# WEST SUSSEX COUNTY COUNCIL CONSULTATION

| | |
|---|---|
| **TO:** | Adur & Worthing Councils<br>FAO: Peter Barnett |
| **FROM:** | WSCC - Highways Authority |
| **DATE:** | 11 November 2021 |
| **LOCATION:** | 229 Old Shoreham Road, Southwick, BN42 4LR |
| **SUBJECT:** | AWDM/1807/21<br>Conversion of 4 bedroom detached house into 2no. 2 bedroom self contained flats. |
| **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.**

Summary
This proposal is for the conversion of a four-bedroom house into two two-bedroom flats. The site is located on Old Shoreham Road, an A-classified road subject to a speed restriction of 40 mph in this location. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility
The site is served by an existing dropped kerb access fronting the property. From inspection of local mapping, there are no apparent visibility issues with the existing point of access on Old Shoreham Road. The LHA does not anticipate that the proposed conversion would give rise to a material intensification of movements to or from the site.

Parking and Turning
The applicant proposes to retain three existing car parking spaces for this development. However, the LHA notes that the existing parking area is not deep enough to accommodate three parking bays perpendicular to the carriageway. As per Manual for Street Guidance, parking bays must have minimum dimensions of 2.4m x 4.8m, which this site lacks, and it appears that vehicles parking here would overhang onto the footway, potentially posing as an obstruction to pedestrians. The LHA acknowledges that this parking arrangement has occurred for some time; however, the LHA has assessed this application on the basis that one car parking space parallel to the carriageway is proposed.

The WSCC Car Parking Demand Calculator indicates that a development of this size in this location would require at least four car parking spaces. Therefore, any overspill parking would have to be accommodated on-street. Whilst on-street parking is limited in the area, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be a detriment to highway safety. Old Shoreham Road is sided by double-yellow lines in this location. The LHA does not anticipate that the shortfall of three car parking spaces would result in a highway safety concern or parking capacity issue. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

On-site turning does not appear achievable, so vehicles may have to exit the site in a reverse gear. However, this is the existing arrangement which has operated as such with no known highway safety issues. In addition, Old Shoreham Road has good forward visibility in this location.

Regarding cycles, the applicant has not demonstrated secure cycle parking provision. Cycling is a viable option in the area and the LHA requests that cycle parking is implemented in accordance with WSCC parking standards. The applicant should provide secure and covered cycle storage for at least two cycles, for a development of this size.

Sustainability
The site is situated in a sustainable location within walking/cycle distance of local services and amenities. The site is also well connected by public transport, with regular buses available nearby on Old Shoreham Road. Fishersgate Train Station is located approximately 1km southeast of the site. Alternatively, Southwick Train Station is located approximately 1.3km southwest of the site.

Conclusion
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 111), 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**