

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Ms M Tomalova
FROM:	WSCC - Highways Authority
DATE:	23 February 2021
LOCATION:	377-379 Chichester Road Bersted PO21 5AT
SUBJECT:	BE/7/21/PL Demolition of outbuilding & change of use of redundant shop to 3 No. two bedroom flats, associated parking & gardens. This site is in CIL Zone 4 (Zero Rated).
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.

This proposal is for demolition of outbuilding and change of use of redundant shop to flats, associated parking and gardens. The site consists of 7 x 1-bedroom flats and as a result of this proposal an additional 3 x 2-bedroom flats will be introduced to the site.

The site is located on the corner plot between Chichester Road (B-class road) and Chalcraft Lane (C-classified road) both subject to 30mph speed limit.

There are no proposed alterations to the existing vehicle access arrangements onto Chalcraft Lane. Data supplied to WSCC by Sussex Police over the period of the past five years, reveals no recorded injury accidents within the immediate vicinity of the existing access, therefore there is no evidence to suggest that the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Taking into account the existing permitted shop usage in terms of highway safety and level of activity of the site, it is unlikely that this proposal to change to C3 would have an adverse impact on the local highway network. The LHA would not wish to raise any highway capacity concerns to this application.

Onsite parking provision of 5 spaces is proposed to serve the site, 1 additional when compared to the existing parking arrangement. Under the WSCC Car Parking Standards, 2 car parking spaces per every converted flat may be provided. Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detriment to highway safety. Furthermore, the site has been operating with these parking arrangements for some time without any evidence of highway safety concern. We would not consider that highway safety would be detrimentally affected through the proposed car parking

provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking. Electric Vehicle (EV) charging point has been demonstrated on the proposed plan and details of this can be secured via planning condition.

Cycle storage accommodating up to 10 bicycles has been demonstrated on a plan which promotes the use of sustainable transport methods.

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 this application, the following conditions are advised.

Conditions

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved Block and site layout plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved Block and site layout plan.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Electric Vehicle Charging Spaces

No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with the approved Block and site layout plan.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Anastasia Toleva
West Sussex County Council – Planning Services