WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	WSCC - Highways Authority
DATE:	25 November 2021
LOCATION:	The Schooner, 146 Albion Street, Southwick, West Sussex, BN42 4AU
SUBJECT:	AWDM/1327/21 Change of use from public house to a single dwelling. More information received from Peter Barnett's email on 23rd Nov 2021.
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.

West Sussex County Council was consulted previously on Highway Matters for this application and provided comments dated 04/08/2021.

More information was requested as it did not seem possible with the red edge site plan provided that the described parking provision could be accommodated within the application boundary. The applicant has not provided a title deed plan indicating a wider area of land ownership, and a block plan (20792-Loc Revision A) demonstrating space available for 7 car parking spaces.

The proposal seeks the change of use of a former public house (with residential flat at first floor), The Schooner, 146 Albion Street, Southwick, to a single dwelling.

Albion Streets is an A classified road (A259) and subject to a 30-mph speed limit at this point.

The proposed use as a single dwelling would be considered less intensive in vehicular terms compared to that of a public house with a flat above. Therefore, in principle the proposal would be considered acceptable in highways terms.

The applicant has submitted a block plan that in principle demonstrates space to park 7 vehicles on land under control of the applicant not considered public highway. This would be considered adequate to meet the needs of a dwelling of this size in this location.

It is noted that the 2 x parallel spaces that front the main building are 2.4 metres wide x 4.8 metres in length, these should be 6.0 metres long to facilitate manoeuvring. I would be minded to advise this minor layout modification is achievable and can be secured via condition if not resolved prior to determination. These spaces are currently demarked on the ground as unsuitably sized echelon spaces. It would be requested that if consent is

granted then the improved parking layout is implemented prior to occupation, this can be secured via a suitably worded condition.

The dwelling should be afforded a secure and covered cycle parking provision in the interest of sustainability. Details of which can be secured via condition if not provided prior to determination.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Adur Local Plan policy. Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via condition and a suitably worded condition is advised below.

The Local Planning Authority and Applicant should be aware that in 2019 WSCC completed a feasibility design study for a cycle scheme that passes in front of the site. WSCC is currently looking to see how it can ensure suitable set back of developments along this corridor ahead of the design progressing, business case development and consultation etc. Based on the submitted plans it does not appear that this development will prejudice these potential future works.

The Local Highways Authority does not consider that the 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 Local Planning Authority is minded to grant planning consent the following conditions would be advised:

Car parking space (details required)
No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. 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.

Electric Vehicle Charging Spaces
No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.
Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Ian Hayward
WSCC Planning Services (Highways)