

Comment for Development Control	
Consultee: Who are you commenting on behalf of:	James Pearce Local Highway Authority (LHA) Brighton & Hove City Council
Date of Reply:	26/04/21
Response No.:	First response
Application Number:	BH2021/01089
Address:	Glen O Fen Westfield Avenue North Saltdean Brighton BN2 8HQ
Description:	Application for permission in principle for demolition of existing three bedroom dwelling (C3) and erection of 2no three bedroom houses - semi-detached (C3) with landscaping, parking and cycle storage.
Case Officer:	Ben Daines
Key Policies Applicable or your Strategy document: TR4, TR7, TR9, TR11, TR12, TR14 TR15, TR17, TR18, TR20, TR21, TR12, CP7, CP9	
Summary of Comments: Recommended approval as we have no objection to this application for permission in principle.	
Main Comment:	
<u>Pedestrian & Mobility Impaired Access</u> The nearest dedicated footway is on the adopted public highway near Westfield Avenue North's junction with Coombe Vale. There is concern that part of the pedestrian access route appears to be shared with vehicles on the private end of the road with several other houses/ businesses. This would not be normally deemed to be acceptable, however it is acknowledged that to request a footway in this location, on private land, for just one additional house may be unreasonable in this instance. It is also noted that there have been approved planning applications to develop a major number of new houses surrounding this site and it is likely that if these proposals go ahead then footway infrastructure would be implemented that would service this site. We therefore would not wish to object on these grounds. Level access should be proposed for both dwellings to allow convenient access for all.	
<u>Cycle Parking</u> The applicant indicates that cycle storage shall be provided. Parking Standards SPD14 requires 2 spaces for 3-4+ bedrooms dwellings. We would look for cycle parking to be proposed in both dwellings. In order to be in line with Policy TR14 of the Brighton & Hove Local Plan 2005 cycle parking must be secure, convenient, well lit, well signed and wherever practical, sheltered. The	

Highway Authority's preference is for a purpose-built secure cycle stores (e.g. Tri-metal). Alternatively stores made from other materials such as wood must be covered and include a concrete base with Sheffield type stands to ensure the main frame of the bicycle can be securely stored. All must be spaced in line with the guidance contained within the Manual for Streets section 8.2.22.

Refuse and Recycling

It is advised that there should be a refuse and recycling store and collection area on site close to the roadside. It is noted that the street is private however it is advised that bins should not be left on the footway/ road, even temporarily, causing obstruction to pedestrians and other road users.

Vehicular Access

Access for vehicles is via the existing private end of Westfield Avenue North and this is deemed to be acceptable.

Car Parking

The applicant indicates that car parking shall be provided. For this size of proposal, in this location, Parking Standards SPD14 allows for a maximum of one space per dwelling plus one per two dwellings. Therefore, three spaces in total for both dwellings would be allowed as per SPD14. Further details of the parking layout are required in a future full application for the LHA to fully assess car parking.

Trip Generation/Highway Impact

The increase in trips associated with one additional house in this proposal is unlikely to be significant enough reason for objection/ refusal.

Equalities Impact

We are unable to assess these aspects without a fully detailed application.

Recommendation:

Approve. We would not wish to restrict grant of consent of this Application for permission in principle.