

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Amber Willard
FROM:	WSCC - Highways Authority
DATE:	29 March 2022
LOCATION:	Land to the rear of 27 Station Road Bognor Regis PO21 1QD
SUBJECT:	BR/50/22/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.

WSCC acting as the Local Highway's Authority (LHA) refer to your consultation in respect of the above planning application and would provide the following comments.

Permitted Development (PD) overview

Under the current General Permitted Development Order (GPDO), it is considered that the proposal is permitted development 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 near the site.

Access

Vehicular access currently exists to the site via a Vehicle Crossover (VCO). Visibility at the existing access appears sufficient for the anticipated road speeds in this location.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is operating unsafely or that the change of use would exacerbate an existing safety concern.

Parking and Trip Generation

The proposed parking provision of 1 parking space is anticipated to be sufficient for a dwelling of this size and location. In addition, the LHA appreciate the sustainable location of the site, situated within close proximity to local shops, bus services and a train station, and consider that there are viable options for sustainable modes of transport to reduce the reliance upon the private car. Furthermore, the LHA anticipate that the level of traffic generated by this proposal would not result in an increase over the potential traffic generated through the current use.

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

Conclusion

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.

Stephen Garrard
West Sussex County Council – Planning Services