



FITZALAN ROAD, ARUNDEL

TRANSPORT STATEMENT

May 2017

Renaissance Retirement

RETIREMENT DEVELOPMENT
FITZALAN ROAD
ARUNDEL

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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**RETIREMENT DEVELOPMENT
FITZALAN ROAD
ARUNDEL**

TRANSPORT STATEMENT

Contents

1. INTRODUCTION	2
2. EXISTING CONDITIONS.....	3
3. DEVELOPMENT PROPOSALS.....	10
4. ACCESS ARRANGEMENT.....	13
5. TRIP GENERATION.....	15
6. SUMMARY AND CONCLUSIONS.....	18

Figures

Figure 1 – Site Location

Figure 2 – Site Context

Figure 3 – Public Rights of Way near the site (Source: WSCC Interactive Map)

Figure 4 – PIA Data (2012 - 2016). (Source: www.crashmap.com)

Tables

Table 1 – Proximity of Local Amenities

Table 2 – CIHT Guidance for 'Providing for Journeys on Foot' (2000)

Table 3 – Local Bus Services

Table 4 – Parking Requirements and Provision

Table 5 – Existing Trip Generation

Table 6 – Proposed Trip Generation

Table 7 – Net Traffic Impact

Appendices

Appendix A – Site Layout

Appendix B – Car Park Tracking

Appendix C – Visibility Splay

Appendix D – Light Industrial Trip Rates

Appendix E – Residential Trip Rates

Appendix F – Retirement Flats Trip Rates

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of Renaissance Retirement to support a full planning application for 45 retirement apartments at Fitzalan Road, Arundel. The site location is demonstrated in **Figure 1**, with the site layout included within **Appendix A**.

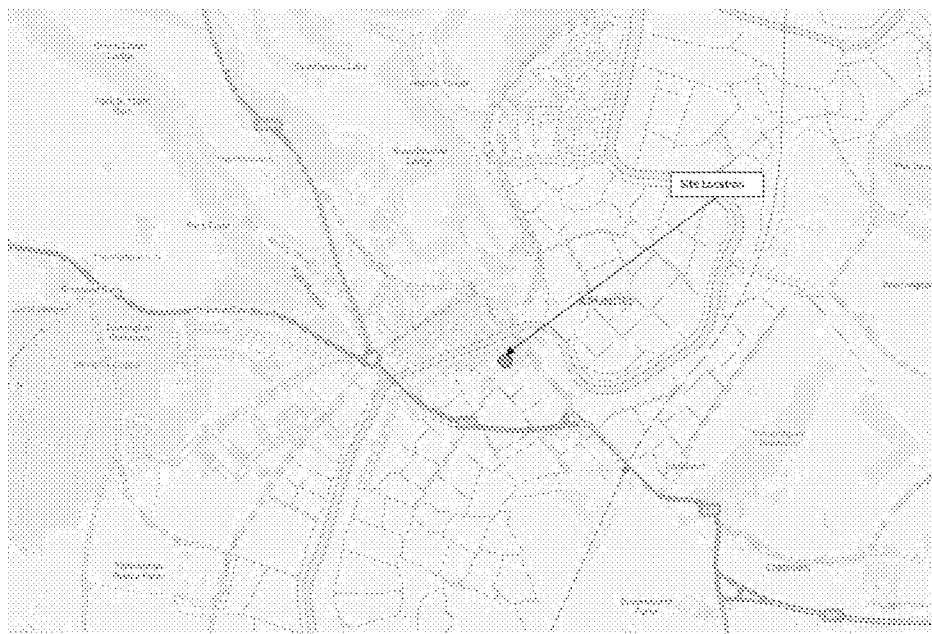


Figure 1: Site Location

- 1.2 Renaissance Retirement offer luxury apartments aimed at providing an independent, high quality lifestyle. The developments comprise individual 1 or 2 bed apartments, with communal facilities including a drawing room and guest suite. An on-site concierge is available throughout the week to assist residents if and when required. To summarise, the characteristics of Renaissance Retirement apartments are:
- Designed to accommodate residents who live a largely independent lifestyle;
 - Minimum entry age: typically 60 years old;
 - Developments consist of individual apartments with shared communal facilities including drawing room and gardens;
 - 1 full-time member of staff (concierge), and various part-time employees including cleaners and maintenance staff.
- 1.3 The scope of this TS has been informed by a site visit undertaken in May 2017 and considers site accessibility, Personal Injury Accident (PIA) data, proposed accommodation schedule, car and cycle parking requirements, visibility, access and servicing arrangements and the proposed trip impact on the local road network.

