Designer's Response to WSCC Highway Comments

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Project	**37 Barfield Park**
Project Number	**23592**
Comments Received from	Stephen Garrard, West Sussex County Council
Date Comments Received	15 December 2021
Date of Response	22 December 2021

Comment / Query		**Designer's response**
1	The application seeks to locate the access adjacent to a pedestrian drop kerb and 'Speed Hump'. While in highway safety matters this is not to be considered a concern, the LHA will consult internally with the Area Officer for comments, which will be provided in due course.	Noted.
2	The LHA asks for clarity on the purpose of the proposed pedestrian access way.	The pedestrian access way has been provided for ease of pedestrian access to the north onto Mash Barn Lane. The current owners of the site are The community Stadium Limited and provision of the route will encourage non motorised trips to their adjacent training ground.

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QMS ISO 9001 : 2008 REGISTERED
Cert No. 14127180

Comment / Query		Designer's response
3	The applicant has provided parking in a tandem style. This practice is not considered best. Would the applicant be open to improving this proposal? It should also be noted that at current following WSCC guidance the proposal will only provide parking for 1 space per dwelling. The applicant is advised to use the following guidance when considering modifications. For the LHA and MfS to consider parking spaces towards the provision of a site they must first meet minimum requirements of, • Single bay parking space or carport - 2.4 x 4.8 metres, • Single garage space - 3 x 6 metres (Internally), • Single parallel parking space - 2 metres (obstruction free i.e. fence) or 2.4 metres x 6, • Hardstanding space abutting an exit deemed an emergency escape or garage –2.4 x 6 metres.	The current proposals were considered the most appropriate arrangement in this location. If additional parking is provided in a non-tandem form, then the prominence of cars will be increased on the street scene of Mash Barn Lane and an area of landscaping to the propose frontages will be lost. Each dwelling has a garage and space for at least two vehicles to park in tandem. The site is unlikely to require any overspill parking and the parking for each dwelling can be adequately managed by the residents of that dwelling. We do not propose to alter the proposed arrangement.