WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Hannah Barker
FROM:	WSCC - Highways Authority
DATE:	5 June 2019
LOCATION:	Sunshine Day Nursery 6 Tarmount Lane Shoreham-By-Sea BN43 6DA
SUBJECT:	AWDM/0463/19 Demolition of existing cottage and garages (8 Tarmount Lane) and construction of part two-storey and part single-storey extension to east and glazed link to existing nursery building. More information.
DATE OF SITE VISIT:	
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	£ N/A

Summary
The Local Highways Authority (LHA) has been consulted on this proposal to demolish the existing cottage and garages at 8 Tarmount Lane to create a part two part one storey extension to the nursery school. The proposal will generate the capacity for 100 children to be accommodated within the nursery up from the existing 65.

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury accidents at the access with the public highway onto Tarmount Lane. There is no evidence to suggest that the existing vehicle crossover is operating unsafely, or that the proposed additional nursery use would exacerbate an existing safety concern.

The initial response issued by the LHA requested additional information relating to the footway and crossing arrangements and pedestrian visibility. Additional plans and documents have now been submitted.

Access
In light of the local context and road geometry, Tarmount Lane is considered a slow speed environment with the road layout and bend in the road slowing vehicles on approach to the site from both directions. It is not anticipated that vehicles would be travelling in excess of the posted speed limit at this point on the highway. The LHA notes that the plans now show an open barrier to the south of the parking area, which enables a driver manoeuvring from the parking space to anticipate pedestrians on the footway or emerging from the gated access.

Currently the buildings are accessed via two separate frontage access points onto Tarmount Lane where an ad- hoc parking arrangement is in practise. Between the properties lies an access route to the rear of the cottage where currently there are garages situated. There appears no application form on the planning portal and therefore

it is unclear on the exact number of parking spaces existing within the site and to be lost. The Transport Statement however outlines that the garaging is to be demolished and current parking fronting 8 Tarmount Lane will be closed off with a new boundary wall to facilitate a bin area and cycle parking. It has been stated within The Planning Statement that four parking spaces will be allocated to serve the development fronting the existing nursery building, these spaces will be allocated to management and only users who's use of a car is essential.

Capacity
The building to be demolished currently serves an A1 and B1 use, with 45sqm for each use. The A1 use would generate the requirement for 1 space per 20sqm and the B1 use would generate the requirement for 1 space per 30sqm a total of three spaces. For the D1 use the requirement for 4 parking spaces would be generated, resulting in the requirement for a single additional parking space.

It is estimated that the existing site uses generate a total of 173 daily vehicular traffic movements, with approximately twenty movements in the AM Peak and 24 movements during the PM Peak. The expanded nursery use will be anticipated to generate 127.8 movements a day and generate a slight increase in trips in the AM and PM peak hours. However it has been stated that the change in use may reduce the overall traffic impact of the application site by around 45 vehicle movements per day based on potential movements generated by the A1 use class.

The Transport Planner has indicated that 52% of parents drop off using a car, with the expansion therefore may generate a demand of 52 vehicles over the existing 33. These vehicles will instead be anticipated within the nursery pick up and drop off times which are 07:45 to 08:45, 12:30 to 13:30, and 17:00 to 18:00.

In terms of arrangements for parents picking up and dropping off, this will remain the same as previously agreed within AWDM/0141/09 whereby it was acknowledged that the nearby car park would sufficiently serve as a parking provision for dropping off and picking up children. The car park is free prior to 9am and after 5pm which makes this a desirable and viable option. Parking restrictions are in force along Tarmount road to deter parking in unsafe locations on the network.

The Travel Plan has been updated although only the updates have been provided at this stage. The LHA require a condition securing this travel plan to be provided prior to occupation of the building to ensure this meets satisfactory requirements.

The data however appears robust and is agreed in-principle by the LHA.

Sustainability
Shoreham-by-Sea railway station is located a 2minute walk from the site which facilitates alternative means of transport to the use of a car for staff and children using the nursery. The railway station neighbours Lancing and Southwick stations and connects services between Portsmouth, Brighton and London.
Bus routes operate along the A259 to the south of the site, with the nearest stop a 3minute walk to the east of the site. Regular bus services operate from this stop including the 700 bus to Brighton, Littlehampton, Goring-by-Sea and Worthing and the no 2 bus to Rottingdean. A service calls at these stops approx. once every 10minutes.
Cycle parking spaces have been accommodated within the frontage of the site and should be sealed via condition alongside any permission of this proposal to encourage sustainable and active travel.

Highway Works and Adoption
The LHA note that the portion of land to be allocated as footway is currently not maintained by WSCC. The applicant is advised that to implement the pedestrian crossing and footway extension as shown the portion of footway should be offered for adoption; to

ensure that the maintenance of the footway can be carried out in perpetuity.

I have discussed the newly submitted plans with a member of the WSCC Implementation Team who has advised that the drawings are satisfactory for planning and that further detail will be discussed at the detailed design phase. I have advised an informative below outlining how to commence the S38 adoption process. I have also advised a S278 license Informative to cover the tactile paved crossing works on the existing highway network.

Should the applicant not wish to offer this portion of footway for adoption, the LHA advise that the crossing points would need to be repositioned further east to a point where both lie within the publicly maintained highway. We would request in this instance that signage is present to inform members of the public that the portion of footway adjacent to the nursery is not publicly maintained. This would also require further consultation for the positioning of the pedestrian tactile crossing.

I advise that the applicant contacts the implementation team leader to discuss these works further. The applicant is advised that works are prohibited on the publicly maintained highway prior to this agreement being implemented.

Conclusion

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 109), and that there are no transport grounds to resist the proposal. Should the LPA be minded to approve this proposal, the following should be sealed via condition.

Pedestrian Visibility (details required)

No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2 metres have been provided to the east of the parking area in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

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.

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.

Travel Plan (to be approved)
No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
Reason: To encourage and promote sustainable transport.

INFORMATIVE
Works within the Highway – Implementation Team
The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Provision of Adoptable Highway
The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the proposed adoptable on-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.

Jodie Wilkes
West Sussex County Council – Planning Services