WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Hannah Barker
FROM:	WSCC - Highways Authority
DATE:	28 February 2020
LOCATION:	46 Victoria Road, Southwick, Brighton, BN42 4DH
SUBJECT:	AWDM/1289/19 Demolition of existing dwelling and proposed two-storey detached 2 bedroom dwelling. Amended plan.
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 proposal is for the demolition of existing dwelling and erection of a single two-storey detached two bedroom dwelling. The site is located on Victoria Road, an un-classified residential road subject to a speed limit of 30mph.

The LHA was consulted on this application previously for a three bedroom dwelling. The LHA requested additional information pertaining to the vehicular access and off-street parking provision. The LHA was also consulted on a previous application at this site for demolition of dwelling and erection of two-storey block of two flats with associated parking. The LHA raised no highway safety concerns. The application was later withdrawn by the applicant.

The applicant was previously requested to clarify the proposed access and parking arrangements for the site. The revised plans are still unclear as to whether the existing garage will be retained - the dashed nature of the line indicates that this would be demolished, however the plans do not indicate that the existing crossover will be closed off. A new vehicle crossover is proposed to the west of the site to serve two off-street parking spaces. The applicant is advised that the proposed crossover must be constructed to a specification agreed with the WSCC Area Engineer, and that a second vehicle crossover is unlikely to be granted a licence due to existing on-street parking pressures. The applicant should consider closing off the existing vehicle crossover and demonstrating this on the proposed plans.

Visibility appears to be sufficient at the proposed access; furthermore, an inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest that the proposed access would exacerbate an existing safety concern.

The proposed westernmost parking space appears to fall slightly short of the required full 4.8m depth, however this is not anticipated to result in a highway safety concern in this location as vehicles would likely overhang the hard-standing within the site, but would not overhang the highway in this location.

The site is sustainably located within walking distance of bus stops, Southwick train station and local shops and services. This reduces the reliance upon the private car. Cycling is a viable option within the vicinity and details of secure and covered cycle storage can be secured via condition.

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. Whilst there are no in principle concerns to the proposed access arrangements, the applicant is advised that the Area Engineer is unlikely to grant a licence for the second crossover, should the existing crossover not be proposed for closure.

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

Conditions

Access

No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with the approved plan.

Reason: In the interests of road safety

Car parking space

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.

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