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4.1 Existing transport links

Public transport

The nearest bus stops to the site are located on Renoir Court, approximately 100m (1-minute) walking distance to the west of the site. Bognor Regis Railway Station is located approximately 2.3km to the south.

Walking and cycling

In addition to local amenities to the south, a number of local residential areas and the edge of Bognor Regis town centre are located within a 2km walking distance.

National Cycle Network (NCN) Route 2 is located approximately 2.8km (10-minute) cycling distance to the south of the site.

Highway network

The B2259 runs in a north-south alignment within the vicinity of the site. The road provides the main route south-east into Bognor Regis town centre. To the north, the B2259 connects to the A259.

Legend

-  Cycle Path
-  Public right of way
-  Bus



Existing transport Links



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4.2 Cars and bicycles

Car parking

Car parking for residents

Car parking provision for the site has been designed with respect to Arun DC’s Parking Standards Supplementary Planning Document (January 2020).

The site is situated in Parking Behaviour Zone 2, which informs the expected level of provision within the SPD.

As per the schedule below, the proposal has been designed to align with the SPD targets (as per Table 3.1), with the following minor deviations:

- Provision of parking spaces for two-bedroom houses comprises 1 space externally
- Provision of parking spaces for the four-bedroom houses comprises 2 spaces externally.

Visitor parking

Visitor car parking will be provided at a ratio of 20% of the total number of residential units - as per Arun DC Parking Standards SPD, paragraph 3.3.

This equates to a total of 2 spaces. The drawing overleaf shows the proposed location of these within the site layout.

A total of 32 car parking spaces will be provided on-site, two of which will be for visitor parking.

Resident parking provision

NO. OF BEDROOMS	POLICY TARGET	PROVISION	TOTAL SPACES
	spaces / unit	spaces / unit	no. of spaces
2 bedroom	1.7	1	12
3 bedroom	2.1	2	16
4 bedroom	2.7	2	2
			30 spaces total

The proposed car parking provision is considered to be appropriate for the site as each home has at least one car parking space and should more than two visitor car parking spaces be required at any given time, on-street car parking for visitors can be accommodated on the cul de sac of Romney Broadwalk which does not have any parking restrictions in place.



Cycle parking

Each home will provide safe and secure cycle parking on-plot with space to store two bicycles per dwelling, totalling 42 cycle parking spaces on-site.



Car and cycle parking

Legend

- House
- Cycle
- Visitor

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4.3 Servicing strategy

Refuse and recycling

Refuse Collection Guidance

WSCC requirements generally reflect that as set out in national guidance and the Building Regulations. 'Manual for Streets' advises that with respect to refuse collection:

- Residents should not be required to carry waste more than 30m (excluding any vertical distance) to the storage point;
- Waste collection vehicles should be able to get to within 25m of the storage point (note, BS 5906: 2005 recommends shorter distances) and the gradient between the two should not exceed 1:12.
- There should be a maximum of three steps for waste containers up to 250 litres.

Provision

All units have a refuse store with space to house three 3 no. 240 L refuse bins on plot close to the rear kitchen door - this includes the 240L green wheelie bin with a blue lid provided by the council for recycling. The drag distance from store to kerb side is less than 25m (see plan). The refuse vehicle is able to enter and exit the site in forward gear - reversing manoeuvres have been kept to a minimum and not more than 12m.



