

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	<u>Arun</u> District Council <u>FAO:</u> Michael <u>Eastham</u> <u>CC:</u> <u>Cllr</u> Deborah <u>Urquhart</u>
FROM:	<u>WSCC</u> - Highways Authority
DATE:	16 July 2021
LOCATION:	Chandlers Garage <u>Bmw</u> House Water Lane <u>Littlehampton</u> <u>BN16 4EH</u>
SUBJECT:	A/110/21/PL Erection of retirement apartment with 20 No. 1 Bed flats & 13 No.2 Bed flats with communal facilities & car parking, erection of a retail store with car parking & associated highway works. This application affects the character & appearance of the Angmering Conservation area, affects the setting of listed buildings and is in CIL Zone 2 (Zero Rated) as other development.
DATE OF SITE VISIT:	Site known to officer
RECOMMENDATION:	Advice / More Information
<u>S106</u> CONTRIBUTION TOTAL:	

The Local Highway Authority (LHA) has been consulted on any highway safety or capacity aspects of the above proposal. The LHA has previously commented on an application for the re-development of the car dealership site into 19 dwellings, a local convenience store and community building with associated parking and landscaping. Whilst the LHA raised no objection on highway safety/capacity grounds, the application was refused by the Local Planning Authority (LPA) on the grounds that it failed to provide sufficient car parking and affordable housing provision.

As noted in the Transport Statement (TS) highways pre application advice was sought on this most recent application prior to the submission, the LHA response to this request is included under appendix B of the TS.

Proposal

The proposal is to re-develop the site from a car dealership site to 33 retirement flats and a convenience store (380 sqm). This will also include associated car parking and a delivery bay on Water Lane, with pedestrian access only to High Street and some pedestrian access improvements.

Vehicle Access

Drawing no: 034.0135.001 demonstrates the site with split access. One for the residential element which will be a formalisation of the existing access to the west, to form a cross over style access with an internal access road serving the car parking area. This is wide enough to allow the passing of two vehicles so traffic on the highway can remain free flowing.

Access to the convenience store to the east will also cater for access to a small proportion of parking spaces related to the residential side of the development, which will be segregated via a gate from the store parking area.

In terms of pedestrian access, the existing access from High Street will be closed off to vehicles but remain as a pedestrian route.

Additional tactile paving and dropped kerbs will be provided at the bell mouth access on Water Lane to improve pedestrian connectivity and safety.

Under section 3.6 it is proposed that the footway will be widened to approx. 1.8m west of the site and a minimum of 1.65m within the vicinity of Eachways to the west, with this being achieved by narrowing the carriageway. This section of Water Lane already has a pinch point in the vicinity of Eachways, the LHA would require a detailed plan indicating the exact new carriageway width and footway widths for review. Site pedestrian access is also being provided directly onto High Street, via the old vehicle access being closed off to vehicles but left as pedestrian only access.

Dropped kerbs and tactile paving is also proposed outside Eachways to aid pedestrian access to the northern footway along Water Lane and the public right of way, this is a supported improvement.

Parking

In terms of parking the LHA will be looking to make sure residents and visitors are catered for onsite. We will also be looking to make sure that parking will not cause a highway safety issue. Arun District have their own parking standards, and this will be used to determine the required amount of parking spaces. Having said that there are no specific parking standards for retirement flats and each site is assessed separately with it being down to the developer to provide evidence of an acceptable level.

As advised at pre application stage the LHA strongly advised that agreement in principal was sought from the LPA that using surveys of other comparable developments to determine an acceptable level of parking was acceptable, the LHA will assume this as been agreed. It was also advised that due to the level of store parking being significantly below standards an accumulation survey be undertaken of a similar site to support reduced parking and evidence the high turnover of parking spaces for the store. This doesn't appear to have been undertaken. The TS provides a list of similar stores and the level of parking that's been approved for them.

Standard residential flats under the Arun DC parking standards would require 2 parking spaces per 1- & 2-bedroom unit. This would equate to 66 parking spaces for residents.

The TS under section 3.9 details a report undertaken by Dr Alan Burns who has researched the transport impact and parking provision of retirement flats and produced a report in December 2016. Dr Alan Burns has also produced a car parking study on the proposed development in March 2021 attached in appendix E of the TS. This indicates that an average of 0.474 spaces should be provided per apartment. It also indicates that visitor parking should be provided at the rate of 0.1 spaces per apartment unless it can be demonstrated that there

is sufficient off-site provision on nearby roads or in public car parks. The report also notes that 1 disabled visitor space should also be provided.

On the basis of Dr Alan Burns research, the TS indicates that an overall provision of 26 spaces will be provided for the 33 retirement apartments. This is proposed on the basis that it exceeds the 0.474 provision detailed in Dr Alan Burns research.

