WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Hannah Barker
FROM:	WSCC - Highways Authority
DATE:	20 July 2020
LOCATION:	88 Hammy Lane Shoreham-By-Sea BN43 6BJ
SUBJECT:	AWDM/0872/20 Conversion of garage to form a detached annexe, including single-storey extension to west with new pitched roof, parapet wall to east and alteration to access on north side. More information received.
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.

Site Background
The proposal is for the conversion of a garage to form an annexe (The applicant has stated that no amendments will occur to the Access).

The application site is located on Hammy Lane a publicly maintained, low trafficked, unclassified road subject to a 30-mph speed limit. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

Previously the Local Highways Authority (LHA) received consultation on matters at this location. The LHA requested clarity on details on the access arrangements. The applicant has responded saying that the access will not see amendments.

Access
An established access point will serve the proposed annexe and currently serves one dwelling. No changes to the access are proposed. WSCC, mapping shows the access benefits from adequate visibility splays (2.4 x 43 metres) wholly 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 and Cycle Parking

The LHA wish to tell the applicant that MfS and WSCC guidance also considers the utilities a garage provides, specifically the cycle storage aspect. With the conversion of such space, the opportunity is hindered for any future occupiers of either dwelling to store cycles. As such, the LHA requests the applicant show cycle storage for both the existing and proposed per WSCC and MfS guidance for covered and lockable cycle storage facilities. This can be secured now with a modification or with a suitably worded condition.

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.

The LHA advises the LPA that if they are mindful to permit the above application than to attach the following condition:

Condition

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.

Stephen Garrard
West Sussex County Council – Planning Services