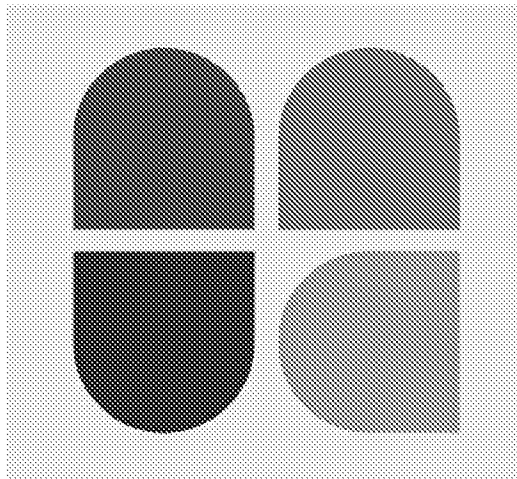




B R I G H T P L A N

LAND AT GREEN GABLES, WESTERGATE

SINGLE HOUSE DEVELOPMENT

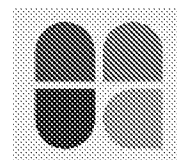
Transport Statement

Prepared on Behalf of

Mr D. Tobin

6321

October 2021



DOCUMENT CONTROL

Project: Land at Green Gables, Westergate
Single House Development

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Client: Mr D. Tobin

Reference: 6321

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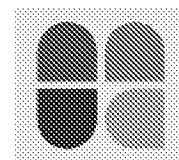
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Issue	Date	Status	Issued by
1.	30/07/2021	Draft	EJD
2.	09/09/2021	Final	EJD
3.	08/10/2021	Final 02	EJD
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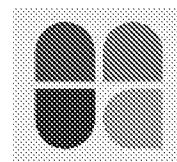
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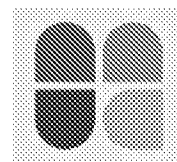
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DRAWINGS

- 001** Site Overview
- 002** Fire Tender and Car Parking Vehicle Swept Path Analysis



1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Bright Plan Ltd on behalf of Mr D. Tobin to support a planning application for a single dwelling within the grounds of Green Gables, Westergate. The applicant additionally owns the adjacent plot known as 'Elderberry House'. The site location and adjacent ownership are shown in **Figure 1.1**.

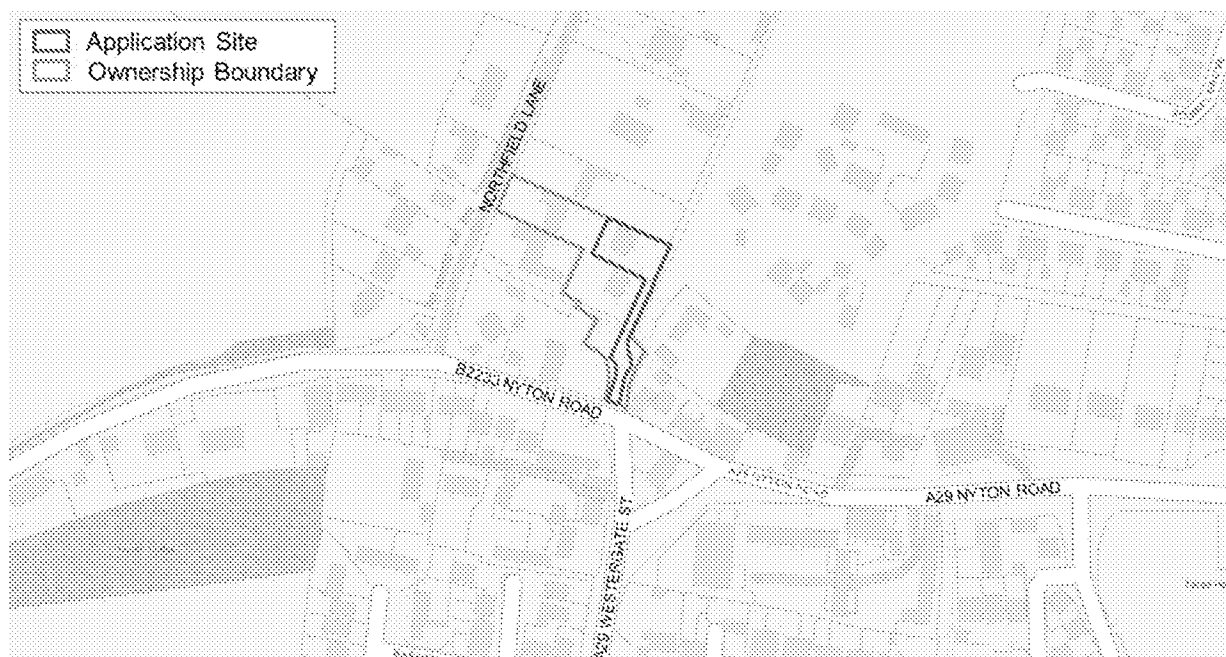
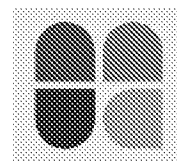


Figure 1.1: Application Site Location

- 1.1.2 The site currently comprises the garden of Green Gables, which includes a swimming pool. The proposed development would involve the removal of the swimming pool to be replaced by a new 3-bedroom dwelling, served from an extension to the existing driveway of Elderberry House.

1.2 Scope of Transport Statement

- 1.2.1 This TS outlines the key transport planning matters in accordance with national, regional and local guidance, reviewing the site's accessibility, relevant planning history, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the proposed trip impact on the local road network.
- 1.2.2 The site has been assessed against the background of transport planning policy set out in the National Planning Policy Framework and Arun District Council's local transport policies. The site's highways design has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS) 1 and 2.
- 1.2.3 The remainder of this report comprises the following sections:
- Section 2** sets out the transport conditions in the local area and highway network and provides a review of highway safety.
 - Section 3** provides an assessment of the proposed access and internal layout design, parking provision, the site's servicing arrangements, and the anticipated traffic impact on the local highway network.
 - Section 4** provides a summary of the TS conclusions.



2 BASELINE CONDITIONS

2.1 Site Access Description

- 2.1.1 The existing site encompasses an area of c.0.07ha, comprising of the garden for the Green Gables property, including a swimming pool. The site is bordered by residential properties to the north, west and south, and by a large residential development site to the east (Land at Nyton Road and Northfields Lane, planning ref: AL/61/13). The existing site context is demonstrated in **Figure 2.1**.



