WEST SUSSEX COUNTY COUNCIL **DATE: 25/04/2014**
STRATEGIC PLANNING CONSULTATION

FROM: Ian Hayward **TO: Adur & Worthing Councils**
FAO: Matthew Porter

SUBJECT: AWDM/0198/14 - Part change of use from Use Class B8 (Storage and Distribution) to Use Class A1 (Retail) for sale of second-hand goods (retrospective).

Chartwell House, 40, Chartwell Road, Lancing Business Park, Lancing, West Sussex

DATE OF SITE VISIT: n/a

RECOMMENDATION:

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

S106 contribution total (see below for breakdown): 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 retrospective change of use of 395.7 sqm floorspace from B8 to A1 for part of Chartwell House, Chartwell Road. The site is located in an established industrial area and the level of vehicular movements generated by this change of use would not be anticipated to give rise to a highway safety or capacity issue.

No changes are to be made to the existing points of access to the site. No concern would be raised to the level of vehicular parking, though it is noted that the parking provision layout is not ideal whereby vehicle parked in tandem are not suitable for customers to park as they can become blocked in by other customers. While the proposed parking layout is not considered to be ideal it is appreciated that the restrictions for parking on site were also present for the permitted B8 use class. The existing parking provision does not exceed the WSCC maximum parking standard for an A1 use class development.

In the interest of sustainability it would be advised that the applicant provide secure and covered cycle parking in line with current WSCC standards, in this case 6-8 spaces would be considered appropriate.

In summary no anticipated highway safety concerns would be raised.

If the LPA are minded to grant planning consent it would be advised to secure a cycle parking provision, as described above, via condition.

Ian Hayward
Strategic Planning