

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	Stephen Gee, Highways, WSCC
DATE:	18/12/18
LOCATION:	Land to the east of University of Chichester, Upper Bognor Road, Bognor Regis, PO21 1HR
SUBJECT:	BR/311/18/PL Erection of 176 bedroom student accommodation building with associated hard & soft landscaping. This application may affect the setting of listed buildings, may affect the character & appearance of the Upper Bognor Road, Mead Lane Conservation Area & is a Departure from the Development Plan.
DATE OF SITE VISIT:	
RECOMMENDATION:	☐ Advice ☐ Objection ☐ Modification ☒ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

Background

The application is for the erection of 176 bedroom student accommodation at Land to the east of University of Chichester, Upper Bognor Road.

The site currently benefits from permission for a wider scheme for an Engineering & Digital Technology Park, new access from Felpham Way, erection of first phase of student accommodation (171 spaces), car parking & associated landscaping.

Transport assessment

The application is supported by the original transport assessment for the previous application ref BR/54/16/PL. The application provided an assessment for the whole proposals including 289 bedroom student accommodation buildings.

I have undertaken my own TRICS assessment and the proposals as a standalone application would be anticipated to generate 24 daily movements, 0 in the network AM peak and 2 in the PM network peak.

As such no concerns are raised concerning the vehicle generation potential of the application.

Parking

160 cycle parking spaces are to be provided as part of the application and no car parking for students is to be provided. 20 visitor spaces and 10 special permit places are provided within the existing parking arrangements.

It is acknowledged that the site is in an accessible location with access to a range of services by foot, bicycle and public transport.

A limited, or no, car parking arrangement is typical of student accommodation developments. The LHA are familiar with a number of appeals where a restricted or no car parking provision has been made, including appeal reference APP/ZO116/A/08/2090892 which shares similar characteristics to the proposed development, including a largely unrestricted parking in the surrounding residential streets. The Inspector concluded that the arrangement was suitable on the basis that there was an enforceable no car tenancy agreement in place. Appeal decision reference APP/Q3630/A/10/2139085 concluded that objections, including parking, have been satisfactorily addressed. Again, permission was dependent on a tenancy agreement restricting the use of a car to permit only and not within 1.5 miles of the campus. The LHA are also aware of a number of other sites that successfully operate a 'car free' basis including Slade Park, Oxford and Liberty Quays, Gillingham both of which are located within walking distance of unrestricted parking on local roads. In both cases a no car tenancy is utilised.

Having reviewed the accident database there are no recorded accidents in the vicinity of the site that are attributable to a causation factor citing the presence of parked vehicles. Section 137 of the Highways Act (1980) provides a means for the Police to take enforcement action on any vehicles that are wilfully obstructing the use of the highway. There are numerous locations where parking restrictions are in place to protect the safety of highway users, such as at junctions, and are enforceable by civil parking enforcement officers. However, it is clear that some students do choose to park off-site on local roads and that an increase in residents may increase the number of vehicles doing so. Whilst the LHA do not consider that this would be detrimental to highway safety, the LPA should consider whether there is any impact on residential amenity. Should permission be granted it is recommended that students are required to enter into a no-car tenancy agreement; this should be secured by either condition or a S106 obligation

The car parking to the north and west of the site is not for regular use by residents of the student accommodation but will serve the building in the event of 'drop off' and 'pick up' at the beginning and end of turn.

Travel Plan

The application has been supported by the University of Chichester's Sustainable Travel Plan 2013-16, An updated version should be secured if consent is granted.

Conclusion

Subject to the following conditions/obligations no objection to the proposal is raised:

Students are required to enter into a no-car tenancy agreement

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.

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.

Travel Plan

No part of the development shall be first occupied until an amended version of the existing University Sustainable Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan 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.

Stephen Gee
West Sussex County Council – Planning Services