

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Obafemi Okusipe
FROM:	WSCC - Highways Authority
DATE:	23 February 2022
LOCATION:	37B Griffin Crescent, Littlehampton, BN17 7LH
SUBJECT:	LU/5/22/PL Change of use from a single dwelling into two flats and rear two storey extension and rear dormer. This application is in CIL Zone 2 (Zero Rated) as flats.
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.

Summary

This proposal is for the change of use from single dwelling to two flats, forming one two-bedroom flat and one four-bedroom flat, with the erection of a rear two-storey extension and rear dormer. The site is located on Griffin Crescent, an unclassified residential road subject to a speed restriction of 30 mph. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Content

Existing vehicular access to the site is to the rear via Coombes Way, with no alterations to this arrangement proposed. The LHA does not anticipate that the proposed development would give rise to a material intensification of movements to or from the site.

For vehicular parking, the applicant proposes to retain three single-bay garages for use by the two flats. It should be noted that Arun Parking Standards require single-bay garages to have internal dimensions of at least 3m x 6m to be counted towards parking provision. The existing garages do not meet these requirements and as such, the LHA has assessed this application on the basis that a nil parking provision is proposed.

Under Arun Parking Standards, the LHA would expect a parking provision of five parking spaces for a development of this size and in this location. Therefore, vehicular parking would have to be accommodated on-street. The LHA does not anticipate that the proposed nil parking provision would result in a highway safety concern, nor give rise to a parking capacity issue. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

Regarding cycles, the applicant has not provided details of cycle parking provision. However, assuming the garages are not used for vehicle parking, the LHA can consider the existing garages for use for secure cycle parking provision, in accordance with Arun Parking Standards.

The site is situated in a sustainable location within walking/cycle distance of local services and amenities. Cycling is a viable option in the area. Bus stops on nearby Lyminster Road provide hourly services to Arundel and Shoreham.

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 111), 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 to be 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