

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: James Cross
FROM:	WSCC - Highways Authority
DATE:	25 March 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. Further information received.
DATE OF SITE VISIT:	20/02/20
RECOMMENDATION:	Advice
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.

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.

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.

Under the current application, the Local Highways Authority (LHA) received consultation. The LHA advised that the applicant clarify the points discussed below. The following information has been provided by the LPA on behalf of the applicant. The LHA will comment only on the points below any additional comments can be found in our previous response.

Swept Path tracking

'It is acknowledged that no swept path analysis has been undertaken.'

The LHA would wish this to be demonstrated. However, given the time restraints on this application, we would be happy for this to be secured via a suitable worded condition for plans and details to be provided.

Maximum achievable visibility splays at the access point onto Upper Bognor Road

'I note from my visits that the in-out junction is unlikely to achieve MfS stand left hand visibility splays at the exit junction. This is owing to the present of a listed wall, which the Council would not seek to reduce in height, given its local amenity value. However, this access point has operated as a left-out exit point without any history of accidents. Equally, the frequency of vehicles (owing to the re-routing of traffic from the car park to the north via the Mead Lane junction, as detailed below) will result in a reduction in vehicle movements, and more compatible type of vehicle movements.'

The LHA accepts such a conclusion as the current practice favours pedestrians at the access, this is practice is preferred by Manual for Street (MfS) which states that,

'Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously - similarly, to how vehicles pull out when visibility along the carriageway is restricted.'

Anticipate trips of both existing and proposed as detailed above / clarification of the operational use of the car park north of the application site

'Anticipated vehicle trips are detailed in the Access Statement submitted by the applicants. I spoke with the agent today who confirmed that the existing car park to the north of the site would be re-routed through to the Mead Lane junction (to the west of the Bognor Regis campus site). We are satisfied that this will be provided given this land is within the ownership of Chichester University. This access point appears to have operated without any conflicts (as detailed in the Appendices of the Access Statement) and therefore no cumulative highways impact could be demonstrated in the context of paragraph 109 of the 2019 Framework.'

The LHA accepts this conclusion and raises no further concerns to this point.

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 109), and that there are no transport grounds to resist the proposal.

The LHA advises the LPA that if they are mindful to permit the above application than to attach the following conditions:

Parking

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

Turning

No part of the development shall be first occupied until the vehicle turning space has been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. This space shall thereafter be retained at all times for their designated use.

Reason: In the interests of road safety

Access Closure

No part of the development shall be first occupied until the existing access into the university from the north of the proposed development has been physically closed off (except for emergency services) in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety.

Cycle Parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved site plan.

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

Stephen Garrard
West Sussex County Council – Planning Services