

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Ms M Tomalova
FROM:	WSCC - Highways Authority
DATE:	28 January 2020
LOCATION:	107 Felpham Way, Bognor Regis, PO22 8QB
SUBJECT:	FP/258/19/PL Conversion, alteration & extension to provide 1 No. Class A1 Shop Unit, 1 No. Flexible Use Commercial Unit Use Classes A1/A2/B1/B8/D1 or Sui-Generis Beauty Therapist/Nail Bar & 3 No. Flats together with 3 No. vehicle parking spaces & secure cycle & refuse storage facilities (resubmission following FP/32/19/PL).
RECOMMENDATION:	Modification

Summary & Site History

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for conversion and extensions of building to provide 1 x A1 retail unit, 1 x flexible use/ Sui Generis unit and 3 x flats along with 3 x formal car parking spaces and associated works.

The LHA were previously consulted on highways matters at the site under application FP/32/19 for conversion of retail unit to form 9 x flats. The LHA requested further information in respect to the proposed access and parking arrangements. The application was subsequently withdrawn.

This current application proposes 1 x A1 retail unit (30sqm), 1 x flexible (A1/A2/B1/B8/D1) or Sui Generis Beauty Salon use unit (91sqm) and 3 x flats (2 x 2-bedroom and 1 x 1-bedroom). Two of the flats are proposed at first floor level and another on ground floor, north end of building. The retail and commercial use will be retained on the site frontage.

The application is supported by Design & Access Statement (DaS), Transport Statement (TS) and accompanying drawings/plans. The LHA request further information before a full assessment of the highway safety impacts of the proposal can be made, as set out below.

Access & Car Parking Arrangements

The plans state that the existing kerb is already dropped however the TS states that a 9 metre vehicle crossover (VCO) is proposed (extension to existing 4 metre VCO). An inspection of local mapping indicates that this is the case and the existing dropped kerb would need to be extended across the site frontage to facilitate access to the proposed car parking spaces.

Swept path tracking diagrams within the TS demonstrate that a car can independently access each space. Nevertheless, the position of the parking spaces appears to block access to the A1 unit. The spaces should be repositioned and applicant should consider whether space fronting existing dropped kerb could also be used.

Car Parking Demand

A total of three unallocated car parking spaces are proposed on the site frontage. These would be of unallocated use to serve either staff and customers in the daytime and residents at night time. The forecourt is owned by WSCC and advice is currently being sought as to whether this land should also be publicly maintained highway. Advice is also being sought in respect to whether this land can be included within the red edge of the planning application site and whether formal parking spaces can be provided considering it is owned by WSCC with applicant access rights over this.

Using Arun Supplementary Planning Guidance (SPD), the residential use of 2 x 2-bedroom and 1 x 1-bedroom could produce a demand for 6 x spaces (2 x spaces per flat). For A1 shop use 1 space per 14 sqm could be provided. This would result in a demand for 2 x spaces. It is challenging to assess the parking demand for the commercial unit and thus the worst case scenario has been employed whereby the unit is also under A1 use and the parking demand would therefore be an additional 7 x spaces.

In summary the mixed use development could see a maximum parking demand of 15 x spaces. As 3 x spaces are proposed this would be a shortfall of 12 x spaces. A Car Parking Capacity survey has been carried out using Lambeth methodology to identify peak parking stress on the local road network. For residents the peak parking times would be overnight and thus a survey was carried out at 1 am over two nights for all areas within 200 metres where on-street parking could legally occur. The capacity of spaces on street was counted and then the amount of spaces occupied counted over the two nights to determine the parking stress. An average of 81 spaces over the area remained available overnight including 31 on Felpham Way. Considering the capacity on-street the LHA also consider that any additional day time overspill parking could be accommodated.

Trip Generation

A TRICs (Trip Rate Information Computer Systems) database assessment was carried out to estimate the likely trips generated as a result of the development. The existing use as a retail unit of 221 sqm was assessed and found that 1 movement in the AM and 4 in the PM peak could result.

The proposed retail unit of 30 sqm and commercial unit of 91 sqm mixed use (using A1 to assess as robust) could result in a total 0 movements in AM and 3 movements in PM peak (due to reduction in floor space). The residential use could see 1 movement in AM and 1 in PM peak. In total the proposed development could see 1 movement in the AM peak and 4 in the PM peak. Therefore the anticipated trip generation is considered to be broadly comparable to the existing use (with some level of car parking currently being provided to the rear of the site). The LHA do not raise a concern in capacity terms, of impact any additional traffic may have on nearby road network.

Accessibility

The LHA also take in to account the accessibility of the site when assessing car parking demand. Considering the use as small retail unit and additional commercial unit it is reasonable to assume that some customers may arrive by foot from nearby residential areas or by bicycle.

Under Arun SPD, 1 cycle parking space per flat should be provided. The TS refers to 2 x spaces being provided to the rear. This should be amended although details can be secured via condition. For the commercial element 1 space per 100 sqm for staff and 1 space per 100 sqm for customers should be provided, based on A1 use. The TS outlines demand on basis of 1 x A1 unit and 1 x B8 storage unit. For robustness the demand has been assessed

on A1 use only which would result in a requirement for 2 x spaces (both customer and staff). A bicycle store facility has been indicated on the frontage. The applicant may wish to consider relocating this, depending on how the car parking spaces are reoriented and space available for access.

National Cycle Route 2 is approximately 350 metres east of site and provides a link to Bognor town centre along the Esplanade. Bus stops are also available within walking distance of the site that serve nearby towns and villages including larger settlements such as Chichester. The LHA therefore consider that there are options to utilise sustainable transport to and from the site and that a reliance on the private car for all daily trips is not wholly necessary.

Conclusion

In summary the principle of development is not anticipated to result in a highway safety or capacity issue, however the LHA require that the parking space locations are modified to make best use of the forecourt area and not block access to the units. The location and amount of bicycle parking should also be reviewed.

The LHA will also provide further comment in due course with respect to the status of the forecourt and whether this can be included within red edge of planning application boundary.

Katie Kurek
West Sussex County Council – Planning Services