

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: David Spring
FROM:	WSCC - Highways Authority
DATE:	24 April 2020
LOCATION:	Ground Floor, Saltmarsh House, 1 Old Market Lane, Littlehampton, BN17 5FB
SUBJECT:	LU/45/20/PL Change of use of existing ground floor retail unit (B1 Business) to 3 No. flats (C3 Dwelling houses).
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 Strategic Planning 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.

Summary

This proposal is for the change of an existing retail unit (B1 use) to three two-bedroom flats (C3 Use). The site is located on Old Market Lane, an unadopted road. These comments are for your advice only.

Content

Access to the maintained highway network is at the access onto Terminus Road. There are no apparent visibility issues at this access. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the access. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern. The LHA does not anticipate that the proposed change of use would result in a material intensification of movements over that of the existing use.

The applicant has not demonstrated vehicular parking provision. The WSCC Car Parking Demand Calculator has indicated that the three flats would create a parking demand for four parking spaces. Whilst on-street parking is limited in the immediate vicinity, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be a detriment to highways safety. The planning authority should consider the potential amenity impacts that may arise from a small increase in on-street parking demand. The LHA notes that the existing use would generate a higher parking demand but has operated safely with a nil car parking provision.

The applicant has demonstrated a communal cycle parking area to the west of the site. Under WSCC parking standards, a development of this size should provide cycle parking for at least three cycles. Cycling is a viable option in the area. The inclusion of secure and covered cycle parking will promote the use of sustainable alternative modes of transport to the private car.

Weight is given to the fact that the site is situated in a sustainable town centre location within walking distance of a variety of amenities and services. The site is well connected by public transport, with Littlehampton Train Station and various bus services close by.

Conclusion

The LHA does not consider that this 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 109), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following condition should be applied:

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.

Kyran Schneider
West Sussex County Council – Planning Services