2. EXISTING CONDITIONS

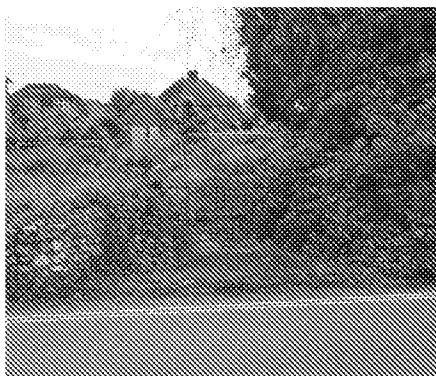
Site and Surroundings

- 2.1 The application site is in an extremely sustainable location, situated 300m south of Arundel Town Centre, 6km north of Littlehampton, and is bordered by residential development to the north, south and west and light industrial units to the east. The development site itself currently comprises a light industrial unit, Blastreat (Arundel) Ltd, which provides industrial and architectural services and a single residential dwelling to the west. The existing site and its surroundings are demonstrated in **Figure 2**.



Figure 2: Site Context

- 2.2 Currently, Blastreat (Arundel) Ltd is accessed via a vehicular access onto Fitzalan Road, measuring approximately 8m in width, with the residential dwelling also accessed via a vehicular crossover, measuring approximately 4.2m in width. The existing access arrangements are demonstrated in **Photographs 1 and 2**.



Photograph 1: Existing Residential Access



Photograph 2: Existing Access Arrangement for Blastreat Ltd

Local Road Network and Site Accessibility

- 2.3 Fitzalan Road, which provides access to a number of residential dwellings and small businesses, is subject to a 30mph speed limit across the site frontage. Fitzalan Road has a carriageway width of c.4.5m directly outside the site, with a footway c.1.8m in width flanking the northern side of the carriageway (with the footway narrowing to c.0.8m for a short length to the north of the site). Parking restrictions in the form of double yellow lines are present along Fitzalan Road, therefore restricting parking within the immediate vicinity of the site. The existing conditions along Fitzalan Road is demonstrated in **Photograph 3**.



Photograph 3: Existing Conditions (Fitzalan Road)

- 2.4 The site's proximity to existing facilities and pedestrian network presents an excellent opportunity to encourage the use of sustainable travel and create a sustainable development. A summary of the proximity of local amenities is provided within **Table 1**.

Amenity	Distance (m)	Walking Time (minutes)	Cycle Time (minutes)
Bus Stop	150m	3	1
Convenience Store	200m	3	1
Post Office	350m	5	2
Dentist	450m	6	2
Leisure Facilities (including Arundel Castle & Swanbourne Lake)	700m	10	4
Railway Station	750m	10	3
Doctors	1.6km	21	7

Table 1: Proximity of Local Amenities

- 2.5 **Table 1** demonstrates that the site is located within an accessible area, with many amenities only a short walk or cycle away and therefore the site provides a good opportunity to promote sustainable travel. Arundel Town Centre in particular, provides a range of pubs/bars/restaurants, coffee shops and convenience stores amongst others, and is situated 300m north (4 minute walk/ 1 minute cycle) from the development site.
- 2.6 The CIHT provides guidance for 'Providing for Journeys on Foot (2000, Table 3.2)', which identifies 'desirable', 'acceptable', and 'preferred maximum' distances for certain locations. As demonstrated in **Table 2**, and referring to **Table 1**, the distance to Arundel Town Centre is within the 'acceptable' guidance. The development site also benefits from falling within the 'acceptable' distance for several facilities including, leisure facilities, a dentist and a railway station.

