WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Hannah Barker
FROM:	WSCC - Highways Authority
DATE:	26 February 2020
LOCATION:	67-69 North Road Lancing BN15 9AS
SUBJECT:	AWDM/0126/20 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.
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.

Proposal Summary
The proposal is for the creation of one no. one bedroom flat & one no. one bed studio flat. 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 dwellings and currently serves a service area to the rear of the terraced buildings. 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 assess is currently operating unsafely.

Vehicle Parking and Cycle Parking
Under WSCC Car Parking Guidance (adopted August 2019), the LHA would anticipate that two parking spaces would be sufficient for a development of this size and location.

The applicant proposes an existing one car parking provision for the new dwellings. They however, do not state who has use over parking space. As a result, the LHA views the site as having a NIL parking provision.

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

Experience has shown through other similar applications, that to substantiate that a shortfall of two 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 site is located in a sustainable location within walking and cycling distance to a range of public services, amenities and employment options. Buses (210 metres) and rail station (210 metres) provide a realistic travel opportunity for longer trips. The Local Highways Authority (LHA) would not anticipate that future occupiers of the dwelling 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.

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

The applicant has proposed a nil cycle parking provision, the LHA advises the Local Planning Authority (LPA) that if they deem cycle parking justifiable then the applicant should show this in the form of lockable covered storage.

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.

Stephen Garrard
West Sussex County Council – Planning Services