

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amber Willard
FROM:	WSSC – Highways Authority
DATE:	13 July 2026
LOCATION:	63 Annandale Avenue Bognor Regis PO21 2ET
SUBJECT:	BR/82/26/PL Demolition of the existing dwellinghouse and associated buildings, and the construction of a three-storey building comprising 9 No self-contained flats with associated landscaping, refuse storage, bicycle storage and parking spaces. This application is in CIL Zone 4 (Zero Rated) as other development.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

West Sussex County Council (WSSC), in its capacity as Local Highway Authority (LHA), have been consulted on the full planning application BR/82/26/PL, with regards to highway safety and capacity matters. The application is supported by a Design & Access Statement (DAS), a Parking Stress Survey (PSS) and associated plans.

Site Context

The application site is in a predominantly residential area, along Annandale Avenue, within the built-up area near to Bognor Regis railway station. The site comprises an existing residential building (Class C3) along with associated buildings set back from the main road. The development proposals are for the demolition of these buildings and construction of a three-storey building comprising 9 nos. 1-bed / 1-person self-contained flats (Class C3), with associated landscaping, refuse storage, bicycle storage, and parking spaces.

Access Arrangements

The existing vehicular and pedestrian access from Annandale Avenue will be retained. A separate access to the bike store and rear garden is obtained via newly formed side access. From inspection of WSSC mapping, there are no apparent visibility concerns with the existing point of access on to the maintained highway. In addition, the proposed development is not anticipated to give rise to a significant material intensification of movements to or from the site.

An inspection of data supplied to WSSC by Sussex Police over a period of last five years reveals there has been no reported incident of personal injury immediately near to the site access, which indicates there are no existing highway safety concerns associated with road layout or geometry.

Sustainable Transport Accessibility

The site is in a highly sustainable area with easy accessibility to walking, cycling and public transport links. Many shops, services and amenities can be accessed by short distance walking and cycling. Bus stops and Bognor Regis train stations are located within 5 minutes of walking providing transport links to wider network such as London, Brighton etc.

Parking

The development will offer 3 nos. vehicle parking spaces to the front of the development. The provision falls below the requirement set out within Arun Parking Standards. Therefore, a parking stress survey was commissioned to understand the vehicle occupancy levels along the neighbouring streets. The survey reveals parking occupancy of 80% within the 200 metres radius. Therefore, there is 20% provision for parking along neighbouring road should the residents wish to park.

Cycle parking provision for 10 bicycles is made within a bike store to the rear of the building accessed via a side access. The Highway Authority advise provision of safe and secure bike storage facility in a well-lit and conveniently accessible location.

Refuse collection / servicing for the development will be carried out from the kerbside, in line with the existing arrangements.

Conclusion

The Highway Authority do 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 (NPPF), paragraphs 114 -117, as revised December 2024. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) minded approving the application, the following conditions should be applied:

CONDITIONS

Car Parking

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide adequate on-site vehicle parking spaces for the use.

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 LPA.

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

Reason: In the interests of road safety.

Construction Plant and Materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details of all temporary contractor buildings, plant and stacks of materials, provision for

the temporary parking of contractor vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

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West Sussex County Council – Planning Services

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Any formal reconsultation on the application should be directed to [REDACTED] but the responding officer can be contacted directly via email if there are any questions relating to this response.

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