From: Viktorija Saveca
Sent: 04 September 2015 16:05
To: Peter Barnett
Cc: Alex Bateman
Subject: FW: AWDM/1038/15 - Ntl Limited, Gardner Road, Southwick

Flag Status: Flagged

Dear Peter,

Following our conversation earlier in regards to our application at the Nynex House, Gardner Road, please find below our email to Alison Meeus at the West Sussex County Council in regards to the consultation response received.

Kindest regards,
Viktorija

Viktorija Saveca BSc (Hons)
Trainee Planner
for and on behalf of
Stiles Harold Williams Partnership LLP
T: 020 8662 2706
F: 020 8662 2701
M: 07947 373875
vsaveca@shw.co.uk

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From: Viktorija Saveca
Sent: 25 August 2015 17:02
To: 'alison.meeus@westsussex.gov.uk' <alison.meeus@westsussex.gov.uk>
Subject: AWDM/1038/15 - Ntl Limited, Gardner Road, Southwick

Dear Alison,

We have now had a chance to review your consultation response in regards to our proposal for 'change of use from offices (B1a) and warehousing (B8) to offices (B1a), non-residential institution (D1) and assembly and leisure (D2) including internal alterations' at Nynex House, Gardner Road, Southwick.

I appreciate the case officer Peter Barnett is away on annual leave, so I was hoping to address some of your highlighted issues directly.

Sustainability
We are pleased to agree that the site significantly benefits from a 'very sustainable location' as highlighted in your comments. Indeed, there are numerous public transport connections available via the Fishersgate Train Station, nearby bus routes, as well as pedestrian and cycle routes. As such, any future occupiers and visitors of the building would have all of these options available for traveling to/from the site.

Access
You suggestion on the IN/OUT movement arrangements is noted, and could be implemented on site accordingly.

Transport Assessment & Car Parking Strategy

It is noted that your main concern here relates to the car parking on the site.

Your calculation indicates that the uses create demand for 226 car parking spaces that exceed the existing provision of 132 spaces on the site by 94 spaces. At the submission of a previous application (Ref: AWDM/1626/14) your own estimates highlighted that maximum car parking standards would equate to 246 parking spaces, which is 20 more car parking spaces than estimated for the current application. The parking did not raise the concerns at that time, thus it is not clear why this matter raises more significant concern if actual need for parking spaces has been reduced in real terms.

During the consultation on the previous application (Ref: AWDM/1626/14) your comments explicitly stated that 'In summary; WSCC raise no objection to the change of use from B1/B8 to D1/D2 as it is considered that the proposed use is ideally located to encourage sustainable forms of travel to and from the site and has ample parking provision, with limited on-street parking options, and enforceable on-street parking restrictions in place to keep parking associated with the use within the site.'

The only change between two applications is retainment of the office use (B1a) on the site. Location of such uses is encouraged in sustainable locations, and it is clear that such parking levels as identified would not be requested in an alternative, equally accessible location, considering proximity to the public transport. The office use is an existing lawful use on site as part of the B1/B8 mixed use. The mixed use nature of the site is retained in the current proposal of B1/D1/D2 uses. The only reason the office use is noted in the application is due to the improvements in configuration of the ground floor, thus only impact to be considered in transport terms is from the change of use from the B8 to the mix of D1/D2 uses.

Accordingly, the 109 parking space provision recommended for the Coptic Orthodox Church community use seems disproportionately high considering the existing church (St Mary's and St Abraam) provides very limited car parking spaces and has not created an overspill parking issue in the area. Any church use in central, urban and such a sustainable location would hardly ever be expected to provide this level of parking if new building would be erected and use introduced in the area.

Considering the WSCC parking standards are 'maximum' standards and where possible reductions are sought to encourage the use of sustainable travel modes, the maximum standards should not be applied bearing in mind the particular location and accessibility levels.

It is further noted that there is concern over the potential for simultaneous peak operating times between the Church, Office and Gym.

The uses would not be operational on site at the same time (Offices Mon–Fri 9-5, Community & Gym early mornings, evenings and weekend), thus we do not consider this would cause a concern as the peak parking demand associated with the office use, the community use (Coptic Orthodox Church) and the gym use is not likely to coincide.

The community (church) use schedule has been provided on exemplary basis in the Planning, Design & Access Statement as part of the application submission. The church has indicated that during their activities, there would not be more than 150 people on site at any one time. Current travel arrangements to the existing church premises include church community operated pick-up/drop-off service using 4 buses (15 seaters) for weekend activities and one service during the week, which would continue to operate on the new site. As the operational hours of the use can be restricted by the use of the planning condition, it is not considered that impact of the proposed use would be sufficient to provide a peak hour parking overspill that would have any impact on the surrounding area.

The proposed gym use would be of a small scale (not a national chain), managed by the church community and staffed by its members. From the attached plans it can be seen that it has sufficient capacity for maximum 19 apparatuses, thus it would not generate a similar scale impact of peak traffic as expected from the national chains. Furthermore, as the expected membership would be from the church community and the employees of the office

use, the use is not expected to generate additional trips, but be accommodated within the trips to work/church already accounted for.

As such, it is considered that all three uses would be able to successfully operate on site, similarly to the existing lawful mixed use, within the existing car parking provision, in addition utilising the new provision of disabled car parking spaces and secure cycle storage proposed on site, improving the existing arrangements.

If you have any further queries on the above, please do not hesitate to contact me.

Kindest regards,
Viktorija

Viktorija Saveca BSc (Hons)
Trainee Planner
for and on behalf of
Stiles Harold Williams Partnership LLP
T: 020 8662 2706
F: 020 8662 2701
M: 07947 373875
vsaveca@shw.co.uk

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STILES HAROLD WILLIAMS
www.shw.co.uk

Surrey, South London & Kent Office
69 Park Lane, Croydon,
Surrey, CR0 1BY
Tel: 020 8662 2700

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