WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barrett
FROM:	WSCC - Highways Authority
DATE:	27 May 2021
LOCATION:	127 South Street Lancing West Sussex BN15 8AS
SUBJECT:	AWDM/0797/21 Change of Use from Class B1 (Offices) to C3 dwelling; including second floor balcony with balustrade to rear (East) , new front entrance and additional windows and internal layout
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.

Applications such as these could be in Highways Safety terms be considered under a Prior Notification (Permitted Development), though in this instance the LPA are not considering it as such. However, that said the LHA would deem it unfavourable to consider the application in Highways terms outside the remits of a PD applicaiton.

Considering the above the LHA provides the following comments.

No Access changes are proposed form the existing use with all movements in and out of the site being foot traffic.

The applicant has proposed a NIL Vehicle Parking Provision. This is unchanged from the existing use. Given the sustainability of the location and if the following cycle parking conditions are met the LHA raise no concerns over a NIL provision.

Upon inspection of the plans and supporting documents the LHA concludes that the applicant proposes to supply a NIL cycle parking provision. The LHA advise the following.

The site is in a sustainable location within walking and cycling distance of a range of public services, amenities and employment options. Buses and rail station 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. Details of which can be secured with a suitably worded condition found 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:

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