

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	WSCC - Highways Authority
DATE:	6 July 2022
LOCATION:	20 Nyewood Lane, Bognor Regis, PO21 2QB
SUBJECT:	BR/61/22/PL Change of use to 5 bed house in multiple occupation.
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.

Summary

This proposal is for the change of use of single residential dwelling to five-bedroom house in multiple occupation (HMO). The site is located on Nyewood Lane, a C-classified road subject to a speed restriction of 30 mph. Following an inspection of the application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Access and Visibility

The applicant proposes no changes to the existing vehicular access arrangement fronting the site. The LHA advises that as four car parking bays are proposed along the site frontage, the access will require a widening of the existing dropped kerb, so that vehicles accessing the site do not bump the kerb. The access works will be subject to a licence obtained through the local Highway Area Office and constructed to a specification agreed with the local Highway Area Engineer.

From inspection of local mapping, there are no apparent visibility issues with the existing point of access on to Nyewood Lane. Considering the scale of the proposed development, the LHA does not anticipate that the proposals would give rise to a significant 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 existing access is operating unsafely or that the proposed development would exacerbate an existing safety concern.

Parking and Turning

The applicant proposes to retain five car parking spaces for this development. On-site turning does not appear achievable, so vehicles may have to exit the site in a reverse gear. However, this is the existing arrangement that has been operating with no known highway safety concerns.

From inspection of the plans, the four parking bays fronting the site appear suitably sized. The fifth parking bay to the side of the site has been demonstrated to the correct size but appears to have been drawn overlapping the building outline. Notwithstanding

this, the plans suggest that the side access way is suitably sized to accommodate a parking space, and historic mapping suggests this has been occurring for some time. As such, the LHA considers the proposed parking provision to be sufficient.

Given the recent changes to the Building Regulations Approved Document S (Infrastructure for the Charging of Electric Vehicles), it may be that the provision of EV charging is now covered under separate legislation to planning. Therefore, WSCC as Highway Authority have no comment to make upon the EV charging provision as a result of this planning application. However, the planning case officer should check whether the development is being built under the old Building Control regulations, in place prior to June 15th 2022, and if they are, it may be appropriate to secure EV charging provision through the planning process.

Regarding cycles, the applicant proposes to retain an existing cycle store with provision for five cycles. The LHA is satisfied with the level of secure cycle parking provision.

Sustainability

The site is situated in a sustainable location within walking distance of local services and amenities. Cycling is a viable option in the area. The site is also well connected by public transport, with regular bus services available from nearby Aldwick Road. Bognor Regis Train Station is location approximately 1.4km northeast of the site.

Conclusion

The 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 (paragraph 111), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following informative should be applied:

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted.

Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/>

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

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West Sussex County Council – Planning Services