

# Highgate *Transportation*

Cathedral Business Park  
Reserved Matters  
Plot B2 – 1,858sqm Employment Scheme

Transport Statement  
(2426/TS/05)

March 2024

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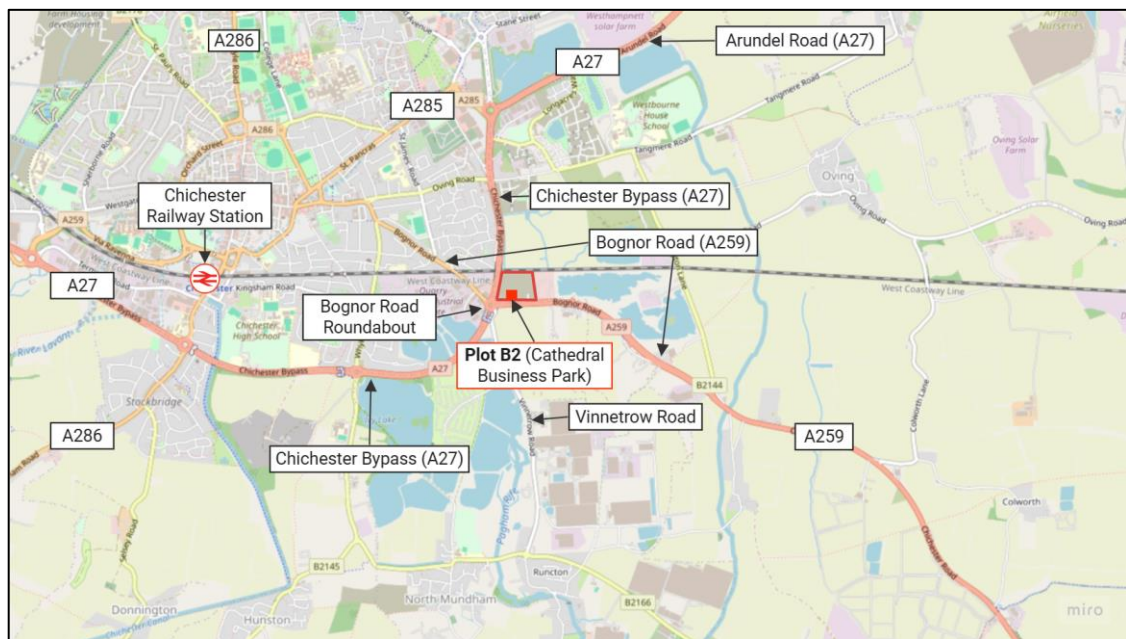
## **Appendices**

- Appendix 1 Approved Access Arrangement with A259 Bognor Road
- Appendix 2 Architect's Site Layout Plan
- Appendix 3 Swept Path Analysis

## 1.0 Introduction

- 1.1 This Transport Statement has been prepared by Highgate Transportation (HTp) to support the forthcoming Reserved Matters planning application to Chichester District Council (CDC) relating to 'Plot B2' at Cathedral Business Park, Bognor Road, Chichester.
- 1.2 These Plot B2 proposals are for a mixture of B1(c), B2 and B8 with ancillary trade uses and a Gross Internal Area (GIA) 1,858sqm. Plot B2 is located in the centre of Cathedral Business Park site. The site location and wider area is shown in **Figure 1.1**.

**Figure 1.1 – Site location and wider area**



- 1.3 **Figure 1.1** shows that Plot B2 is situated within Cathedral Business Park which sits on the northern side of Bognor Road (A259). In the vicinity of the site, Bognor Road is a segregated dual carriageway subject to the national speed limit of 60mph. Bognor Road connects to A27 Bognor Road Roundabout, around 200 metres to the east of the site.
- 1.4 This Reserved Matters application is pursuant to 23/02329/OUT, a Section 73 application to vary of conditions 4 (approved plans) and 42 (floorspace type and quanta) of planning permission 19/00619/OUT (as amended by Non-Material Amendment applications O/21/01838/NMA and O/22/00022/NMA) to enable variation of the quanta of permitted floorspace types (no change to overall total) and redistribution of floorspace within the site.
- 1.5 The Cathedral Business Park mixed-use development is for:
- B1(c)/B2/B8 (with ancillary trade counter)
  - A3 Roadside
  - C1 Hotel
  - Mixed A3-A4 Pub/Restaurant
  - Mixed A3-A5 Roadside
  - D2 Leisure (gym only)

1.6 The scope of this Transport Statement is to confirm:

- i. That the site is sustainably located in transport terms
- ii. The relevant background to the wider site
- iii. That the approved site access arrangements are appropriate
- iv. The respective Plot access arrangements are appropriate for all users
- v. The proposed car parking provision is appropriate and can be easily and conveniently accessed
- vi. Appropriate EV charging provision
- vii. That the proposed cycle parking provision is appropriate in terms of the number of cycle and type of storage
- viii. Service and delivery strategy
- ix. The strategy for the storage and collection of refuse and recycling
- x. Travel plan measures

1.7 This report is structured as follows:

- i. **Section 2.0** focuses on the background to this application regarding planning and confirming that the site is located sustainably in transport terms
- ii. **Section 3.0** summarises the proposed scheme and access strategy, with **Section 4.0** confirming the trip attraction
- iii. **Section 5.0** covers the likely travel plan measures
- iv. Finally, **Section 6.0** provides a summary of the findings of this report and sets out the conclusions to be drawn from this information

1.8 It will be demonstrated that there are no highway related reasons to prevent this Reserved Matters application in transport terms.