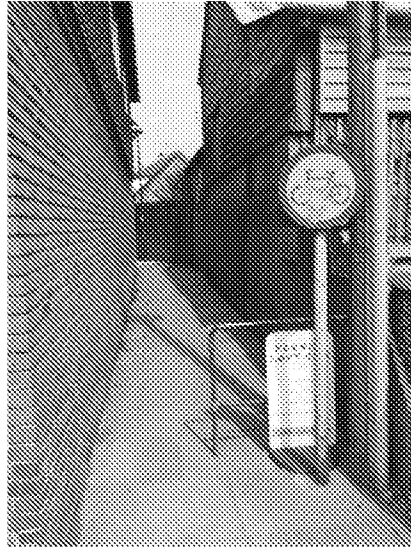
	Town Centre (m)	Commuting/School/Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Table 2: CIHT Guidance for 'Providing for Journeys on Foot' (2000)

- 2.7 In terms of health provision, the nearest dentist (Arundel Dental Practice) is situated 450m (6 minute walk) north of the site. There is a doctor's surgery (The Arundel Surgery) located approximately 1.6km (20 minute walk) northwest of the site. Arundel and District Community Hospital, which provides rehabilitation services, is situated 1.4km northwest of the site. The nearest Accident and Emergency facilities are situated in Chichester, a 20 minute drive west of the site.

Pedestrian Network

- 2.8 The local road network benefits from a gentle topography which helps encourage walking as a predominant method of travel. A footway flanks the northern side of the Fitzalan Road carriageway directly outside the site frontage, providing a safe and direct route to the wider pedestrian network in the town centre.
- 2.9 A Public Right of Way (PRoW) is situated c.45m from the site, providing a safe and direct route onto Queen Street as demonstrated in **Photograph 4**.



Photograph 4: Public Right of Way

2.10 Queen Street, which provides pedestrian access into the town centre, is supported by a footway approximately 3m in width flanking both sides of the carriageway. A pedestrian refuge island is provided at the junction with Mill Road, situated approximately 300m from the proposed site along the route to the town centre. The existing pedestrian conditions on Queen Street are demonstrated in **Photograph 5**.



Photograph 5: Queen Street Pedestrian Network

2.11 The site is also well placed in relation to Public Right of Ways, with a number of routes located in the vicinity of the site. **Figure 3** demonstrates the location of the PRowWs in relation to the site.

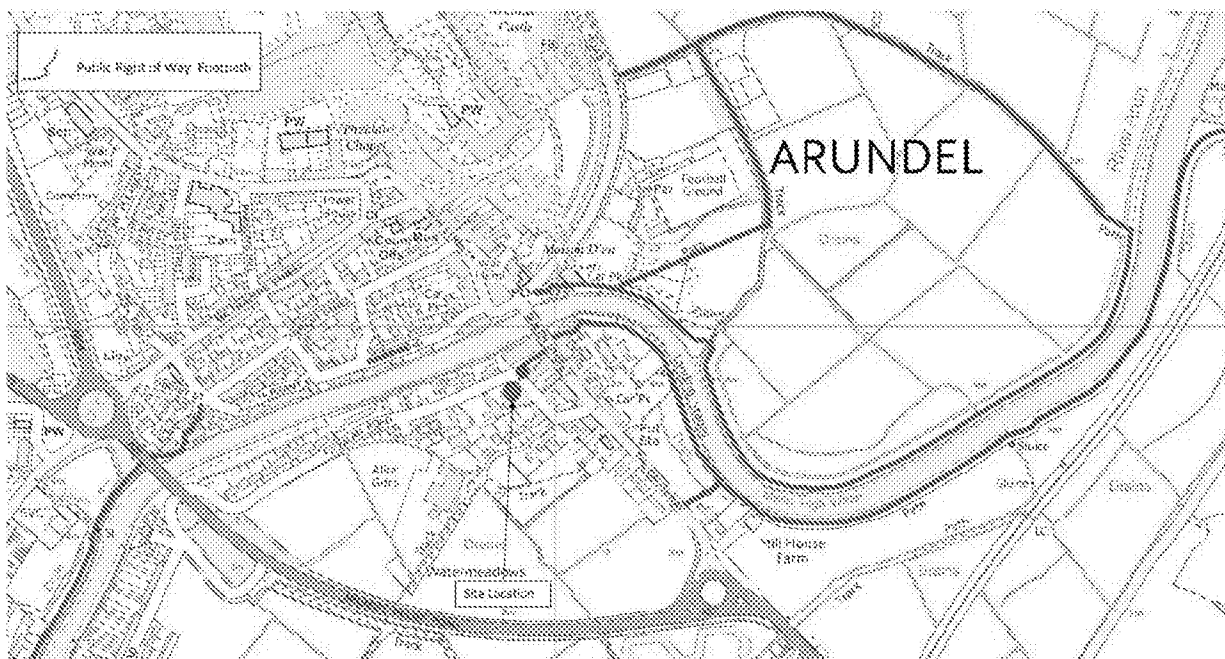


Figure 3: Public Rights of Way near the site (Source: WSCC Interactive Map)

Bus Services

- 2.12 The closest bus stop to the site is located on Queen Street, approximately 150m (3 minute walk) east of the site. Additional bus stops are located on Fitzalan Road and High Street (Norfolk Arms), which are 200m and 300m from the site respectively. A summary of the bus services that operate from these bus stops are demonstrated in **Table 3**.

