

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr. D. Easton
FROM:	WSCC - Highway Authority
DATE:	11 March 2022
LOCATION:	Land South of Grevatts Lane/A259 Climping
SUBJECT:	M/16/22/PL Laying out of an 18 hole 72 par golf course, a 9 hole golf course, practice greens and a driving range including a buggy compound; the formation of a new access onto the A259; construction of a club house with associated golf club facilities; the construction of a maintenance building and external area of hardstanding; the laying of parking, new roads and paths; new landscape planting; surface water drainage basins and water storage reservoirs; and other earth works and infrastructure. This application also lies within the parishes of Climping and Yapton, is a Departure from the Development Plan and affects a Public Right of Way. This application is subject to an Environmental Statement.
DATE OF SITE VISIT:	5 March 2022
RECOMMENDATION:	More Information Required
S106 CONTRIBUTION TOTAL:	TBA

This is the first WSCC County Highways (CHA) response to a planning application for the laying out of an 18 hole 72 par golf course, a 9 hole golf course, practice greens and a driving range including a buggy compound; the formation of a new access onto the A259; construction of a club house with associated golf club facilities; the construction of a maintenance building and external area of hardstanding; the laying of parking, new roads and paths; new landscape planting; surface water drainage basins and water storage reservoirs; and other earth works and infrastructure.

Site location and access arrangements.

The site is located approximately 6.5 miles east of Bognor Regis. It is located to the south of the A259 Grevatts Lane, a main arterial road running along the south coast and in this location, running between Bognor Regis to the west and Littlehampton to the east. At this point Grevatts Lane is subject to a 60mph speed limit.

The applicants propose to access the site off a single junction with associated right hand turning lane to assist with turning movements in and out of the site. Alongside this, a shared foot and cycle path is shown from the west and continuing part-way into the site access, again on the western-side of the access. A refuge is proposed within the right- hand turning lane (western-side) to assist with pedestrians and cyclists crossing the A259. This

also picks up two formal Public Rights of Way (PRoW) in the form of Public Footpaths No. 165 and 166 found south and north of the A259 respectively.

Although reference is made to the design of the turning lane and access being compliant with Design Manual for Roads and Bridges (DMRB), no formal design check appears to have been submitted. As such, the applicant should provide one for the CHA to consider, including identification of any Departures from Standard (DfS). Additionally, a revised plan should be submitted with dimensions added including kerb-to-kerb widths of running lanes either-side of the proposed refuge island. Lighting may need to be considered for the junction arrangements.

Sustainable access.

Walking – A shared foot and cycle path is present on the northern-side of the A259 opposite the site. This forms part of the South Coast Cycle Route 02 and provides for an off-road route between both Bognor Regis and Littlehampton, extending further to Chichester. The applicant proposes a refuge island within the right-hand turning lane shown serving the site which would assist with movement of both pedestrians and cyclists in and out of the site and to-and-from the aforementioned cycle and walking route. On the south-side of the road, a new section of shared foot and cycle way is proposed that leads a short way into the site. This should be extended into the site to marry-up with access to the proposed driving range, main clubhouse and associated cycle parking areas, and thereby, segregated from the vehicular access into the site.

Additionally, a Public Right of Way (PRoW) (Public Footpath) runs N-S along the western boundary of the site. Comments about this will be made separately by the WSCC PRoW officer.

Cycling – Please see comments above for walking.

Public transport – (buses) Nearest bus services are found on Bilsham Lane, approximately 1.2kms west of the site (Service's 69 and 700) taken from Oyster Catcher junction – a walk of circa. 15 minutes; (rail) Nearest railway station is Littlehampton is approximately 4kms to the east, with Bognor Regis and Barnham found approximately 6.5m and 5.0m respectively.

Travel Plan.

A DRAFT Travel Plan has been submitted alongside the planning application. Following review, the CHA has the following comments to make:

1. Commitment to Standard Assessment Methodology (SAM) surveys should be included.
2. Under measures, additional information should be included to further promote sustainable access to and from the site – for staff and customers.
3. The trip rate reduction target should be clearly stated.
4. The applicant should include commitment to all the Travel Plan measures set-out in the CHA's pre-application response dated 23 September 2021.

The Travel Plan and associated Monitoring Fee of £3,500 will need to be secured by S106 Agreement.

Road safety considerations.

