



RIDGE

VAHNEA STUDENT RESIDENCES, BOGNOR
TRANSPORT STATEMENT
VAHNEA MAROLDA INVESTMENTS
February 2022

VAHNEA STUDENT RESIDENCES, BOGNOR REGIS

February 2022

Prepared for

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CONTENTS

1. INTRODUCTION	4
1.1. Background	4
1.2. Site Location	4
1.3. Scope of the Report	5
2. PLANNING POLICY	6
2.1. National Planning Policy Framework (updated July 2021)	6
2.2. West Sussex Transport Plan 2011 – 2026	8
2.3. Adopted Arun Local Plan (2018)	9
2.6. BREEAM Guidance [BREEAM 2018, TRa01 and TRa02]	11
2.7. West Sussex Transport Plan (WSTP) Review	12
3. BASELINE CONDITIONS	14
3.1. Overview	14
3.2. Existing Highway Network	14
3.3. Access by Walking	14
3.4. Access by Cycling	15
3.5. Public Transport – Bus	17
3.6. Public Transport – Train	17
3.7. Sustainability of Site Location	18
3.8. Personal Injury Collision Data	18
4. DEVELOPMENT PROPOSALS	20
4.1. Extant Use	20
4.2. Proposed Development - Student Accommodation	20
4.3. Parking	20
4.4. Transport Impact	21
4.5. Sustainable Travel	21
4.6. Construction Overview	22
4.7. Construction Vehicle Movements	23
4.8. Construction Transport Impact	23
5. SUMMARY AND CONCLUSIONS	25
5.1. Summary	25
5.2. Conclusions	25
APPENDIX A ~ LAYOUT PLANS	
APPENDIX B ~ TRICS OUTPUT REPORT	
APPENDIX C ~ ADVISORY LORRY ROUTES	

1. INTRODUCTION

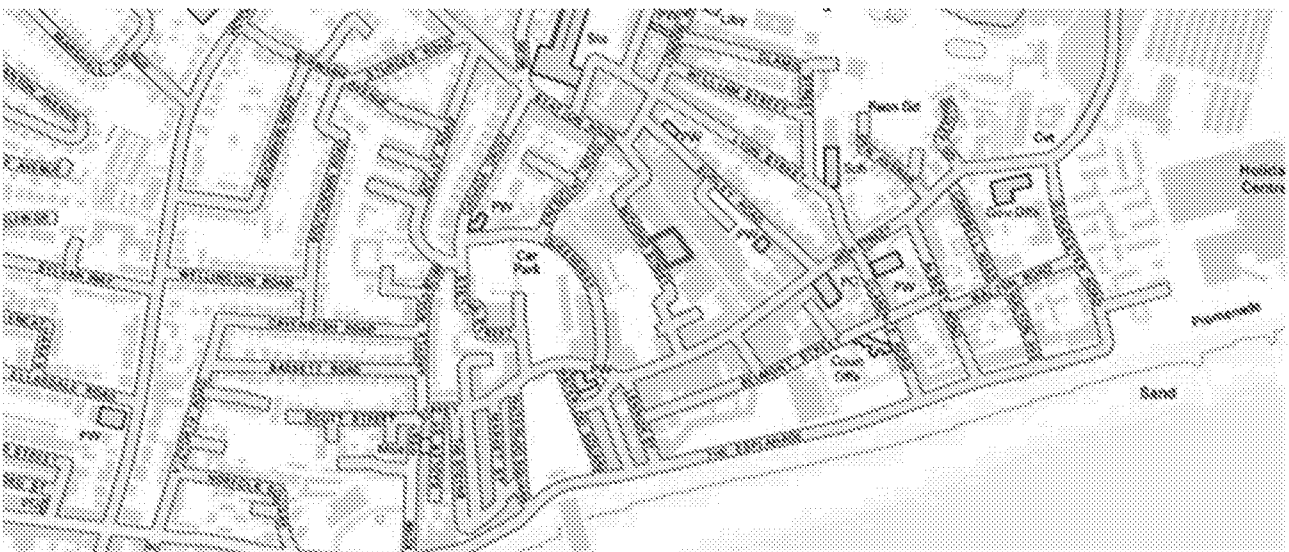
1.1. Background

- 1.1.1. Ridge & Partners LLP have been commissioned by Vahnea Marolda Investment LLP to produce a Transport Statement to support a planning application for the development of student accommodation above the existing Wilko store on Bedford Street, Bognor Regis.
- 1.1.2. The development proposal is part conversion and extension of existing building to provide 6 additional storeys over existing rooftop, to provide for up to 104 student residential units, with access from Bedford Street, associated servicing and ancillary accommodation.
- 1.1.3. A planning application for the same proposals was granted in June 2019. This application submitted under application reference BR/270/18/PL and was made in October 2018, being approved the following June subject to compliance with conditions and a Section 106 Agreement.
- 1.1.4. This consent has not been implemented given the Covid 19 pandemic and will expire in June 2022.
- 1.1.5. This Transport Statement has been produced to support the application and is an updated version of the TS submitted in support of the planning application BR/270/18/PL.

1.2. Site Location

- 1.2.1. The proposed redevelopment Site is located above the existing Wilko store which fronts London Road, the main pedestrianised shopping street in Bognor Regis and which has service and secondary access at the rear on Bedford Street. The Site is bound by London Road to the east, existing retail outlets to the north and south and Bedford Street to the west at the rear. The indicative red line boundary on **Figure 1** shows the location of the Site.

Figure 1: Site Location



Source: OS map

1.3. Scope of the Report

1.3.1. This Transport Statement has been prepared in accordance with National and Local Authority Transport Assessment Guidance and is structured as follows:

- Chapter 2 provides a summary of National and Local planning policy in relation to the site;
- Chapter 3 summaries the baseline transport network, sustainability of the site and analysis of traffic collision data;
- Chapter 4 provides an overview of the proposed development including site layout, parking provision and access arrangements and discusses the impact of the development on the local highway network along with the overview of proposed Transport Plan.
- Chapter 5 presents the Summary and Conclusions for the Transport Statement.

2. PLANNING POLICY

2.1. National Planning Policy Framework (updated July 2021)

2.1.1. The National Planning Policy Framework (NPPF) has recently been updated in July 2021, having previously been published February 2019, setting out the Government's planning policies for England.

2.1.2. Paragraph 104 of the NPPF states that: Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

2.1.3. Paragraph 105 sets out that: *The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*

2.1.4. Paragraph 106 sets out that:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
- d) provide for attractive and well-designed walking and cycling networks with supporting*

facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

- e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and*
- f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy.*

2.1.5. Paragraph 107 of the document moves on to consider parking, as follows: *If setting local parking standards for residential and non-residential development, policies should take into account:*

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

2.1.6. Paragraph 108 continues on parking as follows: *Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.*

2.1.7. Paragraph 110 of the NPPF considers what is required by the development proposals as follows:

- 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;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) 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.*

- 2.1.8. Paragraph 111 states that: *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.*
- 2.1.9. Paragraph 112 identifies that within this context applications for development should:
- a) *Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *Create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.*
- 2.1.10. Finally, Paragraph 113 sets out what is required to support a planning submission: *All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*

2.2. West Sussex Transport Plan 2011 – 2026

- 2.2.1. In February 2011 the West Sussex Transport Plan was adopted by West Sussex County Council which sets out the long – term strategy in relation to the maintenance, management and development in transport and highways within West Sussex. The core aim of the Transport Plan is to achieve efficient, safe and less congested transport networks which contribute towards:
- A more competitive and thriving economy
 - Reduction in emissions
 - Improved access to services
 - Jobs and housing
 - Improved quality of life for all those who work and live in West Sussex
- 2.2.2. Part 2 the Implementation Plan (page 50) includes a section for Arun and sets out how the strategy will be applied in the district. In summary, West Sussex: *‘will ensure that all new schemes and developments contribute, and support, in some ways to the following:*
- *Increasing use of sustainable modes of transport*

- *Improve network efficiency in order to improve journey times and air quality*
- *Improving safety for all road users*
- *Discourage HGVs from using unsuitable roads*
- *Improving accessibility between communities within the District’.*

2.3. Adopted Arun Local Plan (2018)

- 2.3.1. The Arun Local Plan covers the period 2011-2031 for the area of Arun District (excluding the area covered by the South Downs National Park Authority) and was adopted on the 18th of July 2018.
- 2.3.2. This Local Plan sets out the vision for the future of Arun and guides development to achieve that vision. The purpose of the Local Plan is to encourage sustainable development and manage future growth whilst ensuring that change across the District is appropriate to meet local need. It will support the strategic provision of homes, employment and shops and will look to ensure that these are carefully co-ordinated with the services and facilities that communities rely on, and which are essential to wellbeing and quality of life.

