WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keeffe
FROM:	WSCC - Highways Authority
DATE:	1 May 2020
LOCATION:	1 Winston Road Lancing BN15 8SL
SUBJECT:	AWDM/0533/20 Demolition of existing dwelling and construction of 2no. 4 bedroom semi-detached dwellings with associated parking and bin store. More information received.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Modification
S106 CONTRIBUTION TOTAL:	n/a

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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Site Background
The proposal is for the demolition of the existing dwelling, then the construction of two no. four bedroom dwellings.

The application site is located on Winston Road a publicly maintained, low trafficked, unclassified road subject to a 30 mph speed limit. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

Previously the Local Highways Authority (LHA) received consultation on matters at this location. The LHA advised the applicant to remove the second access, as they may not be able to implement permissions due to this application conflicting with WSCC Highways Area Office Guidance. The following comments are for these amendments only. Additional comments can be found in our previous response.

Access
The applicant proposes to improve the existing Vehicle Crossover (VCO) to a 9.7 metre shared VCO.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury collisions within the vicinity of the site. Therefore, there is no evidence to suggest that the new access is currently operating unsafely.

With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the proposed access.

Vehicle Parking and Cycle Parking
Under WSCC Car Parking Guidance (adopted August 2019), the LHA would anticipate that five parking spaces would be sufficient for a development of this size and location.

For the LHA and MfS to consider parking spaces towards the provision of a site they must first meet the minimum requirements of,

- 2.4 x 4.8 metres for a single bay parking space,
- 3 x 6 metres for a single garage space,
- 2 metres(obstruction free i.e. fence) or 2.4 metres x 6 for a single parallel parking space,

With the above guidance, the LHA provides the following comments.

The applicant proposes a two car parking provision for the new dwellings.

These are in the arrangement of:

- two unallocated parking spaces,

The dimensions of these spaces are,

- Bay Parking Spaces – 4.8 x 4.8metres,

For the LHA to consider bay parking spaces towards the parking provision of the site they must first measure 2.4 x 4.8 metres (as per MfS guidance). The applicant has demonstrated such. As a result, the LHA would consider the parking spaces to provide a provision of four spaces.

The above findings show that under WSCC and MfS Guidance the development will provide four parking spaces towards the provision of the site. This is one below the minimum recommendation made by the PDC.

Experience has shown through other similar applications, that to substantiate that a shortfall of a car parking space could result in an unacceptable highway safety issue would be difficult to uphold. Therefore, the LHA does not consider this a justification for refusal on highways grounds.

The LPA may wish to consider the amenity implications caused by a small increase in on-street car parking demand.

The site is located in a sustainable location within walking and cycling distance to a range of public services, amenities and employment options. Buses and rail station provide a realistic travel opportunity for longer trips. The Local Highways Authority (LHA) would not anticipate that future occupiers of the dwelling would be reliant on the use of a private motor vehicle. As a result, the LHA would like to see the implementation of cycle storage space.

To summarise the LHA raises no concerns over the Vehicle Parking, but seeks clarity over the cycle parking provision.

Electric Vehicle (EV) Parking
In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, the Local Highways Authority (LHA) request that developers provide all new homes with electric vehicle (EV) charging points.

Based upon current EV sales rates within West Sussex, the applicant should provide a minimum of 20 % of all parking spaces with active charging points, with ducting in place for the remaining 80% to provide 'passive' provision for future upgrades.

Due to the small-scale nature of this proposal, the anticipated provision of active EV spaces for this development would be one space, in accordance with the above WSCC guidance.

Conclusion
In principle the Local Highways Authority (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. However, the LHA require a modification regarding the Cycle Parking, as described above.

Please raise these issues with the applicant and re-consult. At which time the LHA can advise suitable conditions and informative notes.

Stephen Garrard
West Sussex County Council – Planning Services