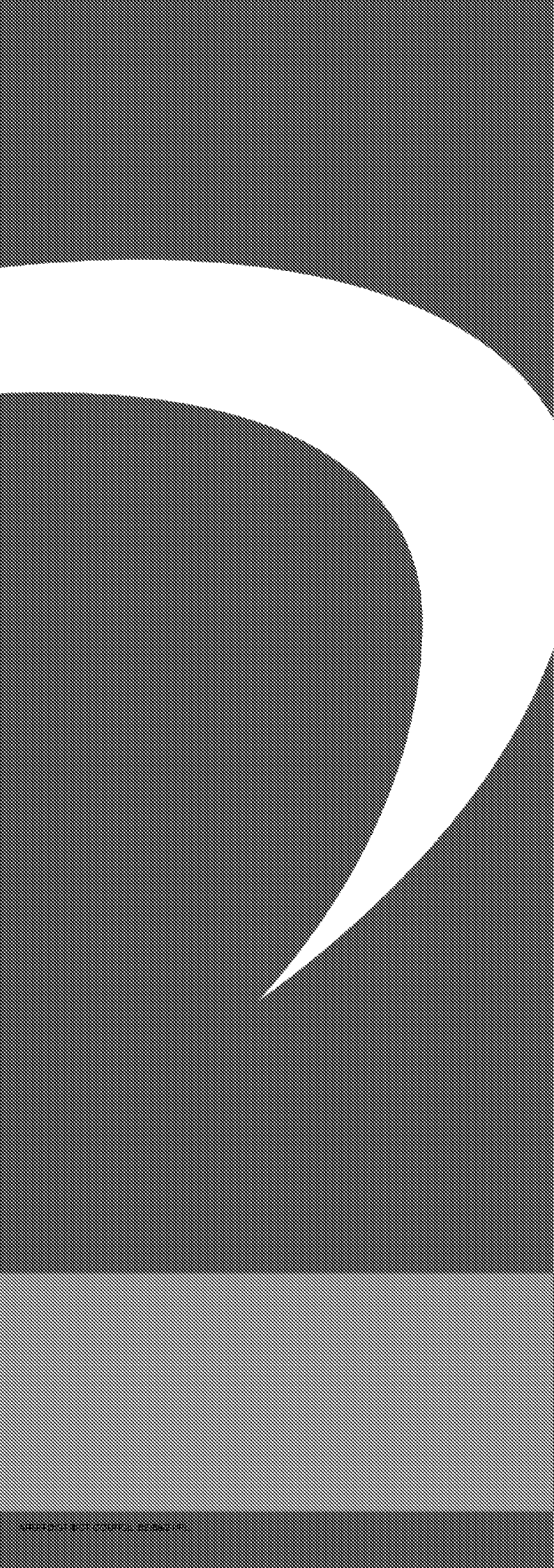




Rolls-Royce Motor Cars

Dealership Training Centre
R-RMC, Bognor Regis

Transport Statement

May 2021



Dealership Training Centre
R-RMC, Bognor Regis
Transport Statement

Version 3-0

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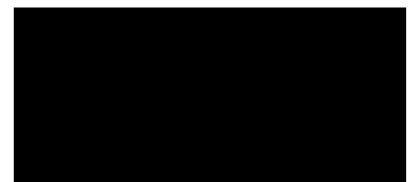
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1. Introduction

- 1.1 Integrated Transport Planning (ITP) has been commissioned to prepare a Transport Statement (TS) to accompany a planning application for a Dealership Training Centre at Rolls-Royce Motor Cars' (R-RMC) Technology and Logistics Centre (TLC) in Bognor Regis, West Sussex. The centre will be relocated from the nearby Headquarters at Goodwood and expanded to meet growing demand.
- 1.2 The training centre will be created by converting part of the existing warehouse (use class B8) facility into a learning facility (use class F1) and transferring training operations from the nearby Goodwood site.
- 1.3 The centre will serve participants from across the world, who will stay locally in hotel or similar accommodation and travel to the site by private bus services arranged by R-RMC. The proposed development is therefore likely to have a very small impact on the existing transport networks, therefore a Transport Statement has been deemed sufficient to support the application. This is supported by the indicate thresholds presented in *Guidance on Transport Assessment*, adopted by West Sussex County Council (WSCC).

