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**MIXED-USE DEVELOPMENT
A259 NEW ROAD
RUSTINGTON
WEST SUSSEX**

**TRANSPORT ASSESSMENT
VOLUME 1 OF 2**

On behalf of
**COMMERCIAL DEVELOPMENT PROJECTS LIMITED
&
MARKS AND SPENCERS PLC**

PMcL/3167d3/Dec 2016

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1.0 INTRODUCTION

- 1.1 The Redwood Partnership has been instructed by Commercial Development Projects Limited and Marks and Spencers PLC to provide highways and transportation planning advice and prepare a Transport Assessment for a proposed development on land at the northern boundary of Rustington, West Sussex. The site is located in the Ward of Angmering and is situated on the south side of the A259 New Road dual carriageway, east of Brook Lane and approximately 400 metres west of the A259 New Road/Mill Lane roundabout.
- 1.2 The Application Site is adjacent to a new development nearing completion which received planning permission as a car showroom together with 2no. retail units (Arun District Council Planning Ref: A/125/13). For ease of reference this adjacent development will be referred to as 'the Mill Lane Development'.
- 1.3 The development proposals include an M&S Simply Food retail unit located at the north-east corner of the site to the east of the proposed site access consisting of 1,022 sqm of food and drink sales together with 465 sqm mezzanine for storage and 119 car parking spaces. A separate 581 sq m family pub and restaurant is proposed at the north-west corner of the site to the west of the proposed site access together with a separate 54 space car park. A new site entrance is proposed from the A259 New Road together with the closure of Brook Lane to provide a safer junction for the users of this private access. A site location plan is shown in **Figure A1**.
- 1.4 The development site has the benefit of an extant planning permission from Arun District Council Ref: A/23/15/OUT dated 27th June 2016 with the same sized food retail unit and family pub as that proposed in this new application. The principle change is that the location of the site access from the A259 New Road has now been relocated further east and the pub relocated to the west of the new access location with a small reduction in car parking provision. The Council's Decision Notice is included in **Appendix B**.
- 1.5 The Transport Assessment will measure and assess the highway and transportation effects of the development proposals on the surrounding highway network and review the sustainability and accessibility of the development proposals against local and national guidelines. The Transport Assessment will be undertaken generally in accordance with



"Guidance on Transport Assessment", March 2007 produced by the Department for Transport and West Sussex County Council's Transport Assessment Methodology.

1.6 The Transport Assessment will consider the following issues:

- **Chapter 2.0** will describe the existing highway conditions and patterns of movement within the study area together with public transport provision and accessibility of all modes of travel in the vicinity of the site
- **Chapter 3.0** will describe the development proposals & highway improvements
- **Chapter 4.0** will assess the volume, distribution and characteristics of trips likely to be attracted to the development, car parking and the likely impact of the development on the adjoining highway network
- **Chapter 5.0** will describe local and national planning policy background
- **Chapter 6.0** will provide a full summary and report conclusions

1.7 Local and national transport policy as it relates to the development will be reviewed in the Transport Assessment. The Highway Authority responsible for highways and transportation issues within the area is West Sussex County Council; the local planning authority is Arun District Council.

1.8 The Transport Assessment should be read in conjunction with the Framework Travel Plan prepared by the Redwood Partnership (Ref: PMcL/3167d4); the Planning Statement prepared by Montagu Evans LLP and the architectural layout plans and details prepared by Add Architects.



2.0 EXISTING HIGHWAY & ACCESSIBILITY

- 2.1 The application site consists of open land on the south side of the A259 New Road dual carriageway located approximately 400 metres west of the A259 New Road/Mill Lane roundabout junction in Rustington, West Sussex. The site is located on the northern boundary of the town of Rustington but is in the Ward of Angmering, West Sussex (**Figure A1**).
- 2.2 The A259 New Road is dual carriageway and forms part of the County's Strategic Road Network. The westbound carriageway of this road abuts the northern boundary of the site. The road is subject to the national speed limit of 70 mph immediately after westbound traffic leaves the Mill Lane roundabout and whilst the development proposals are not reliant on traffic speed reduction, the application will include a request for the West Sussex County Council to consider a localised reduction from the national speed limit to 50 mph from the Mill Lane roundabout to a point just beyond the development's proposed acceleration lane entry onto the A259 New Road.
- 2.3 The application site has the benefit of two existing vehicular access points onto the A259 New Road; a gated field entrance in the north-east corner of the site which is currently barred off and a minor priority junction serving a small number of dwellings along a private road known as Brook Lane. The proposals intend to close the existing access to Brook Lane to provide a new improved site entrance via the development access together with the closure of the field access on the north-east corner. **Photo 2.1** and **Photo 2.2** show the junction of the A259 New Road with Brook Lane:

Photo 2.1
Existing A259/Brook Lane junction



Photo 2.2
Existing /Brook Lane access





Pedestrian and Cycle Routes

- 2.4 In terms of the acceptability of walk distances from the application site to local services and facilities, the Institution of Highways and Transportation (IHT) publication “*Guidelines for providing for journeys on foot*” (2000) defines acceptable walk distances for pedestrians without impaired mobility. The document refers to 2000 metres (2km) as being the maximum distance which the general public would consider when walking.
- 2.5 **Figure A3** shows the walking isochrones leading to the site up to 1200 metres (15-minute walk) which is a reasonable walking distance from the Rustington Retail Park; from the Mill Lane Development and from nearby residential areas. This confirms that the location of the site would be able to facilitate walking as a realistic mode of transport.
- 2.6 The site is not presently connected to pedestrian footways or dedicated cycle routes. The adjacent Mill Lane Development now includes a new footpath link from the north-east corner of the Mill Lane Bridge, crossing Mill Lane via new PUFFIN pedestrian traffic signals then running north to the A259 New Road, then west to the Mill Lane Development entrance. Part of this new route where adjacent to the A259 New Road includes an off-road cycle route shared with the footpath. This shared route has now been constructed and brings a dedicated shared public footpath/cyclepath to within 200 metres of the application site. The new shared footway/cycleway is shown in **Photo 2.3** and **Photo 2.4**:

Photo 2.3
New shared footway/cycleway
Mill Lane Development frontage

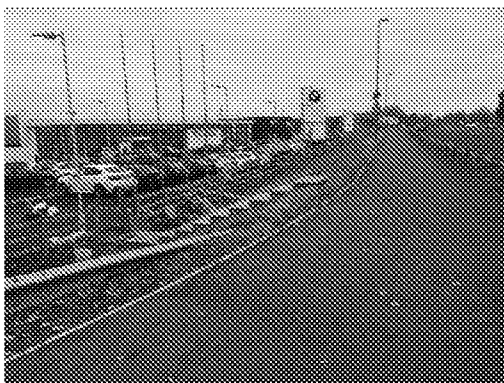
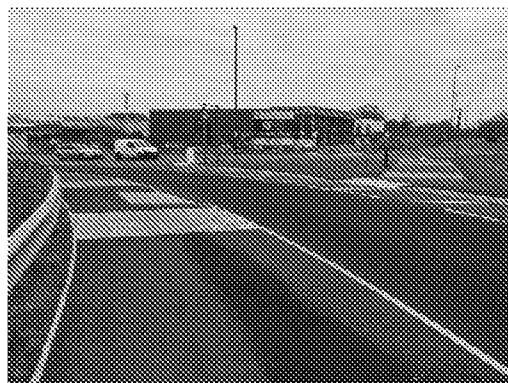


Photo 2.4
New shared footway/cycleway
Mill Lane Development site access





- 2.7 South and west of the application site is an unmade public footpath which crosses the railway line turning west along Brook Lane away from the site. Brook Lane from the railway line north to the A259 New Road is not a Public Highway and therefore no public right of way to the application site exists from this direction. Pedestrians will not have a legal right of way to access the application site from this direction and all pedestrian access to the development will be from the east adjacent to the A259. New signage will be placed along this route to clarify that Brook Lane is private land.
- 2.8 Cycle journeys of up to 5km can replace car borne trips. Littlehampton to the west and outskirts of Worthing to the east are approximately 5km from the site. **Figure A4** shows a closer 3km cycle isochrone for the site which includes all of Rustington; much of Angmering and East Preston and parts of Littlehampton. Many residential areas are within a 3km cycle distance of the site confirming that the location of the site would be able to facilitate cycling as a realistic mode of transport for customers to the foodstore, patrons to the public house and staff. Cycle parking facilities will be provided on the site to further encourage cycling.

Public Transport - Bus Services

- 2.9 The nearest bus stops are located at the Rustington Retail Park and south of Mill Lane/Worthing Road roundabout both approximately 800 metres (10 minutes' walk) from the site. Both bus stops are served by bus route No.12 operated by Compass Travel which access the Sainsbury's and other retail units on the Rustington Retail Park on an approximate hourly basis during the week and Saturday. Local bus-served routes are shown in **Figure A2** whilst the bus routes and daytime frequency are shown in **Table 2.1**:

Table 2.1: Commercial Bus Service serving the Rustington Retail Park

Service	Route	Daytime bus frequency		
		Mon-Fri	Sat	Sun
12	Sainsbury's, Rustington-Littlehampton-Wick-Tesco, Littlehampton	8 services	8 services	-

- 2.10 The Mill Lane Development includes the provision of a bus layby and shelter to bring customers directly into the adjacent development. The implementation of this new bus route will bring bus services to within a 200 metre walk distance of the Application Site.



Public Transport - Rail Services

- 2.11 Angmering Station and all trains serving it are run by Southern, with the typical off-peak service comprising the following:

Eastbound

- 1 train/hour to Brighton from Portsmouth Harbour
- 1 train/hour to Brighton from Southampton Central
- 1 train/hour to London Victoria from Littlehampton

Westbound

- 1 train/hour to Portsmouth Harbour from Brighton
- 1 train/hour to Southampton Central from Brighton
- 2 trains/hour to Littlehampton

- 2.12 After the construction of a new shared footpath/cyclepath link to the Application Site, Angmering Station will be approximately 1500 metres walk distance from the site via the existing footpath link from the station to Sainsbury's; onwards to Mill Lane, then along the new Mill Lane Development footpath/cyclepath extension and finally following the proposed development's footpath/cyclepath extension from the Mill Lane Development.

- 2.13 The walk distance from Angmering station to the application site is a realistic distance for staff travelling on a daily commute. The railway station also offers the choice of shopping opportunity for customers who may wish to walk from the station to Sainsbury's and other retail units at Rustington Retail Park through to the Mill Lane Development site and then on to the Application Site forming part of a linked shopping trip.

- 2.14 In summary, in view of the above existing and proposed transport links it is considered that the site is accessible by sustainable modes of transport other than the private car.

Traffic Volume and Speed Surveys

- 2.15 Peak hour periods for food retail traffic generation generally occur during the Friday PM peak hours and the Saturday peak lunchtime periods, whilst public house peak traffic generation occurs later in the evening on both Friday and Saturday. As part of the planning application



for the Mill Lane Development (Application Ref: A/125/13) a comprehensive traffic survey was undertaken, submitted and accepted by the Council. The Application Site is located adjacent to the Mill Lane Site therefore for consistency, the same base traffic count data has been referred to within this assessment. The following junctions were surveyed on the dates specified:

- The A259 New Road/B2187 Mill Lane roundabout on Friday 15th and Saturday 16th March 2013 between 16:00-19:00hrs and 10:00-15:00hrs respectively
- The A259/B2187 Worthing Road/B2187 Horsham Road roundabout on Friday 19th and Saturday 20th March 2013 between 16:00-19:00hrs and 10:00-15:00hrs respectively

2.16 The results of the traffic surveys show that the network peak hours are from 16:45-17:45hrs during the Friday PM peak period and from 12:00-13:00hrs during the Saturday peak period. The surveyed traffic flows for the Friday PM and Saturday peak hours are shown in **Figures C1** and **Figure C2 (Appendix C)**.

2.17 Traffic speed surveys in accordance with TA 22/81 have been undertaken on the A259 New Road directly opposite the Brook Lane entrance. Two hundred vehicle speeds were measured over two days to determine the 85th percentile design speed of traffic passing the site at the Mill Lane junction. This data will provide the necessary guidance with regards the appropriate length of deceleration and acceleration lanes proposed at the site entrance. The traffic speed survey established an 85th percentile traffic speed of 67mph on the A259 New Road. The survey data as agreed by West Sussex County Council for the extant planning permission for the site.

Personal Injury Accident Data

2.18 Personal injury accident data (PIA) on record for the period between 1st December 2009 and 30th November 2014 was obtained from Sussex Safer Roads Partnership working in partnership with West Sussex County Council and the Sussex Police. The area of interest included both sides of the A259 from the proposed site access east to the A259 New Road/Mill Lane roundabout. The PIA data and accident location map are included in **Appendix B**. **Table 2.2** provides a summary of all the accidents:

**Table 2.2: Accident Data Summary (Source Sussex Safer Roads Partnership)**

Junction/Link	Accident Severity			Vulnerable Road User Casualties		
	Slight	Serious	Fatal	Pedestrian	Cyclist	M/cyclist
A259 /B2187 Mill Lane Roundabout	10	0	0	0	1	0
A259 West	4	0	0	0	0	0
A259 East (New Road)	2	1	0	0	0	0
B2187 Mill Lane	3	0	0	0	1	0
TOTAL	19	1	0	0	2	0

- 2.19 No fatal accidents occurred within the vicinity of the site in the period 2009-2014. Only one serious accident was recorded within this time period. The single recorded serious incident was noted as a result of a medical episode suffered by the elderly driver.
- 2.20 An appraisal of the accident data over the recent 5-year period illustrates no history or pattern of traffic collisions to show that there are concerns with regard the local highway design. The data does not indicate any abnormal grouping of accidents or a statistically high occurrence of incidents near to the application site. The recorded incidents in many cases flagged up a lack of driver attention and driver error rather than junction inadequacies.



3.0 DEVELOPMENT PROPOSALS

- 3.1 The proposals include an M&S Simply Food retail unit with 826 sq m of food and drink sales, potentially including a café of approximately 50 sq m plus approximately 10 sq m of general merchandise, located on the east side of the entrance to the site. The size of the development remains as approved in the extant planning permission for the site (Ref: A/23/15/OUT). The development includes a family pub located to the west of the food retail unit but now on the west side of the entrance to the development. A breakdown of the proposed internal floor areas for both units is shown in **Table 3.1** (for location refer to reduced architect's layout plan **Drg.No. 1117-P-11-Rev G** enclosed):

Table 3.1 Development Internal Floor Areas (GIA)

Unit	Use	Floor Area (GIA ft ²)	Floor Area (GIA m ²)
A	M&S Simply Food including mezzanine floor with potential ancillary café and general merchandise area	16,000	1,487
B	Family Pub	6,250	581
Total Floor Area (GIA)		22,250	2,068

Vehicular Access

- 3.2 The proposed site access is now approximately 60 metres further east of the site location previously approved and will replace the existing priority junction connecting Brook Lane with the A259 New Road dual carriageway. The proposed site access from the A259 dual carriageway is a left in/left out junction with merge and diverge lanes as shown on **Drg.No. REDW-3167-121** attached. The junction has been designed using the DMRB (Design Manual for Roads and Bridges), in particular TD 42/95 Geometric Design of Major/Minor Junctions. Traffic speed survey results indicate a dry weather 85%ile speed of 67mph (107kph) at the Brook Lane junction.
- 3.3 The proposed merge taper has been designed to a 120kph design speed. A 40m nose has been provided on the exit merge taper of 130m which accords with DMRB TD 42/95 –



Table 7/6. The nearside exit kerb radius where the minor road meets the merge lane is 30m as specified in the DMRB TD42/95 – Para 7.61 for a Design Speed of 120kph.

- 3.4 The site entrance and deceleration lane provides an auxiliary lane. A 20m nearside entry kerb radius is proposed where the diverge lane turns into the site entrance. DMRB TD42/95 – Fig 7.12 shows an example of an auxiliary lane with give way lines at the start of the entry radius indicating that this entry radius is not required as a speed reduction measure, but as a requirement to accommodate large vehicles turning at the junction. A reduced 20 metre entry radius has been provided in this instance due to site constraints with the access width widened to 6.5m to accommodate 16.5m articulated lorries accessing the site.
- 3.5 The proposed nearside diverge has been provided with a total deceleration lane length of 147m including a 30m taper as set out in DMRB TD 42/95 – Tables 7/5b and 7.4 for a 120kph design speed. The TD 42/95 standard requires a 110 metre deceleration lane, however to mitigate a reduced 20 metre entry radius at the site entrance, the length of the deceleration lane has been extended by an additional 37 metres with extra highway signage. An application for Departure from Standard is included in **Appendix B**.
- 3.6 The reduced entry radius into the site together with the reduction in acceleration lane length is not fully in accordance with the design standards. An application for Departure of Standard with mitigation in relation to the proposed access arrangements is included in **Appendix B**.
- 3.7 Once within the site all customers, patrons and service vehicles will pass through the on-site mini roundabout which will essentially be unobstructed by other traffic crossing their path within the site. The mini roundabout provides the most effective method of controlling the right of way for customers wishing to access and egress the main car park; for access to Brook Lane and for a potential small future development site to the west of the mini roundabout.
- 3.8 The main car park is served from a central 7.0m wide site access road which extends east to the M&S Simply Food's service yard. The site access road serving the public house is 6.75m wide and connects through to link up with Brook Lane which will be diverted through the site mini roundabout after the closure of the Brook Lane junction with the A259 New Road.



Pedestrian & Cycle Access

- 3.9 The Institution of Highways and Transportation (IHT) publication “Guidelines for providing for journeys on foot” (2000) suggests acceptable walk distances for pedestrians without impaired mobility. The document refers to 2km (slightly over one mile) as being the maximum distance the public would consider when walking. All of Rustington, East Preston and parts of Littlehampton and Angmering are within a 2000m walking distance of the site providing a realistic opportunity for staff and potentially customers and patrons to walk to the site from nearby residential areas. A walking catchment plan is shown in **Figure A3 (Appendix A)**, showing the walking catchment area of a shorter distance of 1200 metres.
- 3.10 The planning application for the adjacent Mill Lane Development (Application Ref: A/125/13) includes the provision of a new 3.0m wide shared footpath/cyclepath providing a pedestrian link from the Mill Lane Development site east to the existing footpath/cyclepath link to Sainsbury’s located on the eastern side of Mill Lane. The new route which has now been constructed crosses Mill Lane via a new PUFFIN traffic signal controlled pedestrian crossing just north of the bridge. This route provides access to the residential areas of Rustington and East Preston to the south and Rustington Retail Park to the east.
- 3.11 The previously approved **Drawing No. REDW-3167-120** shows the extent of the off-site footpath/cyclepath now implemented by others under the Mill Lane Development planning permission. The previously approved **Drawing No. REDW-3167-120** also shows the proposed extension to the footpath/cyclepath from the Mill Lane Development site access west from the western side of this access to the north-east corner of the application site which is included in this planning application. The total width of the proposed shared footpath/cyclepath extension is 3m. The footpath/cyclepath will be located a distance of 1.5m from the edge of the A259 New Road as suggested in DMRB TD 90/05 – Paragraph 7.22. Some of the length will require retaining along the frontage and cross sections of where this is required are shown on the previously approved **Drawing No. REDW-3167-130** submitted for the site within extant planning permission A/23/15/OUT.
- 3.12 The proposed footpath/cyclepath route will enter the site at the north-east corner passing to the east and south of the Marks & Spencer’s service yard, passing through the site on the north side of the site access road. The proposed shared footway/cycleway route will be a Permissive Route and terminates at the western site boundary so that it can be extended



further west beyond the site by others. A 3km cycling catchment plan is shown in **Figure A4 (Appendix A)**, showing a large cycling catchment area near to the site establishing that the site will be accessible to cyclists.

- 3.13 The Stage 1 Road safety audit for the extant planning permission included the off-site footpath/cyclepath which highlighted the requirement for guardrail to be placed at the exit to the site to prevent cyclists inadvertently accessing the A259. This has been added to the design drawings. An updated stage 1 road safety audit to review the amendments to the site access location and on-site mini roundabout will be submitted under separate cover.
- 3.14 South and west of the application site is an unmade public footpath which crosses the railway line turning west along Brook Lane away from the site. Brook Lane from the railway line north to the A259 New Road is not a Public Highway and therefore no public right of way to the application site exists from this direction. Pedestrians will not have a legal right of way to access the application site from this direction and all pedestrian access to the development will be from the east adjacent to the A259. New signage will be placed along this route to clarify that Brook Lane is private land and not a public right of way.
- 3.15 It was agreed by the Council during negotiations prior to the extant planning permission that there will not be any significant increase in the number of pedestrians using the public right of way over the railway line as a result of the development. Notwithstanding this conclusion, as part of the previous planning permission, the Applicant entered into a Deed of Unilateral Undertaking under Section 106 of the Town & Country Planning Act 1990 to make a £12,500 contribution towards funding the cost of a COVTEC early warning system for pedestrians crossing the railway track. The Applicant has confirmed that this contribution is still available within this application.

Cycle Parking

- 3.16 Cycling has the potential to substitute for short car trips, particularly those journeys under 5 kilometres and can form part of a longer journey by public rail transport. Arun District Local Plan 2003, GEN12, Appendix 2 states *'associated with any car parking provision,*



appropriate facilities and/or a suitable area should be provided for the parking of bicycles. Provision shall be at the rate of:

1 cycle space per 8 car parking spaces, subject to a minimum of 2 cycle spaces, apart from at large out-of-town retail units, where the standard is 1 cycle space per 16 car parking spaces'

- 3.17 The level of cycle parking provision will be provided in excess of Arun District Local Plan 2003, GEN12, Appendix 2 which requires a minimum cycle parking provision of 11 spaces (173/16). The proposals include separate secure and covered cycle parking areas for both uses with cycle parking for customers and patrons located near to the building entrances. Three cycle parking areas are proposed with a total of 30 cycle parking spaces as previously approved; the public house will have separate cycle parking for staff and patrons (6 cycles in each location); the M&S Simply Food unit will provide a single cycle parking area for staff and customers at the front of the unit (18 cycles total). Additional space is available for more cycle parking if further cycle parking demand is measured during the Travel Plan monitoring process. Indicative cycle parking provision and their location is shown on the Architect's **Drawing No. 1117-P-1-Rev G**.

Car Parking

- 3.18 The proposed car park will total 173 car parking spaces. **Table 3.2** summarises the designation of parking space which will be shared between the retail unit and the public house:

Table 3.2
Proposed Car Parking Designation

Space Description	Spaces (No.)
Standard parking spaces	150
Disabled (Blue Badge)	15
Parent & Child	8
Total	173



- 3.19 All proposed car parking spaces have a minimum dimension of 2.4x4.8m; disabled and parent and child bays will have an additional 1.2m zone to one side increasing the width of these bays to 3.6m. Aisle widths in front of parking bays are a minimum of 6.0m wide to allow for manoeuvring into the parking bays.
- 3.20 The proposed parking would be located at ground level and accessed via the internal mini roundabout. The maximum parking standard for non-residential development is contained in the saved Arun District Local Plan 2003, GEN12, Appendix 2, Table 4. For A1 food retail the parking standards suggest a maximum parking provision of 1 space per 14 sqm GFA. For the family pub Use Class A3 Appendix 2, Table 7 suggests 1 space per 5sqm GFA public area + 2 spaces per bar for staff. The public house footprint will incorporate approximately 65% customer use and 35% back of house, which equates to 397sqm of customer area (610x0.65). Two bars are proposed in the public house.
- 3.21 Arun District Local Plan's maximum car parking standards for each use are shown in **Table 3.3** and relate to Gross Floor Area. This has been derived by using a 1.05 multiplier applied to the Gross Internal Areas shown in **Table 3.1** (i.e. GIAx1.05). The resultant Gross Floor Areas are shown in **Table 3.3**:

Table 3.3
Maximum car parking guidelines - Arun District Council

Unit	Use	Floor Area (GFA m ²)	Bars (No.)	ADC max Parking Standard (per GFA m ²)	Maximum Spaces (No.)
A	Food Retail (A1)	1,561		1 per 14	112
B	Family pub customer area	397		1 per 5	79
B	Family pub staff		2		4
Max car parking (No.)					195

- 3.22 The maximum car parking standard suggests an allowable parking provision of 195 spaces, the proposed 173 car parking spaces is compliant with the standards. A car parking layout is not proposed to meet the maximum car parking standard as the standard is not



suggested as a desirable level to be achieved, if it is not required. The applicant does not propose excessive levels of car parking as:

- i) Parking space would be infrequently used for most of the week
- ii) Car parking would be an inefficient use of important development land
- iii) The mixed use of the development will provide the opportunity for linked trips between the M&S Simply Food and the public house creating a shared use of parking space. This will increase dwell time, however the resultant parking demand will be contained within the site

Disabled Parking

- 3.23 Arun District Local Plan 2003, GEN12, Appendix 2 states *‘in all parking areas, provision should be made for people with disabilities, at a ratio of one parking space for people with disabilities per 20 spaces or part thereof’*. An allowance of 5% of the total parking provision equates to 9 disabled spaces overall (173×0.05). The proposals include 15 disabled spaces located near to the entrances of each unit which is in excess of the minimum Council requirement and is therefore compliant. Eight customer and patron car parking spaces will also be designated as parent and child spaces designed to the same dimensions as disabled spaces.

