

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 13/12/2016

FROM: Ian Hayward

**TO: Arun District Council
FAO: Richard Temple**

SUBJECT: FP/245/16/PL - Retention of mixed use C3 (residential) and Sui Generis/Community open house as a personal permission with existing sheds to front garden - Resubmission of FP/171/16/PL.

Olive Tree Cottage, 40 Links Avenue, Felpham, PO22 7BX

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.

West Sussex County Council was consulted previously on Highway Matters for a similar application at this site this under planning application FP/171/16/PL. The application was refused by the LPA, though not on highways grounds.

This application seeks retrospective consent for the partial change of use from domestic dwelling (C3 Dwellinghouses) to community open house (Sui Generis). The site is located on the junction of Eastover Road, North Way, Rife Way & Link Avenue, all of which are unclassified roads subject to a 30 mph speed limit. The roads are lit and served with pedestrian footways.

The site would be considered sustainably located and is within walking and cycling distance to other forms of public transport such as busses and trains which can provide travel options for visitors from locations not within walking distance of the site.

The use of the site as a community open house has been considered to be Sui Generis. The size of the proposed change of use falls below indicative thresholds which would require the applicant to provide a more detailed Transport Assessment or Travel Plan.

WSCC does not have a recognised parking standard for this particular type of use though given the application is retrospective it has allowed the applicant to provide some information

with regard to the current number of visitors at present. Currently the site is experiencing an average of approximately 15 visitors per day and it would not be anticipated that all of these would have arrived by car, though it would be realistic to conclude that the use of the house as proposed is creating a small amount of on street car parking demand. The site is operating with zero off street car parking and visitor to the site by car would be required to make use of on street provisions. It is important to note that the opening times of the open house are between Wed – Sat 10am - 4pm. This would be considered to be outside the peak parking demand times for this area which is predominantly residential. It would be difficult for the Highways Authority to substantiate that the proposed use would result in a significant increase in parking demand, greater than that would be experienced in the peak times, creating a highway safety issue.

It would be advised that the applicant provide a secure and covered cycle parking facility for visitors that may wish to travel by cycle to the house. This provision should be secure and covered and can be secured via planning condition with plans and details to be submitted to and approved by the Local Planning Authority.

I have also checked the most recently available verified accident records, which reveals there have been no personal injury accidents in the vicinity of the site.

I appreciate the representation made with regard to traffic volume and increased parking demand. By their nature Sui Generis use class developments are unique and typically there is very little evidence or way of anticipating how the site will operate in the future. The applicants have identified that they would accept a personal permission so the use of the site as proposed would cease when the current occupiers leave or sell the property. This would be supported by the Highways Authority. The LPA may wish to consider a temporary planning consent so that in the future further assessment of the impact this development will have towards on street car parking and highways capacity can be undertaken.

In conclusion it would not be anticipated that continued use of the site as proposed would result in a highways safety or capacity issue.

If the LPA are minded to grant planning consent the following condition would also be advised:

Cycle parking

Within 6 months of planning consent a secure and covered cycle parking provision shall be 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
Strategic Planning