

From: Jamie Brown [REDACTED]
Sent: 06 August 2014 15:48
To: Planning.Responses
Cc: Francis Oppler
Subject: Strategic Planning Responses

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 05/08/2014

FROM: Jamie Brown

TO: Arun District Council
FAO: Peter Cleveland

SUBJECT: BR/140/14/PL -Conversion of existing vacant listed building to provide 4No. flats.
Demolition of single storey building at rear (north) and construction of single storey extension and
separate 2 storey building to provide 5No. flats. Resubmission following BR/41/14.

12, Chichester Road, Bognor Regis, West Sussex

RECOMMENDATION:

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Advice

Modification

More

Information

Objection

No Objection

Refusal

S106 contribution total (see below for breakdown): £N/A

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

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In the past WSCC have not raised any objections to this application, the proposal is slightly different to the two applications previously considered. The following comments would be offered.

The site is situated to the north of Bognor Regis. The site is to be accessed via Gordon Avenue, which is a no through road. The access road is 5 metres wide which connects via a crossover to Gordon Avenue. This access had been used in the past to access this

site. The access road will take the form of a shared surface arrangement. This is considered suitable as this will be a low speed, low traffic environment.

A total of 10 car parking spaces will be provided on site. This provision has been considered against the WSCC Parking Demand Calculator. The proposed provision does not exceed the requirement generated by way of the PDC. In terms of parking layout I would advise that the applicant re-considers the location of the two parking spaces along the access road, whilst it is appreciated that this is a low speed environment, there is the potential for conflict with vehicles entering the parking area along the access road.

There has been no indication of whether refuse collection will take place from within the site or from the access point onto Gordon Avenue. The constraints of the site would not make a workable turn on site facility for larger vehicles feasible. Therefore it is advised a communal bin store is placed at the access point onto Gordon Avenue. The waste collection authority should be consulted to obtain their views on the suitability of this arrangement from their point of view however.

The Design and Access Statement does not make references to services by other non-car modes. However it is acknowledged that Bognor Regis town centre is within reasonable walking and cycling distance. Approximately 0.5 mile from the site Bognor Regis train station is located which links the town to London, Brighton and many other destinations. There are continuous footways for pedestrians and whilst cyclists would have to use the carriageway, traffic conditions are not considered such to dissuade trips by this mode. Residents would have a realistic means to travel other than by the private car.

The site is recognised as having a number of permitted uses in the past, which has included a school, house of multiple occupation and a private house. In assessing this application, the potential vehicle movements from the previous uses are a material consideration. In light of the scale of the previous and proposed development, it is not considered that traffic generation would significantly vary between the two. It is not considered that this proposal could be resisted on the basis of traffic generation.

In conclusion it is not anticipated that this proposal would result in any material increase in traffic movements compared with the previous historic uses. On that basis, no highway objection would be raised subject to the following conditions:

Car parking space

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

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

Jamie Brown
Strategic Planning

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