Spatial Portrait

- 2.3.3. **3.37** - Arun’s main town centres of Bognor Regis and Littlehampton have a lower range of shopping, entertainment, employment and other facilities, than neighbouring centres outside the District, resulting in large numbers of Arun residents travelling to larger centres outside the District for employment, shopping and entertainment, particularly to Chichester and Worthing. However, both town centres offer major opportunities that could be unlocked through the regeneration programmes that are now underway or programmed. This includes bringing forward key development sites and promoting a mix of activities - shopping, entertainment, employment, education and housing – which will bring new vitality to the town centres.
- 2.3.4. **3.43** - Planning policies can do much to minimise additional car traffic, both by reducing people’s need to travel and by promoting alternatives to car use such as public transport, walking and cycling. This needs to be a key consideration in planning both the location and design of new housing, employment, services, and community facilities.

Vision and Objectives

- 2.3.5. **4.41** - The vision for Bognor Regis is to will provide a new role for the town in the 21st Century. This will include new housing and employment development, including well integrated new communities which bring tangible benefits for the town as a whole.

Policy SD SP1

- 2.3.6. When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy H SP1

- 2.3.7. Within the plan period 2011 – 2031 at least 20,000 new homes will be accommodated in the District.

Policy T SP1

- 2.3.8. Arun's Local Plan strategic objectives for Transport are to: "Reduce the need to travel and promote sustainable forms of transport." To ensure that growth in the District strengthens Arun's economic

base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway Network.

2.4. Arun District Design Guide SPD (Adopted January 2021)

- 2.4.1. The Arun District Design Guide has been prepared as a Supplementary Planning Document to provide further guidance on design policies contained within Arun's Local Plan. While the Guide is a material consideration in Arun District Council's decision-making, the design solutions specified within are guidance only, and alternative approaches may be acceptable, when sufficiently justified and after the local authority's approval.
- 2.4.2. This Design Guide provides direction on how good design is to be achieved throughout Arun, in order that the future urban form and townscape are developed in a holistic manner that makes the best of the opportunities that the District has to offer.
- 2.4.3. Transport Assessments, Statements and Travel Plans should ensure that they cover the Strategic Road Network where appropriate, incorporating appropriate traffic modelling and analysis. A Movement Strategy should set out the movement network and hierarchy, explaining how this connects to existing routes and encourages healthy, sustainable and pleasant travel.
- 2.4.4. The use of electric vehicles is an important measure in reducing emissions and is steadily growing. All new development, including conversions, should therefore make appropriate provision for electric and plug-in hybrid vehicle parking and charging as per the Arun District Council Electric Vehicle Infrastructure Standards Study (2017) and Parking Standards SPG (2020), which sets out a gradual increase in the number of electric parking spaces as a percentage of total provision from 20% in 2018, 30% in 2023, 50% in 2028 to 100% in 2033.

2.5. Arun District Council Parking Standards SPD (Adopted January 2020)

- 2.5.1. This SPD is intended to outline Arun District Council's approach to parking at new developments (residential/commercial). It should be used to help determine the level of parking at new developments and provide the basis for the County Council's advice to local planning authorities on planning applications.
- 2.5.2. Within the SPD the guidance based on a zonal system and a number of principles is set out. In terms of zones, Zone 4 is Urban and would apply to town centres. Within the principles, principle 4 sets out:

In some locations, limiting parking provision will form part of a strategy to exploit the potential for sustainable transport. In order to realistically promote lower levels of car ownership and use whilst avoiding unacceptable consequences, all of the following must be available or provided: Travel plan measures, targeted at reducing car use and thereby reduce ownership levels; High levels of accessibility to non-car modes of travel and to local amenities and facilities; and Comprehensive parking controls; i.e., Controlled Parking Zone.

- 2.5.3. The SPD sets out the requirement for cycle and car parking based on the type and location of residential development. **Table 1** below replicates the cycle parking requirements, while **Table 2** sets out the car parking requirements by zone.

Table 1: Cycle Parking

DWELLING SIZE	CYCLE PARKING
Houses Up to 4 rooms (1&2 bed)	1 space
Houses 5+ rooms (3+bed)	2 spaces
Flats Up to 3 rooms (1&2 bed)	1 space
Flats 4+ rooms (3+ bed)	1 space

Table 2: Expected level of car parking provision for new residential development

NUMBER OF BEDROOMS	NUMBER OF HABITABLE ROOMS	PARKING BEHAVIOUR ZONE (PROVISION)		
		1	2	4
1	1 to 3	2	2	1
2	4	2	2	1
3	5 to 6	2	2	2
4+	7 or more	3	3	2

- 2.5.4. It should be noted that this provision is for new development and no specific standards are set out for redevelopments or conversions.

2.6. BREEAM Guidance [BREEAM 2018, TRa01 and TRa02]

- 2.6.1. BREEAM is being targeted for this development. The transport category within these requirements encourages the provision of and improved access to local amenities and to sustainable means of transport. The aim is to reward locations and solutions that support reductions in car journeys and, therefore, congestion and CO2 emissions over the life of the building.
- 2.6.2. Tra01 criteria aims to reward awareness of existing local transport and identify improvements to make it more sustainable. As part of this the following has been undertaken within this Travel Plan and the Transport Statement supporting the development:

- a. A site-specific travel assessment including:
 - Predicted travel patterns of future building or site users;
 - Current local environment for pedestrians and cyclists;
 - Reporting the number and type of existing accessible amenities including access to a cash machine, appropriate food outlet, outside space, postal facility and community facilities;
 - Disabled access including disabled parking;
 - Calculation of public transport accessibility level using the PTAL calculations; and
 - Current facilities available for cyclists.
- b. A long term management strategy which encourages more sustainable travel including measures to increase or improve more sustainable modes of transport and movement of people or goods.
- c. Demonstrate that the Travel Plan will be implemented and supported by the building's management in operation.

2.6.3. Tra02 encourages and rewards a building that facilitates easy access to local services and so reduced the environmental, social and economic impacts resulting from multiple or extended building user journeys, including transport-related emissions and traffic congestion. The Travel Plan, and associated Transport Assessment will address the criteria for Tra02.

Emerging Policy

2.7. West Sussex Transport Plan (WSTP) Review

- 2.7.1. At the time of writing West Sussex County Council are undertaking a Local Transport Plan review which went out to a first round of consultation in summer and autumn 2021. This proposed updated LTP will cover the period from 2022 – 2036. It includes the following emerging local transport policy.
- 2.7.2. The WSTP sets out how the County Council, working with its strategic partners, intends to address key challenges by improving, maintaining and managing the transport network in the period to 2036.
- 2.7.3. The transport network will be on a pathway to net zero carbon by 2050 through mass electrification, reduced use of fossil-fuels and local living. It will also be safer and more efficient overall with more walking, cycling and use of public or shared transport and less congestion on major routes.
- 2.7.4. Active travel modes, public or shared transport will be attractive options in built up areas and between towns, and rural communities will have access to the services they need.
- 2.7.5. The relevant transport objectives are:
 - **Objective 11:** Reduce the need to travel by car by enabling local living.
 - **Objective 15:** Improve bus network efficiency by reducing the effects of congestion into and within West Sussex towns, particularly where there are gaps in the rail network.
 - **Objective 16:** Ensure the bus network is customer focussed to provide an attractive option for journeys to nearby towns.

- **Objective 17:** Extend and improve the network of active travel facilities, taking account of potential usage and stakeholder support, so it is coherent and high quality enough to make active travel an attractive option for short distance trips.

2.7.6. The area transport strategy for Bognor Regis includes use on-street parking and traffic management techniques to manage demand.

3. BASELINE CONDITIONS

3.1. Overview

The proposed redevelopment Site is located above the existing Wilko store located on London Road and Bedford Street in the centre of Bognor Regis. The Site can be accessed from both London Road and Bedford Street. London Road is a pedestrianised street while Bedford Road is a one-way street northbound.

3.2. Existing Highway Network

3.2.1. **Bedford Street** is a one way street ranging from 4.3m to 5.3m in width subject to a 30mph speed restriction with street lighting. Bedford Street to the south connects to **High Street** and to the north the non-pedestrianised section of **London Road**. London Road in turn connects to the **B2166 Longford Road** and then onto the **B2259/A259** and **A29**. Parking restrictions including road markings for Bedford Street are shown in Figure 2 overleaf.

3.2.2. In terms of the wider highway network to the west the A259 via B2259 provides a link to Chichester, approximately 9km north-west of the development. From Chichester the A259 provides a link to the **A27** connecting the development site to Havant and Portsmouth approximately 27km and 36km north-west of the development site respectively.

3.2.3. To the east, the A29 provides a link to the A27, connecting the site to Worthing and Brighton approximately 25km and 45km respectively.

