

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Ross Leal
FROM:	Highways, WSCC
DATE:	14 th May 2018
LOCATION:	Land to the rear of 17, 19, 21 and 23, Greencourt Drive, Bersted, PO21 5EU
SUBJECT:	BE/38/18/RES Approval of reserved matters following outline consent BE/138/16/OUT for 2 No. dwellings.
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
£106 CONTRIBUTION TOTAL:	£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 Planning Services 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 & History

West Sussex County Council, as the Local Highway Authority (LHA), was consulted previously on Highway Matters for this location under planning application BE/138/16 (outline with all matters reserved for 2 x dwellings) to which no highways objections were raised. The LPA refused the application and it was allowed on appeal.

Under BE/138/16 the LHA requested clarification on proposed access, boundary treatment and parking at reserved matters stage.

Content

The frontage of number 19 and 21 is currently dropped kerb which will be utilised to access the proposed driveway leading to the dwellings. From an inspection of local mapping the existing frontage parking for number 19 and 21 will not impact on the access into the site. The applicant has not clarified whether the existing low level wall between the proposed driveway and number 19 will be removed. Nevertheless the vehicle access either side of this has been operating without evidence of highway safety concern and the LHA do not anticipate that addition of two dwellings would exacerbate this.

The access drive will be 4m in width which is not sufficient for two cars to pass. Considering the lightly trafficked and low speed nature of the surrounding road network and the low level additional vehicle trips the LHA could not object on this basis.

Four off street car parking spaces are proposed for the bungalows. There is not 6 metre clear space rear of spaces 1-3 to enable a turn on site in one manoeuvre. It is anticipated that a multi-point manoeuvre would be required to access and egress these spaces. On the basis that the four spaces are unallocated the WSCC Car Parking Demand Calculator (PDC)

anticipates a demand for two spaces for the development. The applicant has not clarified whether spaces will be allocated. If two spaces per dwelling were allocated the PDC anticipates a demand for five spaces total for the development, a shortfall in one space. The LHA do not consider that this shortfall in one space would cause a reason to resist the application from the highway safety point of view though the LPA may wish to consider the impact on on-street parking from an amenity point of view.

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:

Car parking space

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan 2017/26/01. 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 the approved plan 2018/08.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Katie Kurek
West Sussex County Council – Planning Services