

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council- FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	3 December 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:	No Objection

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), have been re-consulted on proposals for 11 x apartments and 2 x commercial units. In comments dated 5th November 2020 the LHA requested further information in the form an updated Road Safety Audit (RSA), swept path tracking plans to demonstrate workability of amended car parking and loading bay arrangements and consideration to providing disabled bay and electric vehicle charging bay(s). Additional information has been submitted to address these outstanding issues:

RSA and Designers Response (DR)

A new RSA has been carried out on the amended access arrangements. This has reviewed the proposals for vehicle access from Norfolk Street with 4 x car parking bays and cycling parking behind the bays. One issue was raised in relation to the boundary treatment for the northern boundary of site. It was advised that boundary treatment should be kept below 1.05m in height to allow drivers exiting the site visibility to Norfolk Street. The DR states that no boundary treatment will be provided in this location and the LHA consider that this suitably addresses the issue. The LHA, as Overseeing Organisation, has completed the DR which is sent to the LPA under separate cover.

Car Parking and Loading Area

Swept path tracking plans have been provided to demonstrate that a car can access each proposed parking space. Considering the restricted width of Norfolk Street some of these manoeuvres appear restrictive and may result in a slight vehicle overhang to the opposing footway. Nevertheless, the LHA consider that a multi-point manoeuvre could be carried out if required and no highway safety concern is raised to the proposed arrangements. One of the bays has been marked for disabled use and one has been marked for potential electric vehicle charging point.

Swept path tracking plans have also been provided for a servicing vehicle which shows anticipated vehicles will be able to manoeuvre to and from the loading bay area and that a vehicle can pass on Norfolk Street.

Other Matters

It has been clarified that cycle spaces in the basement will be for residents and will be accessed via the lift. 6 x cycle parking spaces have also been provided rear of the retail units for staff use.

Although previously acknowledged that trip generation was anticipated to be reduced over the previous scheme, the applicant has nonetheless provided an updated TRICs (Trip Rate Information Computer Systems) assessment to show the anticipated reduction in trips from the previous proposal. This indicates that the flats could see 3 x additional movements in the AM and PM peak respectively and the commercial use could see 27 x

additional trips in the AM and 30 x additional trips in the PM peak hours. As per previous comments the commercial trips are anticipated to already be on the local road network, be passed by trips by foot/cycle and/or utilise nearby public car parks and on-street parking. No concern is raised in regard to capacity impact of nearby road network, especially in light of the reduced car parking available on-site.

The LHA have been asked to comment on the submitted car parking survey which assesses capacity for nearby on-street parking associated with the development. This focuses on anticipated visitor parking demand for the residential element of the scheme, as residents could use an annual permit for Fitzleat car park, 300m north of the site, if required. As per Arun Supplementary Planning Document, visitor parking should be provided at 20% of total number of units, meaning that 11 units could see a demand for up to 2 x visitor spaces. Accepted Lambeth methodology has been used over two early morning periods to assess capacity for nearby on-street parking. The area included encompasses 200m walking distance of site and excludes disabled bays. The resultant average parking stress across the surveyed area was 43% meaning 82 x spaces were available over-night. Waterloo Square had 26 x spaces available. Considering parking restrictions on Waterloo Square are from 9am-5pm residents could also feasibly park here overnight. The LHA note that if visitors were to visit in the daytime the survey does not cover this. Nevertheless, ad-hoc visitors could pay for on-street parking nearby. As per previous comments there are comprehensive junction protection markings meaning that any overspill parking that does occur is not anticipated to take place in locations that would be detrimental to highway safety.

The LPA should consider whether a condition to secure a Travel Plan Statement could be included in light of the restricted car parking and opportunities to promote sustainable transport use. This could include details of how the restricted residential parking will be controlled (will this be unallocated) and details of electric vehicle charging point and possible car sharing clubs as well as a commitment to provide information on sustainable transport options in the vicinity.

Conclusion

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 109), and there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following condition(s) and informative note would be advised:

Access

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 plans.

Reason: In the interests of road safety.

Car parking space

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use.

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.

Travel Plan Statement

No part of the development shall be first occupied until such time as a Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan Statement shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

INFORMATIVE

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 (01243 642105) 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.

Katie Kurek
West Sussex County Council – Planning Services