

WSCC as the County Highway Authority has considered the proposal above to provide a six storey building providing 32 flats with car parking to the rear. **MORE INFORMATION** is required.

WSCC require the applicant to provide an update to the proposed site layout plan 3471 15 Rev B. This needs to include details of the 1.2m strip of land safeguarded for the A259 cycle link scheme. Therefore; please can the applicant provide updated plans as per my comments in section 6 and resubmit.

Background

The site is located on Albion Street, which forms part of the A259 coast road. Albion Street has a 30 mph speed limit, enforceable parking restrictions, and is within the Shoreham Harbour Regeneration Zone and is included in the Shoreham Harbour Joint Area Action Plan (JAAP).

1. Proposals

The proposal is to create 32 flats comprising of a mix of 5 x 1 bed, 23 x 2 bed and 4 x 3 bed with 18 cycle parking spaces in a dedicated cycle store within the building, and 16 car parking spaces to the rear of the building.

All comments relate to Proposed site layout plan 3471 15 Rev B. This shows the access on the left hand side and has the most up to date cycle and car parking arrangements.

2. Access

The access to the site will be created using a crossover style access, which is already in place but may require tidying up as it is noticed the kerb edging does not tie into the footway, and the footway here is also in a poor state of repair.

Visibility splays are shown to be 2.4m x 45m in both directions from this access and would be suitable for the speed of the road.

The access road is shown as being wide enough to accommodate two cars passing each other, at its widest it is 5m and narrowest just before the gates at 4.5m.

Whilst a swept path is not provided the dimension of the car park has been considered and it would be possible for a car to park turn and exit in forward gear.

As such WSCC would expect to see a minor works licence and s78 agreement showing plans of the minor works required tidy up this access, including the footway.

There are also currently two dropped kerb access points into Montgomery Motors and the access not being used will need to be closed and reinstated with a full height kerb.

This can be controlled by a suitably worded condition.

3. Trips

The Transport statement submitted by Reeves Transport planning has some plans in it which are not reflective of the current proposal nevertheless the general information can be applied to the development. For example, the car and cycle parking figures are incorrect as this has now been reduced in the latest proposed site plan.

Nevertheless, the trips associated with 32 flats will create a lower trip generation than its use as a vehicle repair garage. The TRICS database has been used to compare the changes, and it shows there would be a net reduction in 40 trips per day.

Whilst the TRICS data does not show the multi modal changes it is also highly likely given the sites close proximity to good public transport connections that there will be a higher proportion of people walking and cycling to and from the site, than would have been experienced from its former use as a car garage.

WSCC do not consider there to be any increase in vehicle trips as a result of the proposal.

4. Car Parking

Plan 3741 15 Rev B shows the provision of 16 car parking spaces. WSCC has consulted the car parking guidance document which confirms the site is within parking behaviour zone 4.

Table 2: Residential Parking Demand (spaces per dwelling)

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

Based on the mix of flats the car parking demand generated would be 37 spaces which is much higher than the 16 spaces proposed.

Whilst the roads around the site are heavily restricted with enforceable parking restrictions, it is noticed that on roads behind the site there are residential roads where parking could take place, such as Victoria Road and around Southwick Green.

Therefore, WSCC would like to understand how the developer will manage the car park and servicing of the flats and would suggest a management plan is produced for the site. This can be conditioned.

5. Active Travel – Sustainability

Bus stops

The site is within close proximity to local bus routes such as the 700 coast to coast service and local routes in and around the Shoreham and Southwick area. Therefore, access to frequent services via public transport are feasible alternatives to using the private car.

Cycle Storage

WSCC cycle parking standards for flats are 0.5 space for 1 and 2 bed, and 1 space for 3 bed which would equate to a cycle parking standard of 14 spaces for the 1 and two bed flats and 1 space each for the 3 bed flats. Therefore, the proposed cycle parking is considered to be acceptable and accessible on the ground floor.

It would seem from plans that the use of Sheffield hoops for cycle parking will be used. WSCC are supportive of this design as it is proven to be the most reliable and easy to use type.

Rail

Southwick Railway Station is an 8 minute walk from the site, making it a highly sustainable location for travel without the private car.

