

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	25 August 2020
LOCATION:	23 Mead Lane, Bognor Regis, PO22 8AP
SUBJECT:	BR/175/20/PL Change of use from Student Accommodation to 3 no. dwellings, comprising 1 no. one bed apartment, 1 no. two bedroom house and 1 no. three bedroom house (resubmission of application BR/99/20/PL). This application may affect the setting of a listed building & affects the Upper Bognor Road & Mead Lane Conservation Area.
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 Strategic Planning 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.

Summary

This proposal is for change of use from student accommodation (six-bedroom HMO) to three residential dwellings, comprise of one one-bedroom flat, one two-bedroom house and one three-bedroom house. The site is located on Mead Lane, an unclassified road subject to a speed restriction of 30 mph. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

The LHA previously provided comments regarding highway matters for this site under application BR/99/20/PL. The LHA raised no objections to this proposal. The planning authority refused this application on grounds unrelated to highways.

Content

No vehicular access is associated with this development. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest the nearby road network is operating unsafely or that the proposal would exacerbate an existing safety concern. The LHA does not anticipate that this proposal would give to rise to a material intensification of movements that could be considered "severe".

The applicant proposes a nil car parking provision, which is the existing arrangement. Under Arun Parking Standards (adopted January 2020), four car parking spaces may be provided for the proposal. Whilst on-street car parking is limited in the immediate vicinity, there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detriment to highway safety. The LHA would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The Planning Authority may wish to consider the potential amenity impacts of this development on on-street car parking.

In addition to the above, this application is supported by a Parking Capacity Survey conducted by Paul Basham Associates. Having inspected the data, the LHA does not anticipate that this proposal would give rise to any capacity issues on the nearby road network.

In terms of cycle parking, each dwelling will be provided with a cycle shed, with space for at least two cycles. As such, this proposal meets the Arun parking requirements for cycle parking. The inclusion of secure and covered cycle parking will promote the use of sustainable alternative modes of transport to the private car.

The site is situated in a sustainable location, within walking distance of shops, schools and other amenities. Public transport links, such as Bognor Regis Train Station and bus services are also within walking distance. Cycling is a viable option in the area.

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 condition should be applied:

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 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.

Kyran Schneider
West Sussex County Council – Planning Services