

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Amber Willard
FROM:	WSCC - Highways Authority
DATE:	16 October 2019
LOCATION:	20 Sudley Road Bognor Regis PO21 1EU
SUBJECT:	BR/259/19/PD Notification for Prior Approval under Schedule 2, Part 3, Class O for a proposed change of use from office use on ground floor (B1(a)) into 2 No. flats (C3 Dwellinghouse).
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 retail (B1(a)) use to residential (C3) subject first to prior approval being granted. As part of the prior approval process there are a number of matters to be considered, including those 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.

This proposal is for Prior Approval for change of use from (B1(a)) into 2 No. flats (C3 Dwelling house). It is located and accessed via Sudley Road which is unclassified road subject to 30mph speed limit.

This site, until recently, was used for office purposes. The proposed flats will be situated on the ground floor of the building. The first floor consists of residential units.

There are no proposed alterations to the existing access. Data supplied to WSCC by Sussex Police for the last 5 years, reveals no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest that the access is operating unsafely or that proposal would exacerbate an existing safety concern.

In terms of parking, the application form states that parking provision during construction will be provided to the rear of the property. The proposed plans do not demonstrate parking provision or

layout. It is unclear if any of the existing parking provision will be allocated to the new flats, whether any existing flats will lose parking provision as result of the proposal, and whether parking provision for the existing flats will be impacted during the construction phase.

The anticipated demand for the proposed development would be 2 spaces, in accordance with the WSCC Car Parking Demand Calculator (PDC). It is anticipated that 3 parking spaces would have been required for the office use. As mentioned above, it is unclear whether this provision would have been accommodated on-site, or on-street. Nevertheless, the proposed residential use anticipates a reduced parking demand and the level of traffic generated is likely to be of a similar nature to existing and is not anticipated to result in an intensification of use of the site access.

The Local Planning Authority (LPA) may wish to clarify the parking arrangements for the proposal and consider the impact of any potential on street parking from an amenity point of view.

The site benefits from being situated in a sustainable location in a close proximity to local shops, bus stops and employment opportunities. Bognor Regis train station is approximately 5 min walk. An alternative transport mode that can be used is cycling. 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.

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.

Conclusion

The Local Highway Authority does not consider that this proposal would have an unacceptable impact on the 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.

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