

**Agenda Item No. 6 – Appendix B**

**Objections and comments to Church Street Storrington waiting restrictions**

	<b>Objection/Comments</b>	<b>Comments from Director of Service Operations</b>
1	<p><u>Resident of Church Street</u></p> <p>Lives in a flat in Church Street with no garage or drive and has 2 vehicles. One resident is a chef and works shifts. Asks where they can park in close proximity to their residence.</p> <p>Presently park up the top side of Church Street away from the high street where there are no parking restrictions. Has never seen a collision on this road and no damage has ever been caused to their vehicles. Believes people park carefully and with consideration. Believes that the proposal is purely to assist the building development with no consideration to the residents of Church Street but the provisions leave them with no where to park.</p> <p>States the majority of residential houses in Church Street don't have off-street parking. Asks if the proposal considers the impact on residents some of whom are elderly?</p> <p>Believes the proposal is weighted towards the benefit of the developer. If access could not have been secured to the development then planning permission should not have been granted. Believes residents should not have to bear the expense of planning permission not considering the access issue</p>	<p>It is a countywide issue that is seen on a daily basis. It is a result of the ever-increasing number of vehicles on our roads today coupled with older residential areas not designed to cope with such high levels of vehicular use. These two factors combined create great demand for on-street parking which has to be accommodated within the public maintainable highway wherever possible. We do, however, have to strike a balance between the demand for parking, local residents, their environment and road safety issues.</p> <p>The proposed parking restrictions are a condition of the planning consent for the new development on the grounds of road safety. It was considered unsafe to allow the new development be built with a new junction that does not have junction protection to provide ample visibility. Through the planning process the provision of parking and the impact on residents have been taken into account. As a result, the development must provide a new car park to mitigate the loss of any on street car parking. The length of the new restrictions fronting the development is 40m which is the equivalent to eight parking bays, whereas the new car park will have 29 spaces which more than mitigates any loss.</p>

**Agenda Item No. 6 – Appendix B**

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<p>2</p>	<p><u>Resident of Church Street</u></p> <p>Believes the new restriction on Church Street should wait until after the developer has actually delivered the 29 parking spaces in the development. Past experience is that promises by such organisations should not be taken at face value</p> <p>Believes visibility splays do not justify the measures as there is no splay at the Brown's Lane/Church Street junction</p> <p>Is interested to know dates , details and findings of visits to Browns junction</p> <p>Believes the TRO fails to tackle the problem. The new parking space north of Browns' Lane is in daily frequent use by vehicles reversing, turning and facing-off due to congestion caused by the totally inadequate Brown's Lane/Church Street junction.</p> <p>Would like the Brown's Lane factor to be readdressed in conjunction with the planners at Horsham District to find a solution. Suggests the existing site entrance be utilised</p>	<p>A condition of the planning consent is that the car park must be complete prior to any properties becoming inhabited, as shown below.</p> <p>'No sheltered dwelling, hereby approved, shall be occupied until the public car park within the site has been provided, surfaced and marked out in accordance with the approved site plan and a car park management plan to be submitted to and approved by the planning authority.</p> <p>Reason: To provide compensatory off road car parking spaces for the residents of Storrington in accordance with policy DC40 of the General Development Control Policies Document of the Horsham District Local Development Framework.' (Horsham District Council, Planning Conditions DC/12/0747).</p> <p>The need for visibility splays is set out in current highway standards, such as the Design Manual for Roads and Bridges. These design standards are applied to new developments, however it is deemed impractical to retrospectively impose current standards on old junctions and road layouts. The Browns Lane and Church Street junction already has double yellow line junction protection to remove parked vehicles from obstructing visibility which is the standard approach.</p> <p>Road safety is extremely high on our agenda and we will endeavour to do everything we can to make the roads in West Sussex safer. The funding available for improving road safety across the county is driven by reducing and preventing accidents. Having assessed the recent accident history at this location it suggests that there are</p>
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		<p>no safety issues. There have been no reported road traffic collisions in the past three years. Sadly, this is not the case elsewhere in the county and for this reason Browns Lane junction is currently not a high priority.</p> <p>The proposed addition of a parking space on the eastern side of Church Street, north of the junction with Browns Lane will be rescinded for reasons outlined below.</p>
<p>3.</p>	<p><u>Resident of Church Street</u></p> <p>Would not like the introduction of 20 minute limited parking bays opposite their driveway which currently prohibits waiting 8am - 6pm Monday to Saturday.</p> <p>Last time a similar proposal was made someone from WSCC went to visit them and agreed that it would be extremely inconvenient and the proposal was therefore not put in place.</p> <p>The problem is that with a car parked behind their narrow driveway it is almost impossible to gain exit or access. The house is grade two listed and there is a prominent railing outside the front of the house, which is specifically mentioned in the listing and this means that turning into the road is further restricted.</p> <p>Currently without a parking restriction post 6pm when they know they will need to use the car they park it on street. If this TRO were to be approved they would not be able to use their driveway during the day and would have to park in the street.</p>	<p>During a walk around with members of Horsham District Council and Storrington &amp; Sullington Parish Council it was suggested that additional parking space from businesses could be utilised by removing parking restrictions from the lay-by area on the eastern side of Church Street. At the time it was not clear why the restrictions were in place. The reason behind these restrictions has been identified and the proposals to change the restrictions at this point shall be rescinded.</p>
	<p><u>Action Group co-ordinator</u></p> <p>Would like to consider making Church Street through Monastery Lane a one-way street as an alternative to the proposed parking restrictions</p> <p>This is practicable and provides a safer alternative. Believes that the proposed parking restrictions will be largely ignored after 4pm. After this time the double yellow lines already in the street are currently</p>	<p>The suggestion of a turning Church Street through to Monastery Lane one-way falls outside the scope of the proposals for this scheme. The introduction of a one-way system would need to gain County Councillor support and go through the Traffic Regulation Order Process. Making a series of roads one-way brings its own</p>

