

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING DIVISION**

DATE: 5th September 2011

LEAD OFFICER: Iain Steane

**TO: Arun District Council
FAO: Sue Leeson**

SUBJECT: BR/148/11 – Conversion from a house of multiple occupancy into 8 self-contained apartments with associated external works. Demolition of Wee Glenlogie and the construction of 2 dwellings with parking in the rear garden. Glenlogie & Wee Glenlogie, Clarence Road, Bognor Regis.

CONSULTATION: 16/08/2011

RECOMMENDATION:

Advice	☐	Modification	☐	More Information	☐
Objection	☐	No Objection	X	Refusal	☐

TAD contribution: £-

The site is on the southeast corner of the junction of Clarence Road and High Street and lies within the Bognor Regis Town Centre Controlled Parking Zone. The site is within Bognor Regis town centre and has excellent accessibility to local services and public transport routes. There are numerous bus stops within 50-200 metres of the property and Bognor Regis Rail Station is approximately 450 metres to the north. The South Coast Cycle Routes on The Esplanade is to the south of the site providing off-road cycle route towards Littlehampton. Overall the site is in a highly accessible location.

The proposal to convert from a house of multiple occupancy to self-contained flats will create a level of parking demand. As the site is within a CPZ residents of the new development would qualify for residents and visitor parking permits. While there is capacity within the Bognor parking scheme WSCC have issued 21 permits (capacity is 17) to residents in Clarence Road along with 5 non-residents permits to enable parking in Clarence or Belmont Roads. Therefore, parking in the locale is tight. No permits have been issued to residents of Glenlogie at present so effectively the proposal will increase the parking pressure directly on Clarence Road and the surrounding roads. We might consider the limiting of parking permits if the proposal were to proceed.

Currently part of the existing access driveway to the south of the property is used for parking and could have capacity for 4 vehicles. The construction of the 2 dwellings in the rear garden (albeit with their own parking) and provision of an access road will remove this informal parking capacity increasing the pressure on surrounding roads as described above. The applicants have indicated that they would be willing to carry out a parking survey on the local area and investigate whether the Town Hall car park could be utilised for overnight parking.

To provide an alternative to the car the applicants are proposing cycle parking as part of the Glenlogie conversion, however there is none indicated for Wee Glenlogie. Using WSCC Cycle Parking Standards the indicative level for Glenlogie would be a minimum 0.5 per flat giving a total of 4; however given the accessible location and potential pressures on parking the minimum should be extended to 1 per flat resulting in a total of 8. The cycle store would need to be secure and a condition should be imposed on any permission. Wee Glenlogie has no cycle parking indicated, and this should have a minimum of 2 spaces per dwelling (total of 4). The provision will need to be indicated on plans so that it conforms to standards.

Taking into account the accessible location and the potential impact on the parking that is mitigated by the provision of cycle parking the Highway Authority would not object to the proposal subject to the following conditions.

Access

No dwelling, hereby approved, shall be occupied until the proposed site vehicular access has been constructed in accordance with the approved site plan to be submitted to and approved by the Local Planning Authority.

Reason – To provide suitable access to the development.

Car parking

No dwelling, hereby approved, shall be occupied until the car parking spaces have been provided, surfaced and marked out in accordance with a detailed construction plan to be submitted to and approved by the planning authority. These spaces shall thereafter be retained at all times for their designated use.

Reason – To provide the maximum level of car parking for the development in accordance with the District Council car parking standards.

Cycle parking

No dwelling, hereby approved, shall be occupied until covered secure cycle parking spaces have been provided in accordance with a detailed construction plan to be submitted to and approved by the planning authority.

Reason – To provide alternative travel options to the use of the car in accordance with PPG 3 and PPG 13.

Turning

No dwelling, hereby approved, shall be occupied until a turning area has been provided, surfaced and marked out in accordance with a detailed construction plan to be submitted to and approved by the planning authority. This turning area shall thereafter be retained at all times for their designated use.

Reason – To provide an adequate turning area in accordance with current standards.

Visibility

No dwelling, hereby approved, shall be commenced until the visibility splays at the location of the proposed site vehicular access has been constructed in accordance with the approved site plan, and shall thereafter be kept free from obstruction to a height of 600mm.

Reason – For the reasons of highway safety.

Iain Steane

WSCC Strategic Development