

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	WSCC - Highways Authority
DATE:	4 December 2020
LOCATION:	17 Nyewood Lane Bognor Regis PO21 2QB
SUBJECT:	AW/240/20/PL Change of use of former residential parenting unit (C2 Residential Institution) to 8 bed House in Multiple Occupation (C4 Sui Generis). This site is in CIL Zone 4 (Zero Rated) as other development. More information received.
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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Site Background

The proposal is for the Change of Use (CoU) of residential home (C2) to an 8-bed house of multiple occupancy (HMO) (C4/Sui Generis).

The application site is located on Nyewood Lane a publicly maintained, 'C' classified road subject to a 30-mph speed limit. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

Previously the Local Highways Authority (LHA) received consultation on matters at this location. At the time the documents were not viewable.

Access & Trip Generation

An established access point will serve the proposed dwelling. No changes to the access are proposed. WSCC, mapping shows the access benefits from adequate visibility splays (2.4 x 43 metres) wholly within the public highway.

In principle, the existing C2 use could generate vehicular trips of a similar quantity to that of the proposed 8 bed dwelling. The Local Highways Authority (LHA) therefore

accepts that the proposed will not result in a material intensification of use of the existing access track or access point onto the maintained highway network at Nyewood Lane.

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 collisions within the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is currently operating unsafely.

With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the existing access.

Vehicle Parking,

Under Arun Parking Standards (adopted January 2020), the LHA would predict that 3 parking spaces would be enough for a dwelling of this size and location.

The applicant proposes a 3-parking space provision for the new 8-bedroom dwelling. However, inspection of the plan shows that the proposed hardstanding (6.7 x 7 metres) is only large enough to accommodate 2 parking spaces (2.4 x 6 metres, health and safety obstruction of a doorway or window escape).

WSCC local mapping shows that there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detriment to highway safety. We would not consider that reduction of 1 car parking provision would detrimentally affect highway safety.

The Planning Authority may wish to consider the potential impacts of this development on on-street parking.

To summarise the LHA raises no concerns over the Vehicle Parking

Cycle Parking

The site is in a sustainable location within walking and cycling distance of a range of public services, amenities and employment options. Buses (170 metres) and rail station (1.6 km) provide a realistic travel opportunity for longer trips.

The Local Highways Authority (LHA) would not anticipate that future occupiers of the dwelling would be reliant on the use of a private motor vehicle. As a result, the LHA would like to see the implementation of cycle storage space. However following Arun's parking guidance, such provision shall be determined by the LPA. Details of which can be secured with a suitably worded condition found below.

To summarise the LHA raises no concerns over the Cycle Parking

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.

The LHA advises the LPA that if they are mindful to permit the above application than to attach the following condition:

Condition

Cycle Parking

The use hereby permitted shall not commence 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.

Stephen Garrard
West Sussex County Council – Planning Services