

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amy Myer
FROM:	WSCC - Highways Authority
DATE:	22 June 2020
LOCATION:	Mordington Cottage 6 Mead Lane Bognor Regis PO21 1HR
SUBJECT:	BR/93/20/PL Change of Use from office (B1(a)) to 1 No. dwelling & the provision of new garden boundary wall to the South of property. This application affects the setting of a Listed Building & affects the character & appearance of the Upper Bognor road & Mead Lane Conservation Area.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Modification
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 Planning Services 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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Site Background

The proposal is for the change of use of B1 office to C3 residential dwelling with construction of a boundary wall.

The application site is located on Mead Lane a publicly maintained, low trafficked, unclassified road subject to a 30-mph speed limit. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

The Local Highways Authority (LHA) notes that B1 to C3 change of use, can be subject to prior approval. However, there are exceptions. For this application it is to be considered a full planning application. However, from a highway view, the principle of the development is already existing and supplies the following comments.

Access and Trip Generation

A dilapidated yet established access point will serve the proposed dwelling and currently serves the site. No changes to the access are proposed.

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 collisions within the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is currently operating unsafely.

With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the existing access.

Vehicle Parking and Cycle Parking

The applicant has not demonstrated the existing buildings square meterage. As a result, the Local Highways Authority (LHA) cannot make an accurate judgement on the parking demand generated by the existing and views the site having a NIL parking provision.

The LHA advises the Local Planning Authority (LPA) to consider that weight should be given to the fact that B1 office usage has a similar parking demand (as per Arun parking standards) when compared to that of a residential site that fits within the existing building footprint.

The applicant has proposed one parking space for the dwelling, with a hard-standing area that could accommodate a slightly large provision.

The site is in a sustainable location within walking and cycling distance to a range of public services, amenities and employment options. Buses (DISTANCE and Info) and rail station (DISTANCE and Info) provide a realistic travel opportunity for longer trips. The Local Highways Authority (LHA) would not anticipate that future occupiers of the dwelling would be reliant on the use of a private motor vehicle.

As a result, the LHA would like to see the implementation of cycle storage space.

The LPA may wish to consider the amenity implications caused by any displacement of parking on the on-street parking demand.

To summarise the LHA raises no concerns over the Parking.

Electric Vehicle (EV) Parking

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. The applicant is advised that for dwellings with a garage and driveway, 100% of parking spaces should be provided with active EV parking spaces in accordance with the Arun Parking Standards (adopted January 2020).

Conclusion

In principle the Local Highways 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. However, the LHA require a modification regarding the above.

Please raise these issues with the applicant and re-consult. At which time the LHA can advise suitable conditions and informative notes.

Stephen Garrard
West Sussex County Council – Planning Services