

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Andrew Wood
FROM:	Highways, WSCC
DATE:	14/11/2018
LOCATION:	12 West Drive Ferring BN12 5QZ
SUBJECT:	FG/196/18/PL Demolition of existing detached dwelling & detached garage & construction of 1 No. new detached dwelling
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
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.

Summary

This proposal is for the demolition of existing three-bedroom dwelling and garage and erection of replacement three-bedroom dwelling. The site is located on West Drive, a privately maintained residential road, and consequently these comments are for advice only. The privately maintained roads meet the publically maintained highway at various points along Sea Lane, a C-classified road subject to a speed limit of 30mph, the closest being the junction of Sea Lane with Beehive Lane approximately 850m east of the site. Ferringham Lane also becomes publically maintained highway approximately 850m northwest of the site.

Access and visibility

The plans indicate that a new access to the site is proposed. The applicant should obtain formal approval from the proprietor of the private lane to carry out any site access works.

Visibility at junction of Beehive Lane with Sea Lane appears restricted in the trailing direction. However, an inspection of data supplied to WSCC by Sussex Police over a period of the last five years reveals that there have been no recorded injury accidents within the vicinity of the junction. Therefore there is no evidence to suggest that the existing junction is operating unsafely or that a replacement dwelling would exacerbate an existing safety concern. Visibility at the point of access onto the publically maintained part of Ferringham Lane appears sufficient for the anticipated road speeds in this location. An inspection of injury accidents at this point of access over the last five years reveals that there have been no recorded injury accidents as result of the road layout within the vicinity. The replacement dwelling is not anticipated to result in a material increase in vehicle movements on the publically maintained highway.

Parking and turning

The proposed plans indicate that a single integral garage will be provided on site. The proposed plans demonstrate internal dimensions of 4m x 5.8m. In order to be counted towards parking provision for

the dwelling, the minimum internal dimensions should meet Manual for Streets guidance of 3 x 6m. The applicant is advised to consider increasing the proposed garage depth to meet these minimum internal specifications. However, this is not anticipated to cause a highway safety concern in this location. A parking layout plan has not been demonstrated; however there appears to be sufficient space on site to accommodate sufficient parking provision for the dwelling.

Secure and covered cycle storage should be provided for the dwelling. Details of this can be secured via condition.

Conclusion

The LHA does not consider that the proposal for a replacement dwelling would have 'severe' impact 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.

If the LPA are minded to approve the application, the following conditions and informative should be applied:

Conditions

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. 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.

Informative

The applicant is advised to obtain formal approval from the proprietor of West Drive for the proposed site access works onto the private lane.

Nicola Fry

West Sussex County Council – Planning Services