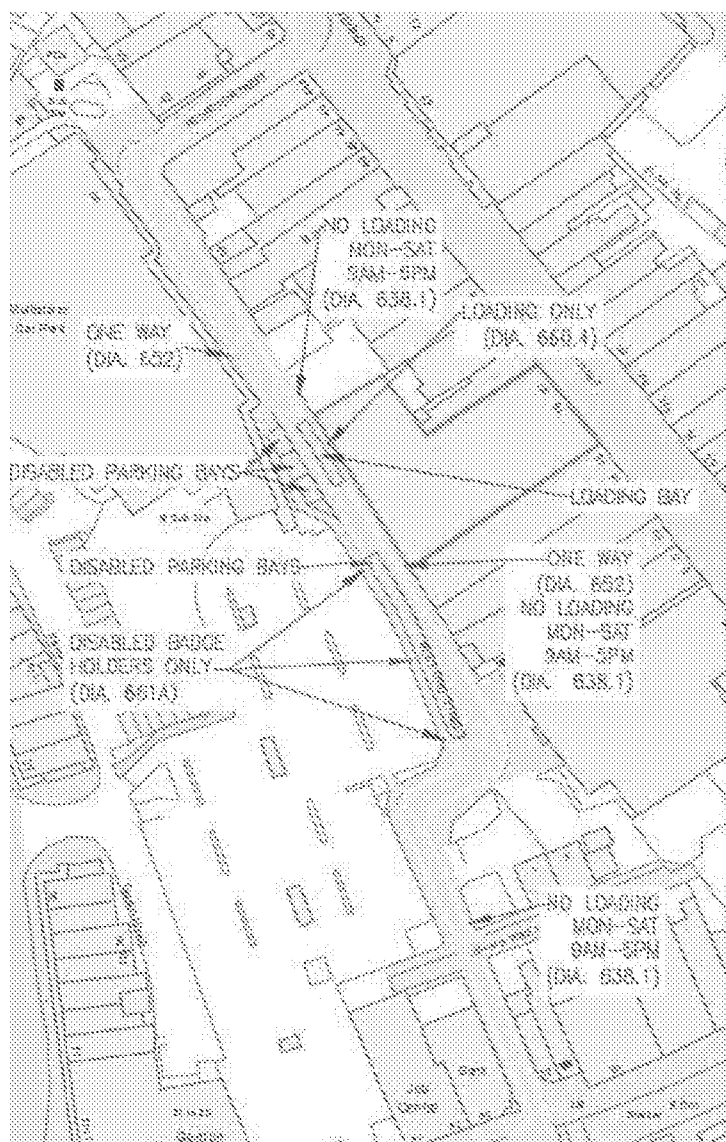
3.3. Access by Walking

3.3.1. The Institution of Highways and Transport (IHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6km are made wholly on foot with 26% for journeys that are 1.6km to 3.2km long also being undertaken on foot.

3.3.2. The National Travel Survey (NTS) 2015 (September 2016) identifies that walking is a favourable option for short trips, with the average person willing to walk for an average time of 18 minutes. Given the IHT guidance that pedestrians travel at a speed of 1.4m/s, pedestrians are therefore likely to walk to areas within approximately 1.5km of their origin. The NTS 2015 also identifies that 80% of all trips under 1.6km are made on foot, 31% for trips that are 1.6 to 3.2km in distance. These proportions are broadly similar to those put forward in the IHT 'Planning for Walking' document thereby verifying the results.

3.3.3. The redevelopment Site is within Bognor Regis Town Centre fronting a pedestrian area and with access onto Bedford Road at the rear. Both streets have well-lit footways which provide access to local core facilities. The distance to core amenities is considered further in Section 3.6.

Figure 2: Parking Restrictions on Bedford Street

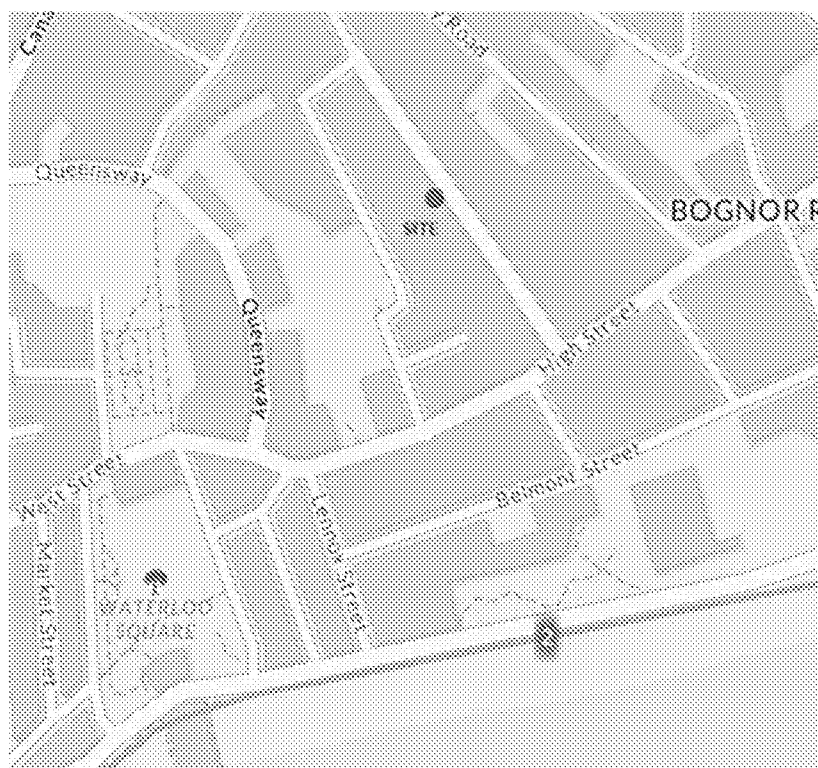


3.4. Access by Cycling

- 3.4.1. The Institution of Highways and Transport (IHT) guidance document 'Planning for Cycling' (October 2015) states the majority of cycling trips are for short distances, with 80% being less than 8km and with 40% being less than 3.2km. However, the majority of trips by all modes are also short distances (67% are less than 8km, and 38% are less than 3.2km). The bicycle is therefore a potential mode for many of these trips.
- 3.4.2. The NTS 2016 identifies that cycling is a favourable option for short trips, with the average person willing to cycle for an average time of 24 minutes. Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that cyclists usually want to be able to travel at speeds of 19kph, which is the average speed of a cyclist on a level surface.

- 3.4.3. It is therefore considered that 16kph is an appropriate average travel speed, given the time spent negotiating the urban realm (e.g., manoeuvring through junctions). It is therefore considered that the average person is willing to cycle an average of 6.4km (24 minutes).
- 3.4.4. The NTS 2016 identifies that 79% of all cycle trips are up to 8km in distance, which is broadly similar with the IHT recommendation that 80% of all cycle trips are less than 8km. It is therefore considered that since 6.4km is the average, it is reasonable to consider that some future site users may cycle up to 8km with travelling to and from the site.
- 3.4.5. Therefore, cycling offers the potential to substitute for short car trips, particularly those less than 6.4km in length, or to form part of a longer journey when combined with public transport modes. These accepted distances mean that all of Bognor Regis is within the 3.2km cycling distance of the redevelopment Site. The wider urban area including Elmer, Felpham, Pagham and North Bersted are within 6.4km of the Site.
- 3.4.6. National Cycle Network Route 2 (South Coast Cycle Route), a 359-mile route comprising of a mixture of traffic-free and on-road routes, which connects Dover to St Austell is located approximately 300m south of the redevelopment Site running along the Esplanade as shown in **Figure 3**. This route offers the opportunity for longer distance trips along the coast in either direction.

Figure 3: National Cycle Route



Source: Sustrans

3.5. Public Transport – Bus

The redevelopment Site is located within 150m of the main bus stops on the High Street and within 250m of the two stops on Queensway. These bus stop provide access to most of the local bus services that operate in Bognor Regis. **Table 3** provides a summary of the bus services that operate within close proximity of the Site. A number of services serve University of Chichester which is approximately 950m north-east of the Site as indicated by * in Table 3.

Table 3 Summary of Bus Routes

BUS STOP	SERVICE	ROUTE	FREQUENCY	OPERATOR
High Street Stop A	66a	Bognor Regis – Yapton	4 per day	Compass
	66c	Bognor Regis – Yapton	3 per day	Compass
	Star	Bognor Regis – South and North Bersted	30 minutes	Stagecoach
	U7*	Bognor Regis Hotham Park - Chichester	8 per day	Stagecoach
High Street Stop B	61	Bognor Regis – Aldwick	6 per day	Stagecoach
	62	Bognor Regis – Aldwick	6 per day	Stagecoach
	68	Bersted - Bognor Regis - Pagham	4 per day	Stagecoach
	69*	Littlehampton – Bersted - Bognor Regis - Pagham	4 per day	Stagecoach
	600*	Elmer – Bognor Regis – Chichester	30 minutes	Stagecoach
Queensway Stop E	66a	Bognor Regis – Yapton	4 per day	Compass
	66c	Bognor Regis – Yapton	3 per day	Compass
	700*	Littlehampton – Bognor Regis - Portsmouth	30 minutes	Stagecoach
	Star	Bognor Regis – South and North Bersted	30 minutes	Stagecoach
	U7*	Bognor Regis Hotham Park - Chichester	8 per day	Stagecoach

Timetables correct as of January 2022

*Services that serve University of Chichester

3.6. Public Transport – Train

- 3.6.1. The redevelopment Site is located 300m from Bognor Regis Train Station, which equates to an approximate 4 minutes' walk northbound from the development. Bognor Regis Train Station has 4 platforms and is managed and served by Southern Railway.
- 3.6.2. During weekdays and on Saturday there are 4 services per hour departing the station with two trains travelling to London Victoria per hour via Horsham, and one train to Littlehampton and Barnham per hour respectively. On Sundays there is a reduced service comprising of two trains per hour; one towards London Victoria and one towards Littlehampton.
- 3.6.3. The station is staffed Monday to Saturday from 06.00 to 19.50 and on Sundays from 08.10 to 19.45. The station has ticket machines, toilets, waiting rooms and refreshment facilities. The station is provided with 184 cycle parking spaces and 95 car parking spaces with 4 accessible spaces.

