

**WEST SUSSEX COUNTY COUNCIL  
PLANNING SERVICES CONSULTATION**

**DATE: 10/10/2017**

**FROM: Katie Kurek**

**TO: Arun District Council  
FAO: A Gardner**

**SUBJECT: LU/287/17/PL - Demolition of existing buildings, change of use & erection of 1 No. building incorporate office (B1) at ground floor & 8 No. dwellings at first floor level.**

**46a & 47, Pier Road & Land north of Clifton Road, Littlehampton, BN17 5LW**

**RECOMMENDATION:**

|                  |                          |                     |                          |                         |                                     |
|------------------|--------------------------|---------------------|--------------------------|-------------------------|-------------------------------------|
| <b>Advice</b>    | <input type="checkbox"/> | <b>Modification</b> | <input type="checkbox"/> | <b>More Information</b> | <input checked="" type="checkbox"/> |
| <b>Objection</b> | <input type="checkbox"/> | <b>No Objection</b> | <input type="checkbox"/> | <b>Refusal</b>          | <input type="checkbox"/>            |

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

---

Summary

The proposal is for demolition of existing dilapidated car sales/ mechanics/ servicing building and parking area and replace with a building comprising mixed commercial use on ground floor and 8 x flats on the first and second floor. Off street car parking is proposed for the residential units only.

Clifton Road is unclassified highway subject to a 30 mph speed restriction. The kerb is dropped along the east and southern boundaries of the site to serve the existing mixed car sales/ mechanics/ servicing use. Single yellow lines either side of the carriageway prohibit on-street parking outside of controlled hours (8am-6pm). Junction protection markings at the intersection with Pier Road protect from on-street parking in locations that would be considered detrimental to highway safety.

The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded injury accident at the nearby junction of Clifton Road and Pier Road. However, from an inspection of accident data it is clear that this was not due to any defect with the junction.

The LHA request further information on the scheme as detailed in the report below.

Access & Visibility

It is proposed that an opening immediately south of 1 Victoria Gardens will provide vehicle access into the site and serve the proposed car parking spaces in the forecourt. A separate opening approximately 6 metre wide will provide access to under croft parking for two vehicles with access to an additional two under croft spaces possible independently from within the site.

Whilst the new building line will be set back providing some vehicle visibility to the south the existing building of 1 Victoria Gardens immediately to the north will restrict visibility in this direction upon exiting the site. The LHA acknowledge that vehicle visibility at the existing points of access is restricted on site under the existing industrial use however the re-development of the site does provide the opportunity to improve this.

The LHA would request the applicant re-consider the proposed access arrangements. Given the type of development proposed any access point into the site should be wide enough for two cars to pass in opposing directions (4.5m). Re-location of the access further south would require modification of the proposed under croft car parking though provides the opportunity for improved vehicle visibility and allow for the formation of pedestrian visibility splays either side of the access.

A significant majority of the dropped crossing along the southern and eastern boundary of the site will be redundant as a result of this proposal. The existing dropped crossings in these locations should therefore be raised. The footprint of the proposal will then provide the opportunity to secure a 2m wide footway around the southern and eastern boundary of the property. This would allow for pedestrian link to adopted public footway which would improve the accessibility of the site for this sustainable mode of transport. The works would require implementation under a combined S278/38 agreement.

The applicant should also note that the existing Traffic Regulation Order (TRO) sign will need re-locating at their expense for the proposed access works to take place.

#### Parking & Turning

A total of 127 sqm of either B1A/A1/A2 or combination of these is proposed. WSCC Parking Standards Adopted November 2003 state 1 space per 30 sqm of B1A or A2 space. Food and non-food retail (A1) have different maximum standards at 1 space per 14 sqm or 1 space per 20 sqm, respectively (9 spaces or 6 respectively as a maximum demand). No off street parking for the commercial uses is proposed. The LHA takes into account the town centre location, level of foot traffic anticipated and other sustainable modes of transport that are reasonable to assume some customers will arrive by. It is likely that nearby public pay and display car parks will be used.

Nine spaces for the residential units are proposed, it is not clear whether these will be allocated and whether one is proposed for the existing residential unit, no. 47 Pier Road, shown on the plans. On the basis of the parking remaining unallocated the new residential units would result in a total demand of seven spaces.

The existing commercial floor space on site equates to 350 sqm and is occupied by a mixed car sales/general industrial use. Car sales use has a maximum parking standard of 1 space per 30 sqm with staff parking clearly designated. This would equate to a maximum of 11.6 spaces. The mechanic/ repairs use has a separate standard under general industrial B2 use of 3 staff spaces per 45 sqm and 3 spaces per 25 sqm of floor space/service bay. This could see a maximum demand and 'worst case scenario' parking demand of 7.7 spaces for staff and 42 for the square meterage of the site (up to 50 total).

Given the quantity of car parking demand a mixed car sales/garage use can create and taking into consideration the assessment of anticipated demand the proposed scheme will create an overall reduction in parking demand.

The applicant should consider modifying the access arrangements as described in the 'Access & Visibility' section above, to allow for improved width of access and visibility. A re-arrangement and reduction of parking may result though the LHA will assess this on balance with improved access arrangements being provided.

The applicant would also be advised to demonstrate the workability of any amended parking layout via swept path plans.

#### Sustainability

A range of local shops, services and amenities are within walking distance of the site with Littlehampton Train Station approximately 0.5 mile distant. The LHA are satisfied that the opportunity for sustainable modes of transport has been encouraged and that not all trips will necessarily be by private vehicle in this town centre location. The indicated bicycle storage should be covered and secure and the LHA advise that one space per flat be provided, considering the sustainable location of the site.

#### Conclusion

In summary the LHA request the applicant consider and address the points raised above. At which time I would ask the LHA is re-consulted on the application.

**Katie Kurek**  
**Planning Services**