

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.

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.

Summary

The proposal is for single 3-bedroom dwelling utilising existing vehicular access from North Bersted Street (shared with adjacent property). North Bersted Street is 'C' classified route between North Bersted bypass and the main Chichester Road (B2259) and subject to a 30 mph speed restriction in this location. The Local Highway Authority (LHA) request further information and demonstration of the highway safety merits of the scheme before a full assessment can be made.

Content

The site is within approximately 40 metres of a double mini roundabout where an inspection of the latest accident data supplied by Sussex Police reveals that four injury accidents have occurred in the past 3 years. From an inspection of accident data it is clear that these were not due to any defect with the road layout. There is no evidence to suggest that similar vehicle access arrangements to properties along North Bersted Street are operating unsafely.

Two off street car parking spaces have been shown for the new dwelling; this meets with what the WSCC Car Parking Demand calculator would envision for a development of this scale and location. The cars used to demonstrate this appear to be smaller than average recommended (4.5 m by 2 m). However, it is clear that sufficient space for two parking bays each of 2.4 m by 4.8 m is available. Space to the rear of these for turning appears restrictive. The LHA require the applicant demonstrates turning on site so that a car can exit onto the highway in a forward gear. This should be shown via swept path analysis and also take in to account existing parking arrangements for no. 2. The parking spaces for no. 2 should be indicated on the plans also to ensure they don't conflict with access, turning and egress of vehicles from the new dwelling.

From an inspection of the plans and WSCC local mapping visibility to the north is sufficient. Visibility to the south could be improved by reducing the height of the boundary fence adjacent North Bersted Street. The applicant should consider this and is advised to amend the plans accordingly.

The area of new paving is within the extent of the highway boundary. The WSCC Local Area Engineer has indicated that a like for like material would be acceptable and this piece of land would remain highway.

Conclusion

The applicant should indicate parking arrangements for existing property and show via swept path analysis that vehicles associated with the new dwelling can turn on site to exit onto North Bersted Street in a forward gear. Please ask the applicant for this further information and re-consult.

Katie Kurek
Strategic Planning