WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Rebekah Hincke
FROM:	WSCC – Highways Authority
DATE:	30 January 2025
LOCATION:	Land West Of 28 Bramber Road, Worthing
SUBJECT:	AWDM/0027/25 Proposed chalet bungalow with 2no. parking spaces, access from Bramber Road.
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 proposed chalet bungalow with 2no. parking spaces, access from Bramber Road. The site is located on Bramber Road, an unclassified road subject to a speed restriction of 30 mph.

The LHA previously provided consultation advice for this site for application DC/22/1234, raising no highway safety concerns. This Local Planning Authority (LPA) refused the application on grounds unrelated to highways.

The existing vehicular access point will be used to form a shared drive between the existing and proposed dwellings. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on to Bramber Road.

The applicant proposes two car parking spaces will be provided for the proposed dwelling in a double-bay carport. This would be in accordance with WSCC Parking Standards for a dwelling of this size and location. Two car parking spaces will also be retained for the existing dwelling.

From inspection of the plans, on-site turning may not be achievable, so cars may have to reverse out of the site on to the maintained highway. However, this looks to be the existing arrangement and would not be anticipated to give rise to a safety concern.

The site is situated in a sustainable location within walking/cycle distance of local services, amenities, and public transport links. Secure cycle storage for two bicycles has been demonstrated in the plans, in accordance with WSCC Parking Standards.

Conclusion

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 116), and that there are no transport grounds to resist the proposal.

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

Car parking space (details approved)
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

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