WEST SUSSEX COUNTY COUNCIL **DATE: 17/11/2017**
PLANNING SERVICES CONSULTATION

FROM: Ian Hayward **TO: Adur & Worthing Councils**
FAO: Eve Hearsey

SUBJECT: AWDM/1537/17 - Single storey extension to North/East elevations; new metal cladding to South, East and West elevations. Conversion of first floor one bedroom flat into 2no. one bedroom flats.

75, Upper Brighton Road, Sompting, Lancing, West Sussex

DATE OF SITE VISIT: n/a

RECOMMENDATION:

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

S106 contribution total: 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 Strategic Planning 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.

Context
This application seeks a single storey extension to the north-east elevations of 75, Upper Brighton Road, Sompting and the conversion of the existing first floor 1 bedroom flat into 2 x 1 bedroom flats.

The site is located at the junction of Upper Brighton Road (A27) and Busticle Lane. Access is achieved via an existing dropped crossing point of access from Busticle Lane, which is a 'C' classified road subject to a 30 mph speed limit at this point.

Extension
The proposed extension works will equate to 24.5 sqm and the proposal as a whole will result in a loss of overall commercial floorspace on site. As a result the proposed extension would not be considered to result in any material increase in vehicular activity associate with the site.

Flats
It is proposed to convert the first floor from a 1 bed flat and ancillary office space to 2 x 1 bed flats. Given the loss of office space it would not be anticipated that the proposed would result in a material increase in vehicular activity associate with the site.

Signage

No highway concerns would be raised to the proposed signage.

Parking
The only details provided pertaining to parking are within section 10 of the application form. In summary 6 car parking spaces will be lost and an additional 4 disabled spaces provided. This will result in 16 spaces and 4 additional disable spaces being provided.

No plans have been provide to demonstrate these spaces, though this quantity of parking does seem to be achievable.

I can advise that each flat would create the anticipated demand for one car parking space each, presumably tis will be accommodated on site. This would result in 14 spaces and 4 disabled spaces being provided for the commercial use.

For commercial use class WSCC operates a maximum car parking standard, therefore given then application documents suggest fewer spaces will be provided this would not be an overriding concern. Nevertheless I have assessed the remaining 18 spaces against WSCC standards for a car sales/garage use class of this floor space (as is the permitted use) and consider them to be in line with our standards.

With regard to disabled spaces WSCC advises that The Department for Transport guidance entitled 'Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' (December 2002) is used. Within which it is advised that 'At least 1 space or 5% of the total parking provision should be allocated as Disabled Spaces'.

As such a minimum of 1 disabled space would be considered appropriate.

Given the principle of the car parking provision is considered acceptable I would be minded to accept that the car parking provision allocation and layout can be secured via an appropriately worded planning condition.

Each flat should be provided a secure and covered cycle parking facility in the interest of sustainability. I would be minded to accept that such matters could be secured via condition.

Other Matters
While the site is not directly accessed via A27, the site does abut it. The Local Planning Authority may therefore wish to consult with Highways England for their comments on the proposal and its impact upon A27, for which they are the Local Highways Authority.

Conclusion
The Local Highways Authority does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and that there are no transport grounds to resist the proposal. If the Local Planning Authority is minded to grant planning consent the following conditions would be advised:

Car parking space
No part of the development shall be first occupied until the car parking spaces have been constructed and allocated in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.
Reason: To provide car-parking space for the use.

Cycle parking
No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Ian Hayward
Planning Services