

Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF

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From: Matt [REDACTED]

Sent: 08 April 2022 12:19

To: Planning <Planning@arun.gov.uk>

Cc: David Easton <David.Easton@arun.gov.uk>

Subject: Proposed Residential Development FP/274/21/OUT - Objection

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Dear Sirs

I wish to object to the above planning application for circa 450+ residential dwellings on the current Bognor Regis Golf Club site, on Downview Road.

My principal grounds for objection are on **traffic & safety** matters.

The Transport Assessment, produced by the applicants' consultants, RPS (Doc. ref. JNY10830-02b) makes reference to road safety.

There have been number of personal injury collisions (PIC) at the traffic signal-controlled junction of B2259 Felpham Way and Downview Road in the last 5 years. Data provided by WSCC states that there have been 5 in five years (1st October 2016 to 30th September 2021), including at least one fatal collision.

It is understood that this PIC record at the junction, would not in itself, warrant further investigation by WSCC at present, however, this is based on current flows. There is a correlation between traffic flows and numbers of collisions (based on the DfT COBA manual) and therefore, with the increased levels of traffic associated with the proposed improvement, this is likely to result in an increase in PICs at this location. Therefore, the road safety record at this location seems likely to worsen as a result of the proposed development.

The Transport Assessment is also ambiguous in the increase in traffic flow on Downview Road. The assessment indicates that the current golf club manifests in approximately 30 and 21 movements in the respective AM and PM peak periods. This increases to 261 and 259 movements with the proposed residential development. On top of the existing traffic flows for Downview Road, this represents an increase of 41% and 48% in the AM and PM peaks respectively. This must be regarded as being a significant material increase.

Traffic modelling of the junction of B2259 Felpham Way and Downview Road shows that this is currently operating at or close to its operational capacity. This is borne out by queuing traffic experienced on both the eastern and western approaches to the junction, where significant congestion, delay and hence queuing is currently experienced. The addition of traffic anticipated for the proposed development is likely to exacerbate this situation. The applicant's consultant seems to be fairly dismissive of this and suggests that modifications to the cycle time will ameliorate the problem. They propose to do so by adding a stagger to the east-west crossing movements on Downview Road and Felpham Road. However, this adds additional delay for pedestrians/cyclist crossing these local roads, which is at odds with a desire to promote non-motorised modes. Furthermore, pedestrians / cyclists would wish to cross in a single stage and the outcome is likely to result in an increased risk to these road user groups, who will not wish to be impeded further.

The Transport Assessment also states that the road safety audit of the scheme's access proposals have been subject to a road safety audit undertaken in accordance with the National Highways standard for road safety audit, GG-119. The Road Safety Audit Response report is not compliant with GG-119 as the Designer (RPS) purports to also be the Overseeing Organisation (OO), which it is not. I have verified this with WSCC who have confirmed the OO should in fact be Arun District Council. So procedurally, this aspect is incorrect and should not be accepted.

With the above in mind, I believe these are substantive planning grounds for why the application should be rejected.

Kind regards

Mr M Lewis
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