A Stage 1 Road Safety Audit (RSA) has been undertaken for the proposed access works. This makes nine recommendations, a summary of which is provided below:

1. *Right-hand turning lane* – Risk of overtaking manoeuvres
2. *Scheme extents* – Risk of open drainage ditch to errant road user
3. *Proposed refuge island* – Risk of refuge not being large enough to cater for users, thereby leading to risk of vehicle/cycle collisions
4. *Development access road* – Risk of pedestrians/cyclists falling into drainage ditch
5. *Proposed refuge island* – Lack of pedestrian/cyclist provision may result in pedestrian/cyclist to vehicle collisions
6. *Footway tie-in to shared facility* – Lack of signage and corduroy paving could result risk of cyclist to pedestrian type collisions
7. *Development access junction* – Lack of guidance for cyclists to gain access to the off-road facility may increase the risk of cyclist to vehicle type collisions
8. *Proposed ghost island turning lane* – Lack of deflection 'kicker' arrows may increase the risk of vehicle to street furniture and/or pedestrian type collisions
9. *Proposed refuge island* – Lack of signage/lighting may increase the risk of vehicles mounting the refuge island and colliding with non-motorised users

The Design Organisation (consultant working on behalf of the applicants) has replied to each point and that document with CHA responses will follow separately to this response.

Personal Injury Accidents.

In addition to the RSA, personal injury accident (PIA) records for the A259 in proximity to the site have been provided. The information provided states that 21 PIAs occurred during the five-year period considered – one of which was classed as serious and the remainder as slight. Records do not include those accidents of a damage-only nature or those not reported to the police.

The (PIA) data was obtained from Sussex Police for the latest five-year period from November 2016 to October 2021 covering the Grevatts Lane between the junction with B2233 and the junction with B2132 to the north of the site. A copy of the Accident Data (including locations of the accidents) is included in Appendix 2 in the TA.

Traffic impact.

Section 6 of the Transport Assessment accompanying the planning application sets-out traffic impact of the development. To inform the applicant's findings, committed development and its associated traffic impacts have been included as background data. Additional to that, the applicant has analysed TRICS and provided comparison data with other golf courses and states that this is to present a robust case for traffic impacts and activity to do with the application site.

In the TA the applicant provides the following table (replicated by the CHA) that sets out observed peak hour flows at the *existing* site off Downview Road, Felpham:

	Arrivals	Departures	Two-way
	(No. Trips)	(No. Trips)	(No. Trips)
Weekday AM (08:00 – 09:00)	32	1	33
Weekday PM (17:00 – 18:00)	3	18	21

To provide a comparison, the TRICS database has been used by the applicant to obtain trip rates from other similar developments in terms of size, and location. To ensure that the sites selected are comparable to the proposed golf course development, the following selection parameters were applied:

- Land use: Golf;
- Category: Private 18 Hole Courses;
- Number of Holes: Range 18; and
- Location: Free Standing

Table 6.2 found in the TA (replicated below) summarises the peak vehicle trip rates obtained from the TRICS database. The applicant proposes that the total number of holes will be 27 (18 Hole, Par 4 and 9 Hole, Par 3). Therefore, the trips identified have been based on 27 holes. A copy of the TRICS output is provided in Appendix 7 of the TA.

	Arrivals		Departures		Two-way	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Weekday AM Peak (08:00-09:00)	9.0	14	2.8	4	11.8	18
Weekday PM Peak (17:00-18:00)	8.6	13	11.6	17	20.2	30
Daily Movements (24Hr)	141.383	211	136.767	205	278.150	416

Based on the TRICS vehicle trip rates, the applicant suggests that a typical free-standing private golf course is likely to generate around 19 and 30 two-way trips in the AM and PM Peak hours respectively. The AM Peak is less than that surveyed at the existing golf course but comparable in the PM Peak. They consider that use of the existing trips is appropriate for the new site. However, it is not clear how 27 holes have been used to inform the resultant data – applicant to confirm, please.

The CHA also requires that the applicant provides further information about other uses of the club (e.g. parties, functions etc.) and also whether the club's membership is proposed to increase following redevelopment of the site. Additionally, trips to the new proposed driving range and nine-hole course would also generate further activity and it is not clear whether these have been accounted for in the traffic figures and when such trips would likely occur. What would assist here is a table showing a comparison between the existing site and the proposed site, including number of members (including maximum number of users that at any one time), number of functions (and what types), including any new uses and management thereof.

Distribution of traffic.

The distribution of traffic movements to and from the proposed site has been based on postcode information provided by the Golf Club of existing members. Based on this information, the applicant considers that 85% are predicted to access the site from the west and 15% from the East.

Details of the existing and proposed Golf Course Trips are provided in Appendix 8 of the TA.

