WEST SUSSEX COUNTY COUNCIL **DATE: 25/01/2011**
INFRASTRUCTURE CONSULTATION

FROM: Jamie Brown **TO: Adur District Council**
FAO: Peter Barnett

SUBJECT: ADC/0470/10-COU of ground floor from 4 class B1 offices to 4 two-bedroom flats (& assoc. internal alterations).

South Wharf House, Hancock Way, Shoreham, West Sussex

CONSULTATION DATE: 05/01/2010

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.

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 no. ADC/399/07 to which no objections were raised to a similar proposal.

There are 7 parking spaces allocated to this proposal, these be housed in the garage complex to the rear of the site via Hancock Way. The proposed parking allocation is considered acceptable for the development. As the proposal is situated in a sustainable location it is not anticipated that there should always be a reliance on the use of the private car.

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 flats. The actual details of the cycle parking facilities should be submitted to and approved by the Local Planning Authority (LPA). To accommodate cycle parking it would be recommended that any cycle store should have minimum dimensions of 2m x 1m.

On the information submitted no concerns would be raised with this application from the highway point of view.

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

Jamie Brown
Local Development