WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO:Peter Barnett
FROM:	WSCC - Highways Authority
DATE:	9 April 2020
LOCATION:	5 Norman Crescent Shoreham-By-Sea West Sussex BN43 6AH
SUBJECT:	AWDM/0453/20 Demolition of existing garage. Proposed ground floor and roof extension to west elevation plus hip to barn end roof extension on east elevation, 1no.dormer to rear (north) roof slope and 1no. dormer and 3no. rooflights to front (south) roof slope.
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 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 garage, with the construction of an extension with a new garage and internal building alterations.

The application site is located on Norman Crescent 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.

Access
An established access point currently serves the existing dwelling. No changes to the access are proposed. WSCC, mapping demonstrates the access benefits from adequate visibility splays (2.4 x 43 metres) wholly within the public highway.

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 existing 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 existing access.

Vehicle Parking, Cycle Parking and Turning
Under WSCC Car Parking Guidance (adopted August 2019), the LHA would anticipate that four 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,
- 2 metres(obstruction free i.e. fence) or 2.4 metres x 6 for a single parallel parking space,
- 3 x 6 metres for a 0.5 garage space,

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

- *Existing Parking Provision –*

  Garage, 3.1 x 7 metres, one parking space,
  Hardstanding, 4.5 x 14.2 metres, two parking spaces in tandem.

- *Proposed Parking Provision –*

  Garage, 2.7 x 5.8 metres, NIL parking spaces,
  Hardstanding, 4.5 x 9 metres, one parking space,

The Local Planning Authority (LPA) may wish to advise the applicant to increase the garage slightly to accommodate an increase of 0.5 space provision into the garage.

The proposal would be anticipated to displace two car parking spaces onto the local highways network. Experience has shown through other similar applications, that to substantiate that a shortfall of two car parking spaces 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 LHA wish to advise the applicant that MfS and WSCC guidance also takes into account the utilities a garage provides, specifically the cycle storage aspect. Thought the applicant has not demonstrated such provisions. The LHA are mindful of the fact and advise the LPA to attach a suitably worded condition.

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.

The LHA advises the LPA that if they are mindful to permit the above application than to attach the following condition

Conditions

Cycle Parking

Within 6 months of the complete construction of the garage, covered and secure cycle parking spaces should be 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.

Stephen Garrard
West Sussex County Council – Planning Services