WEST SUSSEX COUNTY COUNCIL **DATE: 28/10/2016**
STRATEGIC PLANNING CONSULTATION

FROM: **Katie Kurek** **TO:** **Adur & Worthing Councils**
FAO: **Hannah Barker**

SUBJECT: **AWDM/1106/16 - Separation of existing single-storey rear extension to facilitate use as a separate dwelling unit.**

117-119, Sompting Road, Lancing, West Sussex, BN15 9LG

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.

The proposal is for separation of existing extension to form an additional separate residential unit, creating a total of 3 residential units and retention of shop use on part ground floor. The site is located at the junction of Sompting Road ('C' classified) and Leconfield Road (unclassified) both subject to a 30 mph speed restriction in this location. The site does not benefit from off street parking and no vehicular access or parking works are proposed.

Under the WSCC Car Parking Standards, one car parking spaces may be provided for the proposal. From an inspection of local mapping on street parking is an existing practise and we would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The Local Planning Authority (LPA) may wish to consider the potential impacts of this development on on-street car parking. Furthermore, it is considered that modes for sustainable transport could be taken up and a bus stop is located outside of the site.

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 they may be minded to secure a cycle storage condition.

Katie Kurek
Strategic Planning