## 2.0 Background

- 2.1 Outline consent was granted in April 2021 as part of a planning application (ref. 19/00619/OUT) with all matters reserved except Access for the mixed-use redevelopment of the site, comprising of Class B1(c)/B2/B8 (with ancillary Trade Counter) employment, a Hotel, Class D2 Leisure, Class A3, mixed A3-A4 and mixed A3-A5 Food and Drink Establishments, together with associated car parking, landscaping and infrastructure works.
- 2.2 The site was previously the MOD Fuel and Distribution Depot on Bognor Road. As set out at **paragraph 1.5**, the mixed-use permission includes:
- i. B1(c)/B2/B8 (with ancillary trade counter)
  - ii. A3 Roadside
  - iii. C1 Hotel (84 beds)
  - iv. Mixed A3-A4 Pub/Restaurant
  - v. Mixed A3-A5 Roadside
  - vi. D2 Leisure (gym only)
- 2.3 The site is allocated for development in Chichester District Council's Site Allocation Development Plan, and its designation for mixed use employment was originally established through a hybrid planning application (14/04284/OUT) that was permitted in July 2016.
- 2.4 At present, a 1,162sqm builder's merchant has been built out pursuant to application ref 21/03064/FUL. Additionally, reserved matters approval was obtained for the rear part of the site, allowing for the development of a total of 3,355sqm of Class B1c/B2/B8 (with ancillary Trade Counter) employment units. Construction for this permission is currently underway.
- 2.5 In 2023, Highgate Transportation provided a Technical Note (HTp/23160/TN/01) in support of a Section 73 application for a revised scheme on this site which consisted of minor changes in the distribution of floorspace of the approved land-use at Cathedral Business Park, summarising the impact in terms of forecast vehicular trips and the parking requirements.
- 2.6 The overall quantum of development (in terms of floor area) remained unchanged however an amendment was sought to the quanta of each land use within the parameters of the site. The 2023 approved changes to the floorspace for each land use are shown in **Table 2.1**.

**Table 2.1 – Changes to GFA at Cathedral Park**

Land Use	Permitted floorspace 2023 (sqm GFA)
B1(c)/B2/B8 (with ancillary trade)	8,614
A3 Roadside	323
C1 Hotel	2,800
Mixed A3-4 Pub/Restaurant	156
Mixed A3-5 Roadside	712
D2 Leisure (gym only)	186
<b>Total</b>	<b>12,733</b>

2.7 It can be noted that trip attraction has been agreed, based on the previous transport assessment work carried out by WSP in 2014 and 2019, and the car parking requirements can be summarised as:

- i. A parking discount of 20% where unallocated parking was shared between various land uses
- ii. 20% discount to C1 hotel, A3-4 pub/restaurant, A3 roadside and D2 leisure (gym)
- iii. A hybrid parking ratio for the B1(c), B2 and B8 uses of 1/64sqm (this is inclusive of (i) above)

2.8 It can also be noted that the access arrangements (**Appendix 1**) previously permitted remain appropriate and that National Highways raised no objection to the Section 73 application in 2023 to redistribute floorspace. It was agreed that:

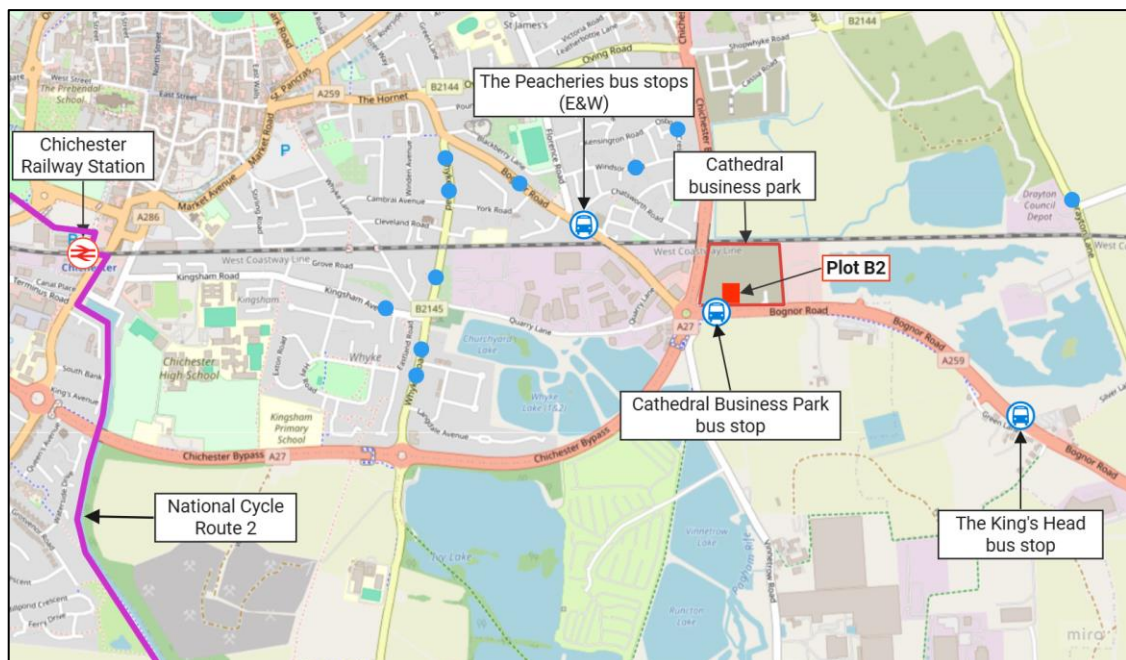
- i. The original 2014 application development highway impact, which the access arrangement from the A259 and proposed mitigation arising at the A27 were based on, is robust and the proposed minor amendment to floorspace was not significant in this context
- ii. Indeed, the traffic to be attracted by the approved scheme (as amended in 2023) is less than the impact of the 2014 application
- iii. The proposals would not have a severe impact on the local highway network and can be accommodated appropriately

2.9 Therefore, it is concluded that the access arrangements from the A259 Bognor Road remain appropriate and the Cathedral Business Park development will not create an impact on the local highway network that has not been mitigated for.

