

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	WSCC - Highways Authority
DATE:	24 June 2021
LOCATION:	240-242 Chichester Road Bersted PO21 5BA
SUBJECT:	BE/82/21/PL 1 No. 2-bed & 2 No. 1-bed flats above shop premises to rear of Truevision. This site 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 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 erection of 3 flats - 1 x 2-bed and 2 x 1-bed - above the rear portion of the existing retail unit. The site is located on Chichester Road, a B-classified road subject to a speed limit of 30mph.

The site is currently accessed from Chichester Road and no alterations to the existing access arrangements are proposed. The site currently has 6 total parking spaces, with two informal spaces for retail customers on the site frontage and four spaces to the north of the site, accessed via a side access. The Design and Access Statement indicates that this parking provision will be unallocated for use by customers and staff of the retail unit and for residents of the proposed flats; although letting preference will be given to non-car owners.

Under Arun Parking Standards (adopted January 2020), the LHA would anticipate that 3 parking spaces would be sufficient for a development of this size and location. The internal side access is proposed to be widened at the narrowest point to increase manoeuvrability for vehicles. However, it is noted that the four parking spaces are proposed in an echelon arrangement, and once parked, a vehicle would be blocked in by other vehicles. This makes the parking area inconvenient for residents of the flats, as this arrangement is unlikely to be suitable or practical for multiple households. The Design and Access Statement suggests that any car-owning residents would be able to park in nearby streets within existing on-street parking provision. Whilst the LHA would not raise any highway safety concerns to this arrangement, the LPA may wish to consider the potential impact of this proposal on on-street parking.

Secure and covered cycle storage is proposed within the access stairs, this should provide storage for a minimum of three bicycles, in accordance with Arun's parking standards.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. The applicant is advised that for dwellings with an off-street parking provision, 100% of parking spaces should be provided with active EV parking spaces in accordance with the Arun Parking Standards (adopted January 2020). However, given the impracticalities of the existing parking area, the LPA may wish to consider whether an EV condition is suitable, nevertheless, suitable condition wording is included below.

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, the following conditions should be applied:

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 site 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 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.

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 plans and details to be submitted to and approved by the Local Planning Authority.

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

Nicola Fry

West Sussex County Council – Planning Services