

SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: D <u>Johnson</u>
FROM:	WSSC - Highways Authority
DATE:	03 December 2019
LOCATION:	The Beach Hotel, former Mud Club & 2-4 Waterloo Square Bognor Regis <u>PO21 1SU</u>
SUBJECT:	BR/282/19 Redevelopment into 49 No apartments consisting of 24 No 1 & 25 No 2 bed apartments & 2 No commercial units (A3 Restaurant & Cafe). This application affects the character & appearance of The <u>Steyne</u> , Bognor Regis Conservation Area & may affect the setting of a listed building.
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	£ provided separately

Introduction

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), have been consulted on proposals for redevelopment of Beach Hotel site to create new six storey building with 49 x apartments and creation of 2 x commercial units (A3 Restaurant/Cafe) on ground floor. The proposals include new vehicle access to car parking area at basement level.

The site is situated at corner of Waterloo Square (unclassified highway) and The Esplanade ('C' classified), both subject to 30mph speed restriction. The LHA has reviewed data supplied to WSSC by Sussex Police over a period of the last five years. There have been no recorded injury accidents at the junction or along Waterloo Square. There is no evidence to suggest that the nearby road layout is operating unsafely.

The application is supported by drawings and Design & Access Statement (DaS). As the amount of residential units is under 50, a Transport Statement has not been provided. Nevertheless the applicant is advised to provide some further information, especially in respect to the anticipated trip generation and accessibility of the site. This could be provided in the form of a Transport Statement. A Travel Plan Statement should also be provided in light of the location of the site and possibilities to encourage sustainable transport, however details of this can be secured via condition.

The LHA require further information before a full assessment of the highway safety merits of the scheme can be made, as per the following comments.

Access Arrangements

A new vehicular access from Waterloo Square is proposed to serve the basement level car park. An inspection of local mapping shows the kerb is dropped in this location and double yellow lines present so no impact to existing controlled on-street parking areas is anticipated. The access should be kerbed with radii and tactile paving across this to aid pedestrian movement on the existing footway. Some of the existing dropped kerb will need to be removed and the kerb line reinstated. The works will require a minor works licence and technical approval however the applicant should first provide a Stage One Road Safety Audit (RSA) on the proposed access works/ alterations to public highway.

The access is not wide enough for two cars to pass however a waiting space just inside the site and internal car park traffic light system is proposed. The waiting spaces at the access would appear to result in a car overhanging the footway and waiting space just within the access has been provided on the right hand side where this should be on the left hand side. The applicant should clarify how the traffic light system will work and where possible priority should be given for vehicles entering the site. Full swept path tracking diagrams should be provided showing that a car can access from Waterloo

Square, including the parking corridor opposite, and manoeuvre within the basement parking level.

Vehicular visibility splays of 2.4m by 43m have been demonstrated from the site access on to Waterloo Square. This is in accordance with Manual for Streets (MfS) guidance for vehicle speeds of 30mph. The splays are achievable within the private access and publicly maintained highway and extend past the junction with The Esplanade to the south. The full extent of the splay to the north has not been shown. From an inspection of WSCC mapping this does appear achievable, however the applicant should show the full extent of the splays. Due to the presence of adjacent building, wide pedestrian visibility splays to the adjacent footway are not achievable. Nevertheless, paragraph 10.6.1 of MfS 2 states that vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously - similarly to how vehicles pull out when visibility along the carriageway is restricted. Considering the proximity to junction and on-street parking it is anticipated that vehicle speeds would not be exceeding the posted limit and that due to similar neighbouring accesses, drivers and pedestrians would react to the environment accordingly.

Servicing

A loading bay is indicated to the rear of the site, accessed from Norfolk Street. It is acknowledged that Norfolk Street is subject to one way traffic only. However, considering the limited width of the carriageway, the applicant should demonstrate through swept path tracking plans that the loading bay would be operable.

Capacity

TRICs (Trip Rate Information Computer Systems) data for anticipated increase in vehicular trips to and from the site have not been provided. However, the existing permitted uses as hotel and nightclub are acknowledged and there appears to have been some other arcade leisure and A3 uses in previous years. It does not appear that any dedicated car parking for the site has previously been in place and thus some increase in vehicle trips to and from the site is anticipated. Considering existing levels of traffic in vicinity and limited parking being provided the LHA does not consider that a detrimental impact to capacity of nearby road network will result. Nevertheless, the applicant should provide information on anticipated increase in vehicular trip generation as a result of the development. This should be provided in the form of a Transport Statement (TS).

