

**WEST SUSSEX COUNTY COUNCIL
INFRASTRUCTURE CONSULTATION**

DATE: 03/11/2008

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

**SUBJECT: FP/217/08- Conv and COU of existing residential care home to 4 x private flats
(Resub of FP/99/08)**

4, Felpham Road, Bognor Regis, West Sussex

CONSULTATION DATE: 21/10/2008

RECOMMENDATION:

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

TAD 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.

West Sussex County Council was consulted previously on Highway Matters for this location under planning application no. FP/99/08 to which no objections were raised.

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 map information.

This application proposes the conversion of an existing care home into 4 private flats. The property is situated in Felpham Road, Felpham. There are three off-street parking spaces proposed, these would be within the maximum WSCC standards.

In terms of transport, the property is situated in a sustainable location. The property is within walking distance of a range of services and public transport, the nearest bus stop is approximately 70 metres to the north hence there is no reliance as such on the use of the private car. This application therefore is in compliance with PPG13 and policy Dev4 of the West Sussex Structure Plan 2001 – 2016 in encouraging the use of sustainable transport.

Cycle parking should be included, if not already available. This must be secure, covered and be capable of storing at least one cycle per bedroom of the converted building. The actual details of the cycle parking facilities should be submitted to and approved by the Local Planning Authority (LPA).

Any approval of planning permission would be subject to the following condition:

Cycle parking

No dwelling, hereby approved, shall be occupied until covered secure cycle parking spaces have been provided in accordance with a detailed construction plan to be submitted to and approved by the planning authority.

Reason – To provide alternative travel options to the use of the car in accordance with PPG 3 and Dev4 of WSCC Structure Plan.

Jamie Brown
Local Development