

From: Ian Gledhill [REDACTED]
Sent: 09 January 2019 13:36
To: Planning.Responses
Cc: Michael Eastham
Subject: RE: Planning Consultation on: BE/135/18/PL

TO:	Arun District Council FAO: Michael Eastham
FROM:	Highways, WSCC
DATE:	9 th January 2019
LOCATION:	Salt Box Field Land Off, Rowan Way, Bersted, PO22 9NW
SUBJECT:	BE/135/18/PL Hybrid application comprising of Outline application for the principle of employment uses B1-B8. Full application for Class B8 warehouse with fuel island & car parking (Unit 2), 2 No. Class B1/B8 employment units with associated parking & servicing (Units 6 & 7), Class A1 retail food store with car parking & servicing (Unit 9), 2 No. drive thru units with car parking & servicing (Units 4 & 5), car showroom, workshops (Including MOT testing), vehicle storage, external display areas, service areas & parking (Unit 8) together with access roads, associated ground & engineering works, landscaping & ancillary works. This application affects the character & appearance of the Shripney Conservation Area & a Public Right of Way.
DATE OF SITE VISIT:	As part of previous approved application
RECOMMENDATION:	

S106 REQUIREMENTS:

£132,500 to accessibility improvements on the A29 and A259 in the vicinity of the development that includes the provision of improved foot/cycleways including crossing facilities on the A29 Shripney Road and A259 Rowan Way.

£65,000 capacity mitigation measures on the local highway network as set out in the Arun Transport Study 2016 Stage 3, in particular the A29/A259 Felpham Relief Road Roundabout (TBC)

The site already benefits from planning permission for a mixed use business development (BE/102/17). This includes matters of vehicular access via a new arm of the A29/A259 Felpham Relief Road Roundabout. The site is also now a formal strategic employment land allocation in the Arun Local Plan.

The current application seeks to revise a number of the approved uses. Access arrangements however remain the same. Comments made previously as part of BE/102/17 towards the access remain applicable, and this aspect is acceptable.

The scope of the TA in respects of the trip generation methodology for the proposed uses has been agreed with WSCC. Other aspects, such as trip distribution, follow on from those aspects agreed as part of BE/102/17. A comparison of trip generation is made within the TA for the permitted scheme and that now proposed.

The TA includes trip generation details for a 'Friday' and Saturday lunch time period. In viewing the 'Friday' assessment, from the TRICS outputs it's apparent that surveys from other weekdays have been used to produce this assessment rather than just Friday. The 'Friday' assessment is therefore taken as a 'weekday' assessment. This is still acceptable with a specific 'Friday' peak hour considered unnecessary. In summary and comparing the weekday trip generation assessment from the consented development that proposed would result in the following,

	Weekday			
	AM		PM	
	In	Out	In	Out
Proposed	143	82	113	159
Consented	126	62	78	126
Difference	+17	+20	+35	+33

From this, it is apparent that the proposed development would result in a number of additional peak hour trips. Once these trips are distributed across the network, it is apparent that the revised development scheme would result in very little additional capacity impact to the operation of nearby junctions in either the weekday or weekend scenario. It's accepted that the revised scheme would have no severe highway capacity impacts.

A Saturday lunch time peak is also included. As no similar assessment was included in the consented scheme, no comparison has been included in the TA. Nevertheless, the TA only includes a 2031 with consented and proposed development scenario. There is no 2031 with consented development but without that proposed to determine the impact of the development either. This scenario would be required.

The previously agreed contribution of £65,000 remains proposed towards capacity improvements at the Felpham Relief Road Roundabout. The acceptability of this will be confirmed once it is possible to compare a with and without development scenario for the Saturday lunch time peak.

Matters regarding accessibility remain unchanged with there being no changes or improvements having been made in the immediate vicinity of the site. A contribution of £132,500 remains proposed towards accessibility improvements on the A29 and A259 in the vicinity of the development.

Reference is also made to the creation of a 3 metre wide shared use cycle way. This aspect was initially included in the permitted scheme but was subsequently withdrawn following on from discussion with WSCC. With regards to the current development, whilst a footway widening scheme (to achieve a footway of 2 metres) would be accepted, upgrading this to a cycle way with there being no onward connection northwards other than on the A29 would be unnecessary. The scheme should be updated accordingly.

Further information would be sought to address the above points.

Ian Gledhill BSc MCiHT| Principal Planner – County Highways - Planning Services - Economy, Planning,

From: planning.responses@arun.gov.uk [mailto:planning.responses@arun.gov.uk]

Sent: 21 December 2018 15:33

To: SU Local Development

Subject: Planning Consultation on: BE/135/18/PL

To: WSCC(ROW/Strategic/Highways)

NOTIFICATION FROM ARUN DISTRICT COUNCIL

Town & Country Planning Act 1990 (as amended)

Town and Country Planning (Development Management Procedure) (England) Order

2015 - Articles 16 & 18 Consultation before the grant of permission

Planning Permission

APPLICATION BE/135/18/PL

NO:

Registered: 21st December
2018

Site Address: Salt Box Field Land off Rowan Way Bognor Regis PO22 9NW

Grid Reference: 93850 01510

Description of Works: Hybrid application comprising of Outline application for the principle of employment uses B1-B8.
Full application for Class B8 warehouse with fuel island & car parking (Unit 2), 2 No. Class B1/B8 employment units with associated parking & servicing (Units 6 & 7), Class A1 retail food store with car parking & servicing (Unit 9), 2 No. drive thru units with car parking & servicing (Units 4 & 5), car showroom, workshops (Including MOT testing), vehicle storage, external display areas, service areas & parking (Unit 8) together with access roads, associated ground & engineering works, landscaping & ancillary works. This application affects the

character & appearance of the Shripney Conservation Area &
a Public Right of Way.

The Council have received the above application. I shall be pleased to receive any observations you may wish to make.

[Click here to view the application details](#)

Should you have any comments to make, these should be sent by replying to this email by 31-JAN-19.

You can also monitor the progress of this application through the Council web site:

www.arun.gov.uk/planning

Please be aware that any comments you may make will be available on our website so please do not insert personal details or signatures on your reply.

In the absence of a reply within the period stated, I shall assume that you have no observations to make.

The officer dealing with this application is Michael Eastham who can be contacted on telephone number 01903 737772.

Regards
Planning Officer

consultee_email

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

DX 57406 Littlehampton

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