

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Adur & Worthing Councils FAO: Hannah Barker
<b>FROM:</b>	WSCC – Highways Authority
<b>DATE:</b>	17 April 2025
<b>LOCATION:</b>	1 Old Shoreham Road Shoreham-by-sea West Sussex BN43 5TA
<b>SUBJECT:</b>	AWDM/0448/25 Reduction of the existing single storey rear extension; construction of two storey side extension over existing garage, and conversion of property into 2no. 2 bed flats.
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	Advice

**This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.**

This application is for the reduction of single storey extension, erection of two storey extension and conversion of property into 2no. 2 bed flats. The site is located on Old Shoreham Road, an A-classified road subject to a speed limit of 30mph.

The proposal would result in two 2-bed flats on site, in place of an existing 4-bed dwelling. It is noted that local mapping indicates that two vehicles currently park on the existing hardstanding to the front of the site, it appears that this hardstanding area is accessed via both a VCO to the south and by utilising the pedestrian crossing. Whilst no alterations to the existing access arrangements are proposed, the applicant should be made aware that utilising the pedestrian crossing and tactile paving to access the site would be considered unlawful and could be enforced against.

The LPA should be aware that the proposed parking area would not meet current WSCC parking guidelines for two parking spaces, and with the proposed bay window provided to the new extension, the existing depth of the site frontage to the south would be further reduced. The applicant should be aware that any illegal parking, including vehicles overhanging the footway) could be dealt with as an offence under Section 22 Road Traffic Act 1988 –(leaving vehicles in a dangerous position on the road including verge) and Section 137 Highways Act 1980 (wilful obstruction of the free passage along a highway.) Both of these acts are enforceable by Sussex Police. As such, the LHA consider that only one parking space is achievable on site given the proposed alterations to the site frontage.

The WSCC Car Parking Demand Calculator expects that a minimum of three parking spaces would be required for the proposed conversion to two 2-bed flats in this location. As such, the proposal would result in a shortfall of two parking spaces. Whilst on-street car 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. We would not consider that highway safety would be detrimentally affected through the proposed car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view.

The LHA acknowledge that the existing access and visibility arrangements for the site are substandard; however, given the above reduction in parking space, the LHA would not

consider that the proposed conversion to two flats would result in a material intensification of use of the existing access over the existing arrangement. The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded injury accident within the vicinity of the site. However, from an inspection of accident data it is clear that this was not due to any defect with the road layout.

The site is sustainably located within proximity to a variety of local shops and services, including bus stops and Shoreham-by-sea train station. The plans demonstrate that cycle storage will be provided on site to reduce the reliance upon the private car – this should be secure and covered.

#### 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 116), 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 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.*

**Nicola Elliott**  
**West Sussex County Council – Planning Services**