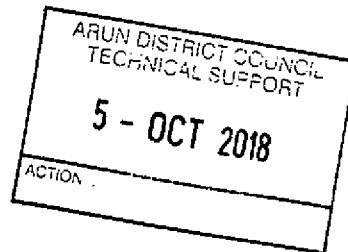


Development Control
Arun District Council
The Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex
BN17 5LF

SCANNED

- 9 OCT 2018



124 Aldwick Road
Bognor Regis
West Sussex
PO21 2PA

04/10/2018

Planning Reference: BR/231/18/PL

Description: Part 2 & part 3 storey extensions, relocation of bin store & new cycle stores at Ashely House 120 Aldwick Road Bognor Regis

Dear Sir / Madam

We write in connection with the aforementioned planning application to state our opposition to the proposal as designed.

Firstly we would like to point out that we are not in objection to the development of the site but we do oppose the current design and how it has been developed.

We are aware developers are asked to undertake community engagement / public consultation and on this point we would note for the record that we were not notified of nor invited to a public consultation contrary to what it states in the Statement of Community Involvement. We had enquired about when this might be and were told that there would be no public consultation, but an internal meeting was to take place and there would be no benefit in us attending. As owners of the neighbouring property we were keen to understand the proposals and how these would affect our business and Clients.

Secondly we believe that the current proposals for the site represent over development.

We note that in the Consultation document uploaded to the planning portal 25/09/2018 (description 21/9/18) it provides an opinion that it would appear there is not an extensive demand for on street parking. This is not an opinion we share. Whilst we would agree there is not always appear to be a significant amount of on-street parking during the working day we feel it seems this way as there is limited on-street parking provision. Thus it gives the illusion there is little demand.

We understand that the intention is that onsite parking will not be provided for building occupants. We note that whilst occupants are not provided parking spaces this does not prevent them from using on0-street parking and indeed achieves the opposite by encouraging them to park using on street car parking.

It is also worth noting that the Travel Plan highlights that the shuttle bus no longer operates and will only operate 'should significant demand' exist on this site. Whilst this proposal is for 15 new units (30 additional occupants) this increase should be considered along with the previous planning approvals to provide a total of 70 bed spaces. A search of the related planning documents show that this proposal was put forward and accepted on the basis of a shuttle bus and with parking for 35 cars being provided at the Butlins site. We would ask the council to request evidence that these 35 car parking spaces are still provided given the recent developments at the Butlins campus and that these spaces are being utilised as noted in the previous planning application.

If these spaces are no longer in existence or are not used as intended it therefore seems that there are a total of 105 occupants in with 2 disabled parking bays and 1 staff space. We do not consider this is in line with the councils supplementary planning document on parking standards which asks for a minimum of 0.5 spaces per unit. If our understanding of the site is correct this equates to 25 spaces on site. Or assuming the parking spaces at Butlins are still in existence and being utilised this equates to 7.5 parking spaces for the proposed extension.

We would also note that the highways survey observed the parking conditions during a site visit which was carried out during the day when most of the occupants would be at work and we have observed the number of cars parked on the street increase after 6pm in the evening. This increase in traffic should be considered in parallel with the increase traffic flow for vehicle access to service the HMO, for example deliveries and laundry services.

We would also point out that at the present time this proposal is to house Butlins staff but this does not prevent the property becoming a HMO for other private residents. With this in mind the proposals do not appear robust enough to cover this eventuality which we feel is likely given this can legally happen without a change of use or any other application to the council. Should this HMO building be occupied privately that equates to 51 units with only 2 disabled and 1 standard parking bay.

Thirdly we cannot seem to find details of proposed drainage attenuation. We note that the proposal is for an extension resulting in an increased building footprint. We are therefore keen to understand what sustainable drainage solutions are proposed for this development given it borders our premises.

Finally we also have concerns over how the development will affect our Clients and our business. The proposals show that the extension will join our premises. We have made attempts to discuss and resolve this with the developer's consultants as we have concerns over the impact of this work on our vulnerable Clients. All of whom have mental and / or physical health issues. We fear that as a family run business employing circa 100 staff this development as it is proposed could have a significant and detrimental impact on our business.

Regards

Mrs & Mr Newman