WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	Highways, WSCC
DATE:	19/12/2018
LOCATION:	187, Brighton Road, Lancing, West Sussex, BN15 8JB
SUBJECT:	AWDM/1624/18 Roof conversion and extension including raising the roof ridge and extending roof to rear plus 2no. dormers (one with balcony) to South roofslope and rooflights to North roofslope; single storey extensions to North and North West elevations; parking area with raised garden area to rear (North West); increase in size and depth of front window and new glazed area to front.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	☑ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
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.

This application is for internal alterations, extensions and conversion of roof space to habitable accommodation to increase the dwelling from a 2 bedroom to 4 bedroom dwelling, including raised garden area within the existing parking area to the rear. The site is located on Brighton Road, an A classified road subject to speed limit of 30mph.

Access and visibility

The site benefits from an existing access and hardstanding parking area to the rear of the site. No alterations to the existing vehicle access are proposed. Visibility at the existing access appears restricted due to the existing boundary treatments, however this has been operating for some time and 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 accidents within the vicinity of the access. Therefore there is no evidence to suggest that the existing access is operating unsafely or that this proposal would exacerbate an existing safety concern.

Parking

Manual for Streets (MfS) sets out minimum parking space dimensions of 2.4 x 4.8m per perpendicular parking space. The existing parking plan indicates that the parking area currently provides one parking space which meets minimum MfS standards and mapping indicates that a small car is able to park within the remaining hardstanding area without overhanging the footway. The WSCC car parking demand calculator anticipates that a minimum of 2 parking spaces will be required for a four bedroom dwelling in this location. The proposed parking area plan indicates that part of the existing parking area

will become a raised garden area. This would result in a remaining hardstanding area of 4.8m width by 2.4m depth. This would require a vehicle to parallel park on site. The minimum space required for a parallel park is 2 x 6m as set out in MfS, it is therefore unclear whether a vehicle would be able to sufficiently park on site with the available space. The applicant may wish to consider revising the proposed plans to ensure that a vehicle can park on site. Any overspill parking as result of this proposal could be accommodated on-street. 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.

Conclusion

The LHA does not consider that this proposal would have 'severe' impact 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 conditions and informative should be applied:

Conditions

Car parking space

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

Nicola Fry
West Sussex County Council – Planning Services