

GLENLOGIE & WEE GLENLOGIE, CLARENCE ROAD, BOGNOR REGIS

PROPOSAL : Conversion from house of multiple occupancy into 8 self contained apartments plus 2 new dwelling houses built in the rear gardens (Arun DC application ref : BR/148/11)

TRAFFIC PARKING STUDY

The proposal is to convert the current under-utilised site known as Glenlogie and Wee Glenlogie to regenerate this brownfield site into a desirable residential development.

At the outset of the scheme back in early 2010 informal discussions took place with Ian Gledhill at WSCC Highways in respect of parking provisions and it was acknowledged that due to its prime centre location it was highly sustainable in terms of excellent access to local facilities including all amenities and shops as well as being very close to the public transport network for both buses and trains. In light of these benefits, and at the time of initial conceptual design, it was agreed in principle there would be no highways objection on the basis provisions could be made for on-site cycle storage and this was incorporated into the scheme. To this end an internal cycle store is to be provided within Glenlogie itself at basement level with an external door giving direct access without the need to bring cycles through the building. There is adequate provision to enable a *minimum* of 1 cycle to be provided per unit.

In addition the new townhouses will be provided with a minimum of 1 parking space each together with a turning area at the head of the driveway to enable the occupiers to exit the site in forward gear. Adequate pedestrian visibility splays will be provided at the point of entry/exit from the site to enhance vision. It will also be planned to provide on-site cycle storage for these new houses and this would be to the total of 2 cycles per unit.

It is recognised in the intervening period that WSCC parking provisions have indeed been reviewed and updated and unfortunately the planning application comes at a time where those changes have only just recently been adopted and therefore the scheme does not fully meet the very latest standards.

It must be considered that depending on how the site is marketed it may well become a development for retirement couples due its very central location because they either have no car or intend to dispose of their car. Irrespective of this point, it is not unreasonable to expect people to park within the immediate local vicinity where you find reasonable provisions for on street parking within both Clarence Road and Belmont Road and other surrounding streets.

Notwithstanding this the site is very close to the public car park local behind the Council Offices at the Town Hall and while this may not be able to officially be factored into any parking study it is highly likely the car park would be vacant or under-used of an evening when vehicles have to be left parked overnight. Therefore if on-street parking could not be achieved on the surrounding roads the public car park would provided an adequate 'fall-back' facility.

I commend the contents of this report to your consideration and would be willing to respond to any queries that may arise as a result of this.

WG
6/9/11