

FROM: Ian Gledhill TO: Arun District Council
FAO: Michael Eastham

SUBJECT: BE/102/17/OUT - Hybrid application comprising Outline application for development of employment units, warehouse, hotel, 2No. drive-thru units, public house, gym plus engineering works, landscaping & associated works. Full application for a Warehouse (class B8), fuel island, car parking, access roads with new entrance from Shripney Road plus engineering works, open space, landscaping & associated works. Departure from the Development Plan.

Salt Box Field Land Off, Rowan Way, Bersted, PO22 9NW

DATE OF SITE VISIT:

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☒
Objection	☐	No Objection	☐	Refusal	☐

1. This application is supported by way of a Transport Assessment (TA) and Travel Plan (TP). The scope of the TA has been discussed and agreed with West Sussex County Council acting in their role as Local Highway Authority. Details of the pre application discussions are included as an appendix in the TA.
2. WSCC have previously issued comments on the Bognor Regis Local Development Order. The LDO included the current application site, the adjoining Rowan Park, and Oldlands Farm. Although the LDO has not been approved, the comments made as part of the consultation process are relevant and these have been factored into scoping discussions for the TA. The sites forming part of the LDO are also included as employment allocations within the draft Arun DC Local Plan and transport study supporting this. It's acknowledge that neither the LDO or Local Plan are yet made, as such the proposed allocations are not committed.

Access

3. Vehicle access to the site is proposed via an additional arm from the A29/A259 Bognor Regis Relief Road Roundabout. The access arrangements reflect that as promoted within the LDO as such the principle is acceptable. This arrangement has also been granted planning permission previously (BE/37/13) albeit the access in that instance was to be used in association with a grain store. The design of the access has been checked and approved as part of this permission.
4. The proposed access has been the subject of a Stage One Road Safety Audit in accordance with current WSCC policy. The Stage One RSA was undertaken in association with the LDO rather than directly in association with the current application. This approach was agreed with WSCC although a formal Designers Response was required from the promoters of the current application, and this has been submitted.
5. The LDO Stage One RSA raises a number of problems, only one relates to the proposed access. Although the Designers Response to this problem (the location of the pedestrian crossing over the new roundabout arm) doesn't fully address the issue as stated by the Auditor, the solution as shown on the unnumbered plan in appendix 9.2 of the TA is considered acceptable.

6. In summary, the vehicular access arrangement is considered appropriate.
7. Matters of access by non-motorised road users are covered further below.

Trip Generation and Highway Capacity

8. The hybrid nature of the planning application is noted, with only full planning permission sought for 3,280sqm of B8 warehousing. The TA is though still based on the full quantum of development.
9. Trip generation for the various proposed uses have been derived from TRICS. TRICS is a large database containing surveys of completed developments. The database can be refined so as to select those sites reflective of those proposed. For the B1 and B8 uses, the trip rates, which are from TRICS, have been taken from the TA submitted in support of the LDO. For the other uses, the trip rates have been derived specifically from TRICS. This approach has been accepted through pre application discussions.
10. Trip generation has been derived specifically for the network peak hours, which are recognised as being the most sensitive to change. In the AM peak hour, the proposed development is anticipated to generate 188 two way movements (126 arrivals, 62 departures) and in the PM peak 204 two way movements (78 arrivals, 126 departures).
11. For some of the uses, it is accepted that a number of trips to these would already be present on the network but would divert to the development. The restaurant/drive thru for example would generate visits from traffic passing by or diverting from other comparable uses in the surrounding area. For these types of trips, an adjustment factor has been applied.
12. To determine potential route choices and identify links and junctions that will be intensified as a consequence of the development, vehicle trips have been distributed using Census 2011 data. This is an accepted means of distributing trips. Through pre application discussions, the LHA have identified four junctions that should be assessed in terms of capacity. These junctions are,
 - A29/A259 Bognor Regis Relief Road Roundabout
 - A29/A259 Oldlands Way Roundabout
 - A259/B2132 staggered priority junctions (known as Comet Corner)
 - A27/A259 Bognor Road Roundabout (this roundabout is the responsibility of Highways England, who should be consulted separately on this application).
13. The need for any junction that would experience increased entry flows of 30 or more vehicles as a consequence of the development to be assessed was also highlighted.
14. The submitted TA formally assesses (using industry accepted software) the impact of the development at the junctions of the A29/A259 Bognor Regis Relief Road and the A29/A259 Oldlands Way. The impact at the other two junctions is also considered. For Comet Corner, it is recognised that entry flows fall below the 30 vehicle threshold. There is consequently no requirement for any formal assessment. For the A27 Bognor Road Roundabout, the HE should be consulted as to whether the level of assessment is satisfactory.
15. For those junctions that have been assessed, a future year of 2031 has been applied. It is expected that this development would be completed sometime

before 2031. Using 2031 enables traffic flow data to be taken from the Arun DC Local Plan transport study. The modelling is then consistent with the end of the Local Plan period. This flow data (the 2031 reference case) will include all committed development in the immediate and wider area.

