

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	27 September 2019
LOCATION:	Land Adjacent to 34 Wakefield Way Aldwick PO21 3RS
SUBJECT:	AW/246/19/PL Erection of 1 No. 2 storey end of terrace house.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 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 Local Development 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.

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

Summary

This proposal is for erection of 1no 2 storey end of terrace house. It is located on Wakefield Way which is an unclassified road subject to 30mph speed limit.

Access

The site will be accessed via shared pedestrian footway to the west and via shared driveway to the east that leads onto Wakefield Way.

Visibility at shared driveway junction with Wakefield Way appears to be restricted to the south due to the close proximity of the Wakefield Way junction with Wells Cres. However weight is given to the fact that this existing access is already serving several garages within the garage compound. Furthermore, an inspection of data supplied to WSCC by Sussex Police over the period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest that existing access is operating unsafely.

This proposal is not anticipated to result in a material intensification of use at the existing junction with the maintained highway network given there is already significant number of dwelling using the shared access.

Parking

The existing garage alongside with a hardstanding area in front of the garage is the proposed parking provision for the new dwelling totalling of 2 parking spaces. WSCC Car Parking Demand Calculator (PDC) (updated August 2019) requires 3 parking spaces to be provided for this size dwelling, on this location. The existing garage is allocated to the new dwelling which leaves no 34 Wakefield Way with nil parking provision.

Although allocated to the new dwelling, the garage would not ordinarily be considered as a parking space, as it does not meet the Manual for Streets (MfS) standards of 3mx6m for single garage. However, the LHA appreciate that this is an existing garage which currently provides potential parking provision for 34 Wakefield Way. As the garage measures circa 2.5mx5.5m it is possible that it could accommodate a small car. The proposed parking space in front of the garage has not been outlined within the applicant's ownership boundaries; however is outlined as part of the proposal. As this land is not within the control of the applicant, the parking space cannot be reserved or allocated to the dwelling and therefore cannot be taken into consideration when determining number of parking spaces. It is possible that a vehicle could park in front of the opposite garage in the same manner, which would remove the ability for a vehicle to manoeuvre into or out of the proposed space.

As such, the LHA would consider that a maximum of one parking space is available to the proposed dwelling. The Local Planning Authority (LPA) may wish to consider the likely overspill parking as a result of the loss of garage for 34 Wakefield Way and the shortfall of one parking space for the proposed dwelling from an amenity point of view.

Sustainability

The site is situated approximately 3 min walk from the nearest bus stop which provides services to North Bersted and Nyetimber. Bognor Regis is approximately 7 min cycling from the site. In the design and access statement it is stated that 2 bicycle storage spaces will be provided for the new dwelling situated in the garage. However, as set out above, the garage does not meet the minimum internal specifications of 3 x 6m for a garage to provide car and cycle parking provision. As such, the LHA would anticipate that secure and covered cycle storage be provided separately. Details of this can be secured via condition.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

Condition

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 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.

Anastasia Toleva
West Sussex County Council – Planning Services