

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 16/09/2014

FROM: Chris Pratt

**TO: Arun District Council
FAO: Anita Gardner**

SUBJECT: M/61/14/PL - Conversion of existing residence into 3 No new flats (resubmission following M/13/14/)

The Litten, Ancton Lodge Lane, Middleton-On-Sea, Bognor Regis, PO22 6LZ

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.

West Sussex County Council was consulted previously on Highway Matters for this location under planning application no.M/13/14 and M/84/13 to which no objections were raised.

This application now seeks approval for the conversion and extension of an existing 3-4 bedroom flat and 1 bedroom flat to construct a 3 x 2 bedroom flats.

The site is situated down Ancton Lodge Lane, a private road i.e. not maintained as highway by the Highway Authority; therefore we are limited to what we can advise and condition. The nearest public highway is Elmer Road.

From inspection of the plans and information available a provision of 5 unallocated parking spaces will be available for the residents. Having checked WSCC's car parking demand calculator for a development of this size in this area, it would appear to meet the recommended number of spaces.

A provision of cycle parking is proposed. It is advised that this is secure and covered and in line with WSCC's standards (1 cycle space for per flat). This will help promote sustainable transport and further mitigate the need for a private car.

The access to the site is narrow, however there are passing places situated along the lane. The ability to turn on site using the private lane is achievable, allowing a vehicle to exit on to the highway in the forward gear. The access on to the highway, in visibility terms, is acceptable to support this development.

No concerns would be raised to this application from a highway safety perspective.

Chris Pratt
Strategic Planning