

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	5 November 2020
LOCATION:	The Beach Hotel, former Mud Club, Waterloo Square Bognor Regis, PO21 1SU
SUBJECT:	BR/244/20/PL Redevelopment into 11 No. 2 bed apartments & 2 No. commercial units (A1 Retail or A3 Restaurant/Cafe) (resubmission following BR/282/19/PL). This application affects the character & appearance of The Steyne, Bognor Regis Conservation Area & may affect the setting of listed buildings. This site is in CIL Zone 4 (Zero Rated) as flats & other development.
RECOMMENDATION:	More Information

Summary

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), have been consulted on proposals for redevelopment of site to form 11 x 2-bedroom apartments and 2 x commercial units. The application is a resubmission following BR/282/19 (35 x 1 & 2-bedroom apartments and 3 x commercial units). The LHA raised no objection to that application, though the Local Planning Authority (LPA) refused the application on non-highway safety/transport related grounds.

The revised scheme is a reduction in residential units from 35 to 11 (24 unit reduction) and a reduction in commercial unit floor space (A1/A3) from 355sqm over 3 x units to 230sqm over 2 x units.

Access Arrangements

As per BR/282/19 vehicle access is proposed from the rear of the site via Norfolk Street, a narrow one way street subject to 30mph speed restriction. Under BR/282/19 a Stage 1 Road Safety Audit (RSA) was submitted. This has not been provided in support of the amended application. As the scheme is over 10 x units and requires access changes from the public highway the applicant should provide a new RSA or run the amended arrangements past the auditor to confirm that the proposed changes, including to the loading area, are acceptable. A Designers Response to any points raised should also be provided in the appropriate format as set out in table F4 and F5 of GG119.

The parking layout has been altered, it should be demonstrated through swept path tracking plans that the spaces are workable. The Loading/Delivery area has been annotated across space 1 and 4. Deliveries in this area may obstruct use of the parking area. Swept path tracking plans should be provided to demonstrate how these altered arrangements are workable for largest service vehicle anticipated.

Car & Bicycle Parking

The LPA have requested a car parking capacity survey to check that surrounding streets can accommodate any overspill parking. From a highway safety point of view the LHA does not consider that any overspill parking will result in a highway safety concern, in light of parking restrictions and junction protection in the vicinity.

Under Arun Supplementary Planning Document (SPD) the 11 x 2-bedroom apartments could see a demand for 11 x car parking spaces. The 5 x spaces proposed will be for residential use and thus the shortfall in parking is 6 x spaces. Previously a disabled car parking bay was proposed and it is advised that this is again included. The LPA may also wish to secure that some of the spaces are suitable for electric vehicle charging, in line with the SPD.

Whilst no dedicated parking for the commercial element is proposed, this is considered appropriate for the accessible seafront location where parking is anticipated to take place on street and public car parks nearby, and customers will arrive by foot/cycle.

With respect to bicycle parking the Design & Access Statement refers to a double stacking system. This may not be accessible to all and the LHA advise secure and covered/ Sheffield stand facilities. The basement level will provide space for 14 x cycles yet it is not clear how these will get to street level (which lift will be used and are these for the residential use alone?) Previously retail/visitor Sheffield stands were shown on the commercial site frontage but this appears to have been relocated to rear of the site - it would be more appropriate to include this in a location visible and accessible to customers.

The SPD requires 11 x residential cycle spaces if in a communal facility. For the commercial use if entirely A1 the use would require 5 x cycle spaces, if entirely A3 the use would require 9 x spaces for customers plus 1 space per 4 staff. Details of bicycle storage can be secured through condition.

Trip Generation & Road Network Capacity

The LHA previously raised no objection in terms of anticipated traffic generation as a result of the development and considered the capacity of the nearby road network would not be detrimentally impacted. Whilst it would be useful and supportive of the application for the applicant to provide an amended TRICs (Trip Rate Information Computer Systems) assessment to show the anticipated reduction in trips from the previous proposal, the LHA are mindful of the reduced scale scheme and same number of parking spaces being provided and thus do not anticipate a road network capacity issue as a result of the proposals.

Accessibility & Sustainable Transport

As commented under BR/282/19 the site is located where a number of sustainable transport options could be taken up to reduce the reliance on the private car. A range of retail, services and amenities are within walking distance along street lit footway with pedestrian crossing facilities at key locations. Bus services and Bognor Train Station are also within walking distance of the site, providing alternative modes for longer distance travel. Considering the accessible location and limited car parking available on site the LPA are advised to secure a Travel Plan Statement through condition, to encourage uptake of sustainable transport modes for new residents.

Conclusion

In summary further information is sought. It is acknowledged that the LHA previously raised no transport grounds to resist the application. Nevertheless, the access, parking and loading/delivery arrangements have altered from BR/292/19 and thus the following information is required:

- New RSA to cover amended access, parking and loading bay arrangements.
- Swept path tracking plans for car parking spaces and loading bay area.
- Consideration to disabled bay/ electric vehicle charging bays.

Please ask the applicant for this additional information and re-consult.

Katie Kurek
West Sussex County Council – Planning Services