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From: 

Sent: 05 March 2019 09:01

To: Planning.Responses

Subject: Response To Application Number EP/4/19/PL at 56 St. Marys DriveLittlehamptonBN16 1JB

Please could the attached response be distributed to the relevant case officer please.

Regards

Kyran Schneider

If you wish to reply to this email, please contact the highway officer directly.

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: A. Gardner
FROM:	WSCC - Highways Authority
DATE:	5 March 2019
LOCATION:	56 St. Marys Drive Littlehampton BN16 1JB
SUBJECT:	EP/4/19/PL Conversion of office building (B1 Business) to 2 No. 2 bedroom self contained flats (C3 Dwelling houses).
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
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.

Summary

This proposal is for the conversion of an office building to 2 x 2 bedroom flats.

Access and visibility

The site is located on St Marys Drive, an unclassified residential road subject to a 30 mph speed limit. The plans show that no parking spaces or garages are provided; therefore there are no points of access. An inspection of data supplied to WSCC by Sussex Police over a period of the last five years reveals that there have been no recorded injury accidents within the vicinity of the site.

Parking and turning

The plans indicate that no off-street parking provision will be provided for the proposed dwelling. Using the WSCC Car Parking Demand Calculator, the size and location of this dwelling determines that at least 2 car parking spaces is required. Any overspill parking as result of this proposal could be accommodated on-street. We would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view.

Sustainability

The property is situated close to local shops, services and schools. Furthermore, it is well connected to bus routes and is within walking distance of Angmering Train Station. Therefore the location reduces the need for travel by car. The plans have provided cycle storage for 4 cycles, which is sufficient for the needs of the property.

Conclusion

The LHA 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 109), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions and informative should be applied:

Condition

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved plan.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Kyran Schneider
West Sussex County Council – Planning Services