WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO:Hannah Barker
FROM:	WSCC - Highways Authority
DATE:	24 May 2022
LOCATION:	23 Brunswick Road Shoreham-by-sea West Sussex BN43 5WA
SUBJECT:	AWDM/0276/22 Ground and first floor rear extension; allterations to existing shop front to create entrance to new self-contained 1 no. bedroom flat at first floor.
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.

WSCC acting as the Local Highway's Authority (LHA) refer to your consultation in respect of the above planning application and would provide the following comments.

Site Context & History
The access onto the application site is located on Brunswick Road, a public maintained highway.

The LHA would view said road to be set within an urban setting.

The road is subject to a 30-mph speed limit. No current speed survey data is located within a reasonable distance of the access that would state otherwise.

As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

Vehicle Parking
The application site is anticipated to produce a maximum of 1 parking space that would need to be accommodate off site.

Experience has shown through other similar applications, that to substantiate that a shortfall of 1 car parking space could result in an unacceptable highway safety issue would be difficult to uphold. Therefore, the LHA does not consider this a justification for refusal on highways grounds.

It should also be noted that Traffic Regulation Orders (TRO's) are enforced in the surrounding areas, protecting carriageways that would not be deemed adequate to accommodate on street parking.

The LPA may wish to consider the amenity implications caused by a small increase in the on-street parking demand.

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

Cycle Parking
The applicant has proposed a NIL cycle parking provision, the LHA advises the Local Planning Authority (LPA) that if they deem cycle parking justifiable then the applicant should show this in the form of lockable covered storage.

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.

Stephen Garrard
West Sussex County Council – Planning Services