



Oldlands Farm

Bognor Regis

West Sussex

Transport Assessment

Final Report for



June 2014

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Appendix A **Site Layout**

1.2.3 **Figure 1.2** illustrates the site layout associated with the approved application.

Figure 1.2 Approved Site Layout (ref: BE/61/13)



1.2.4 The above consented scheme was supported by MJA Consulting's Transport Assessment dated July 2013.

1.2.5 This approved Transport Assessment report has significantly informed the assumptions and assessment criteria that have been applied within Hydrock's assessment of the proposed development's traffic impact.

1.3 Scope of Report

1.3.1 This report is set out in 5 sections, including this first introductory section.

- Section 2 sets the transport planning policy context.
- Section 3 then describes the development proposals.
- Section 4 considers the trip generation levels of the extant and proposed development.
- The summary and conclusion is set out in Section 5.



2.0 TRANSPORT POLICY CONTEXT AND ACCESSIBILITY

2.1 Introduction

- 2.1.1 In order to assess the proposals and develop a transportation access strategy for the proposed development it is necessary to review both local and national transport related planning guidance.
- 2.1.2 The following sections outline the relevant guidance in respect of the proposed development.

2.2 National Policy

- 2.2.1 The National Planning Policy Framework [NPPF], published in March 2012, supersedes the previous Planning Policy Guidance documents including PPS1: Sustainability and PPG13: Transport. The framework sets out the planning system for England, providing a framework within which local people and their accountable Council's can produce their own local and neighbourhood plans, which reflect the needs and priorities of their local communities.
- 2.2.2 The NPPF identifies that the purpose of the planning system is to contribute towards sustainable development. Sustainable development is defined in terms of economic, environmental and social sustainability, each of which is mutually dependent.
- 2.2.3 In relation to transport, the NPPF outlines that new development should contribute towards sustainability and health objectives by promoting development in sustainable locations. The transport system needs to be balanced in favour of sustainable transport modes, giving users a real choice about how they travel. Smarter use of technology can also be used to reduce the need to travel.
- 2.2.4 Development will be prioritised in locations which reduce greenhouse gas emissions and reduce congestion by facilitating the use of sustainable modes of transport. Developments should be located in areas where the need for travel can be minimised and the use of sustainable transport modes can be maximised. Locations with easy access to key facilities such as employment, school and local retail facilities will be given priority for development.
- 2.2.5 In setting local parking standards for residential and non-residential developments, local planning authorities should take into account the accessibility of the development; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.
- 2.2.6 It is also noted within Paragraph 32 of the Framework that:

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

2.3 Travel Plans, Transport Assessments and Statements in Decision-Taking

- 2.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT] released advice on when transport assessments and transport statements are required, and what they should contain which is intended to assist stakeholders in determining whether an assessment may be required and, if so, what the level and scope of that assessment should be.



- 2.3.2 The advice reflects current Government policy promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating residual impacts of traffic from development proposals.

2.4 West Sussex Transport Plan 2011-2026

- 2.4.1 The plan includes 4 strategies that guide the Council's approach to maintaining, managing and investing in transport, and meeting our main objective of improving quality of life for the people of West Sussex. These 4 strategies are:

Promoting economic growth

- maintain or improve the reliability of journey times on key routes;
- improve connectivity and access to local labour markets and key centres;
- deliver transport improvements to support and facilitate sustainable growth; and
- ensure local transport networks are resistant and adaptable to shocks and impacts including climate change.

Tackling climate change

- adapt transport infrastructure to increase its resilience to the effects of climate change;
- support new low emission fuels, infrastructure and technologies;
- reduce unnecessary trips by motorised vehicles and encourage the use of more sustainable modes of transport;
- reduce the need to travel at all by encouraging provision of local services;
- reduce the carbon footprint of the County Council's own operations; and
- maximise reuse and recycling of materials in construction and maintenance.

Providing access to services, employment & housing

- identify problem areas by using survey approaches and accessibility mapping techniques where appropriate;
- work in partnership with service providers and stakeholders to set priorities;
- ensure that accessibility is a central consideration when planning local services;
- seek to ensure that places of work, education, leisure and food retail opportunities are located close together in new development;
- enable disadvantaged people to access employment opportunities, key services, social networks and goods; and
- encourage local delivery of services so that people have to travel less.

