
Land South of Dukes Road

Transport Statement

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1 INTRODUCTION

1.1 General

1.1.1 Lanmor Consulting has been commissioned to provide advice on highway and transportation implications for the proposed redevelopment on land to the south of Dukes Road, Westergate, Fontwell..

1.1.2 Figure 1.1 below shows the location of the site.

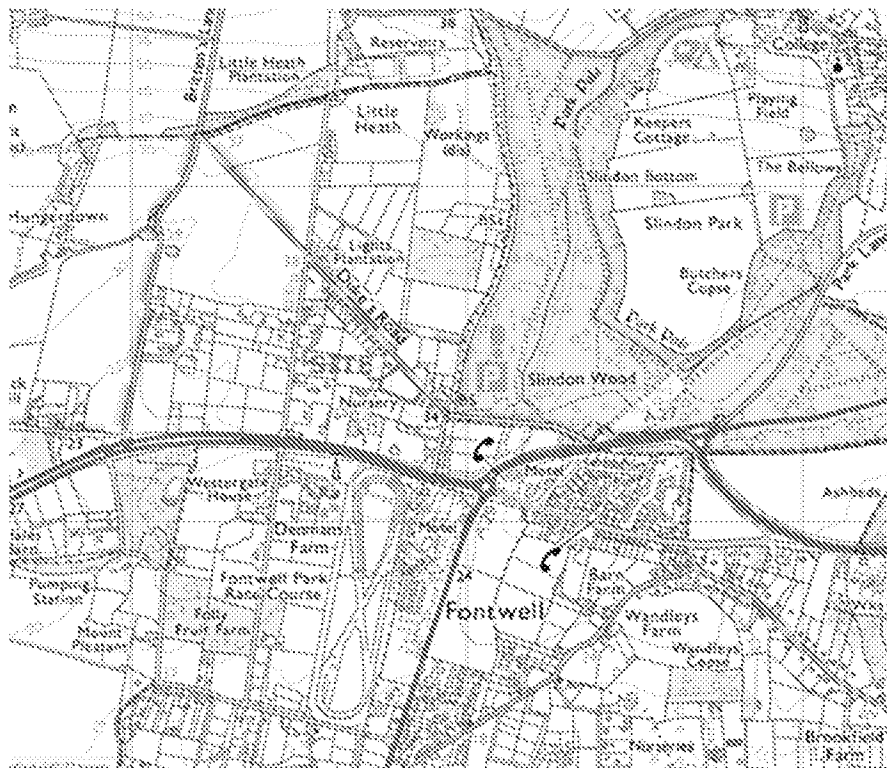


Figure 1.1 – Site Location

1.1.3 Within this Transport Statement, detailed consideration will be given to the location of the proposed redevelopment in terms of its accessibility by car and non-car modes of travel such as walking, cycling, and public transport. It will consider changes in travel demand arising from the proposed development and the associated implications for the highway and transportation networks within the local area.

- 1.1.4 This statement will also demonstrate that the proposed development accords with the key planning policies, will have minimal impact on the surrounding highways and transport infrastructure and that the parking provision for the development will be adequate and will not increase parking on street.

1.2 Site Description and Existing Conditions

- 1.2.1 The area surrounding the site is rural with residential properties, open fields and farm land.
- 1.2.2 The site is located in a rural area, access to the site will be from Dukes Road. Dukes Road is a rural road with no footways or lighting it is lined with residential properties on the southern side to the north and with further residential properties to the south.
- 1.2.3 The site is undeveloped and open land there a filed gate in to the land at the south end of the site.

1.3 Development Proposals

- 1.3.1 The proposed redevelopment will involve the construction of 9 residential properties, consisting of 5 detached houses and two pairs of semi-detached houses. The site plan of the proposed development is included within Appendix A as Drawing L1001.

2 NATIONAL PLANNING POLICY FRAMEWORK

2.1 National Planning Policy Framework (NPPF) revised 2021

2.1.1 Within the NPPF it states:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Achieving sustainable development means that the planning system has three overarching objectives, Economic; Social; Environmental; which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)".

