WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keeffe
FROM:	WSCC - Highways Authority
DATE:	14 May 2021
LOCATION:	6 Town Quay, Shoreham-By-Sea, BN43 5DS
SUBJECT:	AWDM/0744/21 Change of use from small lock up office and two garages to 1 bedroom ground floor apartment
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 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 Strategic Planning 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 change of use from lock-up office and two garages to one-bedroom apartment. The site is located on Town Quay, an unclassified no-through road subject to a speed restriction of 30 mph. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility
The applicant proposes no alterations to the existing access arrangements. Considering the existing office use, the LHA does not anticipate that the proposed change of use would give rise to a material intensification of movements to or from the site.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning
The applicant proposes two car parking spaces for this development. The WSCC Car Parking Demand Calculator indicates that a dwelling of this size in this location would require at least one parking spaces. Therefore, the LHA considers the proposed parking provision to be sufficient. On-site turning does appear achievable, although this may require a multi-point manoeuvre, given the size of the existing parking area.

The applicant has not demonstrated secure and covered cycle parking provision. Cycling is a viable option in the area and the LHA would like to see cycle parking implemented for this development, in accordance with WSCC parking standards. The inclusion of cycle parking helps promote the use of sustainable transport methods.

The LHA does note that two existing garages will be lost as part of this development. From inspection of the plans, the existing garages have approximate internal dimensions of 2.7m x 5m, which does not meet the minimum internal dimensions for single car garages of 3m x 6m as set out in Manual for Streets (MfS). Therefore, the LHA does not consider the existing garages as

parking provision, as it is likely only large enough for a small car to be parked inside. It is not unreasonable for the LHA to believe it may be being used for other purposes (e.g. storage).

Nevertheless, any overspill parking that may result from the loss of two garages would have to be accommodated on-street. There are comprehensive parking restrictions in place on nearby roads that prohibit parking in places that would be a detriment to highway safety. The LHA does not anticipate that the loss of two garages would result in a detrimental highway safety concern. The LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

Sustainability
The site is situated in a sustainable location within walking/cycle distance of local services, such as shops and a school. The site is also well connected by public transport, being located within walking distance of Shoreham-By-Sea train station and regular bus services on Brighton Road.

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 109), 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