

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Amber Willard
FROM:	WSCC - Highways Authority
DATE:	10 February 2022
LOCATION:	Land to the rear of 27 Station Road Bognor Regis PO21 1QD
SUBJECT:	BR/283/21/PD Notification for Prior Approval under Schedule 2 Part 3 Class MA for the Change of Use from Commercial, Business and Services (Use Class E) to Dwellinghouse (Use Class C3).
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.

This application is for the change of use of E class building to 1 residential dwelling. The site is located on Station Road, a C class publicly maintained road with a speed limit of 30mph.

Under the current General Permitted Development Order (GPDO), it is permitted development to change use from E class 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 application provides parking provision for 1 vehicle, accessed via a rear access way, off of Crescent Road, a C-classified road subject to a speed limit of 30mph. However the LHA note that the width of the access way is approximately 2.1m at the back edge of the footway, with brick walls either side. As such, the LHA would question whether this access road is of sufficient width to enable a vehicle to enter and exit onto the public highway. As such, the LHA would be minded to consider that the proposed parking space is inaccessible and therefore the proposed dwelling should be treated as having a nil parking provision. The WSCC Parking Demand Calculator expects that one space would be required for a dwelling of this size and location.

However, given the existing E class use of the site, the LHA anticipate that the level of traffic generated by the proposed dwelling would be of a similar nature to the existing 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.

If the Local Planning Authority is minded to approve the application, they may wish to condition cycle parking.

Jack Elliott
West Sussex County Council – Planning Services