WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	Highways, WSCC
DATE:	1st August 2018
LOCATION:	Regal House, 45-49, Penhill Road, Lancing, West Sussex
SUBJECT:	AWDM/0948/18 Demolition of existing building, construction of a three storey block of flats comprising 3no. one bedroom, 3no. two bedroom and 1no. three bedroom flats together with associated car parking, amenity space and landscaping.
RECOMMENDATION:	☐ Advice ☐ Objection ☐ Modification ☑ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£N/A

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), was consulted previously on Highway Matters for this location under planning application ADC/0078/11 to which no objections were raised. This was for 13 x dwellings and included a larger site area using garage accessed from Ingleside Road.

The current proposal omits use of the garage and involves demolition of Regal House building and erection of a single block comprising 1 x 3-bedroom, 3 x 2-bedroom and 3 x 1-bedroom flats. The frontage to Penhill Road will remain in use for off-street parking with some alterations including new parking off Ingleside Road.

The LHA does not wish to raise transport grounds to resist the proposals subject to advice and conditions advised in the report below.

Access & Visibility

Penhill Road and Ingleside Road are both subject to a 30mph speed restriction in this location. Ingleside Road is unclassified and Penhill Road is 'C' classified local distributor route. The existing vehicle crossover to Penhill Road will require alteration to facilitate the amended car parking layout. A licence for these works on to the public highway should be obtained from the Adur Area Engineer and the works carried out to an agreed specification. A new dropped kerb is proposed on Ingleside Road to facilitate access to 2 x new car parking spaces.

From inspection of the plans and WSCC mapping there appears to be no apparent visibility issue at the point of access onto the public highway. I have also checked the most recently available verified accident records, which reveals there have been no personal injury accidents in the vicinity of the existing point of access within the past 5 years that would suggest the existing access arrangements have been operating unsafely.

With regard to the amenity space on the south west corner of the plot it is advised that planting/ obstructions to visibility in this area are kept to a height of no more than 0.6m to facilitate vehicular visibility on to the footway for reversing vehicles. This will also retain full visibility for a car exiting Ingleside Road to Penhill Road. Details of this can be secured via condition. The LHA would also retain our advice that details of pedestrian visibility splays either side of both access points are secured via condition.

Parking

Seven off-street parking spaces are to be provided. These meet the required dimensions to be counted toward allocated parking provision and the LHA do not envision that a car would overhang the pavement in this layout.

The parking demand has been assessed using the WSCC Car Parking Demand Calculator. On the basis of one space being allocated per flat a total demand for ten spaces is

envisioned for a development of this scale and location. We would advise that the parking remains of an unallocated arrangement which would reduce the demand to seven spaces. Nevertheless, there are comprehensive parking restrictions in the vicinity that would prohibit any overspill parking on-street occurring in locations that would be detrimental to highway safety. The LPA may wish to consider the impact of additional on-street parking from an amenity point of view.

Whilst a turn on site would be beneficial there is insufficient space to provide for this. Furthermore, these arrangements have been operating on Penhill Road without evidence of highway safety concern and the proposals are not anticipated to detrimentally impact this.

Capacity

The building has previously operated as an A1 showroom retail use of 549 sqm. Under WSCC Supplementary Planning Guidance this could have created a maximum demand for 1 space per 20 sqm (27 spaces total). Whilst the nature and constraints of the site could not have accommodated this it is evident that a commercial use could see a number of vehicles coming and going throughout the day. The proposed residential use is not anticipated to give rise to trip generation at the site and movements are anticipated to be concentrated to peak times. No capacity concerns would be raised to the application.

Accessibility

There are a range of local services and amenities within walking distance along continuous street lit footway links. Lancing Train Station is 0.3 mile distant and there are also regular bus services within the vicinity providing a sustainable means of transport to further destinations.

A covered and secured cycle storage facility is proposed for the new flats. It is advised that this communal facility is capable of accommodating at least one space per flat. The LHA are satisfied that the proposals suitably encourage use of sustainable modes of transport and that not all daily trips would necessarily be reliant on use of the private car.

Conclusion

The National Planning Policy Framework (NPPF), paragraph 109 states that development should only be prevented on highways grounds where the residual cumulative impacts on the road network would be severe. The LHA consider that the proposals meet with policy set out in the NPPF and there are no transport grounds to resist the application.

If the LPA are minded to approve the application 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.

Car Parking

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Landscaping on Ingleside Road and Penhill Road

No dwelling shall be occupied until such time as the landscaped/amenity area on the southwest corner of the site near to the junction of Ingleside Road and Penhill Road has been provided in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure that visibility is not obstructed by any proposed landscaping.

Pedestrian Visibility

No dwellings shall be occupied until pedestrian visibility splays been provided either side of the proposed site vehicular access onto Penhill Road and Ingleside Road 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.

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.

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

INFORMATIVE

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover license shall be granted. Additional information about the licence application process can be found at the following web page:

https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/

Online applications can be made at the link below, alternatively please call 01243 642105.

https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/

Katie Kurek
West Sussex County Council – Planning Services