

Oldlands Farm, Bognor Regis Transport Assessment Summary Note

194663-137/N03

Introduction

1. This note has been prepared to provide a high level summary of the transport impacts set out in the submitted Transport Assessment produced in support of the proposed B8 development on land at Oldlands Farm, Bognor Regis (application ref : AL/87/21/PL).
2. This note focuses on the forecast trip generation of the site and the impacts on the A29 / A259 roundabout serving the proposed site.

Trip Generation

3. The trip generation forecasts set out in the submitted Transport Assessment include numbers from a prospective occupier of the site. This is set out below in **Table 1** with an additional break down of vehicle types.

Table 1 – Forecast Trip Generation by Vehicle Type

Vehicles	AM Peak 08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Cars	58	0	58	0	79	79
LGVs	0	168	168	168	0	168
HGVs	1	1	2	0	0	0
Total	59	169	228	168	79	247

4. During both the AM and PM peak periods, the majority of vehicles are forecast to be the delivery vans, exiting the site during the AM and returning during the PM. Very few HGV movements are forecast during the day with most HGV deliveries taking place overnight. Staff will typically arrive before or after the peak periods to either load vans or sort goods within the warehouse.
5. Ultimately the trip generation is limited by the number of van loading bays on site. The site layout provides 48 such loading bays. Vans typically take 20 minutes to load meaning each space could be used 3 times per hour. This also means the vans do not all depart at the same time, but are instead

released in waves of 48 or less with 20 minutes between waves. We have assessed a level of 3.5 times per hour to ensure a robust assessment case, resulting in 168 vans during each peak (48 vans x 3.5 loads).

Highway Impact

6. As part of the application, detailed analysis has been completed looking into the forecast impacts of the development proposals on the site access roundabout (A29 / A259). The resulting impacts forecast by the application represent an increase in the number of vehicles at this junction of 2.4% during the AM peak and 3.5% during the PM peak.
7. We worked closely with highways officers at West Sussex County Council (WSCC) to understand the existing operation of the A29 / A259 junction and to establish a strategy for managing any additional transport demand placed upon this junction.
8. Through careful consideration of traffic conditions and a review of the previously consented scheme, it was agreed that the impacts would not be severe, but that to ensure any potential affects could be mitigated a financial contribution would be provided to deliver further capacity enhancements. The level of this financial contribution was calculated by WSCC at £75,480 and is agreed to by the proposed developer.
9. Through securing this funding, WSCC will be able to pool funding from surrounding developments to deliver appropriate infrastructure enhancements which could include traffic signals if required.
10. Further to the works completed above to demonstrate an acceptable impact on the local highway network, we have worked closely with National Highways to assess the impacts of the development on the Strategic network. Through this engagement we have agreed that a financial contribution of £22,973 is secured towards the agreed Local Plan programmed infrastructure works at the junctions of the A27 Bognor Roundabout, A27 / A29 Footwell Avenue Roundabout and A27 Nyton Road junction.