WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Hannah Barker
FROM:	WSCC – Highways Authority
DATE:	10 September 2024
LOCATION:	Land North Of 53 Holmbush Way, Southwick
SUBJECT:	AWDM/1035/24 Construction of detached chalet bungalow.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

This proposal is for the construction of detached chalet bungalow. The site is located on Holmbush Way, an unclassified road subject to a speed restriction of 30 mph.

The existing vehicular access is via a private service road that provides access to garages at the rear of Holmbush Way. The private service road adjoins the public highway at Oakapple Road, an unclassified road subject to a speed restriction of 30 mph. There are no apparent visibility concerns with the existing access point. The proposed development is not anticipated to give rise to a material intensification of use of the access point.

The applicant proposes to replace the existing access gates with a sliding gate. Typically for access gates the LHA would request that gates be set back at least 5m from the carriageway edge, to allow for cars to pull in and wait whilst the gates are in operation. However, given the context of the road in this location, would not be anticipated to result in a highway safety concern.

The proposed car parking bay is to be partly enclosed within a car port. The Manual for Streets (MfS) specification for a parking bay is 2.4m x 4.8m. From inspection of the plans, the partial car port means the parking bay will be narrower than 2.4m. However, it could serve as a comparable replacement for the existing garage which does not meet the minimum internal specifications for single-bay garages of 3m x 6m as outlined in Manual for Streets (MfS). Therefore, the LHA would not consider the existing garage for parking provision, as it is likely too small to accommodate modern sized cars. Alternatively, the applicant could widen the proposed partial car port if there is space within the site.

The WSCC Car Parking Demand Calculator indicates that a dwelling of this size in this location would require at least two car parking spaces. Therefore, any overspill parking associated with this development would have to be accommodated on-street. The LHA does not anticipate that this would lead to a highway safety concern or parking capacity issue, but the LPA may wish to consider the potential amenity impacts.

The applicant has indicated that they will provide secure cycle store on site, this provision can be secured with a suitably worded condition.

The site is situated in a sustainable urban location within walking/cycle distance of local services and amenities. Cycling is a viable option in the area. The site is also well connected by public transport, with regular buses available from Holmbush Way. Southwick Train Station is situated approximately 2km south of the site.

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 115), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following condition should be applied:

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 to be 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.

Liz Corcoran
West Sussex County Council – Planning Services