WEST SUSSEX COUNTY COUNCIL **DATE: 26/02/2016**
STRATEGIC PLANNING CONSULTATION

FROM: **Katie Kurek** **TO:** **Adur & Worthing Councils**
FAO: **Peter Barnett**

SUBJECT: **AWDM/0121/16 - Two storey detached 2 no. bedroom house.**

Land West Of 58, Dankton Gardens, Sompting

RECOMMENDATION:

Advice	✓	**Modification**		**More Information**	
Objection		**No Objection**		**Refusal**	

S106 contribution total (see below for breakdown): £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.

Introduction
The proposal is for the erection of a new two bedroom detached dwelling on land to the west of no. 58 Dankton Gardens. Dankton Gardens is a 'D' classified road subject to a 30 mph speed restriction in this location. Dankton Gardens junctions with Dankton Lane approximately 10m west of the site.
The Local Highway Authority (LHA) would not wish to raise any highways concerns subject to relevant conditions being secured.

Content
The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last three years. There have been no recorded injury accidents within the vicinity or at the nearby junction with Dankton Gardens on to Dankton Lane. There is no evidence to suggest that the junction is operating unsafely, or that the proposed new dwelling would exacerbate an existing safety concern.

Drawing 10681-1A demonstrates that the new dropped kerb will be approximately 4.42 m wide which is sufficient for a single width vehicle crossover. The applicant should contact WSCC Highways for a licence for these works. The driveway is approximately 2.75 m wide which is sufficient in width for the parking of a car. It is stated that two car parking spaces will be provided in tandem with no turn on site. Considering the residential nature and lower speeds expected in this location the LHA would not object to not having a turn on site. Furthermore neighbouring properties use a similar arrangement and removing one or two vehicles off street means that these cars will not be parked on the highway, resulting in a narrowing of the available carriageway width.

There appears to be a street lighting column which may be positioned in conflict of the new access point. If so then the applicant should arrange for it to be relocated (please see informative below).

The corner of the junction includes an area of maintainable highway covered by hedging/vegetation. This should be cut back to provide maximum achievable visibility upon exiting the site. The applicant should demonstrate pedestrian visibility splays of 2 m by 2 m either side of the access on to Dankton Gardens – this can be secured via condition.

Due to the proximity to the junction the Local Area Highway Officer was consulted and provided the following comments:

My only comments are that crossover would be approx. 100m from the A27 off-slip at top of Dankton Lane. And that the existing fence would need to sit further back to prevent obstruction of visibility around corner.

I have been notified that the area office may wish to provide further comments which will be forwarded to you in due course.

The site is served by street lit footway links and is within walking distance of retail and other amenities in nearby Sompting. The nearest bus stop is approximately a 0.3 mile walk with a service on to Lancing. Cycling is an attractive option of transport and cycle storage should be provided – this can be secured via condition.

Conclusion
The LHA does not consider that the proposal for a single dwelling and new crossover would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to approve the application then the following conditions should be secured:

Access
No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved drawing.
Reason: In the interests of road safety.

Pedestrian Visibility
No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2 metres have been provided either side of the proposed site vehicular access onto Dankton Gardens in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
Reason: In the interests of road safety.

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 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.

INFORMATIVE
The applicant is advised to contact WSCC Highways (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

INFORMATIVE
The applicant is advised to contact the WSCC Street Lighting team (01243 642105) to discuss the process associated with the relocation of the street lighting column. The applicant would be response for meeting all reasonable costs associated with this process.

Katie Kurek
Strategic Planning