

**WEST SUSSEX COUNTY COUNCIL
HIGHWAYS AND TRANSPORT SERVICES CONSULTATION**

DATE: 25th February 2008

**FROM: Ian Gledhill TO: Arun District Council
FAO: Keith Wheway**

SUBJECT: BR/50/08 - Revised planning application for the demolition of existing factory and erection of 20 one bedroom flats.

Clifton Works & Tulleys Garage, Clifton Road, Bognor Regis, West Sussex

CONSULTATION DATE: 14th February 2008

RECOMMENDATION:

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

TAD contribution: £

I note the Highway Authority's earlier comments on the outline approval under BR/175/06, to which no objection was raised. Based on those comments, the current proposal would be acceptable.

There is a notable difference between the outline and the current reserved matters application, namely the loss of the seven car parking spaces that were proposed with access onto Clifton Road. The WSCC parking standards are maximum standards and as such providing the proposed car parking does not exceed the maximum standard or would result in safety issues, no concerns would be raised. The WSCC parking standards are based on the advice given within PPG13, which states that local parking policies shall not require developers to provide any more parking spaces than they themselves wish to provide, other than in exceptional circumstances where there may be implications on highway safety. In terms of this application, the provision of a nil car parking provision is in accordance with current guidance. Whilst I acknowledge that some additional pressure will be placed upon on-street car parking, I consider this would not result in safety implications and on that basis an objection would not be sustainable.

The site is located in an accessible location, with both Bognor Regis town centre and passenger transport facilities within very close walking distance. I therefore consider the site is therefore in accordance with policy DEV4 of the WSCC Structure Plan.

The site presently has access onto Clifton Road via a crossover. Any planning permission should include a condition requiring the formal closure of this access and the reinstatement of the kerbing to full height and the continuation of the footway in accordance with a specification obtained from the WSCC Area Engineer at Drayton.

A condition should also be added to any permission requiring the submission of details for the cycle parking facilities, which should be securable and covered.

No highway objection would be raised.

CONDITIONS

C9K

The dwellings, hereby approved, shall not be occupied until details of the cycle parking facilities have been submitted to and approved in writing with the Local Planning Authority.

These facilities shall be covered and securable. REASON – to encourage the modal shift and to accord with policies GEN15 of the Arun Local Plan and DEV4 of the WSCC Structure Plan.

INFORMATIVE
INF8

Ian Gledhill
Development Planning