

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: M. Tomalova
FROM:	WSSC - Highways Authority
DATE:	16 March 2020
LOCATION:	107 Felpham Way Bognor Regis PO22 8QB
SUBJECT:	FP/258/19/PL Conversion, alteration & extension to provide 1 No. Class A1 Shop Unit, 1 No. Flexible Use Commercial Unit Use Classes A1/A2/B1/B8/D1 or Sui-Generis Beauty Therapist/Nail Bar & 3 No. Flats together with 3 No. vehicle parking spaces & secure cycle & refuse storage facilities (resubmission following FP/32/19/PL). Additional information received.
RECOMMENDATION:	No Objection

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been re-consulted on proposals for alterations and conversion to form 1 x A1 retail unit, 1 x flexible commercial use unit and 3 x flats. In LHA comments dated 28 January, further information and modification was required in respect to the proposed car and bicycle parking arrangements.

Amended plans have been received which indicate a revised arrangement of nil car parking provision on the WSSC owned forecourt. As per previous comments, a Car Parking Capacity survey was undertaken and demonstrated that an average of 81 spaces were available nearby on-street overnight. Whilst maximum parking demand for both commercial and residential element of the scheme was estimated at 15 x spaces, it is acknowledged that no increase in commercial floor space is proposed. The LHA consider that the existing arrangements and capacity on-street would be suitable to serve the development.

Considering that the existing dropped kerb provides some vehicular access to the side of the building and is not proposed to be reinstated, the applicant may wish to relocate the bicycle parking. It is advised that residential cycle parking is provided in a secure separate facility and that a small number of external spaces for the commercial element are also made available. Details of cycle parking can be secured via condition.

Considering the small scale of the development, with no increase over the existing permitted commercial use, and overnight availability of on-street parking demonstrated for the residential element, the LHA could not resist the application on transport grounds as a result of the proposed nil parking provision.

The Local Highway Authority does not consider that the 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 (paragraph 109), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following conditions would be advised:

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 Local Planning Authority.

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

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 for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors 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.

Katie Kurek

West Sussex County Council – Planning Services