

ARUN DISTRICT COUNCIL
 RESOURCES DEPT

18 FEB 2008

ACTION...

 Our ref: SU 936 998
 Your ref: BE/1/08 *KW*

 Arun District Council
 Planning Department
 Arun Civic Centre
 Maltravers Road
 Littlehampton
 West Sussex
 BN17 5LF

 Floor 1a
 Federated House
 London Road
 Dorking RH4 1SZ

Direct Line:

Fax:

For the attention of Mr K Wheway

14 February 2007

Dear Mr Wheway

OLDLANDS FARM BUSINESS PARK, SHRIPNEY ROAD, BOGNOR REGIS

Thank you for your correspondence dated 15 January 2008 regarding the above outline planning application. The application is for a mixed use employment (use class B1, Business Park comprising up to 19,500sqm gross floor space) and retail (use class A1 grocery store of up to 7900sqm gross floor space and 4,459sqm net sales area) together with parking, new highway and associated servicing, infrastructure and landscaping. The application is a departure from the development plan.

Currently the junctions around the A27 bypass are congested during the peak periods. The Highways Agency's (HA) response to the Regional Spatial Strategy indicated that both the links and junctions would be over capacity and unable to cope with future demand in 2017. The HA would not wish to see either the congestion or safety situation deteriorate on the Strategic Road Network (SRN) as a result of the Oldlands Farm development.

The HA is also aware of other developments taking place in Bognor Regis which will contribute to traffic using the A29 and A259. In general terms, in keeping with PPG13, the HA is very conscious of the need to manage down the demand for long distance trips and reduce stress on the A29, A259 and the A27.

The HA has the following comments regarding the Transport Assessment (TA) and Travel Plan (TP) dated December 2007. The HA's requirements for additional information have also been outlined, in order for us to provide you with a full response. The comments follow the order of the TA.

Transport Assessment

1 Introduction

Oldlands Business Park is allocated in the Local Plan for commercial use as part of Policy Site 6, however, it is noted that it has been confirmed to the landowner that retail use on this site is not acceptable in the Local Plan.



2 The Site and Existing Conditions

Traffic Surveys

It is noted that traffic surveys were undertaken on a Friday and Saturday. Whilst it is acceptable to use Friday and Saturday peak hour traffic surveys for the traffic assessment of retail units, week day (Monday to Thursday) morning and evening peak hour surveys will be required to assess the traffic impact of the Business Park (B1) element of the proposal. This survey information will then need to be fed through into the remainder of the TA.

3 Proposed Development and Scope of the Study

Given that large sections of this TA are reliant upon its findings it is requested that the TA prepared by Boreham Consulting Engineers (BCE) to assess the impact of 1350 houses together with 38,000sqm of B1 use at this site, is provided to the HA in full.

Base Traffic Flows

As above, week day (Monday-Thursday) flows will be required for the B1 element of the proposal.

Development Phasing

The amount of development to be built out each year should be detailed in full.

2001 Census data

The 2001 Census Travel to Work data demonstrates a high percentage of car use within the Bersted Ward, which is of concern to the HA. Whilst section 3.14 states that the Census information would provide useful targets, the HA would require that the proposed developments better these mode splits through TA/Travel Plan initiatives.

Trip Distribution

As above, the BCE TA should be provided in full to allow the HA to verify the proposed business park trip distribution.

The trade draw assumptions provided by Jones Lang LaSalle should be provided in full to allow the HA to verify the proposed Asda store trip distribution.

The retail impact assessment prepared by Drivers Jones should be provided in full to allow the HA to verify the 65% pass-by trade figure. Unless otherwise justified, an understanding of how this will impact the A27, if at all, should be provided.

Traffic Analysis

Prior to the HA being able to review the traffic analysis, Monday-Thursday survey figures and subsequent traffic analysis will be required for the B1 element of the proposal.

Pedestrians/Cyclists and Public Transport

The HA supports the provision of bus corridor improvements and further foot/cycle ways outside of the site, as ways of encouraging the use of more sustainable modes of travel. However, the HA is concerned that the proposals do not go far enough to reduce the



demand for the private car travel and suggests that further initiatives are explored. The proposed modal split should be reflective of any public transport initiatives determined within the TA/Travel Plan, and will need to be considered and compared to the current scenario at the existing site.

Vehicular Access

Once the above information has been provided, it is anticipated that the HA will be able to determine the potential net traffic effect, if any, from the proposed developments on the A27.

Reduced Mileage

Further detail is required from the retail impact assessment to strengthen claims that the opening of an Asda store will reduce the mileage undertaken by residents of Bognor Regis.

Construction Traffic

Due to the scale of the development a full construction management plan may need to be produced and agreed with the HA. Initially, the traffic impacts of the proposed site construction works should be detailed within the TA.

Parking Standards

Given the high proportion of vehicle trips within the Bersted Ward and the level of trips associated with the proposed development the HA would encourage that, to manage down the demand for travel by car, the number of parking spaces are reduced from the maximum parking standard. Limiting parking provision can influence travel behaviour and encourage the use of more sustainable modes of transport.

Travel Plan

The Travel Plan (TP) currently only covers the Business Park element of the proposal and not the Asda Store. A TP for the Asda store will also be required.

As TPs are becoming an increasingly important tool in the delivery of sustainable outcomes it is important that the TPs covers objectives to encourage and implement sustainable travel and as importantly, ways to manage, monitor and mitigate these. The TPs should be closely linked to the TA, and should reflect the objectives and requirements as set out in PPG13 and the DfT document "Using the planning process to secure travel plans".

2. Objectives – Targets and Indicators

Trip rates and target of modal split should be determined for all transport modes. For example targets for the site should include:

1. Percentage of employees driving to work will not exceed X%.
2. Percentage of employees walking to work will be equal to or exceed X%.
3. The number of weekday vehicle trips generated by the site when fully occupied will not exceed X.
4. Peak hour trips to the site shall not exceed X.

These targets should be agreed with the HA prior to be finalised and should focus on achievable/practicable outputs.

3. Initiatives

Managing the Plan

A monitoring survey must be undertaken at a neutral time of the year. This should not be in the form of an employee travel survey as suggested in the TP. This survey should collect at least 95% of all person trips into and out of the site during the surveyed day. Monitoring arrangements must be agreed at the outset and must include appropriate triggers/restrictions if targets are not met.

If modal split targets are not then met, or if vehicle trips rates exceed the agreed amount then enforcement measures must be introduced. This could include the reduction of the number of car parking spaces. These enforcement triggers/restrictions must be agreed with the HA beforehand.

Finally there should be clarity on the major costs associated with the travel plan, who will meet these, or how funding will be secured.

The HA would request that the information is resubmitted with the details amended to meet the HA requirements. Until further information is provided the HA is not able to assess the impact of the development on the A27.

Yours sincerely


Mr Anthony Powell

Network Strategy South-East

Email: anthony.powell@highways.gsi.gov.uk