Figure 2.1: Existing Site Context

2.2 Existing Vehicle Access

- 2.2.1 Green Gables is served from Northfield Lane, however the site has right of access over the private drive to the south, which connects to the B2233 Nyton Road. It is proposed that the new dwelling would be served from this drive.
- 2.2.2 The drive is under the ownership of the applicant and currently serves Elderberry House and two other dwellings. Until recently, the driveway also served a further residential property ('The Bungalow'), as well as a horticultural nursery (Nyton Nursery), and surrounding agricultural land, which form part of the 'Land at Nyton Road and Northfields Lane' development site. The buildings were demolished in 2018.
- 2.2.3 The private drive has a gravel surface and is c.5.0m wide. A water course runs along a channel on the eastern side of the private drive at the junction with Nyton Road. It has a barrier which identifies the deep channel for pedestrians and provides some protection to pedestrians, cyclists, and motorists.
- 2.2.4 A walkway exists across the stream for access for a small, corrugated iron-clad property at the eastern corner of the private drive/Nyton Road junction.
- 2.2.5 The existing driveway is shown in **Figure 2.2**.

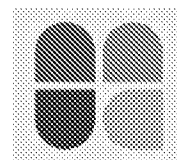


Figure 2.2: Existing Driveway

2.3 Road Network

- 2.3.1 The private drive adjoins the northern side of the B2233 Nyton Road, which runs between Westergate and the A27. Nyton Road is c.6.0m wide, and is flanked by a footway on its southern side. The road is subject to a 30mph limit in the vicinity of the site.
- 2.3.2 In the immediate vicinity of the site is a triangle formed by a skew, or 'Y', junction between the B2233 and the A29. Both sections of the B2233 are two-way. The carriageway context is shown in **Figure 2.3**.

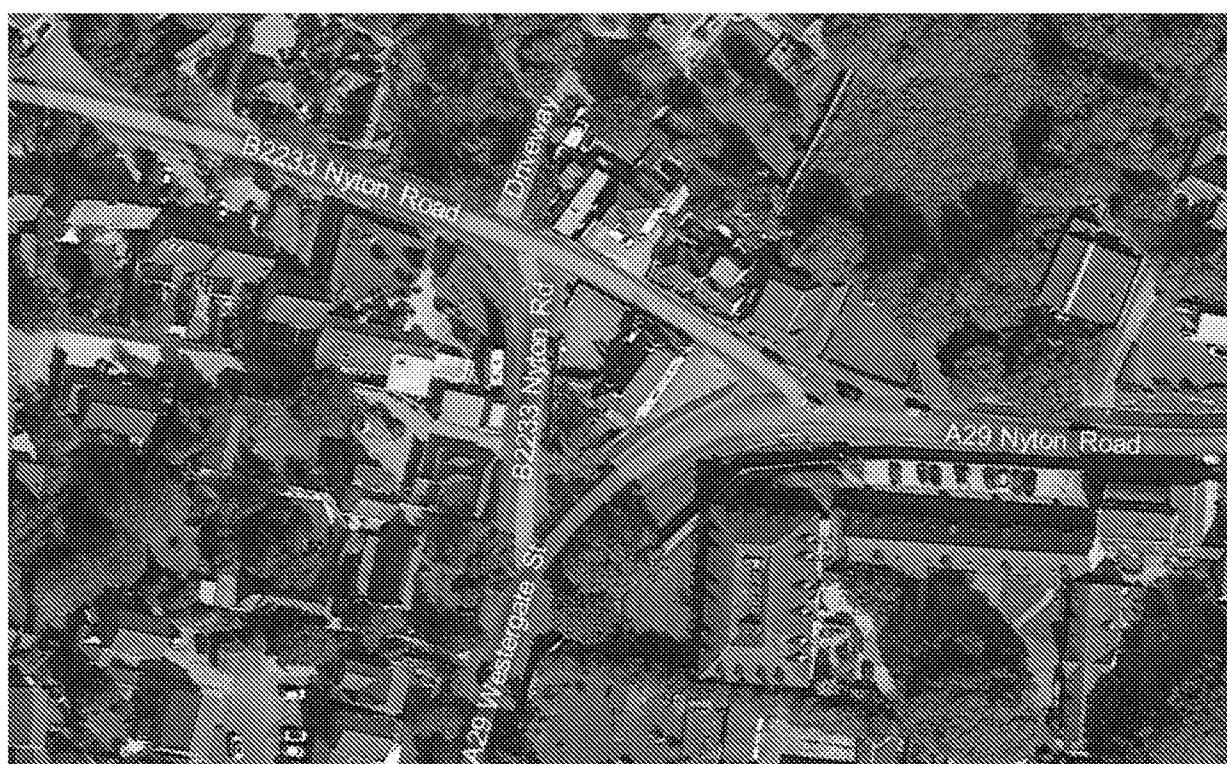
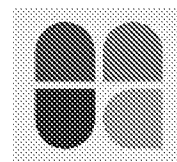


Figure 2.3: Carriageway Context



2.4 Wider Highway Network

- 2.4.1 The site benefits from excellent primary/principal road access allowing for all journeys locally and regionally. Good access is provided to Chichester city centre and other south coast settlements via the A27 and A29. The site's location in the context of the local and wider highway network is shown in **Figure 2.4**.

