# WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| **TO:** | Adur & Worthing Councils<br>FAO: Hannah Barker |
| **FROM:** | WSCC - Highways Authority |
| **DATE:** | 17 November 2022 |
| **LOCATION:** | Electricity Sub Station North East Of 376 Upper Shoreham Road, Shoreham-by-sea |
| **SUBJECT:** | AWDM/1780/22<br>Proposed new two-storey dwelling with lower ground floor living space, 4no. bedrooms with associated landscaping and proposed dropped-kerb. |
| **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
This application is for the erection of a detached four-bedroom dwelling. The site is located on Upper Shoreham Road, a C-classified road subject to a speed restriction of 30 mph. Following an inspection of the application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility
The applicant proposes a new dropped kerb access to serve the site. The proposed access works will be subject to a licence obtained through the local Highway Area Office and constructed to a specification agreed with the local Highway Area Engineer.

From inspection of WSCC mapping, there are no apparent visibility concerns with the proposed point of access on to Upper Shoreham Road. In addition, the proposed development is not anticipated to give rise to a significant material intensification of movements to or from the site.

Parking and Turning
The applicant proposes two car parking spaces fronting the proposed dwelling. The WSCC Car Parking Demand Calculator indicates that a dwelling of this size and location would require three car parking spaces. Therefore, any overspill parking would have to be accommodated on-street. The LHA does not anticipate that the shortfall of one parking space would result in a highway safety concern or parking capacity issue, but the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

From inspection of the plans, the proposed parking area is suitably sized to accommodate two cars. On-site turning does not appear achievable, so vehicles may have to exit the site in a reverse gear. However, this is not anticipated to give rise to an adverse highway safety impact, as Upper Shoreham Road has good forward visibility in this location – neighbouring properties operate similar access arrangements with no known highway safety concerns.

Given the recent changes to the Building Regulations Approved Document S (Infrastructure for the Charging of Electric Vehicles), it may be that the provision of EV charging is now covered under separate legislation to planning. Therefore, WSCC as Highway Authority have no comment to make upon the EV charging provision as a result of this planning application. However, the planning case officer should check whether the development is being built under the old Building Control regulations, in place prior to June 15th 2022, and if they are, it may be appropriate to secure EV charging provision through the planning process.

No details regarding cycle parking have been provided. Cycling is a viable option in the area and the LHA request the applicant to provide secure and covered cycle parking for at least two cycles in accordance with WSCC Parking Standards.

Sustainability
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. There are opportunities for sustainable travel, with various bus services available from Upper Shoreham Road and nearby Old Shoreham Road. Shoreham-By-Sea Train Station is located approximately 900m southeast 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 conditions and informative should be applied:

Conditions
*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

*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.

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 does not guarantee that a vehicle crossover licence 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/

**Kyran Schneider**
**West Sussex County Council – Planning Services**