

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: M Tomalova
FROM:	WSCC - Highways Authority
DATE:	28 January 2022
LOCATION:	71 High Street Littlehampton BN17 5AE
SUBJECT:	LU/382/21/PL Refurbish and renew the first and second floors of the existing building to the southern side of the site, with a new build proposal to the northern half of the site, creating a new entrance and entrance stairwell with bicycle and bin storage to the existing ground floor area and a new two storey (1st and 2nd floor) build co-living, 23 bed HMO scheme above together with the change of the use to the former bank (Use Class E) to four commercial units (Use Class E). This application may affect the setting of a listed building.
RECOMMENDATION:	No Objection

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for refurbishment and redevelopment including new-build element to provide 23-bed HMO and change of use of former bank to 4 x commercial units (retail/food & drink/business/office).

The application is supported by a Transport Statement, which along with WSCC and local mapping has provided the basis for the following comments.

Site Context

The site is located on one-way section of High Street/East Street within the town centre of Littlehampton. There are extensive parking restrictions and double yellow line protection road markings around the nearby road network and junctions. There is good connectivity for pedestrians in the locale including street lit footways, tactile paved crossings and a signalised pedestrian crossing of High Street to link to the pedestrianised section. There is no vehicle access nor on-site parking and thus reliance on private car is likely to be low with sustainable transport options available such as walking and public transport.

Servicing will be from the carriageway as per the existing arrangements.

Car Parking Demand

Arun Supplementary Planning Document (SPD) stipulates parking demand for different use classes. The proposed 199sqm of commercial use on ground floor will be split in to 4 x units and is likely that a mix of uses will be present. On the basis that retail occupied the site, with a requirement of 1 space per 14sqm, a total demand for 14 x spaces could arise. A cafe use is more challenging to anticipate as the public area is unknown. Nevertheless, the LHA are mindful of the town centre location with the existing commercial use likely to support trips by foot as part of a wider journey. Furthermore, trips are likely to be linked to other town centre destinations and nearby public car parks or time restricted on-street parking could be utilised.

Whilst no HMO parking standards exist within the SPD, 1 space per 1-bedroom residential use could see a demand for 23 spaces. In reality the HMO use coupled with the accessible location is likely result in less demand for parking. The existing office use on upper floors could also have created some parking demand which is not currently met on site. Nevertheless, a car parking capacity survey has been undertaken to review overnight parking availability within 200m of the site. This shows there is some capacity for long stay parking on Goda Road or Church Street as well as local car parks. Furthermore, there are extensive road marking restrictions prohibiting parking in locations that would be detrimental to highway safety and thus the LHA would not raise an objection to the nil parking provision.

Trip Generation

The TS suggests that the proposed 'E' class commercial uses could produce a similar amount of traffic demand as the existing bank use, considering the location and likelihood of linked trips. The LHA concur that the change of use to other town centre uses are likely to be reached by foot or as part of wider journey and be similar in trip number.

The upper floors currently comprise offices and thus TRICs has been interrogated to establish likely trip generation from the existing permitted use. This found 1 trip in AM and 1 trip in PM peak hour could result. To estimate trip generation from the proposed HMO use on upper floors, comparable student accommodation sites

were interrogated and found that no peak hour trips were created. Whilst an HMO use may create some trips within the peak hours (e.g. for work commuting) these are anticipated to be negligible and will be absorbed by operational capacity of the local road network.

Sustainable Transport

Dropped kerbs and tactile paving as well as signalised crossing of High Street toward the pedestrian zone, allow for good connectivity for pedestrians toward a traffic free route of the town where local amenities and facilities are available within 200m of the site.

The local road network and speeds are considered conducive to on-street cycling and Sheffield stands are available on East Street, adjacent the site, for on-street cycle parking. NCR 2 is reached west of the site to provide a partially traffic free route to Bognor Regis. The SPD stipulates minimum cycle parking requirements for commercial uses which could result in 2 staff and 8 customer spaces. 1-bedroom residential units could require 1 space per unit. The ground floor plan shows 14 x bike space store for commercial element and 28 x bike store for the HMO. These areas can be maintained in perpetuity by a suitably worded condition.

Bus stops are a short walk from the site, such as from Anchor Springs with shelters and timetable information. Regular services to locations such as Brighton, Worthing, Chichester and Portsmouth are provided.

Littlehampton Train Station is a 5 minute walk to the west of the site and provides frequent services to various destinations and also provides cycle and car parking.

It is evident that the site is located where various sustainable transport modes can be utilised within acceptable travel distances. The application therefore meets National Planning Policy Framework para. 110 in that "appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location".

Conclusion

The Local Highway Authority does not consider that the proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following conditions and informative note would be advised:

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

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 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.

INFORMATIVE

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

Katie Kurek

West Sussex County Council – Planning Services

ARUN DISTRICT COUNCIL LU/382/21/PL