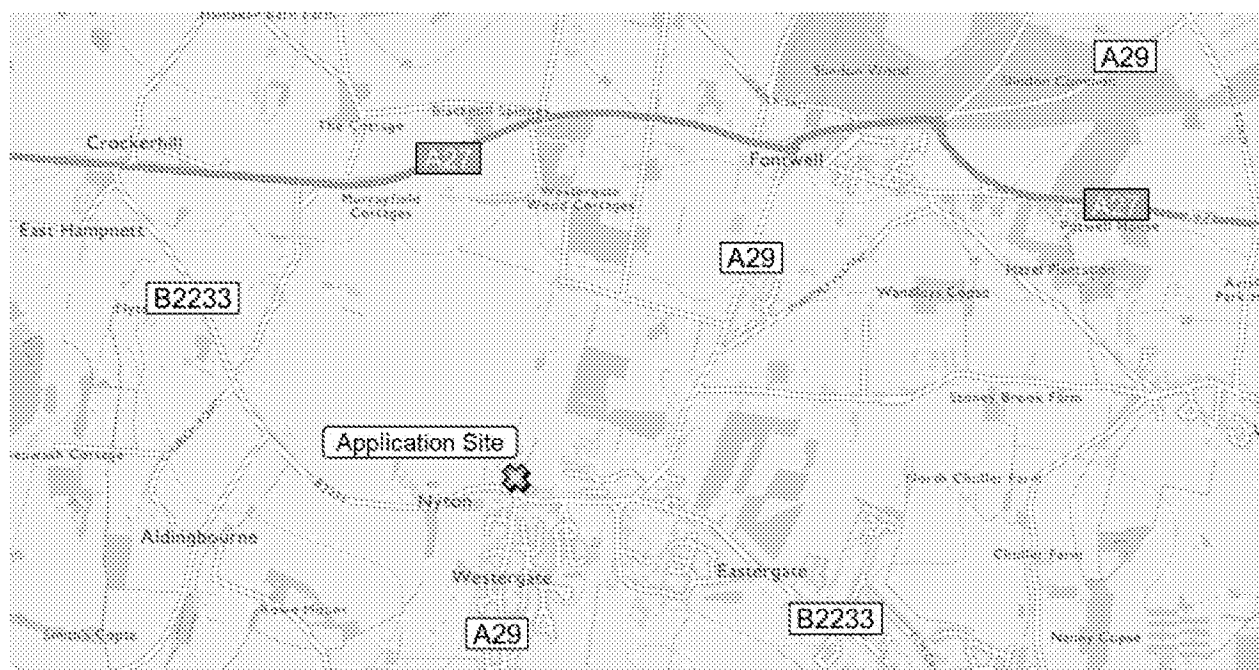


Figure 2.4: Wider Highway Network

2.5 Accessibility Credentials

Pedestrian Accessibility

- 2.5.1 No footways exist within the private drive which operates as a shared surface. Given that the private drive would only serve 3 houses and is a cul-de-sac, traffic levels are low, which makes for an attractive environment for pedestrians.
- 2.5.2 Nyton Road is flanked by a footway on the southern side of the carriageway in the vicinity of the access drive. The footway connects with the wider footway network providing pedestrian access throughout Westergate, Woodgate, Eastergate and Barnham. The existing footway is shown in **Figure 2.5**.

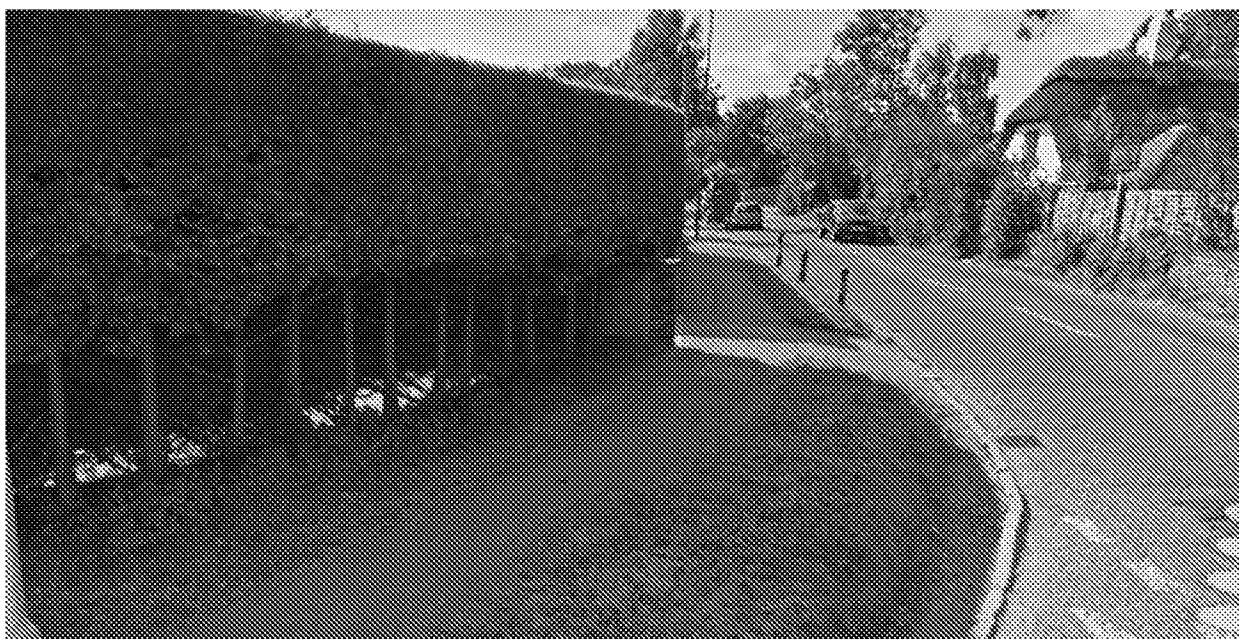
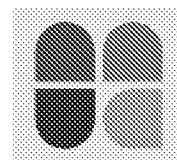


Figure 2.5: Existing Footway on B2233 Nyton Road

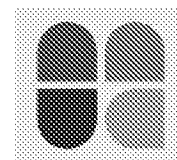
- 2.5.3 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys.
- 2.5.4 There is a range of local services and amenities within this distance including shopping (Hirange Supermarket, Central Convenience Store), leisure (Six Villages Sports Centre and Wilkes Head PH), education (Aldingbourne Primary School, Eastergate C.E School and Ormiston Six Villages Academy, Blessed Philip Howard R.C. Secondary School).

Cycle Accessibility

- 2.5.5 Whilst there is no dedicated cycle infrastructure in the vicinity of the site, the urban nature and low speed limits on the local roads, including throughout Westergate, Eastergate and Barnham and would be suitable for cyclists.
- 2.5.6 Further, West Sussex Walking and Cycling Strategy 2016-2026 identifies a future route between Barnham and Chichester via Oving as part of its strategy.
- 2.5.7 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle 8km to workplace destinations. Westergate, Eastergate, Barnham, Tangmere and most of Bognor Regis and Chichester are therefore accessible from the site by cycle.

Accessibility by Bus

- 2.5.8 'The Island' bus stops are situated on Nyton Road to the front of the site and serve the no.85 and no.85A services between Chichester and Arundel. In addition, the 'School' and 'Barnett Close' stops are situated on Nyton Road c.200m and c.380m to the east of the site. These stops serve the no.66A and no.66C services providing access to Bognor Regis and Barnham. A summary of services from local stops is provided in **Figure 2.6**, and a route map is provided in **Figure 2.7**.



