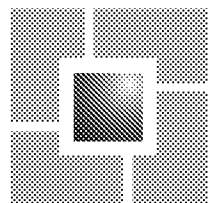


67-71 Upper Bognor Road,
Bognor Regis

Access Appraisal



david tucker associates
transport planning consultants



1.0 INTRODUCTION

- 1.1 David Tucker Associates (DTA) have been commissioned by Falcon Homes to provide transport and highways advice regarding a proposed residential development including some very small-scale office use.
- 1.2 DTA previously provided advice to the University of Chichester regarding the principle of providing residential development on land off Bognor Road. Subsequently planning permission was granted (BR/351/19/PL) for the erection of new residential properties and conversion of student accommodation to dwellings.
- 1.3 The appraisal submitted in support of that previous application compared the previous use of the access and the proposed residential use for 9 dwellings. **Table 1** below sets out the forecast traffic generation presented in the previous appraisal.

Table 1 - Trip Rates and Forecast Traffic Generation (9 dwellings)

Time	Trip Rates			Traffic Generation		
	In	Out	Total	In	Out	Total
08:00-09:00	0.139	0.394	0.533	1	4	5
17:00-18:00	0.384	0.117	0.501	4	1	5
07:00-19:00	2.293	2.231	4.524	21	20	41
00:00-24:00	2.981	2.900	5.881	27	26	53

- 1.4 The appraisal also concluded that there would be a significant reduction in traffic movements through the junction due to internal alterations to traffic routeing, including the provision of a vehicle barrier.
- 1.5 The purpose of this note is to provide a comparison between the current proposals and that previously granted planning consent. It concludes that the modest increase in traffic would not fundamentally affect the operation of the junction and would still cater for less traffic than the previous university use.



2.0 PROPOSED DEVELOPMENT

2.1 As shown on the site plan in **Appendix A**, the development seeks to provide:

- The conversion of Charlotte House to 2 dwellings.
- 67 & 69 Upper Bognor Road – 2 dwellings.
- 71 Upper Bognor Road – 3 flats plus 25sqm office.
- New building – 3 flats plus 50 sqm offices plus 60 sqm workshop space.

2.2 In total the above equates to 10 residential properties, 75m² of office and 60m² of workshop use. There is also a small warden's room, however, this is ancillary to other uses/ properties on site.

2.3 Using the data in **Table 1**, the residential element of the development would generate one additional vehicle movement in each of the peak hours and approximately 5-6 over the course of a typical day.

2.4 To understand the potential traffic movements associated with the office use, the TRICs database (2021 7.8.2) has been interrogated. This showed for a 100m² edge of town (centre) office use, it could generate 2 vehicle movements in each of the peak hours and 14 vehicle movements over a day.

2.5 Sixty m² of workshop use would generate very little traffic movements. It is, therefore, reasonable to assume the total non-residential elements of the development could generate 2-3 vehicle movements in the peak hours and 14-16 over the day.

Table 2 - Forecast Traffic Comparison

Time	9 Dwellings			Current proposals			Net Change		
	In	Out	Total	In	Out	Total	In	Out	Total
08:00-09:00	1	4	5	3	6	9	2	2	4
17:00-18:00	4	1	5	6	3	9	2	2	4
00:00-24:00	27	26	53	38	37	75	11	11	22

2.6 The current proposals suggest that the access could cater for an increase in traffic movements of just 4 vehicles in the peak hours and 22 over an entire 24-hour period. For context, when the access was used in connection with the University buildings and car parks, 160 vehicles were recorded using it in a 24-hour period, compared to the total of 75 associated with the residential and employments uses proposed.



- 2.7 The above forecast traffic generation of the proposals should be seen as a worst case given the site is in a very accessible location close to public transport on the edge of the town centre which is acknowledged by the planning officer in their pre-application response.
- 2.8 As part of the pre-application discussions with the District Council, the officer provided comments relating to car and cycle parking provision as well as electric vehicle charging requirements.
- 2.9 The updated layout attached in **Appendix A** addresses those points raised and provides car and cycle parking in line with the officer's recommendations and allows for sufficient electrical vehicle charging.



