WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jo Morin
FROM:	WSCC - Highways Authority
DATE:	6 February 2024
LOCATION:	Land Rear Of 161 Tarring Road Worthing West Sussex
SUBJECT:	AWDM/0097/24 Proposed three bedroom two storey detached house with 2no. parking spaces at land to rear 161 Tarring Road.
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.

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

Summary
The proposal seeks to erect a two storey detached house with 2 parking spaces at land to the rear of 161 Tarring Road. Tarring Road is an A classified road in Worthing subject to 30mph speed restrictions. The proposal seeks to make use of an existing VCO at this point serving 161 Tarring Road. From observation of the most up to date WSCC accident data, there appears to have been a collision within the vicinity of the access point, however this was not attributed to an existing defect with the publicly maintained highway at this point nor as a result of the use of the access.

Access
The proposed access is considered to be quite narrow, measuring 2.11m at the most narrow point between the boundary wall and exterior of no 161. Although there is no passing place within this access, the LHA are mindful of the nature of trips associated with a single dwelling and the risk for conflict within the access would be considered low. The access may not be desirable or suitable for all vehicles given the restrictive width, however as this is an existing arrangement with no known highways safety concerns, the LHA do not raise concern with the continued use of such. Deliveries would be anticipated to be serviced via Tarring Road and not accommodated for within the site given the restrictive widths.

Refuse collection and Fire Access
In line with Manual for Streets guidance residents should not be required to carry waste and recycling more than 30m (excluding any vertical distance) to the storage point; waste collection vehicles should be able to get to within 25m of the storage point. The applicant may wish to contact the waste disposal authority to discuss the appropriate means of collection for this property.

I have discussed the proposal with the WSCC FRS Water and Access Manager who has advised that they will be providing comments separately on this application.

Parking
Parking has been provided for two vehicles within the site, in line with the requirement outlined within the WSCC Parking Demand Calculator. The spaces adhere to manual for streets standards for a parking space at 2.4m x 4.8m. The space to the rear of the parking spaces is quite narrow and therefore may prompt a multiple manoeuvre to access/egress the spaces. Manual for Streets Section 8.3.53 advises that where space is limited it may not be possible to provide for vehicles to get into the spaces in one movement. Some back and fore manoeuvring may be required. This is likely to be acceptable where traffic volumes and speeds are low.

Sustainability
The site is located within reasonable walking distance of shops and local amenities, including surgeries and schools. Sustainable alternatives to the use of a car are available within proximity of the site, both Worthing and West Worthing railway stations are located a short walk from the site, Tarring Road is served with a regular bus route for travel around Worthing. The nearby A24 to the east is served with a number of bus routes offering services to Durrington, Crawley, Midhurst, Lancing and Tarring.
Secure and covered cycle parking is also demonstrated with the associated plans and is advised to be sealed by planning condition alongside any approval of this application.

Construction Management
I note that the planning statement outlines the site layout has been considered to accommodate for construction vehicles. Although not a matter for consideration during the planning process, the LHA advise that a suitably worded condition is sealed alongside any permission of this application, in order to secure a construction management plan. This should outline the types of vehicles expected during the construction phase and the frequency of such, with any mitigations to ensure no stacking of vehicles or offloading of materials within the highway. It should also be demonstrated by means of a site set up plan that these vehicles would have the ability to access and egress safely either with a turn on site or a banksman assisting. The plan should demonstrate where materials will be delivered & stored, contractors parking, welfare and any wheel washing that may be necessary to prevent overspill of debris into the highway.

Conclusion

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 115), and there are no known transport grounds to resist the proposal.

If the Local Planning Authority (LPA) is minded to approve this application the following conditions are advised.

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.

Construction plant and materials
No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.
Reason: To avoid undue congestion of the site and consequent obstruction to access.

Jodie Wilkes
West Sussex County Council – Planning Services