WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO:Eve Hearsey
FROM:	WSCC - Highways Authority
DATE:	13 February 2020
LOCATION:	21 Church Street Shoreham-By-Sea West Sussex BN43 5DQ
SUBJECT:	AWDM/0033/20 Demolition of existing garage and wall fronting Middle Street. Proposed replacement double garage to rear (west) of property, with access from Middle Street.
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 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.

Proposal Summary
The proposal is for the demolition of the existing garage and wall fronting Middle Street, with a replacement double garage to be constructed. The application site is located on Church Street. However, the site vehicle access is via Middle Street a publicly maintained unclassified one-way (North –> South) road subject to a 20 mph speed limit.

Access
The applicant has not demonstrated visibility at the access point. However, inspection of WSCC local mapping shows that visibility at the access will be 2.4 x circa 4 metres.

This is below standards (34 metres at road speeds of 20 mph as per Manual for Streets (MFS)).

However, the Local Highways Authority (LHA) believes that the slow, narrow, one-way nature of Middle Street, partnered with the current situation of other residential properties with the same practice would result in vehicles entering in a slow careful manner by both the current and future occupiers of the dwelling.

It is also appreciated that the majority of approaching vehicles will be moving in a similar manner along Middle Street, where forward visibility is adequate, allowing approaching vehicles the ability to see emerging vehicles.

There is also a garage existing on site, and it would be difficult to substantiate this will result in a material intensification of use.

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 assess is currently operating unsafely.

Vehicle Parking and Cycle Parking

The applicant has submitted a plan indicating a two car parking provision located within a double garage with measurements 5.2 x 5.2 metres.

WSCC uses guidance layout by MfS when looking at garage dimensions. This states that for a garage to be considered 'double' if the internal dimensions measure 6 x 6 metres.

So while strictly it would not be considered that the garage counts towards an allocated parking provision the same is true of the existing situation and therefore there is no net change in terms of parking provision or on street demand.

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.

Stephen Garrard
West Sussex County Council – Planning Services