WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Hannah Barker
FROM:	WSCC - Highways Authority
DATE:	16 September 2020
LOCATION:	67 - 69 North Road, Lancing, West Sussex, BN15 9AS
SUBJECT:	AWDM/1361/20 Proposed ground floor rear extension with roof terrace over in connection with part ground floor conversion of existing shop to form 1 bedroom flat at rear. Alterations to existing shop front to provide separate shop and residential accesses. Alterations to doors and windows to rear elevation. New fire escape stairs to rear. Hip to half hip roof extension on north side roofslope with new windows at second floor plus rear dormer and 2no. front roof lights in connection with formation of studio flat at second floor. Associated car parking, cycle and bin store. (Resubmission of application AWDM/0126/20).
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 an extension of the building with the part conversion of ground floor shop to 1 no. 1 bedroom flat with parking.

The application site is located on North Road a publicly maintained, 'C' classified road subject to a 30-mph speed limit.

Access
An established access point will serve the proposed dwelling. No changes to the access are proposed

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
Under WSCC Car Parking Guidance (adopted August 2019), the LHA would expect that 1 parking space would be enough for a development of this size and location.

For the LHA and MfS to consider parking spaces towards the provision of a site they must first meet minimum requirements of,

- Single bay parking space or carport - 2.4 x 4.8 metres,
- Single garage space - 3 x 6 metres (Internally),
- Single parallel parking space - 2 metres (obstruction free i.e. fence) or 2.4 metres x 6,
- Disabled Bay parking - 2.4 x 4.8 metres with a 1.2 metre hatched area located to the side.
- Disabled Tandem parking - 2.4 x 6.6 metres

With the above guidance, the LHA provides the following comments.

The applicant has not clearly stated who will benefit from using the existing parking space. As a result, the LHA views that the site will receive a NIL parking provision.

The site is in a very sustainable location within walking and cycling distance of a range of public services, amenities and residential areas.

The nearest public transport opportunities are,

- Buses, in location of application site and as of the date of this report are running an hourly service, the LPA should also note that there are multiple bus stops located within a 2km walking distance of this site.

- Rail station (Lancing Station), is located to the south and could provide a realistic travel opportunity for longer trips.

- The proposal benefits from having public carparks located within 2km metres radius of the site providing vehicle parking needs that similar high-street businesses benefit from.

- The site also benefits from being within walking distance of large residential areas, which are anticipated to encourage customers to seek alternative transport over motor vehicle travel.

The Local Highways Authority (LHA) would not anticipate that future occupiers of the development would be reliant on the use of a private motor vehicle. As a result, the LHA would like to see the implementation of cycle storage space, as per the WSCC parking demand calculator.

From inspection of these findings the LHA provide the following comments.

The above findings show that under WSCC and MfS Guidance the development will provide NIL parking spaces towards the provision of the site. This is 1 below the minimum recommendation made by the PDC.

Experience has shown through other similar applications, that to substantiate that a shortfall of 1 car parking spaces could result in an unacceptable highway safety issue would be difficult to uphold. Therefore, the LHA does not consider this a justification for refusal on highways grounds.

The LPA may wish to consider the amenity implications caused by a small increase in the on-street parking demand.

The LHA advises the Local Planning Authority (LPA) that if they deem cycle parking justifiable then this should be provided in the form of lockable covered storage. Details of which can be secured with a suitably worded condition found below.

To summarise the LHA raises no concerns over the Parking.

Electric Vehicle (EV) Parking

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Adur Local Plan policy. Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via a suitably worded condition which is advised below.

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:

Conditions

Parking

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details **to be** submitted to and approved in writing by the Local Planning Authority. These spaces shall always thereafter be kept for their designated use.

Reason: To provide car-parking space for the use.

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.

Electric Vehicle Charging Spaces

No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details **to be** submitted to and approved by the Local Planning Authority.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Stephen Garrard
West Sussex County Council – Planning Services