In terms of parking provision for the convenience store 12 parking spaces are proposed. In line with Arun DC parking standards for A1 'shop' land use, a provision of 1 space per 14sqm is required which equates to 27 parking spaces; however, there is no such standard for a convenience store which has a different pattern of vehicle trips compared to a standard shop, most convenience stores will be accessed via foot or a quick pass by trip with a high turnover of short stops, meaning that a lower level of parking could be considered as stop times are shorter.

Loading/Delivery bay

Section 3.20 of the TS details a delivery/loading bay to the front of the convenience store. This was discussed at the pre application stage with the LHA. The LHA did have concerns that this would be used by customers as a pull in stop point to use the store instead of the car park, as such it was advised that this would need to be addressed by way of a Traffic Regulation Order (TRO) so the layby is only used for store deliveries and not customer parking.

In relation to a TRO the LHA would also advise that as part of this TRO submission double yellow lines are implemented along the frontage of this site, this would be to stop kerb parking taking place and allow traffic on Water Lane to remain free flowing, with consideration being given to the parking that already occurs on street opposite this site. A plan detailing any proposed TRO should be submitted for review.

Trip Generation

The site was previously used by BMW Chandlers as a dealership/sales/servicing garage. As such this would have generated a significant amount of vehicle trips to and from the site on a daily basis. TRICS data has been provided to give an indication of the likely trips involved with this previous use. In the TS section 4.2 table 6 indicates 27 two-way trips in the AM peak hour and 23 in the PM peak hour, with a total of around 332 trips in a 12-hour period.

TRICS data has also been provided for the retirement apartments. This indicates that there is a likely level of 5 two way AM peak hour trips and 4 PM peak hour trips.

TRCIS data has been provided for the convenience store. This indicates an AM peak hour trip rate of 59 two-way movements and 71 PM peak hour trips. Although given this type of development these trips are considered to already be happening on the network, it is highly likely that a high proportion of these trips will be 'pass by' or 'diverted' trips from vehicles already on the highway network and passing on route to another destination, not completely new trips solely related to the store.

When looking at a net impact and taking into consideration the previous use, table 10 under section 4.11 of the TS details an additional 37 AM peak hour trips and 52 PM peak hour trips generated by the proposal; however as detailed above this is a worse case scenario and in reality these trips will already be on the network with most being 'pass by' or 'diverted' trips accessing the store.

Stage 1 Road Safety Audit (RSA)

Various problems have been highlighted in the RSA and have not currently been addressed or signed off, the LHA are awaiting further information in relation to these matters from the Transport Consultant and RSA Audit team.

The problems have been listed below and the LHA have provided some brief comments based on the submission so far.

- Problem 3.1.1 – Drainage – to be agreed at detailed design stage – This problem relates to the widening of the footway and reduction of the carriageway which the LHA do not support.
- Problem 3.3.1 – Movement of larger vehicles at access onto Water Lane – The LHA are in agreement that the vehicle tracking provided demonstrates that the bell mouth access to the convenience store and the refuse collection store for the retirement flats is able to support the once a week infrequent movement of a refuse vehicle, given the low speed environment and the context of Water Lane it is not expected that the occasional small over running of the centre line will lead to a safety concern.
- Problem 3.3.2 – Proposed delivery bay restricting emerging traffic visibility when in use – **Awaiting further comments from the RSA team/Design Team**
- Problem 3.4.1 – Insufficient intervisibility (dropped kerb/tactile paving crossing to PROW) – The crossing point has been positioned to optimise visibility in both directions from both sides of Water Lane. Whilst vehicles park on the northern side of Water Lane, the bend in the road allows adequate visibility for pedestrians to cross and the addition of a crossing is a betterment on the existing situation of no formal crossing point and dropped kerbs.
- Problem 3.4.2 – Insufficient intervisibility (pedestrian/ vehicle conflict near loading bay and crossing to car park) - **Awaiting further comments from the RSA team/Design Team**

Conclusion

In terms of the retirement apartments element of this application the LHA would raise no highway safety/capacity concerns to the level of trips associated with this part of the development. Parking provision has been justified in relation to the type of the development, but acceptance of this approach needs to ultimately be agreed with the LPA. Access has been demonstrated in the form of a cross over in line with advice at pre application stage from the LHA and the visibility offered is acceptable for a 20mph speed limit zone.

The convenience store element of the application compared to the previous site use will increase AM/PM peak movements into and out of the site, via the bell mouth access for the store that's proposed. It is not known how many of these trips will be new trips on the local highway network, but it is expected that a high proportion will be 'pass by' or 'diverted' trips from vehicles already on the network. So, the LHA would raise no concern from a capacity perspective. The bell mouth access for the store has been designed to allow two vehicles to pass and has acceptable visibility splays for the 20mph zone on Water Lane.

The RSA points mentioned above still need to be addressed before the LHA can provide a final response to the LPA.

Emma Avis (MCIHT) – Transport Planner
West Sussex County Council – Planning Services