WEST SUSSEX COUNTY COUNCIL **DATE: 13/12/2016**
STRATEGIC PLANNING CONSULTATION

FROM: Jamie Brown **TO: Adur & Worthing Councils**
FAO: Peter Barnett

SUBJECT: AWDM/1480/16 - Change of use of ground floor from car showroom to Use Class D2 (assembly and leisure) sports and fitness centre.

Amended description.

394-398, Brighton Road, Shoreham by Sea, West Sussex, BN43 6RT

RECOMMENDATION:

Advice		**Modification**		**More Information**	
Objection		**No Objection**	X	**Refusal**	

Background and History
The site is located on Brighton Road (A259) with access via Brighton Road and a secondary access via New Road. Until recently the site was a new car sales showroom. The access via Brighton Road has two existing crossovers, which will be reused as part of this proposal. The secondary access via New Road will also be retained. Both roads are subject to a 30 mph speed limit. This proposal seeks planning consent to change the existing use to D2 usage including a sports and fitness centre. Previously the Local Highways Authority (LHA) requested further information from the applicant on highway matters, these were:

- Trip Generation-a comparison between the proposed and existing uses
- Visibility splays-more detail of visibility from the proposed points of access
- Parking and turning-further clarification on these arrangements

In order to overcome these issues the applicant has provided a formal Transport Statement (TS) to address these issues.

LHA Comments
In assessing trip generation and its impact, it is standard practice to do this on an hourly and daily basis in order to establish the day to day impact resulting from a development proposal. In addition to the information submitted by the Applicant, the LHA have used the Trip Rate Information Computer System (TRICS) to assess the likely trip generation of the proposed use. This is industry standard software that is supported as an assessment tool through the WSCC 'Transport Assessment Methodology' and the DfT 'Guidance on Transport Assessment'.

A trip analysis has been undertaken on the use type 'Leisure' in the use class 'Fitness Class'; the assessment has been undertaken in accordance with TRICS 'Best Practice Guidance'. A copy of this report is found at the end of the TS. This establishes that there would be two defined peak hours, one at 1100-1200 and another at 1700-1800. It is anticipated that there would be 5 movements in the morning peak and 11 movements in the afternoon peak time. An overall vehicular trip rate of 115 daily movements would be expected, this is a small increase over the existing uses which were 70 movements.

The LHA satisfied with the TRICS information; this shows a small increase in traffic movements to the site and would not be considered a 'severe' impact when considered against Paragraph 32 of the NPPF.

In terms of visibility this has now been demonstrated on a revised drawing number: BRS/SR/101 contained within the TS. Visibility splays of 43 metres have been provided these are in accordance with the 30 mph speed limit. The LHA are satisfied that this drawing satisfactorily. The LHA have reviewed data supplied to WSCC by Sussex Police over a period of the last 3 years. There have been no recorded injury accidents at either the junction with Brighton Road, nor in the vicinity of the site access onto New Road. There is no evidence to suggest that the junction is operating unsafely, or that the proposed change of use would exacerbate an existing safety concern.

The parking arrangements have been demonstrated in more detail. There will be parking provided to the rear of the site from New Road. These will serve 6 parking spaces for staff and existing residents for the flats. Two Disabled parking spaces will be provided from the existing access from Brighton Road. These spaces should be provided with dimensions of 3.3 by 4.8 metres. The site does benefit from an existing public car park within very short walking distance onto Tarmount Lane. This offers a 'pay and display' arrangement between 09.00 am to 10.00 am and outside of these hours it is free to use the car park. Pedestrian routes from the car park to the site are served via the existing footway network, with crossing points and tactile paving present. From Brighton Road the site is also served via the existing footway network which link into the Shoreham further to west.

Tarmount Lane and Brighton Road are both subject to enforceable waiting restrictions, and whilst there is some parking capacity available along New Road. The latter provision is outside of the control of the Applicant and tends to be utilised by existing residents.

The LHA will only consider the impact of overspill parking from a safety perspective; matters of amenity would be a matter for the consideration of the Local Planning Authority. While it is likely that some overspill parking may occur it is not considered that this would be detrimental to highway safety and key locations in the public highway are subject to enforceable parking restrictions.

Conclusion
Having considered the information contained within the TS, the LHA does not consider that the proposed change of use would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal subject to the following conditions:

Car parking space
No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use

Construction Management Plan
No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),

- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

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