WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keeffe
FROM:	WSCC – Highways Authority
DATE:	26 November 2024
LOCATION:	124 Old Fort Road Shoreham-by-sea West Sussex BN43 5HL
SUBJECT:	AWDM/1442/24 Proposed ground floor extension to form garage and first floor extension to north partly located on footprint of existing first floor roof terrace.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

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.

Summary
The application is for proposed ground floor extension to form garage and first floor extension to north partly located on footprint of existing first floor roof terrace.

Access and parking
The proposal is located on Old Fort Road, a D class road subject to 30mph speed restrictions in this location. The proposal makes use of the existing access point from the publicly maintained highway and seeks to alter the garage parking arrangements.

Currently the property is served via a single garage provision, the dimensions of this garage are 5.6m deep and 3.8m wide (to the shelving), the WSCC standard for dimensions is 3m x 6m for a single garage space and 6m x 6m for a double, clear of associated fixed furniture.

The proposed garage takes the form of an asymmetrical arrangement, which at its narrowest point measures circa 5.4m deep and the widest area 6.7m deep. Although it is noted that workbench/ shelving is proposed within this wider area of the garage which does further narrow the available space to a maximum 6m deep. The Garage is proposed to measure 7.6m wide overall. The proposed garage is therefore not consistently to WSCC Standards when considering sufficient depth for a double garage, however The LHA considers that should it not be possible for 2 average sized vehicles to fit within the proposed garage spaces, a single vehicle could likely make use of the wider space, and that this would likely be no worse than the existing garage provision in terms of available space.
Garage parking makes up 0.5 of a single parking space when considering parking provision, the overall parking provision for the property is 3parking spaces. The other 2.5 of the parking provision could be accommodated within the associated hardstanding- while this does not allow for a turn on site to be provided, there are instances of similar access

arrangements within the vicinity of the site, which appear to have functioned for some time with no known highways safety concerns.

Secure and covered cycle parking is shown within the proposed garage and is advised to be conditioned alongside any permission of this proposal to support sustainable alternatives to the use of a car.

Conclusion

The Local Highway 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 115), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following condition would be advised:

Car parking space (details approved)

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

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.

Jodie Wilkes
West Sussex County Council – Planning Services