WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jo Morin
FROM:	WSCC – Highways Authority
DATE:	8 November 2024
LOCATION:	44 Mendip Road, Worthing, West Sussex, BN13 2LP
SUBJECT:	AWDM/1289/24 Proposed 2-bedroom house attached to west side of existing house with parking for existing house provided at front
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 a proposed 2-bedroom house attached to west side of existing house with parking for existing house provided at front. The site is located on Mendip Road, an unclassified road subject to a speed restriction of 30 mph. Following an inspection of the application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access

The applicant proposes a new vehicular access on to Mendip Road for the existing dwelling. The proposed access works will be subject to a licence obtained through the local Highway Area Office and constructed to a specification agreed with the local Highway Area Engineer.

From inspection of local mapping, there are no apparent visibility concerns with the proposed access point on to Mendip Road.

The proposed dwelling will use the existing vehicular access point onto Pentland Road, an unclassified road subject to a speed restriction of 30 mph. This proposal is not anticipated to result in an increased intensification of use on the property.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals one recorded collision within the vicinity of the site. However, this was not attributed to the existing access to the property or road layout. Therefore, there is no evidence to suggest that the access has been operating unsafely, or that its continued use would exacerbate an existing safety concern.

Parking

The applicant proposes three car parking spaces for this development, comprising of a single-bay garage and one parking space on each driveway. The WSCC Car Parking Demand Calculator indicates that each dwelling of this size in this location would require at least two car parking spaces.

From inspection of the plans, the existing garage is smaller than the minimum internal specifications for a single-bay garage of 3m x 6m as outlined in Manual for Streets (MfS).

Therefore, the LHA would not consider the existing garage for parking provision. Consequently, any overspill parking would need to be accommodated on-street.

Overspill parking could be accommodated on-street, and the LHA would not anticipate that this would give rise to a highway safety concern or parking capacity issue in this location. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

Both driveways are suitably sized for one car however on-site turning does not appear achievable, so cars may have to exit the site in reverse gear. However, this is not anticipated to give rise to an adverse highway safety impact, owing to good forward visibility in this location. Neighbouring properties operate similar access arrangements with no known highway safety concerns.

Regarding cycle parking, the garage will provide secure cycle parking provision in accordance with WSCC Parking Standards for the proposed dwelling.

Sustainability
The site is situated in a sustainable town location within walking/cycle distance of local services and amenities. Cycling is a viable option in the area. The site is also well connected by public transport, with regular buses available from Exmoor Drive. Durrington-on-Sea Train Station is situated approximately 2.6km south of the site.
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 115), and that there are no transport grounds to resist the proposal.

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

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 because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Additional information about the licence application process can be found at the following web page:
http://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways-licence/

Liz Corcoran
West Sussex County Council – Planning Services