WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keeffe
FROM:	Highways, WSCC
DATE:	25/06/2024
LOCATION:	5 Hillbarn Parade, Upper Brighton Road, Sompting, BN15 0LH
SUBJECT:	AWDM/0705/24 Demolition of single storey storage building (Class B8) and construction of a studio bungalow (Class C3) (Retrospective).
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 application seeks the retrospective demolition of a single-storey building (Class B8) and construction of a studio bungalow (Class C3). The site is accessed from Hillbarn Parade, an unclassified road subject to a speed restriction of 30 mph. Following an inspection of the submitted application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Content
The site is served by an existing dropped kerb access on Hillbarn Parade, and no alterations are proposed to this arrangement. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on to Hillbarn Parade. In addition, the proposals are not anticipated to give rise to a material intensification of movements to or from the site.

One car parking space is proposed to serve the site. The parking bay has been drawn to Manual for Streets (MfS) specifications and is therefore suitably sized. On-site turning does not appear achievable, so a car may have to exit the site in a reverse gear. However, this would not be anticipated to give rise to a severe highway safety concern in this location.

The WSCC Car Parking Demand Calculator indicates that a dwelling of this size and location would require two car parking spaces. Therefore, any overspill parking associated with this development would have to be accommodated on-street. There are parking restrictions located nearby that prohibit parking in places that would be detrimental to highway safety. The LHA does not anticipate that the shortfall of one parking space would lead to a highway safety concern or parking capacity issue, but the LPA may wish to consider the potential amenity impacts.

Regarding cycle parking, whilst not demonstrated in the plans, the Application Form states that one cycle parking space is proposed. The LHA would request that secure and covered cycle parking provision for at least one bicycle be provided for this development in accordance with WSCC Parking Standards.

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 115), 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