3.7. Sustainability of Site Location

The redevelopment Site is located within Bognor Regis Town Centre and hence very accessible to core facilities and amenities and to public transport stops and routes. The sustainable location of the Site will minimise car trips to and from the proposed residential units.

- 3.7.1. The approximate walking/cycling distances between amenities and the centre of the proposed redevelopment Site are summarised within **Table 4**.

Table 4: Distance of core amenities from proposed development

NAME	DISTANCE (M)	1.6KM WALKING ¹	6.4KM CYCLING ²
Retail			
Morrison's	50	✓	✓
Subway	200	✓	✓
Iceland	250	✓	✓
Tesco	260	✓	✓
Education			
Bognor Regis Library	400	✓	✓
St Mary's RC Primary School	500	✓	✓
Hotham Park	750	✓	✓
University of Chichester	950	✓	✓
Health			
Boots Pharmacy	190	✓	✓
Bognor Regis WM Hospital	1,200	✓	✓
Public Transport			
Bus Stop (High Street)	150	✓	✓
Bus Stop (Queensway)	250	✓	✓
Bognor Regis Station	300	✓	✓
Other			
ATM	200	✓	✓
Butlins	800	✓	✓
Bognor Regis Post Office	100	✓	✓

¹IHT Planning for Walking (April 2015)

²IHT Planning for Cycling (October 2015)

- 3.7.2. Based upon the data within **Table 4**, it can be concluded that the redevelopment Site is located in a highly sustainable location within excellent walking and cycling distances to core amenities. Most shopping, leisure and recreation facilities can be found in the Town Centre pedestrianised area where the redevelopment Site is located.

3.8. Personal Injury Collision Data

- 3.8.1. Personal Injury Collision (PIC) data has been obtained from Crash Map Web site for the latest available period (2016-2020) within the proximity of the proposed development Site.

- 3.8.2. During this five-year period there were 15 slight injury and two severe injury accidents within the vicinity of the Site along the local highway network which includes 2 priority junctions and a mini roundabout. The location of the accidents is shown in **Figure 4**.

Figure 4; Traffic Collision Study Area



Source: Crash Map

- 3.8.3. The accidents recorded across the study area do not have any specific pattern or clustering, which indicates that there may be existing issues with the local highway network. Given the area and number of junctions covered the number of accidents recorded is low and there were only two severe injury accidents in the most recent five year period assessed.
- 3.8.4. The closest accidents to the redevelopment Site were located on Bedford Street and all resulted in slight injuries. Two accidents involved parked up vehicles reversing into pedestrians as they stepped out to cross the road. One vehicle involved was a delivery lorry. The cause of both accidents was recorded as failure of the car driver and/or the pedestrian to look properly before manoeuvring / crossing the road.
- 3.8.5. It is considered that, based on the above analysis, the accident data presented does not suggest there are any existing issues with the highway network immediately local to the site, that result in road traffic accidents. Notably, only three slight injury accidents occurred in the vicinity of the site on Bedford Street. These were caused by driver or pedestrian error rather than as a result of highway design issues.

4. DEVELOPMENT PROPOSALS

4.1. Extant Use

- 4.1.1. The Site is currently occupied by a Wilko store. The development proposal is part conversion and extension of existing building. The Wilko store will remain largely unaltered although some ancillary space will be taken to create a lobby and accommodation on the first floor. The Wilko store is accessed from both London Road and Bedford Street with servicing at the rear.

4.2. Proposed Development - Student Accommodation

- 4.2.1. The proposed development relates to the conversion of part of the rear ground floor and part of the first floor of the existing building alongside five additional storeys over the existing building to provide 104 student residential units accessed from Bedford Street.
- 4.2.2. The proposals create a lobby and entrance at the ground floor on Bedford Street at the rear of the Wilko store.
- 4.2.3. On the existing first floor of the Wilko store, ancillary storage at the rear of the building is converted into a staff office, bin store, cycle store and 5 student rooms with a shared kitchen.
- 4.2.4. The new ground floor created above the converted first floor provides 23 bedrooms with 6 shared kitchens, lobby areas a courtyard (on the roof) and plantroom.
- 4.2.5. The proposed first floor provides 17 bedrooms and 5 shared kitchens.
- 4.2.6. The proposed second floor provides 17 bedrooms and 5 shared kitchens.
- 4.2.7. The proposed third floor provides 17 bedrooms and 5 shared kitchens.
- 4.2.8. The proposed fourth floor provides 17 bedrooms and 5 shared kitchens.
- 4.2.9. The proposed fifth floor provides 6 bedrooms with a shared kitchen.
- 4.2.10. The full proposals are illustrated in the Site Masterplan drawings provided in **Appendix A**.

4.3. Parking

- 4.3.1. Given the central location of the development and the nature of the occupiers, it is proposed that no car parking will be provided.
- 4.3.2. Cycle parking for the development will be provided in accordance with the Arun District Council parking SPD.
- 4.3.3. Twenty eight flat units are proposed across the 7 floors ranging from 2 bedrooms sharing a kitchen to 6 bedrooms sharing a kitchen. Under the standards, each flat requires 1 cycle parking space, so a total of 28 cycle parking spaces are required to meet the standards. However, to encourage sustainable travel and ensure sufficient provision, 60 cycle spaces will be provided in the converted first floor cycle store.

4.4. Transport Impact

- 4.4.1. Due to the nature of the proposed development car trips generated will be minimal, therefore no car parking has been allocated for the Site.
- 4.4.2. However, a trip generation exercise has been undertaken utilising the national TRICS database in order to determine the likely trip generation associated with the proposed development. Sites in town and city centres and sites on the edge of centres are considered comparable to the proposed development. Sites outside England excluded from the site selection.
- 4.4.3. The vehicle trip rate and corresponding number of trips is provided in **Table 5** with the full TRICS output report is provided in **Appendix B**.

Table 5: Trip Rates per Residence

RESIDENTIAL - STUDENT	ALL VEHICLE TRIPS PER 100SQM GFA		
	IN	OUT	TWO WAY
AM Peak (08:00-09:00)	0.004	0.002	0.006
PM Peak (17:00- 18:00)	0.000	0.005	0.005
06:00-22:00	0.007	0.011	0.018
TRIPS 104 UNITS			
	IN	OUT	TWO WAY
AM Peak (08:00-09:00)	0.416	0.208	0.624 (1)
PM Peak (17:00- 18:00)	0.000	0.52	0.52 (1)
06:00-22:00	0.728	1.144	1.872 (2)

- 4.4.4. From **Table 5**, Within a 16 hour period the total arrivals and departures (two-way) trips by car is expected to be two vehicle trips. This is considered to be de minimums.
- 4.4.5. As set out in Section 3 above, the Site is within walking distance of the University campus and wider facilities within the Bognor Regius and has excellent access to local and regional bus routes and National Rail services. This coupled with the cycle parking provided will mean that the site generates very little vehicle trips.
- 4.4.6. Furthermore, the leases for the proposed student residential units will contain a stipulation that residents will not own car and reiterate that no car parking is provided.

4.5. Sustainable Travel

- 4.5.1. Following a discussion with WSCC Planning Services on 29th June 2017 as part of the consented application it was concluded that due to the sustainable location and proposed use of the redevelopment to provide student flats a standalone Travel Plan for the Site would not be necessary.

- 4.5.2. If the University of Chichester takes the accommodation on, then the development will be incorporated into the existing Travel Plan for the University and in particular promote the existing measures already in place for the University. If the University of Chichester does not take on the accommodation, then a standalone Travel Plan will be prepared based on the agreed principles of the University Plan.
- 4.5.3. This section therefore summarises the existing Sustainable Travel Plan for the University (2017 - 2022) and explains how this will be promoted.
- 4.5.4. The development lies approximately a 900 metre walk from the Bognor Regis Campus of University of Chichester, located off B2259 Hotham Way.
- 4.5.5. The overarching aim of the University of Chichester Travel Plan is to;
"Encourage, staff students and visitors to travel to the University and on University business by more sustainable means, thus reducing the University's carbon footprint and impact on the local environment and community".
- 4.5.6. The new development supports the existing Travel Plan by having no car parking. The development, comprising up to 104 units, will be for students only and therefore they will be aware of the existing measures in place at the University to encourage sustainable travel.
- 4.5.7. Existing measures in place include:
- Homeworking for staff and use of remote meetings where appropriate
 - Public Transport information, Travel deals for students, A regular direct bus service (U7) with improved route and timetable linking the Bognor Regis Campus with the main University of Chichester campus,
 - Provision of dedicated cycle lockers, shower and changing facilities on both campuses, support of walking and cycling events and
 - Students living within 1.5 miles from their main campus are ineligible for a parking permit.
 - Car Share scheme has been promoted
- 4.5.8. The University actively promotes sustainable travel to all its students, staff and visitors via their external website, intranet and Students Union website.
- 4.5.9. Over the past few years, the University has invested heavily in campus developments to enhance the student experience and provide more opportunities for students. Although these developments have not necessarily led to an expansion in staff and student numbers, every opportunity has been taken to ensure that their construction aligns with or enhances the University's objective to encourage sustainable travel by staff, students and visitors by provision of facilities and infrastructure.

