

FROM: Katie Kurek

TO: Arun District Council
FAO: Simon Davis

SUBJECT: BE/180/16/PL - 1 No. dwelling. This application affects the setting of a Listed Building.
More Information

Land adj to 2, North Bersted Street, Bognor Regis, West Sussex, PO22 9AD

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☒
Objection	☐	No Objection	☐	Refusal	☐

S106 contribution total (see below for breakdown): £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

West Sussex County Council, as the Local Highway Authority (LHA), has been re-consulted on the above proposal for 1 x dwelling adjacent no. 2 North Bersted Street. In our comments dated 1st February we requested further information regards the existing parking arrangements for the existing dwelling and to demonstrate that vehicles associated with the new dwelling can turn on site to exit on to North Bersted Street in a forward gear.

The applicant has provided amended plans demonstrating sight lines and swept path analysis for turning of vehicles associated with the proposed dwelling. There are some points that the LHA wish to raise before a full assessment can be made:

Proposed Parking and Turning Arrangements

The cars used on the plan are smaller than average recommended (4.5-4.8 m by 2 m). Therefore the swept path analysis is not accurate. Please amend this using car of sufficient dimensions to demonstrate that they can turn in this area.

Existing Parking and Turning Arrangements

The existing parking arrangements have not been indicated on the plans. A line is shown along the frontage separating the site from the proposed and from the public highway. Is it proposed for this to be open or a gate installed for vehicular access to the side of no. 2? Please outline on an amended plan where existing parking, and turning if proposed, are to be situated.

Sight Lines

The applicant has demonstrated a splay of 2.4 m by 70 m, which equates to a stopping sight distance speed of approximately 41.6 metres. Considering the speed restriction is 30 mph in this location and the proximity of the mini roundabout the LHA do not anticipate vehicles to be travelling above the posted limit. As previously commented vehicular visibility to the north upon exiting the site is sufficient.

It was previously noted that visibility to the south could be improved by reducing height of existing boundary fence. It does appear that the fence has been set back to improve visibility upon exiting the site. However, the splay appears to extend to the far-side carriageway edge and not the nearside. Please amend visibility splays to demonstrate achievable visibility to the south, from 2.4 metres back from the carriageway edge into the centre of the access. The applicant should also clarify what is proposed with the strip of grass verge that will result from setting the fence back. Is it proposed that this is adopted to become public highway or will it remain private and thus maintained by the applicant?

Conclusion

In conclusion the LHA require some clarification and amendments on the points above, namely:

- Use correct size vehicles to demonstrate swept path analysis.
- Clarify parking/ turning arrangements for existing property by demonstrating this on the plan.

- Amend visibility splays and clarify proposed fence arrangements – setting back of this and status of grass verge that will remain as a result.

Please ask the applicant for this additional information and re-consult.

Katie Kurek
Strategic Planning