



*86 Hillsboro Road
Bognor Regis
West Sussex
PO21 2DY*

21 November 2013

BY HAND

The Assistant Director Planning & Economic Regeneration
Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF

Dear Sir,

Planning Application 33 Chichester Road Bognor Regis POP21 2XH Ref: BR/249/13

We enclose our objections to the application for change of use and should be grateful if you would carefully consider the points we have raised when formulating your recommendations.

Yours faithfully

A large black rectangular box redacting the signature of Gail & Peter Hyatt.

Gail & Peter Hyatt

OBJECTION TO PROPOSED CHANGE OF USE ON THE FOLLOWING GROUNDS:

Car Parking:

Car park restricted in size. Site tapers giving maximum space lengths of 4.6 metres with central aisle of 5.7 metres at the rear and 5.4 metres at the front. Spaces on one side further restricted by projecting brick piers giving effective bay length of 4.2 metres. This would effectively reduce the central aisle to between 5.3 and 5 metres in width. The recommended aisle width for the class of use considered is 6 metres.

The provision quoted is for 18 spaces, which may be further reduced by the inclusion of secure cycle parking for staff and waste/recycling storage. Planning guidance suggests one space per 14 square metres of floor space. This would require 22 spaces to be provided for the proposed use.

The brick boundary wall between the car park and the residential property at 86 Hillsboro Road (circa 2 metres in height) would be vulnerable to damage and possible collapse as the result of vehicle impact from attempts to manoeuvre in undersized parking provision. A bedroom window is situated within 900 mm of the back of this wall.

The current use of the site has only very limited number of vehicle movements in the car park, opening times are restricted to normal business hours, the car park is generally very under-occupied and many of the vehicle movements are undertaken by staff member who are used to the parking restrictions that exist. Despite this, there is current observable damage to the boundary wall from vehicle impact.

Deliveries:

Deliveries via the car park would block access and prevent customers from being able to access the car park.

To avoid this there would be the temptation for delivery vehicles to park on the double yellow lines at the end of Hillsboro Road, creating a danger to traffic and pedestrians at the Chichester Road junction.

There would be noise and disturbance to adjacent residential properties from deliveries, particularly early morning, late evening or out of hours.

Adjacent Roads:

Limited car parking available in Hillsboro Road and Town Cross Avenue. Vehicles already park on both sides of these roads and on the pavements, making them effectively 'single track' for much of the time and increasing the hazards for pedestrians. Both of these roads are within the 'Home Zone', have 20 mph speed limits and speed humps to discourage speeding and through-route use. A nursery school has recently opened at the Town Cross Avenue/Chichester Road junction, immediately adjacent to this site. Additional car parking by staff or customers would increase the hazards within the 'Home Zone'. This would not be to the benefit of the local community.

Sustainability:

The proposed facility would have a very limited 'catchment area'. There are already stores in Hawthorn Road, Linden Road, Gordon Avenue and superstores not far away in Shripney Road. Several attempts to provide a convenience store nearby – at the Bersted Street/Chichester Road junction almost opposite this site – have resulted in business failures.

Convenience stores at North Bersted and Flansham have recently opened. These are situated in areas immediately adjacent to major new housing developments and hence have an expanding catchment. There are no sites for housing development in the vicinity of this site.

It is understood that the likely tenant would be Morrisons. Permitting this change of use could prejudice Morrisons' plans to redevelop and enlarge their store in the town centre. This would be contrary to the intents expressed in the NPPF document to which the applicant refers. "...recognise town centres as the heart of communities and pursue policies to support their viability and vitality." The Morrisons' town centre redevelopment would form part of the essential regeneration plans for Bognor Regis.

'Sustainability' is defined in the NPPF as being a change for the better. This proposed change of use cannot be considered to be a change for the better by the local community, who are intended to be essential participants in local planning. Communities are expected to "... have a voice in determining development in their areas".

Access methods:

Very limited catchment area for those intending to use the facility on foot and only slightly wider area for cycle use. The busy Chichester Road would discourage cycle use from two directions.

Traffic congestion from queues at the traffic lights and for the roundabout and obstruction caused by buses stopped at the bus stop opposite increase hazards for vehicles turning in or out of Hillsboro Road and for pedestrians crossing the end of Hillsboro Road.

Unlikely that buses would be used to visit a convenience store of this size when buses can equally easily be used to visit the town centre or larger stores where more choice and lower prices are likely to be available.

Car use is likely to be the principal access method so the proposed development would not be 'sustainable' in this context.

Summary:

This application cannot be considered to be 'sustainable' or in the best interests of the local community and would be a very un-neighbourly intrusion into this residential area. We therefore object most strongly to the proposed change of use.

Gail & Peter Hyatt
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