Refuse storage and collection



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4.4 Accessibility

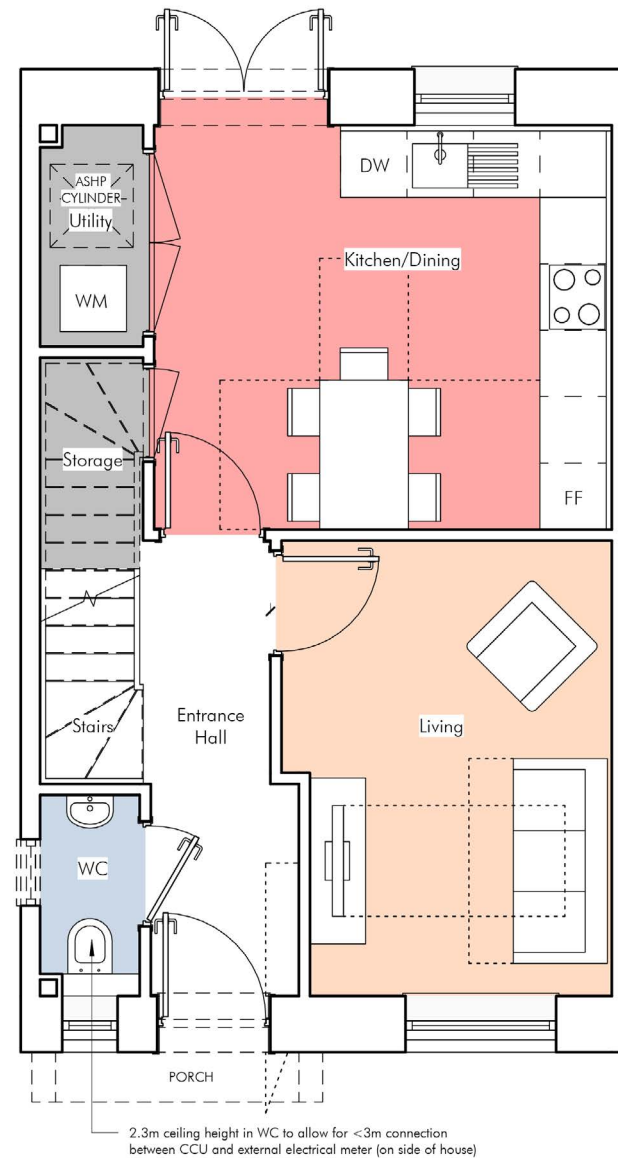
Accessible and adaptable

All of the dwellings within the scheme will comply with the requirements of Approved Document Part M 'Access to and use of buildings'. Specifically, all dwellings will achieve the 'Category 2' requirements for accessible and adaptable homes.

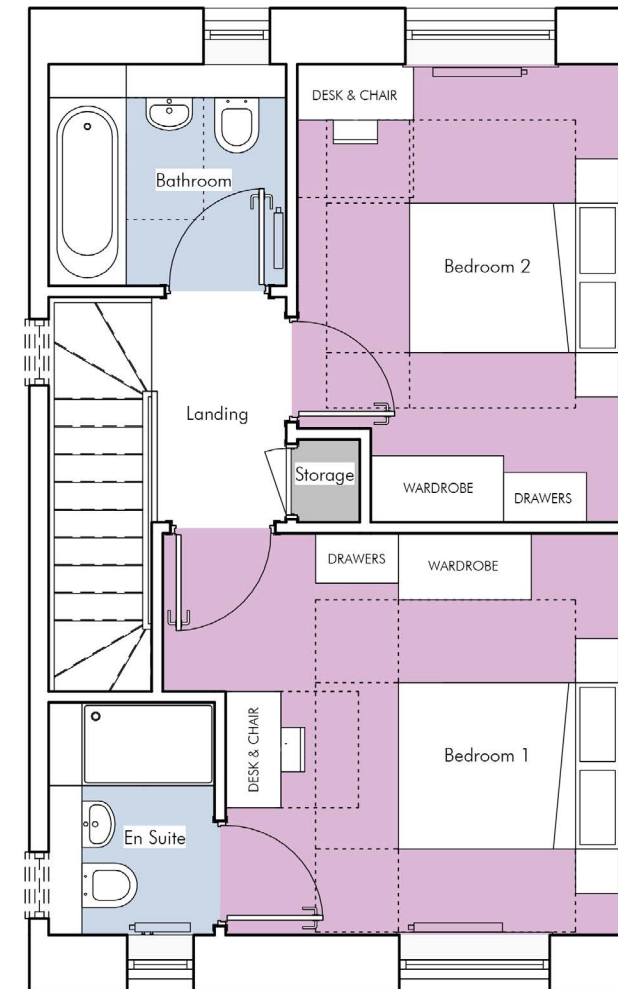
Step-free access will be provided from the on-curtilage parking spaces to each dwelling. Each front door will be protected from the weather by a covered entrance, provided by a variety of external brick porches.

Internally, the layouts have been designed with the consideration of occupants and visitors with reduced mobility in mind. Door widths are maximised to meet regulations and clear routes provided throughout. Underfloor heating at ground floor minimises radiator obstructions, improving circulation and mobility around the dwelling.

Each dwelling will also provide suitable and adaptable ground floor bathroom facilities for use by occupants and visitors alike, in line with Approved Document Part M4 (2).



2B4P NDSS Ground Floor Plan



2B4P NDSS First Floor Plan



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4.5 Secured By Design

The scheme will follow Secured By Design (SBD) principles. On 16 March 2022 a meeting was held with the Designing Out Crime Officer (Lee A Melbourne), who is an accredited Parkmark Assessor for SBD.

The officer complimented the scheme with key areas of comment being:

- Good to back-to-back distances
- Parking spaces are clearly visible
- No foreseeable areas of anti-social behaviour
- Communal areas positioned well to encourage natural surveillance
- Passive surveillance supported by well considered and appropriately located new street column lighting located to cover all public areas.

All rear gardens will be enclosed by close board fencing with lockable side gates.

Legend

- Existing lamppost
- Proposed lamppost
- ➔ Overlooking of communal garden
- ➔ Views onto existing street
- New fence line



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