Scoping

- 1.4 Pre-application discussions have been held between the client's planning consultants – David Lock Associates (DLA) – and Arun District Council (ADC). This has centred around a formal pre-application submission made by DLA on 23rd December 2020.
- 1.5 A response from ADC has focussed on to Policy TSP1 of the Arun Local Plan 2011-2031, which includes details of expected parking provision. Subsequent commentary has made it clear that the parking allocation for the proposed training facility should be identified separately to the extant uses at the site, albeit this is likely to be a small proportion of the overall number of spaces.

2. Policy

National Planning Policy Framework

- 2.1 The National Planning Policy Framework (NPPF), last revised in June 2019, replaces the original 2012 iteration of the NPPF, whilst continuing to focus on reducing development impact, with decisions taking account of whether:

- 'a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

- 2.2 Crucially paragraph 109 states:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

- 2.3 This Transport Assessment is consistent with the aims of this policy in that it will consider travel by more sustainable modes in addition to the private car.

Arun Local Plan 2011-2031

- 2.4 The Arun Local Plan 2011-2031 was adopted on 18th July 2018. It contains the key spatial and development policies for the district. Chapter 15 relates to Transport and sets out its strategy to increase sustainability, increase the accessibility of towns and villages, promote healthy lifestyles and strengthen the economy.

- 2.5 The following extracts from Policy T SP1 are considered relevant to the proposed development.

'The Council will support transport and development which:'

- 'a. Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy'*

- 'b. Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements'*
 - 'd. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and'*
 - 'e. Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and'*
 - 'f. Explains how the development has been designed to:*
 - i. accommodate the efficient delivery of goods and supplies*
 - ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities*
 - iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter*
 - iv. incorporate facilities for charging electric and plug-in hybrid vehicles*
 - v. consider the needs of people with disabilities by all modes of transport'*
- 2.6 It is considered that by presenting this Transport Statement that consideration is being made to the above points and explanation provided of how the proposals seek to provide sustainable development.

Guidance on Parking at New Developments

- 2.7 It is noted that the parking guidance does not provide specific standards for F1 (non-residential institutions) use classes. It states:
- 'Site-specific assessment based on travel plan and needs'*
- 2.8 For reference, B8 (storage) use classes are expected to provide 1 space per 100m². This has been used to determine whether the overall parking provision is suitable for serving the retained elements of B8 use.

3. Existing Situation

Location

- 3.1 R-RMC's Technology and Logistics Centre is located on the northern fringe of Bognor Regis, close to the recently constructed A259 Felpham Relief Road. It is approximately three kilometres to the centre of Bognor Regis and 11 kilometres to R-RMC's headquarters facility at Goodwood.

Figure 3-1: Site location



Source: Open Street Map contributors

Use

- 3.2 The existing site consists of two large industrial buildings with associated servicing yards and car parking. Both units are occupied by R-RMC and provide access to a range of skilled jobs.

Accessibility

Walking

- 3.3 Much of the northern areas of Bognor Regis can be reached on foot within a short duration. The town centre is just over 30 minutes away on foot, however alternative retail areas off Shripney Road are closer with 15 minutes of the site.