16. The outputs from the capacity assessment for the A29/A259 BRRR Roundabout, certain arms are forecast to be nearing theoretical capacity in the 2031 base scenario. The proposed development inevitably worsens queues and delays on these arms. On the worst performing arm with the development (A259 Relief Road in the PM peak), delays increase by 29 seconds and queues by 9 vehicles.
17. For the A29/A259 Oldlands Way Roundabout, certain arms are approaching theoretical capacity. Similar to the A29/A259 BRRR Roundabout, the development increases queues and delays. With the development, the greatest increase to queues and delays is on the A29 North arm. On this arm, queues increase by 11 vehicles and delays by 24 seconds.
18. The National Planning Policy Framework states that development should only be prevented or refused where the residual cumulative impact of the development are severe. Although the LHA are satisfied that the development will not result in severe capacity impacts at those junctions assessed, this site is included in the draft LP and the associated transport study.
19. From the transport study, a package of works is identified as necessary to mitigate the increased traffic arising from the LP growth. This mitigation includes works in the immediate vicinity of the site, namely to the A29/A259 Oldlands Way Roundabout. There would consequently be a requirement for the current proposal to contribute proportionately towards the transport mitigation proposed as part of the Local Plan. A contribution (of £50k) has already been secured from the consented development on Oldlands Farm (AL/58/15/OUT) towards these works. Viewed against the contribution previously secured and the scale of the development this was secured against, the current application should make a contribution of £65,000.

Layout and Car Parking

20. It's understood that the full element of the application includes all of the access roads within the site as well as the layout and car parking associated only that unit for which approval is sought. Details of other aspects of the development (for example car parking) will be submitted as reserved matters.
21. For the elements to be approved at this time, the application form implies that new adoptable roads are to be provided. Whilst the matter of whether the internal roads are adopted is not a material planning consideration, in principle it is questionable if there is a public benefit to these being adopted in light of them serving only employment uses.
22. In connection with the proposed access roads, the tracking drawings for a 16.5 metre articulated vehicle show that a vehicle of this nature would significantly encroach into the opposing traffic lane on the 90 degree bends. On those lightly trafficked sections of the development, the potential for two opposing vehicles meeting is low. On the main spine road, the potential is much greater. Whilst this is a low speed environment, the potential for conflicting movements further reduces the likelihood of the LHA adopting the internal roads.
23. Car parking proposed in accordance with current parking standards.

Access by Sustainable Modes

24. The TA identifies the potential for walking, cycling, and trips by bus given the location of the site to nearby residential areas. The TA also includes details of existing facilities for pedestrians and cyclists in the immediate area.
25. Similar to the TA submitted in support of the LDO, limited consideration is given to improvements that would enhance sustainable access to the site and that will then assist with the implementation of a travel plan. Reference is made to the applicant as being willing to provide a pedestrian/cyclist crossing on A259 Rowan Way, the TA should be looking more holistically at those specific matters necessary to enable the development.
26. Related to the above point, the LHA has implemented a cycle way along A259 Rowan Way. The route follows the south-side of the A259. It was intended for this to cross the A259 by way of a refuge constructed to the west of the Arun Retail Park entrance. The cycle route was then to run eastwards to connect with the cycle way that runs northwards alongside the A29, and then continues eastwards alongside the A259 Felpham Relief Road. Although the refuge has been constructed, the length of cycle way on the north side of Rowan Way has not. This missing length of cycle way would link to the existing residential areas within Bersted to the development via the refuge island. It's considered that there would be benefit for the development to contribute towards or deliver this length of cycle way.
27. With respects to the travel plan, given the number of different uses and occupiers, it's expected that there would be a number of different travel plans based upon a single overarching framework plan rather than a single plan covering the whole site. Different occupiers may then have their company's specific measures within their own plan. The framework travel plan should though be based upon the WSCC travel plan guidance. In these respects the submitted document doesn't accord. A revised framework TP should be secured via condition.
28. In principle and in summary, given the location of the development, it's accepted that employees accessing the site would have a realistic opportunity to travel by modes other than the private car. However, it's not considered that the development has fully investigated or taken up all opportunities for sustainable transport modes. There would be clear benefit to these measures being assessed in more detail.

Conclusion

29. The broad principle of development has been discussed as part of the LDO and draft Local Plan, and there are no over-riding objections to the development itself. Nevertheless, it is recommended that further assessment is undertaken in terms of those measures necessary to promote the accessibility of the site by sustainable modes. Further mitigation is likely to be sought in association with improving sustainable access. A contribution is also required towards those measures within the transport study supporting the emerging Local Plan.

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