Service No.	Route Summary	Typical Frequency	Typical Operating Hours
66A	To Bognor Regis	1 Weekday mornings & 2 afternoons	Mon-Fri: 07:53 – 11:04, 15:30 Saturdays: 10:32 – 14:55, 17:54
66C	To Bognor Regis	1 Weekday & Saturday mornings & 2 afternoons	Mon-Fri: 09:05 – 13:23, 17:19
85	To Arundel	1 weekday mornings	Mon-Fri: 09:23
	To Chichester	2 weekday mornings & afternoons	Mon-Fri: 07:15, 08:15 12:15, 16:15
85A	To Arundel	2 weekday afternoons	Mon-Fri: 13:10 , 16:59
	To Chichester	1 weekday morning & 1 afternoons	Mon-Fri: 10:16, 14:16

Figure 2.6: Services from Local Bus Stops

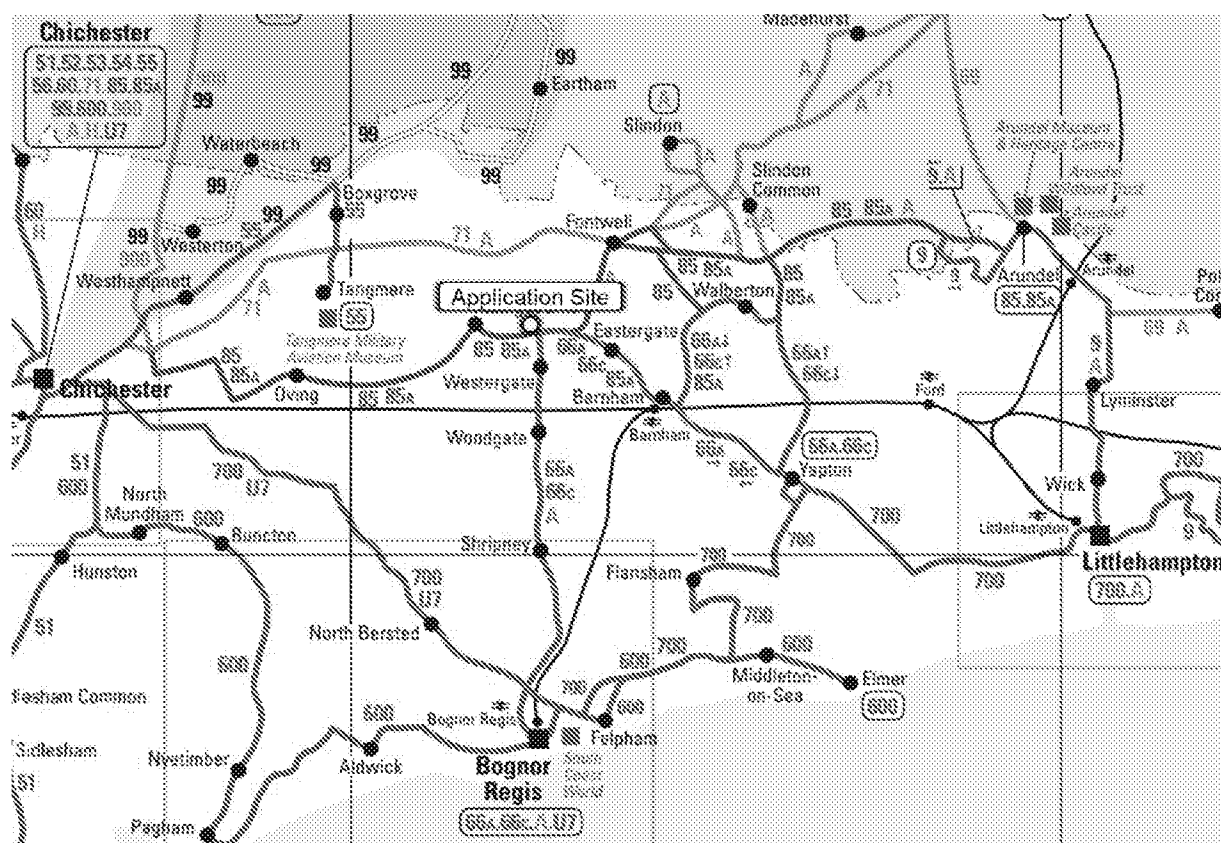
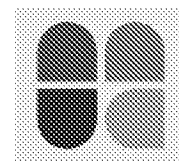


Figure 2.7: Bus Route Map

Accessibility by Train

- 2.5.9 Barnham railway station is situated c.2.8km to the south of the site and is accessible by bus or cycle. Excellent safe bicycle parking is available at the station. The station provides regular services to a range of locations including Bognor Regis, Littlehampton, Worthing, Portsmouth, Southampton and London Victoria. A summary of services available is provided in **Figure 2.8**.



Service	Route Summary	Typical Frequency	Typical Frequency
Bognor Regis	Barnham – Bognor Regis	6 – 7min	4 per hour
Littlehampton	Barnham – Littlehampton	11 min	2 per hour
Worthing	Barnham – Worthing	17 – 24min	2 per hour
Portsmouth	Barnham – Chichester – Havant – Portsmouth	32 – 46min	4 per hour
Brighton	Barnham – Worthing – Lancing – Shoreham-by-Sea – Hove – Brighton	42 – 50min	2 per hour
Southampton	Barnham – Chichester – Havant – Fareham – Southampton	1hr – 1hr 4min	4 per hour
London Victoria	Barnham – Horsham – Crawley – Gatwick Airport – Clapham Junction – London Victoria	1hr 24min – 1hr 38min	4 per hour

Figure 2.8: Services Available from Barnham Railway Station

2.6 Accident Data

- 2.6.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a 5-year period from July 2015 to July 2021 using the Sussex Safer Roads Partnership online data portal. The study area comprised Nyton Road and Westergate Street in the vicinity of the site.
- 2.6.2 Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity, and the cause of incident to establish if there are any underlying highways design issues that require a more detailed investigation. Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injuries sustained. The locations of the incidents relative to the site is displayed on **Figure 2.9**.

