

[REDACTED]

From: Amanda Scholes on behalf of Planning.Responses
Sent: 02 December 2013 10:40
To: Planning Scanning; Amanda Scholes
Subject: FW: 33 Chichester Road Bognor Regis BR/249/13
Attachments: BR24913A.doc

From: Simon Davis
Sent: 02 December 2013 09:49
To: Planning.Responses
Subject: FW: 33 Chichester Road Bognor Regis BR/249/13

Highway Consultation Response attached.

From: [REDACTED]
Sent: 29 November 2013 16:35
To: Phil Hamblin
Cc: Simon Davis
Subject: RE: 33 Chichester Road Bognor Regis BR/249/13

Dear Phil/Simon,

I wanted to know the existing site vehicle trip generation, as the proposal is not a complete change of use and as such wanted to understand what sort of trip rate a site like this would generate albeit on a smaller scale. Given that the Morrisons store has taken any associated car parking away from the remaining sales room i felt this was useful information. It is also a requirement as part of the DFT guidance note on transport statements to explain the existing situation including trip rates.

However, i have undertaken my own research using the TRICS database and can see that the trip rate for a car sales showroom of this size would be between 3 and 6 trips in the peak hour.

As this was the only piece of outstanding information, i have now formulated my response (see attachment below).

Should you have any queries please contact me.

Kind regards
Alison
[REDACTED]

Phil Hamblin [REDACTED]

26/11/2013 14: [REDACTED]

Dear Alison

Looking at your notes of additional information still required.

- Existing site vehicle trip details (Sui Generis use). Please can you explain why this is needed. Surely the new data, which justified the use is more than sufficient. I don't see the need to provide existing use information. The site has been seen more intensive use than currently occurs, so getting this information is a bit superfluous, especially as the new data more than justifies the proposed use and space available and predicted traffic flow.

and proposed trip details assuming a A1 use (issued in previous email on 26 Nov 2013)

and existing Sui Generis use as part of the site. Why are we needing to look at the adjacent site (blue edge area). This is outside the redline demarc area. The whole of the redline site is the change of use area and not the area edged in blue. Please see attached drawing 13-043-PL1001.

The adjacent site has a small building and external hard paved area as seen on drawing and any associated car parking demands.

Please send this to me and copy in Arun as soon as possible and then i can pull all the information together and turn around a response asap.

Regards

Phil Hamblin

H J Concepts Ltd

Suite 100 Fareham Reach

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Hampshire

PO13 0FW

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From: [REDACTED]

Sent: 26 November 2013 13:34

To: Phil Hamblin

Cc: [REDACTED]

Subject: RE: 33 Chichester Road Bognor Regis BR/249/13

Hi Phil - see comments and outstanding information required (as part of your transport statement) below. For clarification - Just to say that i dont need you to draft a new transport statement as you have provided the information in parts but the last part is still required concerning existing and proposed trip rates.

Phil Hamblin [REDACTED]

26/11/2013 13:26

Subject RE: 33 Chichester Road Bognor Regis BR/249/13

Dear Alison

I must say I was disappointed to see you required more information. Perhaps if this had been looked at earlier in the 21 days, then we would not need to issue information twice to you and Arun DC. We have pushed this as fast as possible, given the very last minute request from yourselves. I have received most of the documents I need, but I have no option but to respond in this way due to deadlines this end and vital information is still awaited in order for me to make a judgement as to whether there will be adequate parking and on-street provision (namely the last point below is outstanding)

Just to clarify, the email we sent earlier today (12.48pm Tuesday 26 November) with the TRICS data and report, do want this sent again to Arun DC so they can issue it to you formally? I have the e-mail and I am reviewing this now. You will need to send this onto Arun as they will need to include this information for the public to view. I am not concerned with it being issued to me by Arun formally, my only concern is that Arun are made aware of this information as they are the Planning Authority with whom you have made this application.

The car park can hold 18 spaces (full) but we have removed 3 spaces to allow for plant and bins etc. The application was issued on a "without detail" and we have now provided additional to answer WSCC questions. The traffic data is more than sufficient to answer and mitigate your concerns. You did say that you wanted the info by Tuesday and we achieved this, but you have still issued your report stating "more information req'd".

Employee numbers were given to you on Friday "With regard to staff numbers: we understand that on average 20 new jobs are created per M Local store. These are not on site all at the same time and it is anticipated that between 5 and 8 will be working at any one time. It should also be noted that not all these will drive to work." Noted, as I said to you I understood that most information had been provided but we are still outstanding the following information:

- Existing site vehicle trip details (Sui Generis use) and proposed trip details assuming a A1 use and existing Sui Generis use as part of the site and any associated car parking demands. Please send this to me and copy in Arun as soon as possible and then I can pull all the information together and turn around a response asap.

Regards

Phil Hamblin

H J Concepts Ltd

Suite 100 Fareham Reach

166 Fareham Road

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From: [REDACTED]

Sent: 26 November 2013 12:49

To: Phil Hamblin

Subject:

Hi Phil - just to update you i have sent the response to the district (attached). Some of the info i have asked for you have already given me, but you will need to give it to them as well so it can be shared within the public domain. Any additional information i need must go through them now. Or at least they must be cc'd into any further correspondance. I think you will agree from the TA guidance note above i need the baseline and proposed transport data for the exisitng and proposed developments to be able to assess this applicaton fully. Can you just confirm the number of parking spaces this development will provide as you say 18 in your design and access statement, but you have just said 15 in your last e-mail. What will happen to the remaining three spaces?

Kind regards
Alison

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**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 29TH November 2013

**FROM: Alison Meeus TO: Arun District Council
FAO: Simon Davis**

SUBJECT: BR/249/13 - Change of Use of ground floor from Motor Vehicle Sales & Servicing/Repairs (Sui Generis) to A1 (Shops) Food Retail.

