WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Council FAO: Jo Morin
FROM:	Highways, WSCC
DATE:	17/02/2025
LOCATION:	15 Brendon Road, Worthing, BN13 2PS
SUBJECT:	AWDM/0123/25 Construction of 1 no. new dwelling attached to existing property.
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.

This application seeks the construction of a new dwelling attached to existing property. The site is located on Brendon Road, an unclassified road subject to a speed restriction of 30 mph.

The existing dropped kerb access will be utilised, forming a shared access for both the existing and proposed dwellings. The addition of a single dwelling is not anticipated to give rise to a significant material intensification of use of the existing access point.

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

A shared driveway is proposed, allowing for off-street parking provision for four cars, two per dwelling. The WSCC Car Parking Demand Calculator indicates that the existing and proposed dwellings would create a combined demand for five car parking spaces. As such, any overspill parking would have to be accommodated on-street. The LHA does not anticipate that the shortfall of one parking space would give rise to a highway safety or parking capacity concern, but the LPA may wish to consider amenity implications on on-street parking.

Regarding cycles parking, the plans demonstrate a cycle store for use by the proposed dwelling, and this appears of suitable size to accommodate at least one bicycle in accordance with WSCC Parking Standards.

In summary, 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 116), and that there are no transport grounds to resist the proposal.

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

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.

Kyran Schneider
West Sussex County Council – Planning Services