

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Mr A Wood
FROM:	WSCC - Highways Authority
DATE:	16 June 2021
LOCATION:	66 The Street Littlehampton BN16 3NR
SUBJECT:	R/113/21/PL Construction of a single-storey upwards extension to provide an additional 4 No. residential units. This application affects the setting of a listed building & affects the character & appearance of the Rustington Conservation Area & is in CIL Zone 4 (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 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 Local Development 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.

Summary

West Sussex County Council was consulted previously on Highways Matters for this location under planning application R/205/19/PD which sought Prior Approval for change of use from Light Industrial Use (Class B1(c)) to dwellings (Class C3) to provide self-contained flats (4 x 1 bed flats & 2 x 2 bed flats). The LHA requested additional information regarding the parking layout for the site. This application was granted Prior Approval.

This proposal is for an upward extension of the building to provide additional 3 x 2 bedroom flats and 1 x 1-bedroom flat. The site is located to the rear of 66 The Street and accessed via shared driveway off The Street which also serves the care home.

This application has been supported by Transport Statement prepared by 'RGP'.

Vehicular Access

There are no proposed alterations to the existing access arrangements onto The Street. The LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last

five years. There has been a recorded injury accident within close proximity of the access point with The Street. However, from an inspection of accident data it is clear that this was not due to any defect with the road layout.

Trip Generation

The Transport Statement indicates that the trips associated with this development would be 2 two-way daily movements per flat. Subsequently, resulting in 8 two-way daily movements. This amount is not anticipated to result in material intensification on The Street or the wider road network.

Car Parking

This application has been assessed using the Arun's car parking supplementary planning document. I note that the transport document refers to the old WSCC car parking demand calculator which is no longer in use.

No additional parking is proposed to serve the proposed extension. The site layout plan demonstrates existing onsite parking provision of 6 parking spaces. However, these are tandem parked and for independent residential use would result in vehicle users blocking each other. Given this, the site would realistically be able to accommodate 3 vehicles.

Based on Arun parking standards, the permitted use would create a demand of 7 parking spaces (1 parking space for each flat + a visitor provision totalling 20% of total the number of dwellings). Given that the existing parking can accommodate 3 vehicles, the potential shortfall would be 4 spaces. However, the LHA is mindful that this application is already permitted and not part of the current proposal.

This proposal would therefore create an additional demand for 5 parking spaces, subsequently this amount would be the potential shortfall for assessment. A parking beat survey was undertaken between 12th November – 13th November 2020 at 1am.

In summary, overnight there are 17 parking spaces within 200m from the site. It has been demonstrated that the shortfall of 5 spaces can be accommodated on-street within the nearby roads. Therefore any overspill parking created by the development would not be anticipated to create a highway safety issue; however the LPA may wish to assess any implications upon on-street parking from amenity perspective.

Sustainability

The site is located in central Rustington close to local shops and amenities in the village. There are bus stops to both sides of the site, providing frequent services to Littlehampton, Worthing and Brighton. In order to promote the use of sustainable transport methods, the LHA recommends that secure and covered cycle storage is provided for this development. The LPA should consider how achievable this is given the constraints of the site.

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 is minded to approve this application, the following condition is advised.

Conditions

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.

Anastasia Toleva

West Sussex County Council – Planning Services