## Sustainable Location

- 2.10 The site is in a sustainable location on the eastern outskirts of Chichester, where the surrounding land use is a made up of mostly commercial and recreational land use with some residential dwellings to the north-east of the site.
- 2.11 A footway, and bus stop, with associated controlled pedestrian crossings are provided on the site frontage with Bognor Road to facilitate travel by foot and public transport. Pedestrian and cycle crossings are provided at the A27 roundabout where the shared paths meet the road, with give way markings for cycles. A shared pedestrian and cycle ramped bridge provides a traffic-free crossing over the southern arm of the A27 Chichester Bypass.
- 2.12 **Figure 2.1** shows the site (Plot B2) and the local area as well as the nearby transport facilities.

**Figure 2.1 – Location and local area – Plot B2**



- 2.13 The nearest railway station to the site is Chichester Railway Station, situated around 2.3 kilometres to the east of the site on the Portsmouth line. The site access can be reached from Chichester Railway Station in 10 minutes by cycle (2.6 kilometres by road), where there is access to 180 cycle parking spaces and 202 car parking spaces.
- 2.14 Trains operate between Chichester station and Southampton, London, Portsmouth and Southsea, Littlehampton, and Brighton. Most services at Chichester run around every 30 minutes during peak times.
- 2.15 The Cathedral Business Park bus stops are served by Service U7 and 700, as outlined in **Table 2.2**.



**Table 2.2 – Bus services**

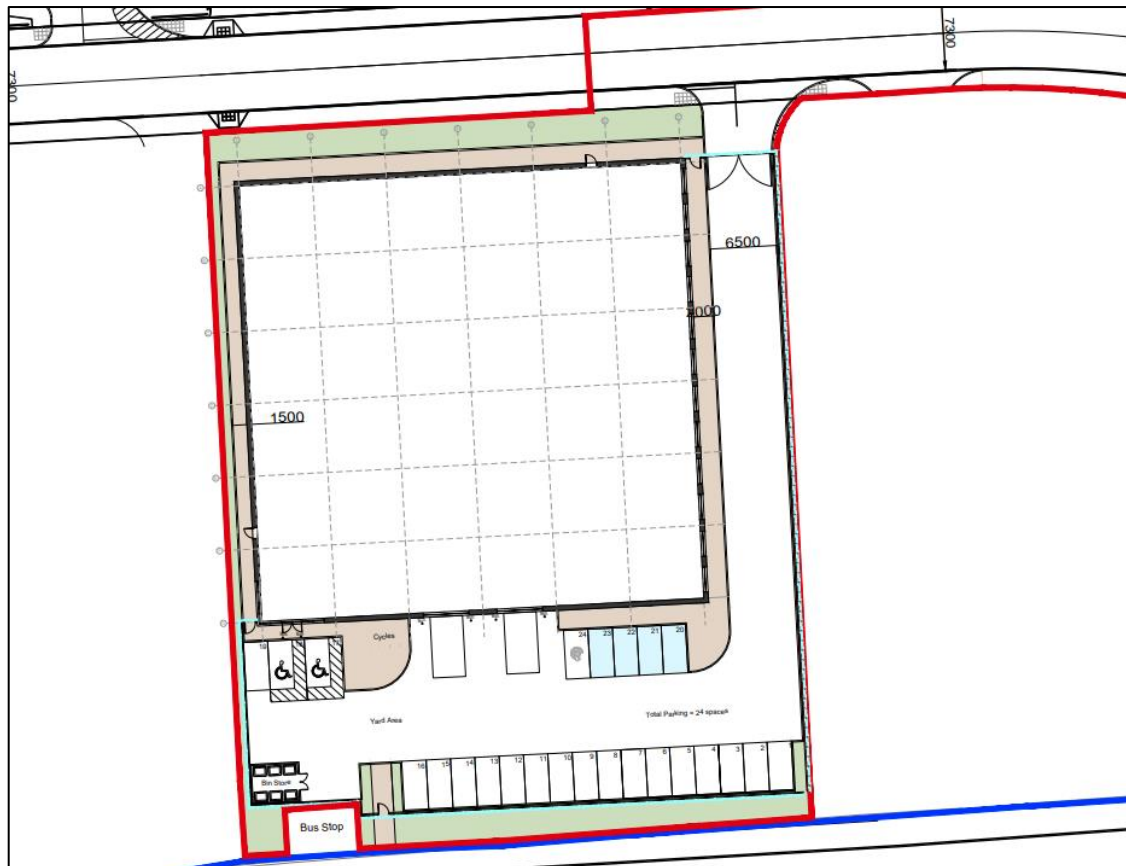
<b>Service</b>	<b>Frequency</b>
<u>U7</u> Bognor Regis Hotham Park – Chichester South Bank	One bus every two hours Monday to Friday, with no services on the weekend
<u>700</u> Littlehampton – Bognor Regis - Chichester	Around four buses per hour during normal hours, Monday to Friday with around two per hour on weekends

- 2.16 In summary, the site is considered to be sustainably located with cycle, rail, bus, and pedestrian facilities accessible within reasonable walking or cycling distance from the site.
- 2.17 This Transport Statement will now set out the details arising from the development of Plot B2 for 1,858sqm GIA employment floorspace.

### 3.0 Proposed Scheme

3.1 **Figure 3.1** is an extract of the block plan (ref. 7702-5-S2000 Rev. G) for Plot B2 contained in **Appendix 2**.

