WEST SUSSEX COUNTY COUNCIL **DATE: 12/01/2016**
STRATEGIC PLANNING CONSULTATION

FROM: **Katie Kurek** **TO:** **Adur & Worthing Councils**
FAO: **Peter Barnett**

SUBJECT: **AWDM/1802/15 - Conversion of ground floor shop into 1x1 bed flat and works to existing first floor flat to make self contained.**

4, Western Road, Lancing, West Sussex, BN15 8RR

RECOMMENDATION:

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

S106 contribution total (see below for breakdown): £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 Strategic Planning 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.

Introduction
The application is for the conversion of the ground floor shop and garage at the rear into a one bedroom flat and works to the existing first floor flat and to the loft room to make it self-contained.
The site is accessed off Western Road, a 'C' classified road subject to a speed restriction of 30mph in this location. Rear access is off of Winston Road, 'D' classified and subject to a 30mph speed restriction.

Access and Visibility
Though the Application Form states that the removal of the garage will result in a nil parking provision, local mapping shows that there is a dropped kerb arrangement outside the property that provides direct access to the frontage from Western Road for the parking of one vehicle. From an inspection of the Block Plan there is also a space for one vehicle to the rear of the site off Winston Road.
The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last three years. There have been no recorded injury accidents at the frontage of the site. There has been a recorded injury accident at the junction of Winston Road and Western Road. However, from an inspection of accident data it is clear that this was not due to any defect with the junction.
Visibility on to Western Road is sufficient with double yellow lines in places where parked vehicles could cause obstruction to visibility on exiting the site.

Parking and Turning
The WSCC Car Parking Demand Calculator envisions that three spaces be provided for a development of this size and location. It would appear form the Block Plan that one space per flat is provided and this is deemed sufficient. Furthermore, there is on street parking available in Winston Road and the access leading to the rear of the site.
There is no available turning space on site for either of the parking spaces. However, the rear space is on a lightly trafficked no through access and the space at the frontage is an existing arrangement. It is deemed that the benefit of removing two cars from the highway in this location outweighs the lack of turning space.

Sustainability
The Application Form states that two cycle spaces will be provided however it is not clear from the plan where these will be located. This can be secured via condition.

The site lends itself well to sustainable modes of transport. The nearest bus stop is adjacent to the site and provides services on to Littlehampton and Durrington. Street lit footway links provide routes in to Lancing centre and the Train Station is one mile walk distant.

Conclusion
The LHA does not consider that the proposal would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application then the following conditions should be secured:

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 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.

Katie Kurek
Strategic Planning