

**WEST SUSSEX COUNTY COUNCIL
INFRASTRUCTURE CONSULTATION**

DATE: 16/04/2010

FROM: Jamie Brown **TO: Arun District Council**
FAO: S. Leeson

SUBJECT: BR/83/10-Change of use from offices to two flats.

9, Lennox Street, Bognor Regis, West Sussex, PO21 1LZ

CONSULTATION DATE: 30/03/2010

RECOMMENDATION:

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

S106 contribution: £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 Local Development 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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

A nil car parking provision is proposed for the new flats. Under the WSCC Car Parking Standards, a maximum of four car parking spaces may be provided for the proposed flats. Consequently, as the maximum is not being exceeded no concerns would be raised. Whilst on-street car parking is limited in the immediate vicinity, the previous use of the site would have generated a similar parking demand. On that basis I would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking.

Cycle parking should be included however; this must be secure, covered and be capable of storing at least one cycle per bedroom of the proposed dwelling. The actual details of the cycle parking facilities should be submitted to and approved by the Local Planning Authority (LPA). To accommodate cycle parking it would be recommended that any cycle store should have minimum dimensions of 2m x 1m.

If the LPA are minded to approve this application, a condition securing cycle parking should be included.

Jamie Brown
Local Development