

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 31/01/2012

FROM: Ian Hayward

**TO: Arun District Council
FAO: Mrs A Gardner**

SUBJECT: LU/5/12 - Erection of 1 x 3 bed town house.

Land rear of 27-29B, Surrey Street, Littlehampton, West Sussex, BN17 5BD

CONSULTATION DATE: 17/01/2012

RECOMMENDATION:

**Advice
Objection**

X

**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.

West Sussex County Council was consulted previously on Highway Matters for this location under planning application no.LU/129/06 to which no objections were raised from a highways perspective to three studio apartments being erected on the site. This application was later refused on other policy grounds by the Local Planning Authority.

This application seeks to erect a single three bedroom town house on the site of an existing garage/parking area to the rear of 27/29b Surrey Street, East Arun. Access to the site can be obtained via two private accesses, one from Surrey Street and a second running northwards from Pier Road. It is observed that the access onto Pier Road is more likely to be used as it gives access to the proposed parking spaces that are within the curtilage of the property. From inspection of the plans there appears to be no overriding visibility issues at the two possible points of access, when considering the history of the site. I have checked the most recently available verified accident records, which reveals there have been no personal injury accidents related to these points of access. It would also be expected that this proposal would actually reduce the number of vehicular movements at the site when compared to the current use or indeed the previous proposal stated above.

I can confirm that the proposed 2 parking spaces are acceptable for a development of this size in this location, with regard to the latest WSCC appropriate level of car parking standards. Secured and covered cycle parking is included and should be secured via condition. It does not appear from the plans provided that a turn on site will be possible; however a turn utilising the private access road would probably be achievable.

Considering that no highways concerns were raised to 3 studio apartments being erected on this site, no highway safety concerns would be raised to this proposal which we would expect to be less intensive.

If the LA are minded to approve this application, conditions securing vehicular and cycle parking should be included.

Ian Hayward
Strategic Planning