Motorcycle Parking

- 3.24 Arun District Local Plan 2003, GEN12, Appendix 2 states *‘associated with any car parking provision, spaces for motorcycles shall be provided at a rate of 1 motorcycle space per 30 car parking spaces, subject to a minimum of 1 space’*. For the proposed site this equates to a minimum number of $173/30=6$ spaces. Motorcycle parking space will be located on the site in two locations within the car parks of both the retail use and the pub. The two areas are of a sufficient size to contain in total at least 8 motorcycles. A single large area is proposed for each motorcycle parking area, rather than individually marked spaces as this enables a better and more efficient use of available space catering for a variety of large and small motorcycles.



Servicing

- 3.25 The M&S Simply Food unit (Unit A) will be serviced from a service yard located to the east of the building. Food retail HGV service vehicles will access the site from the A259 New Road across the mini roundabout and east along the main site access road. The track swept path of a 16.5m articulated lorry arriving and departing the site is shown on **Drawing No. REDW-3167-122**.
- 3.26 Servicing of the public house will access a small service area to the south of the public house yard accessed after passing through the mini roundabout. The exit route will make use of the customer car park which will be constructed to a sufficient standard to allow for HGV vehicle movements. The track swept path of both a 12m rigid beer lorry and a 16.5m articulated lorry is shown on **Drawing No. REDW-3167-123** and **Drawing No. REDW-3167-124** respectively.
- 3.27 Private refuse/recycling companies will be used for refuse collection and all refuse/recycling HGVs will collect waste from the service yards. The site is accessible to large fire tenders by default as the turning area required for a fire tender is less than that required for a 16.5m articulated lorry turning.

Access for Emergency Vehicles

- 3.28 A large fire tender will need to be able to access the front of each building. **Drawing No. REDW-3167-125** included at the rear of this document show a large wheelbase fire tender accessing the front of Units A and B, manoeuvring adequately through the car park.
- 3.29 The track swept paths confirm that sufficient space has been provided to accommodate large heavy goods vehicle manoeuvring on the site.



4.0 TRAFFIC ASSESSMENT

4.1 The geometry of the junctions being assessed are included at the rear of this document. An assessment of the traffic impact of the development proposals has been made at the following junctions:

- i) The proposed site access on the A259 New Road
- ii) The existing A259 New Road/B2187 Mill Lane roundabout
- iii) The existing A259 New Road/B2187 Horsham Road roundabout (The Body Shop roundabout)

Assessment Years and Traffic Growth

4.2 The following Assessment Years were used for the traffic impact assessment:

- Year of development opening – 2016
- Horizon Year – 2020 (Planning application year + 5 years)
- Future Year – 2025 (Planning application year + 9 years)

4.3 Traffic growth factors will be applied to base traffic survey information to arrive at base traffic flows for both Year of Opening 2016, Horizon Year 2020 and Future Year 2025. Growth factors already take account of increased traffic flows brought about by new committed development and including both committed development and traffic growth results in an element of double counting of traffic flows. The growth factors were derived from the National Transport Model (NTM) 2013 data using localised Temprow 6.2 datasets for the Littlehampton (main) area, Ref: 45UC1. A summary of the growth factors applied to the base traffic flows are shown in **Table 4.1** using the highest of the origin and destination growth figures:

Table 4.1
Temprow adjusted traffic growth figures

Time Period	NTM Growth Factors with Temprow Adjustment		
	Growth factor 2013-2016	Growth factor 2013-2020	Growth factor 2013-2025
Friday PM	1.0458	1.1077	1.1861
Saturday	1.0459	1.1077	1.1861



- 4.4 Base traffic turning movements as submitted in the Mill Lane Development application are shown in **Figure C1** and **Figure C2 (Appendix C)** and converted to equivalent passenger car units in **Figure C3** and **Figure C4**. Base traffic turning movements for both peak hours have been growthed to the year of opening 2016, horizon year 2020 and Future Year 2025 by applying the growth factors are shown in **Table 4.1**. The resultant traffic figures are included in **Figure C5** to **Figure C8** (2016 and 2020) and **Figure C41** to **Figure C46** (2025).

Committed Development

- 4.5 The following committed developments are included in the base traffic flows all as previously agreed within planning permission A/23/15/OUT:

- Courtwick Lane (LU/355/10) – residential development
No Saturday data available
- North Littlehampton (LU/47/11) – residential development
No Saturday data available
- Country Fayre (FG33/10 (FG/16/12)) – approved change of use from garden centre to open A1 with no traffic impact, amended to A1 Food (Asda) and approved as having minimal impact
- Haskins Roundstone (A/109/10) - minimal increase in garden centre floor area, no TA produced on agreement with WSCC
- Morrisons Wick (LU/27/11) – A1 foodstore and B1A offices
- Windroos Nursery (LU/229/10) – residential development on former distribution centre site, approved as having less impact than existing use
- Sainsbury's, Rustington (R/59/12) – Foodstore knock down and rebuild scheme
- Rustington Retail Park (R/210/11) – increase in retail floor area involving demolishing an existing building and replacing with three additional retail units
- Mill Lane Development including car showrooms (site adjacent)

- 4.6 For completeness, we have included in the Appendices the previously approved traffic diagrams Figure C1 to Figure C46 inclusive. Total traffic flows as a result of the first eight committed developments for both the Friday and Saturday peak hours are shown in **Figure C9** and **Figure C10 (Appendix C)**. These were derived from Mayer Brown's (MB) Transport Assessment for the Mill Lane Development (Mayer Brown's Figure 07 less Figure 03 and Figure 08 less Figure 04 respectively). Total traffic flows as a result of the adjacent Mill Lane



Development for both the Friday and Saturday peak hours are shown in **Figure C11** and **Figure C12 (Appendix C)**. These were derived from Mayer Brown's Transport Assessment for the Mill Lane Development (MB Figure 25 and MB Figure 26).

- 4.7 Total traffic flows as a result of the first eight committed developments for both the Friday and Saturday peak hours are shown in **Figure C9** and **Figure C10 (Appendix C)**. These were derived from Mayer Brown's (MB) Transport Assessment for the Mill Lane Development (Mayer Brown's Figure 07 less Figure 03 and Figure 08 less Figure 04 respectively). Total traffic flows as a result of the adjacent Mill Lane Development for both the Friday and Saturday peak hours are shown in **Figure C11** and **Figure C12 (Appendix C)**. These were derived from Mayer Brown's Transport Assessment for the Mill Lane Development (MB Figure 25 and MB Figure 26).

Estimated development traffic flows

- 4.8 Trip generation for the M&S Simply Food unit has been amended as a result of a TRICS vehicle trip rate assessment. The TRICS data is the same as that approved by WSCC under extant planning permission A/23/15/OUT. **Table 4.2** includes a schedule of TRICS peak hour trip rates for the public house and the M&S Simply Food trip rates. **Table 4.3** shows the resultant unfettered peak hour traffic flows derived from the factored gross floor area of each unit multiplied by the trip factor per 100sqm GFA:

Table 4.2
TRICS Peak Hour Vehicle Trip rates per 100 sq m GFA

Use	Friday PM Peak 16:45-17:45hrs		Saturday Midday Peak 12:00-13:00hrs	
	Trip rate Arrival	Trip rate/ Departure	Trip rate/ Arrival	Trip rate/ Departure
M&S Simply Food	7.175	7.451	7.229	6.683
Public House	3.798	2.017	3.739	1.769



Table 4.3
TRICS Vehicle Traffic Flows-Unfettered Traffic in Individual Units

Use	Friday PM Peak 16:45-17:45hrs		Saturday Midday Peak 12:00-13:00hrs	
	Vehicles Arrival	Vehicles Departure	Vehicles Arrival	Vehicles Departure
M&S Simply Food 1561m ² GFA	112	116	113	104
Public House- 610m ² GFA	23	12	23	11
TOTAL (vehicles)	135	128	136	115

- 4.9 The percentage vehicle trip types previously approved by WSCC for the M&S Simply Food are shown in **Table 4.4**:

Table 4.4 - Estimated Trade Draw Distribution

Trip Type	Peak hour %
New trips	10%
Pass-by trips	30%
Diverted trips	0%
Transferred trips	60%

- 4.10 Using the total peak hour trips to the M&S Simply Food as shown in **Table 4.4**, the quantum of vehicle trips for each trip type can be calculated as shown in **Table 4.5**:

Table 4.5
Traffic attraction to proposed M&S Simply Food

Trip type	Trip type proportion	Vehicles (No.)			
		Friday PM peak hour		Saturday peak hour	
		Arr	Dep	Arr	Dep
New trips	10%	11	12	11	10
Pass-by trips	30%	34	35	34	31
Diverted trips	0%	0	0	0	0
Transfer trips	60%	67	69	68	63
TOTAL (Table 4.3)	100%	112	116	113	104



Traffic Distribution

- 4.11 The public house traffic distribution has been assumed in proportion of turning count surveys carried out at the A29/Mill Lane roundabout. The turning proportions between the Friday and Saturday surveys are similar, therefore the Friday PM peak hour proportions have been used to calculate traffic distribution. The traffic distribution to the public house would include a number of Pass-by trips which would reduce the traffic impact on the adjacent roundabouts; however for this assessment we have assumed that all public house vehicle trips are new vehicle trips in the area. **Figure C13 (Appendix C)** shows the traffic distribution for both Friday and Saturday peak hour periods. **Figure C14** and **Figure C15** show the resultant public house peak hour traffic flows for the Friday and Saturday periods respectively.
- 4.12 The traffic distribution of New vehicle trips to the M&S Simply Food unit have been calculated by the use of a simple population gravity model which assumes that for this relatively small catchment area that higher populated areas will generate more vehicle trips and that all residents are equally likely to be attracted to the site independent of distance. Ward populations have been taken from the Arun District Council website. The original data has been compiled by the West Sussex Research Unit and relates to year 2013.
- 4.13 **Table 4.6** shows the previously approved proportional population catchment from the nearest Wards together with our assessment of the likely route persons living within each Ward would take to the M&S Simply Food unit:



Table 4.6
New trip traffic distribution to M&S Simply Food

Ward	Pop'n persons (2013)	Pop'n Proportion of catchment	Route to M&S Simply Food at A259/Mill Lane roundabout		
			A259 west	A259 east	Mill Lane
Wick with Toddington Ward	5,691	10%	10%		
Ham Ward	5,795	10%	10%		
River Ward	5,357	9%	9%		
Brookfield Ward	6,171	11%	9%		2%
Beach Ward	4,781	9%	9%		
Rustington West Ward	8,138	15%			15%
Rustington East Ward	5,159	9%		5%	4%
East Preston with Kingston Ward	7,149	13%		13%	
Angmering Ward	7,788	14%		14%	
TOTAL	50,672	100%	47%	32%	21%

- 4.14 **Figure C16 (Appendix C)** shows the traffic distribution derived in **Table 4.6** for both Friday and Saturday peak hour periods. **Figure C17** and **Figure C18** show the resultant M&S Simply Food New vehicle trips for the Friday and Saturday periods respectively
- 4.15 Pass-by trips for M&S Simply Food (**Table 4.5**) will have negligible impact on the roundabouts being tested. For a robust test, a proportion of U-turns has been assumed at the A259/Mill Lane roundabout which is unlikely to occur in practice. **Figure C19** and **Figure C20** show the resultant M&S Simply Food Pass-by trips for the Friday and Saturday periods respectively.
- 4.16 Transferred trips for M&S Simply Food (**Table 4.5**) will be made up of diverted trips currently made to other food retailers in the local area. The derivation of the potential trade draw within a 10-minute drive time of the site is included within the Planning Statement. **Table 4.7** shows the estimated trade draw to the M&S Simply Food unit across a typical trading year, **Figure A6** shows the relative location of the larger supermarkets referred to in **Table 4.7**:



Table 4.7
Estimated Trade Draw (i.e. Transferred trips)

Food retailers	% Trade draw Annual
Sainsbury Rustington, Tesco Broadpiece, Morrisons Wick, Asda Ferring	50%
M&S Worthing and M&S Chichester	15%
Sainsbury Littlehampton, Waitrose Littlehampton	15%
Other smaller outlets incl. Tesco Express Rustington, Iceland Rustington	5%
Outside catchment	15%
TOTAL	100%

4.17 We are testing the network during peak hours and as such we expect the Trade Draw catchment area during these periods to be smaller than that scheduled in **Table 4.7**, therefore to simplify the assessment we have derived two types of trip distribution for Transferred trips, each with differing characteristics; one for Trade Draw from existing food retailers located west of the A259/Mill Lane roundabout and one for Trade Draw from existing food retailers located east of the A259/Mill Lane roundabout.

4.18 **Table 4.7** identifies the proportion of Transferred trips from local competing foodstores. **Table 4.8** shows for each existing food retailer our assumption of the new diverted route that customers would take when transferring from their current foodstore to the new M&S Simply Food. To simplify the assessment of Trade Draw from 'Other smaller outlets' and 'Outside catchment' have been assigned an appropriate distribution as shown in **Table 4.8**:



Table 4.8
Estimated Trade Draw Distribution

Food retailers	Proportion of Trade Draw (Table 4.7)	% distribution of Transferred trips	
		Sites west of A259/ Mill Lane roundabout	Sites east of A259/ Mill Lane roundabout
Sainsbury Rustington ⁽¹⁾	25%		25%
Morrisons Wick ⁽²⁾	10%	10%	
Tesco Broadpiece ⁽²⁾	10%	10%	
Asda Ferring ⁽²⁾	5%		5%
Sainsbury Littlehampton, Waitrose Littlehampton	15%	15%	
M&S Worthing	10%		10%
M&S Chichester	5%	5%	
Other smaller outlets	5%		5%
Outside catchment ⁽³⁾	15%	10%	5%
TOTAL		50%	50%

Notes

1. For transport purposes Sainsburys Rustington assumed to contribute more than twice the Trade Draw than Morrisons, Tesco or Asda which are located further from the development site
2. Morrisons and Tesco considered having equal Trade Draw. Asda do not offer premium range therefore less draw assumed
1. Assumed distribution

4.19 As calculated in **Table 4.8**, 50% of M&S Simply Food Transferred trips will originate from customers currently travelling to foodstores west of Mill Lane, the remaining 50% of trips from customers currently travelling to foodstores east of Mill Lane. The traffic distribution from each set of customers is shown in **Figures C21-C24** (sites west of Mill Lane) and **Figures C25-C28** (sites east of Mill Lane). To simplify the analysis, for customers currently shopping at foodstore sites west of Mill Lane, we have assumed that 80% will live west of Mill Lane, similarly for customers shopping at foodstore sites east of Mill Lane, we have assumed that 80% will live east of Mill Lane. This assumption is more appropriate to peak hour traffic when customers are more likely to shop closer to home. This assumption robustly introduces a large number of U-turn movements at the A259/Mill



Lane roundabout which again we do not consider will occur in practice. Total Transferred trips and development trips are shown in **Figure C29** to **Figure C40**.

Capacity Assessment - Site Access

4.20 Capacity assessments have been repeated for the proposed site access off the A259 New Road using base traffic flows and development vehicle trip rates as approved by WSCC within planning permission A/23/15/OUT. The junction modelling program PICADY has been used to assess the new junction for the Friday PM and Saturday peak hours for the 2016, 2020 and 2025 base plus committed and proposed development scenarios. The one-way junction with the proposed site access has been modelled in accordance with 'TRL Software Knowledge Base Article 15: One-way roads'. The capacity assessment repeated below is the same as that approved by WSCC within planning permission A/23/15/OUT as the new planning application development size remains unchanged from the extant planning permission.

4.21 The results of the peak hour assessments for the 2016, 2020 and 2025 scenarios are shown in **Table 4.9**, **Table 4.10** and **Table 4.11**:

Table 4.9
Proposed Site Access Year of Opening 2016 + Committed Development + Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Site Access Left Out	0.15	1	0.19	1

Table 4.10
Proposed Site Access Horizon Year 2020 + Committed Development + Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Site Access Left Out	0.15	1	0.19	1



Table 4.11
Proposed Site Access Horizon Year 2025 + Committed Development + Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Site Access Left Out	0.15	1	0.19	1

4.22 **Table 4.9** to **Table 4.11** show that the proposed site access will operate well within capacity for the Year of Opening 2016, Horizon Year 2020 and Future Year 2025 traffic scenarios. The junction experiences a maximum RFC of 0.19 during both Saturday peak hours for all years with a maximum theoretical queue rounded up to 1 vehicle during each peak hour.

Capacity Assessment - A259/Mill Lane Roundabout

- 4.23 Capacity assessments have been undertaken on the A259/Mill Lane roundabout to the east of the development site using ARCADY, the roundabout modelling program. The ARCADY output remains unchanged and is as previously agreed by WSCC within planning permission A/23/15/OUT.
- 4.24 The results of two peak hour assessments for Year 2016 traffic flows including committed development and Year of Opening 2016 traffic flows including both committed development and proposed development are shown in **Table 4.12** and **Table 4.13** respectively:
- 4.25 **Table 4.12** shows the A259/Mill Lane roundabout operating within capacity to Year 2016 traffic flows without development but including committed development. The roundabout shows a maximum RFC of 0.80 during the Friday PM peak hour and 0.72 during the Saturday peak hour on the A259 East arm with a maximum queue of 4 vehicles on Friday and 3 on Saturday:



Table 4.12
A259/Mill Lane Roundabout Opening Year 2016 + Committed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Golfers Lane	0.27	0.36	0.55	1.13
A259 East	0.80	3.93	0.72	2.51
Mill Lane	0.57	1.30	0.65	1.80
A259 West	0.53	1.11	0.50	1.00

- 4.26 **Table 4.13** shows the A259/Mill Lane roundabout operating within capacity with the development traffic added to the 2016 traffic flows. The roundabout shows a maximum RFC of 0.83 during the Friday PM peak hour and 0.74 during the Saturday peak hour on the A259 East arm with a maximum queue of 4 vehicles on Friday and 3 on Saturday:

Table 4.13
**A259/Mill Lane Roundabout Opening Year 2016 + Committed Development
+Proposed Development**

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Golfers Lane	0.29	0.39	0.58	1.26
A259 East	0.83	4.48	0.74	2.77
Mill Lane	0.60	1.46	0.68	2.05
A259 West	0.55	1.20	0.52	1.08

- 4.27 The results of the Horizon Year peak hour assessments for Year 2020 traffic including committed development and Horizon Year 2020 traffic including both committed development and proposed development, are shown in **Table 4.14** and **Table 4.15** respectively.



- 4.28 **Table 4.14** shows the A259/Mill Lane roundabout operating within capacity with Horizon Year 2020 traffic without development but including committed development. The roundabout has a maximum RFC of 0.85 during the Friday PM peak hour and 0.76 during the Saturday peak hour on the A259 East arm with a maximum queue of 5 vehicles on Friday and 3 vehicles on Saturday:

Table 4.14**A259/Mill Lane Roundabout Horizon Year 2020 + Committed Development**

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Golfers Lane	0.35	0.52	0.71	2.03
A259 East	0.85	5.38	0.76	3.10
Mill Lane	0.63	1.64	0.71	2.35
A259 West	0.57	1.28	0.54	1.15

Table 4.15**A259/Mill Lane Roundabout Horizon Year 2020 + Committed Development
+Proposed Development**

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Golfers Lane	0.38	0.58	0.72	2.06
A259 East	0.87	6.34	0.77	3.29
Mill Lane	0.66	1.89	0.73	2.59
A259 West	0.58	1.39	0.55	1.21

- 4.29 **Table 4.15** shows the A259/Mill Lane roundabout approaching capacity with Horizon Year 2020 traffic including development traffic. The roundabout has a maximum RFC of 0.87 during the Friday PM peak hour and 0.77 during the Saturday peak hour on the A259 East arm with a maximum queue of 6 vehicles on Friday and 3 on Saturday.



- 4.30 **Table 4.16** shows the A259/Mill Lane roundabout operating at capacity with committed development traffic added to the Future Year 2025 traffic flows. The roundabout shows a maximum RFC of 0.91 on the A259 east arm during the Friday PM peak hour and 1.06 at the sports centre access during the Saturday peak hour with a maximum queue of 9 vehicles on Friday and 7 on Saturday. It should be noted that the sports centre is a private access and as such visitors have the choice of whether to drive from the site during the peak hour:

Table 4.16
A259/Mill Lane Roundabout Horizon Year 2025 + Committed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Golfers Lane	0.52	0.97	1.06	6.91
A259 East	0.91	8.91	0.81	4.18
Mill Lane	0.71	2.34	0.79	3.55
A259 West	0.61	1.56	0.58	1.39

- 4.31 **Table 4.17** shows the A259/Mill Lane roundabout operating at capacity with the development traffic added to the Future Year 2025 traffic flows. The roundabout shows a maximum RFC of 0.94 on the A259 East during the Friday PM peak hour and 1.16 during the Saturday peak hour for the sports club entrance with a maximum queue of 11 vehicles on Friday and 9 on Saturday:

Table 4.17
A259/Mill Lane Roundabout Horizon Year 2025 + Committed Development + Proposed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Golfers Lane	0.57	1.14	1.16	9.34
A259 East	0.94	11.26	0.83	4.77
Mill Lane	0.75	2.78	0.83	4.42
A259 West	0.63	1.69	0.60	1.50



- 4.32 A comparison of the results with and without development shows that the proposed development traffic will have a minimal impact on future traffic flows including committed development and that the A259/Mill Lane roundabout will operate within capacity in the 2016 scenario rising to operating at capacity with traffic growth added for Horizon Year 2020 and Future Year 2025. The addition of development traffic onto the highway does not materially change the results of the assessment.

Capacity Assessment - A259/A2187 Roundabout (The Body Shop Roundabout)

- 4.33 Capacity assessments have been undertaken for the A259/A2187 roundabout to the west of the development site using ARCADY, the roundabout modelling program. The ARCADY output remains unchanged and is as previously agreed by WSCC within planning permission A/23/15/OUT.
- 4.34 The results of two peak hour assessments for Year 2016 traffic flows including committed development and Year of Opening 2016 traffic flows including both committed development and proposed development are shown in **Table 4.18** and **Table 4.19**:

Table 4.18
A259/A2187 Opening Year 2016 + Committed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
A259 East	0.69	2.19	0.62	1.60
B2187 Worthing Road	0.62	1.60	0.56	1.22
B2187 Horsham Road	0.62	1.61	0.53	1.11
A259 Worthing Road	0.85	5.09	0.82	4.26
Norway Lane	0.29	0.39	0.00	0.0



Table 4.19
A259/A2187 Roundabout Opening Year 2016 + Committed Development
+Proposed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
A259 East	0.73	2.64	0.65	1.84
B2187 Worthing Road	0.64	1.73	0.57	1.28
B2187 Horsham Road	0.64	1.73	0.54	1.17
A259 Worthing Road	0.84	4.75	0.81	4.03
Norway Lane	0.29	0.39	0.00	0.0

- 4.35 **Table 4.18** shows the A259/A2187 roundabout operating within capacity with Year 2016 traffic flows including committed development. The roundabout experiences a maximum RFC of 0.85 during the Friday PM peak hour on the A259 Worthing Road arm and 0.82 during the Saturday peak hour with a maximum queue of 5 vehicles on Friday and 4 vehicles on Saturday.
- 4.36 **Table 4.19** shows the A259/A2187 roundabout operating within capacity with Year of Opening 2016 traffic flows including development traffic. The roundabout experiences a maximum RFC of 0.84 during the Friday PM peak hour on the A259 East arm and 0.81 during the Saturday peak hour with a maximum queue of 5 vehicles on the Friday and 4 vehicles on the Saturday.
- 4.37 The results of the Horizon Year peak hour assessments for Year 2020 traffic including committed development and Horizon Year 2020 traffic including both committed development and proposed development, are shown in **Table 4.20** and **Table 4.21**:
- 4.38 **Table 16.0** shows the A259/A2187 roundabout approaching capacity with Horizon Year 2020 traffic flows including committed development. The roundabout has a maximum RFC of 0.91 during the Friday PM peak hour on the A259 Worthing Road arm and 0.88 during the Saturday peak hour with a maximum queue of 8 vehicles on Friday and 6 on Saturday. There is some improvement on the A259 Worthing Road with development. This is due to diverted trips to the proposed foodstore:



Table 4.20
A259/A2187 Roundabout Horizon Year 2020 + Committed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
A259 East	0.74	2.75	0.66	1.89
B2187 Worthing Road	0.70	2.17	0.62	1.55
B2187 Horsham Road	0.68	2.08	0.58	1.35
A259 Worthing Road	0.91	8.00	0.88	6.19
Norway Lane	0.35	0.51	0.00	0.00

- 4.39 **Table 4.21** shows the A259/A2187 roundabout approaching capacity with development traffic added to the 2020 traffic flows. The roundabout has a maximum RFC of 0.90 during the Friday PM peak hour on the A259 Worthing Road arm and 0.87 during the Saturday peak hour with a maximum queue of 7 vehicles on Friday and 6 vehicles on Saturday. Again, there is some improvement on the A259 Worthing Road for the 'with development' scenario.