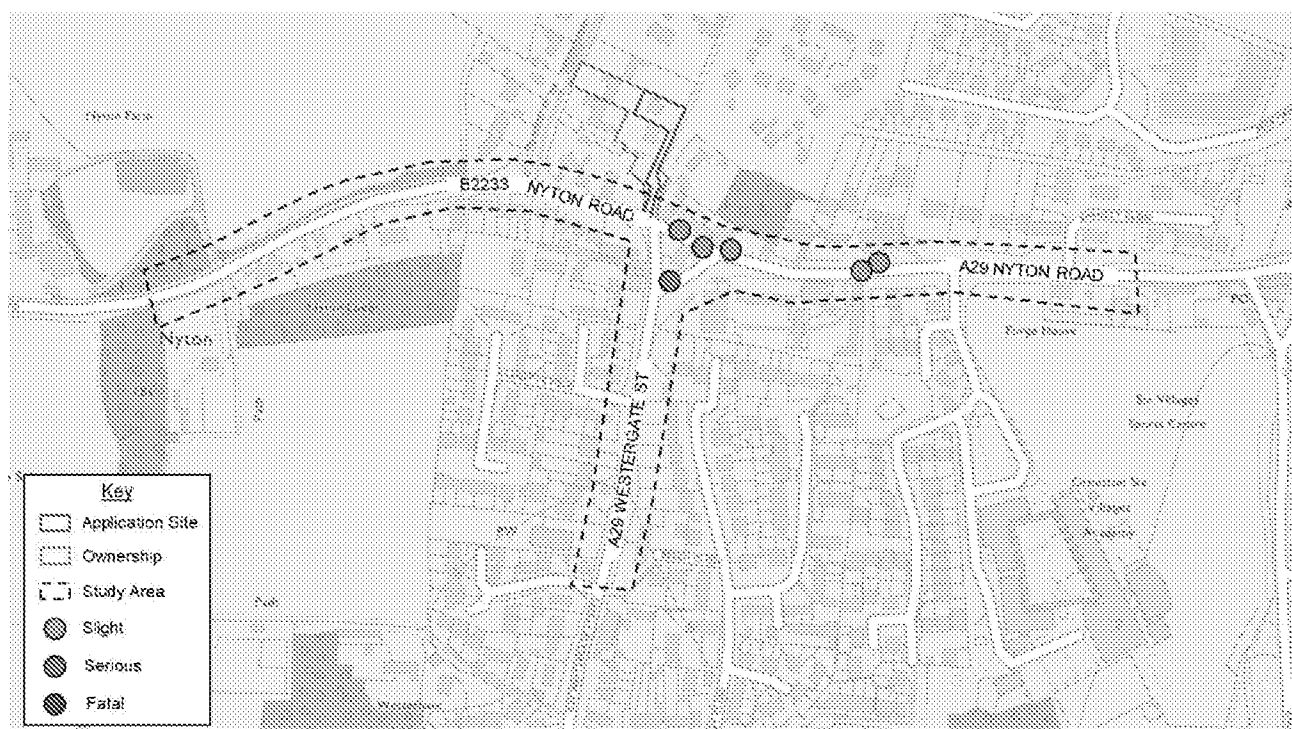
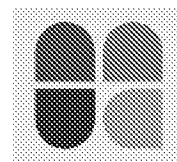
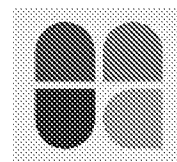


Figure 2.9: PIA Distribution



- 2.6.3 A total of 6 incidents were recorded during the 5-year period, comprised of 5 'slight' incidents, and 1 'serious' incident. The number of incidents is not unusual given the traffic volumes on the local roads, and the data does not reveal any pattern that in terms of distribution, severity or cause that would be exacerbated by the proposed development of one house.



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The application proposes a single 4-bedroom house served from an extension to the driveway of the adjacent plot (Elderberry House). The proposed layout is shown on **Drawing 2021-6321-001**.

3.2 Access

- 3.2.1 Access to the site would be served from an extension to the existing driveway serving Elderberry House. The drive would be 4.5m wide, allowing comfortable access to the site by private cars. There would be no amendments proposed to the driveway's existing junction with the B2233 Nyton Road. The existing arrangement is considered appropriate based on the following:

- i. There is no record of PIA incidents at the access.
- ii. Vehicle trips associated with the access post development are expected to be significantly lower than were recently accommodated without issue (see **Section 3.7**).

3.3 Emergency Access

- 3.3.1 The proposed developments internal layout would accord with MfS guidance, meeting the following standards:

- i. The proposed development would provide access within 45.0m of the proposed dwelling.
- ii. Access to the dwelling can be achieved without reversing manoeuvres greater than 20.0m

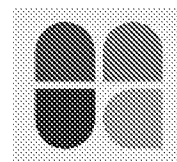
- 3.3.2 Fire tender access is demonstrated in **Drawing 2021-6321-002**.

3.4 Servicing Arrangements

- 3.4.1 Refuse collection would continue as per the existing arrangement for the neighbouring properties. Refuse would be transported to a bin collection point by residents for collection. The bin collection point is shown on **Drawing 2021-6321-001**.

3.5 Car Parking Provision

- 3.5.1 The proposed development would provide car parking in accordance with the expected level of parking for a 4-bedroom dwelling in 'Parking Behaviour Zone' 2 as set out in ADC's Parking Standards Supplementary Planning Document (January 2020). Parking would be provided within 2 open parking spaces, and a double garage, equating to a provision of 3 spaces (garage spaces accounting for 0.5 spaces).
- 3.5.2 Electric vehicle charging would be provided for the garage spaces in accordance with ADC guidance.
- 3.5.3 Parking spaces would use minimum dimensions of 2.5m x 5.0 metres, and the garage would have internal dimensions of 6.0m x 6.0m in accordance with ADC's Design Guide SPD (January 2021). A vehicle swept path analysis has been undertaken demonstrating car parking manoeuvres in **Drawing 2021-6321-002**.

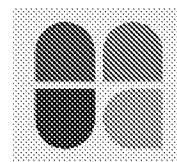


3.6 Cycle Parking

- 3.6.1 The development would provide 2 cycle parking spaces within the proposed garage in accordance with ADC's minimum cycle parking standards.

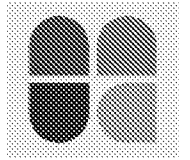
3.7 Trip Generation

- 3.7.1 The proposal is minor in that traffic impact would be slight and inconsequential to safety or capacity. Typically, a single dwelling in a location that is accessible to many day-to-day needs, as indicated in **Section 2.3**, would typically generate a maximum of 6 two-way movements daily.
- 3.7.2 The total trips associated with the driveway represents a reduction in movements compared with the recent use which included the recently demolished dwelling and horticultural nursery, and wider agricultural land. As such, it is expected that the small number of vehicle movements associated with the dwellings would have a marginal impact on the use of the driveway, and on the safety/operation of the local roads.



