

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Simon Davis
FROM:	WSCC - Highways Authority
DATE:	24 September 2020
LOCATION:	Garth House High Street Bognor Regis PO21 1HQ
SUBJECT:	BR/122/20/OUT Outline application with some matters reserved for demolition of Garth House and West View to be replaced with 20No. self contained apartments consisting of 10 No. 1 bed and 10 No. 2 bed apartments
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a / £ See below for breakdown.

The proposal above has been considered by WSCC as the CHA. No objection is raised subject to any conditions attached.

Access

The site is accessible on foot from the High Street, and the proposals will create a pedestrian access from the existing footway. As this is a car free development no vehicular access is required.

However; in terms of pedestrian access WSCC would expect to see at least 2.5m provided to ensure pedestrians and those requiring a wheelchair can pass each other easily. Guidance on footway widths are taken from Manual for Streets (Mfs) and inclusive mobility.

Temporary Access

Will a temporary access for construction and storage be required, or will they need to use parts of the High Street for loading and unloading? This will need a licence, and a plan of the access approved using a s78 agreement.

Trips & Car Parking Demand

Whilst the development will remain car free; the applicant has provided a Transport Statement undertaken by Ridge.

The assessment proposes a net increase of 51 daily movements and equates to an additional 5 trips in the morning and 5 in the evening peak hour. This, in addition to the existing trip rate of 4 trips, creates an additional increase of 9 trips and is not considered to cause any significant highway safety or capacity impacts in the highway network.

However; the applicant needs to demonstrate that parking demand associated with this development can be accommodated within the surrounding roads, as no car parking is provided.

The transport assessment goes some way to explain the existing situation in terms of parking restrictions in the vicinity, but it is unclear exactly what the expected parking demand might be, and how many free spaces there may be.

WSCC has used the Arun 017a Lower Layer SOA, census data to understand likely car ownership. It is understood that 50% of all households own a car, and 38% of these have 1 car. Using this information we could expect that out of the 20 dwellings, there may be 8-10 car owners.

Whilst the surrounding area is heavily restricted with enforceable parking restrictions, there are areas designated to a resident/visitor permit holder scheme. This may be open for allocation or wait listing however as this is not a guarantee another way to mitigate the additional parking requirements which may occur can be dealt with via Travel Information Packs (TIP)

Travel Information Pack (TIP)

These will be offered to all first occupants and will include information to support the use of sustainable transport within an acceptable distance from the site. WSCC would also request travel vouchers are included in these packs.

S106

To include travel vouchers in the TIP to encourage sustainable travel to and from the site to reduce the need for car ownership and parking spaces within the vicinity of the site.

Cycle Parking

Cycle parking will be provided, as per WSCC guidance of 0.5 spaces per flat, equating to 10 spaces. Plans submitted show the location of these; but no information is provided regarding security, and if they will be covered. Given its town centre location, cycle storage like this should be less visible from the highway. At present they appear to be located at the front of the building which does not seem to be very secure.

Construction Management Plan (CMP)

A CMP should be submitted to the LPA for approval prior to any commencement of development. Given the constrained nature of the site use of the highway, for construction traffic, may require a temporary licence.

CONDITIONS AND INFORMATIVES

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.

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.

Temporary Works Required During Construction

The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

INFORMATIVE

Residents Parking Permits in Controlled Parking Zones (CPZs)

The applicant and potential future occupiers of the development are advised that future tenants/homeowners may not be entitled to purchase Resident or Visitor Permits that entitle users to park on-street in the roads around the development site. Alternatively, Non-Resident permits may be available in some roads where capacity allows or some tenants/homeowners may have to join a waiting list before permits are issued. Eligibility for permits will be in accordance with existing WSCC parking policy and procedures. Tenants/homeowners are advised to contact the local District/Borough Parking Services Team for further clarification. Further information and key questions and answers about how Controlled Parking Zones work can be found here.

<https://www.westsussex.gov.uk/roads-and-travel/parking/residents-parking-schemes/how-parking-schemes-work/>

Alison Meeus
West Sussex County Council – Planning Services