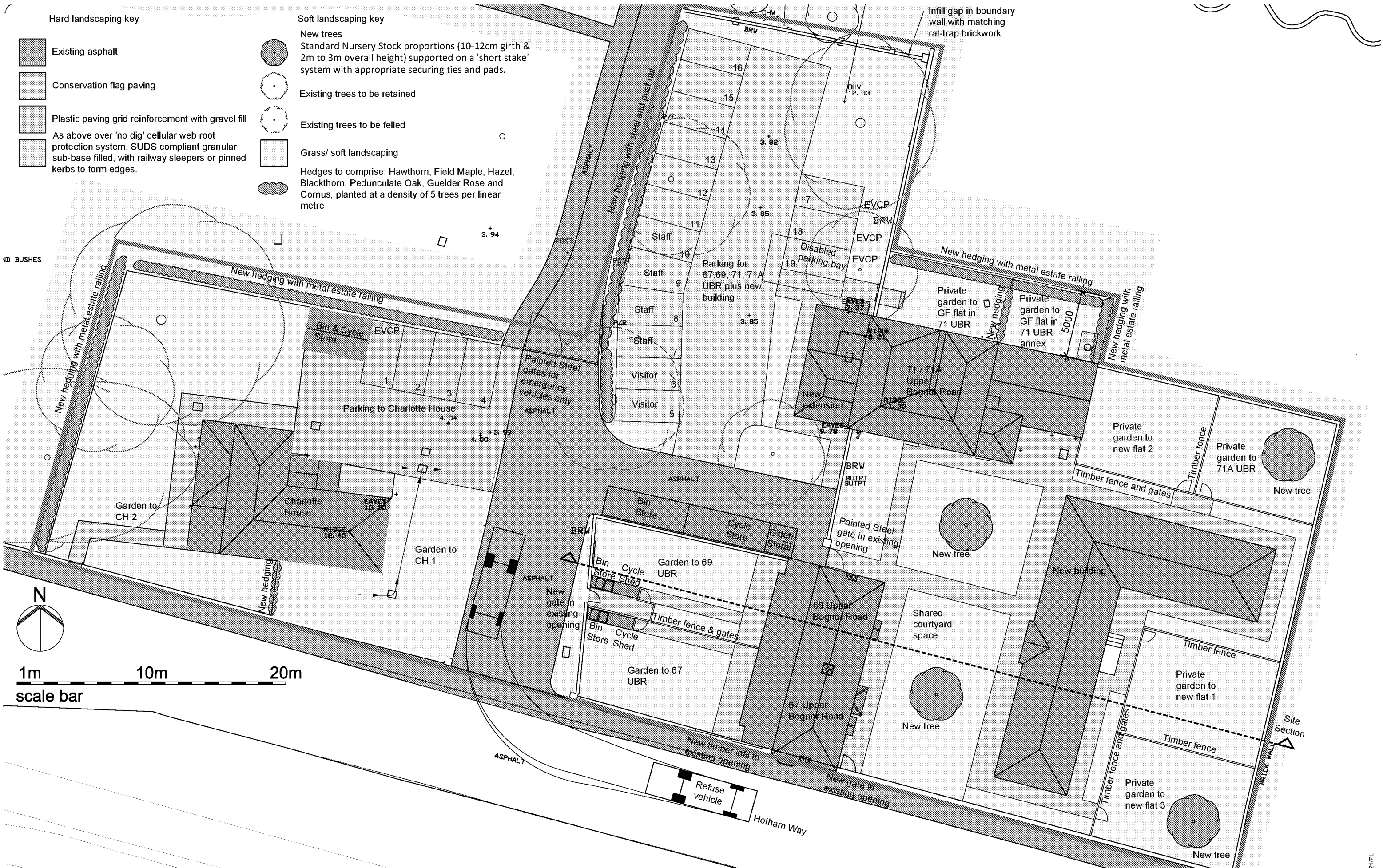
3.0 SUMMARY AND CONCLUSIONS

- 3.1 The proposed development of 10 dwellings with some small scale office and workshop use will result in an indiscernible increase in traffic using the existing vehicular access.
- 3.2 The access previously catered for approximately 160 vehicle movements per day, the equivalent of 27 dwellings.
- 3.3 The access has an excellent safety record with no accidents associated with its use over the last 10 years.
- 3.4 The technical merits of the use of the access for residential development was agreed for the previous application which was supported by both the Local Planning and Highway Authorities.
- 3.5 On this basis it is concluded that there would be no reasonable highway and transport grounds for not supporting the use of the access from Upper Bognor Road.
- 3.6 It has been demonstrated that the development would meet the relevant tests of the NPPF and in particular it is clear the development would not result in a severe impact on highway safety or capacity where Para 111 states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”

Appendix A

Site Layout



D6	08.09.21	PEM PSM	Cycle & bin stores to 67 & 69 UBR reconfigured. Notes to wall to south boundary added.
Rev	Date	Dr'n / Ch'd	Amendments
D=Design	T=Tender	C=Construction	SS=Superseded W=Withdrawn

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Upper Bognor Road Residential Development
Bognor Regis

Drawing
Site Plan As Proposed

Scale @ A3
1:250

Drawing no.
5557-100-D6



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