WEST SUSSEX COUNTY COUNCIL **DATE: 29/11/2012**
STRATEGIC PLANNING CONSULTATION

FROM: Ian Hayward **TO: Adur & Worthing Councils**
FAO: Jo Morin

SUBJECT: AWDM/1296/12 - Conversion of first floor from offices (class B1) and ancillary storage (class A1) to self-contained 1-bed flat and creation of studio flat within new second floor mansard roof plus first floor verandah at rear.

First Floor, 7, Brunswick Road, Shoreham-By-Sea, West Sussex

CONSULTATION DATE: 20/11/2012

RECOMMENDATION:

Advice	✓	**Modification**		**More Information**	
Objection		**No Objection**		**Refusal**	

S106 contribution: To be confirmed

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.

West Sussex County Council was consulted previously on Highway Matters for this location under planning application AWDM/0063/12. This application sought the change of use and extension to create three dwellings. While no objections were raised from the highways perspective the application was refused by the LPA regarding overdevelopment of the site. This application now seeks change of use and extension to create two dwellings.

This application is considered less intensive than that previously proposed and therefore no concerns would be raised form the Highways Authority. I would ask that WSCC comments regarding AWDM/0063/12 dated 18/04/2012 are once again used when determining this application. It should be noted that the advised cycle parking provision would now be 2 cycles (1 per flat). The actual details of the cycle parking facilities should be submitted to and approved by the Local Planning Authority (LPA).

From the information supplied there would be no highway safety concerns raised to this proposal.

If the LPA are minded to grant planning consent a condition securing cycle parking should be included.

Ian Hayward
Strategic Planning