Table 4.21
A259/A2187 Horizon Year 2020 + Committed Development +Proposed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
A259 East	0.78	3.40	0.69	2.19
B2187 Worthing Road	0.72	2.40	0.63	1.64
B2187 Horsham Road	0.70	2.27	0.59	1.43
A259 Worthing Road	0.90	7.35	0.87	5.8
Norway Lane	0.35	0.52	0.00	0.0

- 4.40 The results of the Future Year peak hour assessments for Year 2025 traffic including committed development and Future Year 2025 traffic including both committed development and proposed development, are shown in **Table 4.22** and **Table 4.23**:
- 4.41 **Table 4.22** shows the A259/A2187 roundabout at capacity with Future Year 2025 traffic flows including committed development. The roundabout has a maximum RFC of 0.99 during the Friday PM peak hour on the A259 Worthing Road arm and 0.95 during the Saturday peak hour with a maximum queue of 18 vehicles on Friday and 12 on Saturday:



Table 4.22
A259/A2187 Roundabout Horizon Year 2025 + Committed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
A259 East	0.80	3.83	0.71	2.37
B2187 Worthing Road	0.80	3.57	0.70	2.18
B2187 Horsham Road	0.77	3.05	0.65	1.79
A259 Worthing Road	0.99	17.88	0.95	11.65
Norway Lane	0.44	0.74	0.00	0.00

4.42 **Table 4.23** shows the A259/A2187 roundabout at capacity with development traffic added to the 2025 traffic flows. The roundabout has a maximum RFC of 0.98 during the Friday PM peak hour on the A259 Worthing Road arm and 0.94 during the Saturday peak hour with a maximum queue of 16 vehicles on Friday and 11 vehicles on Saturday. Again, there is some improvement on the A259 Worthing Road for the 'with development' scenario:

Table 4.23
A259/A2187 Horizon Year 2025 + Committed Development +Proposed Development

Arm	Friday PM Peak		Saturday Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
A259 East	0.84	4.93	0.74	2.80
B2187 Worthing Road	0.83	4.13	0.72	2.36
B2187 Horsham Road	0.79	3.40	0.67	1.91
A259 Worthing Road	0.98	15.95	0.94	10.73
Norway Lane	0.45	0.76	0.00	0.00

4.43 The results indicate that the proposed development traffic will have a marginal impact on future traffic flows including committed development. However, it should be remembered the robust assumptions which have been made when deriving traffics flows for this assessment, namely:

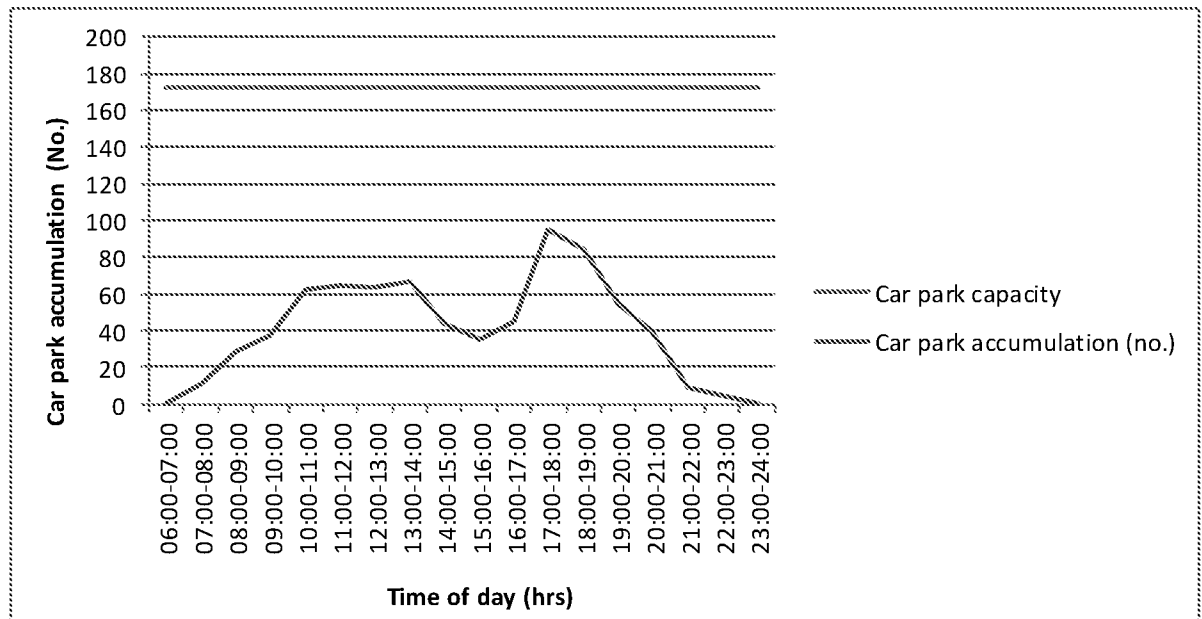


- i) the assessments include both committed development flows and traffic growth factors which will result in double counting of traffic growth
- ii) No reduction in traffic flows have been included to allow for the linking of trips between the site and the Mill Lane development
- iii) All trips to the public house have been assumed new on the network
- iv) A relatively large number of U-turn manoeuvres have been assumed at both roundabouts. We consider the number of U-turns will be lower than that modelled. A robust assessment of U-turns has also been included within the adjacent development's traffic figures included in the committed development traffic flows
- v) We consider that the number of Pass-by trips will be higher than the 30% assumed in this assessment in view of the fact that there is no right turn possible from the site. A higher number of Pass-by trips have the effect of reducing the number of Transfer trips thereby reducing the traffic impact modelled in this assessment

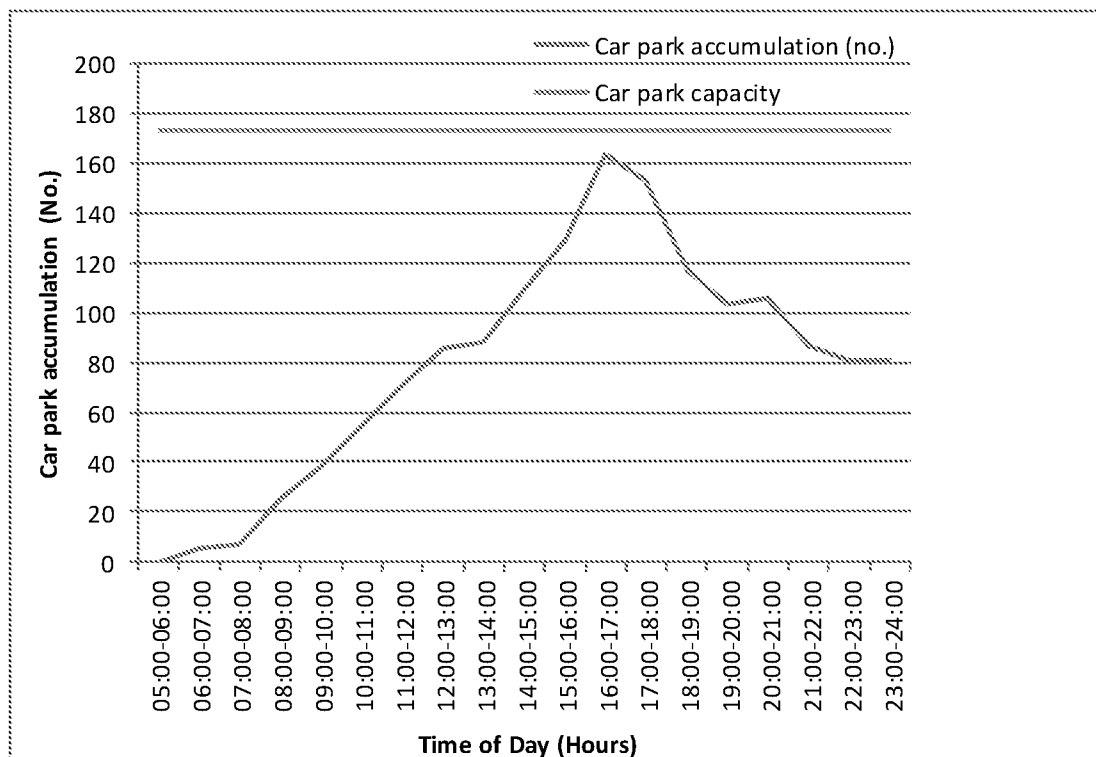
4.44 On the basis of the robust assumptions outlined above the A259/Mill Lane roundabout and the A259/A2187 roundabout will operate with spare capacity in the Year 2016 scenario, although in future years 2020 and 2025 the roundabouts will be at capacity. Our analysis and conclusions remain unchanged from that previously submitted and agreed by WSCC within planning permission A/23/15/OUT.

Parking Assessment

4.45 A predicted car park accumulation exercise has been undertaken for the Friday based on the hourly variation in trip rates obtained from the TRICS database. **Graph 4.1** shows the anticipated car park accumulation for a typical Friday with peak parking accumulation occurring in the early evening. M&S Simply Food use of the car park continues through the day with an increase in parking demand for the public house in the early evening:

**Graph 4.1 – Typical weekday car park accumulation**

4.46 **Graph 4.2** shows the parking profile during a typical Saturday including a higher parking demand from the public house in the late afternoon. The maximum estimated car park occupancy of 163 vehicles occurs on the Saturday:

Graph 4.2 – Average Saturday car park accumulation



- 4.47 The 173-space car park provision will provide approximately 6% additional capacity during the peak Saturday period. The additional capacity will ensure that the site contains any variation in parking demand due to increased dwell time as the public house patron dwell time (i.e. time parked in a parking space) is longer than for the M&S Simply Food customer. The additional capacity will also allow for further dwell time and therefore additional parking demand for customers and patrons linking their visit with adjacent retail parks.

Service Deliveries

- 4.48 Service vehicles will access the site from the main site entrance off the A259 New Road. The predicted schedule of service vehicle movements for the M&S Simply Food unit throughout a typical weekday is as follows:
- 1 x fresh delivery
 - 1 x ambient delivery
 - 1 x chill/frozen delivery
 - 1 x direct delivery (bread/milk etc)
- 4.49 In summary, for the M&S Simply Food unit we would anticipate up to 4 deliveries to occur over a typical day with the majority taking place using an articulated HGV. Marks & Spencers currently use 16.5m articulated lorries to service their sites therefore the proposed junction and the site have been tested for turning for a 16.5m articulated lorry.
- 4.50 For the public house, we would anticipate approximately 1 HGV delivery per day with 1-2 smaller goods vehicle deliveries per day for food and other miscellaneous goods.

Employment accessibility

- 4.51 Overall, the development will provide approximately 110 employment opportunities in the local area. M&S Simply Foods will provide 50-55 jobs in a mixture of full and part-time positions equivalent to approximately 29 full time equivalent (FTE) jobs. The public house will provide an additional 50-55 full and part-time job opportunities.



- 4.52 It is M&S Food's policy to recruit as many new staff from the local area which will influence employee travel behaviour and this will undoubtedly make a significant contribution towards limiting unnecessary car usage. A local targeted advertising campaign prior to the store opening will ensure that all potential employees from the local area are reached. Further details are included in the Marks and Spencer Operator Statement.

Non-carborne person trips

- 4.53 An assessment of the potential modal split of other types of journeys to the site has been undertaken. Data has been taken from the DfT Transport Statistic Bulletin, National Travel Survey (NTS) 2013. Table NTS0409 chart 2 of this Bulletin summarises trips by purpose and main mode in Great Britain based on 2013 National Travel Survey data (**Appendix D**). The data for the M&S Simply Food (shopping) and the public house (leisure) is reproduced in **Table 4.24**:

Table 4.24
Modal Split for Shopping Trips adjusted for 100% for all modes (NTS 2013)

Mode of Travel	M&S Simply Food	Public house
	Percentage	Percentage
Walk	21%	15%
Bicycle	1%	2%
Car/van driver	45%	37%
Car/van passenger	21%	34%
Motorcycle	0%	1%
Local bus	11%	1%
Rail	1%	6%
Total	100%	100%

- 4.54 **Table 4.24** shows that UK non-car modes of travel for shopping trips comprise 21% walk trips and 11% public transport trips. Due to the location of the site, it will only be accessible by pedestrians from the east once the proposed improvements are made to the existing infrastructure. We expect for this site location that it is appropriate to reduce the predicted level of peak hour pedestrian movements by 50%. Rail trips for this site during the peak hour have been discounted. Additionally, for the purposes of



this assessment we consider that cycle and motorcycle trips would be higher than the national average. **Table 4.24** shows a lower level of walk trips for leisure purposes than shopping; a higher level of carborne trips. Rail trips for this site for leisure purposes have been discounted.

- 4.55 Adjustments to the modal split have been made for this particular site location and uses. **Table 4.25** shows the adjusted predicted modal split for the development:

Table 4.25 Adjusted Modal Split

Mode of Travel	M&S Food	Public house
	Percentage	Percentage
Walk	11%	15%
Car/van driver & passenger	78%	82%
Local bus	6%	1%
Cycle	3%	1%
Motorcycle	2%	1%
Total	100%	100%

- 4.56 The proportion of car driver trips predicted for the proposed development is shown in **Table 4.25**. The remaining non-car mode share can be calculated and the resulting trip attraction by mode produced as a proportion of vehicle trip attraction to the site as set out in **Table 4.26** and **Table 4.27** for the M&S Simply Food unit and the public house respectively for both the Friday PM and Saturday peak hours:

Table 4.26- Adjusted non-carborne modal split – M&S Simply Food

Modal Split	Friday PM		Saturday	
	Arrivals (persons)	Departures (persons)	Arrivals (persons)	Departures (persons)
Walk	7	7	10	10
Local bus	4	4	5	5
Cycle	2	2	3	3
Motorcycle	1	1	1	1
Total	14	14	19	19

**Table 4.27 Adjusted non-carborne modal split – Public house**

Modal Split	Friday PM		Saturday	
	Arrivals (persons)	Departures (persons)	Arrivals (persons)	Departures (persons)
Walk	3	2	3	2
Local bus	1	1	1	1
Cycle	1	1	1	1
Motorcycle	1	1	1	1
Total	5	5	5	5



5.0 PLANNING POLICY

- 5.1 This section reviews transport policies to determine whether the proposed development accords with the relevant objectives. Consideration is given to national, regional and local guidance.

National Planning Policy Framework (NPPF)

- 5.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and replaces all Planning Policy Guidance and Statements. The NPPF sets out the Government's planning policies for England and how they are expected to be applied providing a framework within which councils can produce their own planning guidance.

- 5.3 The NPPF sets out 12 core planning principles to underpin plan-making and decision-taking. The principle relating to transport states:

"...actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable" (paragraph 17).

- 5.4 Section 4 of the NPPF relates to 'Promoting sustainable transport' and states that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel"* (paragraph 29). It is recognised that different policies and measures will be required in different communities and *"opportunities to maximise sustainable transport solutions will vary from urban to rural areas"* (paragraph 29).

- 5.5 The NPPF states that *"all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment"* (paragraph 32). Plans and decisions should take account of whether:

- *"the opportunities for sustainable transport modes have been taken up..."*
- *"safe and suitable access to the site can be achieved for all people"*
- *"improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of*



development are severe" (paragraph 32). A Transport Assessment and Travel Plan accompany this planning application.

- 5.6 The NPPF states that plans and decisions should *"ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised"* (paragraph 34). It is recognised that this needs to take account of other policies in the NPPF, particularly those in respect of rural areas. The site being located next to a major bypass already carrying a large volume of traffic is ideally situated to attract traffic already passing and not divert new customers through smaller local roads.
- 5.7 With regards to sustainable transport modes is high on the agenda and the NPPF states that developments should be located and designed where practical to:
- *"give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *"create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
 - *"consider the needs of people with disabilities by all modes of transport"*
- (Paragraph 35)
- 5.8 A Travel Plan is regarded as a key tool to facilitate sustainable travel and *"all developments which generate significant amounts of movement should be required to provide a Travel Plan"* (paragraph 36). A Framework Travel Plan has been submitted as part of this planning application.

Local Planning Guidance

Arun District Local Plan (2003) Saved Policies

- 5.9 The Local Plan was adopted in April 2003 and sets out policies to guide development in the Arun District area. Prior to the replacement of the Local Plan by the emerging Local Plan 2011-2029 some of the Local Plan policies have been saved.



- 5.10 Saved policy GEN14 encourages the provision and improvement of public transport services, whilst saved policy GEN15 requires the development of safe cycle and footpath networks and states that *“where appropriate, new development will be required to provide safe and attractive facilities for cyclists and pedestrians, both within the site and in the form of links to the surrounding area.”* The proposals will provide a new shared footpath/cyclepath link to the site.
- 5.11 Saved policy GEN12 relates to parking and states that provision of parking in excess of Arun District Council's (ADC) parking standards will not be allowed. Details of the relevant parking standards are set out in Section 3 of this document. The maximum parking standards are not exceeded.
- 5.12 Saved policy DEV26 in relation to criteria for retail development, states that ADC will seek to maintain the existing hierarchy of retail centres within Arun and retail development which accords with this will be permitted provided that:
- i) *‘it is of a high standard of design, materials and layout, and has due regard to the character of the site and its surroundings;*
 - ii) *it is easily accessible by public transport;*
 - iii) *it includes provision for access by cycle and on foot;*
 - iv) *it includes appropriate provision to enable access for people with disabilities....’*
- 5.13 The application site is located outside the current settlement boundary (the railway line) but nonetheless provides relatively good accessibility to local bus stops and Angmering train station. The A259 New Road will also have a shared footpath and cyclepath along its southern side providing safe access to the site.

Arun District Local Plan 2011-2029

- 5.14 ADC is currently preparing its new Local Plan which will cover the period 2011-2029. A version of the Submission Local Plan was considered at full council in May 2013.
- 5.15 The Plan sets out a number of strategic objectives. Its objective in respect of transport states: *“To reduce the need to travel and promote sustainable forms of transport.”* Section 15 of the Plan relates specifically to transport.



- 5.16 Policy SP 21, Transport and Development, relates to supporting growth and development in the district whilst promoting sustainable transport, the efficient use of the existing transport network, safe access to developments, reducing congestion and emissions and improving accessibility. It states, ADC will support development which:
- i) *"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..."*
 - ii) *"Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements"*
 - iii) *"Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision..."*
 - iv) *"Where required by current guidance, 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..."*
- 5.17 It is considered that, the proposed development accords with emerging local policies relating to transport which are capable of being a material consideration.

West Sussex Transport Plan 2011-2026

- 5.18 The West Sussex Transport Plan 2011-2026 (LTP3), published in February 2011, sets the strategy for guiding future investment in West Sussex highways and transport infrastructure, and a framework for considering transport infrastructure requirements associated with future development in the county.
- 5.19 The overall vision of LTP3 is *"to achieve efficient, safe and less congested transport networks, which contribute towards:*
- *a more competitive and thriving economy*
 - *reductions in emissions*
 - *improved access to services*
 - *jobs and housing, especially for those in need"*



5.20 The main objective of LTP3 is *“to improve quality of life for the people of West Sussex by helping to provide:*

- *a high-quality transport network that promotes a competitive and prosperous economy in all parts of the County*
- *a resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time*
- *access to services, employment and housing*
- *a transport network that feels, and is, safer and healthier to use”* (section 1.2).

5.21 LTP3 refers to *“promoting sustainable modes of travel, particularly for journeys to work”* and that *“parking space is provided at non-residential development in line with our agreed parking standards”* (section 1.2.1). To ensure that growth is sustainable, LTP3 states that new employment should be *“accessible by sustainable modes of transport”* (section 1.2.1). The development will provide approximately 110 job opportunities in the local area accessible by all modes of transport.

5.22 LTP3 aims to *“reduce unnecessary trips by motorised vehicles and encourage use of more sustainable modes of transport,”* including through securing travel plans for new development, investing in new walking and cycling facilities, and aims to *“reduce the need to travel”* more generally (section 1.2.2). LTP3 encourages *“local delivery of services so that people have to travel less”* (section 1.2.3).



6.0 SUMMARY & CONCLUSIONS

- 6.1 The Redwood Partnership has been instructed by Commercial Development Projects Limited and Marks and Spencers PLC to provide highways and transportation planning advice and prepare a Transport Assessment for a proposed development on land at the northern boundary of Rustington, West Sussex. The site is located in the Ward of Angmering and is situated on the south side of the A259 New Road dual carriageway, approximately 400 metres west of the A259 New Road/Mill Lane roundabout.
- 6.2 The development site has the benefit of an extant planning permission from Arun District Council Ref: A/23/15/OUT dated 27th June 2016 with the same sized food retail unit and family pub as that proposed in this new application. The principle change is that the location of the site access from the A259 New Road has now been relocated further east and the pub relocated to the west of the new access location with a small reduction in car parking provision. The development will include an M&S Simply Food retail unit and a separate family public house.
- 6.3 An accessibility review indicates that the site is accessible by all modes of transport, in addition to the car. The proposed improvements to the pedestrian and cycle infrastructure will improve the site's accessibility by these modes. Buses will also be encouraged to serve the adjacent Mill Lane Development site with new bus facilities to be provided on-site, providing a short walk to the application site.
- 6.4 It was agreed by the Council during negotiations prior to the extant planning permission that there will not be any significant increase in the number of pedestrians using the public right of way over the railway line as a result of the development. Notwithstanding this conclusion, as part of the previous planning permission, the Applicant entered into a Deed of Unilateral Undertaking under Section 106 of the Town & Country Planning Act 1990 to make a £12,500 contribution towards funding the cost of a COVTEC early warning system for pedestrians crossing the railway track. The Applicant has confirmed that this contribution is still available within this application.
- 6.5 The junction capacity tests indicate that the proposed development traffic will have a marginal impact on future traffic flows including committed development. However, it should be remembered the very robust assumptions which have been made when



deriving traffic flows for this assessment, namely:

- i) the assessments include both committed development flows and traffic growth factors which will result in double counting of traffic growth
- ii) No reduction in traffic flows have been included to allow for the linking of trips between the site and the Mill Lane development
- iii) All trips to the public house have been assumed new on the network
- iv) A relatively large number of U-turn manoeuvres have been assumed at both roundabouts. We consider the number of U-turns will be lower than that modelled as customers will be less inclined to carry out a long U-turn journey during peak hours.
- v) A robust assessment of U-turns has also been included within the adjacent development's traffic figures included in the committed development traffic flows
- vi) We consider that the number of Pass-by trips will be higher than the 30% assumed in this assessment in view of the fact that there is no right turn possible from the site. A higher number of Pass-by trips have the effect of reducing the number of Transfer trips thereby reducing the traffic impact modelled in this assessment

6.6 On the basis of the robust assumptions outlined above the A259/Mill Lane roundabout and the A259/A2187 roundabout will operate with spare capacity in the Year 2016 scenario, although in future years 2020 and 2025 the roundabouts will be at capacity. Our analysis and conclusions remain unchanged from that previously submitted and agreed by WSCC within planning permission A/23/15/OUT.

