

[REDACTED]

From: Nathan Hanks [REDACTED]
Sent: 12 December 2018 09:48
To: Anita Gardner
Subject: RE: Bluebird Cafe, Ferring FG/159/18/PL

Anita

Taking these points in turn:

1. The applicant needs to show through surveys and traffic generation calculations whether there will be any 'overflow' parking and if so, what the extent of that overflow parking will be and how that will be accommodated. Only then can the planning authority assess whether the impact of the development would have any detrimental impact upon highway safety, the free flow of traffic or public amenity.
2. The roads in question are private roads as such neither the applicant or the planning authority has the ability to implement parking restrictions. With regard to the other assumptions / statements under point 2, these would have to be proven with an evidence base before the planning authority can give them any weight.
3. The TRICS data is based upon a very limited selection of sites, but does suggest additional parking demand of at least 10 vehicles. The applicant needs to show that additional parking demand can be accommodated without causing safety or amenity issues.
4. The applicant should suggest a survey specification, for agreement with the planning authority. It is agreed that the survey should include the car park and adjacent roads for say 100m from the access to South Drive / West Drive.
5. Surveys of traffic using the access will allow a review of the impact of the additional traffic generated by the proposals. Interview surveys of customers at the café could also be utilised to show typical mode choices etc.
6. The applicant should provide visibility splay details and highway safety records provided by the highway authority (noting that these are private roads, the applicant should obtain confirmation from the highway authority as to whether or not they record accidents on private roads).

7. Should the applicant consider that they can accommodate all café parking on land within their ownership, they should show how this will be achieved on a plan, with a Car Park Management Plan illustrating how this arrangement will be managed.

The applicant suggests that the existing car park becomes full during summer peaks and that therefore any additional parking would have to be accommodated on street, which may have a detrimental impact upon the amenity of local residents, through potential blocking of driveways for example and could also have a detrimental impact upon highway safety.

Kind regards

Nathan Hanks | Director
Transport Planning Associates

From: Anita Gardner [mailto:Anita.Gardner@arun.gov.uk]
Sent: 10 December 2018 11:39
To: Nathan Hanks [REDACTED]
Subject: FW: Bluebird Cafe, Ferring FG/159/18/PL

Dear Nathan,

I have received the comments below from the agent in response to your review of the application. Please can you let me have your further clarification in respect of the comments made?

Regards

Anita Gardner

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Save the environment - think before you print.

From: Tim Rodway [REDACTED]
Sent: 10 December 2018 09:07
To: Anita Gardner
Subject: Bluebird Cafe, Ferring

Dear Anita

I refer to our recent discussions in respect of the above planning application, and specifically the comments you have received from 'Transport Planning Associates' (TPA), contained in their Technical Note (*referenced 1811-18/TN/01 and dated November 2018*).

I have been in discussions with the Applicant's Transport Consultant and Architect, and we would now be grateful if you could clarify the following points:

1. **Can you clarify why you do not want to add further parking to nearby roads?** i.e. why is this important and are you saying that an addition of 1 car would be unacceptable? Parking on the street takes place in other parts of Ferring, for example Rife Way, Greystoke Road and it is ok here.

2. **Would any parking restrictions in the vicinity of the access help and encourage the officers to support?** i.e. any street parking would not then be 'focussed' at the access area. In West Drive/South Drive the existence of white concrete posts along the roadside would suggest residents here do not want car parking to take place here, so therefore would double yellow lines be considered a reasonable solution? However, purely on their own, the existing white posts are very plentiful in the area and provide a strong deterrent for any street parking. It should be considered that potential arrivals for the café would be sufficiently dissuaded from visiting the café if:

a) the car park was full, and

b) the nearest available parking was some distance along the road e.g. West Drive/South Drive. It should be considered, that the café doesn't attract general pass-by custom and most are regular local customers who are aware of the parking limitations and many of which don't arrive by car and choose to go to another seafront cafe, like Sea Lane café, Goring where there is lots of parking.

3. **Traffic generation and parking demand calculations based upon summertime surveys of the existing site, or the TRICS database.**

Attached is TRICS output for a selection of cafes according to 462sqm. This shows the maximum parking accumulation is 16 vehicles which peaks at 12-1pm. The existing situation is a maximum parking accumulation of 6. The sites selected were chosen as a 'best fit'. If we were to base the forecast on TRICS the parking demand increases from 6 to 16. The maximum arrivals increases from 5 to 12 in the peak arrivals hour (which is 11am-12pm). We would hope you agree that an additional 7 within an hour period is hardly significant!

4. **Surveys of car park usage (occupancy) during summer months, to illustrate how much spare capacity exists and whether or not additional demand can be accommodated.**

How would you like us to survey the car park? Though it is not so much the car park that needs a survey but rather the extent of existing overspill, which may or may not take place on some days in the summer. Though how would we distinguish whether a vehicle parking in the road in the vicinity of the access is parked as a visitor to a local resident or not and how far down the street would we count cars, in which we could predict their relevance?

I think we can agree that the car park is often full on summer weekends, as it is well known that it is a popular destination for beach users, dog walkers, and beach huts owners. Therefore, it is important to acknowledge that the carpark is not just used by cafe visitors or visitors to the beach. Many local businesses use it – for example, dog walking businesses, keep fit trainers, rambles etc. The important point is the new café would increase the parking demand by 10 at weekends. This could be mitigated by some double yellow lines in the vicinity of the access with South Drive as well as a good level of provision of cycle parking to encourage non-car access. Further, it is highly likely that if we produced a survey that showed a sufficient car park, the results would be rejected, so therefore we question what this will gain us/the Council – especially given that this will delay consideration of the application for a considerable period (i.e. until after Summer 2019).

In any case, we are able to demonstrate that our client can accommodate the number of spaces required (if we apply the TRICS approach) on car park land in the applicant's control. This can be managed during summer months and busy periods, and then is left as a first come first served basis for the rest of the year. We can provide a plan showing this if the Council can agree to this approach.

5. **Surveys of existing traffic using the access road, including vehicles and pedestrians is also requested.** However, this would collect data on all users of the car park for all trip purposes and therefore wouldn't be relevant to the café on its own.

6. **TPA require a review of visibility splays at the access onto South Drive and where the access road meets the car park.** Whilst visibility at the access is a consideration, it is a fact of the site access that there has not been a recorded accident in 19 years. Therefore, it is not unreasonable to assume the access is sufficiently safe. Arguably the constrained access encourages cautious driving and being in a slow speed, low traffic environment (such as Ferring) it is not an out of place form of access. It is well known that the car park is popular, and intensively used at summer periods for a range of reasons (as set out above).

The key point in all of this is that the applicant can cater for and exceed the cafes parking provision requirements (based on the TRICS model) on land within his ownership. This is something that's can be easily managed during the summer and high frequency periods.

Your responses to the above will be extremely helpful in advising the Applicant, and their consultant team in formulating a satisfactory route forward with this project. I therefore look forward to hearing from you in this respect at your earliest convenience. In addition, I can confirm that we would welcome the opportunity to engage with you further with respect to the scale of the extensions proposed to the café. Perhaps a site meeting would be beneficial in this respect?

If you would like to discuss this matter in the meantime, then please do not hesitate to contact me.

Best regards,

TIM RODWAY
DIRECTOR [REDACTED]



RODWAY PLANNING
CONSULTANCY LIMITED

RODWAY PLANNING CONSULTANCY / [REDACTED]

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