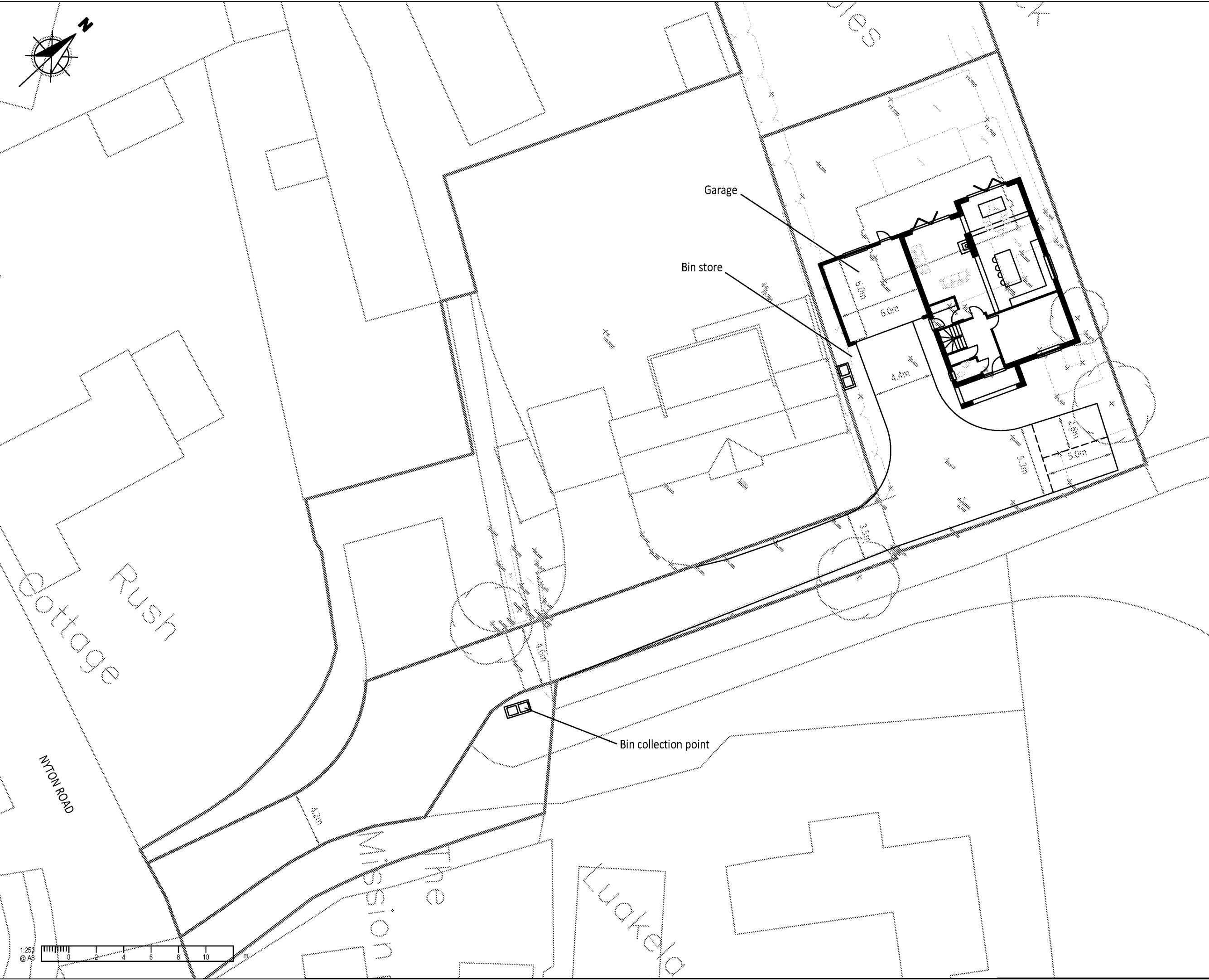
4 SUMMARY AND CONCLUSIONS

- 4.1.1 This Transport Statement has been prepared by Bright Plan Ltd on behalf of Mr D Tobin to support a planning application for a single dwelling in place of a garden and swimming pool currently attached to Green Gables, Westergate. The findings from this report are as follows:
- i. The application site is readily accessible on foot and by cycle using existing footways, and the local road network. Conveniently located bus stops and Barnham railway station provide further opportunities for sustainable travel from the site.
 - ii. The PIA record does not reveal any pattern in terms of distribution, severity or incident circumstances that would be exacerbated by the proposal.
 - iii. Vehicle access to the site would be served from an extension to the existing private driveway serving Elderberry House. The existing junction with the B2233 would be unaltered.
 - iv. Refuse collection would continue as per the existing arrangement for the surrounding properties. Refuse would be collected from a bin collection point situated on the private driveway.
 - v. Pedestrian access would be provided via the private drive with a series of safe, convenient, and attractive footway routes connecting the site with local facilities and amenities.
 - vi. The site would provide car and cycle parking in line with ADC's standards.
 - vii. The single dwelling is expected to generate approximately 6 daily two-way vehicle movements, which would have a negligible impact on the local road network in terms of highway safety and capacity.
 - viii. The existing driveway junction recently served a far higher intensity of use associated with the recently demolished dwelling and horticultural nursery, and the wider agricultural land.



DRAWINGS

- 001** Site Overview
- 002** Fire Tender and Car Parking Vehicle Swept Path Analysis

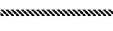


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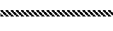
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4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

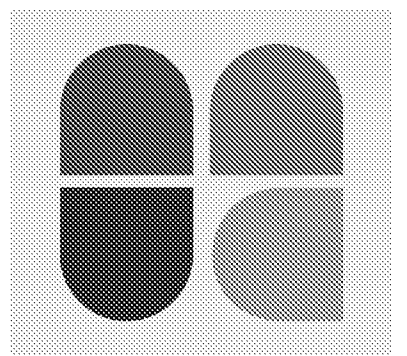


Site Boundary



Site Ownership Boundary

C	Updated Layout	08/10/2021
B	Updated Layout	21/09/2021
A	Revised Site Boundaries	09/09/2021
-	Original Issue	28/07/2021
Rev.	Amendments	Date



