

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Ms Myer
FROM:	WSCC - Highways Authority
DATE:	4 February 2020
LOCATION:	42 Sudley Road Bognor Regis PO21 1ES
SUBJECT:	BR/24/20/PD Notification for Prior Approval under Class O for change of use from an office (Class B1) to a dwelling (Class C3) - Conversion of existing office building into 5 x No. self contained units.
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 Local Development 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.

Under the current General Permitted Development Order (GPDO), it is permitted development to change use from B1 Office use to C3 Residential use subject first to prior approval being granted. As part of the prior approval process there are a number of matters to be considered. This includes matters relating to highways and transport. However the GPDO is quite clear as to what highway matters can be considered, namely whether the proposal is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site.

Summary

This Prior Notification application seeks approval for change of use from B1 into 5 self-contained flats. The site is located on Sudley Road which is an unclassified road subject to 30mph speed limit. Google mapping indicate that the rear side of the site is used as parking provision for the current use, located on Lyon Street, which is a C-classified road subject to 30mph.

Access

There are no alterations to the existing access onto Lyon Street. Data supplied to WSCC by Sussex Police over the period of the past five years reveals no recorded injury accidents at the access point with Lyon Street, therefore there is no evidence to suggest that the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Taking into account the existing permitted B1 usage in terms of highway safety and level of activity of the site, it is unlikely that this proposal to change to C3 would have an adverse impact on the local highway network. From experience of other similar proposals, the LHA recognise that offices have the potential to generate more vehicle movements compared with residential

developments. As such, there is no expectation for this proposal to give rise to any increase or material change in the character of traffic in the vicinity of the site.

Parking

Proposed plans do not indicate parking provision for this development, therefore this proposal would be considered based on nil-car parking provision. The WSCC Car Parking Calculator would expect 6 parking spaces to be provided for this development. While some of the spaces could be accommodated onsite to the rear of the building, the proposed nil-parking provision is not anticipated to result in highway safety concern, given that the site is located in sustainable location close to local shops and amenities. Bognor train station is approximately 4min walk/ 1 min cycle. It may be possible to provide a cycle parking facility on site, if so it would be advised that such a provision is secured via planning condition. A suitably worded condition is included below if the Local Planning Authority considers cycle parking achievable.

Conclusion

The proposal is not anticipated to generate increase in movements compared to the potential that could arise from the existing office use. In principle, the current GPDO gives limited ability to consider wider highway and transport impacts beyond those set out. The prior approval is therefore considered acceptable in highway terms.

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.

Anastasia Toleva
West Sussex County Council – Planning Services