Improving safety, security & health

- reduce the risk of death or injury due to transport incidents through engineering, training and publicity particularly targeted at vulnerable road users;
- reduce crime, fear of crime and anti- social behaviour on the transport network;



- reduce the negative impacts of transport on public health;
- to encourage and enable physically active travel such as walking and cycling through behaviour change initiatives and provision of information and education; and
- invest in new infrastructure which improves the County and creates safer conditions for all, and particularly vulnerable road users.

2.5 Summary

- 2.5.1 With consideration to the above policy summaries it can be concluded that the proposed development is compliant with the main objectives outlined within both national and local transport policies.
- 2.5.2 As will be demonstrated in this report the proposed development satisfies the key objectives within NPPF by being able to promote more sustainable transport choices to access the site, thus reducing the reliance on the use of the private car.

2.6 Access to the Proposed Development by Choice of Transport Modes

- 2.6.1 The Oldlands Farm site adjoins the existing settlement boundary of South Bersted. The site is less than 1km south of the village of Shripney and Bognor Regis town centre is approximately 3km to the south, whilst North Bersted is around 2.5km to the west.
- 2.6.2 The accessibility of the proposed development by a range of modes of transport has been considered in particular to objectives in line with the Local Transport Plan [LTP], and NPPF.

2.7 Walking and Cycling

- 2.7.1 Walking accounts for the majority of short distance journeys. It is also an essential element of all public transport travel. Bus stops are usually accessed on foot and most rail journeys involve a journey to the station on foot.
- 2.7.2 The existing local highway network provides a strategic network of footways with a good level of street lighting allowing safe opportunities for journeys between surrounding residential and commercial areas of South Bersted, Felpham and Flansham.
- 2.7.3 Opportunities for walking and cycling also exist to local facilities such as retail parks, bus routes, health facilities, food outlets etc.
- 2.7.4 To the east of the site a footway/cycleway will be provided along the Bognor Regis Northern Relief Road [BNRR] connecting the A29 with the A259 via the new housing development at Felpham.
- 2.7.5 In the vicinity of the Oldlands Farm site there is a pedestrian route along the western side of Shripney Road. The footpath provides a direct link to the settlement of Shripney to the north.
- 2.7.6 South of the Rowan Way roundabout footway/cycleways are available on both sides of Shripney Road. These routes continue to the south towards the centre of Bognor Regis.
- 2.7.7 The South Coast Cycle Route [SCCR] runs generally west to east between Emsworth and Worthing and passes through Bognor Regis and Chichester. From Chichester this cycle route follows the A259 and when reaching North Bersted the route follows minor roads predominantly to the south of the A259 and towards the centre of Bognor Regis.



- 2.7.8 National Route 2 [NCN2] is a long distance route linking Dover with St Austell and routes along the south coast. Currently NCN2 is not continuous, however in the vicinity of Chichester and Bognor Regis this route provides a continuation of the SCCR.
- 2.7.9 The Barnham to Flansham Cycle Route (Whittingtons Way) runs in a north to south direction and passes to the east of the site. Whittingtons Way connects Hoe Lane in Flansham and Church Lane in Barnham and will route close to the BNRR, where a crossing/connection will be constructed.
- 2.7.10 The new housing at Felpham is around 2.2km east of the site. The closest housing area is around 900 metres south-west of the site along Rowan Road. It is considered the Oldlands Farm is located within easy access of existing housing areas by foot and cycle.

