

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: David Spring
FROM:	WSSC - Highways Authority
DATE:	10th January 2020
LOCATION:	Land at Phase 1A Oldlands Farm Shripney Road Bognor Regis PO22 9NN
SUBJECT:	BE/126/19/PL Erection of a discount convenience retail food store (Use Class A1) & parking, landscaping & other associated works.
DATE OF SITE VISIT:	8th January 2020
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	See comments in Sustainable Access contribution

Background

WSSC in its role of Local Highway Authority (LHA) has commented on a number applications for Phase's 1A and 1B of the this site. The Oldlands Farm Phase 1 development was granted consent by the Local Planning Authority under BE/61/13. BE/73/14 involved 38,099 sqm of B2/B8 was consented for uses by Rolls Royce Motor Cars.

Phase 1A to which this application relates is 1.07ha in scale and is proposed to be developed for retail uses. Access and capacity aspects have been agreed in the past. The site is located east of the A29 and Bognor Regis Relief Road. The application seeks to demonstrate that Phase 1A has an appropriate level of trip generation and parking allocation.

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.

The application is supported by way of a Transport Statement which includes Trip Rate Information Computer System (TRICS) data. The LHA undertook a site visit of the site and surrounding area on the 8th January 2020.

Trip Generation and Network Capacity

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 75 and 339 two way movements. The LHA would accept it is likely that liked trips will take place on completion of the the entire Oldlands Farm development. The data suggests that Phase1A of the proposals will be in line with previous trip generations undertaken.

Traffic impact analysis has been undertaken and this forecasts that traffic flows at the Oldlands Farm access were similar to the level forecast for a B8 unit at the adjoining site. Modelling on the A29/Bognor Regis Relief Road would show operationally capacity until the 2031 future year. The LHA does not consider that there would be any requirement for any additional capacity testing.

Parking

The application will have a total of 149 car parking spaces. These include 2 EV spaces. Based on the LHA's parameters of 1 space per 14m² the requirement would require 165 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 24 customer cycle parking spaces which will be provided in 12 Sheffield stands. Parking for staff will be contained within the site.

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.

Mindful of the above the LHA consider there is 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; that is currently not in place. The proposed link would provide a more accessible route to the retail store for both customers and staff. The Highway Authority would look for the works to be delivered by the applicant through a S278 agreement and consider the works to be in accordance with regulation 122 of the CIL regs.

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.

Conclusion

Taking into account the previous history at the site the LHA would support the principle of the proposals. Consideration should however be given to the implementation of a pedestrian/cycle link as outlined above and the commitment of a Travel Plan for the site which we would advise can be secured via a condition as suggested:

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