Development Control – Delegated Officer Report

Application Number: AWDM/0684/12 Recommendation – Approve

Site: Falconers Court 2 Little High Street Shoreham-By-Sea West Sussex

Proposal: Variation of condition 3 of Planning Permission ADC/0210/09 to install six cycle parking stands in Little High Street (instead of 10/11 stands)(Retrospective)

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

Planning permission was granted in August 2009 under ADC/0210/09 for a mixed use redevelopment of the former Ballamys Showroom comprising 48 apartments and 380 sqm of ground-floor retail floor space with ancillary parking consisting of 52 cars and 97 cycles.

Condition 3 of the planning permission states:-

"*The flats and commercial floorspace shall not be occupied until the car and cycle parking spaces and access facilities shown on the amended plan 0906.P05C have been provided and they shall not thereafter be used for any purpose other than access and parking of cars and cycles incidental to the use of the proposed building*. "

The approved drawing showed provision of 10/11 stands (20/22 cycles) within the pedestrianised area of Little High Street. In subsequent discussions between the developer (Berkley Homes) and the Highway Authority, WSCC highlighted a concern that the provision of this number of stands would potentially cause a hindrance and obstruction to pedestrian movement within Little High Street. It was agreed by WSCC that only 6 cycle stands would be installed, comprising black-painted 'Sheffield' stands spaced at 1.2m intervals. These have been implemented.

The current application therefore seeks to regularise the situation by proposing to vary the wording of condition 3 to substitute the amended drawing (showing 6 cycle stands) as follows:-

"The flats and commercial floorspace shall not be occupied until the car and cycle parking spaces and access facilities shown on the amended plan 0906.P05D have been provided and they shall not thereafter be used for any purpose other than access and parking of cars and cycles incidental to the use of the proposed building."

Consultations

West Sussex County Council:

"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 this location under planning application ADC/0210/09 to which the proposed cycle parking facility was considered to be appropriate.

Taking into consideration the mix of residential apartments and A1/A2/A3 floor space, as per the ADC/0210/09 application; when this development is compared with the latest WSCC guidance on cycle parking provision the reduced level of cycle parking would be considered appropriate. This does presume that each of the proposed 6 stands would have the same 'cycles per stand' capacity as the originally proposed 10/11 stands. Providing this is the case no concern would be raise to the variation of condition 3 of planning permission ADC/0210/09."

Adur & Worthing Councils: The Environmental Health Officer (Contaminated Land) recommends a precautionary condition relating to possible contamination.

Representations

None

Relevant Planning Policies

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AH2, AT10
South East Plan (GOSE 2009): T4
National Planning Policy Framework (CLG 2012)

Planning Assessment

Principle

The relevant consideration is whether the reduced level of cycle parking acceptably meets the requirements of the development for the provision of sustainable transport.

The original development made provision for 97 cycle parking spaces of which the vast majority consist of secure covered cycle parking located within the undercroft of the building (serving the residential apartments). The approved drawing also shows 3 banks of cycle stands grouped together within Little High Street located at the western end of the pedestrianised area for use

by the general public. [It is noted that the soft landscaping scheme does not appear to reflect the original layout.] It transpires that the Highway Authority was concerned that siting the approved number of stands within the public highway would be a hindrance and obstruction to the pedestrians. The reduced level of provision has been made in direct response to this concern.

The Highway Authority has raised no objection on the basis that the provision made meets current WSCC guidance on cycle parking (assuming the 6 no. stands have the same 'cycles per stand' as those originally proposed). The installed stands are the Sheffield 'U' type preferred by the Highway Authority and accommodate 2 per stand (12 in total).

Recommendation

APPROVE for the reason:-

The reduced level of cycle parking provision represents a compromise between promoting sustainable transport whilst safeguarding the public highway from unnecessary clutter and obstructions to the free-flow of pedestrian movement. It consequently does not conflict with the saved policy AT10 of the Adur District Local Plan, policy T4 of the South East Plan or the National Planning Policy Framework.

Subject to Conditions:-

All conditions as for ADC/210/09 except:-

1. Omit [This application is retrospective.]
2. As varied by ADC/0437/10
3. Replace condition 3 with the following wording:-

3. The car and cycle parking spaces and access facilities provided and shown on the amended plan 0906.P05D shall be retained and shall not be used for any purpose other than access and parking of cars and cycles incidental to the use of the proposed building.

Is recommendation contrary to letter(s) of representation?

Case Officer: Jo Morin Date: 20 July 2012

Authorised by: Peter Barnett Date: 20 July 2012