**Figure 3.1 – Plot B2 block plan**



3.2 **Figure 3.1** shows the layout of Plot B2, as providing:

- i. One commercial building situated to the north-east
- ii. The associated car and cycle parking provision
- iii. Two loading bays
- iv. A priority access junction with give way markings
- v. A swing gate, opening to the south, situated around 6.8 metres south of the access junction
- vi. Refuse storage area
- vii. Pedestrian access routes and tactile paving

#### **Access**

3.3 The internal access road bounds Plot B2 to the north, from which the site will be accessed via a simple priority junction. Tactile paving will be provided at the junction, which is around 9.0 metres wide, leading to the plot access road which is around 6.5 metres wide.

3.4 As can be seen from **Figure 3.1** the site will have a pedestrian access along the southern boundary adjacent to the Cathedral Business Park bus stop, which is situated near to the south-west corner of the site. The pedestrian access into plot B2 leads to footways that are located around the perimeter of the building, with the main entrance being in the south western corner of the building.

### **Car Parking Provision**

3.5 Due to the flexible land uses proposed, and further to the Technical Note TN/01 that supported the Section 73 application, it is agreed that a hybrid parking standard of one car parking space per 64sqm of floorspace for B1(c), B2, B8 with ancillary trade uses is suitable.

3.6 As well as this, Building Regulations Part S states that 'new, non-residential buildings with more than 10 car parking spaces should ensure one of those spaces has access to one EV charge point, and cable routes for electric vehicle charge points must be installed in a minimum of one fifth of the total number of remaining parking spaces'.

3.7 Therefore, the proposed 1,858sqm of employment use would require the following car parking provision:

- i. 29 parking spaces
- ii. One blue badge holder parking spaces (5%)
- iii. One space with access to an EV (electric vehicle) charge point, with cable routes installed for a further six spaces to account for future EV provision

3.8 It can be seen from the layout that the following is proposed:

- i. 24 car parking spaces
- ii. Two blue badge holder car parking spaces
- iii. One space with access to an EV charge point, with cable routes installed for a further four spaces to account for future EV provision

3.9 It should be noted that West Sussex County Council's Parking guidance (2020) states:

*'although new guidance has been prepared, it should only be used as an initial guide for developers, who should undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting/retaining staff.'*

3.10 Consideration has been given to the site location, the efficient use of land, and the proposed car parking provision. The site will be directly accessible from the Cathedral Business Park bus stop and will be supported by good quality cycle parking as well as a Travel Plan to monitor travel demand. It is therefore considered that the 24 proposed car parking spaces are suitable for the proposed development.

3.11 Swept path analysis (drawing HTP/2426/TR/16A), contained in **Appendix 3**, demonstrates that the car parking spaces are appropriate and can be entered and egressed safely.

### **Cycle Parking Provision**

- 3.12 The WSCC parking standards were used to calculate the expected cycle parking provision for 1,858sqm for the flexible B1(c), B2 and B8 employment land use. The most onerous standards are for B1(c) at one cycle parking space per 150sqm for staff and one cycle parking space per 500sqm for visitors, which results in a minimum requirement of 16 cycle parking spaces. However, it can be noted that B8 land use only requires one cycle parking space per 500sqm for staff and one cycle parking space per 1,000sqm for visitors, which results in a minimum requirement of six cycle parking spaces.
- 3.13 Cycle parking is proposed in the form of four Sheffield-type stands, located to the east of the building entrance, providing eight cycle parking spaces. This will be monitored as part of the travel plan.

### **Strategy for Emergency Service and Delivery Vehicles**

#### Delivery Vehicles

- 3.14 As it can be seen from **Figure 3.1**, two loading bays are located along the frontage of the building.
- 3.15 Deliveries to the site will be made via a 7.5 tonne rigid HGV. Swept Path Analysis contained in **Appendix 3** (drawing HTP/2426/TR/01A) shows that a rigid vehicle of 7.1 metres can enter and egress the loading bays safely and appropriately.
- 3.16 It is therefore concluded that a suitable delivery strategy can be provided.

#### Emergency Services

- 3.17 On average, the length of a fire truck in the UK is around 8.0 metres long. The swept path analysis (drawing HTP/2426/TR/17A) shows that a vehicle of this size is able to access the site, manoeuvre within the site, and exit in a forward gear.
- 3.18 It is therefore concluded that a suitable emergency service and delivery strategy can be provided.

### **Strategy for Storage and Collection of Refuse and Recycling**

- 3.19 As it can be seen in **Figure 3.1**, a bin store is located to the south-west of Plot B2.
- 3.20 It is proposed that refuse and recycling will be collected by a private company who will drive into the site, remove bins from the store and replace once emptied. Given that a private contractor will be carrying out the collection, it can be scheduled to occur outside of normal operational hours to avoid conflict with car park users.
- 3.21 It is therefore concluded that an appropriate refuse and recycling strategy can be provided.

## 4.0 Trip Attraction

- 4.1 The agreed trip rates for Cathedral Business Park and the subsequent trip attraction for the 1,858sqm employment land use at Plot B2 are set out in **Table 4.1**.

**Table 4.1 – Trip rates and attraction**

Land use	Quantum		Trip Attraction				
			AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		Daily
			Arr	Dep	Arr	Dep	
Mixed Industrial	1,858	Trip Rate*	0.324	0.065	0.026	0.454	3.701
		Trips	6	1	1	8	69

\*trip rate per 100sqm

- 4.2 From **Table 4.1** it can be seen that, based on the agreed trip rates, the 1,858sqm employment floorspace is forecast to attract around seven vehicle movements in the AM peak hour and nine in the PM peak hour, with up to around 69 vehicle movements daily.
- 4.3 This has already been accounted for within the previous transport assessment work that supported the 2014, 2019, and 2023 Section 73 applications.

