WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keeffe
FROM:	WSCC - Highways Authority
DATE:	4 January 2021
LOCATION:	94 Brighton Road, Lancing, BN15 8LW
SUBJECT:	AWDM/2055/20 Proposed attached three storey dwelling with same ridge height as No.94 plus 2no. parking spaces.
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 Strategic Planning 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.

Summary
This proposal is for the erection of one residential dwelling. The site is located on Brighton Road, an A-classified road subject to a speed restriction of 30 mph in this location. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application, subject to the below comments and conditions.

Access and Visibility
The applicant proposes to utilise the existing vehicular access for this development. There are no apparent visibility issues with the existing point of access onto Brighton Road. The LHA does not anticipate that the addition of one dwelling would result in an intensification of movements to or from the site.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning
The applicant proposes to demolish an existing single-car garage and replace with two parking bays. It is unclear if these parking spaces will be allocated for the new dwelling or shared with the existing dwelling. The applicant should provide clarification of this. In addition, the parking bays do not meet the MfS minimum specifications for single-car bays of 2.4m x 4.8m. As such, the LHA cannot consider them for parking provision. The LHA advises the applicant to enlarge the parking bays to ensure they meet MfS specifications.

On-site turning will not be achievable, so vehicles may have to exit the site in a reverse gear. However, this is the existing arrangement which has operated safely with no known highway safety concerns.

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.

The WSCC Car Parking Demand Calculator indicates that a dwelling of this size in this location would require at least three car parking spaces. Consequently, overspill parking would have to be accommodated on-street. Whilst on-street parking is limited in the vicinity, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be a detriment to highway safety. The LHA does not anticipate that this proposal would give rise to a severe highway safety concern, but the Planning Authority may wish to consider the potential impacts on on-street parking from an amenity point of view.

The applicant has demonstrated a cycle parking store. The inclusion of secure and covered cycle parking provision, in accordance with WSCC parking standards, helps promote the use of sustainable transport methods.

Sustainability
The site is situated in a sustainable location within walking/cycle distance of local services and amenities. Cycling is a viable option in the area. Regular coastliner bus services can be caught nearby on Brighton Road. Lancing Train Station is situated approximately 1.6km northwest 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 109), and that there are no transport grounds to resist the proposal.

However, as mentioned above, the LHA advises amendments to the proposed parking layout to accommodate the proposed vehicular parking provision.

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

Car parking space (details required)
No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. 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.

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.

Kyran Schneider
West Sussex County Council – Planning Services