WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Eve Hearsey
FROM:	WSCC - Highways Authority
DATE:	23 September 2019
LOCATION:	Kathleens Lodge, 416 Upper Shoreham Road, Shoreham-By-Sea, BN43 5NE
SUBJECT:	AWDM/1410/19 Proposed single-storey ground floor extension to east elevation with open canopy and enlarged dormer to west elevation.
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 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.

Summary
This proposal is for a single storey extension with open canopy and enlarged dormer. The proposal will allow for the addition of 4 bedrooms. The site is located on Upper Shoreham Road, a C-classified road subject to a speed limit of 30 mph.

Access and Visibility
The site is served by 2 existing accesses onto Upper Shoreham Road. No alterations are proposed for the accesses. An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest the accesses are operating unsafely or that the proposal would exacerbate an existing safety concern.

The existing site serves 19 residents as well as staff, visitors and deliveries, which would generate a number of movements per day. With due consideration of the proposed single storey extension, the addition of 4 bedrooms is not anticipated to result in a significant increase in material movements over those already occurring for the existing site. Therefore there would be no concerns raised over a potential intensification of use at the site access.

Parking and Turning
No additional parking provision is to be provided for this development. There is an existing parking area to the front of the site, with space for approximately 5 cars.

WSCC adopted new parking standards in August 2019. The guidance does not include any standards for C2 Class parking demand. The LHA would be minded to advise the LPA consider the parking demand as per pre-August 2019 guidance when considering parking demand for this application.

C2 use would generate:
- 1 space per 20 residents, (or increments of up to 20 residents)
- 1 space for visitors per 8 residents, (or increments of up to 8 residents)

- 1 space for Staff parking per 5 residents
- Appropriate spaces for service vehicles.

On this basis, the existing site would create a demand for 6 parking spaces. The proposed development would create a demand for 8 spaces, an increase of 2.

Consequently, any overspill parking would have to be accommodated on-street. Whilst on-street parking is limited in the immediate vicinity, there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detriment to highway safety. The LHA does not consider that highway safety would be detrimentally affected through the anticipated parking demand. The planning authority may wish to consider the potential impacts of this development from an amenity point of view.

Sustainability
The site is located within short distance of bus stops that offer hourly connections in and around Shoreham. Shoreham High Street is an approximate 4 minute cycle from the site, offering regular services between Brighton and Littlehampton. Shoreham Train Station is approximately 4 minutes by cycle. The LHA would like to see cycle storage space being implemented to promote the use of alternative modes of transport and reduce parking pressures at 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 109), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following condition should be applied:

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.

Kyran Schneider
West Sussex County Council – Planning Services