## 5.0 Contents of the Supporting Travel Plan

- 5.1 It is expected that a Travel Plan for Plot B2 will be secured by means of a planning condition.
- 5.2 The Travel Plan will be based on the Framework Travel Plan (FTP) that supported the 2019 application.
- 5.3 The objectives of the FTP can be summarised as:
- i. To improve accessibility to all services and facilities
  - ii. To increase awareness of the sustainable travel choices available to employees and visitors
  - iii. To promote the use of alternatives to the private car including walking, cycling, bus, train and car sharing
  - iv. To address the causes of climate change through reducing emissions of greenhouse gases, particularly those associated with private car use
  - v. To reduce car trips, particularly single occupancy car trips for journeys to work
- 5.4 The Travel Plan will likely cover:
- i. Development details and a description of the existing travel conditions within the vicinity of the proposed development (updated from the FTP)
  - ii. The aims, objectives and outcomes expected from the Travel Plan
  - iii. Descriptions of the hard measures implemented to influence travel patterns:
    - Sustainability by design
    - Incorporation of EV charging points
    - Installation of notice boards showing sustainable travel information
    - Provision of sufficient cycle parking that caters for a rise in demand
    - Monitoring the provision of car parking spaces to discourage over provision
  - iv. Descriptions of the soft measures implemented to promote the travel plan
    - Marketing and promotional campaigns aimed at raising awareness and understanding of sustainable travel
    - Monetary incentives for public transport and cycling
    - Promotion of journey planning websites
  - v. Setting of targets
  - vi. The basis for an Action Plan

## 6.0 Summary and Conclusion

- 6.1 This Transport Statement has been prepared by HTP to support the Reserved Matters application for Plot B2 at Cathedral Business Park, Bognor Road, Chichester.
- 6.2 In summary, the:
- i. Site is sustainably located in transport terms
  - ii. Trip rates and hybrid parking standard have been previously agreed
  - iii. Approved site access arrangements remain appropriate
  - iv. Plot B2 access arrangements are appropriate for all users
  - v. Car parking provision will be appropriate
  - vi. Provision of one active EV charge point with cabling for future provision is appropriate and in accordance with the guidance
  - vii. Proposed cycle parking provision will be appropriate and exceeds minimum requirements
  - viii. Service and delivery strategy is appropriate and suitable
  - ix. Strategy for the storage and collection of refuse and recycling
  - x. Travel plan measures set out accord with the Framework Travel Plan and will assist in promoting and encouraging sustainable travel behaviour
- 6.3 Therefore, it is concluded that the development proposals will not have an adverse impact on either the capacity or safety of the local highway network and that the proposed development is acceptable in highway terms.
- 6.4 It is further concluded that there are no highway related reasons to prevent this Reserved Matters application in transport terms.

## **Appendix 1**

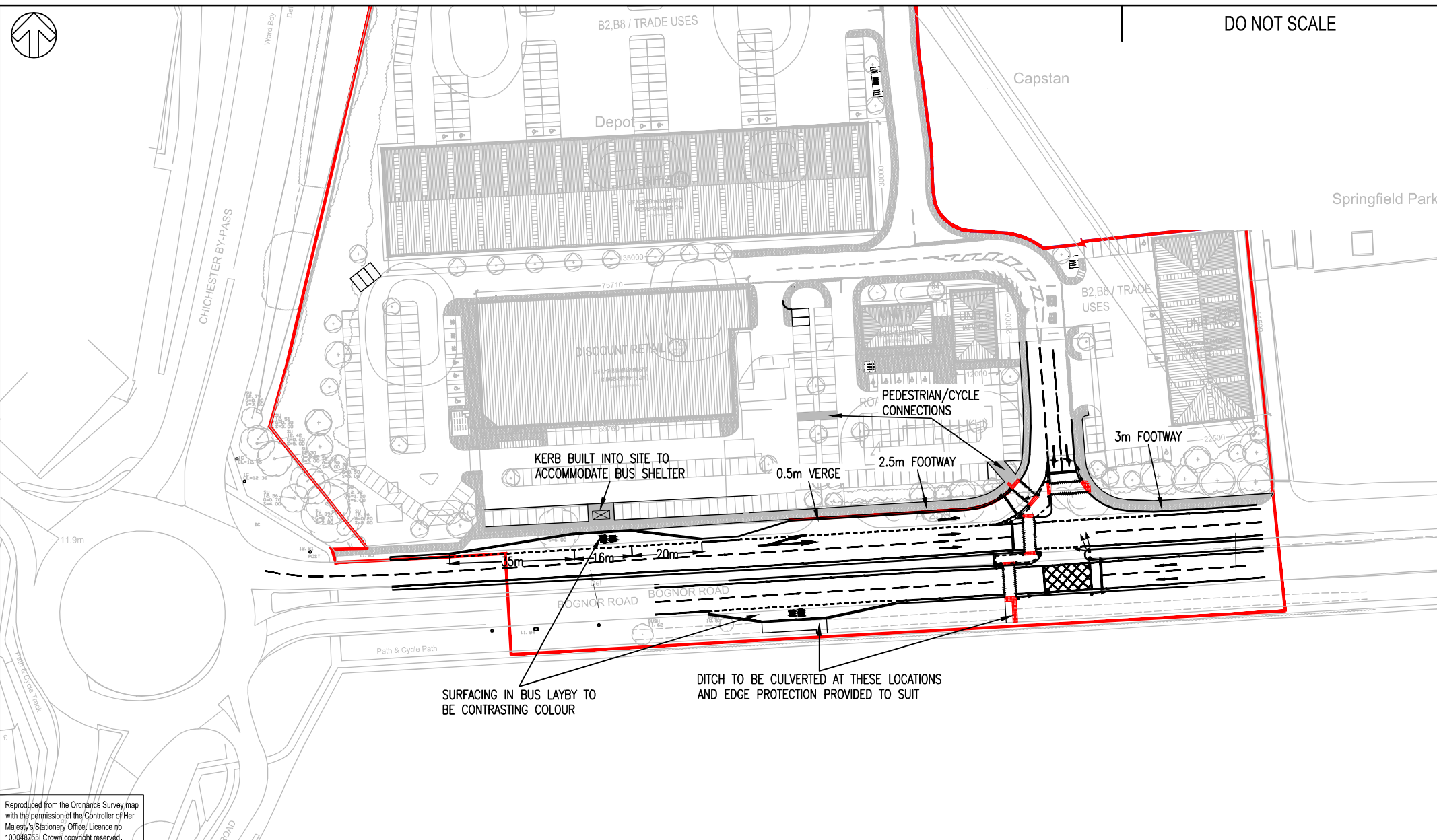
Approved Access Arrangement with A259 Bognor Road





