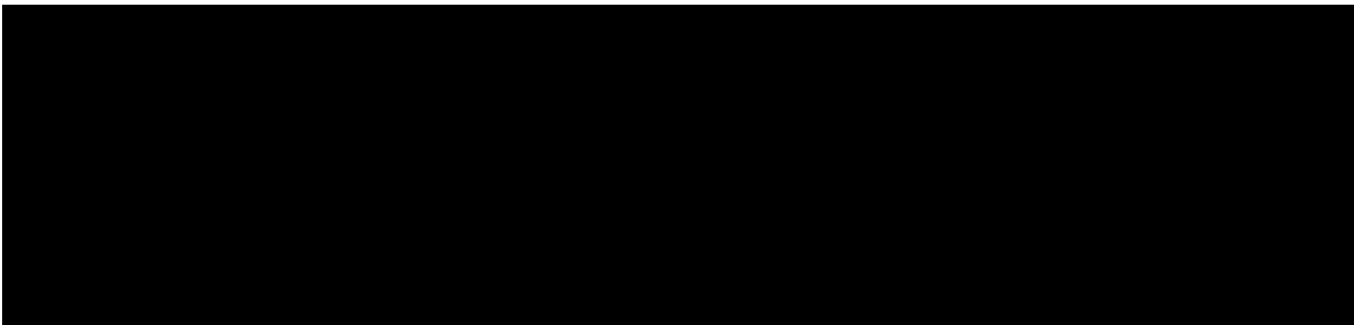




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From: Katie Kurek [REDACTED]
Sent: 27 August 2021 13:50
To: Amy Myer <Amy.Myer@arun.gov.uk>
Subject: RE: BR/154/21/PO - West St - HIGHWAYS COMMENTS QUERY - RESPONSE REQUIRED BY TUESDAY

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Agreed, just added a small bit about double yellow lines in red below

Kind regards,



Katie Kurek | BA (Hons) MCIHT | Senior Transport Planner (Development Management)

Pronouns: She/Her/Her's

County Highways Team – Planning Services - Economy, Planning and Place Directorate - West Sussex County Council

From: Amy Myer <Amy.Myer@arun.gov.uk>

Sent: 27 August 2021 12:05

To: Katie Kurek

Subject: BR/154/21/PO - West St - HIGHWAYS COMMENTS QUERY - RESPONSE REQUIRED BY TUESDAY

Importance: High

Hi Katie

Hope you're doing well.

Thanks for your comments on this application. Can I just clarify why the LHA were consulted...its because the age restriction planning obligation was added to the original 1988 permission to convert from hotel to flats, as the site would not provide enough on-site car parking provision with only 5 parking spaces but 8 flats, so 3 of the flats were age restricted as it was deemed those of pensionable age and above would be less likely to have/use a car.

In my report for this current application to remove the planning obligation I have concluded as follows:

The Legal Agreement associated with the original 1988 planning permission BR/424/88 for these flats included a planning obligation which imposed an age restriction (those of state pensionable age or above) on occupants of the 3 ground floor flats in the development. The files associated with the original permission indicate that this age restriction was imposed on these 3 flats due to a lack of on-site parking provision (by 3 spaces) and the assumption that older residents of state pensionable age or above would be less likely to own/park a car on-site so this would reduce the amount of required parking on-site.

The approved Site Plan (dated Oct 1988) shows the provision of 5 car parking spaces on site, at the rear of the building. The approved conversion of the Hotel resulted in 8 flats. The approved Floor Plans show a housing mix of 7 x 1 beds/bedsit studios and 1 x 2 bed.

According to current parking standards, contained within the Arun District Council Parking SPD (2020), for this site location in Parking Behaviour Zone 4, there would be a requirement for 1 car parking space per 1 and 2 bed flat. As such, there would be a total requirement for 8 car parking spaces to serve the 8 flats. However, as explained above, the approved Site Plan only shows the provision of 5 car parking spaces on-site. Accordingly, there is an under-provision of 3 car parking spaces, as there was in 1988.

>>>> WSCC Highways comments TBC >>>>

However, under para 3.3 of the current parking standards, ADC Parking SPD, it states "A more flexible approach will be taken with schemes that incorporate flats and on sites close to urban centres." Under para 3.2 it states "To satisfy the promotion of sustainable travel modes and choices it is considered that a 10% variation below the target parking demand value be allowed where appropriate travel option provision is provided...". For larger schemes a Parking Capacity Survey (as per para 2.13 of the SPD) is required in cases of under-provision of parking but does not tend to be required for small scale schemes.

The development consists of flats, is relatively small scale (8 flats) and is located within Bognor Regis town centre, within a highly accessible location with access to a range of sustainable transport modes, including Bognor Regis train station, local bus routes, walking and cycle paths. In addition, there is on-street permit holder parking on West Street and double yellow lines protecting from parking in locations that would be detrimental to highway safety. Furthermore, it is also considered that the age-restriction to occupants of state pensionable age or above would not nowadays necessarily mean car ownership of these occupants is less likely.

As such, it is concluded, given the site circumstances as described above and that age restriction in and of itself would not necessarily result in less car ownership, that the proposed removal of the age restriction planning condition and an under-provision of parking on-site is acceptable and would not result in significant or harmful on-street parking pressure or congestion nor a severe impact on highways safety and operation of the highway. The proposals would therefore accord with the NPPF and Arun Local Plan policies T SP1 and T DM1 in this regard and the application is recommended for approval, subject to the Deed of Variation to alter the original Legal Agreement.

Can you please confirm by direct email to me that you are in agreement with this approach as LHA and that it would not result in severe impact on operation/safety highways network etc? If you can please confirm by Tuesday PM as we need to get the decision out by Weds next week. It would be ideal if I can add a comment from you to this affect to the case file. If I don't hear from you by COB Tuesday I'll have to assume above approach is acceptable.

Thanks
Amy

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