Promoting Sustainable Transport

2.1.2 NNPF acknowledges Transport policies have an important role to play in facilitating sustainable development but also in contributing to the wider sustainability and health objectives and it states planning policies should;

- 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 high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans); and

- 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.

2.1.3 The NPPF 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.

2.1.4 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.

Parking Standards

2.1.5 NPPF states when setting local parking standards for residential and non-residential development, local planning authorities should consider:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.2 Local Policies

2.2.1 In 2018 Arun District Council adopted their local plan. This document was produced to provide information and policy guidance in relation to the Core Strategy for the district.

Policy T SP1 – Transport and Development

2.2.2 Policy T SP1 states that *“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.*

The Council will support transport and development which:

- a. *Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;*
- b. *Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;*

- c. *Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;*
- d. *Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;*
- e. *Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;*

Policy T DM1 – Sustainable Travel and Public Rights of Way.

2.2.3 Policy T DM1 states that *“New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community.*

Proposals for all new development must:

- a. *Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;*
- b. *Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;*

- c. *Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;”*

2.2.4 West Sussex County Council are the highway authority and have set guidance for parking at new developments which the district use when assessing new developments. West Sussex County Council, published their Guidance on Parking at New Developments in September 2020, they also have a tool to estimate the level of parking depending on location.

2.2.5 The table below sets out the parking based on units and location (zone).

Table 2: Residential Parking Demand (spaces per dwelling)						
Number of bedrooms	Number of habitable rooms	Parking Behaviour Zone				
		1	2	3	4	5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

Table 2.1 – Residential Parking Standard

3 ACCESSIBILITY OF THE SITE

3.1 Site Accessibility and Local Facilities

3.1.1 Local and national government guidance in respect of a new developments is to ensure that sites are accessible by public transport. The site is located off Dukes Road. The site is located in a rural area the nearest local facilities are to the south of the site, schools etc.

3.1.2 Chichester approximately 10km to the west provides access to a much wider range of facilities including shops, leisure and commercial use.

3.2 Pedestrian Access

3.2.1 Dukes road is a rural road with no footways it is unlit and very lightly used by pedestrians. Residential properties are located along its length but it is considered the majority of residents use a private vehicle to travel to and from their homes.

3.3 Cycle Access

3.3.1 Dukes Road is a typical rural road there are no dedicated cycleway along its length and there are no dedicated cycle footways in the area. The A27 runs to south of the site, and the roads to the south of the A27 are more urban in nature, although there are no dedicated cycle routes they will allow access for cyclist to reach services in Footwell and Eastergate.

3.4 Public Transport – Buses

3.4.1 The nearest bus stops to the site are at Fontwell Roundabout just to the south of the A27 approximately 650m from the site. A very number of services operate from these stops.

3.5 National Rail Network

3.5.1 The nearest railway station to the site is Barnham which is over 4.5km from the site. The station has frequent services approximately 17 per hours, with trains running to London Victoria, Bognor Regis, Brighton and Chichester.

4 SITE ACCESS ARRANGEMENTS

4.1 Existing and Proposed Access

4.1.1 There is currently only a field gate into the application site off Dukes Road to the south of the site. The site is vacant open fields the access is suitable for access by agricultural vehicles.

4.1.2 The proposed development will consist of 9 residential properties, these will be served off an access road running parallel to the Dukes Road. Two points of access will be provided one to the north and one to the south. The access points will be wider enough to accommodate 2 cars passing each other.

4.1.3 Details of the proposed access arrangements are included Appendix B as drawing 221528/TS/01

4.2 Visibility Splays

4.2.1 Dukes Road has no posted speed limit so is subject to the national speed limit, the road is narrow and subject to 6'6" width restriction so traffic speeds are expected to be low.

4.2.2 Visibility from the access points has been assessed from a setback of 2.4m off the carriageway edge. Visibility of 43m in both directions is achievable from both access points. The visibility from the accesses is considered adequate for the proposed development and considerably more than that available from the other residential properties along Dukes Road.

4.2.3 Drawing 221528/VS/01 included within Appendix B shows the 43m visibility splays can be achieved from the proposed access points.

4.3 Service Arrangements

4.3.1 The proposed properties will be accessed off the new road, there will be two points of connection to Dukes Road, so delivery and emergency vehicles will be able to enter the site from the south and leave by the access point to the north. Similarly, vehicles can enter from the north and leave from the south.

