

**WEST SUSSEX COUNTY COUNCIL
INFRASTRUCTURE CONSULTATION**

DATE: 23/08/2010

FROM: Jamie Brown

**TO: Arun District Council
FAO: S. Leeson**

SUBJECT: BR/232/10-Outline application with some matters reserved for the erection of an attached dwelling.

55, Ockley Road, Bognor Regis, West Sussex

CONSULTATION DATE: 06/08/2010

RECOMMENDATION:

**Advice
Objection**

X

**Modification
No Objection**

**More Information
Refusal**

S106 contribution: £N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Local Development should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

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

No parking is being proposed for this application. The WSCC Parking Standards are maximum standards, therefore providing that the maximum standard isn't being exceeded and that highway safety wouldn't be detrimentally affected as a consequence of a low parking standard, WSCC would not raise any concerns. In this instance, it is acknowledged that this proposal may result in additional on-street car parking demands. However in light of the minor nature of the proposals, it is considered unlikely that this proposal would result in any material impacts or result in any highway safety concerns, hence no over riding concerns would result.

Cycle parking should be included however; this must be secure, covered and be capable of storing at least one cycle per bedroom of the proposed dwelling. The actual details of the cycle parking facilities should be submitted to and approved by the Local Planning Authority (LPA). To accommodate cycle parking it would be recommended that any cycle store should have minimum dimensions of 2m x 1m.

In sustainable location terms, the site is within easy walking and cycling distance of Bognor Regis town centre with its local services, the nearest bus stop is approximately 76 metres north east of the property; this would give residents and visitors of the development a choice of travel modes in accordance with sustainable travel objectives.

The proposal is unlikely to result in any large intensification in use and based on the submitted information no concerns would be raised from the highway point of view.

**Jamie Brown
Local Development**