WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO:Hannah Barker
FROM:	WSCC - Highways Authority
DATE:	1 October 2021
LOCATION:	26 Old Fort Road Shoreham-By-Sea BN43 5RJ
SUBJECT:	AWDM/1675/21 Single storey rear extension with balcony above, extension to the front to form a garage with a room within the roof space above, new slate roof, new timber gates and stone clad wall with timber panels to front, addition of photovoltaic panels to top of roof with balustrade around.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

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.

Site Background
The proposal is for an extension and building alterations.

The application site is found on Old Fort Road, a public kept, low trafficked, unclassified road subject to a 30-mph speed limit and set within an urban setting. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

Access & Visibility
An established access point serves the existing dwelling. No changes to the access are proposed. WSCC local mapping shows the access benefits from adequate visibility splays (2.4 x 43 metres) within the public highway.

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
The WSCC Parking Demand Calculator recommends the existing 6-bedroom dwelling shall have no less than 3 vehicle parking spaces. When reviewing the proposed alterations which seek to downsize the bedroom count to 4, the recommendation stays the same. The LHA uses this conclusion when reviewing the proposed parking provision outlined below.

The applicant has provided a hardstanding area measuring 8 x 19 metres and a Garage measuring 6.8 x 5.4 metres.

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 6 metres,
- Disabled Tandem parking - 2.4 x 6.6 metres,
- Hardstanding space abutting an exit deemed an emergency escape – 2.4 x 6 metres.

Following the above guidance, the LHA supplies the following comments.

The proposed garage does not meet the minimum requirements for Vehicle Parking, instead the LHA will comment on the utility a garage provides outlined in the Cycle Parking section below.

The Parking Area could accommodate 9 cars. However, such a provision would not be practical and would likely be more in the range of 4 cars.

To summarise the LHA raises no concerns over the Vehicle Parking.

Cycle Parking
Upon inspection of the plans and supporting documents the LHA concludes that the applicant proposes to supply a NIL cycle parking provision. The LHA advise the following,

The LHA wish to inform the applicant that MfS and WSCC guidance also considers the utilities a garage provides, specifically the cycle storage aspect. As such, the LHA believes it reasonable to presume that the garage will provide cycle parking and can be conditioned as such(condition found below).

To summarise the LHA raises no concerns over the Cycle Parking.

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.

Turning
The applicant has not provided turning. The LHA believes that the absence of such a provision would not detrimentally affect the safety of the highway (as per MfS guidance), due to the slow, lightly trafficked nature of Old Shoreham Road, where breaks in traffic are frequent and manoeuvres are done so by multiple dwellings along the same road. It should also be noted that the driveway is large enough that a turn on site, if needed, can be executed.

To summarise the LHA raises no concerns over the lack of illustrated turning.

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 111), 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
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.

Stephen Garrard
West Sussex County Council – Planning Services