Development Management – Delegated Officer Report

Application Number: AWDM/0392/24 Recommendation: Approve

Site: Free Wharf, Brighton Road, Shoreham

Proposal: Approval for all Phases of Details Reserved by Conditions 17 (Travel Plan) and 22 (Cycle Parking & Storage), and

Approval for Phase 1 only of Details Reserved by Conditions 18 (Car Parking and Delivery & Servicing Management Plans) and 20 (Vehicular accesses)

of Application AWDM/1315/22.

Condition 17. Travel Plan

No phase of the development shall be first occupied until an up to date Travel Plan for that phase 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.*

18. Parking and Serving

No phase of the development shall be first occupied until:

i) a Servicing Management Plan and
ii) a Car Parks Management Plan

for that phase have been submitted and approved in writing by the Local Planning Authority. This shall set out the arrangements for the provision of residential and commercial parking to serve each respective development phase, (including any temporary parking arrangements) access arrangements from each of the apartment and commercial blocks and the management of car parking spaces, site servicing and loading and unloading of deliveries associated with the residential and commercial uses. The details thereby approved shall be adhered to in perpetuity.
Reason: *To safeguard the operation of the public highway and to ensure the efficient use of on-site car and vehicle parking.*

20. Access

No phase of the development shall be first occupied until such time as the vehicular access serving it, has been constructed in accordance with the details indicatively shown on drawing number 5910-GA-003 revision K. Unless the Local Planning Authority gives prior written approval for any variation the provision of advanced stop lines at the A259 Eastern Avenue traffic signals, shall be undertaken in accordance with that drawing prior to the occupation of phase 2 of the development.
Reason: *In the interests of road safety.*

22. Cycle Parking & Storage

No phase of the development shall be first occupied until cycle parking and secure storage serving that respective phase 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.*

Planning History:

AWDM/1497/17/ 540 dwellings & Commercial Space etc. **Approved August 2018**

AWDM/1315/22/ S.73 Minor Material Amendment increasing dwellings to 587no and amended commercial floorspace etc. **Approved March 2024**

Consultations:

WSCC Highway Authority:

Condition 17. Travel Plan: For the purposes of the conditions discharge, the submitted residential and commercial travel plans are accepted.
With the commercial elements, it's recognised that there will be a number of different occupiers who may in turn wish to implement their own travel planning measures. For the purposes of the conditions discharge, the submitted commercial travel plan is accepted albeit the possibility of further substitute travel plans is acknowledged.(03-05-24)

Condition 18. Parking and Servicing: No objection to discharge for phase 1.(03-05-24)

Condition 20. Access: No objection to discharge for phase 1.(22-05-24)

Condition 22. Cycle Parking & Storage: The submitted information covers all the phases of development. As such condition 22 could be discharged for all phases, not just phase 1. (23-05-24)

Planning Assessment

Condition 17 - Travel Plan:

The Residential Travel Plan (TP) has been revised to address requirements of the Highway Authority concerning measures and monitoring, which the Authority has now confirmed are acceptable. An addendum has also been added (Email from SLR Consulting 13-06-2024), to confirm that monitoring will be extended if occupation of the final phase 3 does not occur with five years of the first monitoring year (2025 is year one based on occupation of phase 1 in 2024).

The plan describes the use of travel information packs to inform new residents of facilities such as public transport and non-car options, travel vouchers and timetables, the availability of secure cycle parking, an on-site post / concierge room for the collection of small deliveries, also online community travel sites and car sharing schemes.

Annual monitoring and surveys would be carried out for five years from the occupation of Phase 1 (2024/5). Based on this start date, the current end year for monitoring and completion of the development is therefore 2028/9, with commencement of Phase 3 development in 2026 reference sections 4.7 & 7.4 of the Travel Plan).

However, it is noted that this is somewhat out of step with the approved phasing plan (AWDM/1896/21 - *Proposed Sitewide Phasing Plan REV 02*)*. Hence the addendum email of June 2024 makes provision for extending the monitoring period, as already mentioned. An informative reflecting this would be attached to an approval. Revisions to TP targets or measures, if necessary to meet the intended outcomes, will be agreed with WSCC Highways (TP section 7.8).

The car club strategy referred to in, and appended to the TP confirms that there is clear demand and that the use of a car club (CC) and that this measure is well related to the anticipated occupancy profile of the Free Wharf development. As required by the Legal Agreement Deed of Variation (March 2024), annual monitoring will provide information about uptake; initially the applicant will fund the first vehicle until 35-40% utilisation is reached or for the first two years if not, although the applicant has ascertained from local provider information that the utilisation target is likely to be reached relatively early in the development.

This level of utilisation would also trigger the provision of an additional car, progressively up to a maximum of 12 no. as uptake & demand increases. Monitoring of the CC is required under the s.106 Deed of Variation March 2024 (Sch.1.(10)), to continue for 2 years beyond full occupation of all phases. This provides the utilisation information which informs the number of CC vehicles to be provided and which must be agreed with the Council and Highway Authority.

The car club hub for up to 12 vehicles would be located to the north west of the development is to be made available for all residents and employees, also to non-residents, which may widen the benefit of providing an alternative to private car ownership.

The strategy mentions that vehicles might be located elsewhere in the town if deemed appropriate, subject to discussion with the Council. For instance vehicles might be parked in more than one of the on-site car parks, to spread accessibility between the apartment blocks as they are occupied. The TP addendum email 13-6-24 confirms that surveys will include a question regarding the location of car club vehicles and whether these are convenient for residents/users. An informative can also remind the applicant of this.