2.8 Bus Travel

- 2.8.1 The Oldlands Farm is located within acceptable walking distance to regular bus services along the A29 Shripney Road. Stagecoach South provides the majority of bus services in the Bognor Regis area.
- 2.8.2 The closest bus stops in relation to the Oldlands Farm site are located along the A29 Shripney Road. To the south of the site bus shelters are available at the Bognor Regis Retail Park. These are well maintained, well lit and timetable information is available. To the north of the site bus stops are also available in the vicinity of Shripney Lane. The stops on both sides of the road are well lit and also provide timetable information. The bus stops and shelters are approximately 450 metres from Oldlands Farm.
- 2.8.3 The Stagecoach Service 66 routes between Bognor Regis and Yapton, via Walberton, Westergate, Woodgate, Shripney and South Bersted. Regular journeys are provided from Monday to Saturday. Services operate at an approximate 90 minute frequency between 08:00 and 18:40 hours.
- 2.8.4 The Stagecoach South Service T2 also operates along the A29 Shripney Road. This is a 'circular' route calling at stops in North Bersted, South Bersted and Bognor Regis.
- 2.8.5 This service is limited to Tuesdays and Thursdays and provided by Tesco, where three buses are available per day.
- 2.8.6 The Stagecoach South Service T11 routes along the A29 Shripney Road and routes between South Bersted and Yapton, via Bognor Regis, Felpham, Middleton-on-Sea, and Elmer. This service is provided by Tesco and is limited to Tuesdays and Thursdays. Southbound journeys are available from Bognor Regis Retail Park (near KFC), whilst return journeys from Yapton terminate at Tesco.
- 2.8.7 The Stagecoach South Service T12 operates along the A29 Shripney Road to provide journeys to Bognor Regis via North and South Bersted. This service is provided by Tesco and is limited to Tuesdays and Thursdays. Journeys to the centre of Bognor Regis can be accessed via the stops at the Bognor Regis Retail Park. Return journeys from Bognor Regis terminate at Tesco thus requiring an additional 14 minute walk to the site.
- 2.8.8 The Stagecoach South Service T13 routes along the A29 Shripney Road and calls at Pagham, Aldwick, Rose Green and North and South Bersted. This service is also provided by Tesco and offers limited journeys on Mondays. Journeys towards Pagham can be accessed at the KFC bus shelter and return journeys again terminate at Tesco.



- 2.8.9 From the bus services above it is possible to reach the centre of Bognor Regis where an extensive bus network is available. Services provide a good level of service throughout the town centre and connections into the surrounding residential areas and further afield.