4.6. Construction Overview

- 4.6.1. Due to the location of the Site in a Town Centre area construction traffic will have an impact if not managed properly. Therefore, a Construction Logistic Plan developed in close coordination with WSCC will be required prior to the start of construction.

- 4.6.2. A Framework Construction Logistics Plan is provided with the submission as a starting point for discussions and the development of a full plan.
- 4.6.3. The construction programme for the development will involve the movement of HGV's and LGV's in order to deliver construction materials for the Site. Initial discussions have been undertaken between the client and Morrisons (relating to part of the car park area) and also with the tenant of the adjacent land immediately to the north of the Site with regards to a potential Site compound location.
- 4.6.4. These discussions will continue post planning when a more detailed programme of works, and full detailed Construction and Environmental Management Plan is produced as per condition 6 of the decision for Planning Application BR/270/18/PL.

4.7. Construction Vehicle Movements

- 4.7.1. West Sussex County Council have provided guidance for Advisory Lorry Routes which is included as **Appendix C**. The guidance shows that construction vehicles and HGVs should be routed to the development site via the A259, connecting to other strategic lorry routes across the county. For local access into Bognor Regis vehicles should then be routed along the A29.
- 4.7.2. It is proposed that construction vehicles needed for the development will travel to the Site from the A29, along the B2166, with the option of construction vehicles entering the Site via Queensway or West Street. An indicative route for this is proposed within the Framework Construction Logistics Plan.
- 4.7.3. All heavy and abnormal loads are required to notify West Sussex County Council in advance of any abnormal load movement. The Council will check the proposed routing of these vehicles to ensure their suitability. A vehicle will be classed as an abnormal load where one or more of the vehicle dimensions exceed:
 - 44,000 kilograms weight
 - 2.9m wide
 - 18.65m long

4.8. Construction Transport Impact

- 4.8.1. Delivery and collection of materials will take place from Bedford Street. Temporary suspension of some of the disabled parking bays, **Photograph 1**, along the western side of Bedford Road may be required to facilitate loading and unloading bays for the construction.
- 4.8.2. The exact number of bays and time that suspension is required for will be discussed within the detailed Construction Logistics Plan.
- 4.8.3. The number of HGV's and LGV's entering and exiting the site will be finalised within the Construction Logistics Plan.

Photograph 1 Existing Layout of Bedford Street



5. SUMMARY AND CONCLUSIONS

5.1. Summary

- 5.1.1. Ridge and Partners LLP have been appointed by Vahnea Marolda Investments LLP to produce a Transport Statement to support the planning application for the part conversion and extension of existing building to provide six additional storeys over existing rooftop, to provide for up to 104 student residential units, with access from Bedford Street, associated servicing and ancillary accommodation. An entrance and stair core extension within the existing building will provide access from Bedford Street.
- 5.1.2. The Transport Statement provides an overview of the relevant National and Local policies that are relevant to the proposed redevelopment.
- 5.1.3. The development Site is located in a Town Centre and is sustainably located close to local facilities and with excellent access to public transport services. There will therefore be no significant generation of car trips as the proposed development will be car free and any person trips generated will use sustainable transport.
- 5.1.4. Traffic Collision data has been obtained from Crash Map for the most recent five years available up to December 2020. The data presented does not suggest there are any existing issues with the highway network immediately local to the Site that result in road traffic accidents. Notably, only three slight injury accidents occurred in the vicinity of the Site on Bedford Street Road. These were caused by driver or pedestrian error rather than as a result of highway design issues.
- 5.1.5. Due to the location of the Site in a Town Centre construction traffic will have an impact and hence a Construction & Environmental Management Plan will be developed in close coordination with WSCC prior to the start of construction as per condition 6 of the decision for Planning Application BR/270/18/PL.
- 5.1.6. Following a discussion with WSCC Planning Services in June 2017 it was concluded that due to the sustainable location and proposed usage of the development for student flats a standalone Travel Plan for the Site would not be necessary. The new development will either be incorporated into the existing Travel Plan for the University of Chichester, or a new standalone Travel Plan for the Site will be prepared based on the agreed principles of the University of Chichester Plan.

5.2. Conclusions

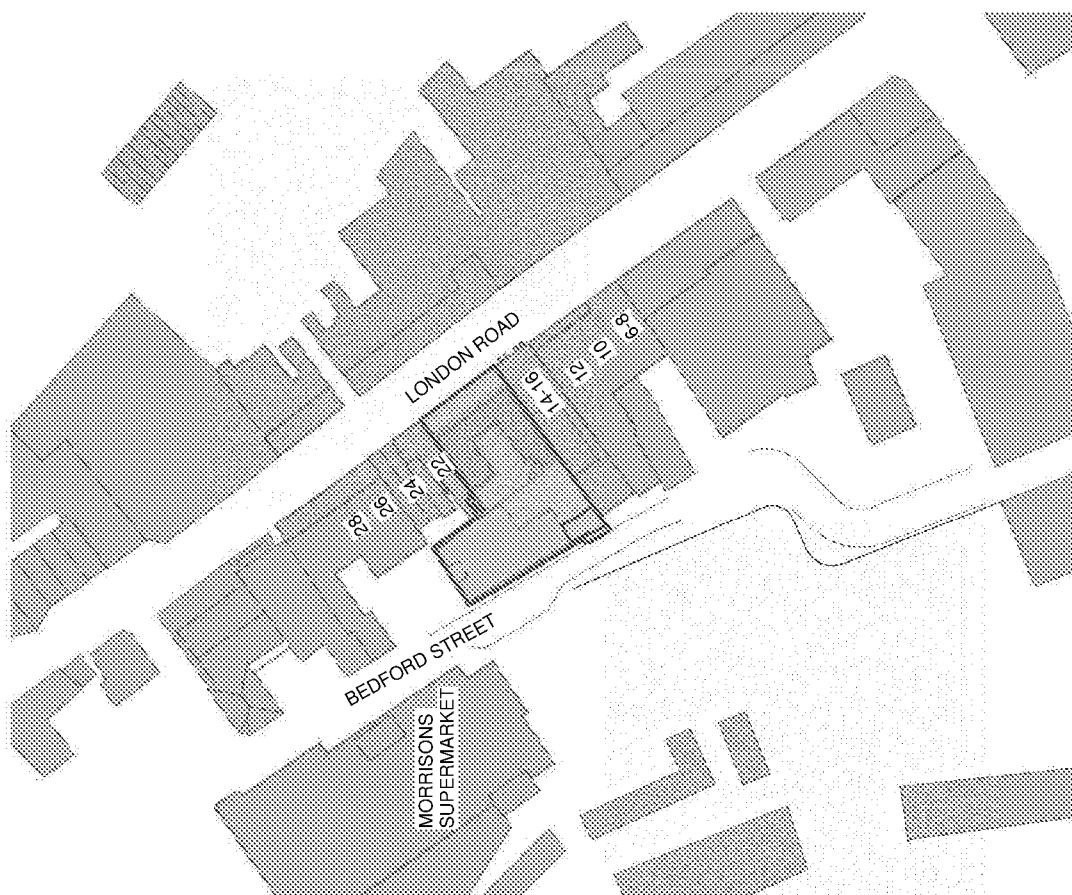
- 5.2.1. The development is sustainably located within walking and cycling distance to a number of core local amenities and facilities. It is located within close proximity of excellent public transport infrastructure (both bus and rail) as outlined within the Tra 02 BREEAM UK New Construction non-domestic buildings technical manual 2016. It is therefore anticipated that any vehicle trips generated by the proposed development will be de minimum and will not have a severe impact on the operation or safety of the local highway network.
- 5.2.2. The construction phase of works can be safely undertaken without a significant impact upon the operation or safety of the local highway network based upon the Framework Construction Management Plan submitted with this application and the subsequent Full Construction Management Plan, which will be secured by planning condition. The Full Construction Management Plan will be submitted for approval by the appointed contractor.

- 5.2.3. Therefore, it is concluded that in transport and highway terms that the development proposal for the Site is acceptable in the context of both local and national policy.

