

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mrs A Gardner
FROM:	WSCC - Highways Authority
DATE:	28 April 2020
LOCATION:	Littlehampton Covered Market 26-28 Surrey Street Littlehampton BN17 5BG
SUBJECT:	LU/46/20/PL Demolition of existing building & construction of 1 No retail unit & 3 No. flats with associated external works & access. This application affects the setting of listed buildings & may affect the character & appearance of the River Road, Littlehampton Conservation Area.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
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.

West Sussex County Council was consulted previously on Highway Matters for a similar application at this site under application LU/390/17/PL. No highways concerns were raised. The application was Refused on other policy grounds.

Context & Principle

The current proposal seeks the demolition of an existing retail building (221.9 sqm) & construction of 1 No retail unit (58 sqm) & 3 No. flats (1 x 1 bed, 2 x 2 bed) with associated external works & access.

On balance given the existing use it would not be anticipated that the development would result in a material vehicular intensification of use at the site.

Parking Residential

Three car parking spaces will be provided, presumably one allocated to each residential unit? These will be accessed via an existing point of access from Surrey Street located at the southern extent of the plot. I'm not aware of the use of this access point in the past

but it likely provided service/staff parking for 26-28 Surrey Street. On balance the use of this access to serve the residential parking would not result in a material intensification of use at this access point onto the maintained network.

The Arun DC Supplementary Planning Guidance should be used to assess the parking provision.

For the residential aspect the site is located within River Ward and therefore is within Parking Zone 4. This would equate to a demand of 3 spaces.

The parking layout has not been demonstrated on the proposed site plan. While the Local Highways Authority would not disagree that three cars could be parked in the parking area indicated it would be difficult to conclude the suitability of this arrangement without seeing the proposed parking layout with spaces marked.

Typically, a space should be provided 6m manoeuvring room to be accessible and facilitate a turn on site. In this situation a multi-point manoeuvre can be used to facilitate access and a turn on site. Depending on the layout of the parking proposed swept path tracking may be required to demonstrate the parking provision could be used for its intended use.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. Based upon current EV sales rates within West Sussex, active charging points should be provided for a minimum of 20% of all proposed off-street parking spaces. Ducting should be provided to the remaining 80% of parking spaces to provide 'passive' provision for these spaces to be upgraded in future. The applicant is advised that 1 active and 2 passive EV parking spaces would be anticipated for this development and should be provided in accordance with the both Arun Parking Standards (adopted January 2020), and WSCC guidance. The applicant may wish to consider providing 100% active spaces so each flat can make use of such a provision.

Secure and covered cycle parking provision should be provided for the residential dwellings in the interest of sustainability. This provision should be 1 space per flat.

Parking Commercial

The retail use seemed to operate without a dedicated off-street car parking facility for customers. The existing yard area could have accommodated parking for staff and deliveries, but this is known for certain.

The Arun DC Supplementary Planning Guidance takes a first principles approach to parking at commercial developments whereby the applicant justifies any parking provision with trip rate data and staff numbers etc. Such details have not been provided so for guidance I refer to the WSCC parking standards. For A1 use it would be anticipated that 1 space per 14sqm would be required.

The existing shop at 221 sqm would have generated the need for circa 16 spaces. The proposed shop at 58 sqm would generate the demand for circa 4 spaces. Given the significantly reduced demand and sustainable town centre location of the site parking for the commercial use is not anticipated to result in any significant highways impacts.

Servicing will still be required and this will have to be facilitated safely from the public highway taking into consideration any existing Traffic Regulation Orders. This may have been the case for the existing use.

Parking Conclusion

On balance the parking demand for the proposed site as a whole will be significantly less than the existing use. Therefore, it would be difficult to substantiate that any parking implications would result in an unacceptable highway safety concern. However, in order to fully advise on the parking implications a parking layout, and possible swept path tracking, would be required for the residential parking area.

Sustainability

The site is sustainably located within a town centre location, with access available by foot, bus, rail and cycle. Residents of the flats and staff/customers of the retail unit would not be dependent on the use of a private motor vehicle.

Conclusion

The LHA does not consider that the proposal would have and 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.

However, in order to fully provide comments pertaining to parking additional information in line with the comments above would be required. At which time suitable wording for conditions can be provided. Based on the plans provided the Local Highways Authority cannot confirm if the flats will be provided with an accessible and usable parking provision if 1 space per flat is provided.

Ian Hayward

West Sussex County Council – Planning Services