WEST SUSSEX COUNTY COUNCIL **DATE: 27-02-2013**
STRATEGIC PLANNING CONSULTATION

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

SUBJECT: AWDM/0129/13 - Change of use and conversion of first floor offices to form 2 x 1-bed flats, plus ground floor rear extension and rooflights.

5-7, South Street, Lancing, West Sussex, BN15 8AE

CONSULTATION DATE: 06-02-2013

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.

The application seeks approval for the change in use of first floor office space, to provide 2 x 1 bedroom flats.

From inspection of the plans and information provided, the application includes a provision for of 2 off-street parking spaces to serve the new residential units. Having entered this information in to WSCC's car parking demand calculator, it would appear the provision of parking is slightly under the minimum standards for this area. However, given that this area is located in a sustainable location, close to public transport, it is envisaged that the use of a private car will not be relied upon as much. Whilst there are no concerns from a highway safety perspective on this, 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 secured cycle provision included within the application (1 per unit) should be included to any planning consent, to offer alternative means of sustainable transport.

The parking is to be accessed via an existing junction on to South Street. This access looks adequate to support a development of this size. A turn on site looks to be achievable, allowing vehicles to enter and exit on to South Steet in the forward gear.

Based on these comments, there would be no concerns raised to this application from a highway safety perspective, subject to a condition regarding the cycle provision.

Chris Pratt
Strategic Planning