WEST SUSSEX COUNTY COUNCIL **DATE: 20/12/2012**
STRATEGIC PLANNING CONSULTATION

FROM: Ian Hayward **TO: Adur & Worthing Councils**
FAO: Jo Morin

SUBJECT: AWDM/0178/12 - Additional storey above existing 2-storey block (with dormers and gables within new sloping roof) to provide 6 x self-contained flats (1 x 1-bed, 5 x 2-bed) with rear staircase block to north side and access walkway, alterations to existing elevation treatment, storage for 18 cycles and provision of rear amenity areas for existing flats.

Queens Parade, North Road, Lancing, West Sussex

CONSULTATION DATE: 11/12/2012

RECOMMENDATION:

Advice	✓	**Modification**		**More Information**	
Objection		**No Objection**		**Refusal**	

S106 contribution: To be confirmed

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.

West Sussex County Council was consulted previously on Highway Matters for this location under planning application ADC/23/10 to form 8 self contained flats to which no objections were raised. The application was however refused due to overdevelopment of the site.

In highway terms, there would be no objection to this proposal. The proposed dwellings will have a nil car parking provision. It is noted that no parking is provided for the existing retail and residential units. The WSCC parking demand calculator anticipates that a development of this size in this location would create the demand for an addition four vehicular parking spaces. Car parking in the immediate vicinity does appear to be limited, and there is a public car park in close vicinity with season tickets available at cost and it is reasonable to assume that this may be used by residents. There is no evidence to suggest that the lack of parking associated with this proposal would result in any detriment to highway safety, consequently an objection on the grounds of a nil parking provision would be difficult to justify. The Planning Authority may wish to consider the implications of this proposal upon on-street parking.

The site is located in a sustainable location, and does offer the realistic opportunity to travel on foot, cycle or via passenger transport. It would be beneficial if cycle parking provision could be provided within the site. We would advise that if a communal storage area is deemed appropriate it be large enough to store one cycle per two dwelling units. I would ask this provision be secured via condition.

There would be no highway objection to this proposal.

Ian Hayward
Strategic Planning