WEST SUSSEX COUNTY COUNCIL **DATE: 01/03/2017**
STRATEGIC PLANNING CONSULTATION

FROM: Ian Hayward **TO: Adur & Worthing Councils**
FAO: Jo Morin

SUBJECT: AWDM/0164/17 - Erection of new 3-bedroom dwelling attached to north-west side elevation of No.7 and associated elevation alterations to existing house including enlarged front dormer (resubmission of AWDM/1474/15 including alterations to means of access).

7, Ormonde Way, Shoreham-By-Sea, West Sussex, BN43 5YB

DATE OF SITE VISIT: n/a

RECOMMENDATION:

Advice	✓	**Modification**		**More Information**	
Objection		**No Objection**		**Refusal**	

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.

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

Context & History
West Sussex County Council was consulted previously on Highway Matters for the erection of a 3 bedroom dwelling at the site under planning application AWDM/1474/15. No highways concerns were raised and consent was granted by the LPA. The previous application was considered on the basis of a nil car parking arrangement. This latest application includes the provision of a vehicular access and off street car parking provision.

Access
Given the previous planning history of the site the principle of an additional dwelling in this location has been established as being acceptable. Access is to be achieved via Ormonde Way, an unclassified residential road via the North western extent of an existing turning head. This turning head will need to be extended in order to facilitate access to the off street car parking provision. A pedestrian hand rail will also need to be modified.

Given the context of Ormonde Way no highways safety or capacity concerns would be raised to these access works. As excavation works are required of the grass verge/bank, which is considered to be publically maintained highway the access works must be secured and implemented via a Section 278 Minor Works agreement between the applicant and WSCC as the Local Highways Authority.

Given the adjacent ramped pedestrian footway I would ask that a pedestrian visibility splay of 2 x 2 metres is provided north west of the vehicle access point, in accordance with plans and details to be submitted to and approved by the Local Planning Authority. Such a splays can be formed on the basis of the red edge plan provided. The LPA would be advised that this will result in changes to the existing boundary treatment in this location.

Parking
It is proposed the dwelling will be provided with two car parking spaces, one garaged and one hardstanding. WSCC advice that garages measure a minimum of 3 x 6 metres internally to be considered adequate for vehicle parking, the proposed garage is an irregular shape and does not strictly meet this guidance. The applicant may wish to consider revising the internal garage sizing in line with WSCC guidance, though given the site has consent for a dwelling with a nil parking provision this is not a matter I would wish to raise any significant concern with. The garage would be considered acceptable to store cycles in accordance with sustainable transport policies.

Any hardstanding space should measure 2.4 x 4.8 metres. The hardstanding parking space will have a depth of 6.4 metres (including under croft area) which would be considered large enough to remove a vehicle from the highway while also providing space to open the garage door.

Conclusion
In conclusion no anticipated highway safety or capacity concerns would be raised to this proposal. If the LPA are minded to grant planning consent the following conditions and informative note would be advised:

Conditions

Access
No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved drawing.
Reason: In the interests of road safety.

Pedestrian Visibility
No part of the development shall be first occupied until a pedestrian visibility splay of 2 metres by 2 metres have been provided, at the north western side of the proposed site vehicular access onto ramped footway linking Ormonde Way to Brighton Road, in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. This visibility splay 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
No part of the development shall be first occupied until the car parking space has been constructed in accordance with the approved site plan. This space shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use

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 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.

Informative Note

Section 278 Agreement of the 1980 Highways Act - Works within the Highway
The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Ian Hayward
Strategic Planning