

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Rachel Richardson
FROM:	Highways, WSCC
DATE:	23/12/2024
LOCATION:	Land Adjacent to Loxley (Riverside), Bolney Chapel Road, Twineham, RH17 5NN
SUBJECT:	DM/24/3050 Demolition of existing detached dwelling and tennis court. Construction of replacement dwelling with lower ground floor to be concealed from Bolney Chapel Road. New access onto Bolney Chapel Road and new driveway with associated hard and soft landscaping works. Construction of single storey outbuildings at lower ground floor level, concealed from Bolney Chapel Road
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 demolition of existing detached dwelling and tennis court and erection of a replacement dwelling with associated access, landscaping and outbuildings. The site is located on Bolney Chapel Road, a C-classified road subject to a speed restriction of 40 mph in this location.

This application site has relevant history, with similar proposals first being granted planning permission under application DM/22/2381. WSCC in its role as Local Highway Authority (LHA) was a consultee for this application and raised no highway safety objections. Subsequent Variation of Condition applications DM/23/1453 and DM/24/1727 sought minor amendments to the proposals, both being permitted by the Local Planning Authority (LPA).

For the current submission, the proposals appear mostly similar to the previously permitted applications at this site. As stated above, the LHA raised no objections to the previously permitted DM/22/2381, and the current proposals do not propose any significant changes from a highway safety point of view. Access, parking and turning arrangements appear acceptable as per previous permissions.

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 conditions should be applied:

Access

No part of the development shall be first occupied until such time as the vehicular and pedestrian accesses serving the development have been constructed in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Vehicle Parking

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide adequate on-site car parking space for the development.

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 LPA.

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