

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	27 April 2020
LOCATION:	The Beach Hotel, former Mud Club & 2-4 Waterloo Square Bognor Regis PO21 1SU
SUBJECT:	BR/282/19 Redevelopment into 35 No. 1 & 2 bed apartments and 3 No. commercial units (A1 Retail or A3 Restaurant/Cafe). This application affects the character & appearance of The Steyne, Bognor Regis Conservation Area & may affect the setting of a listed building. More Info/ Amended Description/ Proposal
DATE OF SITE VISIT:	29 March 2020
RECOMMENDATION:	More Information

Summary

West Sussex County Council, in its capacity as Local Highway Authority (LHA), has been re-consulted on proposals for mixed residential/commercial scheme on land at former Beach Hotel and Mud Club.

The proposed scheme has reduced in scale from 49 x flats to 35 x flats with an increase from 2 x commercial units on ground floor to 3 x commercial units (retail/restaurant). The site has been split across two buildings to provide pedestrian walkthrough space between Norfolk Street and Waterloo Square. The previously proposed basement car parking level has been omitted and some limited vehicle access from Norfolk Street proposed in the form of undercroft parking, with no turn on site.

The LHA have assessed the amended scheme in terms of anticipated trip generation, parking demand and the proposed alterations to access arrangements.

Access Arrangements

No vehicular access is now proposed from Waterloo Square. Some vehicular access to loading bay and limited car parking is proposed from Norfolk Street (one way) to the rear. Whilst no turn on site is proposed for the car parking, considering the low traffic levels and anticipated speeds, the LHA would not raise an objection to this, in principle. Nevertheless, the spaces and the revised loading bay should be demonstrated as workable via swept path tracking diagrams. This should also include demonstration that anticipated vehicles can negotiate High Street from its junction with West Street and enter and exit the site.

The previous Road Safety Audit (RSA) is not applicable. Considering the number of units and WSCC RSA policy, the LHA would require a new RSA for the proposed amended access arrangements. Considering the current social distancing requirement, undertaking a site visit for stage 1 RSA would not be required at this time.

Trip Generation

The LHA are mindful that the residential element of the scheme has been reduced in scale. Nevertheless, the retail element comprises an increase in floor area. Consequently,

the LHA would request that amended trip generation information is provided from TRIC's (Trip Rate Information Computer Systems) to fully assess the anticipated vehicular trip generation as a result of the amended proposals.

Car & Bicycle Parking Demand

The floor plans indicate a total of 23 x 2-bedroom and 12 x 1-bedroom units. Residential parking of 5 x spaces will be available accessed from Norfolk Street. One of these spaces will be marked up for disabled use. It is advised that 20% of the spaces are also provided with Electric Vehicle (EV) charging infrastructure. The Arun Supplementary Planning Guidance (SPD) requires 1 x space per apartment and thus the parking provision is short by 30 x spaces. Nevertheless, the LHA acknowledge the accessible location in terms of options for sustainable transport and proximity to amenities meaning that a reliance on the private car would not wholly be necessary for all residents. Furthermore, the surrounding area is a Controlled Parking Zone (CPZ) and thus overspill parking nearby on-street is not anticipated to take place in locations that would be deemed detrimental to highway safety. The Local Planning Authority (LPA) may wish to assess the amount of parking proposed from an amenity aspect, as there is no guarantee that residents would be able to obtain permits to park nearby on-street within the CPZ.

It would appear that the amount of commercial floor space has increased and that one of the units will be retail, with the other two as café use. Without knowing which unit is allocated to each use it is challenging to predict anticipated parking demand. Nevertheless, the LHA are mindful of the small increase over previous proposal and no allocated car parking will be provided for the commercial element which is not uncommon for such use on a seafront location, especially where such site constraints are present and on-street parking and public car parks are available and within walking distance of the site.

Residential bicycle parking for 36 x cycles has been indicated. This is line with the SPD, which would require one space per unit. Some internal retail cycle storage is proposed and it is assumed that this is for staff. External spaces are proposed for customers along the Waterloo Square frontage. The applicant should be mindful of the SPD guidelines for bicycle storage whereby A1 retail use would require 1 space per 100sqm for staff and 1 space per 100sqm for customers and A3 café use would require 1 space per 4 staff and 1 space per 25sqm for customers. Details of bicycle parking can be secured via condition.

Conclusion

In summary, the LHA require further information in order to fully assess the highway safety and capacity impacts of the amended scheme, namely:

- Updated RSA to assess alterations to access arrangements including access to parking and loading bay arrangements.
- Swept path tracking diagrams to fully demonstrate workability of proposed parking spaces and loading bay including wider access from High Street/West Street for anticipated vehicles (refuse/ deliveries).
- Trip generation – amended assessment of the anticipated vehicular trip generation from both residential and commercial element.

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

Katie Kurek
West Sussex County Council – Planning Services