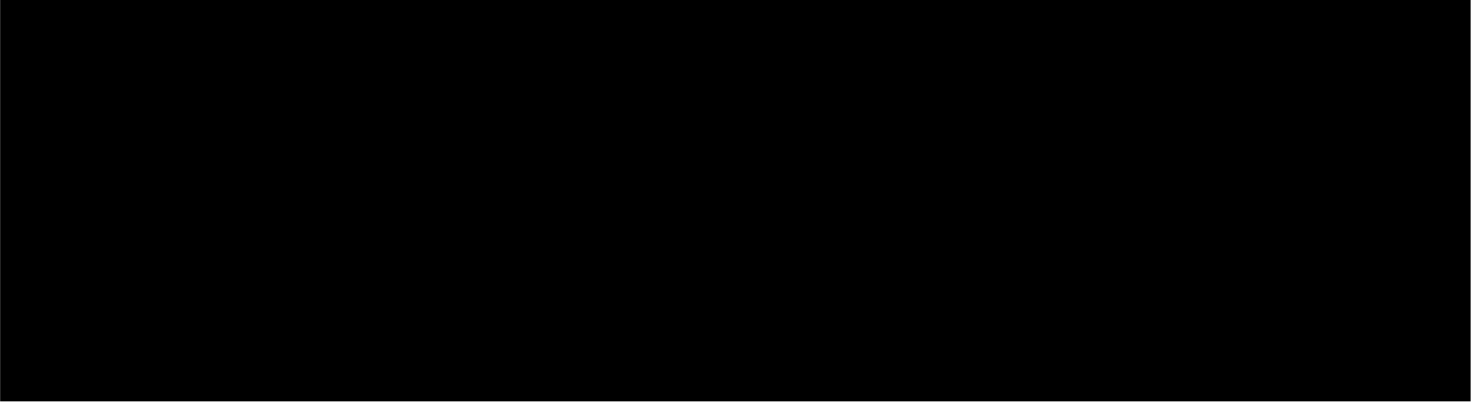




-----Original Message-----

From: 

Sent: 12 April 2019 16:17

To: Planning.Responses

Subject: Response To Application Number BR/63/19/PL at 15-17 Kew GardensBognor RegisPO21 5RD

Please could the attached response be distributed to the relevant case officer.

Regards

Jodie Wilkes

If you wish to reply to this email, please contact the officer directly.

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Stuart Corbey
FROM:	WSCC - Highways Authority
DATE:	12 April 2019
LOCATION:	15-17 Kew Gardens Bognor Regis PO21 5RD
SUBJECT:	BR/63/19/PL Demolition of existing building and erection of 6No. three bedroom dwellings with associated accesses and car parking.
DATE OF SITE VISIT:	
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	£ N/a

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

The proposal is accessed via Kew Gardens, a D classified residential cul-de-sac in Bognor Regis. The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury accidents at either of the accesses with the public highway, onto Kew Gardens. There is no evidence to suggest that the junction is operating unsafely, or that the proposed change of use would exacerbate an existing safety concern.

