

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amy Myer
FROM:	WSCC - Highways Authority
DATE:	13 December 2021
LOCATION:	Former Westside Supplies Unit West of 17 to 18 Durban Road Bognor Regis PO22 9QT
SUBJECT:	BR/267/21/PL Development of a new build four storey block of flats for 24 units (13 No 1 bed and 11 No 2 bed). This application is in CIL Zone 4 (Zero Rated) as flats.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on full planning application BR/267/21/PL, with regards to any highway safety or capacity concerns. The application is supported by way of a Transport Statement and a Travel Plan.

Background and Site Context

The application site is a disused brownfield land located at the northern corner of Ash Grove – Durban Road. The site was previously used as an office / warehouse unit and the building has now been demolished. The development proposals are for the construction of 24 residential flats across 3 storeys (with 4th level set back) consisting of 13 x 1-bed flats, 11 x 2-bed flats with undercroft car parking and associated landscaping.

The LHA were previously consulted on Highway Matters for this location under planning applications BR/87/16, BR/198/11, BR/87/16, and BR/90/18/PL to which no objections were raised from the highway point of view. The current proposal is for a slightly larger building but with similar access and parking arrangements.

Access

The site is situated at the northern corner of Durban Road and Ash Grove, both roads subject to 30mph speed limit. The western side of the site is occupied by residential developments and the eastern side of the site is occupied mostly by industrial / warehouse units with few residential properties to the south of the site. Pedestrian access is via footways on Ash Grove. Access from the undercroft parking level is provided via a stairwell or lift which leads to all levels. Vehicular access into the development is taken from Durban Road in the form of vehicle crossover (VCO) which is of suitable geometry for the anticipated vehicle movements and is wide enough to allow two cars to pass.

Visibility

In line with Manual for Streets (MfS) parameters, for a posted speed of 30mph along Durban Road, visibility splay of 43m is achievable along the eastern direction, from a 2.4m back into the access. To the west 25m is achievable to the junction with Ash Grove. The setting back of the building will allow for the existing level of vehicular visibility upon exiting the junction to be maintained. This splay passes through applicant-maintained land and publically maintained highway and the LHA would therefore require that it is maintained in perpetuity via a suitably worded condition. The applicant should be aware that due to the proposed building position to the south of the site that the existing street name plate would require relocation. The applicant should enter into discussions with Arun District Council for this.

Considering the adjacent footway there would be a benefit to providing pedestrian visibility splays on either side of the access within the site by 2m x 2m. The boundary fencing within these splays should be kept to a height of 0.6m or below in order that emergency vehicles can account for pedestrians on the adjacent footway. Details of this can be secured by a condition.

Delivery and Servicing Arrangements

Delivery will be carried out along Durban Road and servicing will be carried out along Ash Grove. Refuse storage space is provided on ground floor and on the day of refuse collection bins will be carried near to collection point along Ash Grove in line with existing arrangements for the neighbouring properties.

Parking

WSCC's Guidance on Parking at New Developments (September 2020) has been used to calculate the car and cycle parking requirement for the proposed residential development. In line with these standards the development proposes a total of 26 vehicle parking spaces, 20 spaces within the undercroft and 6 spaces are provided at surface level, accessed directly from Durban Road. The 20 undercroft parking spaces will be provided with electric vehicle charging points which are in excess of the required 20% minimum provision of EV charging points. The LHA therefore consider that adequate level of parking provision is made for the development's needs.

A total of 24 cycle parking spaces is provided for the development within safe and secured bike store. The bike store is easily accessible from the pedestrian entrance from Ash Grove.

Sustainability

Travel plan is proposed for the development to encourage sustainable travel options including walking, cycling, public transport, and shared car / community car usage. There are footways along both sides of Durban Road and Ash Grove with connects onto wider footway network with safe street lighting system conducive to walking and cycling. Many amenities, retain units, services are within walking and cycling distances from the site. Also, the bus stops located along Oak Grove and Ash Grove provide connectivity to Bognor Regis train station, and nearby towns and villages. The LHA consider that the site is sustainable.

Trip Generation and Highway Impact

TRICS database has been interrogated to calculate the estimated trips generated by the proposed residential development. It is estimated that the development is likely to generate 5 vehicular trips in the AM peak hour, 6 trips in the PM peak hour and a total of 62 total daily movements. The Local

Highway Authority (LHA) consider that this level of trips will not cause a detrimental impact on the operation of the local highway network.

Conclusion

The Local Highway Authority (LHA) does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (NPPF), paragraphs 110 -113, as revised 20th July 2021. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) mind to approve the application, the following conditions should be applied:

CONDITIONS

Access

No part of the development shall be occupied until such time as the vehicular access serving the development has been constructed in accordance with the details approved by the LPA.

Reason: In the interests of road safety.

Visibility

No part of the development shall be first occupied until a northern visibility splay of 2.4 metres by 43 metres has been provided at the junction of Durban Road and Ash Grove in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Pedestrian Visibility

No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2 metres have been provided either side of the site vehicular access onto Durban Road in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Vehicle Parking and Turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

Cycle Parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

EVC Parking Spaces

No part of the development shall be first occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide EVC charging points to support the use of electric vehicles in accordance with current national sustainable transport policies.

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. The approved Plan shall be implemented and adhered to throughout the construction period. The Plan shall provide the following details as a minimum:

- 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.

INFORMATIVE NOTE

Minor Highway Works

The applicant is advised to that in addition to obtaining planning permission that they must also obtain formal approval from the Local Highway Authority to carry out the site access upgrading works on the public highway including the Access Protection Line, by contacting Arun Area Engineer



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West Sussex County Council – Planning Services