

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	2 April 2019
LOCATION:	Empty Supermarket Premises, Avon Road, Littlehampton, BN17 6AT
SUBJECT:	LU/3/19/PL Demolition of existing buildings & redevelopment of site comprising 83 No. residential units (C3 Dwelling Houses) & 158.5 sqm flexible retail floorspace GIA (A1 (Shops) and/or A2 (Financial & Professional Services) and/or A3 (Food & Drink) and/or D1 (Non-residential Institutions)) together with the provision of car & cycle parking, landscaping & associated works. This application affects the setting of listed buildings & affects the character & appearance of the East Street, Littlehampton Conservation Area. Additional information received.
DATE OF SITE VISIT:	
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

Background-The applicant has submitted a Technical Note (TN) to address the points raised by the Local Highway Authority's (LHA) response to the submitted Transport Statement (TS) for the proposed residential development at the site of the Former Waitrose, Avon Road, Littlehampton.

The Local Highway Authority's (LHA) previous consultation response from the 4th February 2019 requested additional information relating to the following two points:

Trip Rates-Trips of the previous retail usage were requested to confirm the proposals will be less intensive. The TN provides a TRICS output for the former Waitrose store. This would be expected to generate two-way vehicle trip rates of 2.857 / 100 sqm and 4.965 / 100 sqm in the Weekday AM (0800-0900 hours) and PM (1700-1800 hours) peak hours respectively. Based on 2,375 sqm GFA this equates to 68 and 118 two-way vehicle trips which is significantly higher than the vehicle trip generations associated with the proposed development, namely 7 and 10 two-way vehicle trips as detailed in Section 6.2 of the original TS. The confirmation on this point is welcomed and the LHA confirm that we are satisfied with the capacity data submitted by the applicant.

Highway Boundary- A revised plan demonstrating where the proposed parking spaces sit in comparison with the Highway Boundary was requested. The overlay plan provided by the LHA showed that proposed car parking bays 33 to 36 are located partly within the existing adopted highway. Having considered re-locating the parking was not a feasible option the applicant has committed to pursue an application under a Section 247 order to stop up the necessary highway. This is subject to a utilities search beneath the area of highway in question to establish whether any diversions are needed and the associated

potential cost. The LHA are satisfied with this approach and a suitable Informative is included below which should be included should any consent be granted.

Conclusion—The LHA has previously covered other aspects in our response from February 2019. The additional areas of information requested have been addressed within the applicants TN. On that basis the LHA would not wish to raise an objection to the proposals from the highways perspective.

Conditions

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.

Car parking space (details approved – for larger sites)

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with the approved site plan. Once provided the 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 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—Stopping Up Order: The applicant is advised that the existing public highway to be incorporated into the development must be the subject of a Stopping Up Order. This process must be successfully completed prior to any highway land being enclosed within the development. The applicant should contact the Department for Transport's National Transport Casework Team in order to commence this process.

Jamie Brown

West Sussex County Council – Planning Services