WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Gary Peck
FROM:	WSCC - Highways Authority
DATE:	19 February 2021
LOCATION:	Land North Of 33 Leconfield Road Lancing West Sussex
SUBJECT:	AWDM/0028/21 Construction of 2no. two-bedroom attached dwellinghouses, with 3no. parking spaces and cycle storage.
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 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 Planning Services 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.

This application is for the erection of 2 x 2-bed dwellings with 3 parking spaces and cycle storage. The site is located on Leconfield Road, an un-classified rod subject to a speed limit of 30mph.

The applicant sought pre-application advised from WSCC as Local Highway Authority for a number of sites, including the application site. A broad response was provided for all sites, and no overriding highways issues were raised based on the details provided.

The proposed plans demonstrate that the site currently benefits from an existing vehicular crossover (VCO) to the existing storage yard. It is anticipated from the plans that the applicant intends to reinstate the kerb in the centre of the existing VCO to create two smaller individual VCOs. The reinstatement of the kerb will be subject to a licence from the WSCC Area Engineer and must be constructed to a specification agreed with them.

The applicant has not demonstrated vehicular visibility for the proposed accesses. An inspection of local mapping indicates that visibility at the proposed accesses appears restricted to the south, however due to the presence of on street parking along Leconfield Road, vehicles are not anticipated to be travelling at the posted speed limit. Furthermore, Leconfield Road has good forward visibility so it is anticipated that vehicles exiting the site will be visible to cars travelling northwards. Weight is also given to the fact that the access is existing and has operated for some time without evidence of highway safety concern.

The application has been supported by a Transport Note produced by Evoke Transport. The proposed plans demonstrate three parking spaces for the development - two allocated to the southern dwelling and one allocated to the northern dwelling. The WSCC car parking demand calculator anticipates that a minimum of 2 parking spaces would be required per 2-bed dwelling in this location. This may result in a shortfall of one space to be accommodated on street; however the LHA acknowledge that this overspill is likely to be visitor parking and would anticipate this parking demand to be of an infrequent nature. A parking capacity survey was conducted for road surrounding the site and the LHA is satisfied that the overspill of one parking space would not be detrimental to highway safety in this location.

Each parking space meets minimum specifications of 2.4 x 4.8m as set out in Manual for Streets. A turn on site would be preferred however the LHA acknowledge that this is not possible due to site constraints. Nearby dwellings appear to operate similar arrangements without evidence of highway safety concern.

The proposed plans demonstrate that a secure and covered cycle store will be provided for each dwelling, to encourage sustainable transport methods and reduce reliance upon the private car.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments). Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via condition and a suitably worded condition is advised below.

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

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

Conditions
Access (Access to be provided prior to first occupation)
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 details shown on the drawing titled Proposed Site Plan and numbered 420-P06.
Reason: In the interests of road safety.

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 the approved plans.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Electric Vehicle Charging Spaces
No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.
Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Informative
Vehicle Crossover – Minor Highway Works
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 licence 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/

Nicola Fry
West Sussex County Council – Planning Services