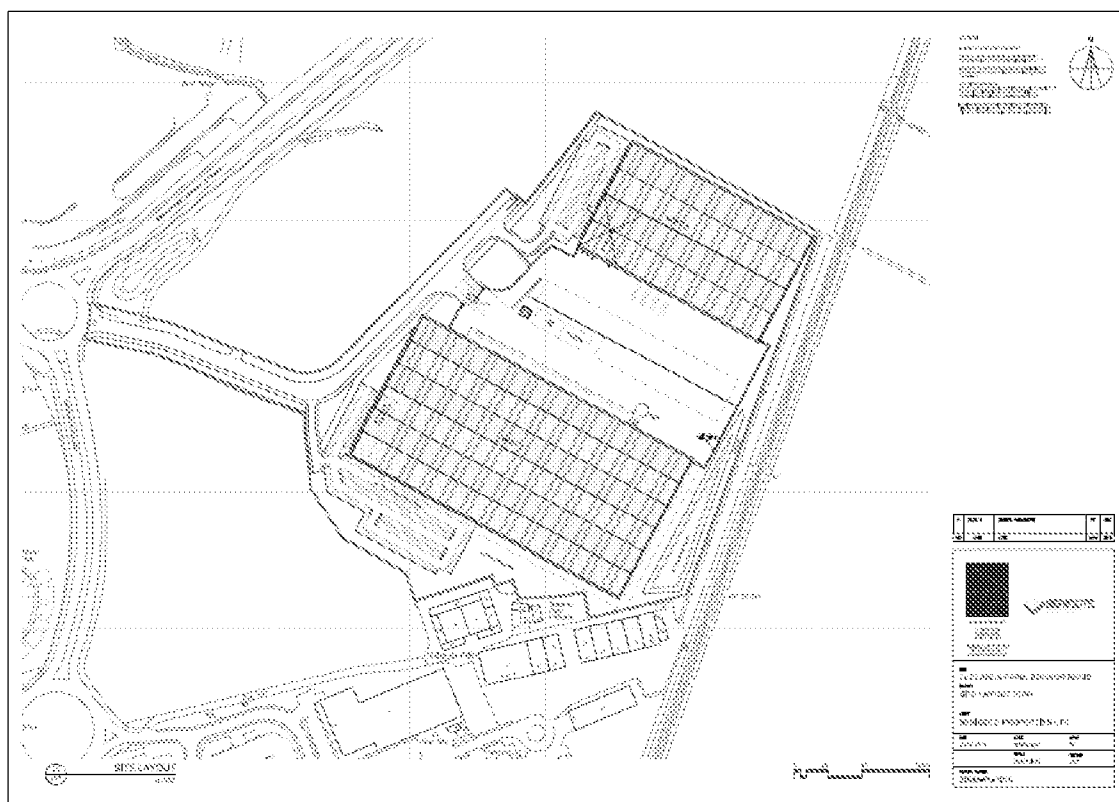
2.9 Rail travel

- 2.9.1 The nearest rail station to the site is situated within Bognor Regis Town Centre, approximately 2.4 km to the south west of the site. Bognor Regis Station is managed by Southern Railways and is the terminus of a short branch from the main routes.
- 2.9.2 Bognor Regis connects with the Brighton – Portsmouth/Southampton ‘Coastway West route’ and the London – Portsmouth/Southampton ‘Mainline West route’ via Barnham. Direct services to London are available via Worthing, Hove and Gatwick.
- 2.9.3 On weekdays the direct service from Bognor Regis takes around 1hr 40mins to London Victoria or London Bridge and service frequency is 30mins. Saturday services are also at a 30min frequency whilst Sunday services operate on an hourly basis.
- 2.9.4 Services to Littlehampton are provided at an hourly frequency throughout the week.
- 2.9.5 Direct journeys take around 17mins from Bognor Regis.
- 2.9.6 The service from Bognor Regis to Portsmouth takes approximately 1hr, including a change at Barnham. Services operate every 20/30mins, every day of the week.



- 3.1.4 **Figure 3.2** provides an extract of the proposed site layout whilst **Appendix A** provides the full drawing.

Figure 3.2: Site Layout



- 3.1.5 It is proposed to install crossing points within the site access in order to provide pedestrian and cycle connections from the building to main road.

3.2 Proposed Parking Facilities

- 3.2.1 The parking provision for each land use will be in-line with the adopted guidelines, as set out in the West Sussex County Council Supplementary Planning Guidance [WSCC SPG] – 2003 (updated in September 2010).
- 3.2.2 Applicable extracts of the WSCC SPG are shown in **Table 3.1** whilst **Table 3.2** provides the provision based on the total 38,099m² GFA. The following parking standards are the maximum provision required, and is based on the floor area GFA and a particular use.



Table 3.1 Parking Standards

Use	1 car space / m ²	1 cycle space / m ² [Staff/visitor]	1 motorcycle space / car space (min. 1 +)	Disabled (min. 1)
B1 inc. office	30m ²	150/500m ²	10 cars	5% car spaces
B2 General Industry	40m ²	200/500m ²	10 cars	5% car spaces
B8 Storage	100m ²	500/1000m ²	10 cars	5% car spaces

Table 3.2: Parking Provision Based on 38,099m²

Use	Car spaces	Cycle space [Staff/visitor]	Motorcycle space	Disabled
B1 inc. office	1270	254/76	127	63
B2 General Industry	952	190/76	95	48
B8 Storage	381	76/38	38	19



4.0 TRIP ATTRACTIONS

4.1 Introduction

- 4.1.1 The site benefits from an existing planning consent. This extant permission represents the baseline position to which the revised development proposals have been assessed. Hydrock have, therefore, reviewed the trip generation characteristics to confirm and compare the associated extant trips with those associated with the current planning application.

4.2 Extant Planning Use

- 4.2.1 Trip generation figures for the extant use have been extrapolated from the supporting MJA Consulting Transport Assessment dated July 2013. **Table 4.1** below replicates the approved trip generations' levels.

Table 4.1 Extant Traffic Generation

Land Use	GFA M ²	Weekday Morning Peak		Weekday Evening Peak	
		Arr	Dep	Arr	Dep
B1	2,322	34	8	6	41
B2	12,356	74	34	19	74
B8	10,358	31	12	7	30
Retail	3,716	18	9	40	85
Pub	929	4	4	23	41
Fast food	929	68	59	79	156
DIY	2,508	18	10	42	89
Total	33,118	247	136	216	298

**Table replicated from Table 4.9 of the MJA Consulting Transport Assessment*

- 4.2.2 It can be seen from the above table that the extant planning use generates the following two-way vehicular trips:
- 383 Morning Peak; and
 - 516 Evening Peak.



