

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council (ADC) FAO: Mrs M Tomalova
FROM:	WSCC - Highways Authority
DATE:	26 th May 2022
LOCATION:	Former Bartons Infant School Romney Broadwalk Bersted PO22 9BH
SUBJECT:	BE/40/22/PL Demolition of former school building and erection of 21 No. new dwellings and associated car parking, cycle parking and landscaping. This site is in CIL Zone 4 (Zero Rated).
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	More information required
S106 CONTRIBUTION TOTAL:	

Section 1 – Report Introduction/ Background

- 1.1 The Local Highway Authority (LHA) has been consulted on the above application with regards to any highway safety or capacity concerns.
- 1.2 The application is for the demolition of the former Bartons Infant School, which was vacated in 2014. 21 new dwellings are proposed on the site, including a new access, parking and landscaping. Given the sites former use, the site did previously have a high related trip rate and footfall associated with it.
- 1.3 The LHA have reviewed the planning documents and would make the following comments detailed below. There is also further information needed to support this application –
 - A Stage 1 Road Safety Audit (RSA) for the access works
 - A RSA Response Report in line with GG 119 should any issues be raised in the RSA.
 - A revised Parking Beat Survey
 - Further junction dimensions drawing/tracking

Section 2 – Access and Visibility

- 2.1 It is proposed that the old school access point will be closed off and the footway/verge reinstated.
- 2.2 It is proposed that a new site access in the form of a priority junction will be formed to serve the site that is more central. However, it has not been confirmed what the width of the junction/ access road is in the Transport Statement (TS), nor has the junction been tracked to show two vehicles can pass on entering and exiting at the same time.

- 2.3 Visibility is shown as 43m on the Section 278 drawing from a 2.4m setback. This is a residential no through route to the north of the site, where the visibility splay extends into the adjoining pedestrian connection route through to Barton Road. The splay to the south extends where vehicles maybe parked as there are no parking restrictions, given the location of the access, no through route and low speed residential street context, this potential encroachment into the splay is not expected to create a safety issue.
- 2.4 The site access works do require a Stage 1 Road Safety Audit as detailed above, this is due to the development being for a new access onto the highway and for a development of above 10 dwellings, in line with the WSCC Safety Audit Policy.

Section 3 – Parking and EV Charging

- 3.1 ADC have their own Parking Standards Supplementary Planning Document, this is what should be used to determine parking levels for the site. This site falls within Parking Behaviour Zone (PBZ) 2, as such the following would apply.

Number of Bedrooms	Spaces Required	Number of units	Required Residential spaces
1	2	0	0
2	2	12	24
3	2	8	16
4+	3	1	3
TOTAL Residential spaces required			43

- 3.2 ADC Parking Standards also require that a ratio of 20% of the total number of residential units are provided as visitor parking spaces. This would equate to 4.2 spaces for the site.
- 3.3 ADC Parking Standards also require that 5% ratio of the total number of units on the site are provide as disabled parking spaces. This would equate to 1.05 spaces for the site.
- 3.4 Over all a total parking provision of 43 spaces should be provided across the site. Section 4.16 of the TS states that 32 car parking spaces are proposed on site, with 2 of these being for visitors. There is a shortfall of 11 spaces. There is no mention of disabled spaces. Section 4.18 of the TS states that WSCC & ADC accepts that there will be a variance in parking demand across the county; whilst this is true it is down to the development team to provide evidence that their site reasonably caters for their residents. There have been no details submitted in relation to Census data for the local area such as vehicle ownership data to justify a reduced parking provision.
- 3.5 A parking beat survey has been undertaken and is attached to the TS. It is assumed this was done to determine local availability of on-street parking spaces for visitors and any overspill parking. However, the survey was carried out between 10am – 5pm which is not in line with the parking survey recommended times for residential surveys.

Generally, these surveys should be done first thing in the morning before the working day starts and after 5pm in the evening/overnight when people have returned home and parking levels are at their highest. A survey between 10am and 5pm would not show a true reflection of parking levels at their highest, to enable a robust assessment.

- 3.6 The site is well situated with local amenities and there are other forms of sustainable transport to the motor vehicle, such as local bus services, the railway station and on street cycling infrastructure/ footways. The LHA do have concerns that the internal site roads will become congested with vehicles parking across driveways and over areas meant for pedestrians, or even parked on landscaped areas. This could restrict access for a refuge vehicle or emergency vehicles or restrict visibility or access at the junction with Romney Boardwalk.
- 3.7 The LHA would suggest that parking requirements are considered again against the ADC Parking Standards and include visitor and disabled parking spaces. The LHA would also suggest that the parking beat survey is repeated at a more suitable time of day, and car ownership rates for the local area are provided to justify the parking levels proposed.
- 3.8 In terms of electrical vehicle charging, from the 15th June 2022 this will be covered by Building Regs legislation/ sign off and not a requirement for planning permission to be granted. Although it's noted that all dwellings will be provided for as stated in the TS.

Section 4 – Internal site layout/ set up and Servicing

- 4.1 The LHA would raise no concerns to the proposed shared surface set up for the internal site roads. Tracking has been provided to demonstrate that a refuge vehicle can enter the site, service the site and exit in forward gear.

Section 5 – Trip Generation

- 5.1 Section 5 of the TS details the expected trip generation from the 21 dwellings for the site. It has been identified that there is likely to be a generation of around 13-14 two-way vehicle movements via the new access and on the highway network in the peak AM and PM hours, this level of trips would not be expected to give rise to any form of impact that could cause a safety or capacity issue.

Section 6 – Summary

- 6.1 Please re-consult the LHA once the above information and documents have been provided.

**Emma Avis (MCIHT) – Senior Transport Planner
Planning Services**