WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keeffe
FROM:	WSCC - Highways Authority
DATE:	28 October 2020
LOCATION:	103 South Street, Lancing, BN15 8AS
SUBJECT:	AWDM/1622/20 Change of use of first floor flat to 5no. bedroom House of Multiple Occupation (HMO). Development includes first floor extension to east elevation including new metal staircase access to first floor and loft conversion with 2no. rooflights to west, 1no. dormer window to west and 1no. rooflight to south. Proposed rear kitchen extension to ground floor restaurant on east elevation.
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 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.

Summary

This proposal is for the change of use of first floor flat to five-bedroom House of Multiple Occupation (HMO), including associated extensions to ground floor and first floor. The site is located on South Street, an A-classified road subject to a speed restriction of 30 mph. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access

No vehicular access or parking is associated with this development, which is the existing arrangement. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the nearby road network is operating unsafely or that the proposal would exacerbate an existing safety concern. In addition, the LHA does not anticipate that this proposal would give rise to a significant material intensification of movements to or from the site.

Parking

WSCC parking standards for HMO developments requires 0.5 parking spaces per bedroom. Therefore, the LHA would expect a provision of 2-3 spaces for a development of this size. Therefore, vehicular parking would have to be accommodated on-street, as per the existing arrangement.

Whilst on-street parking is limited in the vicinity, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be considered detriemental to highway safety. The LHA does not anticipate that the proposed nil car parking provision would give rise to

any highway safety or capacity concerns. The LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

The applicant has not demonstrated cycle parking provision. Cycling is a viable option in the area and the LHA would like to see secure and covered cycle parking provision implemented, to promote the use of sustainable transport methods.

Sustainability
The site is situated in a sustainable location within walking/cycle distance of shops, schools and other amenities. The site is also well connected by public transport services; Lancing Train Station is located approximately 550m north of the site, and regular Coastliner buses can be caught from nearby Brighton Road, approximately 350m south of the site.

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.

If the LPA are minded to approve the application, the following condition should be applied:

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.

Kyran Schneider
West Sussex County Council – Planning Services