Nyetimber Mazda, 33, Chichester Road, Bognor Regis, West Sussex, PO21 2XH

DATE OF SITE VISIT: 19th November 2013

RECOMMENDATION:

Advice	☐	Modification	☐	More Information	☐
Objection	☐	No Objection	☒	Refusal	☐

S106 contribution total (see below for breakdown): £

This proposal seeks to add a change of use to an existing Motor Vehicle Repair and Car Sales establishment. The repair element of the existing use will be changed to A1 use as a Morrisons 'M' local convenience store. The remaining Car Sales element of the existing use will continue to operate out of the remaining part of the site. WSCC raise no objection subject to any conditions attached.

Car Parking Demand

The proposals include the re-use of the 18 space car park, to provide 15 spaces, with the remaining three spaces kept back and used for bin storage. This will provide parking for customers and staff. It is anticipated that there will be 20 employees at the store, with approximately 5-8 staff working at any one time. WSCC car parking standards recommend that the expected car parking demand for A1 use is 1 space per 14sqm, and the development should provide 22 spaces, 5% of these should be designated disabled parking. As the car park has been in use as part of the existing establishment WSCC are satisfied that the parking spaces set out meet current standards. However; as the proposed number of spaces is below our recommended standard, WSCC have undertaken a review of a selection of car parking accumulation surveys, submitted by the applicant, to ensure the 15 spaces proposed meet the expected demand.

The surveys submitted by the applicant include the following sites:-

- Morrisons 'M' local stores in Ilkley, Wilmslow and Sutton
- A TRICS survey for a One Stop in Hastings

WSCC have also included a local site which is comparative in floorspace, car parking provision and location. This is:-

- Tesco Express Store in Bersted (Bognor Regis)

<u>Site Location</u>	<u>Floorspace (GFA)</u>	<u>No of parking spaces</u>	<u>Parking Accumulation per 100sqm</u>	<u>Maximum Accumulation</u>
Ilkley, M Local	609sqm	11	1.8	11
Wilmslow, M Local	482sqm	10	1.6	8
Sutton, M Local	538sqm	18	information not provided	information not provided
Hastings, One Stop	280sqm	6	2.1 (not 1.7)*	6
Bersted, Tesco Express**	295sqm (aprox)	16	6.1	18
Bersted, Proposed M Local	309sqm	15	2.2	7
* this information was provided incorrectly by the applicant				
**source planning application BE/1/13				

To summarise; the tabulated information shows that it is possible for a convenience store with 309sqm to operate effectively without running out of spaces, for the majority of the day. The surveys show that the number of cars accumulating within the car park never reach capacity, apart from the Tesco Express example provided by us. WSCC are mindful that this may be more representative of the proposed site given its location on the same road network 2km away. However even if the proposed 'M' local store at Bersted does operate in a similar manner to the Tesco Express store down the road, the beat survey undertaken by HJ Concepts demonstrate there is sufficient on-street parking available within the surrounding roads for potentially 3 additional vehicles.

Deliveries for the store, including loading and unloading will be undertaken within the car park. Although there is the possibility this will reduce the number of accessible parking spaces, these will be scheduled at quieter times of the day. WSCC has also considered the numerous convenience stores along the A259 'commuter route' and it is common practice for deliveries to take place within the car park area of these stores. It is also considered if the car park can not be accessed easily a customer may choose to continue to the next one down the road of which there are another four.

WSCC has asked the applicant to provide some clarification regarding the existing uses alongside the new development and its car parking demands. As such, the highway authority has considered this information on its merits and considers that although the existing use will generate some vehicle trips these can most likely be accommodated within the existing site forecourt or within the surrounding roads.

Access and Highway Safety

A site visit was undertaken on the 19th of November 2013. The existing access into the car park forms a crossover onto Hillsboro Road, and visibility here is adequate for its proposed use. It was noted the kerb running from the car park access to Chichester Road junction, would benefit from some repair work, as the kerb line is falling away from the footway. Clearly this has been used by vehicles mounting the kerb in relation to the existing motor repair use. Considering this change of use will attract a much higher level of pedestrian footfall it is noted that a pedestrian crossing is located 50m away and allows the safe crossing of the busy A259 for people wishing to use the store from the North. A review of the existing pedestrian crossing points on the corner of Hillsboro Road show these to be worn and it is recommended these are upgraded within the associated development works.

Enforceable Parking restrictions are in place along the first part of Hillsboro Road preventing any unsafe parking and dolly posts are located along the kerb edge, close to the access point providing protection to pedestrians. On-street parking is also available within Hillsboro Road, and a beat parking survey submitted as part of this development show that over a course of a day between 6 - 17 car parking spaces are available for use by members of the public.

Sustainability

Cycle storage is included within the application and should be in line with WSCC car parking standards. These recommend at least 1 space per 100sqm for staff and customers. Therefore 6 spaces should be provided. The store is within a sustainable location with easy access by car via the A259 'commuter route' in both easterly and westerly directions. Its is also within walking distance of the main bus routes serving the town and beyond and is less than 800m from Bognor Regis mainline railway station meeting the IHT guidelines for providing journeys on foot.

Alison Meeus Strategic Planning

Car parking space (details required)

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

Cycle parking (details required)

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Servicing Management Plan

No part of the retail store extension shall be first occupied until such time as until a Servicing Management Plan for has been submitted and approved in writing by the Local Planning Authority. This shall set out the arrangements for the loading and unloading of deliveries, in terms of location and frequency, and set out arrangements for the collection of refuse. Once occupied the use shall be carried out only in accordance with the approved Plan.

Reason – to safeguard the operation of the public highway.

Temporary Works Required During Construction

The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.