



From: [REDACTED]
Sent: 20 July 2017 10:03
To: Planning.Responses
Cc: Andrew Wood; Gary Markwell
Subject: LU/140/17/PL - Proposed COU from B1 Business purposes to van sales - Unit 9, Minster Business Park, Courtwick Lane, Littlehampton - Highway Authority comments dated 29th July 2017

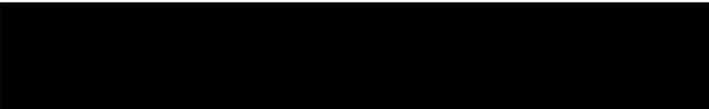
Dear Arun Planning Department,

Please find attached WSCC highways and transport report dated 20th July 2017 in response to the above planning application.

Should anyone receiving this email wish to discuss it, please do not hesitate to contact me.

Thank you.

Tim Townsend
Principal Planner, Highways – Planning Services
West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RH



Web: www.westsussex.gov.uk

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**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 20th July 2017

**FROM: Tim Townsend TO: Arun District Council
FAO: Andrew Wood**

SUBJECT: LU/140/17/PL - Change of use from light industrial (B1 Business) to van sales (Sui Generis).

LOCATION: Unit 9 Minster Court Business Park, Courtwick Lane, Littlehampton, BN17 7RW

DATE OF SITE VISIT: 19th July 2017

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☒
Objection	☐	No Objection	☐	Refusal	☐

S106 contribution total (see below for breakdown): £N/A

This is the WSCC highways and transport response to the planning application. It follows consideration of the application papers and plans and a site visit.

Site location and access.

The site is located on the 'Minster Court Business Park' which is found to the north of Littlehampton town. Access (pedestrian and vehicular) is via two points, both off Courtwick Lane. In turn, this then leads to the A284 Lyminster Road to the east and the A259 Littlehampton/Worthing Road to the south-west.

Proposal.

The application seeks to change the use of Unit 9 of the Business Park from B1 Business to van sales (Sui Generis). From site observation and looking at a letter of representation made in response to the proposal, the use has already commenced.

Appraisal of site for proposed use.

The application site (Unit 9) is one of 10 business units on the Business Park. The site is arranged with the buildings erected along both the east and west boundaries of the site with car/vehicle parking in the centre and to the north of the site. Based on the parking plan provided with the application, 130 spaces should be available across the entire site, although more are available on the actual site frontages (approximately 5 spaces per-unit). This adds a further 50 spaces to the 130, bringing the total amount up-to 180 across the site. However, given their location, the on-curtilage spaces would likely be for specific use by occupiers of the individual units rather than for general car parking purposes by visitors etc. It is not known how many spaces are allocated to each unit nor how many spaces are intended for visitors although dividing the number of spaces by the number of units results in approximately 13 spaces per-unit (based on the 130) or 18 if the additional 5 on-curtilage are added. The one representation letter found on the Arun DC website suggests that only 8 spaces are allocated to each unit. If this is the case, then that would leave either 5 or 10 visitor spaces per unit based on the 13 or 18 mentioned respectively.

The applicant is seeking COU from B1 Business Use to car sales (Sui Generis) in Unit 9. They propose to use 22 spaces within the overall car park (not including any on-curtilage parking) and these are shown within red edging on the parking plan (No.'s 28-32, 90-99, 100-105 and 106-110).

From on-site observation, it is clear that the spaces are perhaps not quite as the parking plan shows. By that, it is observed that spaces 28-32 and 106-110 (shown back-to-back on the parking plan) seem to only be able to accommodate 8 vehicles and not 10 as would be the case if the plan was wholly correct. At the time of the site visit, the spaces were fully occupied by 8 vans – all for sale by the applicant with little or no spaces for further vehicles immediately next to them. Looking at spaces 94-99 and 100-105, this area was again taken-up by the applicant's vans numbering 10 and not the 12 as indicated by the parking plan. A further 5 vans were parked on the actual frontage of Unit 9 (total 23). It is not known if any vehicles were parked inside the building.

Again at the time of the site visit and looking around the whole car park, a number of spaces (approximately 35) were not occupied. In addition to this, the spaces numbered 15-25 were coned-off and not in use (so 50 vacant spaces in total). The area examined was that within the central (communal?) area between the buildings, actual site frontages but not inside buildings. Unless this was an unusual day, it was observed that adequate parking should be available for users subject to any commercial restrictions on number of allocated parking spaces that the landlords might impose on occupiers or any similar planning restrictions imposed by the LPA. No parking from the Business Park was observed taking place on Courtwick Lane.

WSSC parking guidance.

Based on the floor area of the authorised use of the building (B1 Business at 256.81sqm), recommended parking numbers when considered alongside current parking advice (1 space per 30sqm) should total 9 spaces. Using the parking advice for car sales (again 1 space per 30sqm but with staff and visitor parking additional to this and clearly designated) and based on gross internal and external floor areas (510.21sqm), provision is recommended to be 17 (+ staff and visitor provision additional). Therefore, comparing the actual observed provision (but bearing in mind the inside of the building was not viewed), the parking as currently taking place (and proposed) is possibly higher than the recommended parking guidance. However, visitor and staff parking spaces have not been shown which will increase overall provision for the use when known.

In its consideration of the parking elements of the proposal, the County Highway Authority (CHA) would only likely express concern if parking were to take place on the adjacent highway causing road safety issues. At the time of the site visit, no on-street parking associated with the Business Park appeared to be taking place. Furthermore, there currently appears to be a number of unoccupied car parking spaces within the overall footprint of the Business Park that might be available to make-up any shortfall associated with the proposal.

Conclusion.

The CHA recommend a further plan be sought from the applicant clearly marking out all display, visitor and staff parking for the proposed use all within the confines of the Business Park site. Also, written confirmation from the landlord stating that the parking spaces applied for will be made available for specific use by the applicant all the time the site is used for van sales should be provided. These should then be forwarded to the CHA to consider. Parking for staff should be based on likely numbers likely to be employed on-site. It is suggested that visitor parking be provided based on likely demand. If this can all be demonstrated adequately within the site, a suitable planning condition would be recommended to secure it for the life of the COU.

Please re-consult.

Thank you.

Tim Townsend
Planning Services