

**WEST SUSSEX COUNTY COUNCIL
INFRASTRUCTURE CONSULTATION**

DATE: 17/01/2011

FROM: Jamie Brown

**TO: Arun District Council
FAO: J. Smith**

SUBJECT: LU/3/11- Minor amendments to LU/44/10 (WSCC NOT consulted?). Rear extension, garden store, new entrance drive and crossover.

Berry House, Berry Lane, Littlehampton, West Sussex, BN17 5HD

CONSULTATION DATE: 06/01/2011

RECOMMENDATION:

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

S106 contribution: £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 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.

From an inspection of the supporting plans it appears the property is proposing an "in and out" access arrangement. This arrangement is unlikely to obtain a licence from the area engineer. In urban areas it is our policy to now limit access to one per property. This is because each access takes away a parking space and in most cases, the distance between the two accesses is too small to allow parking between them. Therefore the whole property frontage would be devoid of on-street spaces. If other residents along Berry Lane followed lots of on-street parking would be lost. An "in and out" access is an inefficient way of providing car spaces on a forecourt. There is sometimes a reluctance to park more than one car on such an arrangement as one car may block the other. If more than one car uses this arrangement, there is no benefit since they can't drive "in and out" without reversing. Often more cars can be accommodated with one wide access widened to a maximum of 6.3 metres.

**Jamie Brown
Local Development**