* The approved plan shows commencement of the final Phase 3 in October 2024 with just over 3 yrs (38 months) to completion. Given this slippage to 2026, full occupation (based on the 38 month phasing period) is likely to become 2029/30 or possibly 2030/31. The applicant has provided an email addendum 13th June 2024 to confirm that if full occupation is beyond the estimated five year end date of 2028/29 envisaged in the travel plan, then the monitoring period will be extended to cover this.

As with the residential TP, the commercial plan includes the use of travel information packs for new businesses covering similar travel options. Car club vehicles will also be available to commercial staff.

The commercial TP covers a similar five year monitoring period as for the residential TP, accordingly the same possible extended monitoring period may be required in the event of the completion and occupation of Phase 3 more than five years from the first monitoring year following occupation of Phase 1.

Car parking on-Site will operate in accordance with the Car Park Management Plan (CPMP), which will be enforced by the management organisation (a s.106 requirement). Details of the car parking allocation and management strategy will be communicated at the sales and induction stage and included within all marketing material.

Condition 18 - Parking & Servicing

Car Parking Management Plan: As anticipated at the planning determination stage (Adur Planning Committee report 31-01-23 AWDM/1315/22) a period of temporary car parking arrangements is shown for Phase 1, pending the construction of phase 2. Hence the document (as amended June 2024) at section 1.4 confirms that arrangements will be reviewed and an updated plan submitted for approval prior to occupation of Phase 2, currently approx 20 months in the future (2026)

This comprises 36no. spaces (26no. undercroft and 14 no. adjoining or within 50m), giving rate of 0.26/dwelling (compared with 0.65 for the whole 3-phase development). Given that substantial works on the construction of Phase 2 have started only recently, this is likely to persist for approximately 26 months, according to the approved phasing plan. However, this is not considered to be out of general step with the scenario envisaged in the aforementioned Committee report.

The importance of the longer term parking provision, as later phases and basement parking are completed, has been reiterated in officer's email to the applicant &-07-06-2, as part of email thread ending with the email addendum to the Travel Plan 13-06-24), as follows:

…this approach is directed at keeping options open for the permanent parking arrangements serving Phase 1. The temporary arrangement gives a rate of 0.26 spaces/dwelling (lower if businesses use some of them). Committee was aware of this as a temporary situation. The overall rate for all phases is 0.65. If Phase 1 residents/businesses are to have some degree of use of the basement spaces, the next parking management plan will need to describe how these are accessed. We can talk about rates and practicalities when you are ready (but in good time ahead of Phase 2 occupation).

Eight spaces to the east of block G are for customers of the sales suite during the sale period. A planning informative attached to permission AWDM/1315/22 encourages re-siting of this area of street-frontage car parking, by negotiation with the adjoining landowner (New Wharf AWDM/-0886/23), so that the area can be used to a greater extent as frontage landscaping.

References to permanent parking arrangements which were included in sections 2.9 - 2.14 of the original version of this Plan have been deleted.

All spaces are to be provided with electric charging points, which is a considerable improvement upon the percentage (less than 40%) required under the planning permission.

Section 3 of the amended parking management plan describes how parking spaces will be allocated according to need and managed to prevent independent renting-out and to avoid obstruction. Use of penalties is proposed for unauthorised usage, also that they may not be rented out or sold. A more detailed, updated submission as greater parking provision, including the basement, are brought into use as part of later phases.

Delivery and Servicing Management Plan: This plan describes use of the western access for ingress of servicing vehicles and one way circulation, exiting via the eastern access. These are typically up to 7.5tonnes, but also refuse tenders, which would access bin storage areas which are serviced by building management teams at the edge of the service road.

In the short term,smaller/moped deliveries are intended along the internal road. In the longer term, as phases are completed, these will be to the concierge office, details of which remain to be provided. As later phases are completed, including various ground floor commercial uses, it will be important that a new servicing plan is submitted and approved. This will also need to consider any indoor sport, recreation or fitness uses or any creche, day nursery or day centre uses, if proposed under Class E, in accordance with Condition 26 ii of AWDM/1315/22.

The estimated total number of servicing trips is 106 two-way per-day, which is accepted by the Highway Authority. The arrangements will be kept under review, as stated at 4.2 of the document '*The building management team will constantly monitor and review the success of the DSMP. If considered necessary, the building management team will propose changes which will need to be approved in writing by LBB* [this should read LPA = Local Planning Authority'].

Condition 20 - Access:

The Highway Authority is satisfied that access has been provided in accordance with drawing number 5910-GA-003 revision K. White lining, which nis due to be provided in the future prior to occupation of phase 2, would also be carried out in accordance with a s.278 Highway agreement. If this leads to a change from the approved, details would have to be submitted for planning approval under this condition.

Condition 22 - Cycling Parking & Storage:

Secure cycle stores within the ground floor of each block for all phases, except block A, are shown in the submitted Cycling Parking and Storage Plan (dwg. 6135 SO Rev P02). These contain two tier frames. Residential stores house 40 - 108 cycles each (median 64no.) Building A is close to Building B, where two sizeable stores (74 & 76 no.) are closely in reasonable proximity.

Separate, secure commercial stores are in the four eastern-most buildings, where commercial uses are concentrated. These provide 10-26 spaces each. Cycle stands are located around the site, especially the river frontage, for casual outdoor use. The proposals accord with the approved site layout plan and the Highway Authority is satisfied.

Recommendation: That the application be approved.

Is recommendation contrary to letter(s) of representation? N/A

Case Officer: Stephen Cantwell Date: 04/07/24

Authorised by: James Appleton Date: 05/07/24