

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council (ADC) FAO: Mrs M Tomalova
FROM:	WSSC - Highways Authority
DATE:	2 nd August 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:	No objection
S106 CONTRIBUTION TOTAL:	

Section 1 – Report Introduction/ Background

- 1.1 The Local Highway Authority (LHA) previously provided comments on this application on 26th May 2022. These comments requested the following further information.
- a) A Stage 1 Road Safety Audit (RSA) for the access works
 - b) An RSA Response Report in line with GG 119
 - c) A revised Parking Beat Survey/ parking level details
 - d) Further junction dimensions drawing/tracking

Section 2 – Further Access and Road Safety Audit review

- 2.1 Vectos have submitted a Transport Technical Note dated June 2022 to address the items raised in our last comments.
- 2.2 The LHA have reviewed the access drawing under Appendix B of the Technical Note and would raise no concerns to the detail shown.
- 2.3 The LHA have reviewed and responded to the Road Safety Audit that was requested. Two minor problems were raised which have been addressed in the RSA Response Report.

Section 3 – Parking details for the site

- 3.1 The LHA when consulted previously provided Arun District Council with comments relating to the proposed level of parking and a comparison against its Parking SPD. The site did not meet the levels suggested by Arun's SPD. It was suggested by the LHA that further evidence was supplied by the applicant to support a lower level of parking to that suggested in the SPD.

- 3.2 Census data for the local area has been provided in section 18 of the Technical Note and appendix C, this demonstrates a local car/van ownership rate of 1.2 vehicles per dwelling.
- 3.3 The LHA requested a revised Parking Survey as the original survey did not follow the WSCC Guidance on Parking at New Developments (section 7) for parking surveys, such as surveying in the late evening/early morning when residential parking on street is normally at its peak, giving a robust (worse case) survey result. The new survey now covers the normal peak and demonstrates that on street parking is at a low level and there are available spaces 'should' overspill/ visitor parking occur.
- 3.4 In terms of parking the LHA review this from a highway safety perspective, not an amenity perspective. The LHA had concerns that should the site fall short on allocated parking for dwellings, vehicles may park in locations that could block access for emergency vehicles or pedestrians. The Technical Note explains that a shared surface design such that puts pedestrians at the forefront of the user hierarchy will be used and would discourage parking in such a manner.
- 3.5 Given the provided evidence of the local car ownership rates the LHA would conclude that adequate parking is proposed on balance, given the sites location and access to sustainable travel options.
- 3.6 The Local Planning Authority (LPA) may wish to review parking related matters from an amenity perspective.

Section 4- Summary/ Conditions and Informative's

- 6.1 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 111), and that there are no transport grounds to resist the proposal. The following conditions should be added to any grant of planning consent.

Conditions

- 1. Access/ Visibility (Access to be provided prior to first occupation) - No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the approved planning drawing.
Reason: In the interests of road safety.
- 2. Existing Access to be closed off - No part of the development shall be first occupied until such time as the existing vehicular access that previously served the school has been closed off and the footway/verge re-instated in accordance with the details shown on the approved planning drawing.
Reason: In the interests of road safety.
- 3. Vehicle parking and turning - No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with an approved plan. These spaces shall thereafter be retained for their designated use.
Reason: To provide adequate on-site car parking and turning space for the

development.

4. 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.
5. Construction Management Plan (CMP) Construction Management Plan - No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,
 - the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and routing of vehicles during construction,
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials and waste,
 - the storage of plant and materials used in construction of the development,
 - the erection and maintenance of security hoarding,
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Informative

1. Works within the Highway – Implementation Team - The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader [REDACTED] to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

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