

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	Highways, WSCC
DATE:	31 st January 2019
LOCATION:	The Royal Hotel, The Esplanade, Bognor Regis, West Sussex, PO21 1SZ
SUBJECT:	BR/326/18/PL Refurbishment, external alterations, extensions & reconfiguration of previously permitted conversion to rebuild ground floor A3 restaurant & provide a total of 27 flats. This application affects the character & appearance of The Steyne, Bognor Regis, Conservation Area.
RECOMMENDATION:	☐ Advice ☐ Objection ☐ Modification ☒ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£to follow

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), has been consulted on proposals for rebuild of A3 ground floor restaurant and provision of 27 x flats on the upper floors.

The application is supported by drawings, Design & Access Statement (DaS) and Transport Statement (TS). The LHA does not wish to raise transport grounds to resist the application subject to comments and conditions set out below.

Site History & Context

The LHA were most recently consulted on proposals at the site under BR/130/17 for change of use from hotel to 18 x flats to which no highways objections were raised. Prior to this the LHA raised no objections to a proposal for 10 x flats in addition to the existing ten. Both applications were permitted by the Local Planning Authority (LPA).

The Esplanade is 'C' classified local distributor road subject to a 30 mph speed restriction. No vehicular access or off-street parking serves the site and on-street parking is predominantly available on nearby The Steyne and Waterloo Square with parking restrictions of permit holders only and pay at meter between 9am-5pm, respectively.

Servicing will take place from the existing loading only bay to west of building or from the roadside on Esplanade as per the existing arrangements.

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been recorded injury accidents in the vicinity of the site, along The Esplanade. However, from an inspection of accident data it is clear that these were not due to any defect nearby junctions or road layout.

Parking Demand

The site has a nil car parking provision. On the basis of a total of 13 x 1-bedroom, 13 x 2-bedroom and 1 x 3-bedroom flats, the WSCC Car Parking Demand Calculator envisions a total demand for nineteen spaces.

WSCC Supplementary Planning Guidance (adopted November 2003) sets out that an A3 restaurant use could see a maximum parking demand for 1 space per 5sqm of public area. On the basis of 200sqm public space this would be 40 spaces. Nevertheless, the LHA acknowledge the accessible location of the site in respect to public modes of transport and consider that customers would park nearby on street or in public car parks. Parking restrictions and junction protection is comprehensive within the vicinity and any on-street

parking as a result of the development could not occur in locations that would be deemed detrimental to highway safety. The LPA may wish to assess the impact of additional on-street parking in the vicinity from an amenity perspective.

Trip Generation

An interrogation of the Trip Rate Information Computer Systems (TRICs) database was carried out to assess any potential intensification in trips on the local road network as a result of the proposals. The existing uses as hotel (16 bedroom), 10 x flats and nightclub were separately assessed to gain a total trip generation for the existing permitted uses. The previous site is anticipated to have generated 9 two-way trips in the AM peak and 26 trips in the PM peak with 189 trips over a 12 hour period.

Trip generation for the proposed use of 27 x flats and restaurant has been carried out. I note table 6 states that apartment trip rates have been based on 27 bedrooms when there are in fact 27 x apartments of various bedroom numbers. The raw TRICs data has also not been included and thus the LHA has carried out an in-house assessment of TRICs. The resultant trip rates are broadly in line with those provided in the TS with a total of 8 two way trips in the AM peak and 18 in the PM peak with a total of 212 trips over a 12 hour period.

The anticipated increase in trips is therefore 23 in a 12 hour period however a reduction of 1 trip in the AM and 8 trips in the PM peak is anticipated. It is also noted that as a car-free development and the town centre location trips will be dispersed across the road network and in the case of the restaurant may already be on the road network (nearby car parks/ on-street) as visiting the town centre. The residential element of the proposals is likely to attract those utilising sustainable modes of transport other than the private car.

Accessibility

Whilst the development will be car-free it is situated in a location well served by public transport links. Bognor Train Station is within 800m of the site and is equipped with secure cycle storage. Various bus services run nearby with the nearest on The Esplanade, 100m east of the site, with routes to Chichester and suburbs of Bognor including North Bersted.

The site is inviting to travel by foot with a shared use pedestrian/cycle path along the Promenade reachable by nearby signalised pedestrian crossing at the pier (60m to east). The footway network is street lit and Bognor High Street with a range of retail, café, services and amenities is within walking distance. The site has good links to National cycle route 2 which when complete will fully link Chichester, Bognor, Littlehampton and Worthing.

A shared bicycle storage facility will be provided. Cycle storage should meet with WSCC standards. For an A3 restaurant use this is one space per 4 staff and one space per 25sqm for customers. For residential this is 0.5 spaces per 1 & 2 bedroom and 1 space per 3-bedroom flat. This would be a total of 14 spaces for the flats and 8 for the restaurant plus additional staff parking. Details of this can be secured via condition.

The provision of a Travel plan statement would also be advised, details of which can be secured via condition.

Conclusion

The LHA does not consider that the proposal would have 'severe' impact 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.

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 (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.

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.

Katie Kurek
West Sussex County Council – Planning Services