

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:M Tomolova
FROM:	WSCC - Highways Authority
DATE:	3 February 2022
LOCATION:	The Hatters Inn 2-10 Queensway Bognor Regis PO21 1QT
SUBJECT:	BR/294/21/PL 3 storey upward extension and redevelopment of the existing 1st and 2nd floor delivering 43 no flats. This application may affect the setting of listed buildings, affects the character and appearance of The Steyne Conservation Area and is in CIL Zone 4 (Zero Rated) as flats.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a / £ See below for breakdown.

This is a re-submission of approved planning application BR-50-19 for 24 flats. This is an increase of 19, to create a total of 43. No objection, subject to conditions.

The site is in a highly sustainable town centre location with access to a range of local amenities, and public transport including local and countywide bus services, and Bognor Regis mainline train station. Pedestrian access to the site is also good with footway connections and dropped kerbs and crossing points providing a safe walking environment. The site is also located a few minutes' walk to Bognor Regis seafront promenade.

No Car Parking

The site is car-free and does not provide any parking provision. Whilst it is likely that residents choosing to live in this central location will not require a car, there could be some level of requirement, and as such WSCC has reviewed the 2011 travel to work census data for PO21 1QT, (Arun 017D Lower-layer SOA). This data gives an indication of current car ownership levels of 45% with 1 or more cars, which equates to 20 households.

It is noted there are two large car parks near the site, these being the Hothampton Car Park and Morrisons. It is not clear if these can be used freely outside of certain hours and should be investigated. A town centre 2-hour parking permit for various locations is available from local shops.

Nevertheless, the site is in a highly sustainable location and access to local services and amenities can be undertaken on foot or by public transport. If there is a future parking demand from this development residents can apply for a residents parking permit as this is located within the town centre controlled parking zone.

Cycle Parking

WSSC cycle parking standards for flats with communal storage are 0.5 space for 1 and 2 beds which equates to 24 spaces for 43 flats. We would recommend a reduction in the number of spaces currently provided (52). This is to ensure better cycle stands are fitted into the space. Sheffield hoops are preferred over the use of two- tiered varieties as they are more user friendly.

If the applicant can provide space for 24 cycles using Sheffield stands this would be our preferred choice.

Access into the basement will be via stairs from the footway on West Street. WSSC would advise the stairs are provided with a bicycle ramp strip on one side, or both sides to allow easy movement of any bicycles in and out.

Deliveries

As on-line shopping is now a common part of our shopping habits; WSSC would like to know where delivery drivers such as a supermarket delivery van, or DPD van would park whilst making deliveries.

Travel Information Packs

We would also like to see residential travel information packs provided for each dwelling, and these should aim to promote public transport use to 1st occupants. Packs will provide incentives in the way of travel vouchers for use on rail or bus.

Refuse collection

Refuse collection will be undertaken from the side of 2-10 Queensway via the Queensway House service road.

Construction

A construction management plan will be required to ensure the safe operation of the highway whilst the work are being carried out. The erection of hoarding, cranes oversailing the highway or skips in the highway may require a temporary license if required.

Summary

WSSC consider the location of the flats to be highly sustainable and provided the applicant can provide travel information pack and travel incentives, along with useable cycle parking spaces, no objection is raised, subject to conditions.

Alison Meeus
West Sussex County Council – Planning Services

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 dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with plans and details to be 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.