Figure 3-2: Walking map

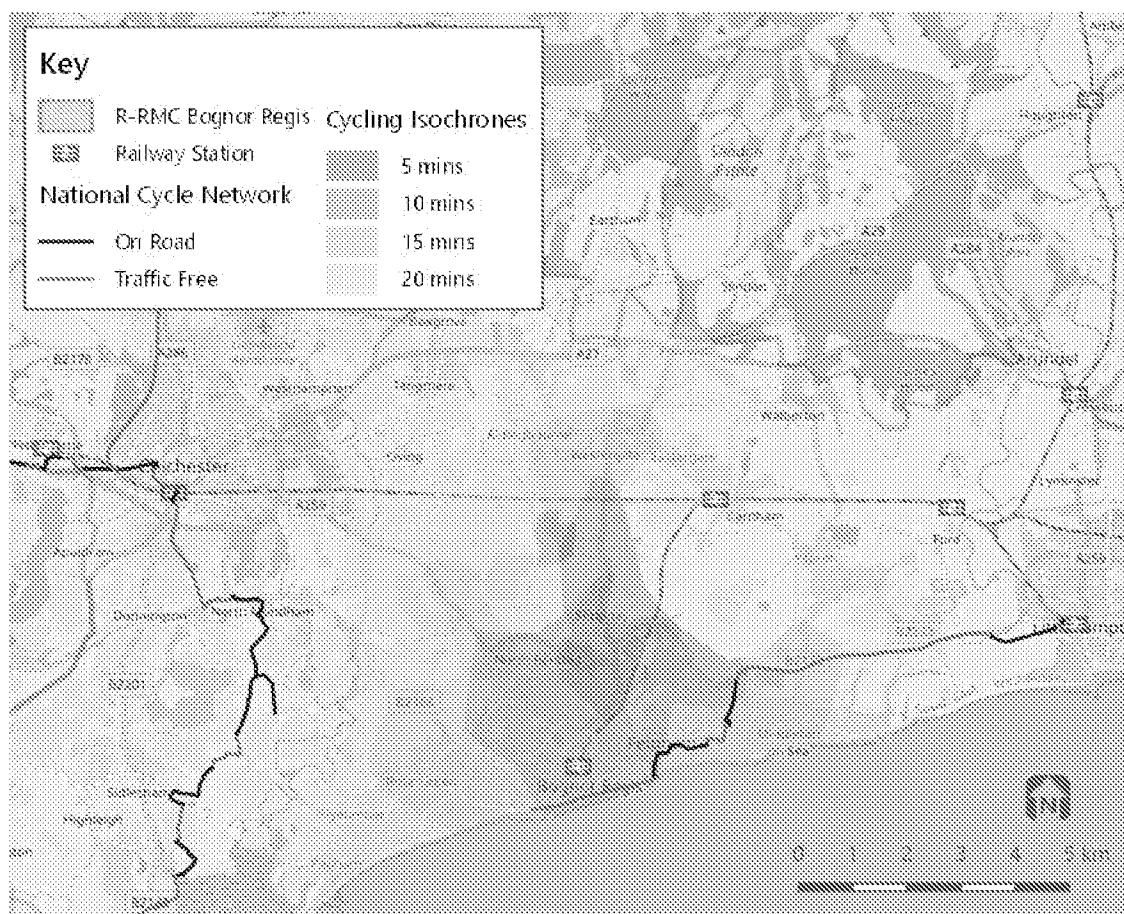


Source: Open Street Map contributors; Open Route Services

Cycling

- 3.4 The site is well-connected for journeys by bicycle, with traffic-free routes continuing up to the entrance, linking with a wide shared foot/cycleway along the A259 Felpham Relief Road and joining the National Cycle Network east of Bognor Regis.
- 3.5 Journey time by bicycle between the site and Bognor Regis railway station is also less than 10 minutes, making it an attractive option for those completing their journey by train.