4.3.2 Each property will have its own bin store to the rear and side of the property, refuse vehicles will be able to enter the site from the northern or southern access point and leave via the other once they have collected the bins from the front of the properties.

4.3.3 The proposed servicing arrangements are considered suitable for the proposed development.

4.4 Parking Provisions

4.4.1 The volume of car parking to be provided within any development is a key consideration, National Policy is promoting parking restraint to encourage sustainable travel behaviour, it is recognised that parking levels should be appropriate to the developments accessibility to public transport.

4.4.2 West Sussex Guidance on Parking at New Developments recommends the level of parking for 3 bed units in zone one 2.2 spaces per dwelling should be allocated, there are 4 3 bed-units which would require a maximum of 8.8 spaces. there are also five 4+ bed-units which requires 2.7 spaces per unit, a total of 13.5 spaces.

4.4.3 In total a maximum of 22.3 spaces are allowed under the guidance, 23 spaces are proposed, which is considered in line with the West Sussex Guidance and adequate for the demand expected from the development. There is no guidance on the amount of EVC points should be provided for new developments. The proposed development will provide for one charging point per property which is considered adequate to serve the development.

4.5 Cycle Parking

4.5.1 The West Sussex parking guidance sets the minimum cycle storage that should be provided per dwelling. Each property in the development will be provided with a secure shelter store to the to accommodate a minimum of 2 cycles.

5 DEVELOPMENT IMPACT & IMPACT ON HIGHWAY NETWORK OPERATION

5.1 Trip Generation

- 5.1.1 The existing site is unoccupied open field, there is field gate into the site off Dukes Road, so while it may generate some vehicle movements there are likely to be very low and have been ignored for this assessment.
- 5.1.2 The proposals will involve the construction of 9 new residential properties, given the nature of the local area, lack of footways etc. it is assumed that the majority of trips to the site will be vehicular. A typical house is likely to generate in the region of 5-6 trips per (2-3 movements). If this was reflected on all 9 units the site has the potential to generate between 18-27 vehicle movements over the course of the day.
- 5.1.3 During peak periods the trips are likely to be at their heaviest, TRICS data was interrogated to estimate a typical trip rate for the rush hours. Trip rates of 0.25-0.3 are considered the average for the peak periods, this would result in approximately 3 trips to the application during these periods.
- 5.1.4 An additional 3 trips on the highway network and on Dukes Road will have no material impact on the surrounding roads. This level of traffic could be easily accommodated on the highway network without affecting the capacity.

6 SUMMARY

- 6.1.1 The site is located off Dukes Road, the proposed application seeks the construction of 9 residential properties, consisting of 5 detached houses and two pairs of semi-detached houses.
- 6.1.2 The development will have 2 points of access off Dukes Road, visibility of 43m from both access points is achievable. The residential properties will also be serviced off the new access that will run parallel to Dukes Road, this will allow delivery and refuse vehicles to be able to enter the site through one access point and leave via the other ensuring that can enter and leave the site in a forward gear.
- 6.1.3 The 9 dwellings are unlikely to generate more than 3 additional trips to and from the site during the peak rush hour periods. This additional level of traffic is not considered to have any material impact on the surrounding highway network and will not reduce the capacity in the area.
- 6.1.4 Vehicle and cycle parking within the development has been provided in line with the council's policy, the parking provisions are therefore considered adequate for the proposed development.
- 6.1.5 Based on the above assessments, it is considered that the proposed development will have no detrimental impact on the current highway network around the site and therefore we see no reason why this planning application should be refused on the ground's highway or transportation matters.

