

13th January 2020

RE: LU/297/19/PL - Land to rear of 141 Wick Street, Littlehampton, BN17 7JY

Dear Mr Baeza,

Thank you for your email, dated 13th January 2020.

I would like to respond to points raised by your Group Head in relation to the Application at 141 Wick Street. I do understand that for someone looking at the Application not having been to site, or familiar with the drawings they would have questions which we are happy to help answer.

Please see my response below to each question that has been raised: (photos have also been attached).

Looking at these plans, can we explain how they are going to access the plot by car? The site is accessed via a passage between two buildings which is no more than 2.5m wide.

The access was originally designed to be used by vehicles so they could access the residential garages at the rear. All the flats had garages on the rear garden plots which were accessed by this passage, you will see from the photos attached that these's garages are still in use. The Land that is being built on also had a garage on it in the past but over time was demolished. So there is a precedent for vehicle access to the rear from the time it was built.

So access to the site can not be deemed as a reason for refusal when it already is used in this capacity. it as also not be a reason for refusal for other Planning Applications made to the LPA that would use this passage for access.

In order to get into this passage, you will need to cross over a bus stop which, when there is a bus there, will be blocking the access.

I would like to refer to the the comments made by Sussex Highways who answer this question:

"The site benefits from an existing shared access. While this access is fronted by a layby/bus stop, the road in this location is protected by a waiting restriction (Double yellow lines). On balance the Local Highways Authority (LHA) would not consider the use of this access by one additional dwelling to constitute to a material intensification of use of the access point."

"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."

It has not been deemed by Sussex Highways to be an issue, so I do not feel this can be given as grounds for refusal.

Who else will be using this shared access? Conflict with other users?

As stated above the access is used by residents of the flats and it is also used by some of the commercial units.

I would just like to point out that the garden plot that is being built on already has the right of way for residential access by car, as mentioned it originally had a domestic garage on the land that would have been serviced by this shared access.

So we are not increasing its use with the proposed house, as the land already has unlimited right of way for access by car.

So to summarise we are not introducing any new vehicle movement to the site via this access, as the site we are building on already has this use. The parking for the house will be the same as if the existing garage was on the land and being used.

If this is a busy yard, is there acceptable residential amenity?

This is not a busy yard, in fact there is no "yard" in reality, it is only an access drive to the existing properties. It also has limited use to only those that have a "right of way" to use it.

Overlooking north/south – what are the levels to plots to the north/south?

The level to the adjacent plots shown on the section drawing submitted in the application are 1.6m higher than the ground level of the proposed new build.

With the latest revised drawings we have addressed the matter of overlooking to the North and South and there are no windows that over look in these directions, so we feel the proposed design does not present any overlooking issues, in the revised design we have also reduced the size and mass and height of the building so it is smaller than before, there is also now a 700mm gap each side of the North and South boundaries.

Where are bins for this and the adjoining properties kept? How do the commercial uses get refuse collected and where are they stored?

The proposed refuse collection point for the new house will be at the front of the parade of shops which is within the distances set out in the **Manual for Streets - Section "Waste collection vehicles" – paragraph 6.8.9**

As this is a matter that would come under the Building Regulations, we would be happy for this to be conditioned as part of the planning application, subject to the agreement of the LPA and the waste disposal authorities and building control.

Regarding the existing residential and commercial units refuse collection you will see from the attached photos there are Bins in various locations. These might be moved on the day of collection and this is what is proposed for the new house which as stated above could be done within the Waste Collection Guidelines, so would be acceptable.

What are the proposals for re-surfacing the access?

The access is Private and shared by all those that have a right of way over it, for this reason the Applicant can not promise that the access will be re-surfaced but there have been discussions with the shared owners in the past regarding this.

Although it would be nice for this to be done I do not feel this alone is a reason for refusal, as the access is private and maintained by the residents it would have to be done with all of their agreement. I do not feel this can be given as grounds for a refusal.

What is the use of the building immediately to the south of the access road? If this is residential, are there amenity issues?

If you look at the photos attached (Photo B) the building to the south of the access road is not residential, it is the commercial kitchen to the former Bakery, so there are no amenity issues regarding this building.

In conclusion I would like to add the following points:

I would like to bring to the Planning Departments attention that the land at the rear of 141 Wick Street had permission granted in 2005 under Application: **LU/227/05/** for a double garage with a one bedroom flat above.

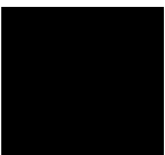
None of the above questions were used as a basis for refusal for that Application. The use of the land for a 1 Bedroom Flat and also a vehicle use for a Double Garage, the same questions would have applied to this Application but they were not deemed sufficient or un-surmountable for permission to be refused. In fact this application was permitted twice in 2000 and 2005 by the LPA.

I would also like to bring to your attention the Application submitted in 2004 ref: **LU/287/04/** for a Two bedroom house on the site. This was put forward to the Planning Committee with Officer Recommendation to Permit, again all the above questions were not deemed enough to recommend refusal.

I hope that I have been able to address all the questions raised by your Group Head, and that based on the information provided that the Application can be put forward to the February Committee.

If you have any questions regarding the comments above please contact me as soon as possible.

Yours sincerely,



Nat Ellis