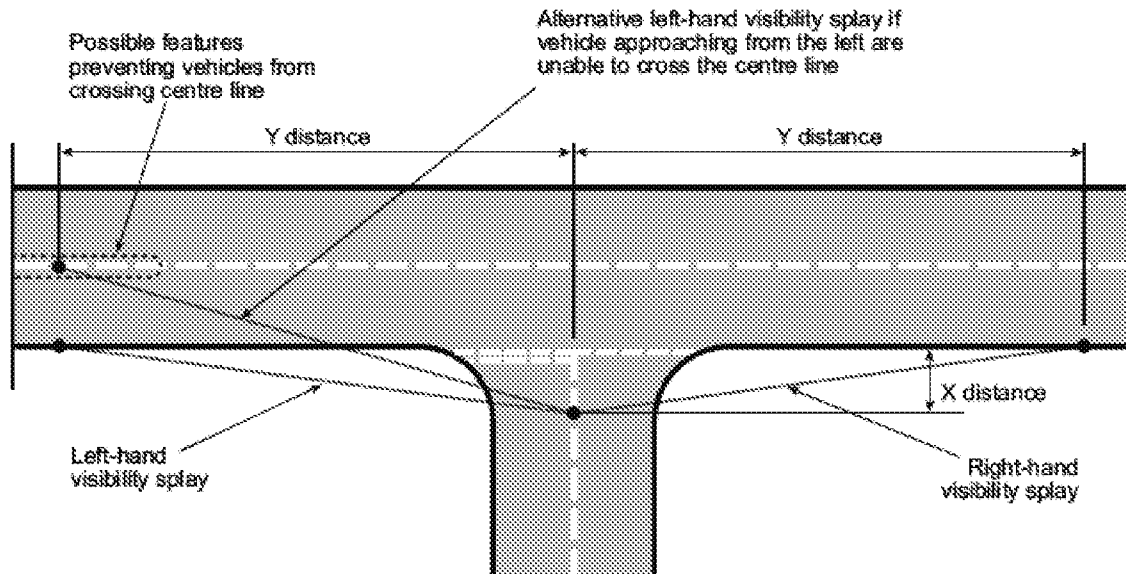
Access and Parking

There are no initial concerns with the indicative layout. The parking allocation is anticipated to serve the likely demand generated by the proposals; any overspill parking would be anticipated to be made up via on street parking on the wider network.

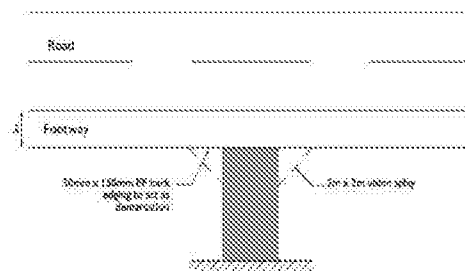
A license will be required to carry out the access works onto the publicly maintained highway. I have however discussed the proposed additional Vehicular Crossovers (VCOs) with the Area Highways Manager for Arun, who has advised that applications for VCO's through a layby would likely be *refused* due to the existing parking pressures and the fact that this layby is the only dedicated on street parking location within the cul-de-sac. I advise therefore that for future advice regarding this matter, the applicant liaises with the Area Highways Manager for Arun [REDACTED]

Visibility

The visibility splays provided are difficult to read as the splay for each access overlaps with the neighbouring visibility splay. A clear revised plan should be provided prior to occupation, which shows the maximum achievable visibility splays from the access point. Due to the fact that Kew Gardens is a no-through road and speeds and vehicle movements are low, this would be anticipated to be sufficient for the use. These splays should be measured 2.4m back from the edge of the highway and span as far as possible to the highway edge on the same side of the road. The splays must intercept only land within the control of the applicant or the highway boundary, the property red edge does not need to include the extent of the visibility splays only the access points.



Similarly the pedestrian visibility splays have not been demonstrated, these are required to be shown 2m back into the site either side of the access and a distance measured along the back of the footway for 2m on each side of the viewpoint.



I acknowledge that the southern and northernmost accesses may not have space to accommodate the entire 2m x 2m splay due to the proximity with neighbouring properties; therefore it is advised that these are provided to best of ability within land under the control of the applicant.

Capacity

Given the scale of the proposal and the existing permitted use a TRICS assessment and Travel Plan are not required. Whilst the LHA acknowledge that there will be a difference in the pattern of traffic movements, it is not considered that there will be a material increase in traffic movements over the existing use. In addition there are no known capacity and congestion issues within the immediate vicinity of the site. From a capacity perspective we are satisfied the proposal for an additional two dwellings will not have a severe residual impact.

Sustainability

Secure and covered cycle parking has been provided for each dwelling within the rear curtilage of the plots. This encourages more sustainable modes of transport and alleviates the reliance on the use of a car for commuting. Shops and amenities are located within walking distance of the proposed development using linked and lit pedestrian footways. There is a bus service that runs from Kew Gardens, the no61 however this service may not be a frequent service. Bognor Regis Railway Station is

located an 8minute cycle from the site allowing opportunities for commuting to Portsmouth, Brighton and London.

Conclusion

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 109), and that there are no transport grounds to resist the proposal. Should the LPA be minded to approve this proposal, the following should be sealed via condition.

Conditions

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled Access Plan & Visibility Splays and numbered 06.

Reason: In the interests of road safety.

Visibility

No part of the development shall be first occupied until maximum visibility splays shall be provided at the site access onto Kew Gardens in accordance with a plan to be submitted to and approved by the planning authority. These splays shall thereafter be kept clear of all obstructions to visibility above a height of one metre above the adjoining road level.

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 or to best of ability either side of the proposed site vehicular access onto Kew Gardens in accordance with plans and details to be 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.

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 dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with plans and details to be 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 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.

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/>

Online applications can be made at the link below, [REDACTED]
[REDACTED]

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

Jodie Wilkes
West Sussex County Council – Planning Services