6.7 A Framework Travel Plan has been submitted with the planning application. Detailed Travel Plans will be produced by each business on the site to encourage staff and visitors to use alternative modes of transport other than the private car to minimise the vehicular impact of the development on the highway.

6.8 A car parking accumulation assessment indicates that the proposed parking provision will be sufficient for the development and will contain parking demand within the site boundary at all times of the week. The parking provision is below the maximum standard set by Arun District Council and is compliant with the standards.



6.9 National Planning Policy Framework (NPPF) Para 32 (NPPF) states:

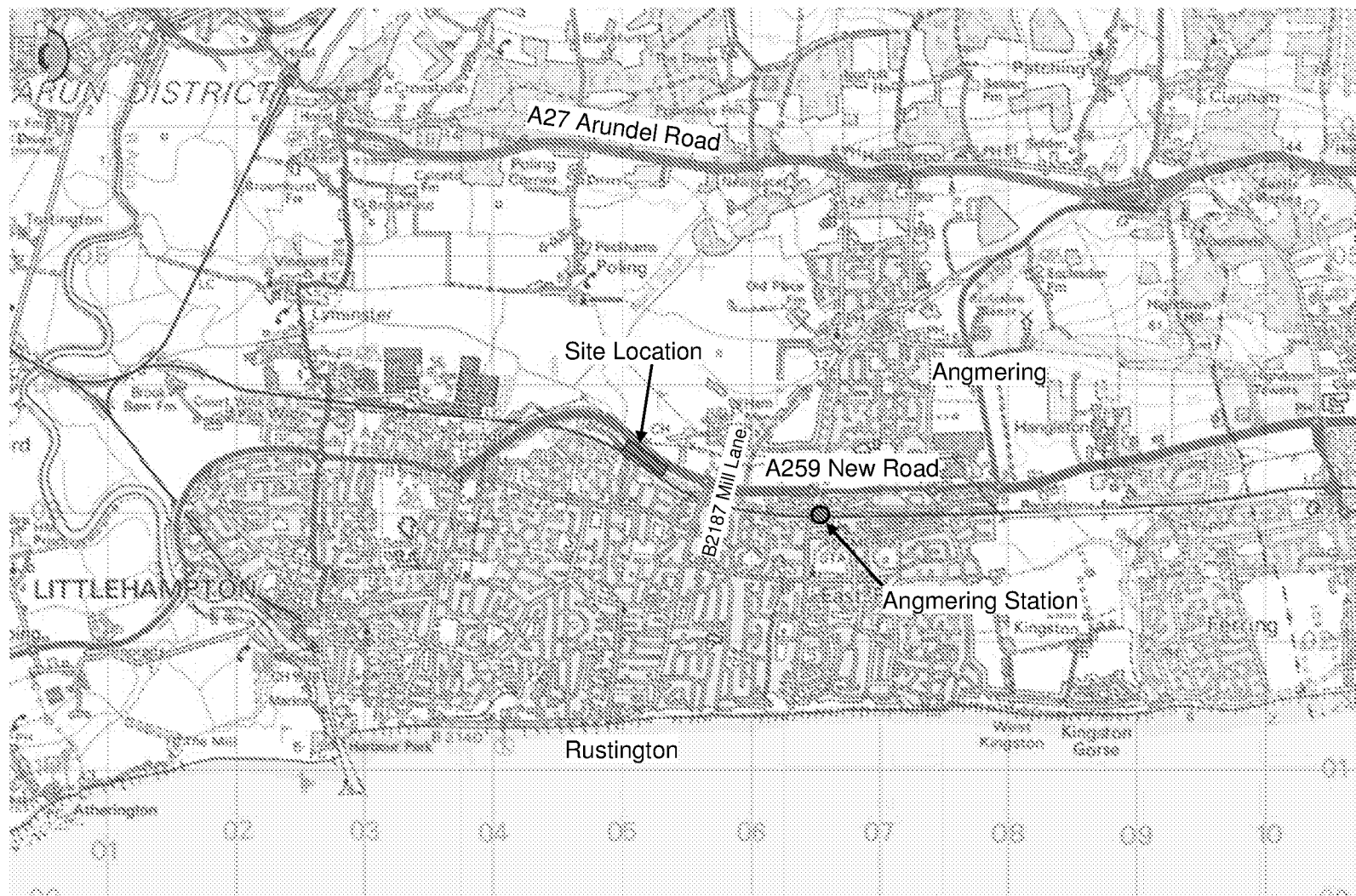
‘ All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- safe and suitable access to the site can be achieved for all people; and*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe’*

The development satisfies all the above requirements and the results of the Transport Assessment have not highlighted issues which would suggest a severe impact.

6.10 In summary, the principle differences between the extant planning permission and this application are the new location for the site access; siting of the public house and a reduced car parking provision, all other highway matters have previously been approved within the extant planning permission A/23/15/OUT. The development site is well located in terms of access to sustainable modes of transport. Transport planning policy for new developments at national, regional and local level supports development schemes in areas where there is a choice of means of transport. The proposals have been reviewed in the light of current planning and transport policy and are fully compliant with policy objectives.

APPENDIX A



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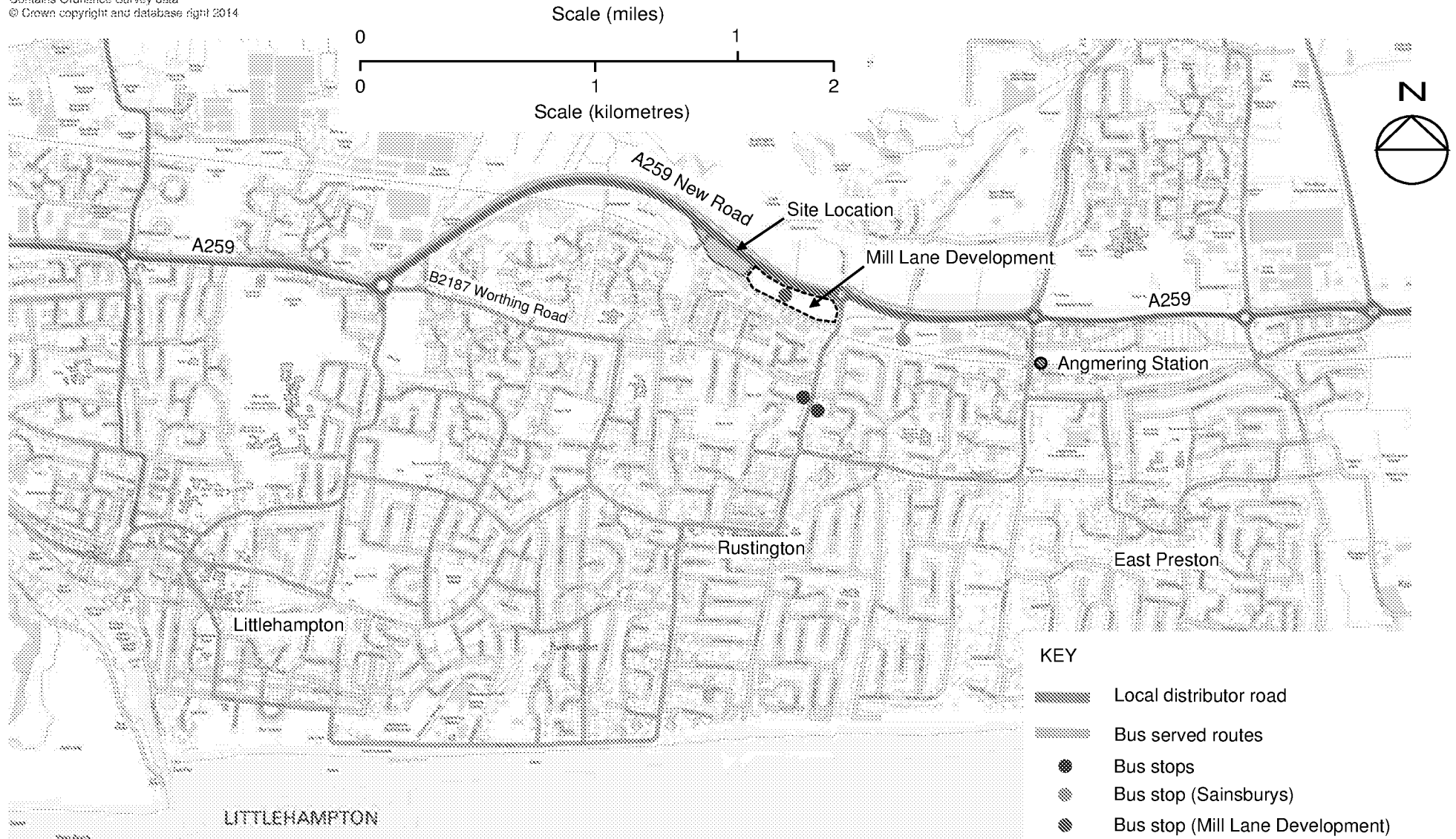
Redwood Partnership. Licence number 100037558

LAND AT A259 NEW ROAD, RUSTINGTON, WEST SUSSEX
SITE LOCATION PLAN

FIGURE A1

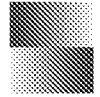


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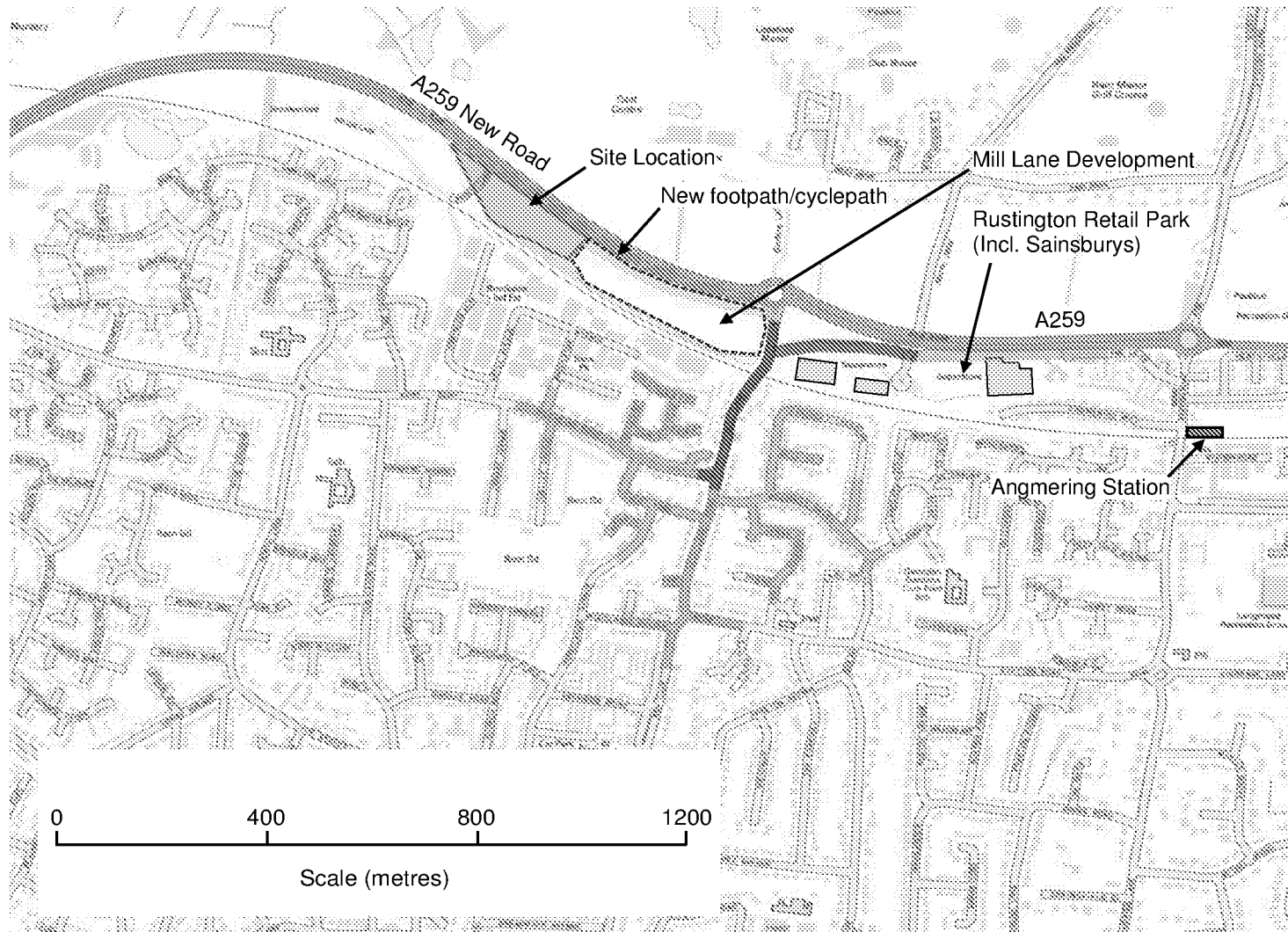


LAND AT A259 NEW ROAD, RUSTINGTON, WEST SUSSEX
PUBLIC TRANSPORT PLAN

FIGURE A2



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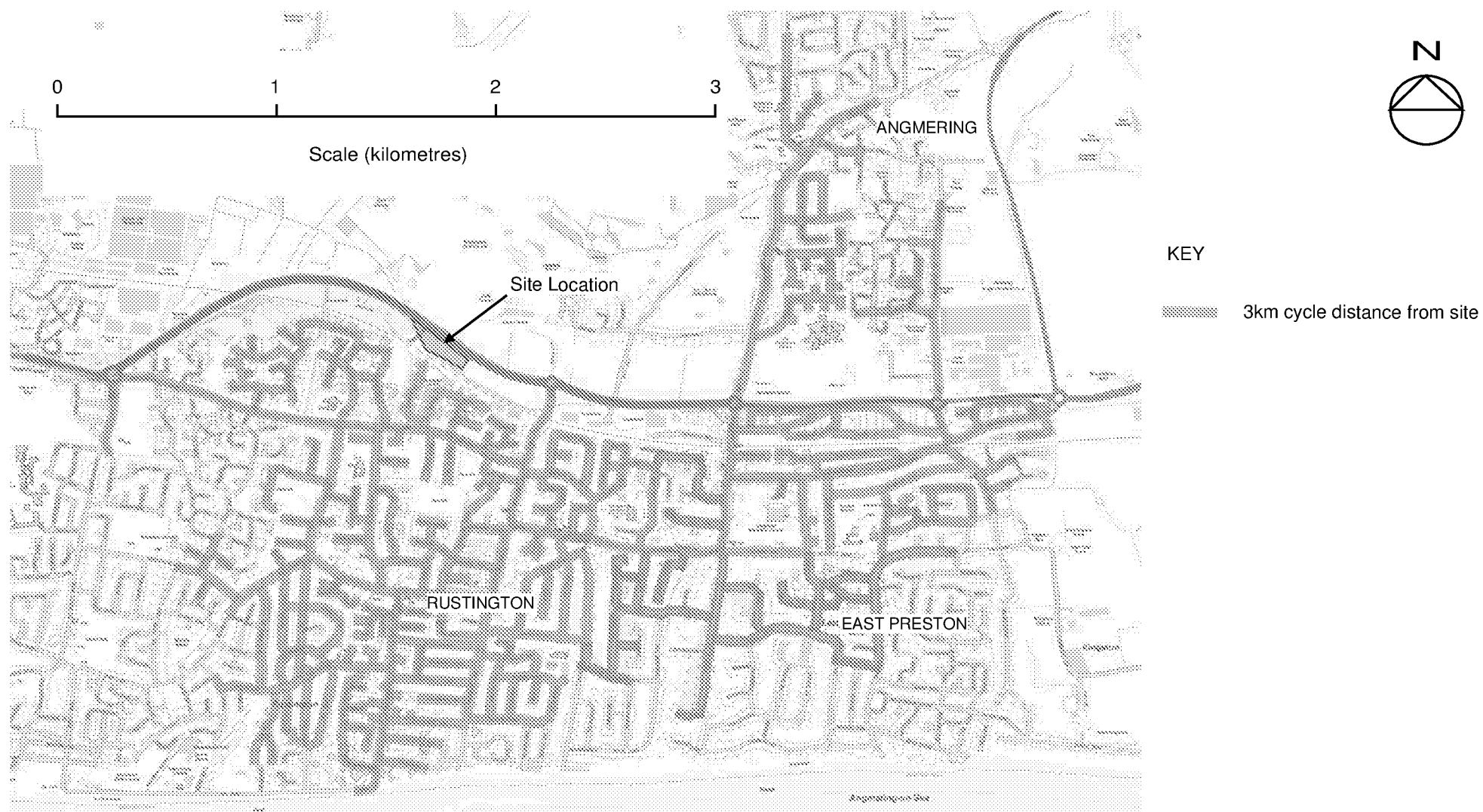
KEY

-  0-400 metres (0-5 mins)
walk distance from site
-  400-800 metres (5-10 mins)
walk distance from site
-  800-1200 metres (10-15 mins)
walk distance from site

LAND AT A259 NEW ROAD, RUSTINGTON, WEST SUSSEX
WALKING ACCESSIBILITY PLAN

FIGURE A3

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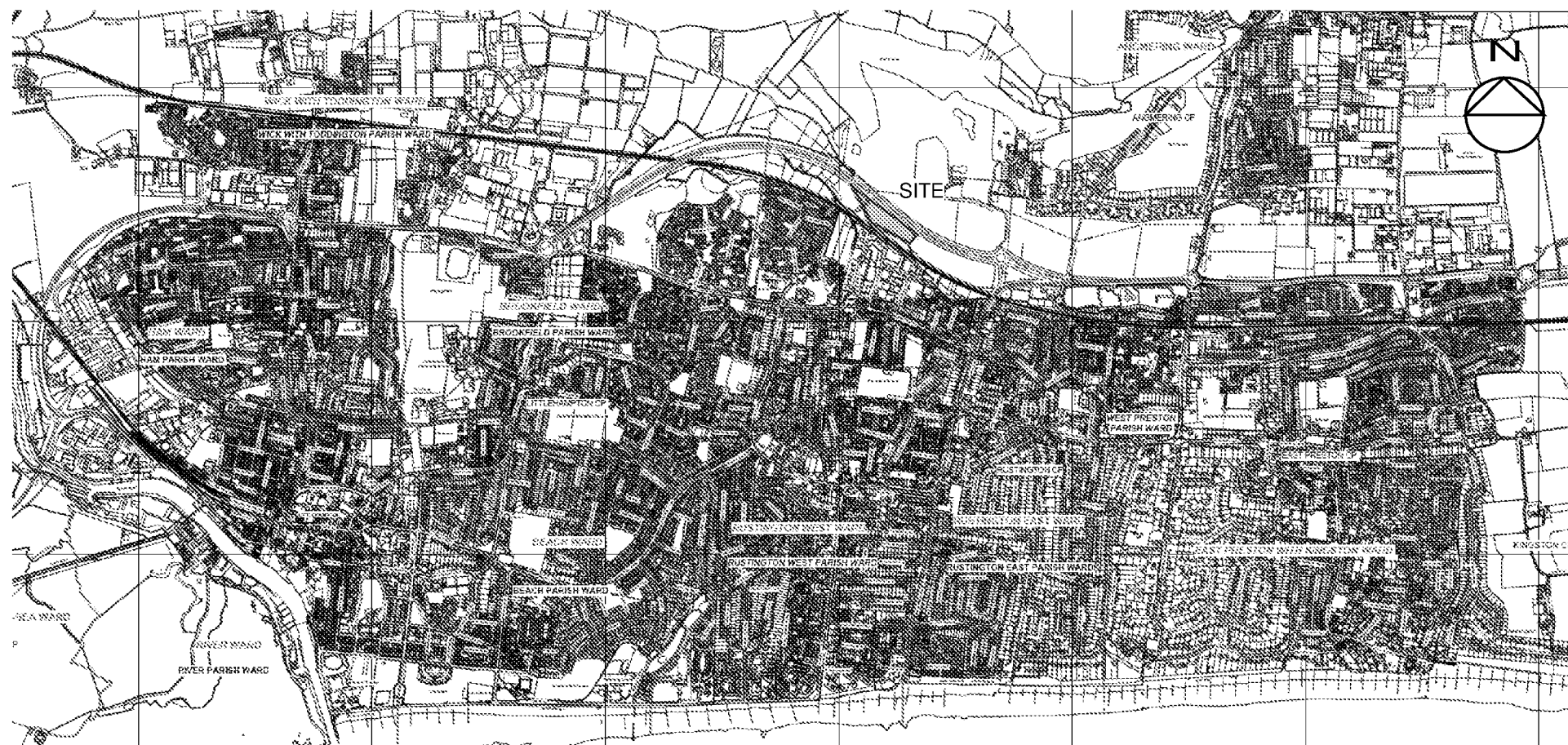


LAND AT A259 NEW ROAD, RUSTINGTON, WEST SUSSEX
CYCLING ACCESSIBILITY PLAN

FIGURE A4



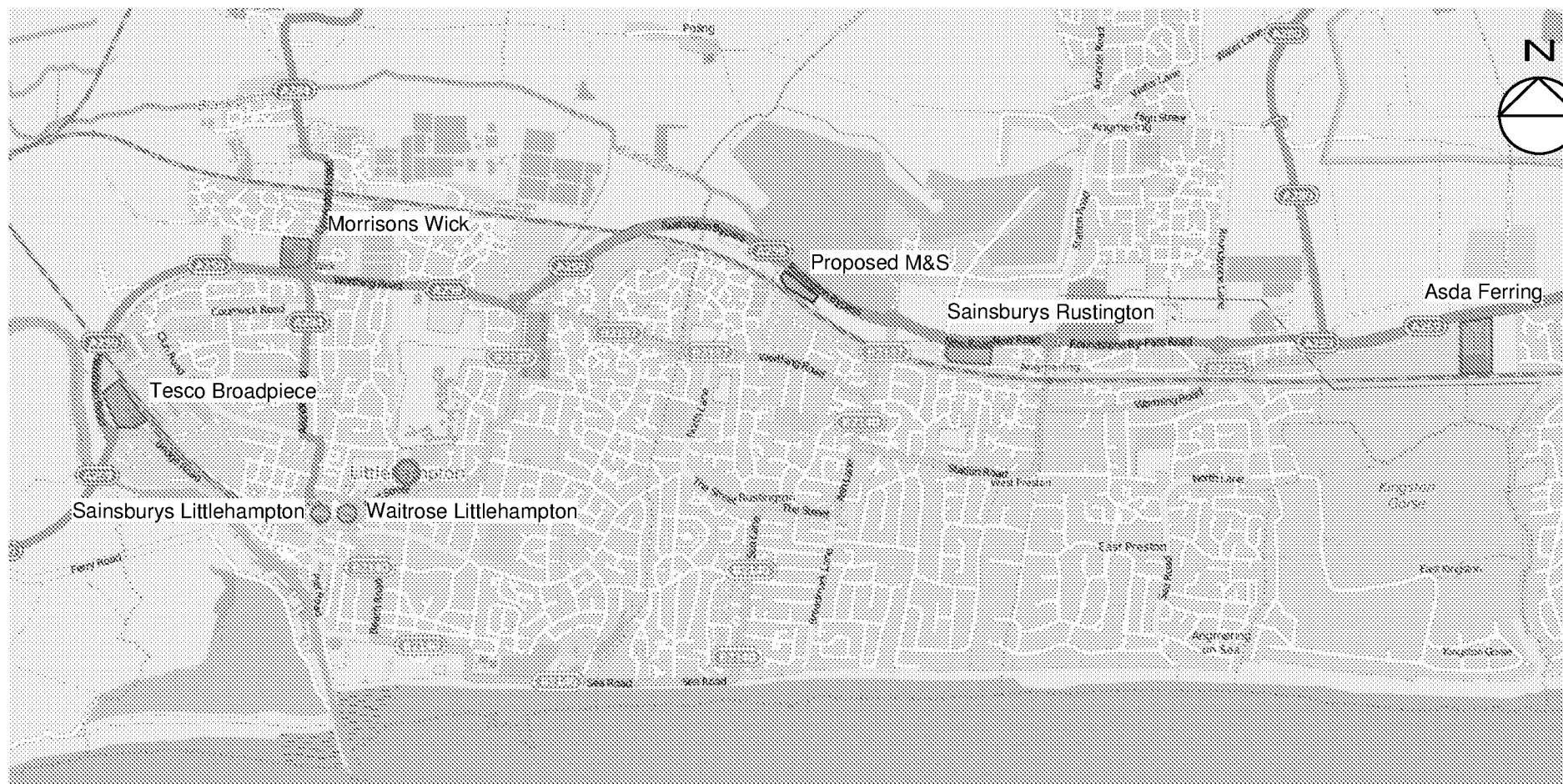
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LAND AT A259 NEW ROAD, RUSTINGTON, WEST SUSSEX
WARD BOUNDARIES

