WEST SUSSEX COUNTY COUNCIL **DATE: 24/03/2014**
STRATEGIC PLANNING CONSULTATION

FROM: Ian Hayward **TO: Adur & Worthing Councils**
FAO: Peter Barnett

SUBJECT: AWDM/0506/14 - Change of use of rear ground floor hairdressers to 2-bedroom flat. Change of use of first-floor to 1-bedroom flat and studio flat in addition to two-storey rear extension.

10, Buckingham Road, Shoreham, West Sussex, BN43 5UA

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 Local Development 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.

From inspection of the documents provided it would not be considered that this proposed change of use from a hairdressers to residential flats (1 x 2 bed, 1 x 1 bed & 1 x studio) would generate a significant increase in vehicular movements where by a highway safety issue would arise. Therefore no highway safety objection would be raised.

The flats will not be provided with an off street car parking provision. It would be anticipated that three flats of this size in this location would attract the demand for 3 – 4 vehicular car parking spaces. The LPA would be advised to consider the impactions towards on street car parking whilst having consideration that the site is located in a sustainable location in close proximity to public modes of travel and that the existing use of the site would have generated its own vehicle parking demand.

No overriding highway concerns would be raised to this proposal. If the LPA are minded to grant planning consent a condition securing cycle parking (large enough to store one cycle per flat), would be advised in the interest of sustainability.

Ian Hayward
Strategic Planning