

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 23/03/2012

FROM: Ian Hayward

**TO: Arun District Council
FAO: Mr P Cleveland**

SUBJECT: LU/42/12 - COU from B1 (Business) to Residential.

3, New Road, Littlehampton, West Sussex, BN17 5AX

CONSULTATION DATE: 06/03/2012

RECOMMENDATION:

**Advice
Objection**

✓

**Modification
No Objection**

**More Information
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.

This application seeks change of use from B1 to C3 for former office space located on New Road in Littlehampton. New Road is a residential 'C' class road subject to a 30 mph speed restriction. This part of new road is fronted by a pedestrian footway with the road itself protected from off street parking by double yellow lines.

A nil vehicular parking provision is provided for this development and therefore there may be an addition pressure placed upon on street car parking. On street parking would appear to be limited in this location, with the northern side of new road subject to double yellow line and the southern side forming part of a controlled parking zone. However consideration needs to be given to the character of the area which is predominantly residential, along with the previous use of the site as office space. It would be difficult to argue that this development would create an increase in demand for parking over what the former office space once did. In addition to this the site is also within walking distance of alternative methods of transport such as bus and rail links. With these points in mind I would not consider parking to cause a highway safety concern in this instance.

Likewise the number of vehicular movements associated with the previous use is likely to be more than the current proposal. Therefore this would not be considered detrimental to highway safety.

Cycle parking is mentioned in the design and access statement. I would require the cycle parking provision to be secure, covered and be capable of storing at least one cycle. The

actual details of the cycle parking facilities should be submitted to and approved by the Local Planning Authority (LPA).

Form the information I have available to me there would be no highway safety concerns raise to this proposal.

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

Ian Hayward
Strategic Planning