

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Chichester District Council FAO: Sascha Haigh
FROM:	WSCC - Highways Authority
DATE:	2 January 2024
LOCATION:	Harry's Fish And Chips, 105A Victoria Road, Chichester, PO19 7HZ
SUBJECT:	CC/23/02644/FUL Demolition of fish and chip shop and associated outbuildings and construction of 2 no. semi detached 2 bedroomed dwellings and one detached 2 bedroomed dwelling and associated private gardens and parking areas.
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.

Summary and Context

This application is for the demolition of single-storey fish and chop shop and ancillary buildings, and erection of two semi-detached dwellings and one detached dwelling, with associated parking. The site is located on Victoria Road, an unclassified road subject to a speed restriction of 20 mph. Following an inspection of the application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

The LHA previously provided consultation advice for this site for similar application CC/23/00454/FUL, raising no highway safety concerns. The Local Planning Authority (LPA) refused the application on grounds unrelated to highways.

Access and Visibility

The proposals include two new vehicular access points from Victoria Road, to serve the existing dwelling and Plot 1, whilst the existing access from the privately maintained Leatherbottle Lane will be utilised to provide access to Plots 2 and 3.

For the proposed access from Victoria Road, a licence will need to be obtained through the local Highway Area Office to undertake the works, and the proposed access points will be constructed to a specification agreed with the local Highway Area Engineer. The existing access on Leatherbottle Lane may need to be widened to facilitate the proposed access points, and these will be subject to formal approval from the proprietor of the privately maintained road.

From inspection of WSCC mapping, there are no apparent visibility concerns with the proposed and existing points of access on to the maintained highway. In addition, the proposed development is not anticipated to give rise to a material intensification of movements to or from the site.

Parking and Turning

The WSCC Car Parking Demand Calculator indicates that the proposed residential development would require six car parking spaces. This has been demonstrated with each plot being provided with two parking spaces. An additional two parking spaces are also proposed for the existing dwelling.

From inspection of the plans, the proposed parking bays appear suitably sized. On-site turning does not appear achievable, so cars may have to exit the site in a reverse gear – however, this is not anticipated to give rise to an adverse highway safety impact in this location.

No details of cycle parking have been provided. Cycling is a viable option in the area and the LHA request secure and covered cycle parking provision for at least one bicycle per plot is provided in accordance with WSCC Parking Standards.

Sustainability

The site is situated in a sustainable location within walking/cycle distance of local services and amenities. In addition, the site is well connected by public transport, with regular bus services available from nearby St James Road. Chichester Train Station is located approximately 1.9km southwest of the site.

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 111), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions and informative 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.

Informative

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Additional information about the licence application process can be found at the following web page:

<http://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways-licence/>

Kyran Schneider
West Sussex County Council – Planning Services