

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	31 October 2019
LOCATION:	Clinton Carpets Ltd, 5 Victoria Drive, Bognor Regis, PO21 2RH
SUBJECT:	BR/280/19/PL Redevelopment of existing retail site to a mixed use development comprising a single ground floor retail unit with 5 residential units at first, second and third floor levels.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	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 Strategic Planning 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.

Summary

This proposal is for the redevelopment of an existing retail unit, comprising of ground floor retail and 5 residential units above. The site is located on Victoria Drive, a C-classified road subject to a speed limit of 30 mph.

Access and Visibility

An existing crossover will be utilised to form a vehicular access that leads to the rear of the site. There are no apparent visibility issues at the access onto Victoria Drive. An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

A nil car parking provision is proposed for this development. The WSCC Car Parking Demand Calculator has indicated that the 5 proposed residential units would create a demand of 5 parking spaces. Furthermore, under WSCC Standards for A1 class retail, 1 car parking should be provided per 14 sqm of floor space. This would mean at least 4 spaces would be required for the proposed A1 retail use. The development as a whole would therefore create a demand for 9 car parking spaces.

As a nil car parking provision is proposed, parking would have to be accommodated on-street. Whilst on-street parking is limited in the immediate vicinity, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places considered a detriment to highway safety. The LHA does not anticipate that highway safety would be detrimentally affected through the nil car parking provision. The planning authority may wish to consider the potential impacts on on-street parking from an amenity point of view. Weight is given to the fact the site is situated in a sustainable location.

Cycling is a viable option in the area. A cycle store with space for 5 cycles has been demonstrated in the plans. Under WSCC parking standards, at least 1 cycle space should be provided per 1-2 bedroom dwelling. The proposed cycle parking provision is therefore considered sufficient for this development. The inclusion of secure and covered cycle parking helps promote the use of sustainable alternative modes of transport to the private car.

Sustainability

The site is sustainably located within walking distance of various shops, schools and services. Regular bus connections to Bognor Regis and Chichester can be caught from nearby Aldwick Road. Bognor Regis Train Station is an approximate 13 minute walk from the site.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following condition should be applied:

Cycle parking

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.

Kyran Schneider
West Sussex County Council – Planning Services