

From: Michael Eastham
Sent: 23 November 2017 09:48
To: Planning.Responses
Subject: BE/102/17/OUT FW: Salt Box - Traffic Note

Please upload on Ocella.

Thanks,

Michael

From: [REDACTED]
Sent: 23 November 2017 09:45
To: Michael Eastham
Subject: RE: Salt Box - Traffic Note

Morning Michael, I've reviewed the note. Please take these as the additional formal comments of West Sussex County Council in their role as Local Highway Authority.

In light of the findings of the Systra Enterprise Bognor Regis Transport Review 2017, further modelling work has been requested by WSCC for the current planning application for Saltbox Farm. This has been requested primarily to test the traffic impact of the proposed development against other housing and employment growth included as part of the draft Arun DC Local Plan.

Although development is included within the ADC LP for Saltbox Farm (which forms part of the Enterprise Bognor Regis), for the purposes of the LP this was assumed as being predominantly B1 (offices) and B2 (general industry). Both of these use classes are higher traffic generators in comparison with the B8 (warehousing) that forms the majority of the development actually proposed. Whilst other use classes are included as part BE/102/17, it's accepted that these will generate few new trips on the network or will result in peak trip generation away from those busiest times on the network.

It's accepted that the modelling for the ADC LP therefore assumes a worst case. The modelling for the ADC LP however identifies quite significant issues capacity issues at the A29/A259 Felpham Relief Road Roundabout. These issues are forecast not just as a consequence of the proposals at Saltbox Farm, but more as a result of all traffic growth forecast within the LP. Additional mitigation has been identified as being required within the Systra EBR Transport Review 2017 that may then influence the current planning application.

Given that the assumptions within the Systra Review for the type of development at Saltbox Farm do not reflect the development proposed, it has been necessary to test the actual development against other growth included within the ADC LP. The acceptability of the development should then be considered against the NPPF. Paragraph 32 of this states that

development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

Revised modelling work has now been submitted. This includes future year (2031) scenarios with ADC Local Plan growth but with and without the development at Saltbox Farm. Comparing the with and without development scenarios, it is apparent that whilst some increased queues and delays will be experienced as a result of the Saltbox Farm development (at worst an increase of 13 vehicles to the queues on the southern arm of the A29), these increases are not considered severe.

Based on the additional work submitted, WSCC are satisfied that no further mitigation beyond that already identified is required as a direct consequence of the additional modelling work.

Kind regards

Ian Gledhill

Ian Gledhill BSc MIHE MCIHT | Principal Planner – County Highways - Planning Services - Economy, Planning, and Place Directorate, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

From: Michael Eastham [<mailto:Michael.Eastham@arun.gov.uk>]
Sent: 21 November 2017 15:15
To: Ian Gledhill
Cc: 'Tony Chapman'; 'Amol Pisal'; 'Nia Russell'
Subject: RE: Salt Box - Traffic Note

Ian,

Please could you send me a representation from WSCC on the Traffic Note, which I will include in my committee report for Salt Box?

Do any further highway / transport conditions need adding to the report? Does the draft wording in the Section 106 Agreement need to be amended in light of the Traffic Note?

I look forward to receiving your response.

Kind regards,

Michael

From: [REDACTED]
Sent: 21 November 2017 15:07
To: Michael Eastham; Ian Gledhill
Cc: Tony Chapman
Subject: Salt Box - Traffic Note

Dear Michael

Please see attached the Traffic Note which provides the information in relation to the difference in flows associated with the Salt Box development between Systra's Transport Review report and current application. The traffic note also includes a Note as an Appendix A which was submitted to Ian last week which contains the sensitivity analysis.

It also includes the information related to the mitigation measures, and the proposed revision to the site access to safeguards any proposals to improve the A29/A259 Felpham Relief Road Roundabout should WSCC/ADC wish to do so in future.

I look forward to your response. Please let me know if you have any queries. Thanks.

Kind regards

Amol Pisal MSc MCIHT

Principal Traffic Engineer

ADL Traffic and Highways Engineering Ltd

ADL House, Oaklands Business Park, Armstrong Way, Yate, Bristol BS37 5NA

<http://www.arun.gov.uk>

NLPG UPRN 100062237016

DX 57406 Littlehampton

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