WEST SUSSEX COUNTY COUNCIL **DATE: 14-11-2012**
STRATEGIC PLANNING CONSULTATION

FROM: Chris Pratt **TO: Adur & Worthing Councils**
FAO: Peter Barnett

SUBJECT: AWDM/1320/12 - Part demolition at rear, change of use of B1 offices and construction of 5 storey rear extension to form 9 residential units comprising 5 x 1-bed maisonettes, 3 x 1-bed flats and 1 x 2-bed flats.

Town Hall Chambers, 45-49, High Street, Shoreham-by-Sea, West Sussex

CONSULTATION DATE: 24-10-2012

RECOMMENDATION:

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

S106 contribution: No 106 Contribution required.

A site visit was conducted on 14th November 2012.

The application appears to seek permission for the change in use of a current B1 office use to accommodate 9 residential units within Town Hall Chambers.

When on site it was observed that the locality of the building is in a sustainable location in the middle of Shoreham Town, close to several bus stops and Shoreham-by-Sea train station. This will encourage residents to travel by alternative means other than a private car. There is no parking being provided within the proposals, however as said previously, this site is sustainable which would indicate that there would not be an issue with this. There are restrictions on parking in various places down High Street; however these are between the hours of 8am and 6pm, which would in theory, allow vehicles to be parked here overnight. Whilst there are no concerns from a highway safety perspective, it is possible that this proposal could lead to an increase in parking demand in the local area; the LPA may wish to consider this. The cycle parking facility included within the application should be secured by condition to encourage alternative means of transport.

It is not envisaged that the change in use from B1 office use to residential would create a larger vehicular movement within the area. The most recently available verified accident records reveal there have been no reported road traffic accidents in the direct vicinity of this site.

Based on the above comments, I do not wish to raise an objection to this application from a highways perspective.

Chris Pratt
Strategic Planning