Service Number	Bus Stop	Route	Frequency		
			Monday – Friday	Saturday	Sunday
9	Queen Street	Arundel – Littlehampton – Worthing – Lancing – Shoreham-by-Sea	Hourly	Hourly	Hourly (to Littlehampton only)
69	Queen Street	Alfold – Pulborough – Arundel – Worthing	Tuesdays and Thursdays Only	-	-
Arundel Community Bus	Norfolk Arms/ Fitzalan Road*	Includes stops near Railway Station, Community Hospital and Castle	09:12, 09:36* 10:42, 11:11	-	-

Table 3: Local Bus Services

- 2.13 The No.9 bus provides an hourly service to Worthing and Shoreham-by-Sea. The service operates 6 days a week, with a reduced route on Sundays. A journey to Littlehampton takes approximately 20 minutes.

- 2.14 The No.69 bus provides a twice weekly service to Worthing. A journey to Worthing takes approximately 30 minutes.

Rail Services

- 2.15 Arundel Railway Station is situated 750m (10 minute walk/ 3 minute cycle) south east of the site. The station is equipped with 24 cycle storage spaces, a manned ticket office, customer help points, CCTV and step free access.
- 2.16 Arundel Railway Station provides direct access to destinations including Bognor Regis and London Victoria. Trains typically operate twice per hour to Bognor Regis with journeys taking approximately 18 minutes. Destinations along this route include Ford, Barnham and Bognor Regis. Trains to London Victoria operate twice per hour and take approximately 90 minutes. Destinations along this route include Horsham, Crawley, Gatwick Airport and Clapham Junction.

Personal Injury Accident (PIA) Data

- 2.17 An analysis of Personal Injury Accident (PIA) data has been assessed for a 5 year period between January 2012 and December 2016. The data reveals a low recurrence of comparable types of incidents with only three 'slight' incidents occurring within 200m of the development site. The PIA data is demonstrated in **Figure 4**.

