

**WEST SUSSEX COUNTY COUNCIL  
STRATEGIC PLANNING CONSULTATION**

**DATE: 01/12/14**

**FROM: Ian Hayward**

**TO: Arun District Council  
FAO: Simon Davis**

**SUBJECT: AL/75/14/OUT - Outline application with some matters reserved for a residential development to the west of the site comprising 2 no semi detached three bed houses and 1 no detached two bed bungalow with improved access off Hook Lane with all other matters reserved.**

**FURTHER INFORMATION**

**Woodgate Farm, Westergate Street, Aldingbourne, PO20 3SS**

**DATE OF SITE VISIT: 19/11/2014**

**RECOMMENDATION:**

|                  |                                     |                     |                          |                         |                          |
|------------------|-------------------------------------|---------------------|--------------------------|-------------------------|--------------------------|
| <b>Advice</b>    | <input checked="" type="checkbox"/> | <b>Modification</b> | <input type="checkbox"/> | <b>More Information</b> | <input type="checkbox"/> |
| <b>Objection</b> | <input type="checkbox"/>            | <b>No Objection</b> | <input type="checkbox"/> | <b>Refusal</b>          | <input type="checkbox"/> |

**S106 contribution total: n/a**

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**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 Local Development should be considered to be advice only, with respect to this planning application.**

I refer to your consultation in respect of the above planning application and would provide the following comments.

West Sussex County Council was consulted previously on Highway Matters for this application and responded on 13/11/2014 requesting more information relating to vehicle visibility at the site access point and vehicle parking and turning. I can confirm a site visit was conducted on 19/11/2014.

The applicant had provided a plan which demonstrates 2.4 x 43 metre vehicle visibility splays in both directions onto Hook Lane. It should be noted that the maximum achievable visibility splays to the east is 2.4 x approximately 20 metres due to the junction with Westergate Street (A29). No object within these splays should be above the height of 0.6 metres in height. The formation of these splays will therefore require significant works to the boundary treatments of the site, the impact of which is a consideration for the LPA. A 43 metre splays would be considered appropriate for 85<sup>th</sup> percentile road speeds of 30mph. To the east the maximum splay achievable is 20 metres due to the junction with Westergate Street (A29). This would equate to a sight stopping distance for vehicle travelling at 17mph. Having visited the site I would conclude that 85% of vehicle speeds approaching from the east would not likely to be travelling in excess of this speed due to the junction with Westergate Street. The applicant has demonstrated that the splays described are achievable and can be secured via condition. I therefore believe it would be difficult to substantiate a reason for refusal based on visibility at the site access point.

The applicant has demonstrated that 5 car parking spaces will be provided and all will be afforded the ability to turn on site and so that entry and exit to the site can occur in the

forward gear. Each of the new dwellings appear to be allocated one space while the existing Woodgate Farm appears to be allocated two spaces. Based on the latest dwellings sizes and parking allocation above I would anticipate a development of this size in this location to attract the demand for 8 vehicles. This shortfall of 3 spaces would have to be provided by on-street car parking, likely on Hook Lane, where on-street car parking does occur with no restrictions. Having visited the site I believe it would be difficult to substantiate that this additional on street car parking would result in a highway safety issue, nevertheless the LPA may be minded to consider the on street car parking amenity of other residents.

The access widening works on the public highway must be conducted under license to a specification obtained from WSCC highways. The internal hard standing parking and turning area should be constructed in a bound surface.

In summary I believe this application would be difficult to resist based on highway safety reasons.

If the LPA are minded to grant planning consent the following conditions and informative note would be requested:

Conditions

- Access (5.0 metres width)
- Construction Plant & Materials
- Cycle Parking
- Vehicle Parking & Turning
- Vehicle Visibility (2.4 x 43 West, 2.4 x Maximum Achievable East)

Informative

*Minor Highway Works*

The applicant is advised to contact WSCC Highways (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

**Ian Hayward**  
**Strategic Planning**