APPENDIX A – LAYOUT PLANS



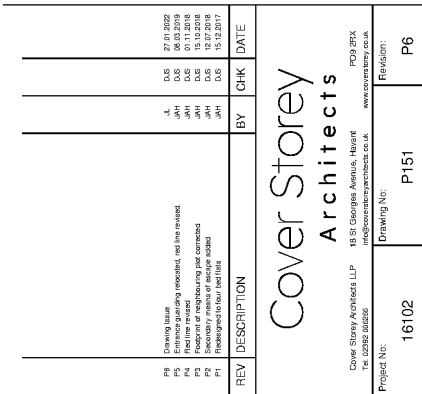
Scale Bar 1:1250@A3



Proposed Location Plan

1 : 1250

[illegible]



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Site Compound Plan
1 : 500

Please read this drawing in conjunction with
supplementary document provided by Ridge and Partners
LLP entitled Framework Construction Logistics Plan

With regards to the potential site compound location and size:
Location A - Early discussions have been undertaken between
the client and the tenant of the adjacent land immediately to the
north of the development site.

Location B - Early discussions have been undertaken between
the client and Morrisons, the owner of the land comprising a
car park opposite.

These discussions will continue post planning when a more
detailed programme of works and Full detailed Construction
Logistics Plan are produced.

Upon completion of enabling works:

Location C - Potential site office location and initial phase mess
facilities to be located on roof.

Location D - Potential location for mess facilities at podium
(proposed ground floor) level.

Location E - Potential location for site office to be within existing
2nd storey offices.

PG P1	Drawing Issue Notes Issued: JAH	A 0.05 0.05	27.01.2022 12.07.2018	BY JAH	CHK JAH	DATE
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REV	DESCRIPTION	BY	CHK	DATE
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Project No:	16102	Drawing No:	P160	Revision:	P2
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Status:	PLANNING
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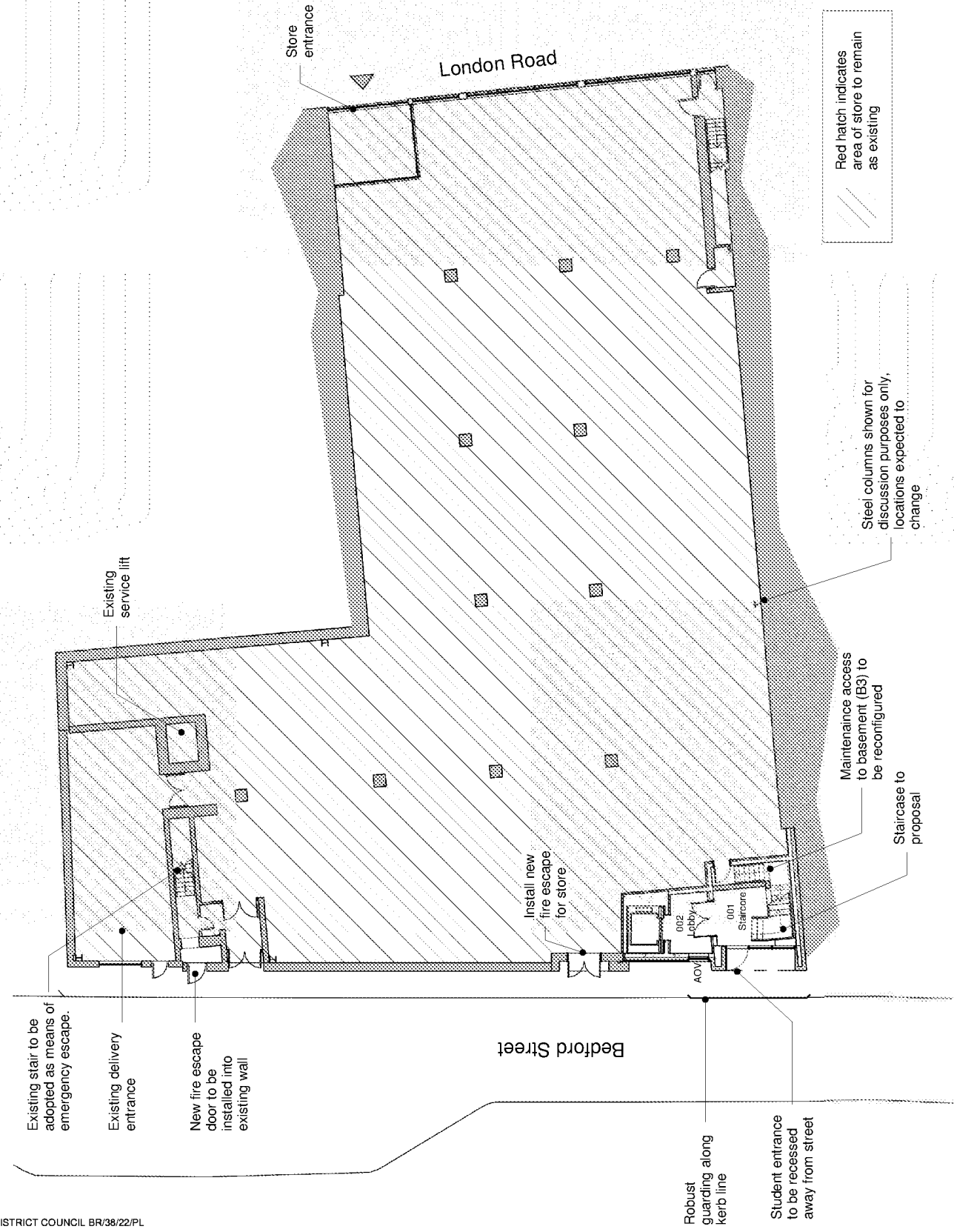
Date:	30/11/17
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Drawn / Checked:	JAH / DJS
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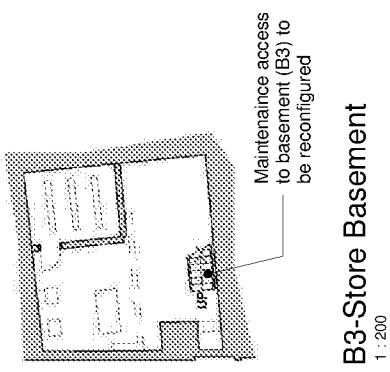
Scale @ A3:	1 : 500
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Drawing name:	Site Compound Plan
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Project name:	Vahnea Student Residences, Bognor Regis
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B2-Street Level
1 : 200



B3-Store Basement
1 : 200

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0m 1m 2m 3m 4m 5m

Scale Bar 1:200@A3

REV	DESCRIPTION	BY	CHK	DATE
P6	Drawing Issue	JAH	DJS	27.02.2020
P5	External staircase and parking management revised	JAH	DJS	08.03.2019
P4	External fire escape, immediate future of escape added	JAH	DJS	12.07.2018
P3	Minor revisions and additional notes	JAH	DJS	15.08.2017
P2	Minor revisions and additional notes	JAH	DJS	31.08.2017
P1	External fire escape revised	JAH	DJS	15.08.2017

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Drawing No: P201

Status: PLANNING

Date: 13/07/17

Drawn / Checked: JAH / DJS

Scale @ A3: 1 : 200

Drawing name: Street Level Plan As Proposed

Project name: Vahnea Student Residences, Bognor Regis

Revision: P6

New staircase at existing roof level up to podium level as means of secondary fire escape

Existing service staircase from roof to street level to be adopted as means of secondary escape to final exit

13 person/1000kg freighting lift from street level to rooftop including dry riser

Primary access stair with curtain wall glazing to elevation

External fire escape stair with perforated screening to elevation

Louvre or mesh screening at low level to edge of roof structure and to act as a privacy screen for plant space

Existing escape stair from adjacent roof to be reconfigured to access podium level roof terrace

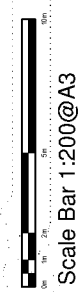
External courtyard (podium level)

Existing rooftop store to be retained, existing roof level door to provide access into zone of steel structure beneath podium level



00-Ground Floor
1 : 200

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Scale Bar 1:200@A3
Room Key

- Circulation
- Bedroom
- Ensuite
- Kitchen
- Support

REV	DESCRIPTION	BY	CHK	DATE
P8	Revised layout	JAH		13.07.17
P7	Revised layout	JAH		13.07.17
P6	Revised layout	JAH		13.07.17
P5	Revised layout	JAH		13.07.17
P4	Revised layout	JAH		13.07.17
P3	Revised layout	JAH		13.07.17
P2	Revised layout	JAH		13.07.17
P1	Revised layout	JAH		13.07.17

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Project No: 16102
Drawing No: P204
Status: PLANNING
Date: 13/07/17
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Scale @ A3: 1 : 200

