WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barrett
FROM:	WSCC - Highways Authority
DATE:	2 November 2020
LOCATION:	46 Old Fort Road Shoreham-By-Sea BN43 5RJ
SUBJECT:	AWDM/1616/20 Demolition of existing property. Proposed construction of two-storey house with first floor terrace to the south elevation. Front boundary wall and sliding gate. Use of render, timber and zinc cladding to external elevations.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/

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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Site Background
The proposal is for a replacement dwelling.

The application site is located on Old Fort Road a publicly maintained, unclassified road subject to a 30-mph speed limit. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

Access
In principle the LHA has not issues with the access. It appears that the applicant proposes to use the existing access. However, given the applicant proposes to alter the boundary treatment the LHA wishes that the applicant provides details of the access relating to its position to the public highway. Details of which can be secured via a suitably worded condition found below.

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 collisions within the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is currently operating unsafely.

With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the existing access.

Vehicle Parking & Cycle Parking
Under WSCC Car Parking Guidance (adopted August 2019), the LHA would expect that 2 parking spaces would be enough for a development of this size and location.

For the LHA and MfS to consider parking spaces towards the provision of a site they must first meet minimum requirements of,

- Single bay parking space or carport - 2.4 x 4.8 metres,
- Single garage space - 3 x 6 metres (Internally),
- Single parallel parking space - 2 metres (obstruction free i.e. fence) or 2.4 metres x 6,
- Disabled Bay parking - 2.4 x 4.8 metres with a 1.2 metre hatched area located to the side.
- Disabled Tandem parking - 2.4 x 6.6 metres

With the above guidance, the LHA provides the following comments.

The applicant proposes a parking provision of 3 spaces for the new dwelling(s).

These are in the arrangement of:

- 2 unallocated bay parking space(s),
- 1 garage parking space(s),

The dimensions of the space(s) are,

- Bay Parking Spaces – Measures 8.3 x 5 metres,

  For the LHA to consider bay parking spaces towards the parking provision of the site they must first measure 2.4 x 4.8 metres (as per MfS guidance). The applicant has demonstrated such. As a result, the LHA would consider the parking spaces to provide a provision of 3 spaces.

- Garage space - Measures 4.8 x 4.7 metres (Internally),

  For the LHA to consider a garage to provide a parking provision of 0.5, the garage must first measure a minimum of 3 x 6 metres (as per MfS guidance) internally. As such, the garage would be considered to provide a NIL parking provision.

From inspection of these findings the LHA provide the following comments.

The above findings show that under WSCC and MfS Guidance the development will provide 3 parking spaces towards the provision of the site. This is 1 above the minimum recommendation made by the PDC.

The applicant has not demonstrated a turn on site. The proposed hardstanding area is large enough to accommodate such a provision. This conforms to Manual for Streets (MfS) Guidance of a minimum of 6 metres to the rear of any parking space.

The applicant proposes a NIL cycle parking spaces. Under WSCC Cycle Parking and MfS Guidance, garages are considered to provide utilities towards a dwelling, in this instance, the LHA looks specifically at the cycle storage aspect. As the applicant has not demonstrated a provision, the LHA are mindful to accept that either these details are dealt with during this current planning application or secured with a suitably worded condition with details to be provided.

To summarise the LHA raises no concerns over the Parking or Turning.

Electric Vehicle (EV) Parking
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 a suitably worded condition which is advised below.

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.

The LHA advises the LPA that if they are mindful to permit the above application than to attach the following conditions:

Conditions
Access

The use of the car parking space(s) shall not commence until the vehicular access has been constructed in accordance with plans and details **to be** submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

Parking
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 always thereafter be kept 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.

Construction Management Plan
No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- The anticipated number, frequency and types of vehicles used during construction,
- The method of access and routing of vehicles during construction,
- The parking of vehicles by site operatives and visitors,
- The loading and unloading of plant, materials and waste,
- The storage of plant and materials used in construction of the development,
- The erection and maintenance of security hoarding,
- The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Stephen Garrard
West Sussex County Council – Planning Services