



Transport Statement
Unit 4 Oldlands Way, Bognor Regis

Prepared by

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March 2014



1. This statement has been prepared in support of an application for Change of Use of Unit 4 Oldlands Way from Storage and Distribution (B8 Use Class) to an indoor Skate Park (D2 Use Class).
2. It seeks to provide background information as to how the travel patterns associated with the former use of the site and illustrate the likely travel movements associated with the proposed use.

Site Location

3. The application site is located on the Southern Cross Industrial Estate on the north side of Bognor Regis, adjacent to the A29 London/Bognor Road. The site is approximately six miles from the A27 South Coast trunk road which provide access to Chichester and Portsmouth to the west and Worthing and Brighton to the east. Other occupiers on the estate include Travis Perkins, Jewson, JCC Lighting Products and John Wiley.
4. The Southern Cross Industrial Estate is situated at the northern gateway into Bognor Regis with the majority of the town's retail and trade parks being located either side of the A29 both opposite and to the south of the estate. Directly opposite is the Bognor Regis Retail Park and a new Sainsbury's Superstore of some 65,000 sq ft is approximately ½ mile to the south.
5. The application is located approximately 1 ½ miles from the train station and is accessed safely along a cycleway for much of the route.

Previous Use

6. John Wiley occupied Units 1-7 as its European Distribution Centre. All the buildings were knocked through so as to be connected internally. As such the previous use of Unit 4 cannot be considered in isolation.
7. Units 1-4 housed in the region of 5 million books awaiting packing and distribution. Units 2-7 accommodated a conveyor packaging system running through the full length of the six buildings.



8. In-bound goods were delivered to Unit 1 and were initially stored somewhere in Units 1-4. They were then repackaged on the conveyor running through Units 2-7 before despatched from Units 6 and 7. As such, there were no deliveries specifically into or from Unit 4. There would have been a handful of inter-building fork-lift movements but no external traffic.
9. Across the full group of buildings there would have been between 175-200 people employed.
10. Parking for around 20 cars was available for employees at Unit 4 but this was rarely occupied given the abundance of parking available across the entire site and the majority of staff working in Unit 1 where ample parking was available.

Proposed Use

11. The accompanying planning statement provides background information as to the nature of the proposed use and the people likely to make use of the proposed skate park.
12. The target market and age group most likely to use this community facility is between 8 and 18 years old. Few of these are likely to be of driving age and the majority will make their way to the site using more sustainable means of transport such as by foot, cycle, train, bus, etc.
13. A smaller number of riders will be accompanied by parents who will either wait, perhaps enjoying the café facilities, or drop off and collect. Although the full number of parking spaces has not been formally laid out yet it is estimated that a total of 20 spaces can be provided safely within the site. At this level of parking it is not expected that parking will spill out onto the highway, albeit there are no parking restrictions on Oldlands Way.

Comparison

14. In simple terms there were no commercial vehicle movements directly to/from Unit 4 during its long term occupation by John Wiley. There was however, a limited amount of staff parking.
15. The nature of the previous use makes it difficult to draw direct comparisons between the previous and proposed uses. However, the level of vehicle activity associated with the



previous use of Units 1-7 demonstrated the ability of the highway network to accommodate high volumes of traffic. The proposed use will not add significantly to the level of vehicle activity on Oldlands Way.

16. The site's location and the nature of the use proposed is likely to represent a reduction to the traffic on Oldlands Way, in addition to the size of vehicles which will visit the premises, and use the junction onto the A29 roundabout.

Access arrangements and Parking

17. The proposed change of use will not make any alterations to the existing access arrangements which were originally designed to serve heavy goods vehicles. As such the existing arrangements will comfortably and safely serve the vehicles visiting the proposed use.
18. Concerns have been identified in respect to a possible conflict between cycles and lorries using Oldlands Way. However, given that Oldlands Ways is a cul de sac there is little potential for vehicles to achieve significant speeds. This, coupled with the presence of footpaths for the full length of Oldlands Way will assist in securing the safety of visitors to the site by modes other than private car.
19. The applicant is happy to provide directional signage on site to warn visitors to take care when using Oldlands Way and considers it could be beneficial to provide signage at the entrance to Oldlands Way to warn lorry drivers of the increase in pedestrian activity. This would be subject to agreement with the Highway Authority.
20. There is a substantial hard standing area to the front of the premises. At present, given the nature of the former use, limited parking has been layout out here. However, the planning application is accompanied by a parking plan which demonstrates how 20 parking spaces will be provided on site.

Sustainability

21. The site's location is its biggest advantage in sustainability terms. It is located within a short walking distance of to a large residential area, beside a bus stop serving four routes (61, 62, 65 and 66) and within 1 ½ miles of Bognor Regis Railway station where a cycle route connects part of the route.



Conclusions

22. The application site is well located in sustainability terms with good access to a variety of sustainable transport modes.
23. The proposed use will not generate a significant level of vehicle activity at the site. However, at peak times when parking is required, ample safe parking is available on site.
24. In order to assist in increasing awareness of increased pedestrian activity on Oldlands Way and remind visitors of the presence of lorries in the vicinity, the applicant is keen to provide additional signage, subject to Highway Authority approval.