WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Hannah Barker
FROM:	WSCC - Highways Authority
DATE:	2 September 2022
LOCATION:	Development Site Of 11 West Street And Rear Hall, West Street, Shoreham-by-sea
SUBJECT:	AWDM/0788/22 AMENDED PLANS RECEIVED: Demolition of derelict nightclub and redevelopment to provide a single dwelling unit. Single storey rear extension to existing dwelling (11 West Street).
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 and Context
This proposal is for the demolition of a derelict nightclub and redevelopment to provide a single dwelling, with a single-storey rear extension to existing dwelling. The site is located on West Street, an unclassified road subject to a speed restriction of 30 mph.

WSCC in its role as Local Highway Authority (LHA) previously provided comments for this application, dated 26/05/2022, raising no highway safety concerns. The applicant has submitted amended plans, now proposing a single residential dwelling. Following an inspection of the application documents, the LHA can provide the following comments, raising no highway safety concerns.

Content
No vehicular access is associated with this site. Considering the scale of the proposed dwelling, the LHA does not anticipate that the proposals would give rise to a significant material intensification of movements on the local highway network.

The applicant proposes a nil car parking provision, as per the existing arrangement. The WSCC Car Parking Demand Calculator indicates that the proposed dwelling would require two car parking spaces. Consequently, vehicular parking would have to be accommodated on-street.

There are comprehensive parking restrictions in place on the nearby road network prohibiting vehicles from parking in places that would be a detriment to highway safety. The LHA does not anticipate that the proposed nil car parking provision would result in a highway safety concern, nor give rise to a capacity issue. However, the LPA are advised to consider the potential amenity implications on on-street parking.

The applicant has demonstrated cycle storage to the east of the building, providing secure and covered cycle parking for residents in accordance with WSCC Parking Standards.

Weight is given to the fact the site is situated in a sustainable location within walking/cycle distance of local services and amenities. Cycling is a viable option in the area. The site is also well connected by public transport, with regular bus services available from the nearby A259. Shoreham-By-Sea Train Station is located approximately 650m northeast 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