Figure 3-3: Cycling map

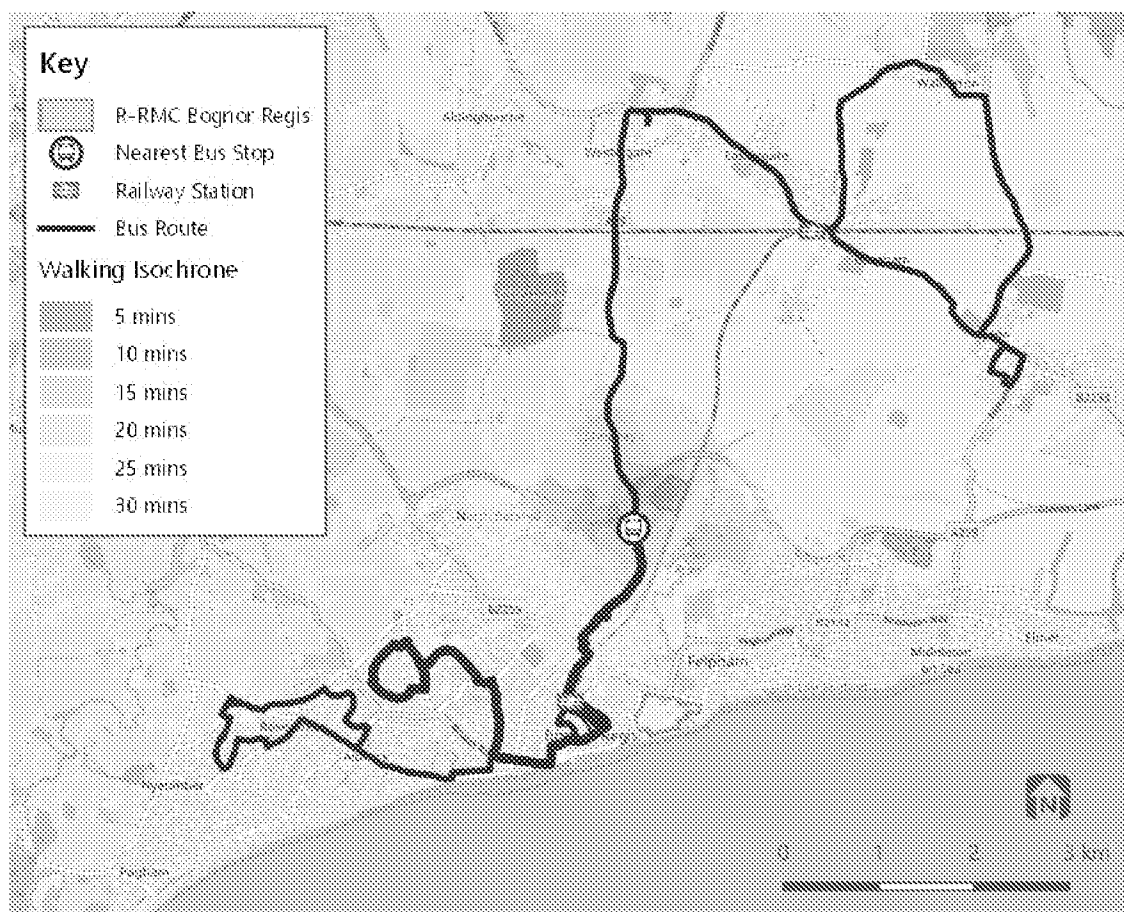


Source: Open Street Map contributors; Sustrans; Open Route Services

Public transport

- 3.6 The site is linked to Bognor Regis town centre by a frequent bus service. There are also less frequent services to Barnham, providing alternative connections to national rail services.

Figure 3-4: Public transport accessibility map



Source: Open Street Map contributors; DataCutter; Open Route Services

- 3.7 Southern rail services from Bognor Regis provide connections to London Victoria, via London Gatwick Airport. This is therefore an attractive option for visitors travelling to the site from overseas, with additional connections available within London to Heathrow, other regional airports and Eurostar services.
- 3.8 Changing trains at Barnham provides access to further services along the south coast line, including Portsmouth, Brighton and Southampton, with its European airport.

4. Proposed Development

- 4.1 As shown in Figure 4-1, the proposed Dealership Training Centre will convert only a small part of the existing Technology and Logistics Centre (TLC), with the remaining site retaining its existing use.

Figure 4-1: Development location



Source: Maber Architects

- 4.2 The existing and proposed floor areas are summarised in Table 4-1.

