WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	Highways, WSCC
DATE:	09/07/2018
LOCATION:	40, Old Fort Road, Shoreham-By-Sea, West Sussex, BN43 5RJ
SUBJECT:	AWDM/0905/18 Single storey flat roof garage to front; ground floor extension to east elevation. Extension and re-cladding to south dormer to wrap around to east elevation with new flat parapet roof. Extension and re-cladding of north dormer. Roof to be replaced with slate tiles. New balustrade to existing first floor south terrace with privacy screen to east and west elevations. 1.8m high wall to east and west elevations.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	☑ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£N/A See below for breakdown.

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Planning Services should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

Summary

This proposal is for the erection of a single garage, 1.8m wall to the east and west elevations and repositioning of the VCO serving the dwelling. The site is located on Old Fort Road, a D-classified residential road subject to a speed limit of 30mph.

Access and visibility

An inspection of plans and local mapping demonstrates that the dwelling is currently served by a shared Vehicle Crossover (VCO) onto Old Fort Road. The proposed plans indicate that the VCO will be repositioned to the west of the front boundary of the site. The plans demonstrate that the proposed new VCO is approximately 7.8m in width. Following a consultation with the Adur and Worthing Area Engineer, the LHA advises that the proposed VCO is a maximum of 6.4m in width. Access works will require a licence and should be constructed to a specification agreed with the Local Highways Engineer. The part of the existing VCO that serves 40 Old Fort Road will need to be closed off, and the kerb re-instated.

The applicant is proposing to construct 1.8m high walls to the east and west of the site boundaries. The applicant has not provided pedestrian visibility splays for the site. Pedestrian visibility splays should be taken 2m back into the access and a distance measured along the back of the footway for 2m on each side of the access. There should be no obstructions over 0.6m within these splays. The site appears to have sufficient space along the front boundary to provide a pedestrian visibility splay of 2 x 2m to the east of the proposed access. The LHA note that to the west of the proposed access, there is insufficient space to accommodate the desired pedestrian visibility splay, and therefore the LHA advise that the proposed wall is reduced to a maximum height of 0.6m for the first 2m back into the site. This is to allow pedestrian visibility as set out in Manual for Streets (MfS); 0.6m represents the height of a child that could be utilising the footway.

Vehicular visibility splays have not been provided, however an inspection of local and WSCC mapping indicates that the visibility at the proposed new access is sufficient for the anticipated road speeds, and visibility splays are maintainable wholly within the highway boundary.

Parking and turning

The plans demonstrate that a single garage will be provided on site, this meets the minimum internal dimensions set out in Manual for Streets (MfS) of 3 x 6m. One additional parking space is proposed on the site frontage, this appears to meet the minimum parking space specifications of 2.4 x 4.8m as set out in MfS. The WSCC parking demand calculator expects that a minimum of 2 parking spaces will be required for a dwelling of this size and location. A turn on site would be preferable; the applicant may wish to consider whether a turn on site could be provided in order to enable vehicles to exit the site in a forward gear.

Conclusion

The LHA does not consider that this proposal would have a 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and that there are no highway capacity or safety concerns to resist the proposal.

If the LPA are minded to approve the application the following conditions should be secured:

Conditions

Access (prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access has been constructed to a maximum width of 6.4m in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety

Access closure (prior to first occupation)

No part of the development shall be first occupied until such time as the existing vehicular access onto Old Fort Road has been physically closed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

Pedestrian Visibility (details required)

No part of the development shall be first occupied until pedestrian visibility splays have been provided either side of the proposed site vehicular access onto Old Fort Road in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Car parking space (details approved)

No part of the development shall be first occupied until the 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

Informative

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission goes not guarantee that a vehicle crossover license shall be

granted. Additional information about the licence application process can be found at the following web page:
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/
Online applications can be made at the link below, alternatively please call 01243 642105.
https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/

Informative
The applicant is advised to contact the Community Highways Officer covering the respective area (01243 642105) to arrange for the Access Protection Line (APL) to be extended across the existing dropped kerb access point on to Old Fort Road.

Nicola Fry
West Sussex County Council – Planning Services