

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. Revised drawings and responses.

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

RECOMMENDATION:

Advice
Objection

✓

Modification
No Objection

More Information
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.

West Sussex County Council, as the Local Highway Authority (LHA), has been re-consulted on the above proposals for 1 x dwelling. In LHA latest comments dated 28th February we requested that the swept path use an average sized car to demonstrate the achievability of a turn on site to exit on to North Bersted Street in a forward gear. We also requested clarification on the parking arrangements for existing dwelling and the sightline to the south from the access point.

Swept Path

Amended plan PL-10 B demonstrates car swept path for the new dwelling showing that a car can park, manoeuvre on site and exit on to the public highway in a forward gear. The LHA are satisfied with the parking and turning arrangements for the new dwelling.

Existing Dwelling

The architect has also clarified that the existing car parking will be in garage and on concrete driveway adjacent existing dwelling and will not impede on turning area for the new dwelling. No gate or dividing feature is proposed between the properties on the existing frontage. Removal of the splayed wall will improve turning for the existing dwelling. Nevertheless, the existing dwelling is currently operating without a turn on site without evidence of highway safety concern.

Visibility Splay

The architect has clarified that the set back of the fence will result in a hardbound strip of land between the site and the footway which will be maintained by the applicant. Sight lines indicate that a splay of 24.6 metres to the south nearside carriageway edge is achievable. To a one metre off set from the carriageway edge approximately 31 metres is achievable. Under Manual for Streets guidance this equates to a Stopping Sight Distance of approximately 23 mph. Considering the vicinity to the mini roundabout junction and the improvement over the existing visibility the LHA accept these visibility splays at the existing access point.

Conclusion

The LHA does not consider that the proposal would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), 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 secured:

Access closure (prior to first occupation)

No part of the development shall be first occupied until such time as the existing vehicular access onto North Bersted Street has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of 2.4 metres by 70 metres to the north and 2.4 metres by 24.6 metres to the south have been provided at the existing site vehicular access onto North Bersted Street in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and 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.

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.

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 plan. These spaces shall thereafter be retained for their designated use.

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

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

INFORMATIVE

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

Katie Kurek
Strategic Planning