

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr S Davis
FROM:	WSCC - Highways Authority
DATE:	3 August 2020
LOCATION:	Land between 2b and 4 London Road Bognor Regis NEAR PO2
SUBJECT:	BR/131/20/PL Erection of a commercial unit at ground floor level with residential development of 3 no. bedroom flats above. This application is in CIL Zone 3 (Zero Rated) for flats & shop (Zero Rated).
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 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.

The proposal seeks the erection of a commercial unit at ground floor level with residential development of 3 no. bedroom flats above.

The site is located on London Road, which is a pedestrianised town centre high street location.

The existing use of the footprint subject of this application is to provide a temporary covered market, A1 use. The proposed seeks erection of a single commercial unit (61 sqm) at ground floor level with residential development of 3 flats (1 x 1 bed, 2 x 2 bed) above.

No off street car parking provision is proposed for either the commercial or residential use. Consideration should be given that the same was true for the existing covered market use.

Using the Arun Parking Supplementary Planning Document, it would be anticipated that the residential flats would attract the demand for one space per flat. The Local Planning authority should take the site location into consideration, which is an extremely

sustainable high street location, when considering the suitability of a nil parking provision. It would be difficult to substantiate that a nil parking in a location such as this would create a safety or capacity concern on the wider adopted highway network.

The plans detail a communal 4 cycle parking provision. This provision would be considered in line with Arun Parking Supplementary Planning Document.

The Local Highways Authority does not consider that the proposal would have and 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 109), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following condition would be advised:

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved planning drawings.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Ian Hayward
West Sussex County Council – Planning Services