APPENDIX A

Drawing L1001 – Proposed Site Plan



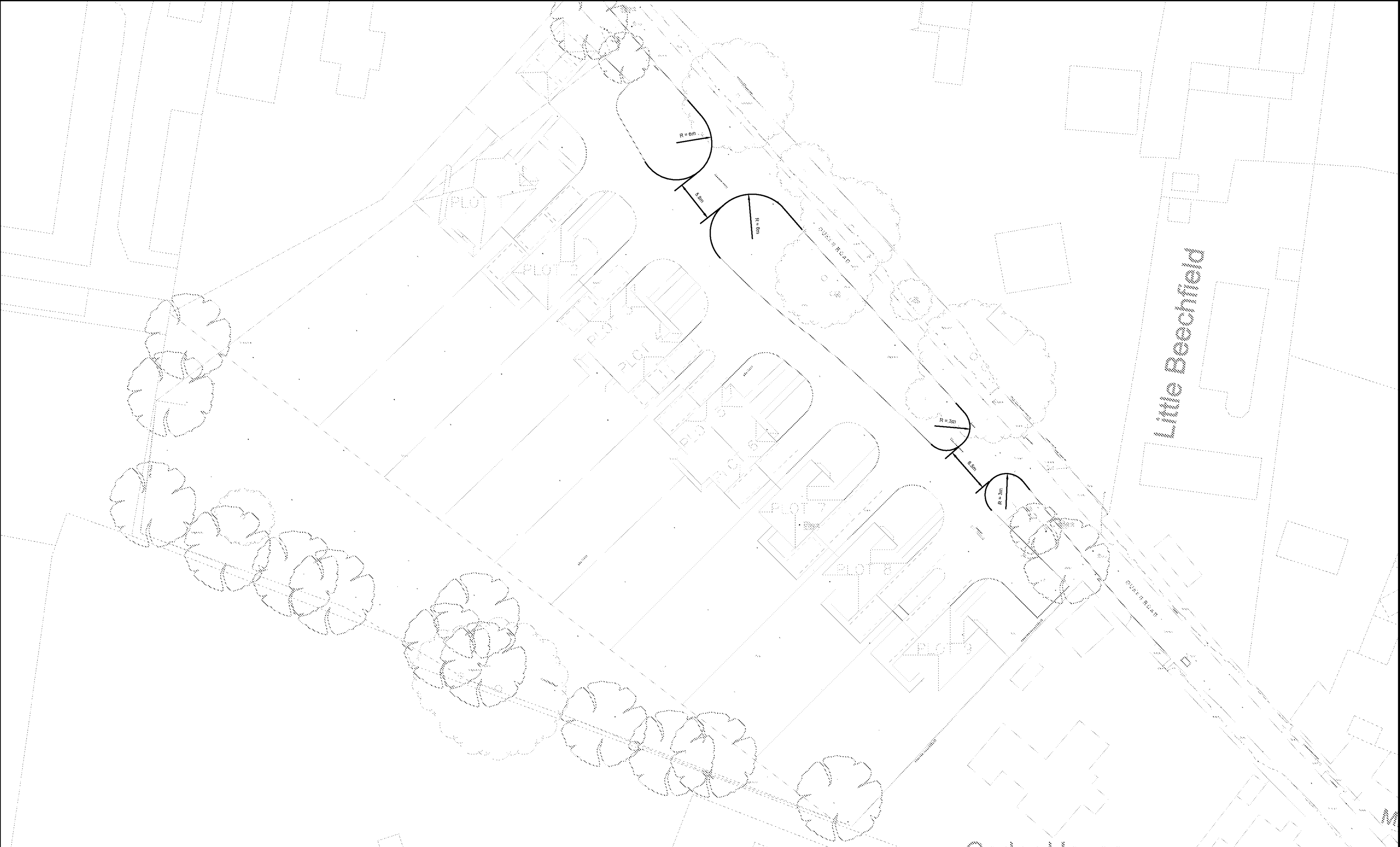
1 Proposed Site Layout
Scale: 1:500



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	P2	09/03/22	Preliminary Issue	ST											
	P1	01/03/22	Preliminary Issue	ST											
	Rev	Date	Reason for Issue	Chk											

APPENDIX B

Drawing 221528/TS/01 – Proposed Access Arrangements



ARUN DISTRICT COUNCIL AI/39/22/OUT

Land South of Dukes Road Westergate Proposed Access Arrangements			
SCALE	1:500	DRAWN BY	JR
PRJ No.	221528	DWG No.	221528/TS/01



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Drawing 221528/TS/02 – Proposed Visibility



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		SCALE 1:500	DRAWN BY JR	PRJ No. 221528	