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REV	DATE	BY	DESCRIPTION	CHK	APD
G	26/11/15	RJM	UPDATED TO REFLECT WSCC COMMENTS	CM	CM
F	12/11/15	NW	UPDATED TO REFLECT WSCC COMMENTS	CM	CM

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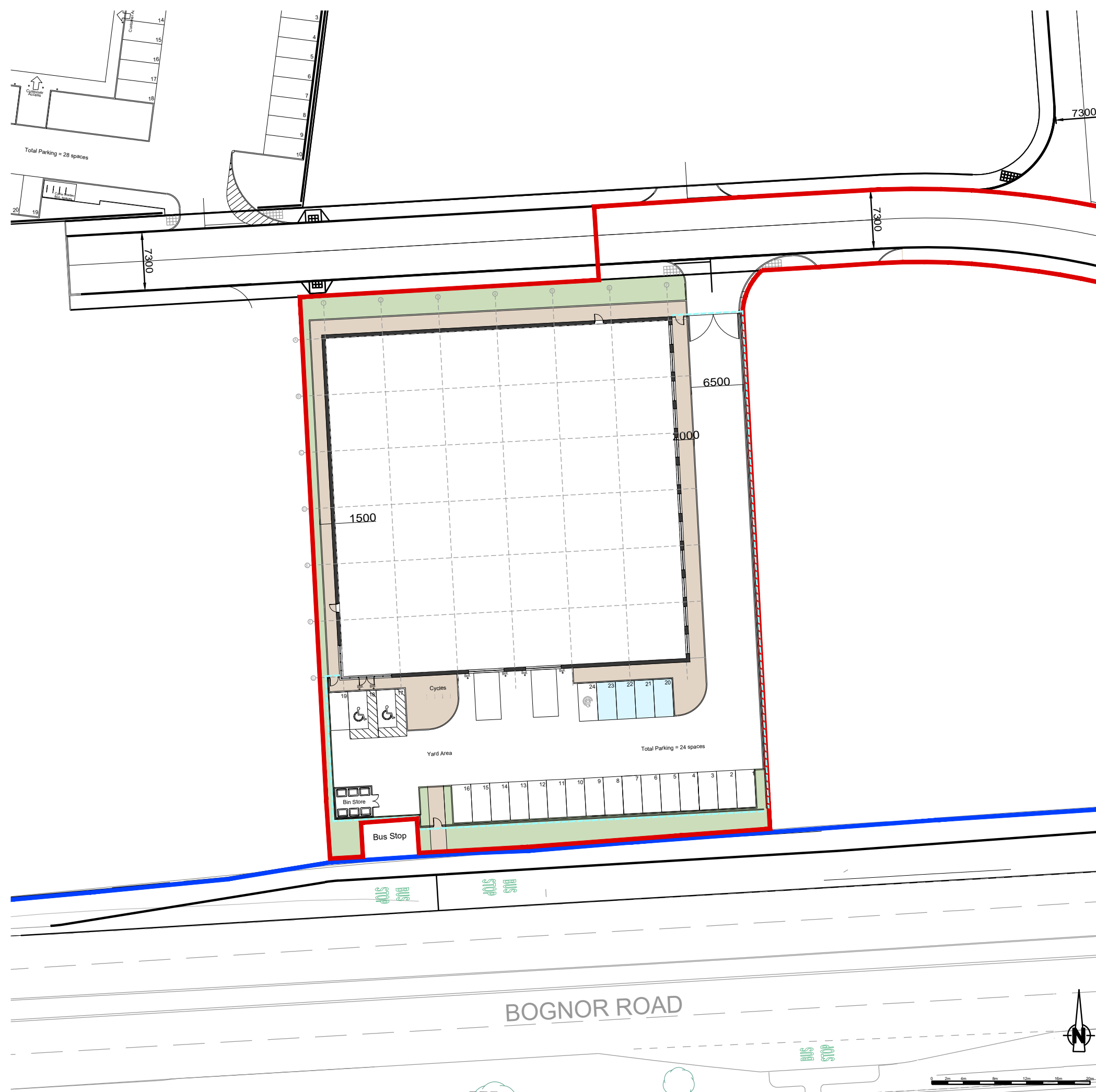
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PROJECT No:	70003803	DRAWING No:	3803-SK-023	REV:	G

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## **Appendix 2**

Architect's Site Layout Plan



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Rev	Date	By	Chk	Description
P01	08.03.24	LM	OF	First Issue
A	12.03.24	LM	OF	Revised to suit client comments
B	14.03.24	LM	OF	Revised to suit client comments
C	15.03.24	LM	OF	Revised to suit client comments
D	15.03.24	LM	OF	Revised to suit client comments
G	25.03.24	LM	OF	Revised to suit client comments

