WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Hannah Barker
FROM:	WSCC - Highways Authority
DATE:	7 November 2023
LOCATION:	90 Brighton Road Lancing BN15 8LW
SUBJECT:	AWDM/1041/23 Roof extension and rear dormer to form 2nd floor and sub-division of the building to create 2no. 3 storey dwelling houses.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

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

Summary
The Local Highways Authority (LHA) has been consulted on the above proposal to sub-divide and extend the existing dwelling at 90 Brighton Road and create 2x 3 storey dwellings. Brighton Road is also known as the A259 and this portion of the A259 that serves the site is subject to 30mph speed restrictions.

The LHA has had discussions with the Local Planning Authority (LPA) regarding the restricted access arrangement at the property given the door positioning in fromt of the proposed parking area, this has been addressed within the most recently submitted plans.

Access
Within the original plans submitted the pedestrian access to the dwelling was within the covered parking area to the east of the site. This potentially causing a hazard when the parking area was in use. The access to the dwelling has subsequently been moved to the front of the building to satisfy this concern.

The existing dwelling is served with two parking locations. The garage/car port to the east of the site is substandard in size to meet current WSCC guidance on garage spaces. The standard for a garage is currently 3m x 6m to adequately serve a single vehicle with space for cycle parking. Currently the dimensions show a much narrower arrangement. A second garage has been created to the western side of the site which facilitates an average sized vehicle. This space appears consistent with WSCC current standards- though this garage is to be lost from the proposal.

From observing local mapping data it appears that there is no vehicular crossover serving the larger garage, therefore meaning vehicles would currently be required to illegally bump the kerb to use the garage. Another observation is that the presence of a gate at the property boundary here also requires an obstruction of the Publicly Maintained Footway during its use and would result in pedestrians diverting into the highway. The proposal would require the closing off of the existing gated access which would pose a benefit to the Publicly Maintained Highway.

Parking and Capacity

From observation of the WSCC Parking Demand Calculator, the proposed development would generate the requirement for 4 parking spaces, 2 per dwelling. On street parking bays are present along Brighton Road and there are means of protection to prevent parking in unsafe locations within the adjoining highway network. Junction protection is present on adjoining roads of Brighton Road which also deters unsafe parking in key locations.

The proposed parking area outlined within the plans is considered substandard in dimension, a parking space is required to meet a minimum of 2.4 x 4.8m to serve an average sized vehicle. The LHA consider however that the parking space is an existing arrangement and has served the dwelling for some time with no known highways safety concerns. The space may not be desirable for all vehicles and therefore in these instances parking will need to be accommodated for on street. The LPA may wish to consider any existing parking pressures or capacity concerns within the locality. The LHA are unaware of such pressures within this location at this time and existing parking pressures are considered an amenity issue which is for the LPA to address, it is not however considered a safety concern.

It is not considered that this would generate a severe material increase over the existing vehicular movements along Brighton Road.

Sustainability
Brighton Road is served with linked and lit pedestrian footways throughout, this makes travel on foot a more desirable option for shorter journeys. Shops and amenities are a 3 minute cycle or 15 minute walk from the proposal site and Lancing Railway station a 5 minute cycle from the proposal site. Regular bus routes operate along Brighton Road offering regular services to Littlehampton, Tarring, South Lancing and Brighton. Secure and covered cycle parking would be desirable to serve the dwellings- it is noted that only one of the dwellings will have rear garden access however, the LPA may therefore wish to consider if this is a viable request. Should this be deemed appropriate, a suitably worded condition is advised to be sealed against the application.

Conclusion
The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para. 111), and there are no known transport grounds to resist the proposal. Should planning consent be granted, the following is advised to be sealed via condition alongside it.

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.

Jodie Wilkes

West Sussex County Council – Planning Services