WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	WSCC - Highways Authority
DATE:	20 October 2022
LOCATION:	94 Brighton Road, Lancing, BN15 8LW
SUBJECT:	AWDM/1519/22 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.

Summary and Context

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. Following an inspection of the application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

The LHA previously provided consultation advice for this site for similar application AWDM/1539/21, raising no highway safety concerns. The Local Planning Authority (LPA) refused the application on grounds unrelated to highways.

Access and Visibility

The plans shows that a new vehicular crossover is proposed in place of the existing, and it suggests that it is to be widened. If works to the existing access are proposed, the applicant is advised to obtain the appropriate consents from WSCC prior to implementation.

From inspection of WSCC mapping, 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. One parking space will be provided to both the existing and proposed dwelling.

The WSCC Car Parking Demand Calculator indicates that both dwellings would require four car parking spaces between them. 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 the shortfall of two parking spaces would give rise to a highway safety concern or capacity issue, but the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

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.

Given the recent changes to the Building Regulations Approved Document S (Infrastructure for the Charging of Electric Vehicles), it may be that the provision of EV charging is now covered under separate legislation to planning. Therefore, WSCC as Highway Authority have no comment to make upon the EV charging provision as a result of this planning application. However, the planning case officer should check whether the development is being built under the old Building Control regulations, in place prior to June 15th 2022, and if they are, it may be appropriate to secure EV charging provision through the planning process.

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 111), and that there are no transport grounds to resist the proposal.

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

Conditions
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.

Informative
Works within the Highway – Area Office Team
The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact the Area Highway Manager (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Kyran Schneider
West Sussex County Council – Planning Services