4.3 Proposed Development Trips

- 4.3.1 The planning application seeks to facilitate the erection of two detached industrial/distribution units (B1(c)/B2/B8) including access and servicing arrangements, car parking, landscaping and associated flood compensation area.
- 4.3.2 At this stage the site's exact split between B1(c)/B2/B8 has yet to be determined. Hydrock have assessed the potential trip generation of the site as a total of either B2 Industrial Estate / B8 Warehousing.
- 4.3.3 To ascertain the potential trip generation levels of the proposed development Hydrock have used the previously approved trip rates set out in the supporting MJA Consulting Transport Assessment. These trip rates have been set out in **Table 4.2**.

Table 4.2 Proposed Development Trip Rates

Land Use	GFA M ²	Weekday Morning Peak		Weekday Evening Peak	
		Arr	Dep	Arr	Dep
B2	38,099	0.596	0.277	0.154	0.447
B8	38,099	0.297	0.119	0.072	0.225

- 4.3.4 The above trip rates have been applied to the proposed application total GFA to determine the potential traffic generation. **Table 4.3** below presents the predicted level of trips for the site comprising of 100% B2 or 100% B8 for the total development area.

Table 4.3 Proposed Development Trips

Land Use	GFA M ²	Weekday Morning Peak		Weekday Evening Peak	
		Arr	Dep	Arr	Dep
B2	38,099	227	106	59	170
B8	38,099	113	45	27	86

- 4.3.5 It can be seen from the above table that B2 would generate a greater number of trips in comparison to a B8 use. A B2 land use generates the following total two-way vehicular trips:
- 333 Morning Peak; and
 - 229 Evening Peak.



4.4 Traffic Impact

4.4.1 In order to assess whether the proposed development would have an impact on the highway network, Hydrock has assessed whether the proposed development would have an increase in traffic levels when compared to the consented scheme.

4.4.2 The extant and proposed development trips are presented in **Table 4.4**.

Table 4.4 Proposed Development Trips Minus Extant

New Trips	Weekday Morning Peak		Weekday Evening Peak	
	Arr	Dep	Arr	Dep
Proposed Application (Table 4.3)	227	106	59	170
Minus Extant Traffic (Table 4.1)	247	136	216	298
Total	-20	-30	-157	-128

4.4.3 It can clearly be deduced from the above table that the total proposed development traffic would generate significantly less traffic in the peak periods, in comparison to the consented scheme. Over the course of a typical week this difference in traffic movements is likely to be considerable.

4.4.4 Given the reduction in traffic movements, there would be a number of wider benefits for the local highway network including:

- reduction in CO² emissions;
- reduced noise pollution for local residents; and
- reduction in traffic using local junctions.

4.5 Junctions Assessments

4.5.1 As part of the approved MJA Consulting Transport Assessment the capacity modelling results reveal that the forecast RFC values, queues and delays at the junctions considered were within parameters deemed acceptable to WSCC.

4.5.2 The results also demonstrated that the junctions will perform satisfactorily during the peak periods, and for all scenarios considered.

4.5.3 Given that it has been demonstrated that the proposed development will generate significantly less traffic in the morning and evening peak periods Hydrock consider no further detailed junction assessments necessary.

4.5.4 As set out in the policy section, the NPPF states “Development should only be prevented or refused on transport grounds where the residual cumulative impacts on development are severe.”

4.5.5 The traffic impact assessment clearly shows that the proposed development would not have a severe impact on the highway network.



4.6 Sensitivity Test

4.6.1 Further to the assessment of the proposed development's potential impact on the wider highway network this section considers the trip analysis if the remaining Oldlands Farm site was developed out and consisted of the following:

- 4,366m² A1 retail
- 1,858m² Sui Generis car showroom
- 1,858m² B8 trade counter development

4.6.2 **Table 4.5** and **4.6** below present the trip rates and calculated trips for the retail, B8 and car showroom.

Table 4.5 Trip Rates: Retail and Car Show Room

Land Use	GFA M ²	Weekday Morning Peak		Weekday Evening Peak	
		Arr	Dep	Arr	Dep
Sui Generis	1,858	0.733	0.302	0.269	0.538
B8	1,858	0.297	0.119	0.072	0.225
Retail	4,366	0.483	0.234	1.087	1.192

Table 4.6 Trips: Retail and Car Show Room

Land Use	GFA M ²	Weekday Morning Peak		Weekday Evening Peak	
		Arr	Dep	Arr	Dep
Sui Generis	1,858	14	6	5	10
B8	1,858	6	2	1	4
Retail	4,366	21	10	47	52
Total		40	18	54	66

4.6.3 **Table 4.7** and **4.8** below summarises the remaining capacity if the Bericote's site is developed for B2 or B8 respectively.



