WEST SUSSEX COUNTY COUNCIL **DATE: 13th September 2016**
STRATEGIC PLANNING CONSULTATION

FROM: Emma Waters (Mrs) **TO: Adur & Worthing Councils**
FAO: Peter Barnett

SUBJECT: AWDM/1282/16

Extension to existing hardstanding to provide 25 car parking spaces along eastern side of existing access road between 50 Dolphin Road and Middle Road to allow parking and restricted egress onto Middle Road

Land Between, 50, Dolphin Road and Middle Road, Shoreham-By-Sea, West Sussex

RECOMMENDATION:

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

The Local Highway Authority (LHA) has been consulted to provide comments relating to any highway safety and capacity aspects of the above application. In line with the relevant policy, paragraph 32 of the National Planning Policy Framework (NPPF).

Background

The private roadway between Middle Road and the Higgidy Site is owned by West Sussex County Council (WSCC). Discussions have already commenced between Higgidy and WSCC Estates Department to draw up a lease to use and park along this roadway. It is understood that the previous occupiers of 50 Dolphin Road had a similar agreement in place.

The proposal is to widen the private roadway to accommodate parking along the eastern boundary for Higgidy Staff and visitors. The applicant sought pre application highways advice in July 2016 from the LHA and a site meeting was held. The submitted scheme is in line with advice given by the LHA. The scheme will incorporate the widening of the roadway to 5.6m to accommodate vehicular parking (25 spaces) in a parallel format. The widening of the roadway will allow parking to occur and for Higgidy staff only to exit the site onto Middle Road. The exit road will not be used by HGV's and the hours of its use will be limited under the lease agreement.

Trip Generation/Highway Capacity

Matters of trip generation and highway impact were accessed under application AWDM/1880/15, it concluded that the application would not give rise to an impact on the local highway network that could be considered severe.

The agreed use of the private roadway by the previous site occupier is a material planning consideration. The LHA would not expect the above proposal to give rise to any significant intensification above and beyond its previous use, including its junction with Middle Road where the private road joins the adopted highway network.

Visibility
Visibility from the private roadway when exiting onto Middle Road is well in excess of 43m in each direction, exceeding standards in line with stopping sight distances in Manual for Streets (MfS) for a road with a 30mph speed limit.

Conclusion
The LHA would raise no highway safety or capacity concerns to this application; it is expected to alleviate some congestion along Dolphin Road and as such would be considered an improvement.

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highway grounds where the residual cumulative impacts of the development are severe. The LHA do not considered that this development would result in any impacts on the local highway network that could be considered severe. No highway objection would be raised.

The LHA would advise the following conditions.

Conditions:

- Car parking & Widening works
  The WSCC owned roadway shall not be used until the widening of the roadway and car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
  Reason: To provide car-parking space for the use

Emma Waters - Planner
County Highways