

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Andrew Wood
FROM:	Highways, WSCC
DATE:	0/01/2019
LOCATION:	11, Ocean Drive, Ferring, Worthing, BN12 5QJ
SUBJECT:	FG/219/18/PL Demolition & erection of 1 No. dwelling with associated parking & turning.
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 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.

This proposal is for the demolition of existing two-bedroom dwelling and garage and erection of replacement four-bedroom dwelling at 11 Ocean Drive. Ocean Drive is a privately maintained road therefore 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 600m east of the site. Ferringham Lane also becomes publically maintained highway approximately 650m north of the site.

Access and visibility

The plans indicate that the existing site access will be retained and un-altered.

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 and existing plans appear to have been labelled incorrectly within the planning portal. The proposed plan titled: 1498/18/P01A indicates that the existing single garage will be demolished and three parking spaces will be provided on the site frontage and a single integral garage will be provided on site. The proposed plans demonstrate internal dimensions of 2.8m x 5.2m. 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.. This is anticipated to be sufficient parking provision for a dwelling of this size and location. There appears to be sufficient space for vehicles to turn on site and exit in a forward gear.

Secure and covered cycle storage is proposed within the proposed integral garage in order to encourage sustainable transport methods.

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 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 the approved plan.

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

Nicola Fry

West Sussex County Council – Planning Services