Ground Floor Plan Proposed
Drawing name:
Vahnea Student Residences, Bognor Regis

Revision:
P8

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Scale Bar 1:200@A3

Room Key

- Circulation
- Bedroom
- Ensuite
- Kitchen
- Support



01-First Floor

1 : 200

Project name:
Valnea Student Residences, Bognor Regis

Drawing name:
First Floor Plan Proposed

Scale @ A3:
1 : 200

Drawn / Checked:
JAH / DJS

Date:
13/07/17

Status:
PLANNING

Project No:
16102

Drawing No:
P205

Revision:
P7

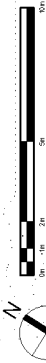
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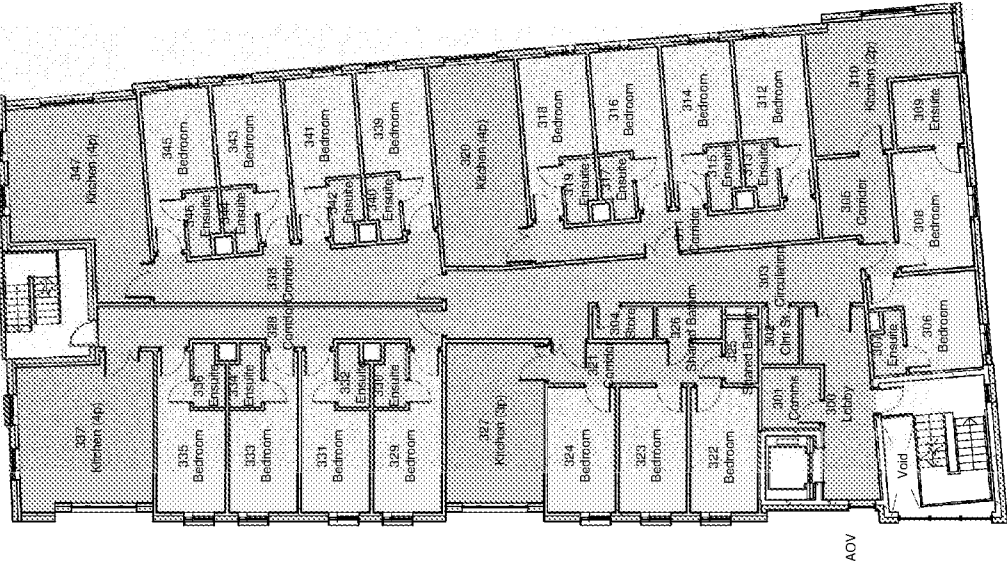
PO9 2PX

REV	DESCRIPTION	BY	CHK	DATE
P7	Drawing Issue	JAH		27.01.2018
P6	Revised to include 'Sedum' roof terrace	JAH		13.07.2017
P5	Revised to include 'Sedum' roof terrace	JAH		13.07.2017
P4	Revised to include 'Sedum' roof terrace	JAH		13.07.2017
P3	Revised to include 'Sedum' roof terrace	JAH		13.07.2017
P2	Revised to include 'Sedum' roof terrace	JAH		13.07.2017
P1	Revised to include 'Sedum' roof terrace	JAH		13.07.2017

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Scale Bar 1:200@A3



- Room Key
- Circulation
 - Bedroom
 - Ensuite
 - Kitchen
 - Support

REV	DESCRIPTION	BY	CHK	DATE
P7	Drawing Issue	JL		27.01.2022
P6	Revised to include 'Kitchen' and 'Bathroom' labels	JAH		13.07.2017
P5	Revised to include 'Kitchen' and 'Bathroom' labels	JAH		13.07.2017
P4	Revised to include 'Kitchen' and 'Bathroom' labels	JAH		13.07.2017
P3	Revised to include 'Kitchen' and 'Bathroom' labels	JAH		13.07.2017
P2	Revised to include 'Kitchen' and 'Bathroom' labels	JAH		13.07.2017
P1	Revised to include 'Kitchen' and 'Bathroom' labels	JAH		13.07.2017

02-Second Floor
1 : 200

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Project No: 16102
Drawing No: P206
Revision: P7

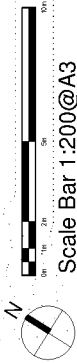
Drawing name: Second Floor Plan Proposed

Project name: Vahnea Student Residences, Bognor Regis

Drawn / Checked: JAH / DJS
Date: 13/07/17
Status: PLANNING

Scale @ A3:
1 : 200

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Room Key

- Circulation
- Bedroom
- Ensuite
- Kitchen
- Support



03-Third Floor
1 : 200

REV	DESCRIPTION	BY	CHK	DATE
P7	Drawing Issue	JL		27.01.2022
P6	Revised to include kitchen waste machines	JAH		15.12.2018
P5	Revised to include kitchen waste machines	JAH		15.12.2018
P4	Revised to include kitchen waste machines	JAH		15.12.2017
P3	Revised to include kitchen waste machines	JAH		15.12.2017
P2	Minor revisions and additional notes	JAH		31.08.2017
P1	Revised to include	JAH		15.08.2017

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Project No: 16102
Drawing No: P207
Revision: P7

Project name:
Vahnea Student Residences, Bognor Regis

Drawing name:
Third Floor Plan Proposed

Scale @ A3:
1 : 200

Drawn / Checked:
JAH / DJS

Date:
13/07/17

Status:
PLANNING

04-Fourth Floor

1 : 200

Project name:
Valnea Student Residences, Bognor Regis

Drawing name:
Fourth Floor Plan Proposed

Scale @ A3:
1 : 200

Drawn / Checked:
JAH / DJS

Date:
13/07/17

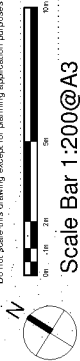
Status:
PLANNING



Room Key

- Circulation
- Bedroom
- Ensuite
- Kitchen
- Support

Scale Bar 1:200@A3



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REV	DESCRIPTION	BY	CHK	DATE
P7	Drawing Issue	JL	DLB	27.01.2022
P6	Revised to include kitchen waste machines	JAH	DLB	12.02.2018
P5	Revised to include kitchen waste machines	JAH	DLB	12.02.2018
P4	Revised to include kitchen waste machines	JAH	DLB	12.02.2018
P3	Revised to include kitchen waste machines	JAH	DLB	12.02.2018
P2	Revised to include kitchen waste machines	JAH	DLB	12.02.2018
P1	Revised to include kitchen waste machines	JAH	DLB	12.02.2018

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N

0m

10m

20m

Scale Bar 1:200@A3

Room Key

Circulation

Bedroom

Ensuite

Kitchen

Support

REV	DESCRIPTION	BY	CHK	DATE
P5	Drawing Issue	JAH	DJS	27.01.2022
P4	South, West and North elevation during Bedford Street works.	JAH	DJS	08.03.2019
P3	Revised drawings to include Bedford Street works.	JAH	DJS	15.12.2017
P2	Revised drawings to include Bedford Street works.	JAH	DJS	15.12.2017
P1	Revised drawings to include Bedford Street works.	JAH	DJS	25.11.2017

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Project No:
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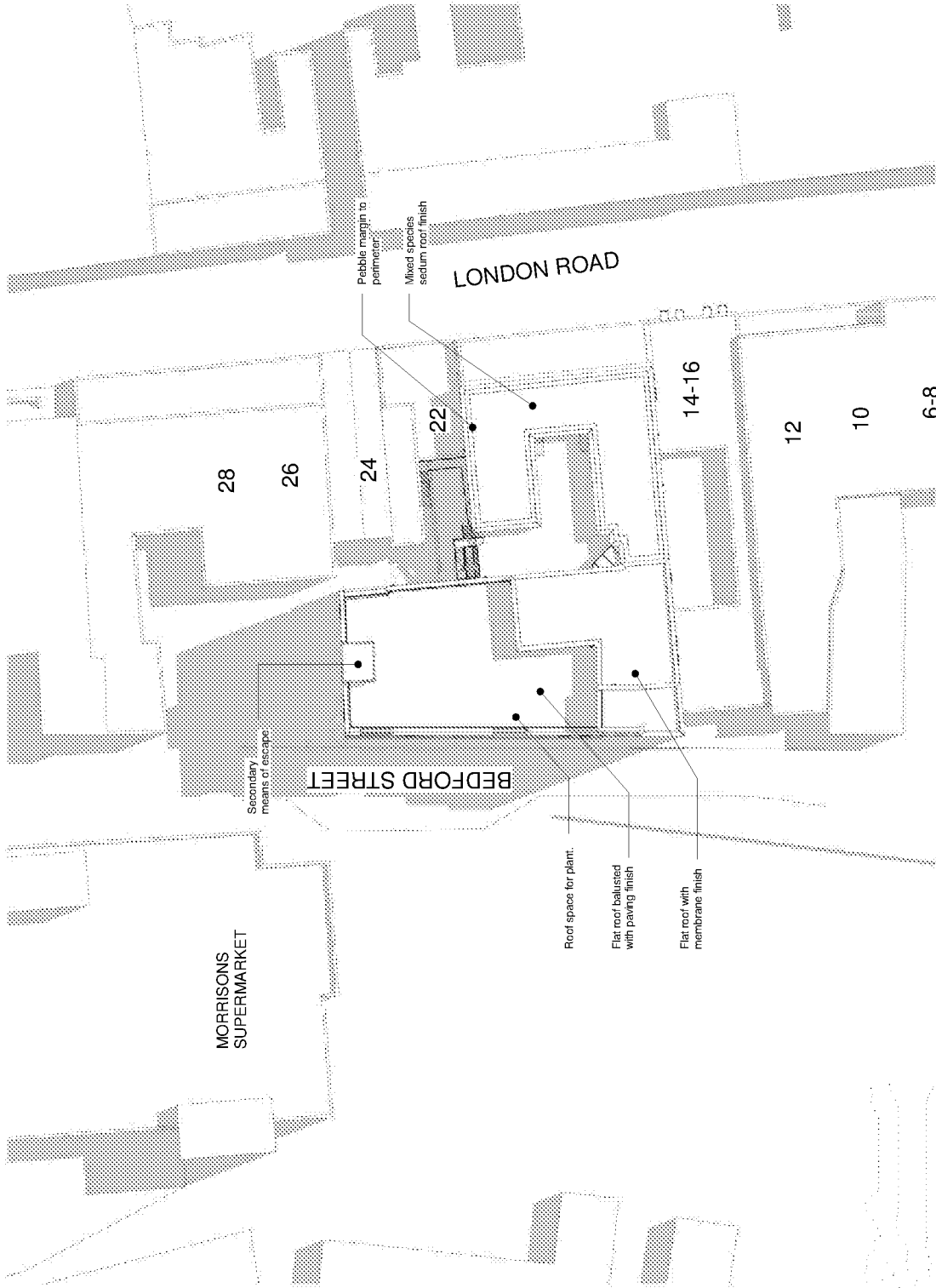
Drawing No:
P209

