WEST SUSSEX COUNTY COUNCIL
INFRASTRUCTURE CONSULTATION

DATE: 25/08/2009

FROM: Jamie Brown

TO: Worthing Borough Council
FAO: M. O'Keeffe

SUBJECT: WB/09/0628/FULL- Rear extension and loft conversion including dormer windows on front and rear elevations and extended ridge lines

116, Offington Drive, Worthing, West Sussex

CONSULTATION DATE: 11/08/2009

RECOMMENDATION:

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

S106 contribution: £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.

The proposal is for a rear extension and loft conversion including dormer windows on front and rear elevations and extended ridge lines.

No changes are proposed to the existing vehicular access to the site. It would be beneficial for details of the car parking to be provided to demonstrate that satisfactory car parking arrangements can be provided. On the basis that three spaces are proposed, the parking provision is within the WSCC Parking Standards, and no highway safety concerns would arise through this provision. The Planning Authority may wish to consider the implications of this proposal upon on-street car parking.

Cycle parking should be included however; this must be secure, covered and be capable of storing at least one cycle per bedroom of the proposed dwelling. The actual details of the cycle parking facilities should be submitted to and approved by the Local Planning Authority (LPA). To accommodate cycle parking any cycle store should have minimum dimensions of 6m x 3m.

In terms of vehicular movements, this proposal is unlikely to result in any material increase or any detrimental impact. Providing the proposed car parking does not exceed the WSCC Maximum Standards, no highway concerns would be raised.

If the LPA are minded to approve this application, a condition securing cycle parking should be included.

Jamie Brown
Local Development