

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 01/03/2018

FROM: Alison Meeus

**TO: Arun District Council
FAO: Planning Case Officer**

SUBJECT: BR-324-17

283 Chichester Road, Bognor Regis, PO21 5AH

Residential development: restoration of 2 houses and attached commercial annexe to pair of semi-detached houses, replacement of bungalow with pair of semi-detached houses, and development of land to rear for eight flats.

RECOMMENDATION:

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

WSCC as the County Highway Authority has reviewed the above planning submission for the development of 283 Chichester Road, Bognor Regis.

The site currently has 4 dwellings, two which will be renovated and two to the rear of the site that will be demolished. These will be replaced by 2 houses and 8 flats, creating a total development of 12 dwellings, (a net increase of 8 dwellings). Please provide more information:-

- 1) Due to the intensification of use, at an existing access onto a busy 'A' road; WSCC would like a Stage 1 Road Safety audit undertaken, including a signed designer's response.
- 2) Refuse vehicle proposals, including swept paths or waiting position on the A259 should be considered within this
- 3) Cycle storage should be included in plans
- 4) Alternative 'on -street' visitor parking for at least 6 cars within a 2 minute walk should be provided as the car parking strategy falls short of any unallocated parking for the use.

The site currently has an existing access onto Chichester Road which is in the form of a minor crossover. Plans submitted show no changes are proposed to this, and it is not physically possible to make it any wider. Although it appears wide enough to accommodate a car, it is doubtful if two cars would be able to pass; however no dimensions are provided to confirm the actual width.

The access road is short in its length and therefore lends itself well to a shared use layout. Manual for Streets recommend shared use layouts are likely to work well in short lengths, where vehicle speeds are low. It is envisaged that cars exiting from the site will be travelling at low speeds and have good forward visibility. Due to the access position on the outside of the bend splays from the access are considered good. It is noticed there is an area of vegetation outside of the applicants control, within the boundary of no. 281 Chichester Road (right hand visibility splay) which may benefit from some cutting back to keep it at 0.6m. This will need to be agreed with the applicant and the owner.

The applicant needs to confirm how the site will be serviced by refuse vehicles. If they are to use the site access swept path diagrams would be required to ensure they can enter and exit in forward gear. Additionally if refuse collection is undertaken on street what will the arrangements be?

14 car parking spaces will be provided. WSCC car parking calculator has been referred to and an allocation of 1 space per 2 bed flat, and 2 spaces for the 3 bed houses is proposed. The parking strategy does not include spaces for visitors and therefore some parking associated with the development may spill out into other surrounding areas. This needs to be considered as if there are no other parking options this could cause access issues on site.

The parking layout is a combination of echelon and tandem spaces. These are in a courtyard layout and provided they are allocated and are within the guidelines of no smaller than 2.4 x 4.8m then WSCC is satisfied with the parking on site. The applicant does need to consider visitor parking as this could cause issues for access into the site

Cycle parking needs to be provided in accordance with NPPF guidance.

As there is only one access in and out of the site during the demolition and construction phases a full demolition and construction management plan must be submitted to the LPA prior to any works. Additionally if there will be a need for the constructors to use the public highway the appropriate temporary licences will be required prior to any works starting.

Alison Meeus
Planner – County Highways

CONDITIONS

VISIBILITY SPLAYS

Visibility (details required)

No part of the development shall be first occupied until visibility splays of ____ metres by ____ metres have been provided at the proposed site vehicular access onto _____ in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. 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.

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 _____ 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

Car parking space (details approved)

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 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

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.

INFORMATIVES

Temporary Works Required During Construction

The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

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