

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomolova
FROM:	WSCC - Highways Authority
DATE:	30 July 2020
LOCATION:	Post Office Westergate Street Chichester PO20 3QL
SUBJECT:	AL/53/20/PL Change of use from residential (C3) to shop (A1), new roof & new shop front. This application is in CIL Zone 2 (Zero Rated) as 'all other development'.
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 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.

This application is for the change of use of the rear of the building from residential use to A1 retail use, extending the existing retail unit, and new shop front and roof. The site is located on Westergate Street, an A-classified road subject to a speed limit of 30mph in this location.

The proposed change of use from residential to retail would result in an additional 96sqm retail floor space. No alterations to the existing access arrangements to the site are proposed. An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site as result of road layout. Therefore there is no evidence to suggest that the existing access is operating unsafely or that this proposal would exacerbate an existing safety concern.

The provided plan indicates that the applicant proposes to formalise the parking arrangements on site to provide 5 parking spaces, including one disabled parking bay. Each space appears to meet minimum specifications of 2.4 x 4.8m as set out in Manual for Streets, plus additional space for the disabled bay. A turn on site would be preferred to enable vehicles to exit in a forward gear, however it is noted that site constraints may prevent this and the site has been operating this arrangement for some time with out evidence of highway safety concern. The LHA would not anticipate that the proposed additional floor space would result in a severe intensification of use of the site or result in any capacity issues on the public highway.

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 are minded to approve the application, they may wish to consider a condition securing vehicle parking.

Nicola Fry
West Sussex County Council – Planning Services

