WEST SUSSEX COUNTY COUNCIL
INFRASTRUCTURE CONSULTATION

DATE: 24/3/2010

FROM: **Liam Riddy**

TO: Worthing Borough Council
FAO: Rebekah Smith

WORTHING BOROUGH COUNCIL
PLANNING SECTION
RECEIVED 24 MAR 2010
TO | REF No.
INSTRUCTION | WB/
INSTRUCTION | WB/

SUBJECT: **WB/94/10**

17 Heene Road, Worthing

Outline application for the demolition of the existing garage building and erection of one 3-bed dwelling

CONSULTATION DATE: 4/2/2010

RECOMMENDATION:

Advice	X	**Modification**		**More Information**	
Objection		**No Objection**		**Refusal**	

S106 contribution: £ 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 Local Development should be considered to be advice only, with respect to this planning application.

West Sussex County Council was consulted previously on Highway Matters for this location under planning application no. WB/106/09 to which no highway objections were raised.

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.

The proposal is for the erection of a new dwelling which will utilise an existing access point onto Heene Road. From an inspection of the plans alone, 2 off-street spaces are proposed to serve the new 3-bed dwelling, and it would also appear that No 17 would not have any off-street parking as a result of these proposals. The alterations to the parking arrangement are not anticipated to have a negative impact on highway safety in this location, due to the fact that Heene Road is subject to parking restrictions which would prevent residents of No 17 from parking off-street outside the property. Furthermore, from an inspection of the block plan it would appear that vehicles parked in the marked bays would be able to turn safely and exit the site in a forward gear.

The site is located in a sustainable location and is within walking distance of a range of services and public transport; however WSCC would recommend that the LPA attach a condition securing cycle parking at this site.

In summary, WSCC has no highway safety concerns regarding this application.

Liam Riddy
Local Development