FIGURE A5

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LAND AT A259 NEW ROAD, RUSTINGTON, WEST SUSSEX
M&S SIMPLY FOOD TRADE DRAW - LOCATION PLAN OF OTHER MAIN FOOD RETAILERS

FIGURE A6

APPENDIX B

SUBMISSION TO WEST SUSSEX COUNTY COUNCIL FOR DEPARTURES FROM STANDARD

Project Name	Land south of A259 New Road, Angmering
Applicant Organisation	The Redwood Partnership Transportation Ltd
Applicant Ref	PMcL/3167
Highway Authority Ref	TBA
Applicant Contact Details	Mr Paul McLaughlin BSc CEng MICE MCIHT Tel: 01273 421521
Date Submitted	1 st July 2015

1) PROJECT DETAILS

A	Description	Access to new development
B	Location	Land south of New Road, East of Brook Lane, Angmering
C	Road Category	TA 46/97 Rural Road
D	Road Type	S2
E	Design Speed	120A kph (determined by TA 22/81 85%ile wet weather speeds)
F	Speed Limit	70mph (Derestricted)
G	Traffic Flows	Refer to new Transport Assessment Ref: PMcL/3167D3
H	NMU Flows	Refer to previous Transport Assessment Ref: PMcL/3167D1

2) DEPARTURE DETAILS

A	Discipline	Road Geometry
	Type	
B	Relevant Standard(s)	TD42/95
	Clause	Fig. 7.12
C	Difference Between Standard(s) and proposed design	Paragraph 7.54 states that a 40m radius entry is required where main road speed is above 85 kph. The design includes an entry radius of 20 metres
D	Reason for Departure (overview)	Fig. 7.12 (TD42/95) shows traffic at the end of the deceleration lane having to give way, therefore the entry radius beyond the give way in Fig. 7.12 is not a speed reduction measure and can be reduced
E	Associated Project Departures	n/a
F	Other Options Considered	Increase in radius not possible due to site constraints

3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	Motorists could potentially arrive at high speed. Additional warning signage and longer deceleration lane is proposed (see section 4A)
B	Congestion/ Delay	n/a
C	Environmental / sustainability	n/a
D	Capital and whole life cost/ value	n/a
E	Accessibility	n/a
F	Integration	n/a
G	Structural	n/a

H	Network resilience & Maintenance	n/a
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4) COMPENSATORY MEASURES

A	Included Measures	Chevron sharp deviation signs to Diag 515 added Roundabout ahead/Reduce speed signs to Diags. 510 & 511 added The deceleration lane length has been increased from 110m to 147m
B	Rejected Options	Increased entry radius not possible due to site constraints

5) DESIGN ORGANISATIONS CONCLUDING REMARKS

Proposals shown on Drg.No. 3167-121 are deemed to be acceptable

6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	Drg.No. 3167-100-RevB
B	Consultations	Road Safety Audit Stage 1 Ref: Fenley RSA-15-002-04 (to be updated)
C	Other Information	Supplementary Transport Report Ref: PMcL/3167D2 submitted with planning application A/23/15/OUT

7) DECISION – (HIGHWAY AUTHORITY USE ONLY)

NAME 1						
ROLE						
SIGNED		DATE				
NAME 2						
ROLE						
SIGNED		DATE				
MARK ONE BOX:	1- APPROVED	☐	2-APPROVED WITH COMMENTS	☐	3- REJECTED	☐
COMMENTS						



Town & Country Planning Act 1990 (as amended)
Town & country Planning (Development Management
Procedure) (England) Order 2015 - Article 5
Application for Outline Consent
DECISION NOTICE

Application Ref: A/23/15/OUT

1 To Addressee

Mr E Ledwidge
 Montagu Evans LLP
 5 Bolton Street
 London
 W1J 8BA

2 Site Address

Land south of New Road (A259)
 and East of Brook Lane

N/A

3 Description of Development

Hybrid application - Full Planning Permission for a retail unit (Class A1) comprising 1,487sqm (1022sqm ground floor and 465sqm mezzanine) with associated access, car parking, servicing, landscaping & associated works.
 Outline Planning Permission for a public house (Class A4) comprising 581sqm at ground floor level - This is a Departure from the Development Plan

1

In respect of the part of the application where Outline Permission is granted (Public House), the permission hereby granted is an Outline Permission under Section 92 of the Town and Country Planning Act 1990 (as amended) and an application for the approval of the Local Planning Authority to the following matters must be made not later than the expiration of 3 years beginning with the date of this permission:-

- (a) Layout;
- (b) Scale;
- (c) Appearance;
- (d) Landscaping.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

- 2 In respect of the part of the application where Outline Permission is granted (Public House), the development hereby permitted shall be begun either before the expiration of 5 years from the date of this permission, or before expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
- Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).
- 3 In respect of the part of the application granted in Full Permission (Retail unit) the development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
- Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).
- 4 In respect of the part of the application granted Full Permission (Retail unit), the development hereby approved shall be carried out in accordance with the following approved plans :
- Drawing Number: 1117-P-10 Existing Location
 Drawing Number:1117.P-11E Site Plan
 Drawing Number:1117-P-12 Unit A Floor Plan
 Drawing Number:1117-P-13 Unit A : Elevations
 Drawing Number:1117-P-14 Unit A : Elevations
 Drawing Number:REDW-3167-111 Highway Access Plan
- Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan.
- 5 In respect of the part of the application where Outline Permission is granted (Public House), the development hereby approved shall be carried out in accordance with the following approved plans :
- Drawing Number: 1117-P-10 Existing Location
 Drawing Number:1117.P-11d Site Plan
 Drawing Number:REDW-3167-111 Highway Access Plan
- Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan.
- 6 No development shall take place within the area indicated until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.
- Reason: The site is of archaeological significance in accordance with Arun District Local Plan Policy GEN7.
- 7 The development shall not proceed until formal consent has been approved in writing from the Lead Local Flood Authority (WSSC) or its agent (ADC) for the discharge of any flows to watercourses, or the culverting, diversion, infilling or obstruction of any watercourse on the site.
- Any discharge to a watercourse must be at a rate no greater than the pre-development run off values.
- Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies GEN7 and GEN9 of the Arun District Council Local Plan.

- 8 Development shall not commence until full details of the maintenance and management of the SUDs system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturers recommended design life. Upon completed construction of the SuDs System, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.

Reason: To ensure the efficient maintenance and on going operation of the SuDs system and to ensure the best practice in line with guidance set out in 'The SuDs Manual' CIRIA publication ref: C697 Chapter 22.

- 9 The development layout shall not be agreed until such time that arrangements for the future access and maintenance of any watercourse or culvert (piped watercourse) crossing or abutting the site has been submitted and approved in writing by the Local Planning Authority.

No construction is permitted, which will restrict current and future land owners from undertaking their riparian maintenance responsibilities of any watercourse on or adjacent to the site.

Reason: To ensure that the duties and responsibilities, as required under the Land Drainage Act 1991, and amended by the Flood and Water Management Act 2010, can be fulfilled without additional impediment following the development completion.

- 10 Construction shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to and approved in writing by the Local Planning Authority in consultation with Southern Water. The development shall be carried out in accordance with the approved details.

Reason: To ensure suitable foul and sewerage water disposal.

- 11 If, during development, contamination not previously identified is found to be present at the site then no further development within the affected area (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To prevent development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution in accordance with the NPPF.

- 12 The development permitted by this planning permission shall be carried out in accordance with the following mitigation measures detailed within the Approved Flood Risk Assessment (FRA) 32447/4001:
- Any changes in ground levels are shown to not result in any loss of fluvial flood storage.
 - Finished floor levels are set no lower than 0.3m above the 0.1% (1 in 1000) fluvial flood levels already supplied by the Environmental Agency.
- The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently agreed, in writing, by the Local Planning Authority.
- Reason: To prevent flooding elsewhere by ensuring that surface water will be attenuated on site to the 1% (1 in 100) annual probability with 30% allowance for climate change.
- 13 The development hereby permitted shall not be commenced until such time as a scheme to discharge surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall include:
1. Calculations showing that the scheme can attenuate the 1% (1 in 100) annual probability event with 30% allowance for climate change on site.
- The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.
- Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- 14 In respect of the application granted Full Permission (Retail Unit), the retail store shall open for trade between the hours of 07.00 and 23.00 Monday to Saturday and will comply with the Sunday trading Act 1994 (or subsequent replacement) on Sundays. Except for the wee (7 days) immediately before Christmas day and for the week (7 days) immediately before Easter Sunday, when the retail store shall only be open for trade between the hours of 06.00 and 24.00 Monday to Saturday and will, comply with the Sunday Trade Act (or subsequent replacement) on Sundays.
- Reason: To comply with Arun District Local Plan policy GEN32, and in accordance with the NPPF.
- 15 No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. In the event that such consent is sought and given by the local planning authority the development shall be carried out in accordance with the approved details.
- Reasons: To prevent development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution in accordance with the NPPF.

- 16 No development shall commence until the vehicular access serving the development has been constructed in accordance with the approved planning drawing Proposed Location Plan Drawing Number 1117.P-11E
- Reason: In the interests of road safety.
- 17 No part of the development shall be first occupied until provision has been made within the site in accordance with plans and details to be submitted to and approved by the Local Planning Authority to prevent surface water draining onto the public highway.
- Reason: In the interests of road safety.
- 18 In respect of the application granted Full Permission (Retail Unit), no development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters;
- the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and routing of vehicles during construction,
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials and waste,
 - the storage of plant and materials used in construction of the development,
 - the erection and maintenance of security hoarding,
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - measures to control the emission of dust and dirt during demolition and construction, lighting for construction and security,
 - details of public engagement both prior to and during construction works.
- Reason: In the interests of highway safety and the amenities of the area.
- 19 The Approved Framework Travel Plan (Redwood Partnership (PMcL/3167d2/February 2015) shall be implemented in accordance with the timescales specified therein, to include those parts identified as being implemented prior to occupation and following occupation, unless alternative timescales are agreed in writing with the Local Planning Authority. The Approved Travel Plan shall be monitored and reviewed in accordance with the agreed Travel Plan targets to the satisfaction of the Local Planning Authority.
- Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling.

20

No development shall take place until there has been submitted to, and approved by, the Local Planning Authority, a landscaping scheme including details of hard and soft landscaping and details of existing trees and hedgerows to be retained, together with measures for their protection during the course of the development. The approved details of the landscaping shall be carried out in the first planting and seeding season, following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of amenity and of the environment of the development in accordance with policy GEN7 of the Arun District Local Plan.

21

If within a period of five years from the date of the planting of any tree or shrub approved under condition 21, that tree or shrub (or any tree or shrub planted in replacement for it) is removed, uprooted or destroyed or dies (or becomes in the opinion of the Local Planning Authority seriously damaged or defective) another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason: To ensure that adequate provision is made for the planting of trees and shrubs and in the interests of maintaining and enhancing the quality and enjoyment of the environment.

22

No development shall commence until a scheme for the provision of external lighting has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall include full details of the locations, design, luminance levels, light spillage, hours of use, and columns for all external lighting within the site. The approved scheme shall be implemented in full prior to the occupation of the buildings.

Reason: To safeguard the residential amenities of the local area in accordance with policies GEN7 and GEN32 of the Arun District Local Plan.

23

The buildings shall not be occupied until the 196 parking spaces, and turning facilities shown on the submitted plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking and turning of vehicles.

Reason: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with policy GEN7 of the Arun District Local Plan.

24

The construction of external facing materials for each building shall not take place until details and samples of all external walling, window, door and roofing materials for that building have been submitted to and approved in writing by the Local Planning Authority. Such materials shall be made available on site prior to the commencement of their use, for the inspection of the Local Planning Authority who shall be notified in writing of their availability. The building works shall be constructed from the materials thereby approved.

Reason: In the interests of visual amenity in accordance with Arun District Local Plan Policy GEN7.

- 25 No mechanical ventilation or air conditioning system or any other plant machinery shall be installed or operated for each building until details of the installation and operation of the system have been submitted to and approved in writing by the Local Planning Authority. The system shall thereafter only be installed and operated in accordance with the approved details.
- Reason: In the interests of amenity in accordance with Arun Local Plan Policies GEN7, DEV26 and GEN34
- 26 In respect of the part of the application granted Full Permission (Retail unit), external lighting in association with this development shall comply with the Institute of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light, Obtrusive Light Limitations for Exterior Installations for Zone E2.
- Reason: To safeguard the residential amenities of the local area in accordance with GEN7 and GEN32 of the Arun District Local Plan.
- 27 In respect of the part of the application granted Full Permission (Retail unit), prior to the commencement of construction of a phase, written evidence will be submitted to and approved in writing by the Local Planning Authority that the development is registered with a BREEAM certification body and a preassessment report (or a design stage certificate with interim rating if available) has been submitted indicating that the development can achieve the BREEAM level "Good". The documentation will include an energy plan showing that a minimum of 10 percent of on-site energy will be produced by low and zero carbon technologies. The statement shall be approved by the Local Planning Authority and the building should be constructed in accordance with the detailed scheme.
- Prior to the occupation of each phase of the development a post construction review statement for that phase shall be submitted by the applicant including a BRE certified BREEAM final assessment and associated paper work and approved in writing by the Local Planning Authority.
- Reason: To reduce carbon dioxide and other greenhouse gas emissions and adapt to climate change in accordance with Policy GEN21 of the adopted Arun District Local Plan.
- 28 Prior to the commencement of development of any preparatory works an Ecological Protection & Enhancement Plan shall be submitted to and agreed in writing by the Council. The Plan shall be based on the mitigation measures proposed in Preliminary Ecological Assessment dated November 2014 prepared by Middlemarch Environmental and the Water Vole and Reptiles Survey by Urban Edge Environmental Consulting in May 2015 and will include a programme of ecological monitoring to inform the long term management of the site. The Plan will include full mitigation strategy for Water Voles and Reptiles and a work programme with clear timelines for each mitigation measure to be carried out. The mitigation measures shall be implemented in accordance with the timescales set out in the agreed plan.
- Reason: To ensure the protection and retention of biodiversity in accordance with Arun District Local Plan Policy GEN29

29 In respect of the part of the application granted Full Permission (Retail unit), demolition and construction works shall not take place outside 08.00 hours to 18.30 hours Mondays to Fridays and 08.00 hours to 13.30 hours on Saturday. There will be no construction on Sundays or Bank Holidays.

Reason: To safeguard the residential amenity of the area in accordance with the Arun District Local Plan.

30 In respect of the part of the application where Outline Permission is granted (Public House), prior to the commencement of construction of a phase, written evidence will be submitted to and approved in writing by the Local Planning Authority that the development is registered with a BREEAM certification body and a preassessment report (or a design stage certificate with interim rating if available) has been submitted indicating that the development can achieve the BREEAM level "Good". The documentation will include an energy plan showing that a minimum of 10 percent of on-site energy will be produced by low and zero carbon technologies. The statement shall be approved by the Local Planning Authority and the building should be constructed in accordance with the detailed scheme.

Prior to the occupation of each phase of the development a post construction review statement for that phase shall be submitted by the applicant including a BRE certified BREEAM final assessment and associated paper work and approved in writing by the Local Planning Authority.

Reason: To reduce carbon dioxide and other greenhouse gas emissions and adapt to climate change in accordance with Policy GEN21 of the adopted Arun District Local Plan.

31 In respect of the part of the application where Outline Permission is granted (Public House), demolition and construction work shall not take place outside 08.00 hours to 18.30 hours Mondays to Fridays and 08.00 hours to 13.00 hours on Saturday. There will be no Sundays or Bank Holidays.

Reason: To safeguard the residential amenity of the area in accordance with the Arun District Local Plan.

32 In respect of the part of the application where Outline Permission is granted (Public House), no development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters;

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- measures to control the emission of dust and dirt during demolition and construction, lighting for construction and security,
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

INFORMATIVE

Please note that related to this permission there is an agreement under Section 106 of the Town & Country Planning Act 1990.

INFORMATIVE: The applicant should note that under Part 1 of the Wildlife and Countryside Act 1981, with only a few exceptions, it is an offence for any person to intentionally take, damage or destroy the nest of any wild birds while the nest is in use or being built. Birds nest between March and September and therefore removal of dense bushes, ivy or trees or parts of trees etc. during this period could lead to an offence under the act.

INFORMATIVE: This notice does not give authority to destroy or damage a bat roost or disturb a bat. Bat species are protected under Section 39 of the 1994 Conservation (Natural Habitats etc) Regulations (as amended), the 1981 Wildlife and Countryside Act (as amended) and the 2000 Countryside and Rights of Way Act. It is illegal to damage or destroy any bat roost, whether occupied or not, or disturb or harm a bat. If you are aware that bats roost in a tree(s) for which work is planned, you should take further advice from Natural England (via the Bat Conservation Trust on 0845 1300228) or an ecological consultant before you start. If bats are discovered during the work, you must stop immediately and contact Natural England before continuing.



Karl Roberts
Director Planning & Economic Regeneration

Case Officer: Mr N Crowther

Date of Decision:

27 June 2016

Arun District Council
The Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF

IT IS IMPORTANT THAT YOU READ THE NOTES ATTACHED TO THIS DOCUMENT

APPEALS TO THE SECRETARY OF STATE

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, and you want to appeal against this planning application decision, then you must do so within 28 days of the date of this notice.

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and you want to appeal against this planning application decision, then you must do so within 28 days of the date of service of the enforcement notice, or within 12 weeks of the date of this notice, whichever period expires earlier.

Otherwise, if you want to appeal against this decision then you must do so within 6 months of the date of this notice.

Appeals must be using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or online at <http://acp.planninginspectorate.gov.uk>

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

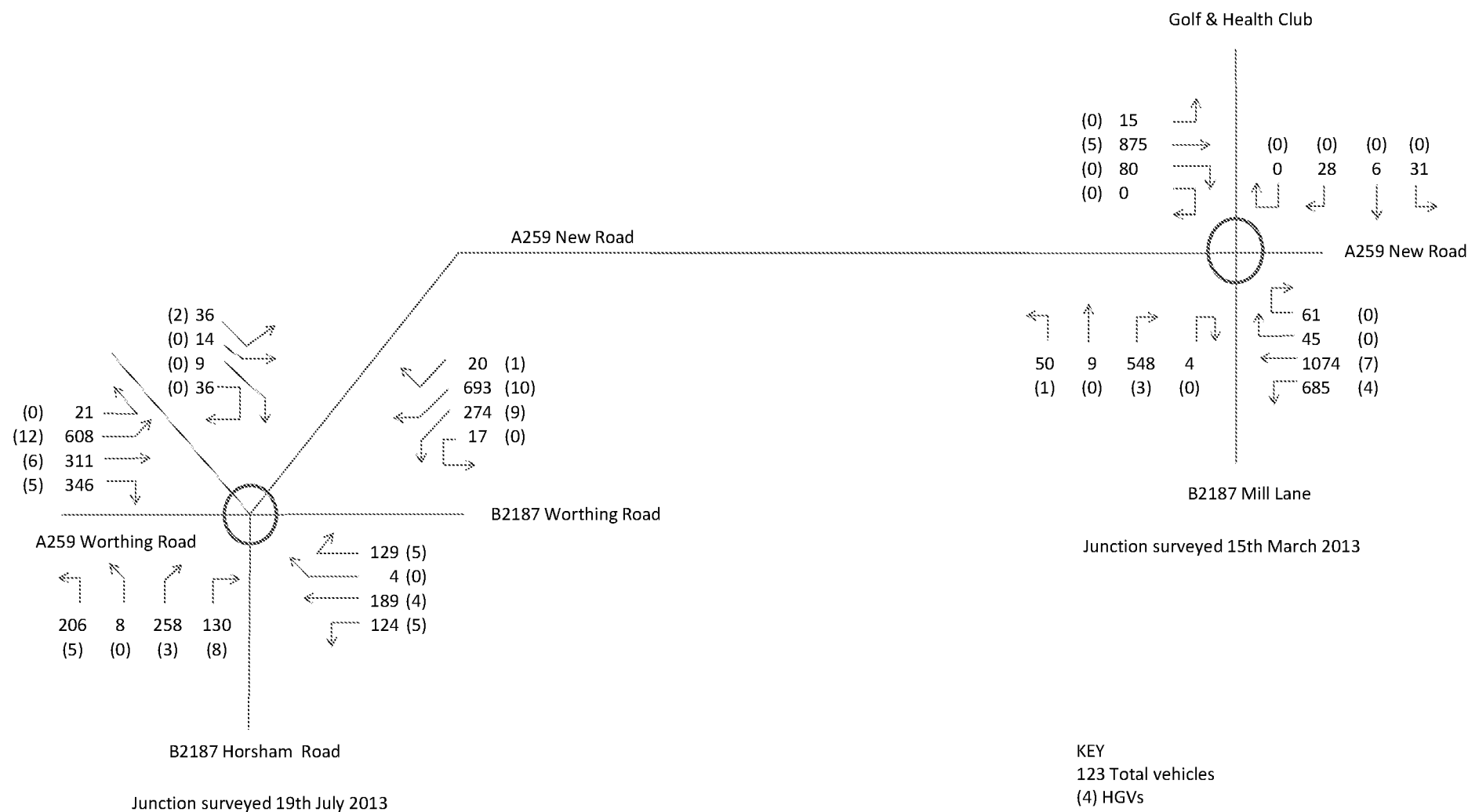
PURCHASE NOTICES

If either the local planning authority or the Secretary of State refused permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (that is, where the land is situated in a National Park, the National Park authority for the Park, or in any other case the district council in whose area the land is situated). This notice will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter 1 of Part VI of the Town & Country Planning Act 1990.

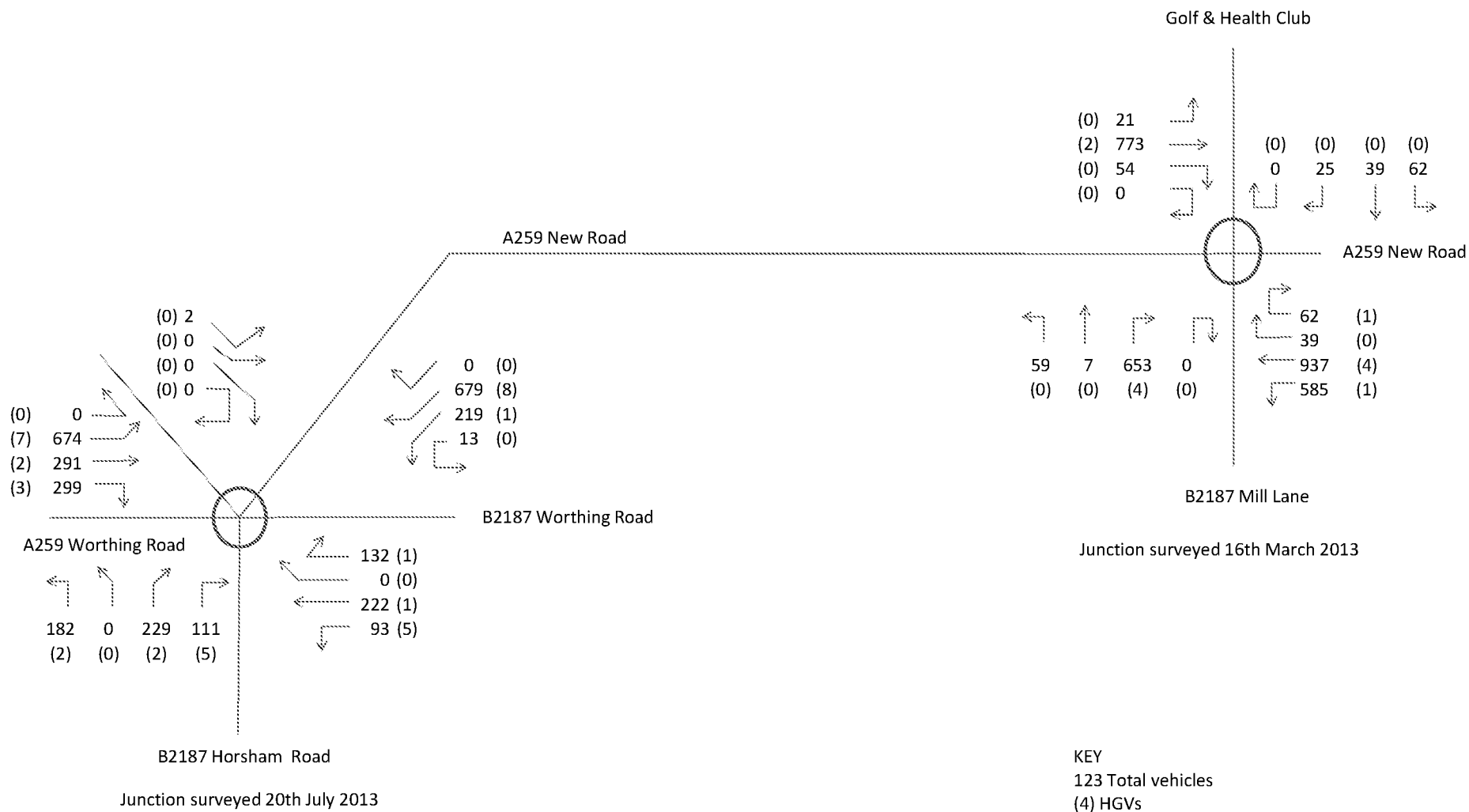
Please note that this decision notice only relates to matters under the Planning Acts and does not give consent under any other legislation that may apply to the development. You will need to carry out your own checks to determine whether any other consents or permissions are required. For example, the Building Regulations are likely to apply to most developments, and a Highways Licence may be required from West Sussex County Council for any development within the public highway (including the placing of skips on highway land).

