

## ADDENDUM REPORT

<b>Application Number:</b>	<b>AWDM/1444/22</b>	<b>Recommendation - APPROVE</b>
<b>Site:</b>	<b>Greater Brighton Metropolitan College, Littlehampton Road, Worthing, West Sussex, BN12 6NU</b>	
<b>Proposal:</b>	<b>Change of Use to Bus Depot (incorporating college car parking during the day) and erection of ancillary buildings and associated facilities in the north west corner of the car park adjacent to Titnore Lane</b>	
<b>Applicant:</b>	Compass Travel (Sussex) Ltd	Ward: Northbrook
<b>Agent:</b>	Wayne Gander MCIAT	
<b>Case Officer:</b>	James Appleton	

### **Additional Supporting Comments from the Applicant.**

The applicant has confirmed that all buses would be fitted with white noise beepers but it is not possible for health and safety reasons to turn beepers off completely. The Noise Consultant has been asked to comment on this aspect and states:

*'As consultants, we have often provided the recommendation that "white noise" (broadband) reversing alarms be used in place of the "Tonal" variety. The broadband reversing alarms will be less attention drawing compared to the tonal and as such when assessing against BS4142, there would be no tonality correction needing to be applied. Tonal reversing alarms are typically around the 1 - 1.25kHz frequency only, whereas the white noise alarm includes all the frequencies in the range from 1 - 5kHz. Whilst they are still, of course, fit for purpose, they are typically more directional due to the frequency content of white noise being higher. Broadband alarms tend to have a more significant "drop off" over distance.*

*It is important to note in the case of Compass Travel the alarm sounder would be located to the rear of the bus (where it needs to be for its purpose). Because all buses will be reversing into their parking spaces, the bus itself would add significant barrier attenuation to the sound of the reversing alarm. Additionally, with the proposed parking locations of the buses, at the furthest south west boundary of the site, more distance attenuation would also apply in comparison to where they currently park.*

*Furthermore, buses would not be reversing during the morning departures and certainly not before daytime hours begin this is again due to the fact that the buses will have all reversed into their spaces during their 6 - 8pm arrival times.*

*Certainly when I was on site most recently, as soon as any buses were reversing away from the measurement location (boundary with the nearest NSR) they became inaudible, due to the bus blocking their sound.'*

The applicant has also stated that in view of some of the concerns about noise from the power washer, Compass has agreed to provide a sound resistant cabinet for the main unit to be housed within, meaning the only noise would be from the hose outlet which is minimal. A condition can be imposed requiring details of the sound attenuation cabinet.

## **Additional Consultation Responses**

The **High Highway Authority** comments that,

### *'Background*

*The Local Highways Authority (LHA) has been consulted for the proposals in regard to the proposed bus depot at Northbrook Metropolitan College, via Titmore Lane, Worthing BN12 6NU. The proposal seeks to secure permission to use spare capacity at Northbrook College's car park, as a storage facility for Compass Travel (Sussex) Limited. The site will utilise an existing access onto Titmore Lane, previously used in connection with the college. The proposals are supported by way of a Transport Report (TR).*

*The LHA engaged in pre-application discussions with the bus operators Transport Consultant in March 2022. At this time a number of recommendations were made which have been incorporated into the latest TR submitted in support of this application.*

### **Access and Visibility**

*Visibility splays are shown as 2.4 by 106 metres to the north and 2.4 by 80 metres to the south. To the south this is the maximum extent of the splay due to the A259/A2032 roundabout. To the north the splay is in accordance with the correct parameters from Table 10.1 of Manual for Streets 2. A proportion of vegetation will need to be removed to achieve both visibility splays however this could be covered via a planning condition.*

### **Stage 1 Road Safety Audit (RSA)**

*In accordance with the adopted LHA 'Road Safety Audit Policy', a new Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit. 4 points have been raised within the Audit; all have been agreed by the Designer. Problems 2.3 and 2.4 has been re-visited by the Auditor and it has been confirmed the Designers Response which includes an Operation Management Plan (OMP) is accepted as suitable mitigation.*

### **Operational Management Plan (OMP)**

*As described within the TR this is a mechanism to control the routing of traffic associated with the proposal. The Local Planning Authority is advised to provide a suitable condition to cover the OMP. The OMP will contain the following information;*

- *Bus and staff operational details*
- *Bus and staff parking details and manoeuvring*

- Operation and management of gated access
- Mechanism to limit and control use of the access
- Directional controls and limitation placed on bus drivers
- Reporting and monitoring mechanism

### **Capacity**

Traffic flow information has been provided with the current application within the TS. This information considers the permitted and proposed uses. The traffic flow generation is based upon the use of TRICS. TRICS is a database containing surveys of other completed and occupied developments. The database can be refined to use comparably located site uses to forecast potential traffic generation. TRICS is an accepted means of determining traffic generation. 140 vehicle movements in total is not anticipated to result in a 'severe' increase onto the network. It should be noted that a proportion of the movements are not likely to occur during peak operating times.

