carlton Avenue, Aldwick
SUBJECT:	<u>AW-130-18</u> Outline Application with some matters reserved for the erection of 8 no. dwellings with new access between 34 and 36 Carlton Avenue.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☒ No Objection ☒ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

Carlton Avenue is a residential road in Rose Green, Bognor Regis. It has a 30mph speed limit and footways on either side of the road providing a good footway network within the local area. The road is made up of a mixture of houses and bungalows, with very large gardens to the rear. The proposal to create 8 dwellings behind numbers 34,36,38,40 and 44 with a new access between 34 and 36, has been considered by the County Highway Authority (CHA).

No objection is raised to the new access location subject to any conditions/informatives attached however; as the access road will remain private WSCC comments are advisory.

Access and Layout

A new access will be provided onto Carlton Avenue. The road will not be adopted by WSCC and will remain private however a crossover style access onto Carlton Avenue will be required. It is proposed to be built as a shared use space with no footways. Manual for streets guidance recommends shared use spaces are acceptable where there are under 100 vehicles per hour and in short road lengths or cul-de-sacs.

Footfall at certain times of the day may be higher as the site is close to a school however; at all other times this will be no different to any other residential street. A pedestrian visibility splay of 2m x 2m will be required to ensure pedestrians can be seen using the footway and that no planting or fencing above 0.6m obscures this visibility.

It is accepted visibility splays to the kerb will be obscured most of the time by parked cars. This is quite common in built up residential areas where vehicle speeds are low, yet it does not appear to cause significant problems in practice.

The road is wide enough at 4.8m in width to take two cars simultaneously, in and out which will help to reduce waiting in the road. The access road narrows after 18m to 4.1m, before widening out again. The forward visibility here is good and due to the low number of movements would be acceptable.

The road bends round to the left where there is a turning head and forward visibility over this section appears to be good however should planting be introduced, as shown on the

Feasibility Site Plan (1802 2.01 P3), this should be kept under 0.6m to keep forward visibility around the bend.

Fire Access and Refuse Collection

A turning head is provided approx 55m into the access road. As is over the recommended 20m reversing distance, should a refuse vehicle or fire appliance will need to enter the site, they will be able to enter and exit in forward gear.

However no swept paths have been provided and WSCC are concerned about the turning movement of a large appliance into and out of the access from Carlton Avenue due to parked cars. Please provide these.

Road Safety Audit

An audit of the access onto the highway is not required as the development is under 10 dwellings.

Car Parking Strategy

The WSCC car parking calculator has been used to consider the car parking proposed against the expected demand. The calculator is attached to this report and suggests there should be an allocation of:-

17 spaces and 2 visitor spaces. This is based on 7 x 3 bed dwellings, and 1 x 4 bed dwelling.

The feasibility site plan (1802 2.01 P3) provides this and using the measuring tool to check driveway capacity it can be seen that some of the driveways have spare capacity.

In total there are 26 useable spaces.

15 driveway spaces

10 garages

2 visitor spaces

WSCC are satisfied with the parking proposal. Garages should be made 3m x 6m and bicycle storage made available in garages or sheds to support sustainable travel options.

Electric car charging points could be considered.

Trip Impact

WSCC do not consider the trip impact from this development to create any significant highway capacity impacts. The likely movements in the am and pm peak hours would be around 4 to 5 trips.

Construction Traffic

A construction management plan should be submitted to the LPA for approval, prior to construction and in particular the plan should consider the use of the access, and times of day when construction vehicles would not be able to use Carlton Avenue due to school traffic.

Summary of further information requested if large appliances are to enter the site

- Swept paths showing the turning movement of a large appliance into and out of the access from Carlton Avenue with parked cars on the road.
- Swept path showing use of turning head by large appliance or dimensions to prove enough space is provided.

Alison Meeus
West Sussex County Council – Planning Services

CONDITIONS

VISIBILITY SPLAYS

Pedestrian Visibility (details required)

No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2 metres have been provided either side of the proposed site vehicular access onto Carlton Avenue in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

PARKING

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved Feasibility Site plan (1802 2.01 P3). These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development

Garages

The garage building(s) shall be used only as private domestic garages for the parking of vehicles incidental to the use of the properties as dwellings and for no other purposes.

Reason: To ensure adequate off-street provision of parking in the interests of amenity and highway safety.

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 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.

CONSTRUCTION

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area. .

Wheel Washing

No development shall be carried out on the site unless and until an effective vehicle wheel-cleaning facility has been installed in accordance with details provided by the Local Planning Authority and such facility shall be retained in working order and

throughout the period of work on site to ensure the vehicles do not carry mud and earth on to the public highway, which may cause a hazard to other road users.

Reason: In the interests of road safety.

INFORMATIVES

Minor Highway Works

The applicant is advised to contact the Highway Licensing team (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.



Ward Finder			
Postcode		Ward	

Note:

No special provision need be made for visitors where at least half of the total parking provision assigned to a development is unallocated. In other circumstances, it may be appropriate to allow for additional visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and number of Bedrooms is used this will need to be converted. A general guide for conversion is as follows but may vary in some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Ward highlighted if the Census data does not include data for certain dwelling sizes. In such cases car ownership has been obtained using the nearest sized dwelling with same tenure and ward. For example, if not available for a private house with 1 room then data for a private house with 2 rooms has been used. Ownership Data is highlighted in purple where such an approach has been used. Where Census data is not available for small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total column. In such cases, other wards should be selected to achieve a higher sample size.

Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)
A	Houses	Private	5	7	2
B	Houses	Private	6	1	3+
C					
D					
E					
F					
G					
H					
I					
J					
K					
L					
M					
N					
O					
P					
Q					
R					
S					
Total				8	

PARKING DEMAND					
Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
	per unit	Total	per unit	Total	
14	0	1	0	1	16
3	0	0	0	0	3
17		0.69		1.60	19

PROJECT
CENTRE
PEOPLE | PASSION | PLACES