

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: James Cross
FROM:	WSCC - Highways Authority
DATE:	26 February 2020
LOCATION:	65 Upper Bognor Road (Charlotte House 71 & 71A Upper Bognor Road, 67 & 69 Upper Bognor Road Bognor Regis PO21 1HR
SUBJECT:	BR/351/19/PL Erection of 2 No. live-work units; change of use of existing student accommodation including internal alterations to form 2 No. dwellings, 2 No. new windows, new staircase & replacement of roof on outbuilding; reconfiguration of existing dwellings, replace existing timbers & roof joists on first floor; change of use from medical centre/offices to 2 No. flats & workshop. creation of new private gardens, separation of this part of the site from the wider University campus, creation of a shared landscaped courtyard, creation of areas for parking & storage for bins & cycles. This application affects the character & appearance of the Upper Bognor Road & Mead Lane Conservation Area.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Planning Services should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Proposal Summary

The proposal is for the

- Change of use and alterations to four existing buildings,
- The construction of one new building to accommodate two flats and a large workshop area,
- Two new parking areas,
- New access arrangement.

The application site is located on Upper Bognor Road a publicly maintained 'B' classified road subject to a 30 mph speed limit.

History

Previously the Local Highways Authority (LHA) received consultation on matters at this location under application BR/54/16. This sought the construction of a large new engineering building with new a new parking area and bellmouth (left in left out) access (onto Felpham Way with restricted access on to Upper Bognor Road); the LHA gave advice on the proposal and after multiple consultations and amendments advised the Local Planning Authority (LPA) that they had no highways safety concerns.

Access and Trip Generation

The proposal will see the complete segregation of the new development site from the existing university site. Only occupiers of the development and emergency services for the campus will use the existing access onto Upper Bognor Road. The positioning of a lockable gate over the existing road will enforce this.

The applicant has not provided any quantitative trip rate analysis pertaining to the existing and proposed use of this access point. It is therefore difficult for the LHA to conclude if the proposal will result in a material intensification of use at the existing point of access. These details would inform if further analysis of the adequacies of the access point are required.

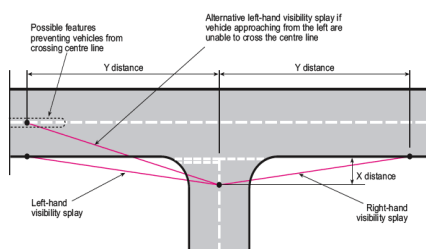
It is clear from the plans that the access serves the university campus and leads to a car park a short distance north of the application site.

The LHA is mindful that with the implementation of BR/54/16 an internal north -> south one way link road has been created so vehicles in this car park could potentially exit the site via the higher specification priority junction located on Felpham Way. There do not seem to be any planning controls in place to enforce this, so potentially these vehicles could leave the site using the existing point of access subject of this application.

Given this internal link road is one way the applicant should clarify the intended future operation of the car park north of the application site. As proposed, it seems this car park would no longer be accessible.

Without clarification on this matter the LHA are not able to make any assessment over a potential intensification of use of the existing access point. The applicant should also clarify what types of vehicles are currently using this point of access, refuse and servicing vehicles for example.

Visibility splays have not been provided alongside this most recent application, the Local Highways Authority (LHA) therefore advise that the applicant provides maximum achievable visibility splays as per WSCC and Manual for Streets (MfS). All Visibility splays must include a 2.4m setback distance from the kerb edge of the footway and span in both directions to the kerbed edge. The splays must not intersect third party land, be located solely within land under the control of the applicant or within the Publicly Maintained Highway, and include the current road geometry. We have provided a diagram below for your guidance only.



The LHA is minded to advise that a suitably worded condition could be included to ensure the internal gate remains closed at all times with the exception of emergency access.

An inspection of data supplied to WSCC by Sussex Police over a period of the past ten years reveals that there has been a recorded injury collision within the vicinity of the site; Sussex Police do not however consider this the result of the presence of the existing access or road layout. Therefore, there is no evidence to suggest that the access is currently operating unsafely.

Vehicle Parking

The applicant proposes an eighteen car parking provision for the new development.

Under Arun Parking Standards (adopted January 2020), the LHA would anticipate that 10 parking spaces would be generated for the residential aspect of the proposed development.

The proposal includes 2 x 1 bed live work units. The applicant has not demonstrated the use class of the work units or the floor space involved. However, after inspection of the submitted plans the LHA deems it reasonable to presume the workshops will be B1 use and equate to circa 90 sqm. The LPA should be satisfied these details are correct and clarify with the applicant if necessary.

The Arun Parking Standards (adopted January 2020) would anticipate this commercial use to generate the demand for an additional 2 car parking spaces. However, the LHA accepts that the use as a live / work unit could reduce this demand.

Nevertheless, 18 car parking spaces are proposed which is greater than the anticipated demand generated by the proposal as a whole.

Turning

Given the change to the internal layout, the LHA requests the applicant provide swept path tracking to demonstrate that all vehicles have the ability to turn within the site and access the publicly maintained highway in a forward gear.

Cycle Parking

The applicant proposes that cycle parking will be located in the eastern and central bin & cycle storage area. This conforms to requirements set out by Manual for Streets (MfS) for covered, lockable storage.

Summary of Requests

The LHA request the following is raised with the applicant and LHA re-consulted:

- Swept Path tracking as shown on the site plan as detailed in Turning above,
- Maximum achievable visibility splays at the access point onto Upper Bognor Road as details above,
- Anticipate trips of both existing and proposed as detailed above / clarification of the operational use of the car park north of the application site.

Conclusion

Please raise the above with the applicant and re-consult. Until such time, the LHA are not in a position to provide final comments until we receive the requested information as stated above.

Stephen Garrard
West Sussex County Council – Planning Services