Table 4-1: Floor area summary

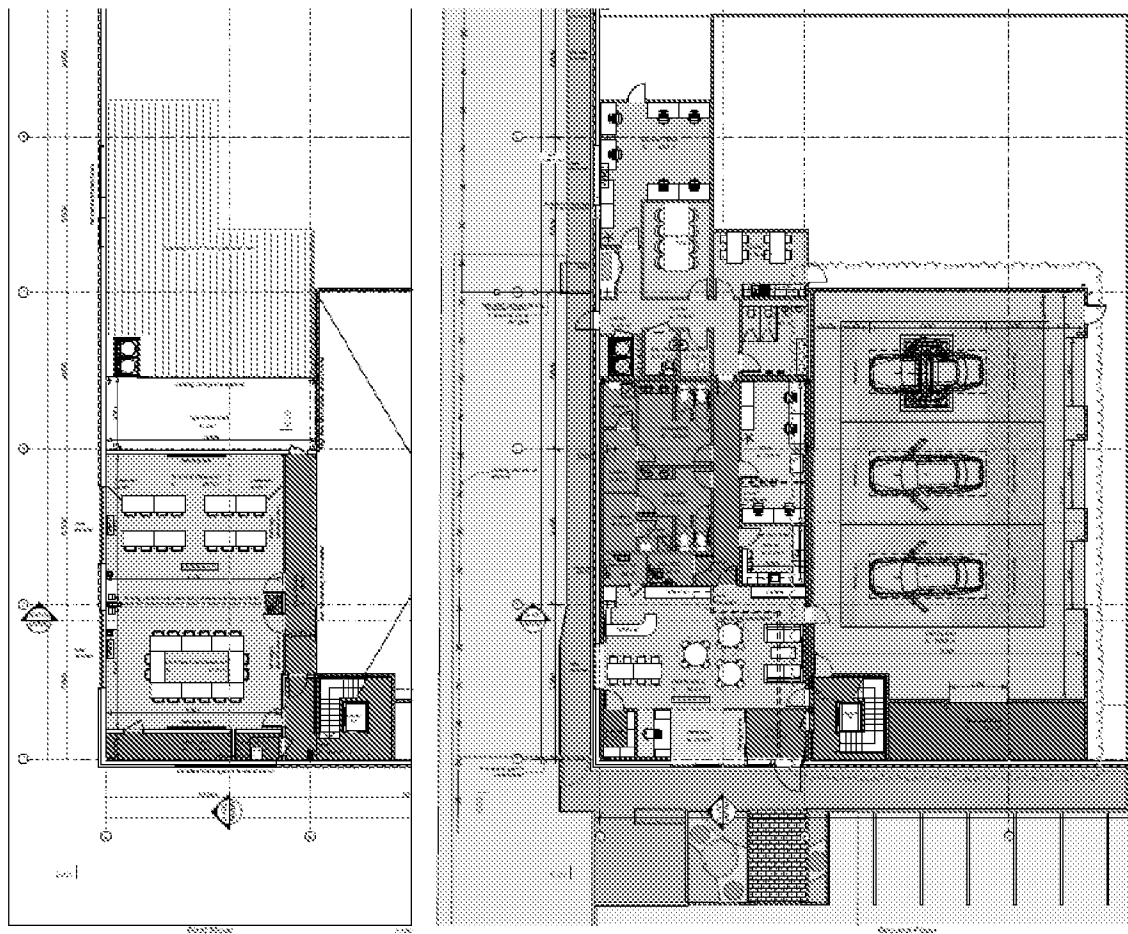
Use	Existing	Proposed
B8 – Storage and distribution	12,493m ²	11,813m ²
F1 – Learning and non-residential institutions	-	868m ²

Source: David Lock Associates

Access

- 4.3 No changes to the access arrangements are proposed other than the creation of a pedestrian entrance at the location of a current fire escape, as shown in Figure 4-2. All other alterations to facilitate the training centre will take place internally. Since the site is currently arranged to allow access by staff, visitors and HGVs, it is not foreseen that there will be any issues serving the proposed use, which will predominantly involve access by staff cars, private buses or minibuses.

Figure 4-2: Proposed development



Source: Maber Architects

- 4.4 The access road off the A29 and A259 is constructed with separate footway and cycleway, ensuring accessibility by a range of modes. This is further demonstrated by the existing staff shuttle bus which operates between the TLC and Goodwood sites without issue.
- 4.5 Emergency access to the site will be maintained as existing, with the car park and servicing yard areas providing appropriate accessibility to emergency vehicles.

