

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	WSCC - Highways Authority
DATE:	10 March 2022
LOCATION:	Cordell House Rest Home 120 Victoria Drive Bognor Regis PO21 2EJ
SUBJECT:	BR/37/22/PL Change of use from residential care home (Use C2) to a 10 bed House in Multiple Occupation (Sui Generis). This application is in CIL Zone 4 and is Zero Rated as other development.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on the above full planning application with regards to any highway safety or capacity concerns. The application is supported by way of a Design and Access Statement.

The application site consists of a vacant, two-storey detached dwelling, which was previously used as a 7-bed C2 residential care home for the elderly. The development proposals are for the change of use from C2 Residential care home to a 10-bed C4 House in Multiple Occupation (HMO). The existing garage at the front of the property will be demolished.

The site is located on the corner connecting Victoria Drive and Annandale Avenue. The site is accessed off Victoria Drive, which is a one-way residential street with a speed restriction of 30mph. The existing access will be retained for future uses. WSCC mapping has been checked for visibility splays which seem adequate for the posted speed limit. An inspection of data supplied to WSCC by Sussex Police over a period of last five years reveals that there has been no incident reported near to the site access, which indicates the site access has been operating in a safe manner in its present form.

The site is within 700 metres of Bognor Regis town centre, which provides access to several shops, facilities, and local amenities. Bognor Regis train station and bus stops which are nearby to the site provide excellent connectivity to wider transport network. Therefore, the LHA consider the site is in a highly sustainable location.

The proposed development will provide 2nos. car parking spaces. A car parking survey conducted on the neighbouring residential streets reveals that out of the total 299 parking spaces, only 200 were occupied which gives a 66% occupancy rate. Therefore, it is considered that there are ample spaces within surrounding streets should the residents wish to park. In terms of any on-street parking there

are no waiting / loading and no parking enforceable restrictions in place to protect unsafe parking on the highway. As the LHA assess parking based on safety aspects, would raise no concerns to this. However, the Local Planning Authority (LPA) may wish to consider parking from an amenity aspect.

Safe and secured cycle storage facility is provided for 10 nos. bicycles, one space for each room, to the rear of the property. A bin store for storing refuse and recycling bins is provided at the front of the building for easy access and to be collected from kerbside on the day of collection.

No information is provided with regards to the proposed trip generation. However, as the development is made almost car free, the LHA would not expect any capacity or safety concerns on the local highway network.

The Local Highway Authority (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 (NPPF), paragraphs 110 -113, as revised 20th July 2021. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) mind to approve the application, the following conditions should be applied:

CONDITION

Vehicle Parking

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

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 LPA.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

EVC Parking Spaces

No part of the development shall be first occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide EVC charging points to support the use of electric vehicles in accordance with current national sustainable transport policies.

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West Sussex County Council – Planning Services