

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	19 June 2020
LOCATION:	The Beach Hotel, former Mud Club & 2-4 Waterloo Square Bognor Regis PO21 1SU
SUBJECT:	BR/282/19 Redevelopment into 49 No apartments consisting of 24 No 1 & 25 No 2 bed apartments & 2 No commercial units (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 information received.
DATE OF SITE VISIT:	29 March 2020
RECOMMENDATION:	No Objection

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), has been re-consulted on proposals for residential and commercial re-development on land at former Beach Hotel and Mud Club. In comments dated 27 April 2020 the LHA requested further information in respect to the vehicular trip generation and swept path tracking and a Stage 1 Road Safety Audit (RSA) for the amended access arrangements was requested. An updated Transport Statement (TS) and Travel Plan Statement (TPS) have been provided to address these matters and the LHA wish to comment as follows.

It has been clarified that the vehicle access from Norfolk Street will be for staff and service vehicles only. No parking is provided for the residential element of the scheme. It would appear that 355sqm of A1 retail will be provided with no restaurant use. On this basis the total parking demand would be less than the previous use which was a combination of retail and restaurant (with 5 x dwellings). As per previous comments the accessibility of the site and nearby presence of parking restrictions are noted. Furthermore, a Travel Plan Statement will be secured to further promote sustainable transport modes for residents and staff.

Trip Generation & Road Network Capacity

TRICs (Trip Rate Information Computer Systems) database has been interrogated to assess the anticipated traffic generation of the downsized scheme (35 x apartments and 3 x retail units).

The combined trip generation for previous site retail, restaurant and residential use was 448 vehicular trips over the day with 11 in the AM and 30 in the PM peak hours respectively. For the proposed 35 x flats and 343sqm retail space a total 698 movements over the day with 50 in the AM and 56 in the PM peak hours was estimated. The TRICs assessment estimates that an increase in 39 trips in the AM and 26 in the PM peak hours could occur. This is considered a worse case scenario as the site has limited parking and pass-by/linked trips are anticipated to make up a considerable percentage of visitors to the commercial element of the scheme. Furthermore, with comprehensive parking restrictions in the vicinity, the town centre location and no parking for visitors or residents it is considered that trips made by car to the site could be less than estimated

and would be absorbed on the local road network. The LHA therefore consider that no capacity issue would arise on the local road network as a result of the development.

Stage 1 RSA

An RSA has been carried out on the amended access arrangements from Norfolk Street, to GG119 standards. The RSA raised one problem in relation to the northern end of the development access where a risk of side swipe collisions was identified. The auditor recommends that boundary treatment is less than 1.05m to allow exiting drivers unobscured visibility (over bonnets of cars parked to north). It is acknowledged that parking spaces are limited for staff only and thus vehicle movement to and from these spaces is considered infrequent. The Designer has responded with acceptance of the problem and recommended solution and has clarified that any boundary treatment will be kept below 1.05m. The proposed plans appear to indicate no obstructions at the site boundary which will be kept clear. The LHA request that the Designers Response is sent in the accepted format as per table F4 and F5 in GG119 so that a formal signed log can be recorded.

Swept Path Tracking

Swept path tracking plans show that the car parking spaces and loading bays will be a workable arrangement with manoeuvring to and from the one-way Norfolk Street. Deliveries can access and egress the loading bay areas as shown. Refuse collection is anticipated to be as per the existing arrangements for neighbouring properties. The panel van is shown manoeuvring through Norfolk Street from its junction with High Street. This manoeuvre shows a slight overhang to the adjacent footway however considering the anticipated low frequency and the fact this is an existing scenario for neighbouring properties, the LHA does not consider this would result in a 'severe' detrimental impact as per paragraph 109 of the National Planning Policy Framework.

Conclusion

The LHA consider that outstanding issues have been suitable addressed from a highway safety and capacity point of view. The only outstanding point at this stage is request for the designer to send the Designers Response in the accepted format as per table F4 and F5 in GG119.

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 that 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(s) 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 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 (to be approved)

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 (to be approved)

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 (to be approved)

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.

INFORMATIVES

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.

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

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/>

Katie Kurek
West Sussex County Council – Planning Services