WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keefe
FROM:	WSCC - Highways Authority
DATE:	21 March 2019
LOCATION:	Trotters, Hillbarn Avenue, Sompting, Lancing, West Sussex, BN15 0LR
SUBJECT:	AWDM/0351/19 Retrospective planning application for converted detached garage for annexe use to be used solely for a dependent relative only.
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 Strategic Planning 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.

Summary
This proposal is for the conversion of a detached garage for annexe use to be used solely for a dependent relative. This is a retrospective planning application, with the works having finished on 27/12/2016.

Access and visibility
The site is located on Hillbarn Avenue, an unclassified road subject to a 30 mph speed limit. Access to the property has not changed. Visibility at this junction is sufficient, and an inspection of data supplied to WSCC by Sussex Police over a period of the last five years reveals that there have been no recorded injury accidents resulting from road layout within the vicinity of the site. Therefore there is no evidence to suggest the access is operating unsafely, or that the change of use has exacerbated an existing concern.

Parking and turning
The change of use of the garage to annexe has resulted in the loss of 1 car parking space. Using the WSCC Car Parking Demand Calculator, a property of this size in this location would create a demand of 2 car parking spaces. The property's driveway appears long enough to allow 2 cars to park on it, meeting its demand. Any overspill parking would have to be accommodated on street, and the Local Highway Authority (LHA) would not consider this to be detrimental to highway safety. However, the LPA may wish to consider the amenity impacts.

Conclusion
The LHA does not consider that the proposal would have 'severe' impact 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.

Kyran Schneider
West Sussex County Council – Planning Services