

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Ms M Tomalova
FROM:	WSCC - Highways Authority
DATE:	10 August 2021
LOCATION:	Rear of 73-75 Aldwick Road, Bognor Regis, PO21 2NW
SUBJECT:	BR/119/21/PL Change of use from Class E (retail)/B8 storage to C3 residential & the creation of 3 No. dwelling units through the conversion of the rear of nos. 73 & 75 & the erection of a part single storey/part two storey rear extension with associated amenity space & refuse/recycling stores. 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.

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

The application seeks the change of use of to the rear of 73-75 Aldwick Road, Bognor Regis from Class E (retail)/B8 storage (46 sqm) to C3 residential & the creation of 3 x dwelling units through the conversion of the rear of nos. 73 & 75 & the erection of a part single storey/part two storey rear extension with associated amenity space & refuse/recycling stores.

The dwellings will not be afforded any off street car parking provision, as such the highways matters for this application are somewhat limited to the on street parking demand 3 units of this size will create.

Using the Adopted Arun DC Supplementary Planning Document for parking it would be anticipated that three dwellings of this size (1 x 1 bed, 1 x 2 bed & 1 x 3 bed) in this location (parking behaviour zone 4) would create a total demand for 4 car parking spaces.

This demand will need to be accommodated on street taking into consideration any existing traffic regulation orders or in a nearby paid for provision.

The site is located in a sustainable location where the use of a private motor vehicle is not essential to access public services, amenities and employment opportunities.

Given the small scale nature of the proposal and context of the location it would be difficult to conclude that this degree of on street car parking pressure would result in an unacceptable highway safety issue.

It is noted that secure and covered cycle parking will be provided within the site, with an independent facility being provided for unit 1 and a shared facility provided for units 2 and 3.

The Local Highways Authority 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, 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 Local Planning Authority are minded to grant planning consent the following condition securing the cycle parking provisions would be advised:

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 plans.

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

Ian Hayward

West Sussex County Council – Planning Services