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Drawing Status	Draft
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Client	Mr D.Tobin
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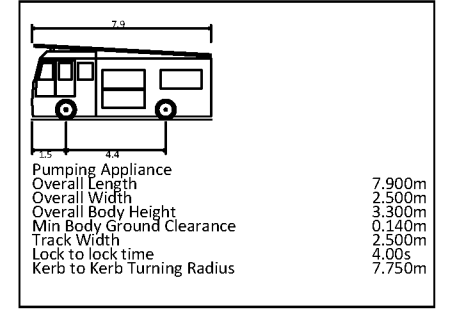
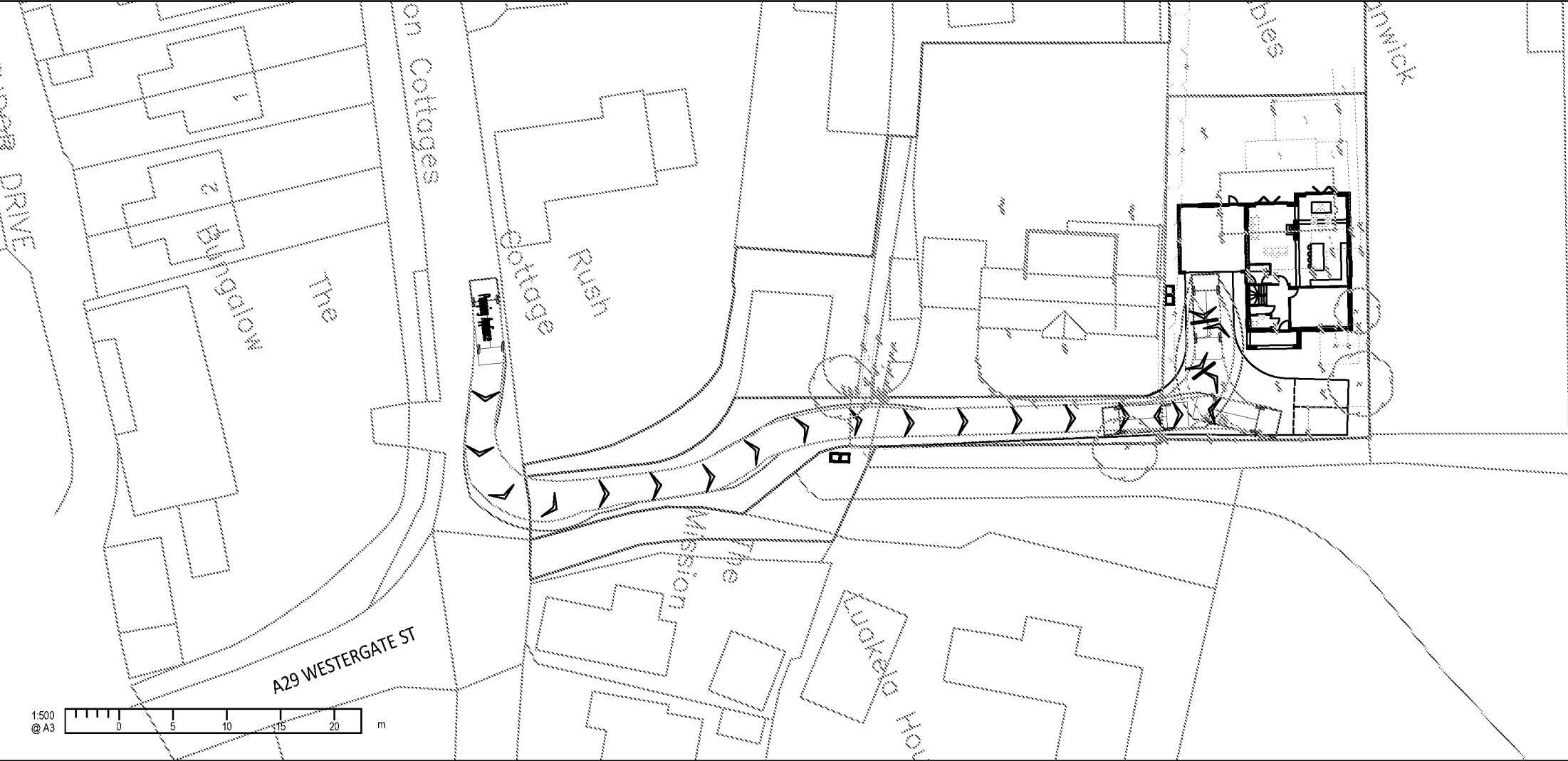
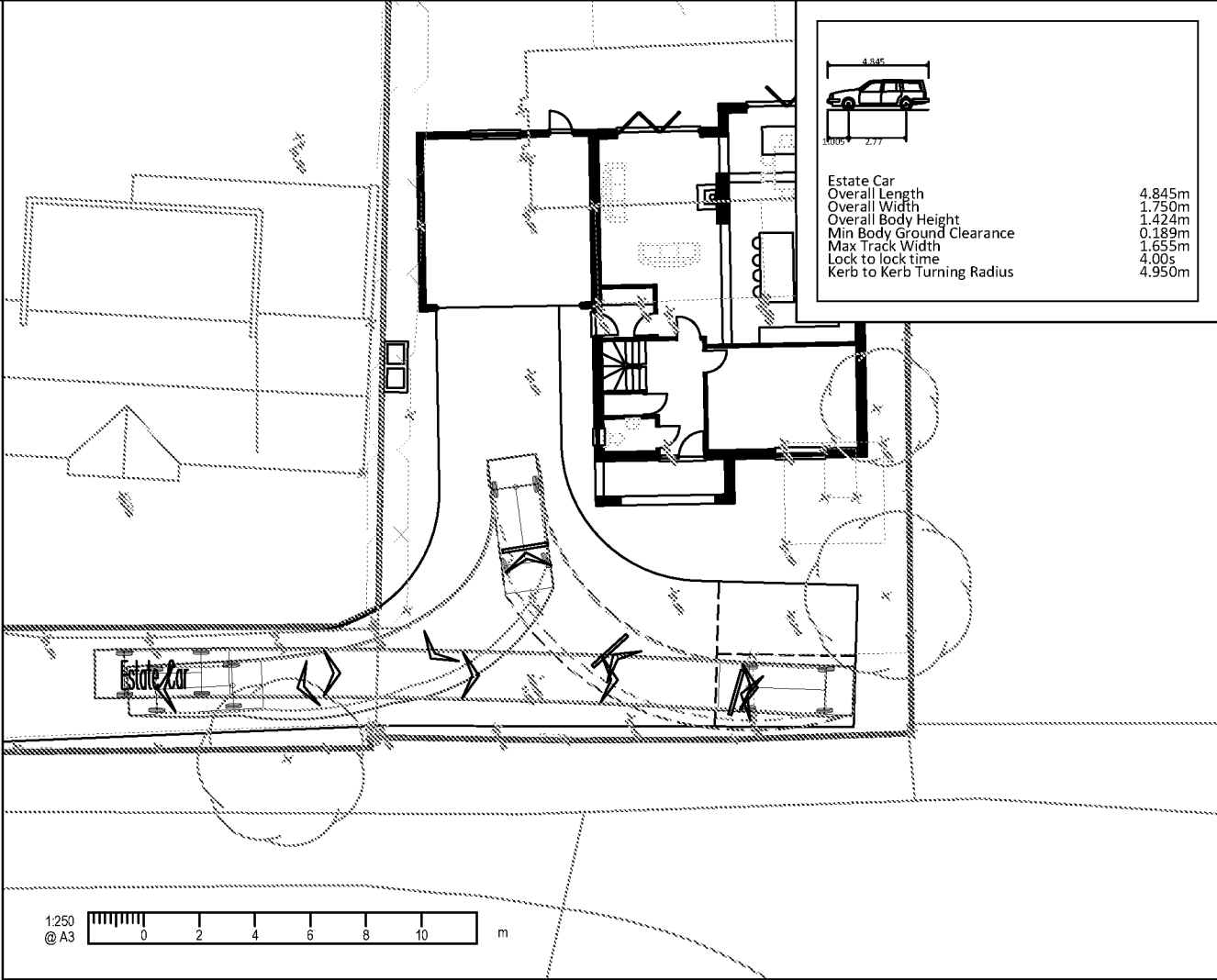
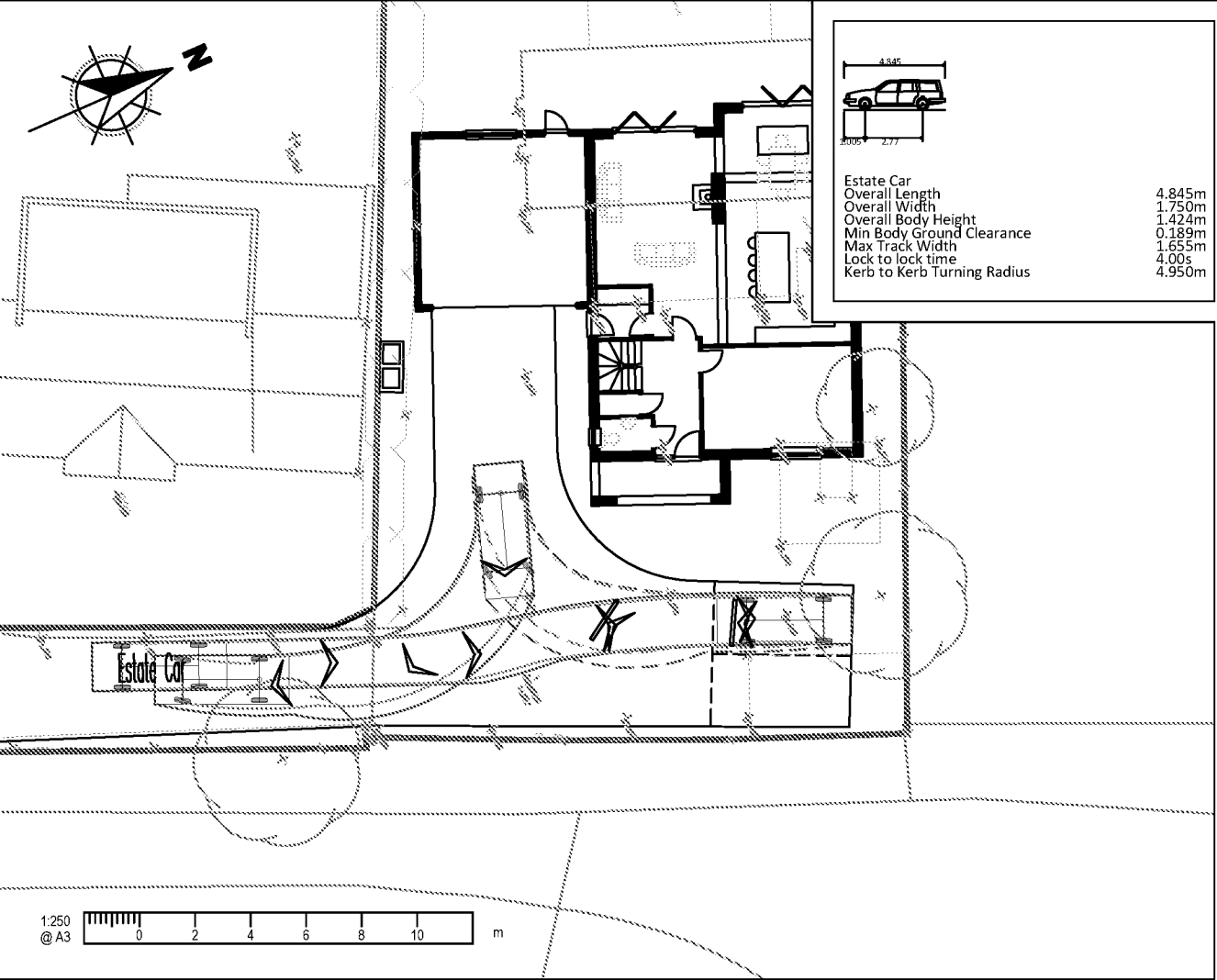
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Drawing Title	Site Overview
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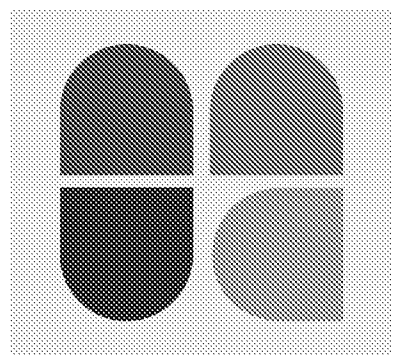
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-LEGEND-

- Site Boundary
- Existing Road Markings
- Swept Path-
 - Wheel Track
 - Over Swing

B	Updated Layout	08/10/2021
A	Revised Site Boundaries	09/09/2021
-	Original Issue	28/07/2021
Rev.	Amendments	Date



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Drawing Status	Draft
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Client	Mr D. Tobin
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Project	Green Gables, Westergate
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Drawing Title	Fire Tender and Car Parking Vehicle Swept Path Analysis
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Drawing No.	2021-6321-002	Rev.	B
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