APPENDIX C



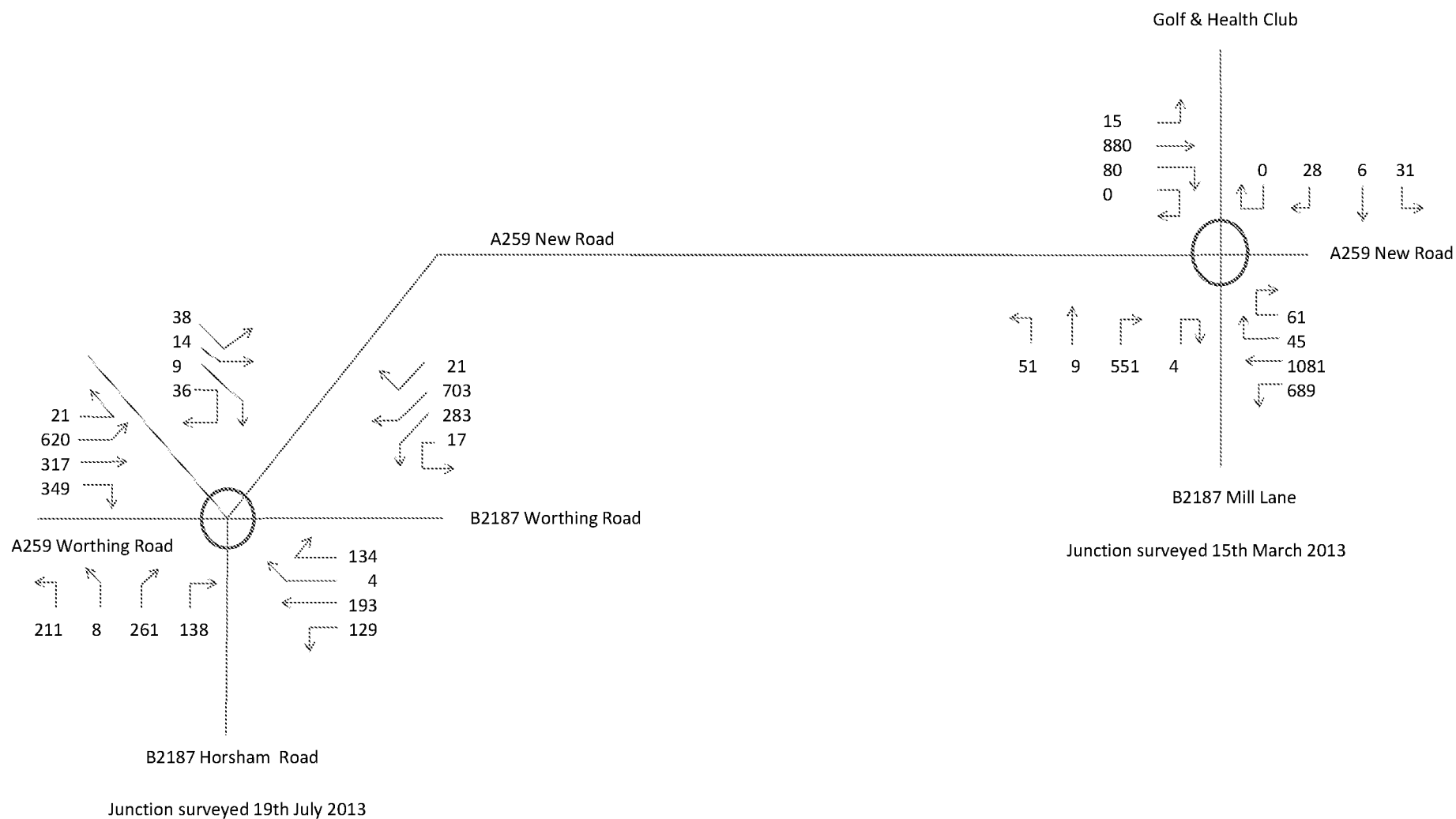
NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON
 BASE TRAFFIC FRIDAY PM PEAK HOUR 1645-1745HRS, MARCH 2013 - OBSERVED TRAFFIC FLOWS

FIGURE C1A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON
 BASE TRAFFIC SATURDAY PEAK HOUR 1200-1300HRS, MARCH 2013 - OBSERVED TRAFFIC FLOWS

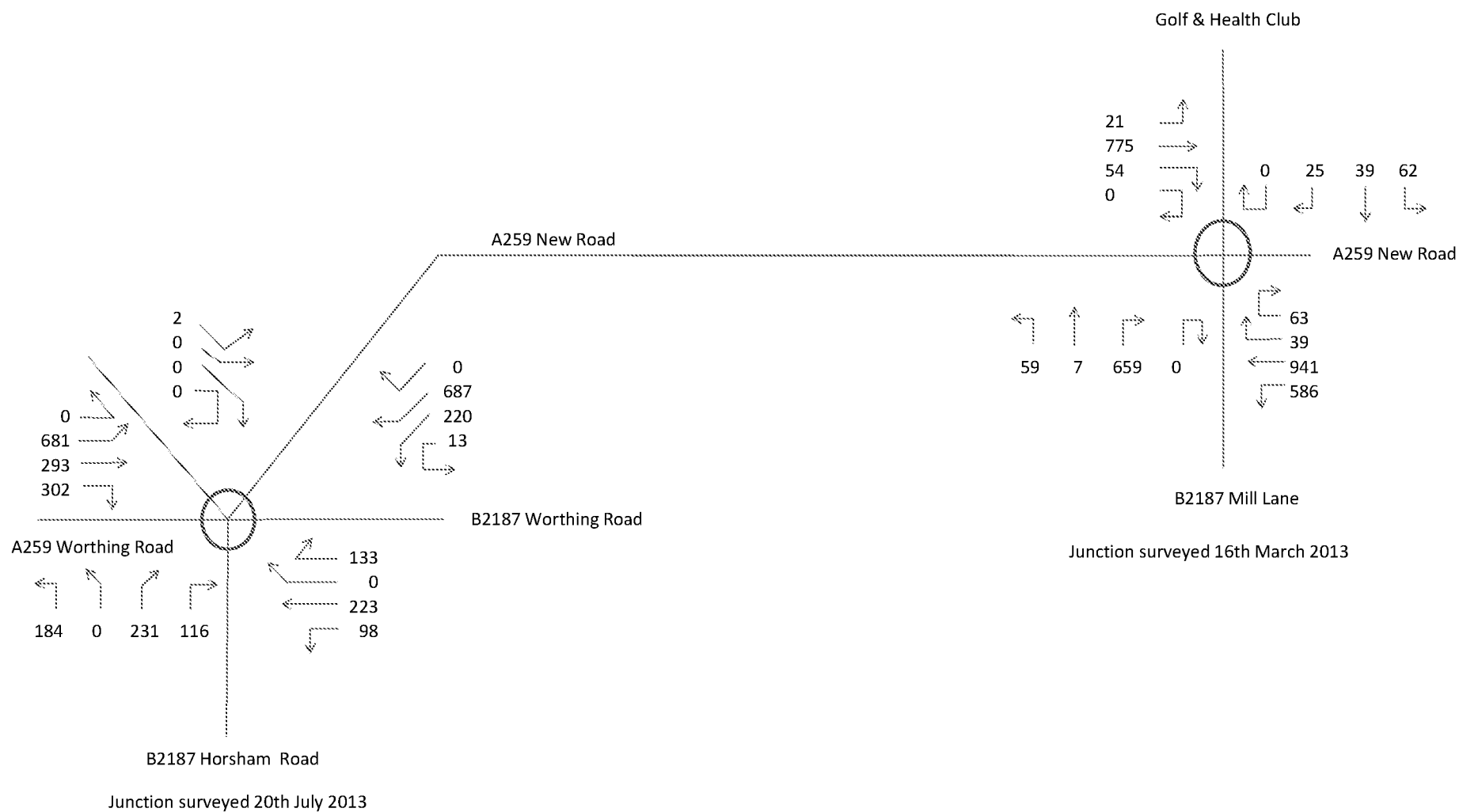
FIGURE C2A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

BASE TRAFFIC FRIDAY PM PEAK HOUR 1645-1745HRS, MARCH 2013 - EQUIVALANT PASSENGER CAR UNITS (PCUs)

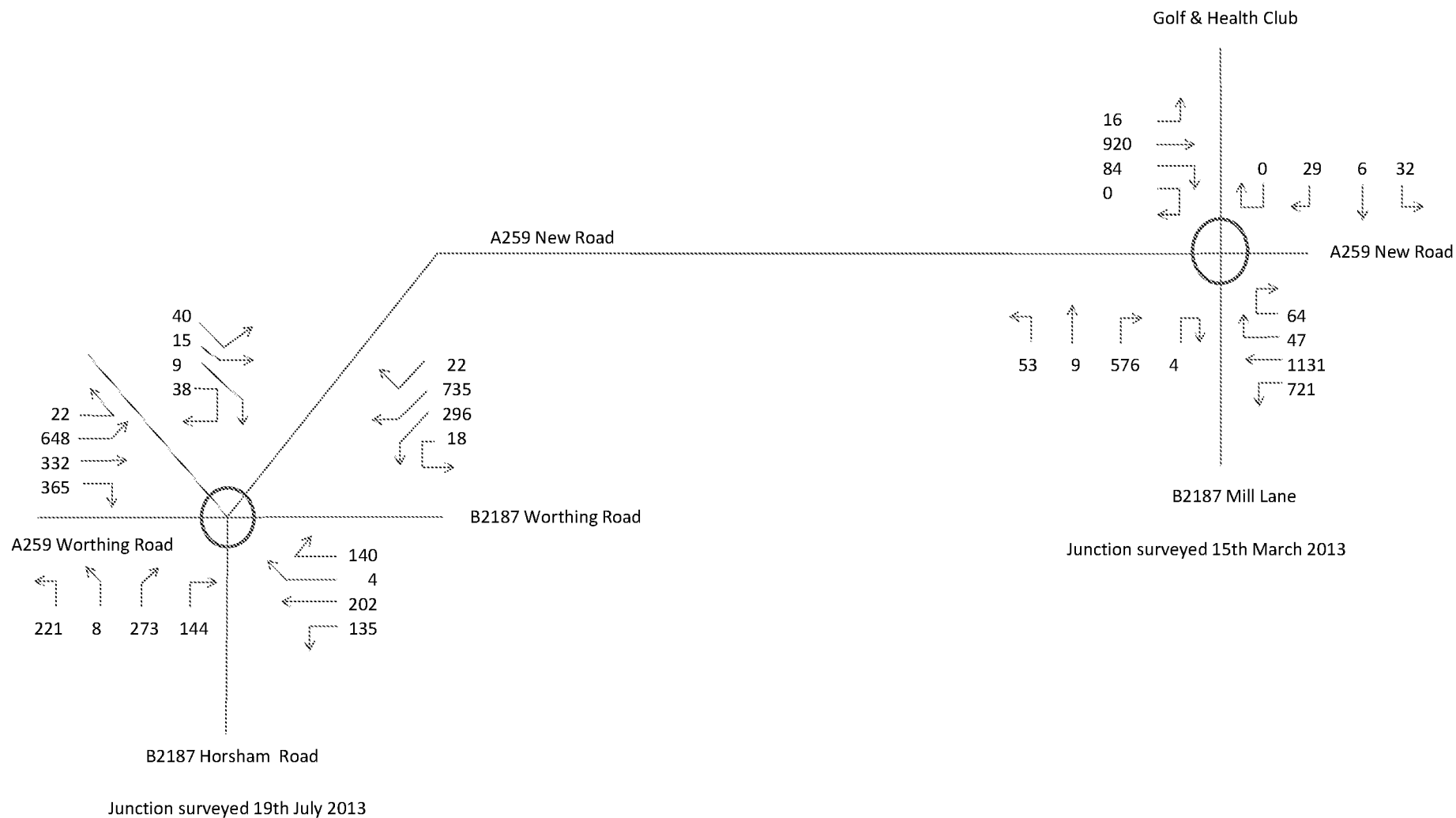
FIGURE C3A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

BASE TRAFFIC SATURDAY PEAK HOUR 1200-1300HRS, MARCH 2013 - EQUIVALANT PASSENGER CAR UNITS (PCUs)

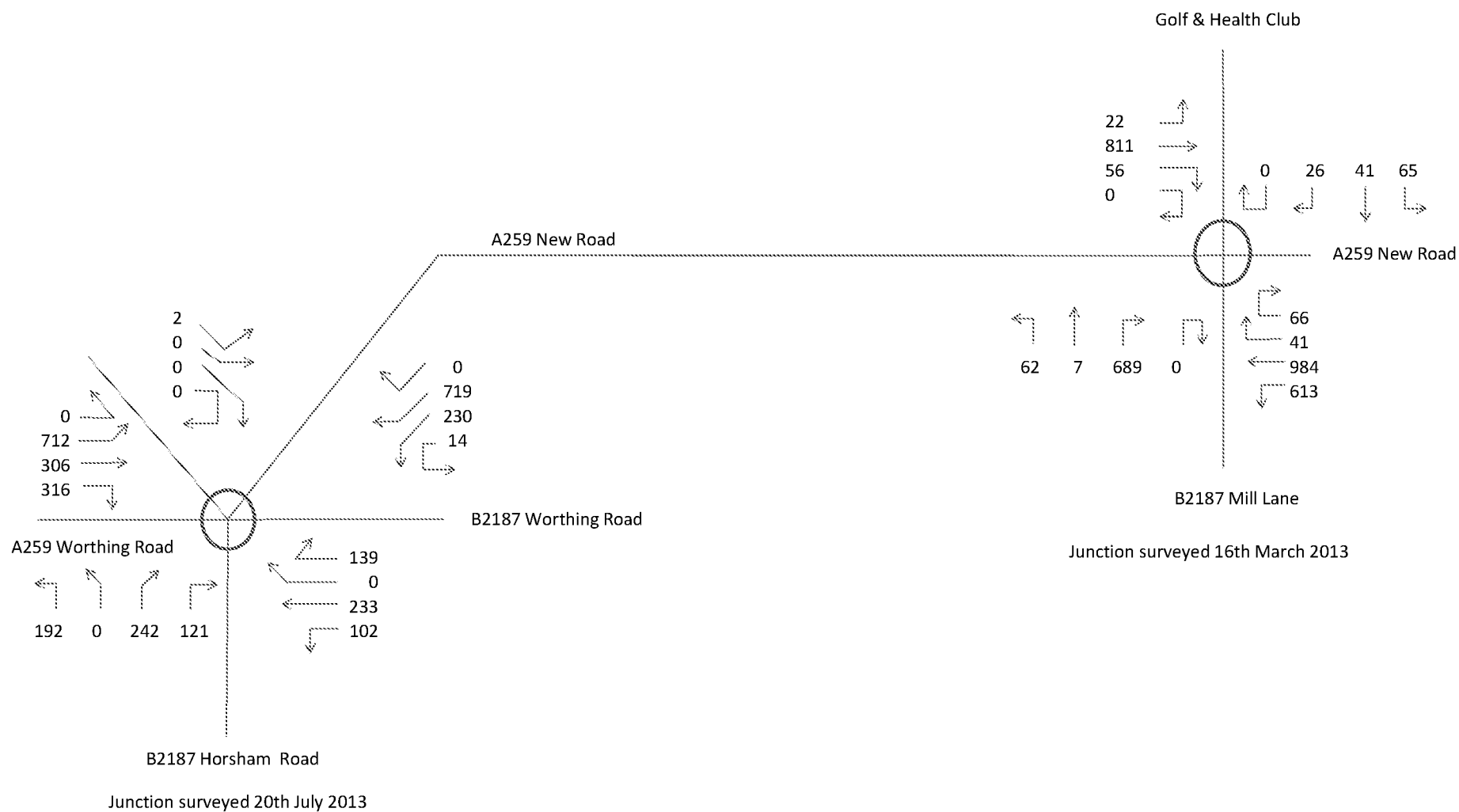
FIGURE C4A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

BASE TRAFFIC FRIDAY PM PEAK HOUR 1645-1745HRS WITH TRAFFIC GROWTH TO YEAR OF OPENING 2016

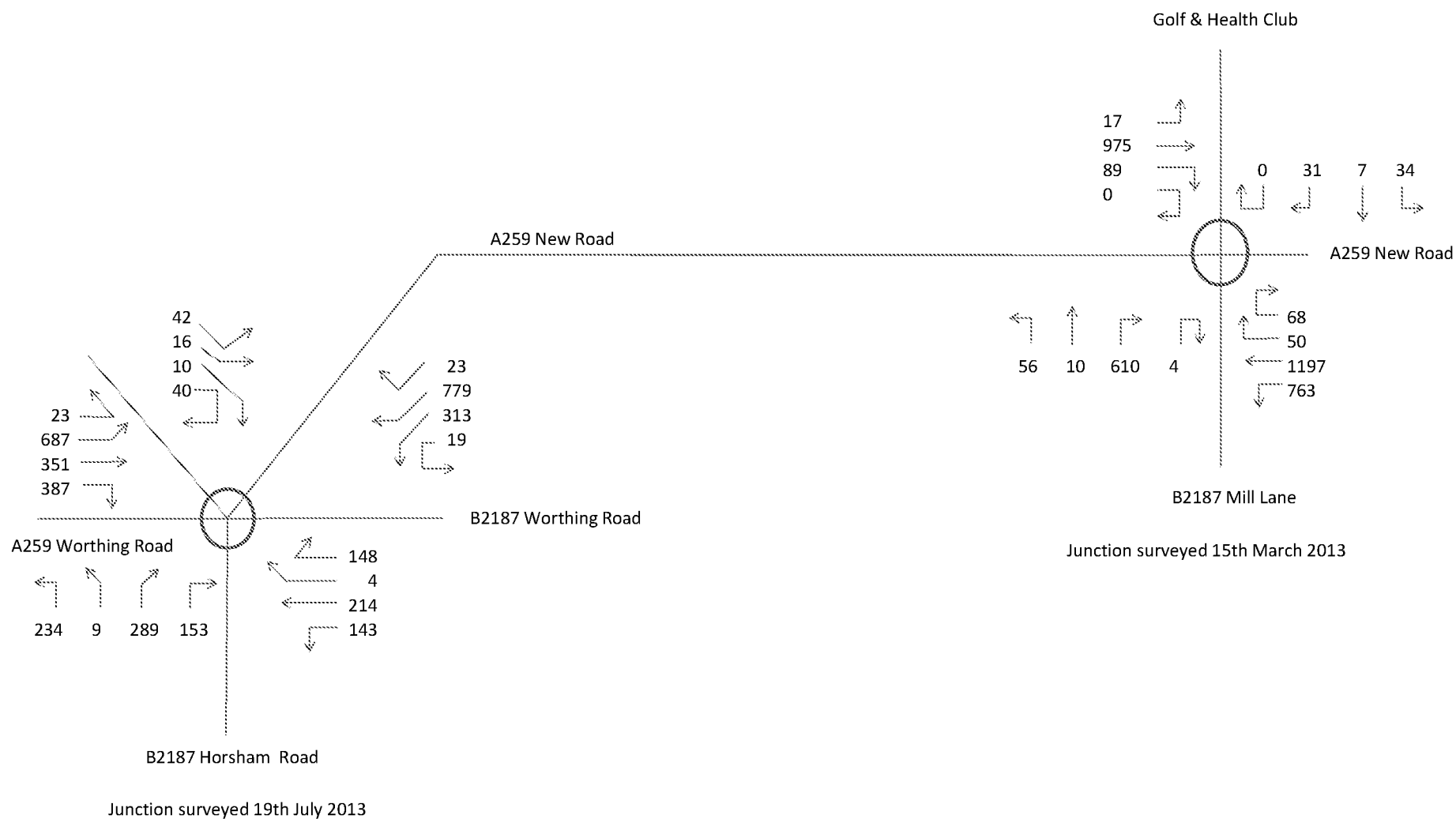
FIGURE C5A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

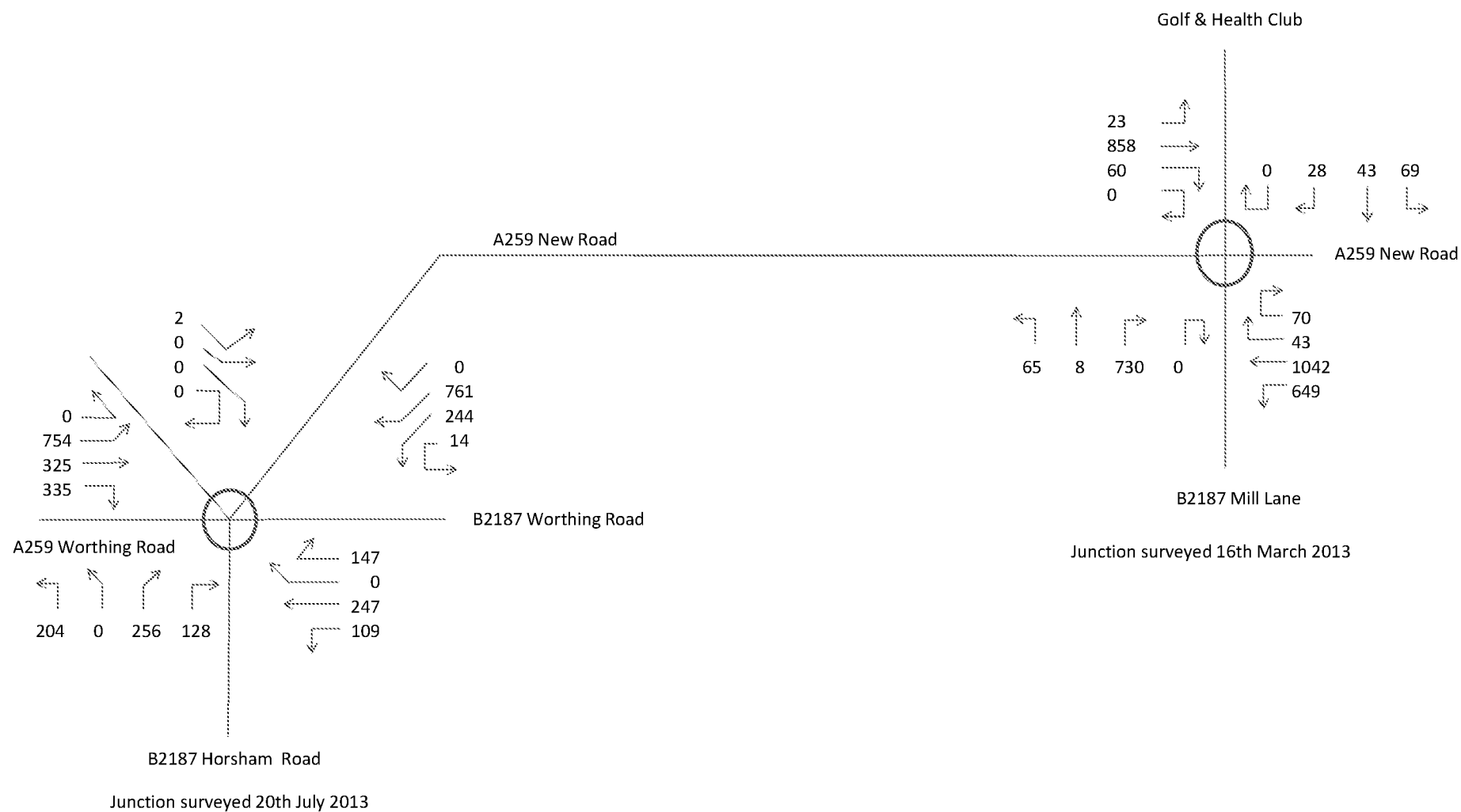
BASE TRAFFIC SATURDAY PEAK HOUR 1200-1300HRS WITH TRAFFIC GROWTH TO YEAR OF OPENING 2016

