

WEST SUSSEX COUNTY COUNCIL
PREAPPLICATION CONSULTATION

DATE: 18/11/2016

TO: Mr Simon Arch
FROM: Ian Hayward
SUBJECT: PRE-266-16
Residential redevelopment for one dwelling
Church Farm House, Binsted Lane, Arundel, West Sussex, BN18
OLN

Site Visit Date: 31/08/20016

RECOMMENDATION: Advice

The Highways Authority has been consulted for preapplication advice in regard to the proposed residential development at Church Farm House, Binsted Lane, Arundel. This consultation has been prepared using the information and plans submitted with this request, in conjunction with other available WSCC map information. A site visit was undertaken on 31/08/2016.

The proposal seeks the replacement of a now partly derelict cottage located at Church Farm, Binsted Lane, Binsted. Vehicular access to the property would have historically been achieved via a private access driveway from Binsted Lane shared with The Glebe House. Binsted Lane itself is an unclassified rural lane subject to the national speed limit. On site it was observed that Binsted Lane is lightly trafficked.

On site it was observed that visibility in the northern direction at this point of access was substandard. Improvements to visibility could be achieved, though this would require significant landscaping, hedgerow relocation works. Consideration is given to the history of the site and principle of the application, which does not seek a material intensification of use at the access point onto the maintained highways network. Given the history of the site the Highways Authority would not be minded to raise any highway safety or capacity concerns to the principle of the proposal.

Any residential dwelling proposed should be provided an off street car parking provision to meet the needs of the development. I can advise that a dwelling of this size in this location would attract a minimum demand for two off street car parking spaces. These should measure 2.4 x 4.8 metres if provided on a hardstanding or 3 x 6 metres if provided within a garage. Secure and covered cycle parking should also be provided to support local and national sustainable transport policies. Garages as described above can

be used to provide cycle parking.

Providing a turn on site would be considered ideal, but consideration is given that a layout could be provided that allowed the private access drive to be used to facilitate a turn on site in order to enter Binsted Lane in the forward gear.

In conclusion I would not anticipate the Local Highways Authority raising any highways safety or capacity concerns to a single dwelling residential redevelopment application at this location. I trust you appreciate that any advice given for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Ian Hayward
Strategic Planning