**Key:**

- Red Line Plot Boundary
- Ownership Plot Boundary
- 2.4m high paladin fencing
- Infrastructure to be installed for future EV charging spaces

**Parking Provision**

- Parking bays = 17
- Disabled parking = 2
- Active EV charging = 1
- Passive EV charging (20%) = 4

Total Parking = 24

**Bicycle Parking**

4 stands = 8 bicycle parking spaces



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**Project Name**

Former Fuel Depot,  
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**Client Name**

Seaward (Bognor Road) Limited

**Drawing Title**

Proposed Block Plan

**Scale**

1/500 • A3

**Project No.**

7702-5

**Status**

S0

**Purpose Of Issue**

Work In Progress

Project	Org	Vol	Level	Form	Role
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**Number**

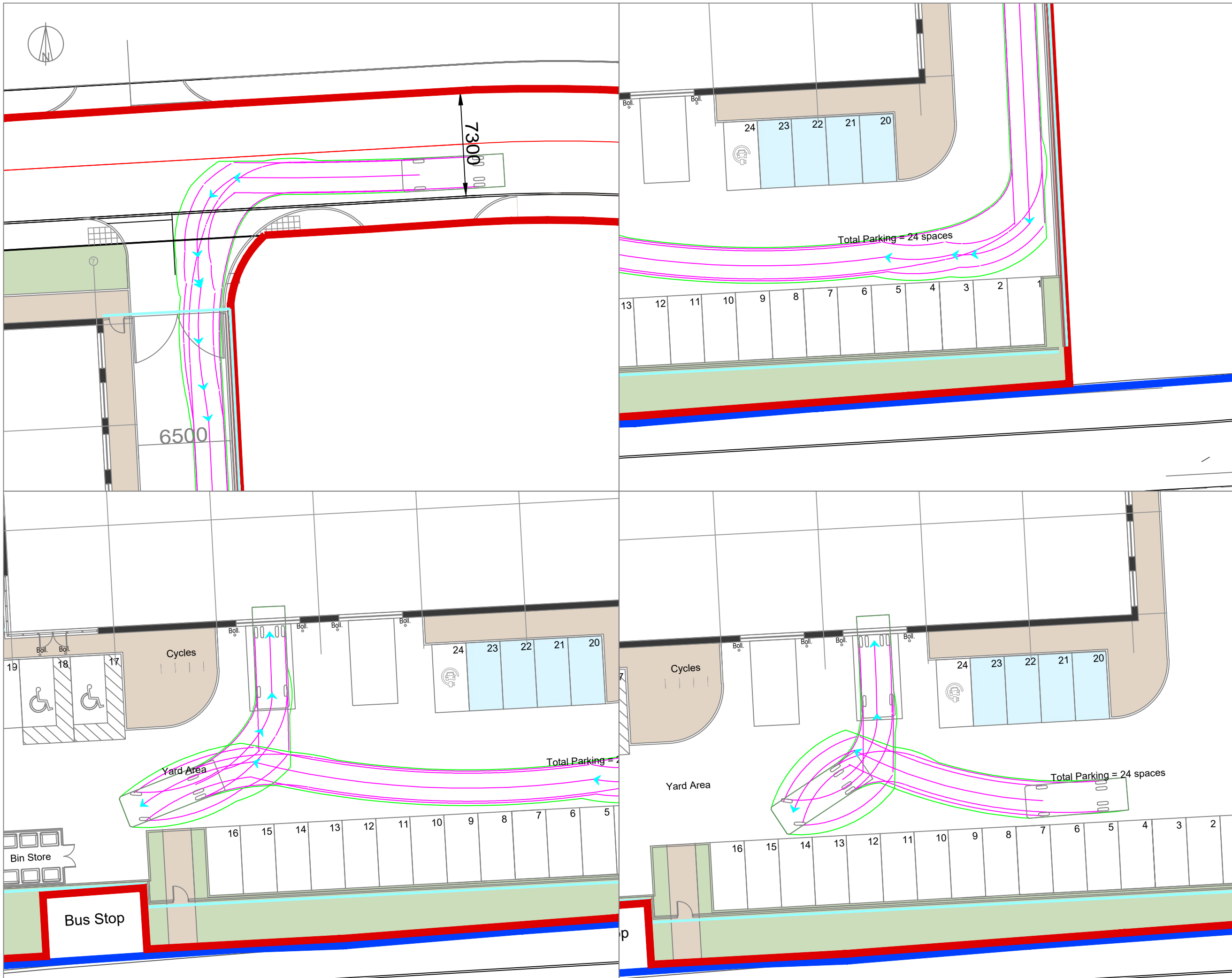
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**Revision**

**G**

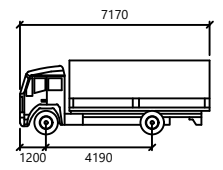
## **Appendix 3**

### Swept Path Analysis



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 Based on the Proposed Block Plan drawing ref. 7702-5 S2000 rev. G provided by Roberts Limbrick.