Accessibility

The TS should also provide additional information on the accessibility of the site for pedestrians, cycling and public transport. Distances to key amenities, services and public transport facilities should be outlined and demonstrated that this meets with CIHT guidance (Providing for Journeys on Foot).

WSCC Parking Guidance states that for 1-2 bedroom flats, 0.5 bicycle parking spaces per flat should be provided, in a communal facility. 64 x bicycle parking spaces will be provided which equates to more than 1 x space per flat. The applicant is advised to clarify whether any of this cycle parking would be available for staff of the ground floor commercial units. If the commercial units are to be of A3 use then WSCC guidance advises that 1 space be provided per 4 staff and 1 space per 25sqm for customers. Considering location of proposed bicycle store it is anticipated that this would be for residents and possibly staff only, not customers.

Car Parking

The proposed car parking arrangements have been assessed under WSCC latest car parking standards. On the basis of 25 x 2-bedroom flats, 20 x 1-bedroom flats and 4 x bedsits being provided, the WSCC Car Parking Demand Calculator (PDC) envisions a total demand for 45 spaces (on basis that parking would be unallocated). The proposed parking plan shows that 22 x spaces on a basement parking level are to be provided. Whilst there would be a shortfall according to the PDC, the LHA acknowledge the accessibility of the site and opportunities for sustainable transport such as walking, cycling and public transport, meaning that a reliance wholly on the private car would not

be anticipated. Considering the proximity to local amenities, services and train station, the applicant should provide a Travel Plan Statement (TPS). This could provide, but not be limited to, taster tickets for public transport, personalised travel planning for first residents, public transport information, cycling routes etc. Details of this could be secured via condition.

The plans show floor area ground floor commercial units as 470sqm. The Application Form states these will be A3 Restaurant/Cafe although the DaS refers to the commercial units as being retail. The applicant should clarify this point. No dedicated car parking for commercial use is proposed. In light of the accessible location and precedent for other commercial units nearby without dedicated parking, the LHA consider this arrangement is acceptable in planning terms. Customers are anticipated to travel by foot where part of their journey is also by car (using controlled on-street parking areas or public car parks) or by bus/ train/ cycle.

The layout of the basement car parking has been demonstrated with 2 x spaces being for disabled use. These bays should include an additional width of 1.2m on *each* side. If the bays were positioned side by side then the same 1.2m width of hatching for access could be used. The applicant should amend the parking layout accordingly.

Consideration should also be given to the proposed access widths within the basement level and ability for two cars to pass. Whilst it is appreciated that vehicle speeds will be low, the positioning of the motorcycle spaces and spaces 1-2 could result in conflict between cars travelling in opposing directions. The applicant should remove these spaces and provide full swept path tracking plans to demonstrate the layout is operational, including use of internally marked 'waiting space'. The applicant should also consider providing some electric vehicle charging points. As per access comments the applicant should also clarify how traffic light system will work.

Conclusion

In summary additional information is required:

- Clarify proposed access alterations including demonstration of extent of dropped kerb to be reinstated and proposed kerbed radii and tactile paving works. Also provide full extent of vehicular visibility splays.
- Provide Stage One RSA and Designers Response in accordance with GG119
- Provide full swept path tracking plans to demonstrate workability of proposed access arrangements, showing a car entering and exiting from Waterloo Square, including parking corridor on western side of carriageway.
- Reconfigure proposed waiting spaces so these are correct side of access and do not overhang public footway. Demonstrate workability of this and clarify how traffic light system will operate.
- Demonstrate full workability of parking layout including removal of spaces 1-2 and motorcycle parking and amended disabled parking bays. Also clarify whether electric vehicle charging points will be provided.
- Provide additional information on trip generation and accessibility of site - this could be provided in form of Transport Statement.
- Demonstrate that loading/delivery bay accessed via Norfolk Street is workable with largest vehicle anticipated being used for swept path tracking plans.
- Confirm that ground floor use will be A3 cafe/restaurant only and no other commercial use.

Please ask the applicant for this additional information and re-consult.

Katie Kurek
West Sussex County Council – Planning Services