WEST SUSSEX COUNTY COUNCIL **DATE: 16/12/2015**
STRATEGIC PLANNING CONSULTATION

FROM: Ian Hayward **TO: Adur & Worthing Councils**
FAO: Peter Barnett

SUBJECT: AWDM/1361/15 - Demolition of existing dwelling and construction of 3 storey dwelling.

Further Information

267, Brighton Road, Lancing, West Sussex, BN15 8JP

DATE OF SITE VISIT: n/a

RECOMMENDATION:

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

S106 contribution total: 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.

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 application and provided comments dated 14/10/2015 and 14/12/2015. No anticipated highway safety or capacity concerns have been raised to this proposal in these past comments.

The applicant has provided a detailed plan demonstrating the on-site parking provision. After inspection of this plan I would make the following comments:

The existing access opening will be widened from 2.4m to 3.0 metres. This would be considered beneficial in terms of improving ingress and egress from the site access point. No changes would be required to the existing dropped crossing.

The site access will be protected with a gate. Typically gates should be set back 5.0 metres from the back edge of the carriageway so that a vehicle can be fully removed from the carriageway while the gates are opened. The Local Highways Authority would advise against a gate being used to protect the site access point, however given the existing use and presence of a gate it would not be considered that this could be used to substantiate a highways objection. The gates however must open inwards of the site.

The parking plan provided demonstrates two appropriately sized spaces. It has not been demonstrated how the spaces will be accessed using swept path analysis. I am conscious that this is an existing point of access which is used for off street car parking at present. I would conclude that a multi-point manoeuvre could be conducted so that two vehicles could access the site, park and leave in the forward gear. I have assessed the application against the WSCC car parking demand calculator and can advise that two spaces would be considered appropriate to meet the needs of a development of this size in this location.

No details have been provided as to the surfacing of the parking area. Preferably this would be bound. If a loose material such as gravel is used an area of bound surface, under control of the applicant and not considered to be publically maintained, should be provided at the site access point to stop loose material being distributed onto the Brighton Road footway.

In conclusion no anticipated highways safety or capacity concerns would be raised to this proposal. The Local Highways Authority would advise against a gate being used to protect the site access point, however given the existing use and presence of a gate it would not be considered that this could be used to substantiate a highways objection.

If the LPA are minded to grant planning consent conditions securing the following would be advised:

- Car Parking & Turning
- Cycle Parking
- Gate (if proposed, inwardly opening)

Ian Hayward
Strategic Planning