Revision:
P5

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Scale Bar 1:500@A3



05-Roof Plan
1 : 500

REV	DESCRIPTION	BY	CHK	DATE
P7	Drawing Issue	JL		27.01.2022
P6	Revised drawings for the revision being submitted	JAH		13.07.2017
P5	Secondary means of escape added	JAH		13.07.2016
P4	Revised to four flat roofs	JAH		13.07.2017
P3	Revised to four flat roofs	JAH		13.07.2017
P2	Minor revisions and additional notes	JAH		13.07.2017
P1	Revised drawings	JAH		13.07.2017

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Project name:	Vahnea Student Residences, Bognor Regis	Drawing name:	Roof Plan Proposed	Scale @ A3:	1 : 500	Drawn / Checked:	JAH / DJS	Date:	13/07/17	Status:	PLANNING	Project No:	16102	Drawing No:	P210	Revision:	P7
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APPENDIX B – TRICS OUTPUT REPORT

Calculation Reference: AUDIT-727101-220126-0132

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

01	GREATER LONDON	
	KI KINGSTON	1 days
03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
 Actual Range: 197 to 350 (units:)
 Range Selected by User: 15 to 1100 (units:)

Parking Spaces Range: Selected: 0 to 0 Actual: 3 to 87

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/06/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday 2 days
 Thursday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 1
 Edge of Town Centre 3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 1
 Built-Up Zone 3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C3 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
250,001 to 500,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
6a Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DS-03-G-02	STUDENT ACCOMMODATION	DERBYSHIRE
	CATHEDRAL ROAD DERBY		
	Town Centre Built-Up Zone		
	Total Number of residents:	350	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
2	DV-03-G-04	STUDENT ACCOMMODATION	DEVON
	BONHAY ROAD EXETER		
	Edge of Town Centre Residential Zone		
	Total Number of residents:	241	
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL
3	KI-03-G-01	STUDENT FLATS	KINGSTON
	PENRHYN ROAD KINGSTON UPON THAMES		
	Edge of Town Centre Built-Up Zone		
	Total Number of residents:	200	
	Survey date: WEDNESDAY	12/06/19	Survey Type: MANUAL
4	WK-03-G-02	STUDENT FLATS	WARWICKSHIRE
	RAGLAN STREET COVENTRY		
	Edge of Town Centre Built-Up Zone		
	Total Number of residents:	197	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 25.66

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	4	247	0.001	4	247	0.000	4	247	0.001
08:00 - 09:00	4	247	0.004	4	247	0.002	4	247	0.006
09:00 - 10:00	4	247	0.002	4	247	0.001	4	247	0.003
10:00 - 11:00	4	247	0.005	4	247	0.006	4	247	0.011
11:00 - 12:00	4	247	0.004	4	247	0.002	4	247	0.006
12:00 - 13:00	4	247	0.001	4	247	0.004	4	247	0.005
13:00 - 14:00	4	247	0.004	4	247	0.003	4	247	0.007
14:00 - 15:00	4	247	0.004	4	247	0.004	4	247	0.008
15:00 - 16:00	4	247	0.004	4	247	0.004	4	247	0.008
16:00 - 17:00	4	247	0.002	4	247	0.003	4	247	0.005
17:00 - 18:00	4	247	0.000	4	247	0.005	4	247	0.005
18:00 - 19:00	4	247	0.001	4	247	0.001	4	247	0.002
19:00 - 20:00	4	247	0.003	4	247	0.003	4	247	0.006
20:00 - 21:00	4	247	0.004	4	247	0.004	4	247	0.008
21:00 - 22:00	2	219	0.007	2	219	0.011	2	219	0.018
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.046			0.053			0.099

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	197 - 350 (units:)
Survey date range:	01/01/13 - 25/06/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL CYCLISTSCalculation factor: **1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	4	247	0.000	4	247	0.000	4	247	0.000
08:00 - 09:00	4	247	0.000	4	247	0.002	4	247	0.002
09:00 - 10:00	4	247	0.000	4	247	0.002	4	247	0.002
10:00 - 11:00	4	247	0.000	4	247	0.001	4	247	0.001
11:00 - 12:00	4	247	0.002	4	247	0.003	4	247	0.005
12:00 - 13:00	4	247	0.000	4	247	0.000	4	247	0.000
13:00 - 14:00	4	247	0.000	4	247	0.001	4	247	0.001
14:00 - 15:00	4	247	0.003	4	247	0.000	4	247	0.003
15:00 - 16:00	4	247	0.002	4	247	0.000	4	247	0.002
16:00 - 17:00	4	247	0.001	4	247	0.000	4	247	0.001
17:00 - 18:00	4	247	0.000	4	247	0.001	4	247	0.001
18:00 - 19:00	4	247	0.000	4	247	0.002	4	247	0.002
19:00 - 20:00	4	247	0.001	4	247	0.000	4	247	0.001
20:00 - 21:00	4	247	0.000	4	247	0.000	4	247	0.000
21:00 - 22:00	2	219	0.000	2	219	0.000	2	219	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.009			0.012			0.021	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL PUBLIC TRANSPORT USERSCalculation factor: **1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	4	247	0.001	4	247	0.007	4	247	0.008
08:00 - 09:00	4	247	0.007	4	247	0.061	4	247	0.068
09:00 - 10:00	4	247	0.006	4	247	0.018	4	247	0.024
10:00 - 11:00	4	247	0.006	4	247	0.020	4	247	0.026
11:00 - 12:00	4	247	0.015	4	247	0.018	4	247	0.033
12:00 - 13:00	4	247	0.028	4	247	0.034	4	247	0.062
13:00 - 14:00	4	247	0.025	4	247	0.032	4	247	0.057
14:00 - 15:00	4	247	0.033	4	247	0.018	4	247	0.051
15:00 - 16:00	4	247	0.040	4	247	0.024	4	247	0.064
16:00 - 17:00	4	247	0.029	4	247	0.017	4	247	0.046
17:00 - 18:00	4	247	0.041	4	247	0.017	4	247	0.058
18:00 - 19:00	4	247	0.020	4	247	0.028	4	247	0.048
19:00 - 20:00	4	247	0.030	4	247	0.015	4	247	0.045
20:00 - 21:00	4	247	0.020	4	247	0.017	4	247	0.037
21:00 - 22:00	2	219	0.000	2	219	0.000	2	219	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.301			0.326			0.627

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

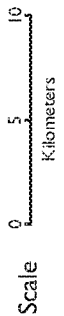
MULTI-MODAL CARSCalculation factor: **1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	4	247	0.001	4	247	0.000	4	247	0.001
08:00 - 09:00	4	247	0.003	4	247	0.001	4	247	0.004
09:00 - 10:00	4	247	0.001	4	247	0.001	4	247	0.002
10:00 - 11:00	4	247	0.005	4	247	0.005	4	247	0.010
11:00 - 12:00	4	247	0.003	4	247	0.001	4	247	0.004
12:00 - 13:00	4	247	0.001	4	247	0.004	4	247	0.005
13:00 - 14:00	4	247	0.001	4	247	0.000	4	247	0.001
14:00 - 15:00	4	247	0.003	4	247	0.003	4	247	0.006
15:00 - 16:00	4	247	0.002	4	247	0.003	4	247	0.005
16:00 - 17:00	4	247	0.002	4	247	0.003	4	247	0.005
17:00 - 18:00	4	247	0.000	4	247	0.004	4	247	0.004
18:00 - 19:00	4	247	0.001	4	247	0.001	4	247	0.002
19:00 - 20:00	4	247	0.002	4	247	0.003	4	247	0.005
20:00 - 21:00	4	247	0.003	4	247	0.003	4	247	0.006
21:00 - 22:00	2	219	0.000	2	219	0.009	2	219	0.009
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.028			0.041			0.069	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

APPENDIX C - ADVISORY LORRY ROUTES





RIDGE