**Agenda Item No. 6 – Appendix B**

**Objections and comments to Church Street Storrington waiting restrictions**

	<p>ignored. It is no exaggeration to see cars parked on a nightly basis on the double yellow lines right upto the junction with West Street. There is no reason to believe that the addition of further double yellow lines will be attended to despite any initial campaigning to enforce the restriction.</p> <p>The judicious use of double yellow lines with a one-way system – combined with residents parking is considered the best solution.</p>	<p>unique problems which must be considered. A common adverse affect of turning a route one-way is the increase in road speed and the addition of a large number of new signs which impacts the aesthetic character of an area and often urbanising rural locations. Specifically to Storrington, the suitability of the existing junctions and turning circles for larger vehicles would need to be investigated, especially considering the location of the industrial estate on Greyfriars Lane. Additionally it would increase the use of A283 West Street which will negatively impact the existing problems with congestion and air quality.</p> <p>The issue of the lack of enforcement is a matter for Horsham District Council, the County Council will contact HDC and request greater enforcement.</p>
	<p><u>Residents of 9 properties in Church Street</u></p> <p>Residents of 9 properties, both houses and flats, in Storrington without access to parking facilities. Believes the proposals make no concession to the residents of these properties.</p> <p>Collectively would like to request that arrangements are made to accommodate their parking needs before visitors to the street. Without this facility there will be numerous occasions when they will not be able to park within a considerable distance of their properties and will be forced to park in other residential streets some distance away from their homes. The North Street and Old Mill Square carparks are frequently full and are the only realistic alternative parking facilities to the ones they currently use in the street.</p> <p>Believe in other towns and villages where there are parking restrictions in operation it is custom and practice to introduce residents parking areas issuing parking permits for residents who do not have parking facilities. Request that parking bays and areas in Church Street should be restricted to residents who have been issued with parking permits on the basis</p>	<p>The County Council have considered the needs of all road users in these proposals and in collaboration with Horsham District Council, through the planning process, the provision of parking and the impact on residents have been taken into account. As a result, the development must provide a new car park to mitigate the loss of any on street car parking. The length of the new restrictions fronting the development is 40m which is the equivalent to eight parking bays, whereas the new car park will have 29 spaces which more than mitigates any loss.</p> <p>The County Council has introduced six Controlled Parking Zones (CPZ) across the county in the urban centres of the largest cities and towns. These CPZs allow the effective use of residents parking permits over a large geographical area. CPZ are rarely introduced in a single road as vehicles would more than</p>

**Agenda Item No. 6 – Appendix B**  
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	<p>that they have no other access to parking.</p> <p>Believe this is a reasonable request and anything less would be an unreasonable restriction on them and would not reflect a fair consideration of their legitimate needs.</p>	<p>likely displace to the next road. If introduced over a wide area, the assumption is that non-residents would displace into the off-street car parks and residents would have a choice of roads to park in.</p> <p>The introduction of a CPZ is outside the scope of these proposals, however the County Council has a long term plan to conduct a parking investigation in Storrington but do not have any dates yet.</p>