WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Louise Prew
FROM:	WSCC – Highways Authority
DATE:	22 April 2024
LOCATION:	21A Grove Road Worthing BN14 9DQ
SUBJECT:	AWDM/0414/24 Conversion of existing two flats back to single dwelling house with alterations to existing front door, side door and rear doors . (21A and 21B Grove Road).
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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Access
The proposal seeks to convert the existing 2 flats (1 x 1bed and 1 x 2bed) into a single residential dwelling. The property is served with an existing vehicular crossover (VCO) which has been in place for some time, there are no major changes proposed to the existing VCO however there appears the removal of a small portion of the applicants wall to facilitate improved access arrangements.

The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury accidents at the existing access with the public highway, onto Grove Road. There is no evidence to suggest that the access is operating unsafely, or that the proposal would exacerbate an existing safety concern.

Parking
The current parking layout allows for a single vehicle to park off road, this is currently assigned to the one bed flat. From consulting with the WSCC Parking Demand Calculator, it has been outlined that 3 parking spaces would be expected to serve the property in its current format as 2 flats. The PDC also outlines that 3 parking spaces would be sufficient to serve the proposed dwelling. Based on this consideration, the demand would be unlikely to change as a result of the proposal.

It is proposed that alterations will be made to the frontage, to provide additional hardstanding which will allow for a second parking provision. From measuring off the plans provided, there would be sufficient space within the frontage to accommodate for this and any overspill parking would likely be made up via on street parking provisions or from using more sustainable methods of transport as would currently be the case.

The Local Planning Authority may wish to consider a condition sealing secure and covered cycle storage to serve the proposed dwelling to offer sustainable alternatives to the use of the car.

Conclusion
The Local Highway Authority 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 Local Planning Authority is minded to grant planning consent the following condition would be advised:

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 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.

Jodie Wilkes
West Sussex County Council – Planning Services