

FROM: Katie Kurek

TO: Arun District Council
FAO: A Gardner

SUBJECT: M/75/17/PL - 1 No. pair semi-detached chalet bungalows (alternative scheme to M/15/17/PL).

155, Middleton Road, Middleton on Sea, PO22 6DF

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.

West Sussex County Council, as the Local Highway Authority (LHA), was consulted previously on Highway Matters for this location under planning application no. M/15/17 to which more information was requested regards Fire Appliance access and Refuse Collection arrangements.

The current proposal is an alternative scheme for 2 x bungalows to the rear of the site. Alterations to the existing retail unit and and flat above to form 1 x retail unit with 2 x flats above has been implemented as per approval M/15/17.

The existing access and parking arrangements will be retained as previously approved. The scale and footprint of the property is identical but will become 2 x 2-bedroom chalet bungalows. One allocated car parking space is provided per dwelling and two unallocated. On the basis of a single space being provided per dwelling the WSCC Car Parking Demand Calculator envisions a total demand for three spaces. A visitor and additional unallocated space will be provided also. The LHA are therefore satisfied with the proposed parking arrangements.

As previously commented manoeuvring from some of the car parking spaces appears restrictive and would require a multi-point manoeuvre. Whilst it would be beneficial for the applicant to demonstrate via swept path plans the workability of these arrangements, the LHA do not raise a highway safety concern.

With the possibility of two bungalows and two flats generating traffic movements and the access drive not being wide enough to allow two cars to pass, the LHA appreciate that a chance of conflict may occur requiring a vehicle to wait or reverse. Nevertheless there does appear to be space within the site to accommodate this without a reverse on to the public highway. On balance the LHA could not substantiate a highway capacity grounds to resist the application.

Refuse collection will be from the roadside and be collected from the bin store point along the driveway. The applicant has not clarified how a fire appliance will serve the site and may be required to clarify these arrangements to meet building regulations; however this is not a planning matter.

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.

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

Katie Kurek
Planning Services