Table 4.7: Trip Analyses Assuming All B2 on Bericote's Site

New Trips	Weekday Morning			Weekday Evening		
	Arr	Dep	Total	Arr	Dep	Total
Proposed Application Spare Capacity (Assuming B2 Developed)	-20	-30	-50	-157	-128	-285
Additional Extant Traffic (Sui Generis + Retail)	40	18	58	54	66	120
Total	20	-12	8	-103	-62	-165

- 4.6.4 It should be reiterated that a negative number in the above table indicates 'additional' capacity in traffic terms in comparison to the extant approved scheme.
- 4.6.5 As can be seen, if Bericote's site was developed for all B2 use (which is the worst case in traffic terms), there would still be spare capacity to accommodate the additional retail, B8 and car showroom.
- 4.6.6 If the Bericote's site was developed for all B8 (which is a more likely scenario) **Table 4.6** below illustrates the difference between the approved trips.

Table 4.8: Trip Analyses Assuming All B8 on Bericote's Site

New Trips	Weekday Morning			Weekday Evening		
	Arr	Dep	Total	Arr	Dep	Total
Proposed Application Spare Capacity (assuming B8 Developed)	-134	-91	-225	-189	-212	-401
Additional Extant Traffic (Sui Generis + Retail)	40	18	58	54	66	120
Total	-94	-73	-167	-135	-146	-281

- 4.6.7 Based on this scenario the above table illustrates that there would be significant spare capacity to accommodate the additional retail, B8 and car showroom development.



