WEST SUSSEX COUNTY COUNCIL **DATE: 15/11/2016**
STRATEGIC PLANNING CONSULTATION

FROM: Katie Kurek **TO: Adur & Worthing Councils**
FAO: Peter Barnett

SUBJECT: AWDM/1604/16 - 2 no. 4 bedroom detached chalet style dwellings each with single garage to replace previously demolished dwelling.

2, Swallows Close, Lancing, West Sussex, BN15 8LS

RECOMMENDATION:

Advice	✓	**Modification**		**More Information**	
Objection		**No Objection**		**Refusal**	

S106 contribution total (see below for breakdown): £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.

West Sussex County Council, as the Local Highway Authority (LHA), was consulted previously on Highway Matters for this location under planning application AWDM/1690/15 for single dwelling to which no objections were raised.

The site is accessed from Swallows Close, a private no through road; therefore these comments are advice only.

The junction with the public highway (Brighton Road A259) is approximately 50 metres south of the site. The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last three years. There have been no recorded injury accidents at the nearby junction with the public highway. There is no evidence to suggest that the junction is operating unsafely, or that the proposed dwellings would exacerbate an existing safety concern.

Whilst it is appreciated that the existing access from Swallows Close into the site is approximately 3m wide and would not allow two cars to pass one another, the chance of conflict is considered negligible. Furthermore, if two cars were entering/ egressing at the same time speeds will be low and driving is anticipated to be cautious. The slow speed nature of these manoeuvres would not cause highway safety concern. A reverse manoeuvre on to the lane is not considered to cause a highway safety issue especially considering this is an existing practise by a number of properties in the private lane. It would be difficult to substantiate a highways reason for refusal considering this. Any reverse manoeuvre on to the private lane at this location would not affect the publically maintained highway. The applicant may wish to consider the amenity aspect of the parking and turning internal layout.

The LHA would advise that garages should be enlarged to count toward parking provision (3m by 6m). Currently they could not be counted toward parking provision and thus one space per dwelling would be counted. On this basis the WSCC Car Parking Demand Calculator would envision that four spaces total are provided for the development.

Whilst on the outskirts of Lancing there are bus stops within walking distance along street lit footway links that provide services on to nearby towns and villages. Secure and covered bicycle storage should be included this can be secured via condition.

The proposal to replace previously demolished dwelling with 2 x dwellings would see a net increase of one residential unit on site. Considering existing access arrangements and parking demonstrated the LHA would not raise highway or transport grounds for refusal.

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

Car parking space (details required)
No part of the development shall be first occupied until the car parking spaces, including garages, 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 use.
Reason: To provide car-parking space for the use.

Turning space
No part of the development shall be first occupied until the vehicle turning space has been constructed within the site in accordance with the approved site plan. This space shall thereafter be retained at all times for their designated use.
Reason: In the interests of road safety.

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 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.

Katie Kurek
Strategic Planning