

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Gerald Chibumu
FROM:	WSSC - Highways Authority
DATE:	8 September 2021
LOCATION:	57 River Road Littlehampton BN17 5DD
SUBJECT:	LU/251/21/PL Partial demolition of number 57 River Road, change of use & redevelopment to provide a flatted development comprising 6 No apartments, with private amenity space, parking & cycle storage. including the partial demolition of the adjacent boundary wall to provide a new pedestrian access & the creation of a floating pontoon with resident mooring spaces (resubmission following LU/247/21/PL).
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.

This application is for the partial demolition of number 57 River Road, change of use & redevelopment to provide a flatted development comprising 6 No apartments, with private amenity space, parking & cycle storage. Including the partial demolition of the adjacent boundary wall to provide a new pedestrian access & the creation of a floating pontoon with resident mooring spaces.

This application is a resubmission following LU/247/20/PL, to which the LHA did not raise any highway safety concerns. The application was refused on separate grounds.

Under LU/247/20/PL, the LHA assessed the existing and proposed trip rates the site. A Technical Note by RSK was submitted, utilising the TRICS database. The Technical Note sets out that based on the existing floorspace, the auto-repair garage was expected to generate 23 two-way movements (46 one-way) per day. In comparison, the TRICS analysis anticipates that the proposed development will generate 7 two-way movements (14 one-way) per day. The LHA was satisfied with the assessment of the trip rates and that the proposal would not likely result in a material intensification of use, and considers that these details are still valid for the current application. The LPA may wish to consider whether the Technical Note is required to be submitted as part of the current application.

The applicant proposes a 2m minimum width footway across the entire frontage of the site, including a 4.5m wide dropped kerb for vehicular access. These works would be subject to Section 278 and 38 agreements - the applicant is advised to enter into early discussions with WSSC regarding the proposed works.

The proposed vehicular gates will open inwards of the site so as not to obstruct the highway. Ideally the gates would be positioned a minimum of 5m back from the back edge of the carriageway to allow a vehicles to wait clear of the highway whilst the gates are in operation. However given that the existing gates are currently located in the same position and that the proposed footway and dropped kerb will increase the distance of the gates from the back edge of the carriageway, the LHA would not raise any objections to the proposed gate positioning in this location.

The proposed parking area will provide parking for 8 vehicles. It is assumed that this provision will remain unallocated for the development. Based upon the proposed plans demonstrating 4 x 3-bed flats and 2 x 2-bed flats, the WSCC car parking demand calculator would expect that 10 parking spaces are required for a development of this size and location, to include visitor provision. The LHA anticipate that of shortfall of two parking spaces, one of these would likely be visitor provision, therefore, there is a potential shortfall in residents' parking of one space. The applicant is advised to consider whether a 9th parking space could be accommodated on site. The LPA may wish to consider the potential impacts of this development on on-street parking from an amenity point of view. Each parking space meets minimum specifications of 2. x 4.8m as set out in Manual for Streets, and there appears to be sufficient space for vehicles to turn on site and exit in a forward gear.

The site is sustainably located within walking distance to a variety of shops and services within Littlehampton town centre. Cycling is a viable option within the vicinity and 8 cycle spaces are provided on site for the residents, to encourage sustainable transport methods. Ideally these spaces should be covered to protect them from adverse weather. Details of this can be secured via condition.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new developments. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Arun Parking Standards (adopted January 2020). Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Reference is made within the Design and Access Statement to rapid charge points being provided, although further details of this do not appear to have been demonstrated on the proposed parking layout plan. Details of EV charging points can be secured via condition and a suitably worded condition is advised below.

Conditions

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled Proposed Ground Floor Plan and numbered 1908 P 200 Rev 4.

Reason: In the interests of road safety.

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking

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

Electric Vehicle Charging Spaces

No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Informatives

Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader [REDACTED] to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Provision of Adoptable Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the proposed adoptable on-site highway works. The applicant is requested to contact The Implementation Team Leader [REDACTED] to commence this process. The applicant is advised that any works commenced prior to the S38 agreement being in place are undertaken at their own risk.

Nicola Fry
West Sussex County Council – Planning Services