A	Updated site layout	OO	25.03.24
ISSUE	REASON FOR REVISION	BY	DATE



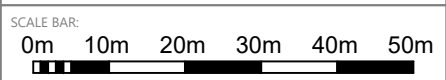
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**CATHEDRAL BUSINESS PARK  
 RM4 - PLOT 2B**

CLIENT:  
**SEAWARD  
 (BOGNOR ROAD) LTD.**

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
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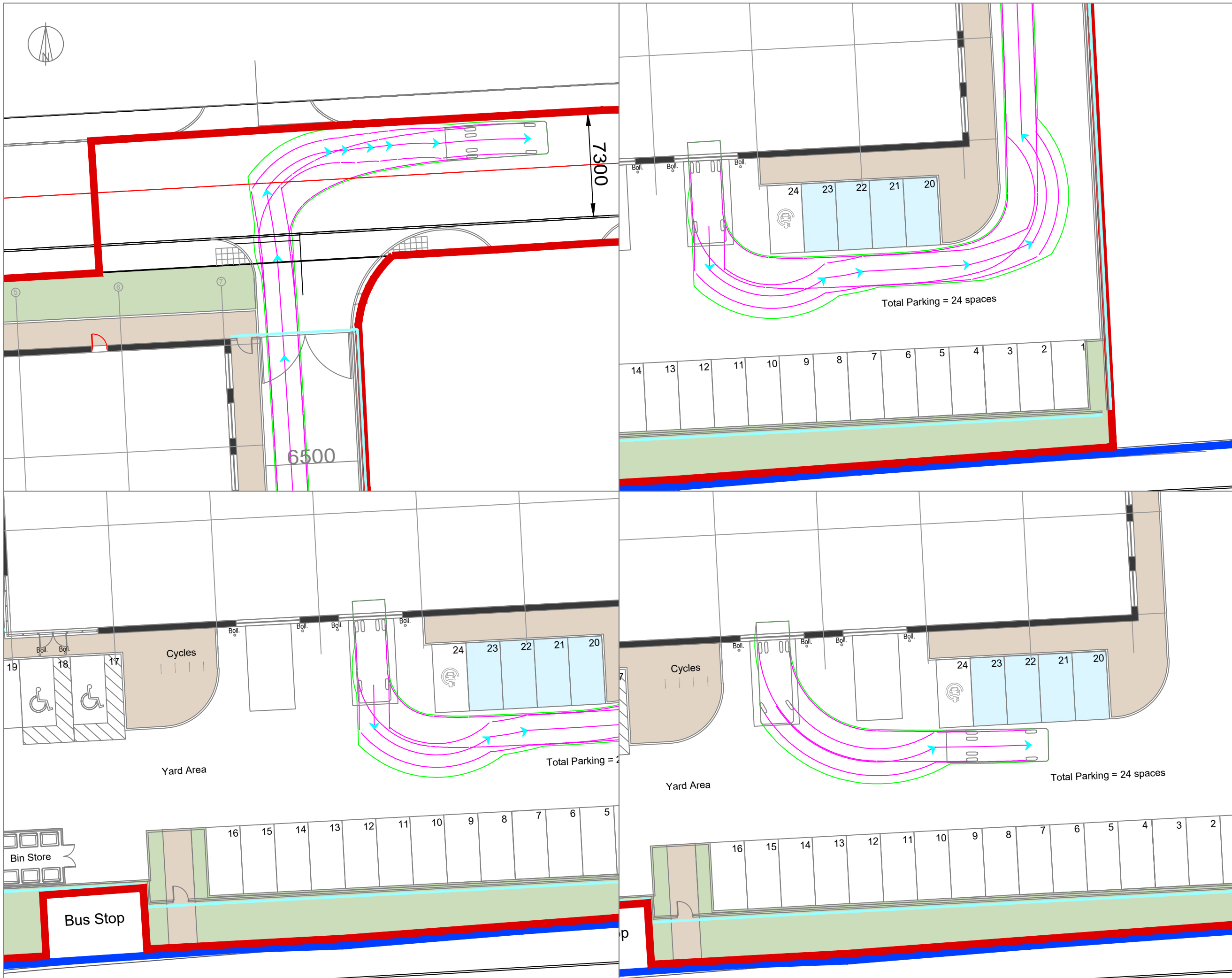
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**SHEET NUMBER 1 OF 2**



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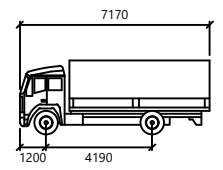
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**DELIVERY VEHICLE  
 SWEEP PATH ANALYSIS**

DATE:	DRAWN BY:	CHECKED:
05.03.24	OO	FB



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A	Updated site layout	OO	25.03.24
ISSUE	REASON FOR REVISION	BY	DATE



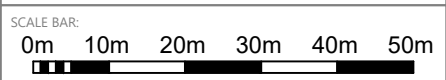
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**CATHEDRAL BUSINESS PARK  
 RM4 - PLOT 2B**

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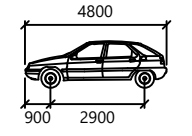
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DATE: 05.03.24	DRAWN BY: OO	CHECKED: FB
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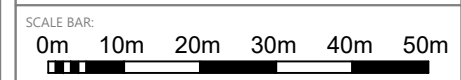
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 RM4 - PLOT 2B**

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PROJECT REF: 2426	DRAWING NUMBER: TR16	SCALE (AT A3): 1:250
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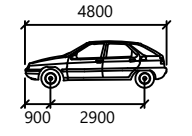
TITLE:  
**CAR PARKING  
 SWEEP PATH ANALYSIS**

DATE: 25.03.24	DRAWN BY: OO	CHECKED: FB
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NOTES:  
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 Based on the Proposed Block Plan drawing ref. 7702-5 S2000 rev. G provided by Roberts Limbrick.

A	Updated block plan	OO	26.03.24
ISSUE	REASON FOR REVISION	BY	DATE



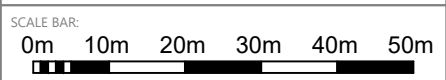
SDV  
 Width : 1800 mm  
 Track : 1800 mm  
 Lock to Lock Time : 6.0  
 Steering Angle : 37.8

PROJECT:  
**CATHEDRAL BUSINESS PARK  
 RM4 - PLOT 2B**

CLIENT:  
**SEAWARD  
 (BOGNOR ROAD) LTD.**

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2426	TR16	1:250

SHEET NUMBER:  
**SHEET NUMBER 2 OF 2**



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