WEST SUSSEX COUNTY COUNCIL **DATE: 16/12/2013**
STRATEGIC PLANNING CONSULTATION

FROM: Ian Hayward **TO: Adur & Worthing Councils**
FAO: Gary Peck

SUBJECT: AWDM/1399/13 - Amendment to planning permission ADC/0642/07 to facilitate new vehicular access to 185 Brighton Road and retain vehicular access to 185A Brighton Road.

185, Brighton Road, Lancing, West Sussex, BN15 8JB

RECOMMENDATION:

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

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 Local Development 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.

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

West Sussex County Council was consulted previously on Highway Matters for this location under planning applications ADC/0448/07 and ADC/0642/07. The former application was refused on highways safety ground concerning vehicle parking and turning arrangements. A solution was found under ADC/0642/07 whereby a shared access was created centrally within the plot adjoining Brighton Road (A259); this provided each dwelling with two car parking spaces and extinguished the existing access. It was accepted that the 6 metres gap between the parking provisions would be enough to perform multi point manoeuvre to enable a vehicle to enter and exit the site in the forward gear. This application was granted consent by the LPA.

From inspection of the latest plans this application seeks to retain the existing point of access and relocated the new crossover to the western extent of the plot. Each dwelling would therefore be provided with its own definitive point of access. I would accept that plot 185 would be provided with two parking spaces however a turn on site would be difficult even with a multi-point manoeuvre. Plot 185a would only be provided with one parking space and a turn on site would not be considered possible once a boundary treatment dividing the site has been erected.

I am mindful of our previous highway safety objections with this site concerning insufficient parking provision and lack of a turn on site facility. After inspection of the latest plans I would conclude that this application does not satisfy the reasons for refusal cited under ADC/0448/07 and would not be considered like for like when compared with the solution found and permitted under ADC/0642/07. Based on the information provided, and should the applicant

not be able to find an alternative solution, the highways authority would be minded to Object to this proposal.

Ian Hayward
Strategic Planning