

FROM: Katie Kurek

TO: Arun District Council

FAO: S. Davis

SUBJECT: BE/83/17/PL - 1 No. dwelling & associated parking.

Land Adj To 385, Chichester Road and 24 Ashurst Close, Bersted, West Sussex, PO21 5UJ

RECOMMENDATION:

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

West Sussex County Council, as the Local Highway Authority (LHA), was consulted previously on Highway Matters for this location under planning application BE/112/12 for 1 x house and 1 x apartment to which further information regards parking was requested. The application was withdrawn.

The current submission is for 1 x 3-bedroom dwelling with 2 x off-street car parking spaces accessed via an existing point on to the unclassified no through Ashurst Close.

Content

The 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 the nearby junction of Ashurst Close with Chalcraft Lane. There is no evidence to suggest that the junction is operating unsafely, or that the proposed dwelling would exacerbate an existing safety concern.

On the basis that the two off-street car parking spaces are allocated to the new dwelling this meets with the anticipated demand for a dwelling of this size and location. From an inspection of the plans the shared right of way could be used to provide space for a turn on site so that cars can exit on to Ashurst Close in a forward gear. Whilst this has not been demonstrated the LHA appreciate that neighbouring accesses have been operating in a similar way with no turn on site without evidence of highway safety concern.

A shed will be provided to the rear garden to provide secure and covered bicycle storage for 2 x cycles. The LHA are satisfied that a sustainable mode of transport has been encouraged for the development and would advise that this facility is maintained in perpetuity via condition.

Conclusion

In summary the LHA do not anticipate that a highway safety or capacity issue will result from the proposals and therefore the application is line with principles set out in paragraph 32 of the National Planning Policy Framework and 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 (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.

Katie Kurek
Planning Services