WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keeffe
FROM:	WSCC - Highways Authority
DATE:	15 July 2020
LOCATION:	11 North Road Lancing BN15 9AH
SUBJECT:	AWDM/0799/20 Change of use at first floor level from offices to flats, including first floor rear extension, to provide 3no. one-bedroom flats (Use Class C3), roof light to existing roof and additional windows to north and west elevations. Separation at ground floor to form 3no. office units (Use Class B1).
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 the change of use of first floor offices to form 3 no. one bedroom flats then the separation of the ground floor to form 3 no. office units (B1).

The application site is located on North Lancing Road a publicly maintained, a 'C' classified road subject to a 30-mph speed limit. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) for guidance.

Previously the Local Highways Authority (LHA) received consultation on matters at this location under application NOTICE/0013/29. This sought the permitted development of B1 to residential; the LHA gave advice on the proposal, raising no concerns. However, the proposal was refused by the Local Planning Authority (LPA) due to the lack of supporting evidence of B1 use.

Access and Trip Generation
The applicant will provide no vehicle access to the site. All proposed access appears to be via foot traffic in an area where this is common practice.

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
The applicant has supplied details on the square meterage (sqm.) of the existing building. These show that the footprint measuring 173 sqm.

The applicant states per the application form that the change of use would see 43 sqm of floor space becoming residential use and 130 sqm. of floor space being retained for B1 use.

Under WSCC Car Parking Guidance (which states that one space per 30 square metres is adequate for a B1 use) (adopted August 2019), the LHA would expect that four spaces for the office use and three spaces for the flats would be adequate.

The applicant proposes a parking provision of NIL spaces for the new development. This would substantiate a shortfall of seven spaces. However, the LHA wishes to raise the following sustainability point,

The site is in a sustainable location within walking and cycling distance of a range of public services, amenities and employment options. Lancing bus and train station are located within 100 metres of the site and provide a realistic travel opportunity. The Local Highways Authority (LHA) would not anticipate that future occupiers of the dwelling or workplace 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, with a suitably worded condition provided 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:

Condition
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