WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amber Willard
FROM:	WSCC - Highways Authority
DATE:	9 March 2021
LOCATION:	95 Hawthorn Road, Bognor Regis, PO21 2BE
SUBJECT:	BR/46/21/PD Prior Notification under Schedule 2, Part 3, Class M for a change of use of ground floor shop to 1 No.1 bedroom flat.
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.

This proposal seeks prior approval for the change of use from shop (A1 Use) to residential (C3 Use). The site is located on Hawthorn Road, a C-classified road subject to a speed restriction of 20 mph.

Under the current General Permitted Development Order (GPDO), it is permitted development to change use from shop (Class A1) to residential (Class C3) 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 GDPO is quite clear as to what highways matter can be considered, namely whether the proposal is likely to result in a material increase or material change in the character of traffic in the vicinity of the site.

No vehicular access is associated with the proposed development. The LHA does not anticipate that the proposed change of use from shop to residential would give rise to a material intensification of movements to or from the site. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the nearby road network is operating unsafely or that the proposal would exacerbate an existing safety concern.

No off-street parking is associated with this site. Under Arun Parking Standards, the LHA would expect a parking provision of at least one parking space for a dwelling of this size. Therefore, vehicular parking would have to be accommodated on-street.

Whilst on-street parking is limited in the vicinity, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be considered detrimental to highway safety. The LHA does not anticipate that the proposal nil car parking provision would give rise to any detrimental impacts on highway safety, nor give rise to a parking capacity issue. The LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

The site is situated in a sustainable town centre location with walking distance of shops, schools and public transport links. Cycling is a viable option in the area and the applicant is advised to

demonstrate cycle parking provision, in accordance with WSCC parking standards. The inclusion of secure and covered cycle parking provision will help promote the use of sustainable transport methods.

In principle, the current GDPO gives limited ability to consider wider highway and transport impacts beyond those set out. The proposal is not anticipated to result in a material increase or significant material change in the character of traffic associated with the site. The prior approval is therefore considered acceptable in highways terms. If the LPA are minded to approve the application, the following LHA advises the Planning Authority to condition Cycle Parking.

Kyran Schneider
West Sussex County Council – Planning Services