

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amber Willard
FROM:	WSCC - Highways Authority
DATE:	29 April 2022
LOCATION:	83 Aldwick Road Bognor Regis PO21 2NW
SUBJECT:	BR/79/22/PD Prior Notification under Schedule 2, Part 3, Class M for the change of use from shop (Use Class E) to 1 No dwelling house (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 prior approval for change of use of part of ground floor E class shop to 1 three-bedroom flat. The site is located on Aldwick Road, a B-classified road subject to a speed limit of 30mph.

The LHA was previously consulted on applications at this site under BR4/22/PL and BR/79/21/PL for extension and alterations to form a 12-bedroom and 16-bedroom HMO respectively and BR/1206/19 for extensions and alterations to existing A1 retail unit and 5 bedroom HMO to form a reduced retail unit and 8 self contained flats. The LHA raised no highway safety concerns, however BR/4/22/PL and BR/79/21/PL were refused by the LPA and BR/1206/19 was withdrawn.

Under the current General Permitted Development Order (GPDO), it is permitted development to change use from Commercial 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.

The application does not propose any parking provision or vehicular access to the dwelling. However 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. A Transport Statement has been provided in support of the application which reveals that a parking survey was carried out in March 2021, with parking stress at 74%. Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detrimental to highway safety. We would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The LHA anticipate that the level of traffic generated by the proposed dwelling would be of a similar nature to the existing use, with parking for the retained commercial use available within 1-hour parking bays and unrestricted parking available within nearby roads for the residential use.

Cycle storage is proposed within the rear garden area, for at least three cycles, to further encourage sustainable transport methods.

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.

Nicola Fry
West Sussex County Council – Planning Services