WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amber Willard
FROM:	WSCC - Highways Authority
DATE:	5 March 2020
LOCATION:	Ground Floor, 6 Ockley Road, Bognor Regis, PO21 2HW
SUBJECT:	BR/191/19/PL Change of use from factory workshop (B1 Business) to tyre fitting shop (Sui Generis).
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 the change of use from factory workshop (Class B1) to tyre fitting shop (Sui Generis). The site is located on Ockley Road, an unclassified road subject to a speed limit of 30 mph. This application is retrospective, with the works having been completed on 14/01/2019.

WSCC in its role as Local Highway Authority (LHA) previously provided comments for this application, dated 28/11/2019, requesting additional information. The LHA can now provide an updated response.

Access and Visibility
In the previous response, the LHA requested information in regards to whether the kerb fronting the site access has been dropped. However, the applicant has still not confirmed whether the access is served by a formal crossover. If the kerb does require dropping, this would be subject to a licence obtained through the local area office. The vehicle crossover (VCO) would be constructed to a specification agreed with the local area engineer.

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 existing access is operating unsafely or that the proposal would exacerbate an existing safety concern. Whilst visibility at the access is substandard, the LHA appreciates that the access has been in operation since January 2019 with no known safety concerns. The absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously - similarly to how vehicles pull out when visibility along the carriageway is restricted.

Parking and Turning
The LHA is now assessing this application based on a nil car parking provision. As such, staff and visitor parking would have to be accommodated on-street. Whilst on-street parking is limited in the immediate vicinity, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be a detriment to highway safety. The LHA does not anticipate that highway safety would be detrimentally affected through this proposal. The planning authority

may wish to consider the potential amenity impacts that may arise from a small increase in on-street parking demand.

Weight is given to the fact the site is sustainably located. Furthermore, the trips generated by this business will be generated at a time where parking demand on these roads would be in less demand. The residential demand on Ockley Road would be expected to peak in the evenings and first thing in the morning.

The LHA advises the applicant to include cycle parking in the plans. The inclusion of secure and covered cycle parking helps promote the use of sustainable altenative modes of transport to the private car.

Sustainability
The site is situated in a sustainable location within walking distance of regular bus connections and Bognor Regis Train Station. Furthermore, there are a number of public car parks within the vicinity, such as Hothampton and Fitzleet.

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 and informative should be applied:

Condition
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.

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

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

Online applications can be made at the link below, alternatively please call 01243 642105.

https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/

Kyran Schneider
West Sussex County Council – Planning Services