

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Andrew Wood
FROM:	Highways, WSCC
DATE:	04/01/2019
LOCATION:	Land Adjacent to Elm Lodge, Tamarisk Way, Ferring, West Sussex
SUBJECT:	FG/220/18/PL Erection 1 No. dwelling with integral garage
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 erection of a single three bedroom dwelling with integral garage on land adjacent to Elm Lodge. The site is located on Tamarisk Way, a privately maintained road consequently these comments are for advice only. The privately maintained road meets the publically maintained highway at the junction with Sea Lane, a C-classified road subject to a speed limit of 30mph.

Access and visibility

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

Visibility at junction of Tamarisk Way with Sea Lane appears restricted in both directions. 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 the addition of a single dwelling would exacerbate an existing safety concern.

Parking and turning

The proposed plans indicate that two off-street parking spaces will be provided for the proposed dwelling and an integral garage. The proposed plans demonstrate internal dimensions of 3 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. This is anticipated to be sufficient parking provision for a dwelling of this size and location. A turn on site would be preferred however there is clearly insufficient space on site to accommodate this. However, neighbouring properties have similar arrangements and operate without evidence of safety concern.

Sustainability

The site is located within walking distance of bus stops providing access into Worthing; however, the roads leading to the bus stops are unlit and there are no footways. No local shops or services are located within a short walking distance of the site. As such, it is anticipated that there will be reliance upon the private car in this location. Cycling is a viable option within the vicinity and as such details of secure and covered cycle storage can be secured via condition.

Conclusion

The LHA does not consider that this proposal 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 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.

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