

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Brenda Louisy-Johnson
FROM:	WSCC - Highways Authority
DATE:	17 August 2021
LOCATION:	Oldlands Farm Newlands Road Bognor Regis PO22 9FJ
SUBJECT:	AL/87/21/PL Erection of a warehouse (Use Class B8) with ancillary office, associated vehicle parking, van storage, plant, ancillary structures, lighting landscaping and infrastructure works including earthworks to facilitate flood compensation area. This site may affect listed buildings, may affect the character & appearance of the Shripney Conservation Area, is a Departure from the Development Plan, affects a Right of way & is in CIL Zone SP3 (Zero Rated) as other development.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

Background

The future occupier of the site proposes to utilise the site as a storage and distribution centre with the likely use to include delivery of items by small vans in the local area. The application forms what in the past was known as Oldlands Farm. As a brief note of history, this particular site was granted B2/B8 consent in 2016 (AL/58/15) for 20,453 sqm floorspace. In 2018 a 4 unit industrial scheme (AL/44/18) totalling 7032 spm of B2 and 10,610 of B8 floorspace. Both of these applications permissions have now lapsed but we accept the accompanying Transport Assessment's (TA) stance that the principle of development has been established in the past. This application would propose 11,412 sqm of floorspace but with B8 usage.

Access

The main access to the site and the A29 and Bognor Regis Relief Road was constructed as part of the Rolls Royce motor cars scheme. This access will serve the development at the site with no changes to what is already in place. A review of the latest accident records reveals there have not been any recorded Road Traffic Collisions (RTC) as a result of the junctions design any record of RTC's have been a result of driver/rider error.

Sustainability

Sustainable Access Contribution and Travel Plan As part of the Saltbox planning application to the west of the site (BE/135/18) a contribution has been secured of £132,500 towards accessibility improvements on the A259 and A29 including the provision of improved foot/cycleways and crossing facilities.

As part of the Lidl development (BE/126/19) there was the opportunity to provide an extension of the existing pedestrian/cycle route on the eastern side of the A29 from the Felpham Relief Road southwards to the Oldlands Way Roundabout. This will provide a direct link with the Southern Cross Trading Estate and provide a means of access for pedestrian and cycle movements from the south towards the proposed retail store; at the time of writing this is being constructed. The proposed link would provide a more accessible route to the retail store for both customers and staff.

A Travel Plan will be required to cover sustainable access measures for the site. The LHA consider however this can be covered via a planning condition.

Capacity and Contributions

The applicant has provided the latest trip generation through the TRICS database. This equates to weekday AM and PM peak hour flows of up to 97 and 148 two way movements. On all nearby roundabouts and junctions assessed as part of the capacity test the proposals would result in an increase in activity. We accept that these increases over the 2018 consent are largely minimal and would not represent a 'severe' residual increase onto the network.

We would seek a contribution from this site towards the potential impact at the A29 roundabouts. I note previously for the unimplemented outline consent we requested £50,000. At this stage we are considering the methodology in order to ascertain the correct contribution.

Parking and Layout

The application will have a total of 193 car parking spaces. The LHA would be satisfied with the proposals consideration has been given to the flexible approach and linked trips to the development proposals. Parking spaces should have dimensions of 2.4 by 4.8 metres and 3.3 by 4.8 metres for disabled parking spaces. In terms of parking the site will provide 23 staff cycle parking spaces which will be provided in 11 Sheffield stands. Parking for staff will be contained within the site. Swept path analysis diagrams have been provided for large 16.5 m articulated lorry and a panel van. These demonstrate that each vehicle can safely manoeuvre within the site.

PROW Diversion

It is understood that a Section 257 Licence will be applied for by the applicant to divert the public footpath number 157 which runs through the site. This is a separate process with the LHA's Public Rights of Way (PROW) Team and we have made the PROW officer aware of the potential deviation of footpath 157.

Conclusion

From the LHA's perspective there would be no objections to the proposals, however we will update the applicant on any likely contribution towards the A29 improvements. Any approval of Planning Permission would be subject to the following conditions:

Car parking space

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with the approved site plan. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

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.

Travel Plan (to be approved)

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.

Jamie Brown
West Sussex County Council – Planning Services