

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Obafemi Okusipe
FROM:	WSCC - Highways Authority
DATE:	27 April 2022
LOCATION:	4 Ferringham Lane, Worthing, BN12 5NE
SUBJECT:	FG/58/22/PL Conversion of the top two floors into a 1 No 3 bed flat (resubmission following FG/22/22/PL). This site is in CIL Zone 4 (Zero Rated) as 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.

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 FG/22/22/PL which sought change of use of top two floors from treatment rooms to 1 x 1 bed flat and 1 x 2 bed flat. No overriding highway safety or capacity concerns were raised. The application was later withdrawn.

The latest iteration of the scheme seeks conversion of the top two floors into 1 x 3 bed flat.

It does not appear that any off-street parking provision is provided for the proposed flat. Using the Arun DC Supplementary Planning Document for Parking Ferring is within parking behaviour zone 2. Therefore, a flat of this size would be anticipated to generate the parking demand for 2 spaces.

When assessing parking consideration needs to be given to the existing use. The existing 4 treatment rooms spread across the two upper floors would have generated its own parking demand which would likely have been similar to the proposed use. The existing parking would likely have made use of what appears to be some communal parking within the site frontage, but outside the red edge of this application. It is not clear if residents of the flats will be able to make use of this provision.

The Local Planning Authority may wish to clarify with the applicant where it is anticipated any parking demand will be accommodated. However, the highway network immediately adjacent to the site is maintained privately. It would therefore not be anticipated that any parking implications, if any, would impact upon the local highway network for which West Sussex County Council is responsible for.

The flats should be provided secure and covered cycle storage. This may not be possible given the constraints of the site. The Local Planning Authority should consider if securing such a provision would be achievable in this case.

In conclusion West Sussex County Council does not consider that the proposal would have and an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network for which it is responsible for.

Ian Hayward
West Sussex County Council – Planning Services