

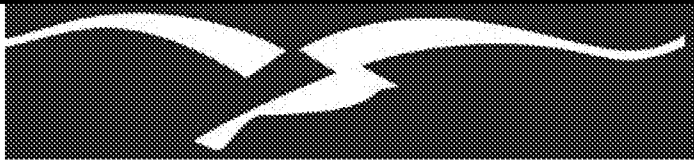
[REDACTED]

Hi Planning Responses,

Could the below email thread please be uploaded to the above application file please?

Kindest regards,

[REDACTED]



[REDACTED]

Subject: RE: BR/86/20/PL

Dear Councillor Stanley,

Thank you for your email in relation to planning application BR/86/20/PL and the West Sussex County Council response to Arun as Local Planning Authority.

Please find below my response to each of your questions

1. *What rationale is used when saying in a "worst-case scenario" 17-21 parking spaces could be necessary? Surely a development with capacity for 52 people targeting in the developers words "professional tenants" the worst case is 52?*

The rationale the developer has adopted to this is that not everybody shall own a car who resides in this development; this is supported by relevant local Census Data. They have taken Travel to Work Census Data for the Arun 017 Middle Super

Output Area that covers Bognor Regis and this states 45.5% of people travel to work by car. They have also used a survey database called TRICS which contains survey data from various sites around the country and concluded that 55% of residents could travel by car. They have then applied these percentages to the number of units proposed to forecast the likely cars associated with the units (ie 45% of 38 units = 17 & 55% of 38 units = 21).

Notwithstanding that the applicant should have actually applied their forecast percentage modal splits to the forecast total number of people residing in the units rather than the total number of units proposed, WSCC have undertaken further checks and still consider that based upon the parking survey there is sufficient availability of parking not to cause a road safety issue. From checking Census Car Ownership data for the output area that this site lies within, 34.4% of households do not have access to a car. Whilst 50.3% of households have access to 1 vehicle, 11.35% of households have access to 2 vehicles, 3.3% 3 vehicles and 0.7% of households have access to 4 vehicles. If these levels of car ownership were replicated at this development, which would be considered a worst case scenario, because generally the larger the size of the property the larger vehicle ownership is, and these are small properties, the following levels of car ownership could be forecast:

Number of cars	Percentage of households %	Number of bedsits in development of 38	Number of cars associated with development
0	34.4%	13	0
1	50.3%	19	19
2	11.3%	4	8
3	3.3%	1	3
4	0.7%	0	0
Total	100%	37 (due to rounding issues)	30

A forecast could therefore be that 30 cars could be owned by future residents of this development based upon census car ownership data for this area of Bognor. This is slightly higher than that forecast by the applicant however given that the parking survey has demonstrated availability of 116 car parking spaces within a 200m walk from the site; it is not considered to be able to justify a reason to refuse on transport grounds. However, it has been agreed that officers shall undertake a site visit to the area to review parking levels.

2. Could you provide an explanation of what a "beat survey" actually entails, I can ensure you in my experience of representing the community in that area there is not a "good number" of spaces available.

A parking beat survey is a survey to record the occupancy of parking spaces and involves walking the survey area and recording how many potential parking spaces are occupied and how many aren't. This survey was undertaken by the applicant on 5th and 6th of February 2020 at 5am and 1am; to capture the highest parking demand from residential units. The survey was undertaken in accordance with the Lambeth Parking Survey Methodology, which is considered to be the industry standard in these types of surveys.

3. How was conclusion arrived at that 30% of parking spaces in the area are unsure?

The survey will have informed this assertion from the applicant. The outcome of the survey will have resulted in the applicant concluding the total available spaces within 200m from the site would equate to 30% of spaces available to park within.

4. What evidence do you have that suggests 52 “professional tenants” will in fact require less parking spaces than the “worst-case scenario” provided.

As referred to above in the response to question 1 the evidence is based upon Census car ownership data.

One final point that I would like to make is that WSCC as Highway Authority only comment on the road safety implications of overspill car parking from a development. For issues associated with parking amenity for existing residents in the area this would be down the Arun District Council as planning authority to consider.

I hope this explains how we have assessed the application but if you have any further questions then please do ask.

Kind Regards
Alison

Part time working hours during lockdown (10am-11.2pm – 5.00pm)

Subject: BR/86/20/PL

Dear Alison,

I hope this finds you well

I was very surprised to read the transport assessment that has been provided for the above planning application.

May I ask a few questions,

1. What rationale is used when saying in a “worst-case scenario” 17-21 parking spaces could be necessary? Surely a development with capacity for 52 people targeting in the developers words “professional tenants” the worst case is 52?
2. Could you provide an explanation of what a “beat survey” actually entails, I can ensure you in my experience of representing the community in that area there is not a “good number” of spaces available.
3. How was conclusion arrived at that 30% of parking spaces in the area are unsure?
4. What evidence do you have that suggests 52 “professional tenants” will in fact require less parking spaces than the “worst-case scenario” provided.

I have copied in Cllr Patel as he represents this ward at a County Council level and I am sure is just as concerned about this situation as I am.

Regards,

Matt.

Cllr Matt Stanley
Marine Ward, Bognor Regis
Cabinet Member for Technical Services
Chairman of Bognor Regis Regeneration Sub-Committee

<http://www.arun.gov.uk>

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