

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	29 July 2021
LOCATION:	The Croft Surgery Barnham Road Chichester PO20 3RP
SUBJECT:	BN/62/21/PL Medical centre with pharmacy retail unit & other ancillary uses together with access onto Barnham Road, associated car parking and other hard and soft landscaping works. This site is in CIL zone 2 (Zero Rated) as other development. Transport Assessment, Travel Plan, Road Safety Audit, Designers Response & Access Plan amendments have been received.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

This application is for the erection of a new medical centre with pharmacy retail unit and other ancillary uses together with access onto Barnham Road. Barnham Road is a B-classified road subject to a speed limit of 30mph.

The LHA has been consulted on previous applications at this site, including EG/67/09, which was for outline planning consent only with only matters of access and layout assessed. The LHA were also consulted on application EG/75/12 for a renewal of the previous unimplemented outline permission. Most recently, the LHA was consulted on EG/57/16/PL for full planning permission for medical centre with pharmacy retail unit & other ancillary uses together with access onto Barnham Road & associated car parking. The LHA ultimately did not raise any highway safety concerns and the application was approved by the LPA.

The LHA has been re-consulted on this application following submission of additional information requested by the LHA. The LHA requested the referenced Transport Assessment be provided, an updated Stage 1 Road Safety Audit in compliance with GG119 and a new/updated Travel Plan.

A Transport Statement prepared by Motion has now been submitted.

Access and Visibility

The proposed plans demonstrate that the existing access, currently serving the staff parking area will be utilised for the proposed new medical centre. The plans indicate that the access will be widened and take the form of a 6m bell-mouth radii access, approximately 15m wide at the carriageway edge, with an internal width of 5.5m. This would be sufficient for two vehicles to pass within the access and within the internal access-way. A 2m wide footway is also proposed on the western side of the access, connecting the site to the existing western footway. The proposed access works would be subject to a Section 278 agreement with the WSCC Implementation Team, and an informative is advised below.

Appendix B of the Transport Statement demonstrates visibility splays of 43m in each direction from a 2.4m setback within the proposed access, which is in accordance Manual for Streets for a 30mph road.

Trip Generation

Existing trip generation details were determined under EG/57/16/PL. It is important to note that this relates to the existing surgery site as a whole, not the existing staff car park access. This identified that the surgery currently has capacity for up to 205 appointments and 150 prescription

collections per day. Averaged over the daily opening hours, this indicated circa 40 vehicle trips per hour, assuming all visitors use private transport. Observed traffic flows at the accesses indicated 38 arrivals and 14 departures in the AM peak, and 15 arrivals and 25 departures in the PM peak; and the observed traffic flows on Barnham Road indicated 1,000 two-way movements during the AM peak hour and 1,100 two-way movements during the PM peak hour with a broadly even split. Due to Covid-19, travel restrictions, and the majority of appointments being conducted virtually, it has not been possible for the applicant to provide representative updated existing trip generation data, as such, the LHA are willing to accept that the use of the 2016 data.

Capacity assessments were not carried out as the flow diagrams presented in the approved 2016 Transport Statement, concluded that the proposed development was likely to result in an additional 1 to 3 trips each way on Barnham Road during both the AM and PM peak periods, which is considered non-material.

Proposed trip generation has been assessed via interrogation of the TRICS database. This indicates that the proposed surgery is likely to generate 70 two-way vehicular trips during the weekday AM peak hour, and 52 in the PM peak hour; a net increase of 11 arrivals and 7 departures in the AM peak and 5 arrivals and 7 departures in the PM peak. The LHA would not consider this proposal to result in a more intense use of the site in vehicular terms.

Road Safety Audit

A Stage 1 Road Safety Audit was conducted as part of the previous application, EG/57/16/PL. As the current proposal appears to be very similar to the previous consent, the LHA was satisfied that the previous RSA could be submitted in support of the current application, subject to an updated Technical Bulletin from the original Auditor stating that the RSA meets the updated GG119 RSA standard. The Road Safety Audit previously submitted has been updated by the Auditor to reflect the GG119 standard.

Four problems were raised and have been addressed within the Designer's Response. The Designer has agreed to incorporate works to level the existing access gradient, provide a dropped crossing on either side of Barnham Road with tactile paving to provide a safer crossing route for pedestrians; and provide an area of hard-standing at the existing bus stop to reduce potential for bus passengers to slip when entering/exiting the bus. These works will all be conducted under S278 agreement. The fourth problem identified three personal injury accidents within the vicinity of the site and raised concerns over increased trip generation to the site potentially exacerbating an existing highway safety issue. The Designer's Response examines the cause of the serious collision and concludes that this occurred overnight as result of driver losing control and colliding with a telecommunications pole. It was concluded that this accident was not likely attributable to the road layout. As such the Designer's Response proposes that no further action is required with regard to the fourth problem, but will ensure improved signage to the site over the existing arrangement, to avoid late braking/rear-end shunts.

Parking

The proposed plan demonstrates 28 staff parking spaces and 44 patient spaces, including 8 accessible bays. Two additional drop off bays will be provided, one for taxis and one for ambulances. The level of parking provision is considered to be acceptable given the site's location and that many patients will visit on foot. Each space appears to meet minimum specifications of 2.4 x 4.8m as set out in Manual for Streets and each space appears to have sufficient clearance to enable vehicles to turn on site and exit in a forward gear.

Swept path tracking has been provided demonstrating that a refuse vehicle can enter and exit the site, and turn within the safe safely. There is sufficient space within the access and internal access way for two large vehicles to pass.

Sustainability

No issues regarding the sustainability of the site would be raised, given it is adjacent to the existing surgery. Cycle storage will be provided for both staff and patients, WSCC does not have a standard for cycle storage provision for GP surgeries. The applicant has applied BREEAM criteria, which requires one space per 10 staff or one space per two consulting rooms. With a proposed 36 staff and 15 consulting rooms, 8 spaces would be required in accordance with BREEAM. The applicant proposes to provide 20 cycle spaces in total, with external storage for patients and a secure covered unit for staff. Details of the external cycle storage area and the number of cycle spaces within the enclosed cycle storage area have not been demonstrated on the plan - details of this can be secured via condition.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new developments. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Arun Parking Standards (adopted January 2020). Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via condition and a suitably worded condition is advised below.

Travel Plan

The applicant has provided a Travel Plan to increase the use of sustainable transport. After review, the LHA consider the Travel Plan to be acceptable and its use should be conditioned accordingly.

Conclusion

The 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 (paragraph 111), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions and informative should be applied:

Conditions

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 the drawing titled Proposed Access Arrangement and Visibility Splays and numbered 2011094-01 Rev C.

Reason: In the interests of road safety.

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres have been provided at the proposed site vehicular access onto Barnham Road 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.

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

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 to be submitted to and approved by the Local Planning Authority.

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

Electric Vehicle Charging Spaces

No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Travel Plan (approved document)

Upon the first occupation/commencement of use, the Applicant shall implement the measures incorporated within the approved travel plan. The Applicant shall thereafter monitor, report and subsequently revise the travel plan as specified within the approved document.

Reason: To encourage and promote sustainable transport.

Informative

Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The

Implementation Team Leader [REDACTED] to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Nicola Fry
West Sussex County Council – Planning Services