

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	Highways, WSCC
DATE:	23/10/2018
LOCATION:	10, Barrack Lane, Aldwick, Bognor Regis, PO21 4BZ
SUBJECT:	AW/259/18/PL 1 No. dwelling.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£N/A

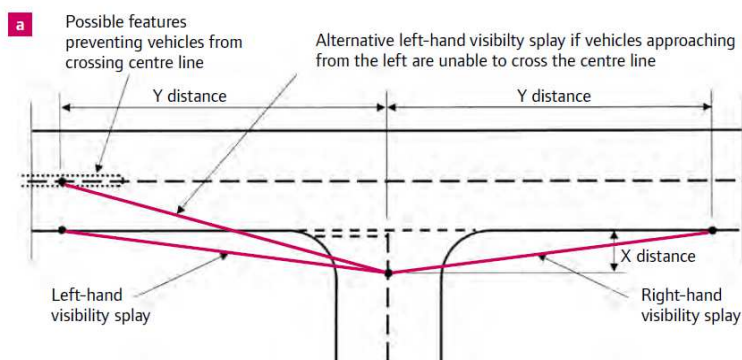
This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by 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.

This proposal is for the erection of a single storey three bedroom dwelling on garden land to the rear of 10 Barrack Lane. Barrack Lane is an unclassified road subject to a speed limit of 30mph.

10 Barrack Lane currently benefits from an in-out access arrangement onto Barrack Lane. The proposed dwelling will solely utilise the existing eastern access onto Barrack Lane. The host dwelling will continue to utilise the in-out access arrangement. No alterations to the existing accesses are proposed.

It appears that vehicular visibility splays have been drawn on the proposed plan, although these have not been drawn to WSCC standards. Vehicular visibility at the eastern access appears to be restricted in both directions. As such, maximum achievable visibility splays should be demonstrated at the site access. Splays should be drawn from the middle of the access at a distance of 2.4m from the back edge of the carriageway (X distance). The splays should then be drawn to the *nearside edge* of the carriageway in both directions or at a 1m offset to represent the track of a vehicle as per the image below. Splays may only intersect land within the applicants control or publically maintained highway. Maximum achievable visibility splays can be secured via condition.



The application form indicates that on-site parking will be provided for two vehicles. A parking layout plan has not been provided although there appears to be sufficient space on site to accommodate this parking provision. There also appears to be sufficient space on site for vehicles to turn on site and exit onto the publically maintained highway in a forward gear.

The site is located within walking distance of bus stops and a small variety of local shops and services. Whilst it is anticipated that there will be reliance upon the private car, cycling is a viable option within this area and secure and covered cycle storage should be provided for the dwelling. Details of this can be secured via condition.

In conclusion, the LHA does not consider that the proposal for a single dwelling 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 should be applied:

Conditions

Visibility

Within six months of the implementation of the development, maximum visibility splays shall be provided at the site access onto Barrack Lane in accordance with a plan to be submitted to and approved by the planning authority. These splays shall thereafter be kept clear of all obstructions to visibility above a height of one metre above the adjoining road level.

Reason: In the interests of road safety.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

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.

Nicola Fry
West Sussex County Council – Planning Services