FIGURE C6A



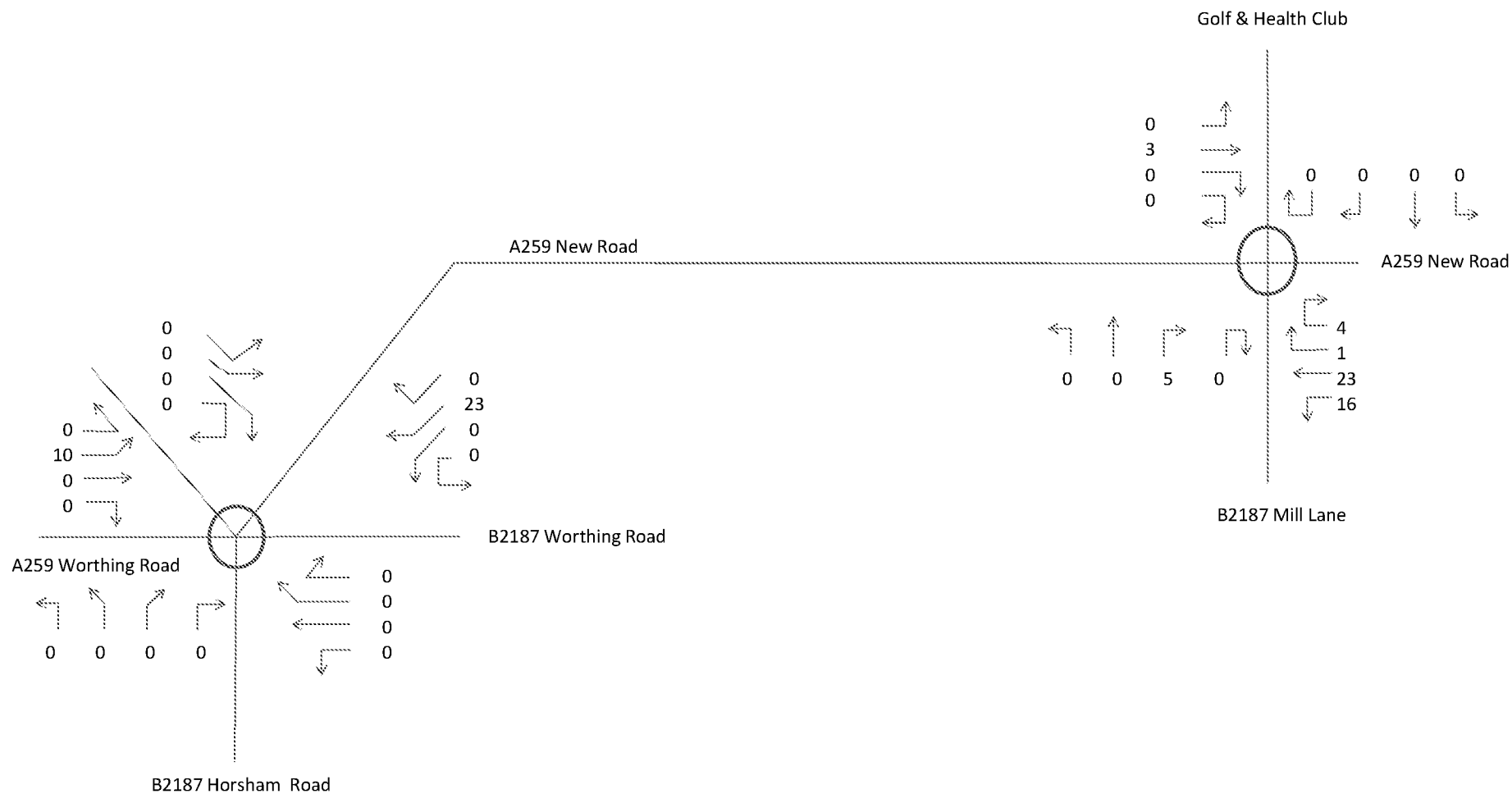
NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON
 BASE TRAFFIC FRIDAY PM PEAK HOUR 1645-1745HRS WITH TRAFFIC GROWTH TO FUTURE YEAR 2020

FIGURE C7A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON
 BASE TRAFFIC SATURDAY PEAK HOUR 1200-1300HRS WITH TRAFFIC GROWTH TO FUTURE YEAR 2020

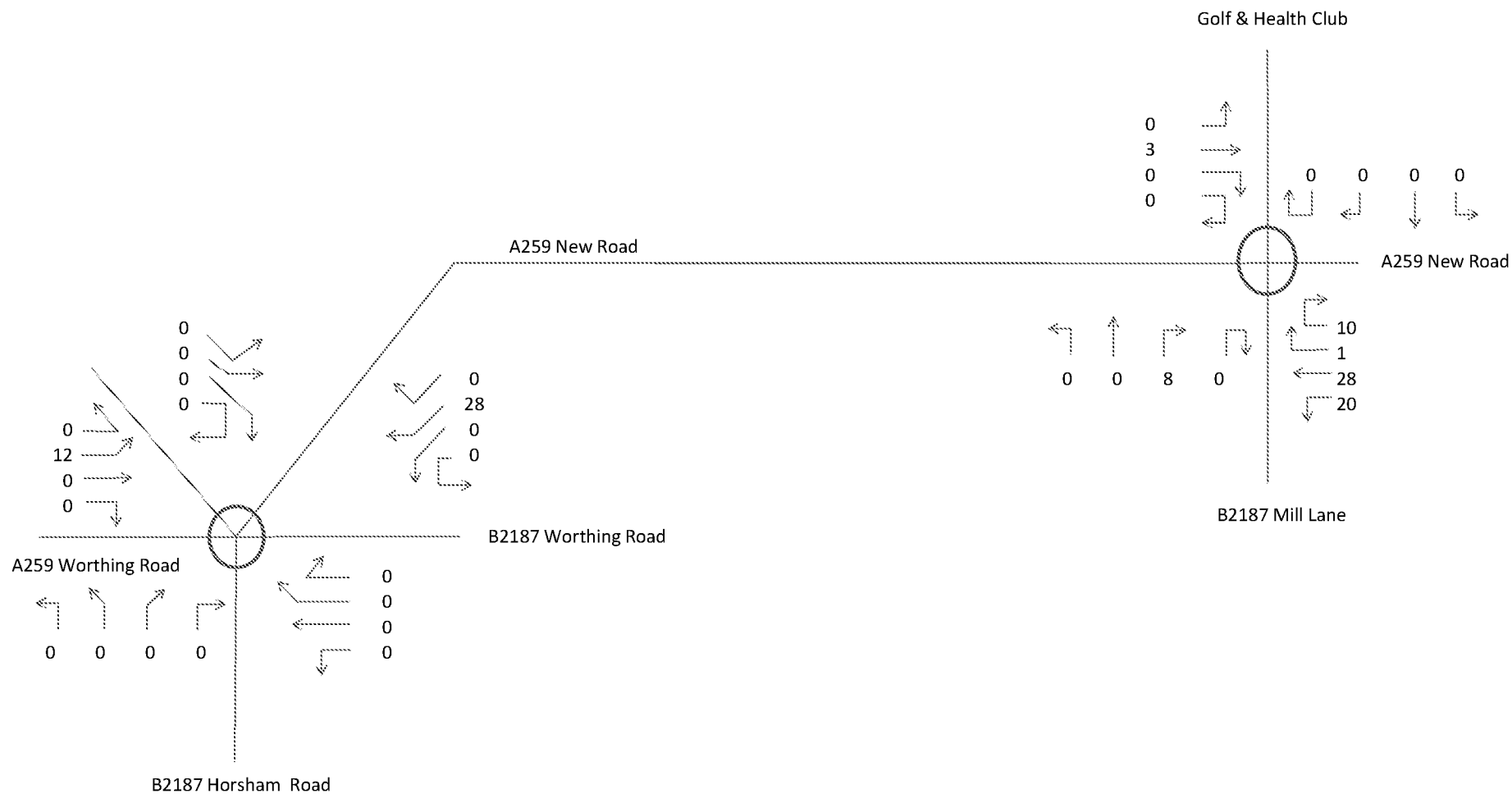
FIGURE C8A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

FRIDAY PM PEAK HOUR 1645-1745HRS - COMMITTED DEVELOPMENT TRAFFIC EXCLUDING MILL LANE DEVELOPMENT

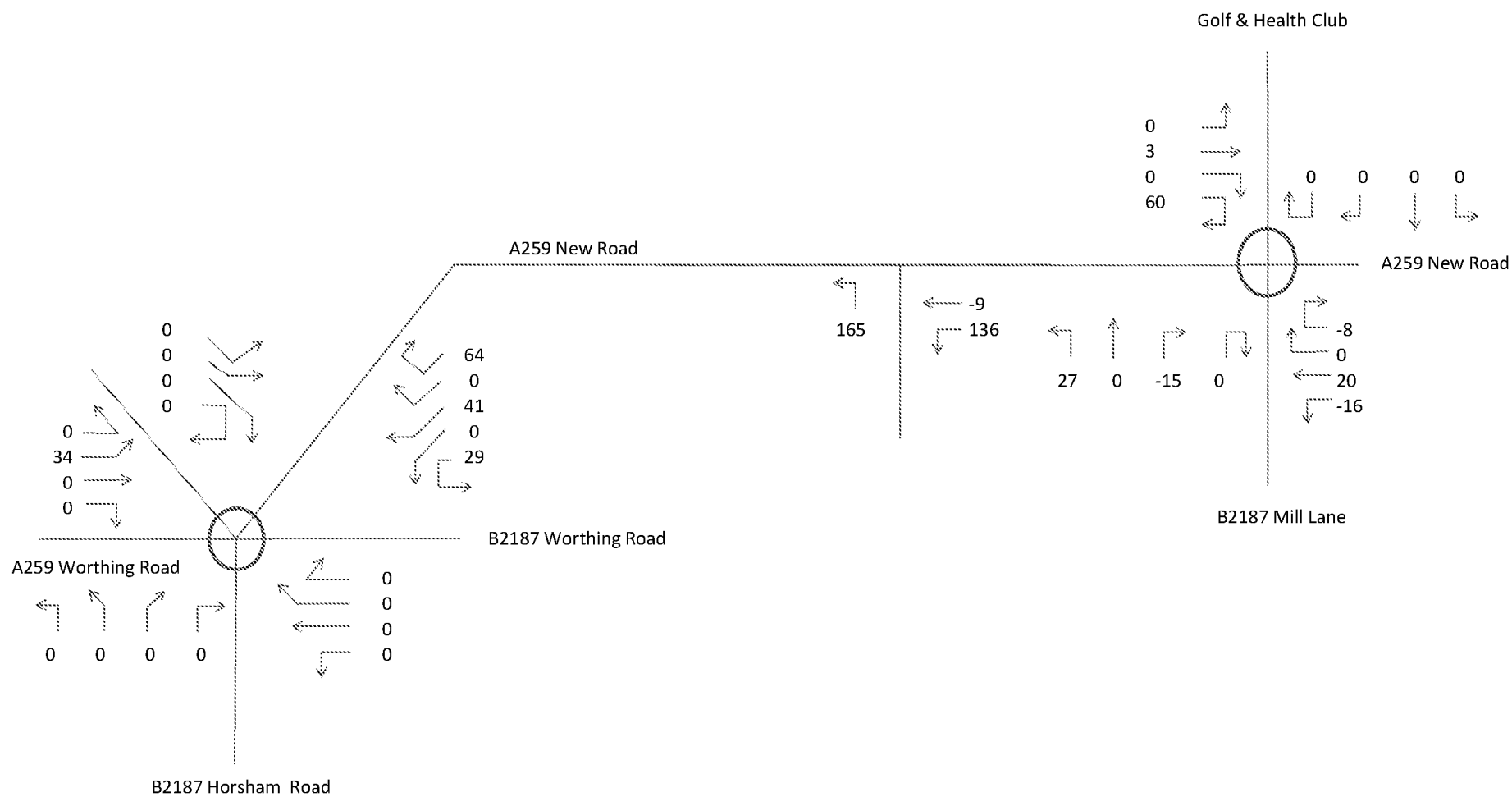
FIGURE C9



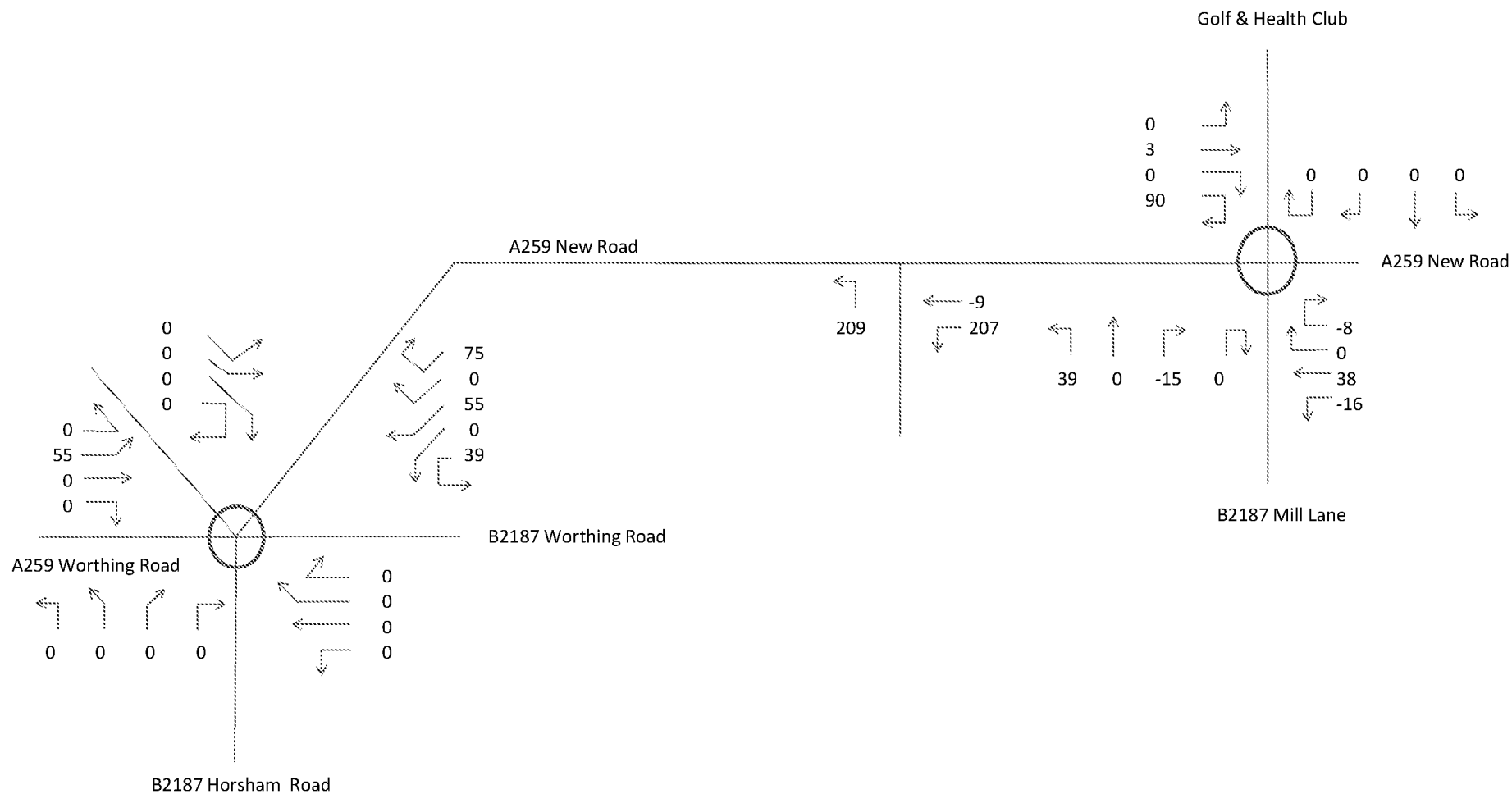
NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

