WEST SUSSEX COUNTY COUNCIL **DATE: 02/11/2016**
STRATEGIC PLANNING CONSULTATION

FROM: **Katie Kurek** **TO:** **Adur & Worthing Councils**
FAO: **Peter Barnett**

SUBJECT: **AWDM/1504/16 - Outline planning application with all matters reserved for 5 no. three-storey live/work units with parking to front to replace existing workshops.**

4, Waterside Road, Southwick, BN41 1AZ

RECOMMENDATION:

Advice	✓	**Modification**		**More Information**	
Objection		**No Objection**		**Refusal**	

S106 contribution total (see below for breakdown): £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 Strategic Planning 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.

The proposed live-work units will be accessed from Waterside Road, which is a private road. Consequently, these comments are for your advice only.

The application is Outline with all matters reserved for a three-storey building comprising of 5 x 3-bedroom live/work units with workshop/office space on the ground floor.

From an inspection of local mapping the frontage of the site appears open. Prior to any works on to the road the applicant should gain permission of the proprietor of the private road.

Two car parking spaces per unit are proposed on the frontage of each unit, the applicant should ensure each parking bay meets requirement of 2.4 metre by 4.8 metre. Although a private road double yellow lines are present due to the Road Traffic Regulation Act 1984 allowing the Highway Authority to place restrictions on any road. Therefore any overspill parking as a result of the development could not occur in locations that would be deemed detriment to highway safety.

No turn on site is demonstrated. Considering that Waterside Road is no-through road with anticipated low traffic volumes and low speeds the Local Highway Authority (LHA) would not raise a concern regards lack of on-site turning facility. However, from an inspection of nearby parking arrangements it is advised that measures are taken to encourage a reverse park into parking bays.

The LHA do not foresee any highway safety concerns or transport grounds for refusal to the Outline proposal. The applicant should provide details on access and parking arrangements at reserved matters stage. At that stage the LHA would advise conditions to secure these matters.

Katie Kurek
Strategic Planning