

**WEST SUSSEX COUNTY COUNCIL  
STRATEGIC PLANNING CONSULTATION**

**DATE: 2<sup>nd</sup> December 2015**

**FROM: Dominic Smith      TO: Arun District Council  
FAO: Matthew Woodward**

**SUBJECT: AL/58/15/PL**

**Outline planning application with all matters reserved for the development of the site to provide up to 20,453m<sup>2</sup> of B2 General Industrial Floorspace together with B8 warehousing and distribution floorspace.**

**Oldlands Farm, Steyning Way, Berstead, West Sussex, PO22 9NW**

**RECOMMENDATION:**

|                  |                                     |                     |                                     |                         |                          |
|------------------|-------------------------------------|---------------------|-------------------------------------|-------------------------|--------------------------|
| <b>Advice</b>    | <input checked="" type="checkbox"/> | <b>Modification</b> | <input type="checkbox"/>            | <b>More Information</b> | <input type="checkbox"/> |
| <b>Objection</b> | <input type="checkbox"/>            | <b>No Objection</b> | <input checked="" type="checkbox"/> | <b>Refusal</b>          | <input type="checkbox"/> |

West Sussex County Council (WSCC), in its capacity as the local highway authority (LHA), has been consulted on the proposed 'phase 2' of development at the Oldlands Farm site at Bersted. A previous response to the proposal has been provided on the 30<sup>th</sup> July 2015 which requested additional information.

Phase 1 consisted of circa 38000m<sup>2</sup> of primarily B8 warehousing floor space for Rolls Royce which is currently under construction. The phase 2 site abuts part of the proposed Enterprise Bognor Regis (EBR) Local Development Order (LDO); WSCC has been consulted on the transport assessment that accompanies the draft order and which considers the cumulative impact of development at Oldlands Farm, Saltbox and Rowan Park. The LHA have been engaged by Arun throughout the scoping and production of the Transport Assessment associated with the LDO.

As part of the initial response the LHA reviewed the MJA Transport Assessment 15/0378/5130/WL. It appeared that this document was produced using information contained within the 'EBR Highway Infrastructure Viability Study – October 2014' (VS). Additional information was sought in respect of the trip rates used and a revised assessment of the A29/BRRR and A259/Rowan Way roundabout so that it accords with the LDO assessment scenarios. After consulting the LHA to set the scope of the assessment the Applicant has subsequently submitted addendum WL/15/0818/5130.

**Summary**

No objection is raised subject to a financial contribution of £50,000 towards junction mitigation at junctions affected by the development (as set out in the commentary below) and conditions in relation to a Construction Management Plan and Travel Plan.

**Trip Generation**

The Applicant has provided additional commentary and analysis of the selected trip rates, and an analysis of the LDO rates in comparison to those used for the Oldlands assessment. The key element is that the LDO provided rates only for B1 and B2 uses, whereas the proposed development comprises a mixture of B2 and B8 use. Whilst the B2 trip rate used for the LDO is higher than that used for Oldlands, it is

evidenced that a B8 use will generate significantly fewer movements than any other B class use. To ensure that the assessment is robust, the Applicant has applied the B2 trip rate exclusively and made no adjustment for the anticipated B8 uses. Therefore, the LHA are satisfied that this provides robust trip rates for the capacity assessment.

### Network Capacity Impact

The assessment scenarios used have been updated to reflect those set out in the LDO TA. This enables an assessment of the standalone impact of the development in addition to consented development and annual network growth, should the LDO not be successful, and the cumulative impact of development including the LDO, should the order be successfully made.

In reviewing the standalone impact it is evident that the proposed development will have a negligible impact on the operation of the local network. The National Planning Policy Framework (paragraph 32) indicates that development should only be resisted where the cumulative impact is severe. While the development does have a detrimental impact on the operation of the junction, the modelling demonstrates that it will continue to operate within theoretical operating capacity in a future year scenario, therefore the impact is not considered to be severe.

Whilst phase 1 of the Oldlands development has been included in the LDO TA, phase 2 has not been included and it is therefore necessary to consider the cumulative impact of the development in addition to the traffic generated by the LDO. This assessment was included in the original submission and the MJA addendum updates the modelling exercise undertaken to reflect the scenarios included in the final LDO TA for a horizon year of 2031.

A number of testing scenarios have been included in the assessment; the operation of the existing junctions on a TEMPRO growthed 2031 baseline, baseline plus committed development and baseline plus committed development plus proposed development. In addition, the same set of testing scenarios have been included to review the operation of the junction after the implementation of mitigation proposed through the LDO TA.

It is evident that the proposed development will contribute to a cumulative impact on the operation of the existing A29/BNRR and A29/Steyning Way roundabouts when combined with traffic generated both by the LDO as well as other consented development. It is demonstrated that the junctions will operate in excess of theoretical capacity and, given the nature and importance of the road, this is considered to be a severe impact. However, the mitigation testing demonstrates that this severe impact can be mitigated by the introduction of the schemes, or similar works, proposed through the LDO TA. It would be appropriate for the proposed development to make a proportional contribution towards those works and that a contribution of £50,000 that can be used for the delivery of mitigation schemes at the aforementioned junctions, by either the County Council or a 3<sup>rd</sup> party with the permission of the County Council to work on the highway, would accord with CIL Reg 122 tests. This should be secured by means of a Section 106 Agreement.

### Conditions

In addition to the mitigation works contribution, should permission be granted the following condition is recommended to be discharged prior to commencement of any work on the site.

### *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.

In order to minimise the vehicular generation of the site, and make the most of the sustainable location and the modal choice available to employees and visitors of the site, the following condition is recommended prior to occupation of the building/s.

### *Travel Plan*

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.

### Section 106

Should permission be granted a financial contribution of £50,000 should be sought towards works at the following junctions:

- A29/BRRR
- A29/Stepping Way

**Dominic Smith**  
**Strategic Planning**