

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amy Myer
FROM:	WSCC - Highways Authority
DATE:	23 January 2020
LOCATION:	Gratwicke House 10 East Street Littlehampton BN17 6AW
SUBJECT:	LU/376/19/PD Change of Use of part of building from a use falling within Class B1 (a)(offices), to a use falling within Class C3 (dwellinghouses).
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 Planning Services 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.

This proposal is for the change of use from B1(A) office use to C3 residential use. The site is located on East Street a 'B' classified road subject to a speed limit of 30mph.

Under the current General Permitted Development Order (GPDO), it is permitted development to change use from office (B1) use to residential (C3) subject first to prior approval being granted. As part of the prior approval process, there are a number of matters to be considered, including those relating to highways and transport. However, the GPDO is quite clear as to what highway matters can be considered, namely whether the proposal is likely to result in a material increase or a material change in the character of traffic near the site.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is operating unsafely or that the change of use would exacerbate an existing safety concern.

In principle, the existing offices could generate vehicular trips of a similar quantity to that of the proposed dwellings. The Local Highways Authority (LHA) therefore accepts that the proposed will not result in a material intensification of use of the maintained highway network at.

The applicant proposes a nil parking provision for the dwelling. However, this has been the existing practice of the site.

Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detriment to highway safety. We would not consider that a nil car parking provision would detrimentally affect highway safety.

The Planning Authority may wish to consider the potential impacts of this development on, on-street car parking.

In addition, the LHA appreciate the sustainable location of the site, situated within close proximity to local shops, bus services and a train station, and consider that there are viable options for sustainable modes of transport to reduce the reliance upon the private car. Furthermore, the LHA anticipate that the level of traffic generated by this proposal would not result in an increase over the potential traffic generated through the office use.

In principle, the current GPDO gives limited ability to consider wider highway and transport impacts beyond those set out. The prior approval is therefore considered acceptable in highway terms.

If the Local Planning Authority is minded to approve the application, they may wish to condition cycle parking.

Stephen Garrard
West Sussex County Council – Planning Services