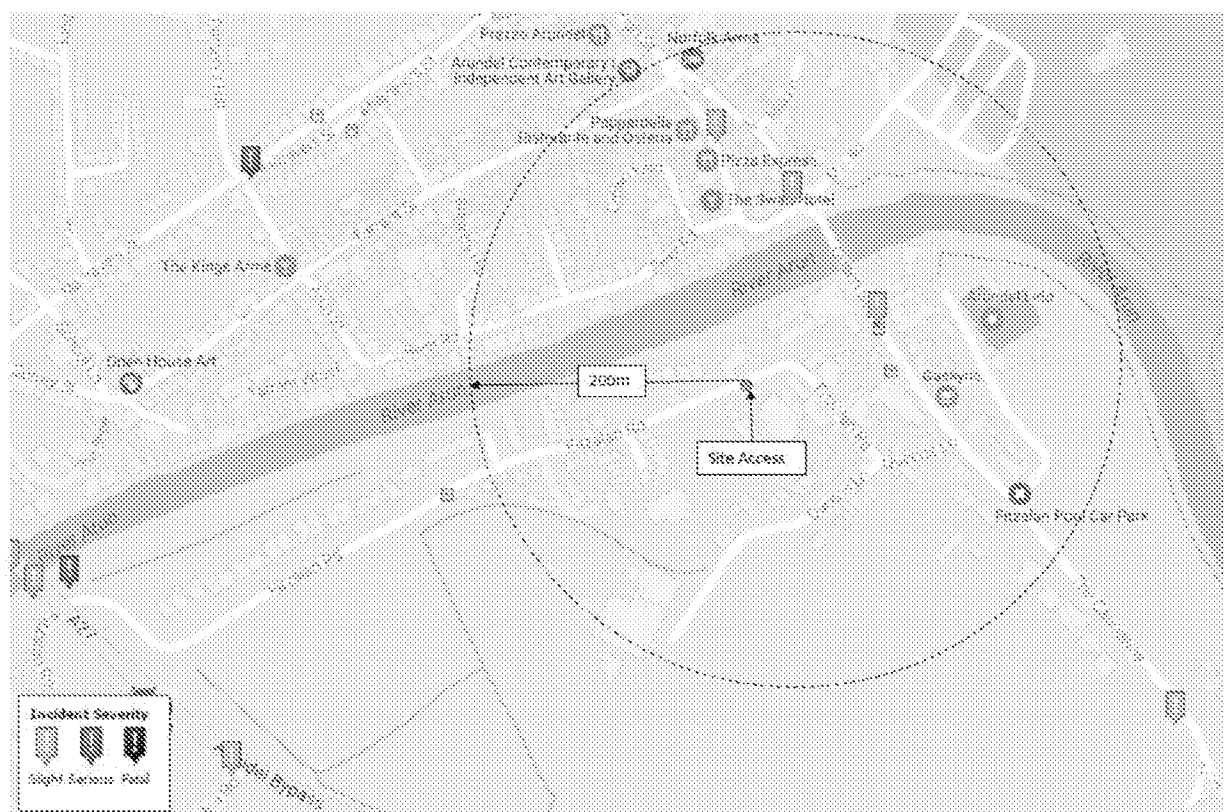


Figure 4: PIA Data (2012-2016). (Source: www.crashmap.com)

- 2.18 The PIA investigation therefore does not indicate any specific highways concern that would worsen as a result of the development or pose a highways safety concern for future site users.

Summary of Site Accessibility

- 2.19 The proposed site is situated within 300m of Arundel Town Centre, and coupled with the site's proximity to bus stops, railway station and Public Rights of Way, accessibility from the site is considered to be of a high standard with good opportunity to promote sustainable travel from the site.

3. DEVELOPMENT PROPOSALS

3.1 The proposed development comprises a block of 45 age-restricted apartments, including 21 one-bedroom and 24 two-bedroom units, with associated parking and access onto Fitzalan Road. The site layout is included in **Appendix A**.

3.2 Renaissance Retirement developments are designed to offer luxury care with the aim of ensuring that residents can live a relatively independent life and therefore differ from traditional retirement housing in terms of staff numbers/care requirements.

Car Parking Provision

3.3 The proposed parking provision has been assessed using Arun District Council's (ADC) Supplementary Planning Guidance (SPG) Parking Standards (2000) for 'Private Sheltered Housing' and 'Private Flats' in order to ensure a robust assessment of the parking demand and supply.

3.4 Private sheltered housing relates to developments where occupation is restricted by a legal agreement. As residents in the proposed development must be over 55, these standards have been considered.

3.5 However, as the residents live a largely active and independent lifestyle, a comparison has also been made to private flat standards. These standards are based on the number of habitable rooms within an apartment. The proposed parking provision is compared to ADC parking standards for both use types in **Table 4**.

Type of Development	Size of Dwelling	Standard (per apartment)	Parking Provision Required		Parking Provision
Private Sheltered Housing (minimum standard)	N/A	0.2 spaces 1 space for each member of staff	10	16	34
		0.13 spaces for visitors	6		
Flats (maximum standard)	Flats with 2 or less habitable rooms	1 space	21	66	
		0.2 spaces for visitors	4		
	Flats with 3 or more habitable rooms	1 space	24		
		0.7 spaces for visitors	17		

Table 4: Parking Requirements and Provision

- 3.6 **Table 4** demonstrates that the proposed parking provision of 34 spaces falls between the minimum required provision for 'Private Sheltered Housing' and the maximum standard for residential 'Flats'. As aforementioned, the residents must be over 55 to live within the development and therefore car ownership levels and resultant parking demand are anticipated to be significantly lower than in general market housing. In addition, the proposed parking is higher than the 'private sheltered housing standards in order to ensure that resident, visitor and staff parking is demonstrated and therefore that the development will not result in overspill on the local road network.
- 3.7 As discussed in **Section 2**, the location of the site in relation to the town centre presents a good opportunity to encourage residents to give up their cars as the local facilities and services are within walking distance.
- 3.8 The proposed development will differ from traditional retirement schemes in that residents are expected to have a largely independent lifestyle, and only full-time member of staff is anticipated to work on-site (The Concierge).
- 3.9 Renaissance operate an established parking allocation and annual charge (£250) permit scheme. This approach is intended to discourage residents from owning a car unless frequent use is intended. The location of the site to the town centre is deliberate so that the need to own a vehicle is limited.
- 3.10 Therefore, the proposed parking provision is considered suitable to accommodate all residents, visitor and staff parking, given the average age of residents and the proximity of the site to the town centre.
- 3.11 All parking spaces measure 2.4m x 4.8m in accordance with Manual for Streets (MfS) design guidance, with a 6m aisle width where appropriate. Tracking has been undertaken of the car park and this is included in **Appendix B**.

