

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	1 July 2019
LOCATION:	26 Burnham Avenue Bognor Regis PO21 2JU
SUBJECT:	BR/49/19/OUT Outline application with all matters reserved for 22 No. new dwellings consisting of 2 No. 1 bed dwellings, 18 No. 2 bed dwellings & 2 No. 3 bed dwellings. More information.
DATE OF SITE VISIT:	
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	£ N/A

Summary

The LHA has previously commented upon this application and requested additional information in the form of a parking capacity survey. This was due to several factors; the number of representations made regarding parking, through the nil parking provision and through knowledge of the local area. The site is positioned in proximity to the train station, cinema, various commercial units and several churches which could generate additional demand for on street parking.

Capacity

The proposal is subject to a nil parking provision, therefore any parking demand generated by this proposal would be required to be made up via on street parking provisions. The LHA requested that the applicant carry out a Parking Capacity Survey. Burnham Avenue is subject to parking restrictions at the key junctions with neighbouring roads, this includes the junction onto Victoria Drive and after Burnham Avenue becomes Sturgess Road, adjoining Linden Road. There is also junction protection present at the junction of Burnham Ave and Ockley Road. Smaller Roads adjoining Burnham Ave are not subject to parking restrictions however are anticipated to be less trafficked routes.

The Parking Capacity survey outlined the parking stress during the morning evening and overnight periods. This has shown the following results:

- Morning Parking Stress 74% and 73% (this was the peak occupancy of the whole survey)
- Evening Parking Stresses 63% and 66%
- Overnight Stress 62% and 65%

This Parking Capacity Survey outlines that at peak occupancy, within a 200m distance from of the site, the maximum demand results in 74% of all available parking being used. There is therefore capacity within the network for additional parking to be accommodated on street.

Given that the proposal site is within a sustainable location, there is the anticipation that not all residents would be reliant on the use of a car, therefore sustainable transport should be assessed by the applicant and encouraged to any future residents. The Senior Local Transport Improvements Officer at WSCC has been consulted on the proposal, he has advised that a Travel Plan Statement would be required to outline how sustainable transport will be encouraged to new residents of the development. This can be conditioned alongside any subsequent Reserved Matters application.

It is not considered that the 22 flats would generate such demand on the network that all available on street parking would be taken up as a result. The LHA anticipate that prospective buyers would take into consideration the parking arrangement when looking to purchase a property and judge whether this meets their requirements. Home buyers with multiple vehicles would be more likely to choose to live in a location where off street parking is provided or in much quieter roads in a location that better suits their needs. Given the proximity to local passenger transport, there are alternative means of transportation readily available in place of a car.

Should parking occur within unsafe locations on the Publicly Maintained Highway as a result of this proposal or at any time this could be dealt with as an offence under Section 22 Road Traffic Act 1988 –(leaving vehicles in a dangerous position on the road including verge) and Section 137 Highways Act 1980 (wilful obstruction of the free passage along a highway.) Both of these acts are enforceable by Sussex Police.

Secure and covered cycle parking has been shown and is supported by the LHA in order to alleviate the reliance on the use of a car. Given the sustainable location of the development and the proximity to the National Cycle Route no. 2 from Bognor Regis to Littlehampton it is considered that at a minimum of a single cycle parking space per unit would be sufficient to serve this development. I note that the current plans show 20 cycle parking spaces so at minimum we would expect two additional cycle parking spaces to be provided. These details can be provided at the reserved matters phase.

Additional Details

The applicant is required to provide details of the following alongside any Reserved Matters or Full application that may follow this outline application:

- Details of adequate cycle parking provisions at 1 space per dwelling
- Details of sustainable transport alternatives within the vicinity of the site
- Travel Plan Statements will be conditioned alongside any successful reserved matters or full application. The applicant may wish to provide this during the application process.
- Construction Management Plans will be conditioned alongside any successful reserved matters or full application. The applicant may wish to provide this during the application process.
- Plans demonstrating the closing off of the existing highways access

Conclusion

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 109), and that there are no transport grounds to resist this outline proposal.

Jodie Wilkes
West Sussex County Council – Planning Services