

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	20 November 2019
LOCATION:	1-2 The Parade, Argyle Road, Bognor Regis, PO21 1DT
SUBJECT:	BR/286/19/PL Side & roof extension to existing mixed use building to provide retail storage, cycle, refuse/recycling store at ground level. Alterations to existing first floor 1 bedroom flat with an additional 1 bedroom studio & 1no. proposed studio flat to roof extension - Resubmission of BR/125/19/PL.
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 a side and roof extension to create 2 additional studio flats as well as retail storage, cycle parking and refuse store. The site is located on Argyle Road, a B-class road subject to a speed limit of 30 mph.

WSCC in its role as Local Highway Authority (LHA) was previously consulted regarding highway matters for this site under application BR/125/19/PL, raising no objections. This application was withdrawn by the applicant.

Access and visibility

The existing access will be utilised for this development. There are no apparent visibility issues at the existing access. An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no recorded injury accidents as a result of 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

1 existing car parking space will be retained for this development, within an under-croft parking area. The parking area is of sufficient size to allow for 1 parking space that meets the Manual for Streets (MfS) minimum specifications for single car bays of 2.4m x 4.8m. It is unclear whether the proposed parking space will be allocated.

The WSCC Car Parking Demand Calculator indicated that the residential parking demand for this development would be 3 car parking spaces. The LHA would anticipate that the existing ground floor retail unit would also require 3 car parking spaces, under WSCC parking standards. Consequently, overspill 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 that would be detrimental to highway safety. The LHA does not consider that highway safety would be detrimentally affected through this proposal. However, the Local Planning Authority may wish to consider the potential impacts on on-street parking from an amenity point of view.

Cycle parking has been demonstrated in the plans. WSCC parking standards require 1 cycle parking space per 1-2 bedroom dwelling, which has been shown in the plans. The inclusion of cycle parking helps promote the use of sustainable alternative modes of transport to the private car.

Sustainability

The site is situated close to Bognor Regis Town Centre, within walking distance of shops, services and schools. Nearby bus stops on Queensway offer connections in and around Bognor Regis and towards Littlehampton, Felpham, Chichester and Portsmouth. Bognor Regis Train Station is an approximate 4 minute walk from the site. Hothampton Car Park is also within close proximity. Cycling is a viable option in the area.

Conclusion

The LHA does not consider that the proposal would have 'severe' impact 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 conditions 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 to be 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.

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Kyran Schneider
West Sussex County Council – Planning Services