

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 15-01-2014

FROM: Chris Pratt

**TO: Arun District Council
FAO: Damian Sullivan**

SUBJECT: A/140/13 - Two storey rear extension to existing building with dormer to side of existing roof and new vehicular access and crossover to existing stables.

Brackenside, Dappers Lane, Angmering, West Sussex, BN16 4EN

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☒
Objection	☐	No Objection	☐	Refusal	☐

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.

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.

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

The application seeks approval for the extension to an existing 5 bed dwelling. From inspection of the plans and information available, it is not considered a significant intensification of vehicular movement will occur through this extension.

It is also proposed within the application to create a second access to the site to serve existing stables. However no information has been provided stating the width and what visibility can be achieved at the proposed point of access in each direction. This part of Dappers Lane is a National Speed Limit zone, therefore allowing vehicles to reach speeds of 60mph. In this instance, visibility site lines of 2.4m x 215m will usually be sought with no obstructions over 0.6m. However, as this road is fairly restricted in width and with the addition of the 30mph zone further south, it may be that speeds do not reach 60mph. If the applicant cannot show visibility sight lines of 2.4m x 240m then a speed survey may want to be considered to show the 85th percentile speed at the proposed point of access and then we or the applicant can calculate shorter visibility sight lines that can be achieved and conditioned.

Therefore before WSCC can be in support of this application, we would first require more information regarding the access and more specifically the site lines that can be achieved in each direction. Please re-consult once this information is available.

**Chris Pratt
Strategic Planning**