Cycle Parking

- 3.12 ADC also provide standards for cycle parking and require 1 cycle space per 8 car parking spaces. However, given the nature of the site, a mobility scooter store which is suitable in accommodating cycles is located in the south-eastern corner of the site.

Servicing

- 3.13 Servicing will take place from the carriageway in line with the existing situation on Fitzalan Road, with the refuse vehicle and waste collection personnel being able to access the immediate proximity of the bin store. The refuse store is conveniently located towards the northern perimeter of the site. A fire tender vehicle can get within 45m of all units, in accordance with MfS design guidance.

4. ACCESS ARRANGEMENT

- 4.1 The site will be accessed from Fitzalan Road utilising the location of the existing vehicle crossover access to Blastreat (Arundel) Ltd. The access currently measures c.8m in width and would be narrowed to c.5.5m as part of the development proposals to be more reflective of a residential development.
- 4.2 The access road measures 4.1m in width and therefore can accommodate two-way vehicle movements in and out of the site access simultaneously.
- 4.3 Fitzalan Road, which is lightly trafficked and has low vehicle speeds, has a carriageway width of approximately 5m directly outside the site frontage which is suitably wide enough to enable two vehicles to pass simultaneously. In addition, the proposals would result in the reduction of goods vehicle movements compared to that currently generated by the site.
- 4.4 Pedestrian access into the site will be provided parallel to the vehicular access road, with a 1.2m wide footway flanking the western side of the carriageway, linking to the pedestrian entrances.

Visibility

- 4.5 Fitzalan Road provides access to a number of residential properties and private parking courts. Parking restrictions are also in place around the site and across the site frontage, therefore restricting vehicles from parking in the visibility splay. Visibility splays from the site access have been demonstrated as achievable to 2.4m x 32m (i.e. to the bend in the road) in the primary direction. Given this bend is a right angled turn it is anticipated that vehicles will be travelling at significantly less than 30mph at this point. Visibility splays of 2.4m x 43m in the secondary direction which is in line with MfS guidance for a 30mph road. The visibility splay is included in **Appendix C**.
- 4.6 As part of the proposals, the site footprint will change to support the proposed development. As a result, an access formerly serving a residential dwelling will be closed off. This access is shown in **Photograph 6**.



Photograph 6: Access to be Closed Off

5. TRIP GENERATION

5.1 This section of the TS assesses the vehicular trip generation associated with the proposed development. A traffic impact assessment will also be provided which outlines the net impact of the proposed development in comparison to the existing use.

Existing Development

5.2 The site is currently occupied by a light industrial unit and a single residential dwelling. The current industrial unit has an approximate Gross Floor Area (GFA) of 1,797sqm. To understand the likely vehicular trip generation of the existing site, a TRICS assessment has been undertaken using the following parameters:

- TRICS (v.7.4.1)
- 'Employment', 'Light Industrial Unit' and 'Residential', 'Houses Privately Owned' Use Class
- Sites in England and Wales (Excluding Greater London)
- '300 – 2,500sqm', 6 – 10 units
- Weekday Surveys only
- 'Edge of Town Centre', 'Suburban' Locations only

5.3 The results of the TRICS assessment are demonstrated in **Table 5**, with the full outputs included in **Appendix D** (Light Industrial) and **Appendix E** (Residential).

TRICS (v.7.4.1)	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per 100sqm	0.346	0.049	0.061	0.293	3.995
Trip Generation 1,797sqm	6	1	1	5	72
Trip Rate Per Dwelling	0.148	0.352	0.301	0.176	4.161
Trip Generation 1 Dwelling	0	0	0	0	4
Total Existing Trip Generation	6	1	1	5	76

Table 5: Existing Trip Generation

5.4 **Table 5** demonstrates that the existing site generated 7 trips in the AM peak, 6 trips in the PM peak and 76 trips across a 12 hour period.