### **Parking**

All bus and staff parking will be contained within the site, as there is sufficient space to facilitate the efficient use of the land by utilising the storage area for staff parking when the buses are in use. The proposal reduces the Northbrook College car park capacity by 93 spaces to 208 spaces. The collected parking survey data and college have confirmed that this is more than adequate to meet the parking demands of Northbrook College. The proposals have been supported by swept path diagrams which will demonstrate the likely types of larger vehicles entering the site. This is included within Appendix 7 of the TR.

### **Accessibility**

The TR provides details of nearby services and facilities in close proximity to the site. The College is within in a sustainable location with a range of amenities within a short walk and cycle, and good access to local public transport, as bus stops and a rail station are within a short walk. A staff Travel Plan should be provided, this can be secured via a relevant planning condition.

### **Conclusion**

Having considered the contents of the TA the LHA would be satisfied that the proposals are sufficient in regards of Highway Safety. The LHA would advise the following conditions be attached to any planning consent:

Access (Access to be provided prior to first occupation) - No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on drawing TLW/SR/3001 Revision A.

Reason: In the interests of road safety.

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. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- *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.*

*Visibility (details approved) - No part of the development shall be first occupied until visibility splays of 2.4 metres by 106 metres to the north and 2.4 by 80 metres have been provided at the proposed site vehicular access onto Titnore Lane 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.*

*Travel Plan (to be approved) - No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.*

*Reason: To encourage and promote sustainable transport.*

## **Revised Recommendation**

To grant planning permission subject to the following conditions (amended to incorporate the Highway Authority conditions and comments from the applicant:

1. All bus movements should be in accordance with the revised layout to avoid movements adjacent to residential properties in Red Kite Way with movements in accordance with the 4th Issue Noise Assessment report.
2. No bus movements shall be undertaken other than between the hours of 05:45hrs – 20:30hrs on each day and from Monday to Saturdays other than in cases of exceptional circumstances where buses have to provide replacement cover for other operators (for instance Rail Operators) or in connection with private hire for local schools.
3. The site shall be closed between the hours of 2300 and 0500 other than in connection with any administrative work or cleaning within the modular building.
4. All repairs to buses shall be undertaken within the workshop building and only between the hours of 0800 and 2200 hours other than when urgent repairs are required to keep the fleet operational
5. The operation of the site shall be in accordance with a noise management plan which should be submitted to and approved in

writing with the LPA prior to the first use of the buildings hereby approved. The Management Plan shall provide details of management controls to ensure the use of the site in accordance with the approved 4th Issue Noise Assessment report.

6. The workshop shall only be used for the carrying out of light repairs to vehicles and be used ancillary to the use of the site as a bus depot and for other use including any spray painting or bodywork repairs.
7. Details of the external appearance and colour of cladding for the modular building and workshop shall be submitted to and agreed in writing by the LPA prior to the commencement of any building operations and the buildings shall be maintained in accordance with an agreed maintenance schedule
8. Prior to the first use of the buildings hereby approved details of measures to create new habitat on the site with the addition of new bird/bat boxes shall be submitted to and approved by the LPA and installed on the approved buildings.
9. Provision of covered cycle storage in accordance with the approved plans prior to the first use of the approved offices.
10. Details of Landscaping
11. All rooflights installed on the west roof slope of the workshop building shall be fitted with black out blinds. During the hours of darkness the blackout blinds should be deployed to prevent undue light pollution.
12. No external washing of buses between the hours of 2100 hours and 0900 hours on any day.
13. Within 3 months of the date of this permission any power wash facilities shall be provided with an acoustically designed cabinet with details first submitted to and approved by the LPA. Thereafter any external washing of powers shall be undertaken using the power washer contained within the approved cabinet.
14. No reversing beepers to be used on site unless non-tonal
15. Within 3 months of the date of this permission the new southern access point shall be installed. Thereafter, the use of the site shall be strictly in accordance with the revised layout plan with all buses accessing and egressing from the site via the southern access.
16. Construction Management Plan (as per WSCC response)
17. Visibility splays to be provided within 3 months of the grant of planning permission measuring 2.4 metres by 106 metres to the north and 2.4 by 80 metres. 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.
18. Travel Plan (as per WSCC response)