As already mentioned in this response, the applicant should also provide information about new members (numbers, types), users of the driving range, 9-hole course (and whether non-members would be permitted to use the facilities) and where they would likely be travelling from. The CHA also needs to know if there a finite capacity for the club in both existing and proposed guise (and at any one time), how many members are there at present and what any new membership figure is proposed to rise to. And finally, would events such as parties increase and whether other events planned to take place at the new site.

Parking.

Car parking - The applicant proposes a total of 241 car parking spaces on the site which includes 12 spaces for the maintenance area, 7 spaces in front of the club house (2 of which will be disabled), and 222 within the car park and overflow area (including 4 disabled spaces).

The applicant states that the existing golf course off Downview Road, Felpham, has approximately 110 spaces for visitors and members with an additional 10 spaces for staff. However, they add that this level of parking – particularly at weekends - is often exceeded and parking occurs on the local residential roads. They consider that the addition of a 9-hole course is also likely to result in the duration of stay being greater than currently experienced. Therefore, to ensure that there is sufficient parking available, the level identified has been considered by the club to be sufficient to meet its needs.

The applicant correctly identifies that there are no specific parking standards that cover golf clubs and so they consider their approach is considered acceptable. The parking layout can be seen in plans attached to the TA.

Of the parking spaces provided, 6 spaces will be dedicated for disabled use and 20% will include Electric Charging facilities. All other spaces will have the appropriate infrastructure provided to be able to accommodate electric charging facilities as and when they are required in the future.

The Department of Transport recommendation for disabled parking for leisure uses is 3 bays or 6% of the total parking (whichever is the greatest) which would require a provision of 13 disabled spaces. However, given the type of use, the applicant considers that the number of disabled users will be less than other leisure facilities and therefore a provision of 6 disabled spaces will be sufficient to meet their needs. Given the need for inclusiveness for all (particularly as additional facilities are proposed on-site), the CHA considers that the full 13 spaces should be provided at a suitable and convenient location for such users.

To better inform parking demand, the applicant should provide details of likely demand for each of the uses on offer and patterns of use by customers – e.g. how long do they stay, how many can use the component parts of the club at any one time etc. including maximum number of users that could be on-site at any one time. And are any special events planned or take place; how many spaces needed for functions, parties etc. and whether they would coincide with usual golf activities?

Cycle parking - The TRICS data in Section 2 of the TA suggests that less than 1% of trips to golf courses are made by cycle. However, to encourage this mode the site will include a total of three cycle stands located close to the golf club entrance which will accommodate up to 6 cycles. The applicant has said that the racks will be in a lit and sheltered location. For the cycle parking, secure, covered and overlooked Sheffield Stands (or very similar) should be provided.

Bus and coach parking (and waste and serving requirements) - None has been shown. Applicant to provide details of such uses/requirements and plans showing access, parking and turning arrangements for such vehicles.

Configuration of fairways.

From scrutiny of the submitted drawings, some of the fairways appear to require users to tee-off towards the A259. The applicant should provide details of how the public highway would be protected from stray balls being pitched towards it.

Conclusion.

Additional information is required to enable the CHA to consider the proposal further. The detail of this is found in the main body of text in this response but is summarised below:

1. RSA – COMMENTS TO FOLLOW SEPARATELY (WILL BE SENT TO THE CASE OFFICER AND APPLICANT'S TRANSPORT CONSULTANT).
2. Plan setting-out right-hand turning lane widths and kerb-to-kerb widths.
3. Design Check to be provided for the proposed highways works, including details of any Departures from Standard (DfS).
4. Plan showing amendments to foot and cycle access (extension thereof) between site access and buildings and parking areas.
5. Further detail of surfacing arrangements for PRow running within the site.
6. Travel Plan update.
7. Further information about trip generation and how the figures presented have been arrived at for the proposals.
8. Details to be provided setting-out how new facilities will function, how many people will be able to use them (and when) and details of other functions and uses planned to take place at the premises (including when and how often and for how many and where they will be attracted/travelling from).
9. Plan showing PRow position in relation to access works and through the rest of the site (and what guise it is planned to take including surfacing details).
10. Plan showing extension of foot and cycle way into site to enable access to main club house and other facilities on-site.
11. Further information about expected level of use to inform parking provision.
12. Provision of increased parking area for mobility-impaired users.
13. Provision of a plan showing on-site bus and coach parking and turning facilities.
14. Details of measures for protection of highways users on A259 from stray balls.

Please re-consult when the above information is made available, at which time the CHA will consider the proposal further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services