5.0 SUMMARY AND CONCLUSION

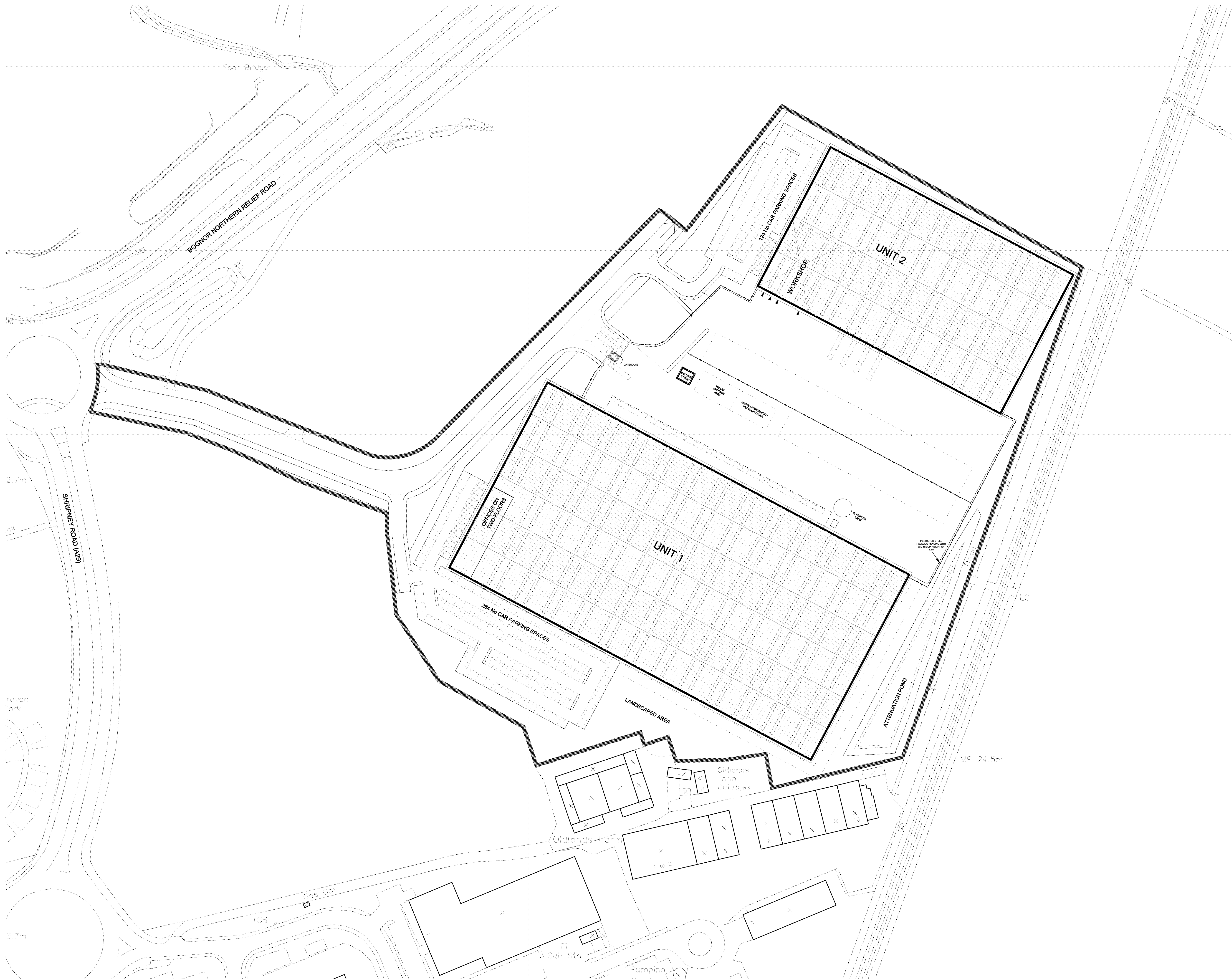
5.1 Summary

- 5.1.1 Hydrock has been instructed by Bericote Properties Ltd. to prepare a Transport Assessment [TA] to support a proposed employment development.
- 5.1.2 The site already benefits from an existing outline planning permission (planning reference number BE/61/13) which was granted in March 2014. The site was granted approval following the provision of a transport assessment which assessed the impact of the following land uses:
- B1 Office (2,322sqm)
 - B2 Industrial (12,356sqm)
 - B8 Warehousing (10,358sqm)
 - Retail (3,716sqm)
 - Pub (929sqm)
 - Fast food (929sqm)
 - DIY (2,508sqm)
- 5.1.3 The proposed development consists two detached industrial/distribution units (B1(c)/B2/B8) including access and servicing arrangements, car parking, landscaping and associated flood compensation area.
- 5.1.4 The site will be accessed directly from the already purpose-built access arm onto the A29 Shripney Road/BNRR/Site Access roundabout.
- 5.1.5 The proposed employment development will provide a site layout designed in accordance with current best practice to accommodate pedestrians and cyclists.
- 5.1.6 The total planning application's development traffic would generate significantly less traffic in the peak periods, in comparison to the extant permission. Over the course of a typical week this difference in traffic movements is likely to be considerable.
- 5.1.7 Given the reduction in traffic movements there would be, a number of wider benefits for the local highway network including:
- reduction in CO² emissions;
 - reduced noise pollution for local residents; and
 - reduction in traffic using local junctions.
- 5.1.8 The NPPF states "Development should only be prevented or refused on transport grounds where the residual cumulative impacts on development are severe." The traffic impact assessment shows that the proposed development would not have a severe impact on the highway network.

5.2 Conclusion

- 5.2.1 It is concluded that the proposed employment development is acceptable in highways and transportation terms. There are no highways or transportation related reasons upon which a refusal of the planning application for the proposals would be justified.

APPENDIX A – SITE LAYOUT



NOTES:

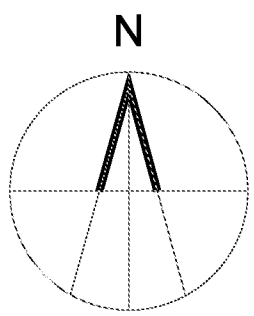
SUBJECT TO STATUTORY CONSENTS

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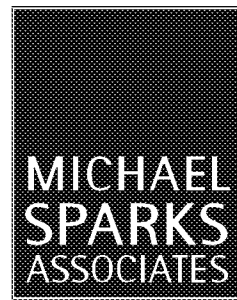
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A	20.06.14	GENERAL AMENDMENTS	PF	NSC
REV	DATE	NOTE	DRAW	CHK



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TITLE
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DRAWING
SITE LAYOUT PLAN

CLIENT
BERICOTE PROPERTIES LTD

DATE
JUNE 2014

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