Proposed Development

5.5 To understand the vehicular trip generation of the proposed 45 retirement apartments. Given the independent and luxury living nature of the development, a TRICS assessment has been undertaken using both privately owned flats and retirement flats to provide a robust assessment, using the following parameters:

- TRICS (v.7.4.1)
- 'Residential', 'Retirement Flats' Use Classes
- Sites in England and Wales (Excluding Greater London)
- 28 – 75' units
- Weekday Surveys Only
- 'Edge of Town Centre' Location only

5.6 Sites that are categorised as 'Retirement Village' developments on the TRICS database have been excluded from the assessment as it is considered that these are part of wider developments that will exhibit trip rates that are not comparable with the proposed scheme and are typically located in areas that are less accessible than this site.

5.7 The results of the TRICS assessment are demonstrated in **Table 6**, with the full outputs included in **Appendix F**.

TRICS (v.7.4.1)	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per 'Retirement' Flat	0.139	0.104	0.061	0.070	2.148
Trip Generation 45 'Retirement Flats	6	5	3	3	97

Table 6: Proposed Trip Generation

5.8 **Table 6** demonstrates that the proposed development would generate 11 trips in the AM peak period, 6 trips in the PM peak period and 97 trips across a 12 hour period.

5.9 It is also noted that the majority of trips generated by the retirement flats are not likely to occur during the AM and PM peak periods due to the nature of the development.

Net Traffic Impact

5.10 To understand the likely traffic impact of the proposed development, a comparison between the existing site and the proposed development has been assessed. The net difference in traffic impact is summarised in **Table 7**.

TRICS (v 7.4.1)	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Existing Site Trip Generation	6	1	1	5	76
Proposed Site Trip Generation	6	5	3	3	97
Net Difference	0	+4	+2	-2	+21
	+4		0		+21

Table 7: Net Traffic Impact

- 5.11 **Table 7** demonstrates that proposed development would result in 4 additional trips in the AM peak, 0 additional trips in the PM peak and 21 trips across a 12 hour period. This equates to an additional trip generated every 15 minutes in the AM peak, and every 35 minutes across a 12 hour period.
- 5.12 Although the proposed development is anticipated to generate an increase in vehicle trips, the redevelopment of the site into 45 retirement apartments will provide a betterment to the safety of the local road network due to a reduction of larger vehicles using the Fitzalan Road carriageway.
- 5.13 In particular, in terms of the peak times on the local road network the development will only generate a net increase of 4 trips in the AM peak and result in no increase in trips at all in the PM peak therefore having a negligible impact on the operation of the local highway network.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of Renaissance Retirement to support a full planning application for 45 retirement homes at Fitzalan Road, Arundel.
- 6.2 The site's proximity to existing the existing pedestrian network and local amenities, particularly Arundel Town Centre, presents an excellent opportunity to encourage the use of sustainable transport from the development site.
- 6.3 A PIA data assessment indicates that only 3 incidents, classified as 'slight' in nature have occurred on Fitzalan Road within the last 5 years. The investigation does not indicate any specific highways concern that would worsen as a result of the development proposals.
- 6.4 The parking provision of 34 spaces is sufficient to accommodate all development parking demand including resident, staff and visitor parking, ensuring no overspill parking on the local road network. Cycle parking is provided within a safe and secure mobility scooter store on-site.
- 6.5 The site is to be accessed off Fitzalan Road, with the existing access narrowed to be more reflective of a residential development. In addition, a footway, 1.2m in width, will be provided flanking the western side of the carriageway. As part of the development proposals, the access that formerly served the residential dwelling is to be closed off.
- 6.6 The proposed development is likely to generate an additional 4 trips in the AM peak, no additional trips in the PM peak and an additional 19 trips across a 12 hour period in comparison to the existing site use. Despite the additional vehicular traffic generated by the proposed development, an improvement to the local road network is anticipated given the reduction in movements of large vehicles from the site.
- 6.7 This Transport Statement has demonstrated that the proposed development will not have a significant impact on the operation of the local highway network, and we therefore encourage WSCC to look favourably upon this development in relation to highways.