Visitor access

- 4.6 During their time at the training centre, visitors will be accommodated in local hotels or similar facilities and collected by private bus arranged by R-RMC to be brought to the site. Visitors will therefore not require parking on-site and will have a negligible impact on the local highway network.
- 4.7 Section 3 has highlighted the sustainable transport options available to visitors arriving from further afield, including rail connections to international airports and Eurostar services. It is likely that hotel accommodation will be located near main towns that benefit from access to existing services thereby minimising the need for visitors to travel during their stay. It is unlikely that visitors, particularly those travelling from abroad, will have access to private vehicles.
- 4.8 **The trips generated by visitors to the facility are therefore negligible and do not require further assessment.**

Servicing

- 4.9 No changes to the servicing arrangements are proposed. As a private operation, all refuse and deliveries are organised by R-RMC and take place without impact on the surrounding highway network.
- 4.10 The proposed change of use and introduction of a training facility is unlikely to have a significant impact on the frequency and scale of servicing requirements above existing operation.

Parking

- 4.11 Since visitors will make use of private bus transfer between their hotels and the training centre, only staff parking is required on site. Up to four training staff will be on site at any time, as well as one admin staff. Alternative sustainable means of transport are of course available to staff.
- 4.12 One additional space will be allocated to allow for reasonable adjustment for those not able to travel to the site by bus, for example those with mobility impairments that require use of their own vehicle.

Staff parking

- 4.13 There are currently 124 spaces outside Unit 2 at the TLC. The majority of which will be retained for use by the main warehouse use. Six spaces will be converted for use by the training centre, with a further three spaces converted to landscaping to enhance the entrance.
- 4.14 **The car park at the TLC was previously used to run a park and ride staff shuttle service to Goodwood. This demonstrates that the parking provision at the TLC is adequate and can contribute to the wider operations of R-RMC without overspill onto the surrounding highways.**
- 4.15 Figure 4-3 demonstrates the current car parking demand at the site on a typical working day. This shows a significant amount of spare parking, including all six accessible bays.

Figure 4-3: Existing car park utilisation



Source: Lysander (24/05/2021)

- 4.16 Training staff travelling to the site will be encouraged to travel using sustainable modes through the site's existing travel planning activities. These include season ticket loans, secure cycle parking and bus taster tickets. Due to the small number of vehicles, however, this is not a requirement to mitigate the impact of development.
- 4.17 Table 4-2 sets out a comparison of the guidance presented in *Arun Parking Standards SPD* and the proposed provision. The guide level of parking is flexible, and provision may be higher or lower if justification is provided by the applicant. **The retained parking provision for B8 use remains above required standards.**

Table 4-2: Adopted car parking standards

Use	SPD Guidance	Guide Level	Proposed
B8 – Storage	1 space per 100m ²	118	115
F1 – Learning and non-residential institutions	Site specific assessment ¹	-	6

Source: Arun Parking Standards SPD (Jan 2020)

- 4.18 Electric vehicle charging points and sheltered cycle parking are installed at the TLC and are available for use by the training centre staff, as required.

5. Travel Plan

- 5.1 The negligible impact of the proposed development is not considered to require a Travel Plan in mitigation. Nonetheless, R-RMC operates a comprehensive Travel Plan across its sites, which staff and visitors will be able to benefit from.
- 5.2 R-RMC is committed to using bus services to transport visitors to and from the site, therefore the vast majority of site users will arrive using sustainable modes without the need for further intervention. The resulting mode share statistics will be well beyond typical targets that would be expected in a standard Travel Plan.

¹ Guidance taken for previous D1 (Non-Residential Institutions) use class prior to changes in September 2020

6. Conclusion

- 6.1 The proposed conversion of a small proportion of the existing Rolls-Royce Motor Cars Technology and Logistics Centre to provide a new staff training facility will have a negligible impact on the transport and highway network.
- 6.2 The site is accessible by a range of modes and has good connection to the recently improved highway network, namely the A29 and A259 Felpham Relief Road.
- 6.3 The proposed training centre is demonstrated to require only four parking spaces for training staff. Delegates from across the world will be accommodated in local hotels and transferred to the site by private bus. The proposals are therefore highly sustainable and employ highly effective travel planning measures.
- 6.4 The remaining car parking provision is in line with the adopted car parking standards and therefore will not result in a shortfall of car parking. This is further demonstrated by the low existing utilisation of the car park by the extant use.
- 6.5 Access, servicing and parking strategies have been set out confirming that much of the existing site operations will remain unaltered. It is therefore concluded that the proposed development cannot be considered to represent a severe impact and therefore should be recommended for approval by West Sussex County Council as local highway authority.



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