Travel Information Packs

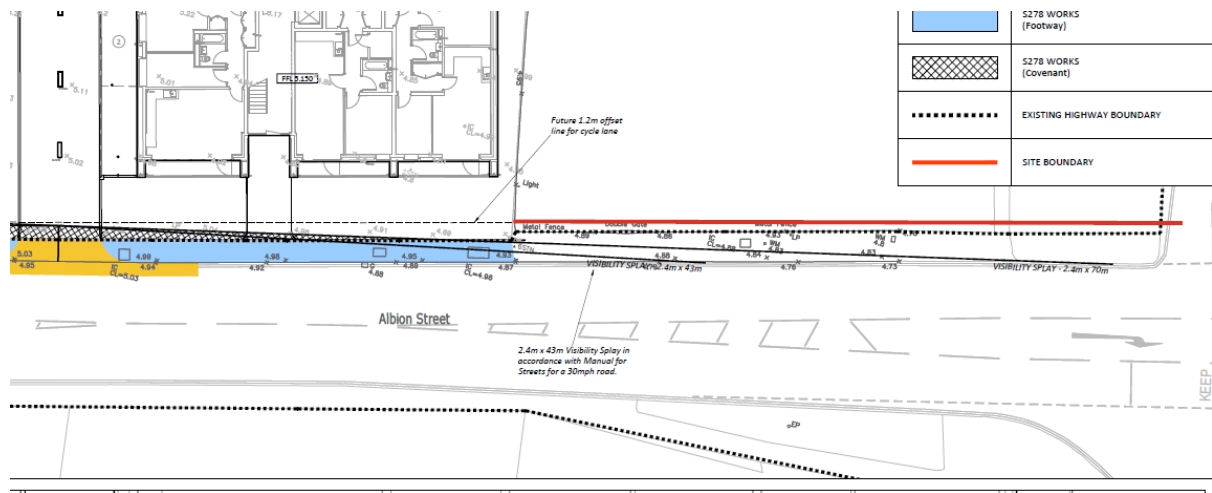
As part of the wider vision to create sustainable communities for the future the applicant is not required but should consider promoting the car free location by providing a sustainable travel information pack with each dwelling encouraging the use of public transport locally. This could include information on bus and train times and local car sharing clubs.

WSCC would also expect to see a travel voucher offering to the initial occupants of the residential units. Vouchers could be exchanged for discounts off the following:

- a. a season ticket for the local bus service
- b. a rail season ticket or network card
- c. a contribution towards the purchase of a new bicycle and/or equipment
- d. Cycle training up to 4 members of the household (further details and course costs are available at www.westsussex.gov.uk/cycletraining)
- e. 12 months free membership to any local Car Club (including joining fee)

This can be controlled by a condition.

6. Land to be safeguarded for future cycle link



Page 9 of the Shoreham Harbour Joint Area Action Plan (JAAP) states:

‘Developments should be set back sufficiently from the A259 corridor to provide space for a high quality segregated cycle route which provides stepped separation from road vehicles and pedestrian facilities, to deliver green infrastructure improvements, and to prevent a canyoning effect, and to ensure that residents are protected from noise and air quality impacts in agreement with the highways and planning authorities.’

WSCC request between 1-1.2m is safeguarded for the potential future use as a cycle link. This has been done for the development next door under planning ref (AWDM/0954/18) Land at 7 to 27 Albion Street, Southwick, Brighton and can be secured via a condition as part of the planning application.

7. TAD

In addition to these comments on behalf of West Sussex County Council (WSCC) as Highway Authority a separate consultation response shall be sent from WSCC detailing all of the S106 contributions that the authority is seeking as a result of this planning application. This may include a S106 financial contribution towards transport infrastructure to mitigate any severe or unacceptable impacts of this development as required by paragraph 111 of the NPPF. This consultation shall set out the Total Access Demand (TAD) which is the methodology that has been adopted to calculate the necessary transport contribution. Further details of this methodology can be found here <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/section-106-planning-obligations/#services-requiring-contributions>.”

I can see this has already been sent and a contribution of £52,413 will be allocated to ‘A259 cycle improvements and/or Active travel improvements in Southwick’.

Summary

WSCC require a revised layout plan to include the 1.2m safeguarded land to be sent to the LPA for approval. This can be included in the condition as part of the planning approval. Trips associated with the development are less intensive and overall, the site is likely to generate a higher proportion of active travel trips over vehicular trips due to the parking constraints and its excellent sustainable location.

CONDITIONS

Dropped kerb access closure

No part of the development shall be first occupied until such time as the eastern dropped kerb vehicular access onto Montgomery Motors has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

Safeguarding land for future A259 cycle link

The development shall provide a 1m - 1.2m wide strip of land across the site frontage as shown on the approved plans which shall be reserved for road widening and the provision of a future cycle way along the A259 Albion Street, as shown on plan xxxxxxxx. Reason: In order to secure the provision of sustainable transport measures having regard to policy 28 of the Adur Local Plan and policy SH5 of the Shoreham Harbour Joint Area Action Plan

Car Park and Servicing Management Plan

No part of the development shall be first occupied until such time as until a Car Park and Servicing Management Plan for the site has been submitted and approved in writing by the Local Planning Authority. This shall set out the arrangements for the loading and unloading of deliveries, in terms of location and frequency, and set out arrangements for the collection of refuse, and management of the car parking spaces with permits. Once occupied the use shall be carried out only in accordance with the approved Plan.

Reason – to safeguard the operation of the public highway.

Travel Information Packs

Prior to occupation each dwelling must be provided with a sustainable travel information pack.

This could include information on bus and train times and local car sharing clubs, including travel vouchers offering discounts off some/all of the following:

- a. a season ticket for the local bus service
- b. a rail season ticket or network card

- c. a contribution towards the purchase of a new bicycle and/or equipment
- d. Cycle training up to 4 members of the household (further details and course costs are available at www.westsussex.gov.uk/cycletraining)
- e. 12 months free membership to any local Car Club (including joining fee)

Reason – to promote sustainable transport options

CONSTRUCTION

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.