WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO:Eve Hearsey
FROM:	WSCC - Highways Authority
DATE:	28 March 2019
LOCATION:	170 Church Green Shoreham-By-Sea BN43 6JW
SUBJECT:	AWDM/0338/19 Conversion and extension of garage to provide annexe for family member.
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.

Summary
The proposal is for the conversion and extension of garage to provide annexe for family member, it is located on Church Green which is a un-Classified Road subject to a 20 mph Speed limit.

Access and visability
Visibility is sufficient from the existing arrangement. 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 accidents within the vicinity of the site. Therefore there is no evidence to suggest that the existing access is operating unsafely.

Parking, turning and sustainability
The applicant has not submitted any plans showing current parking arrangements but upon inspection of WSCC local mapping the LHA can determine that there is adequate parking space already present and does not impact upon the Publicly Maintained Highway, any additional parking can be made up on street.

The site is located in a sustainable location within walking and cycling distance to a range of public services, amenities and employment options. Bus and rail links provide a realistic travel opportunity for longer trips. It would not be anticipated that future occupiers of the dwelling would be reliant on the use of a private motor vehicle.

Due to loss of cycle parking from the removal of two sheds and the conversion of the garage, we would request that another covered lockable facility is provided as a alternative.

Conclusion

The Local Highway Authority (LHA) does not consider that this 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.

If the LPA are minded to approve the application, the following conditions should be applied:

Conditions

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