SATURDAY PEAK HOUR 1200-1300HRS - COMMITTED DEVELOPMENT TRAFFIC EXCLUDING MILL LANE DEVELOPMENT

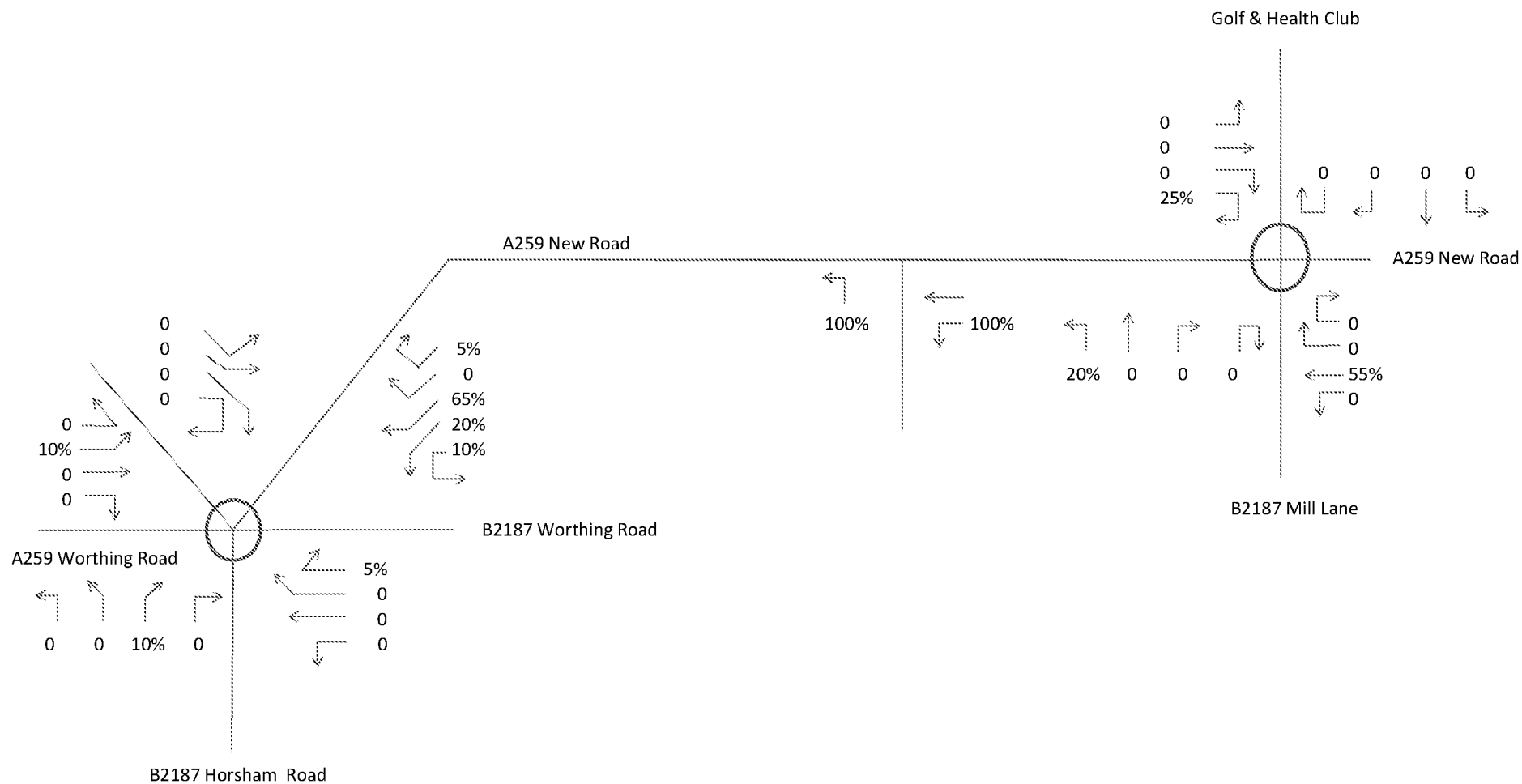
FIGURE C10



Figures taken from Figure 25 of Mayer Brown TA
for Mill Lane Development

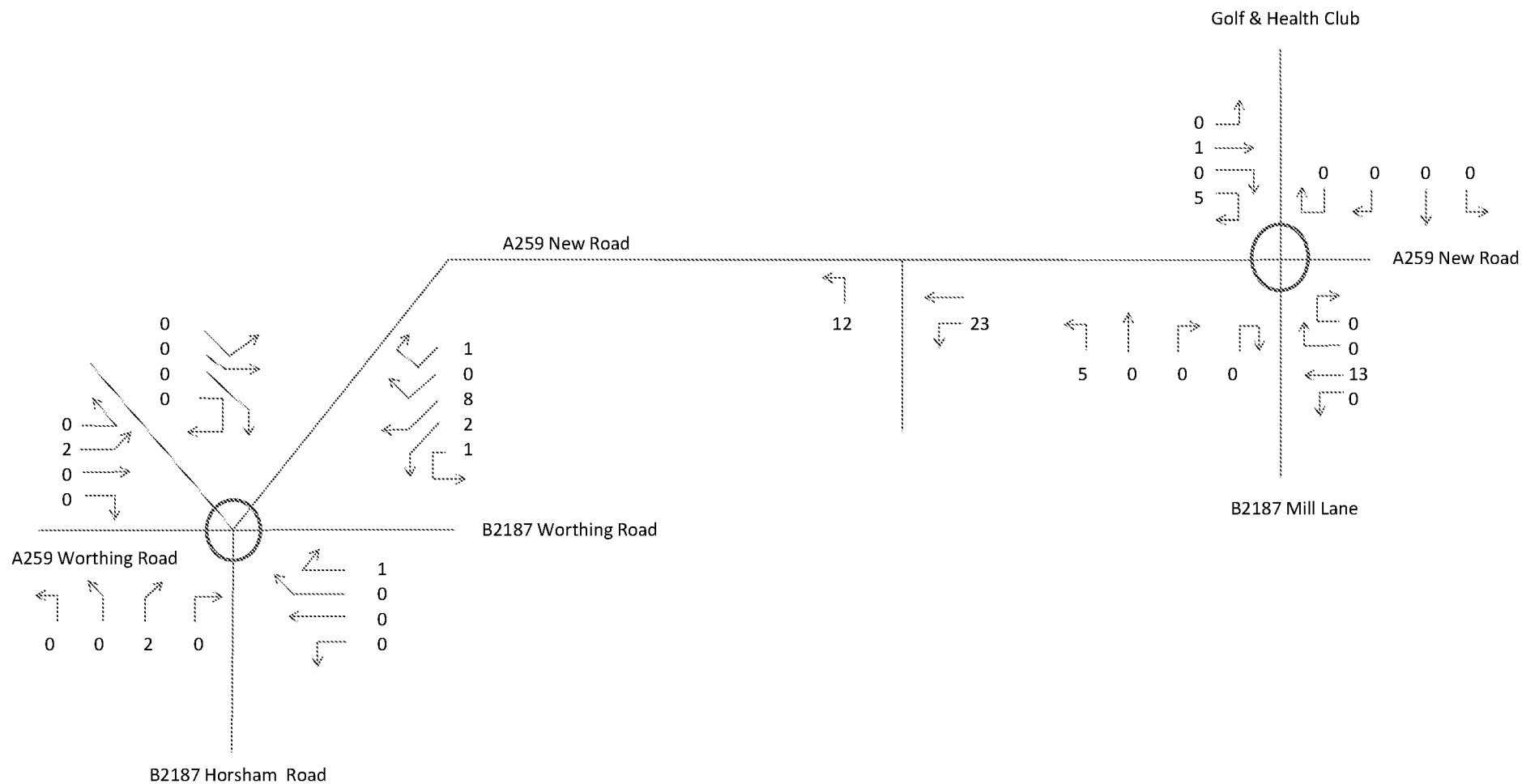


Figures taken from Figure 26 of Mayer Brown TA for Mill Lane Development



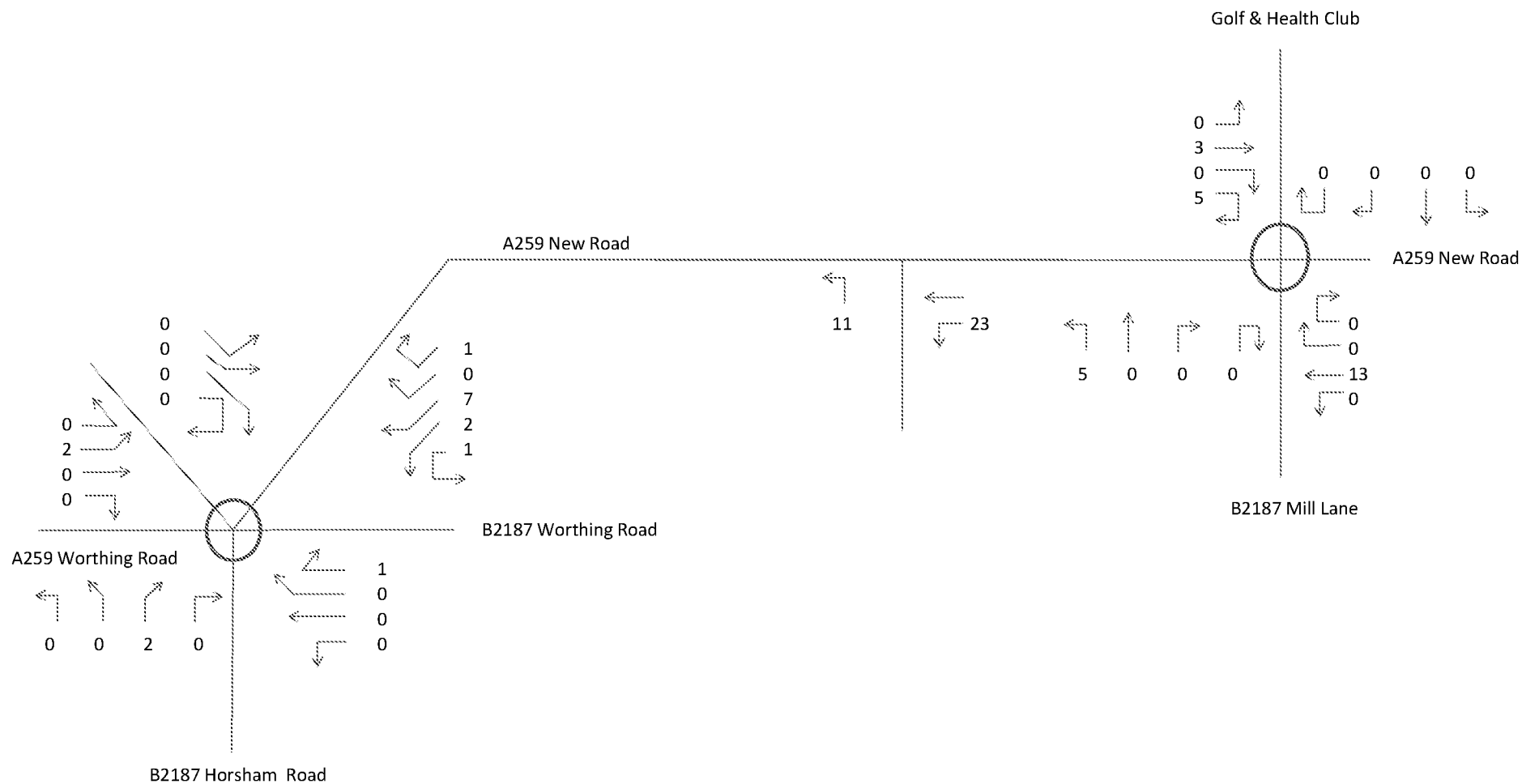
NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON
PROPOSED DEVELOPMENT - PUBLIC HOUSE TRAFFIC DISTRIBUTION (FRIDAY AND SATURDAY)

FIGURE C13



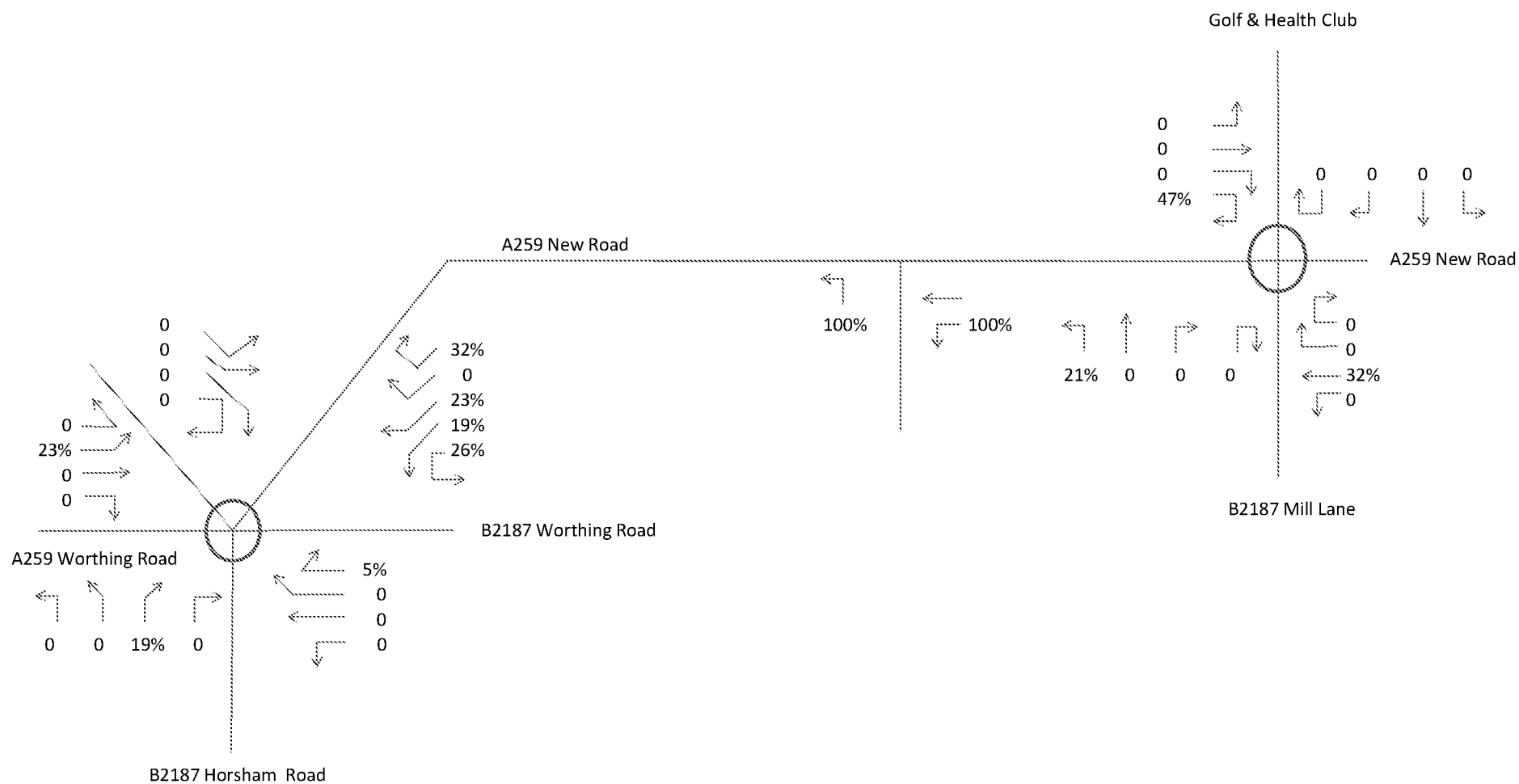
NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON
PROPOSED DEVELOPMENT FRIDAY PM PEAK HOUR 1645-1745HRS - PUBLIC HOUSE TOTAL VEHICLE TRIPS

FIGURE C14



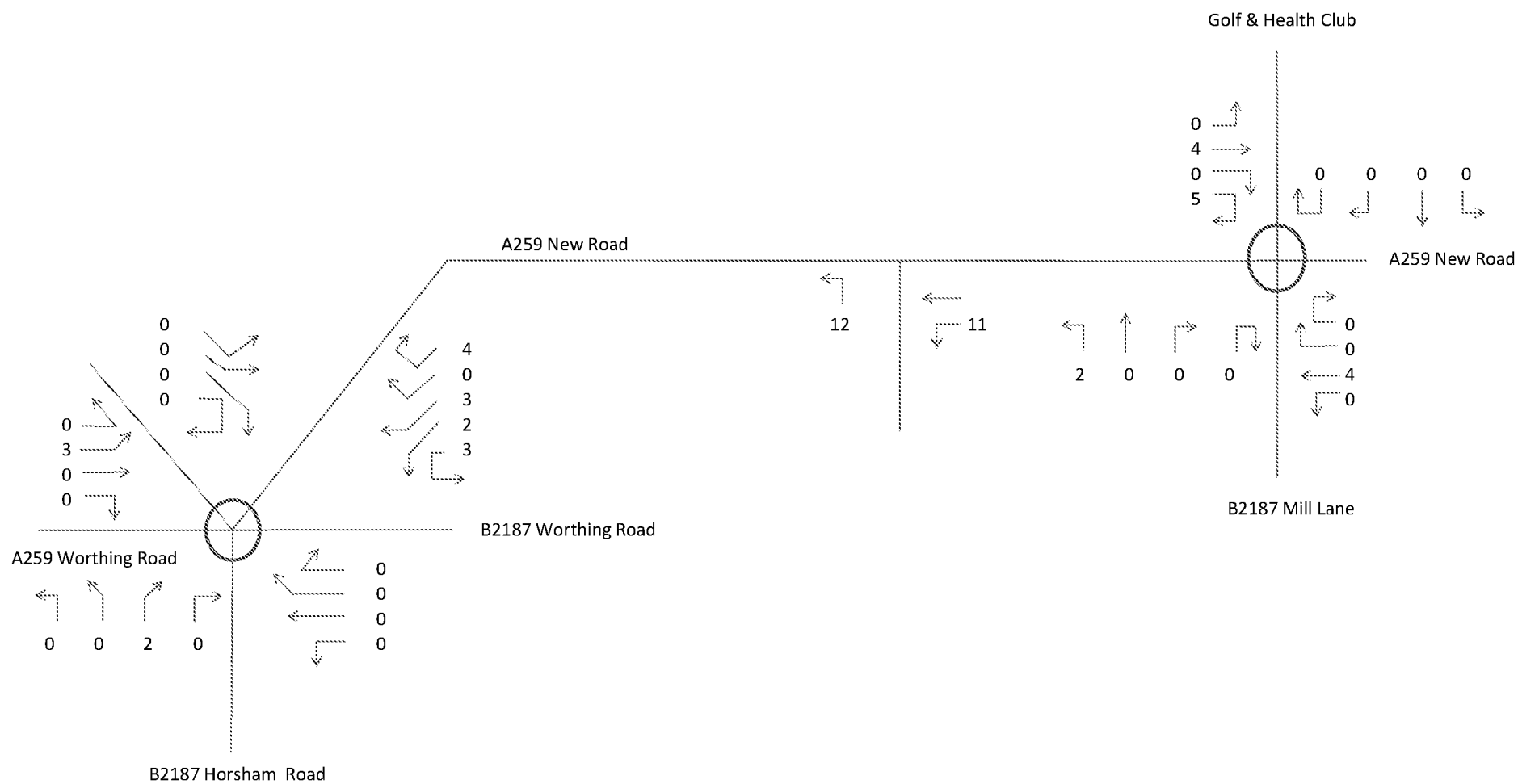
NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON
PROPOSED DEVELOPMENT SATURDAY PEAK HOUR 1200-1300HRS - PUBLIC HOUSE TOTAL VEHICLE TRIPS

FIGURE C15



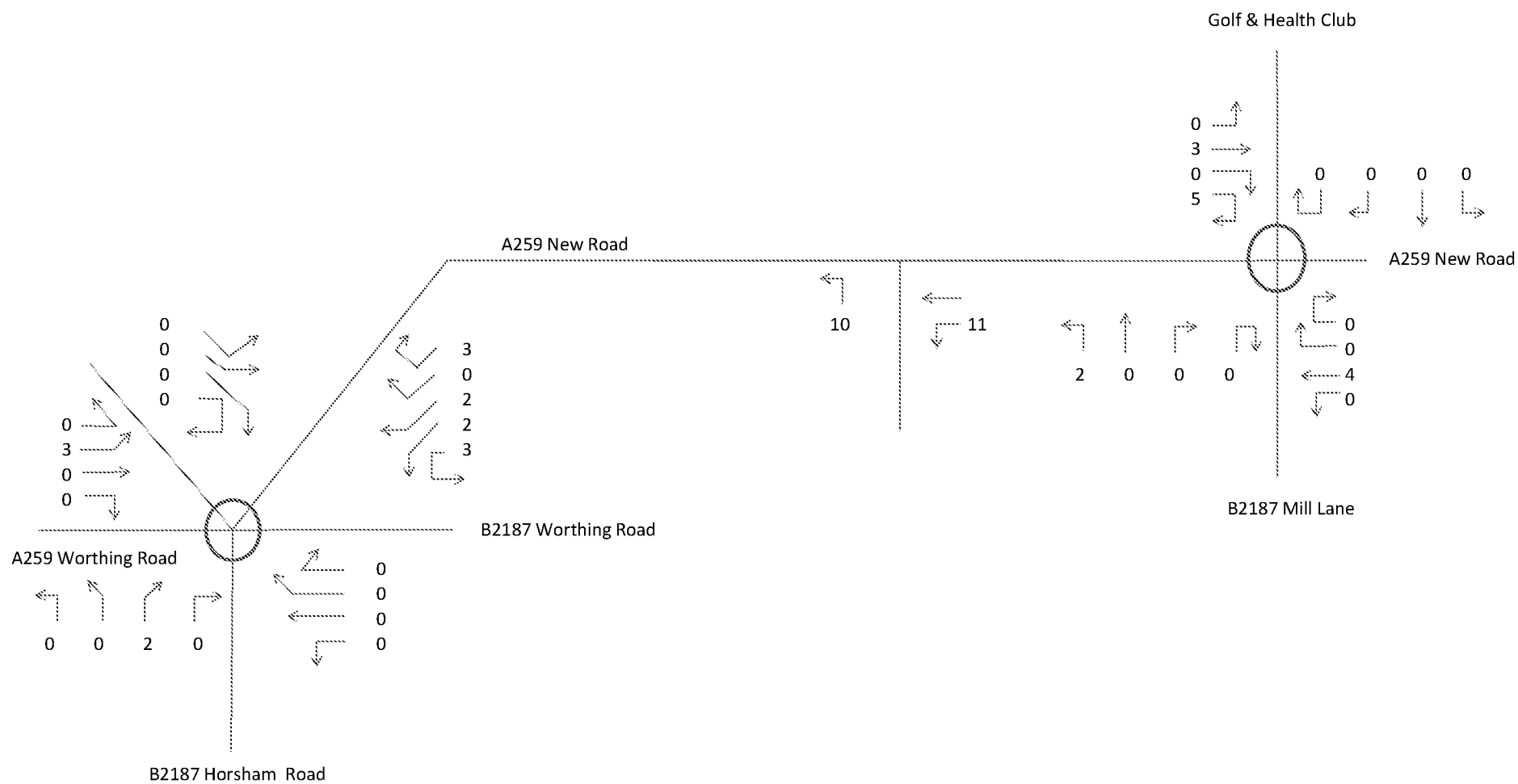
NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON
 PROPOSED DEVELOPMENT - SIMPLY FOOD NEW VEHICLE TRIPS TRAFFIC DISTRIBUTION (FRIDAY AND SATURDAY)

FIGURE C16



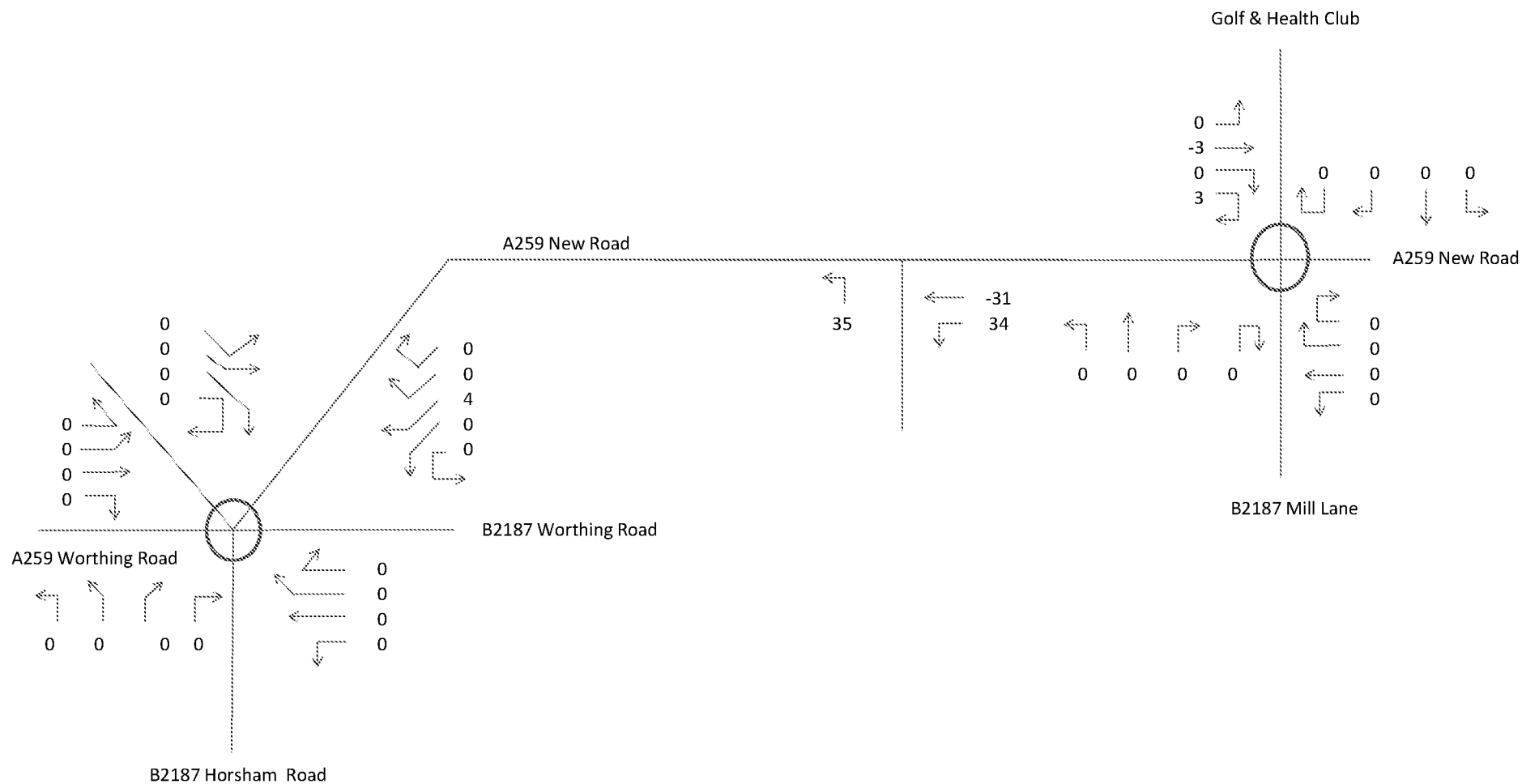
NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON
 PROPOSED DEVELOPMENT FRIDAY PM PEAK HOUR 1645-1745HRS - SIMPLY FOOD NEW VEHICLE TRIPS

FIGURE C17A



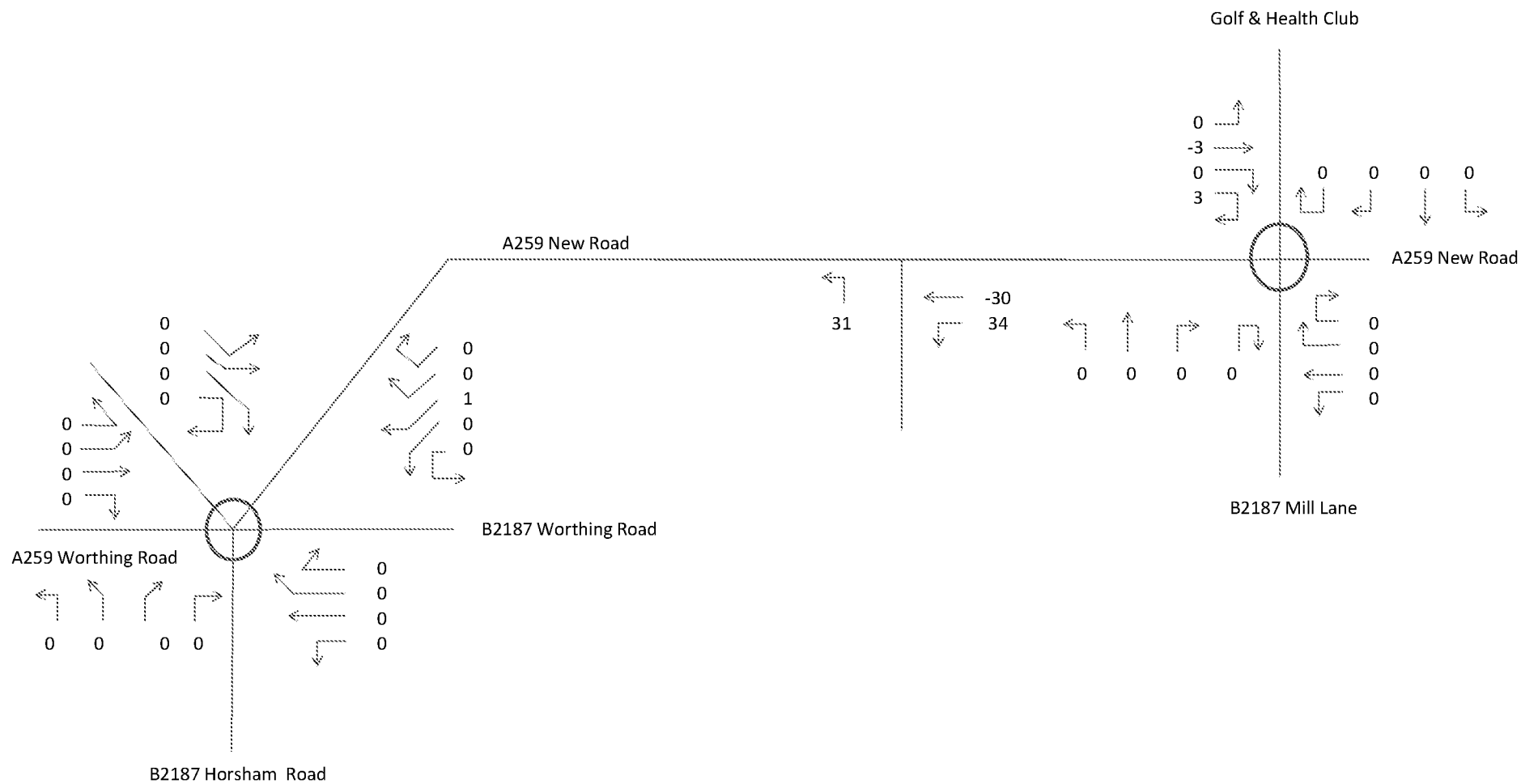
NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON
PROPOSED DEVELOPMENT SATURDAY PEAK HOUR 1200-1300HRS - SIMPLY FOOD NEW VEHICLE TRIPS

FIGURE C18A



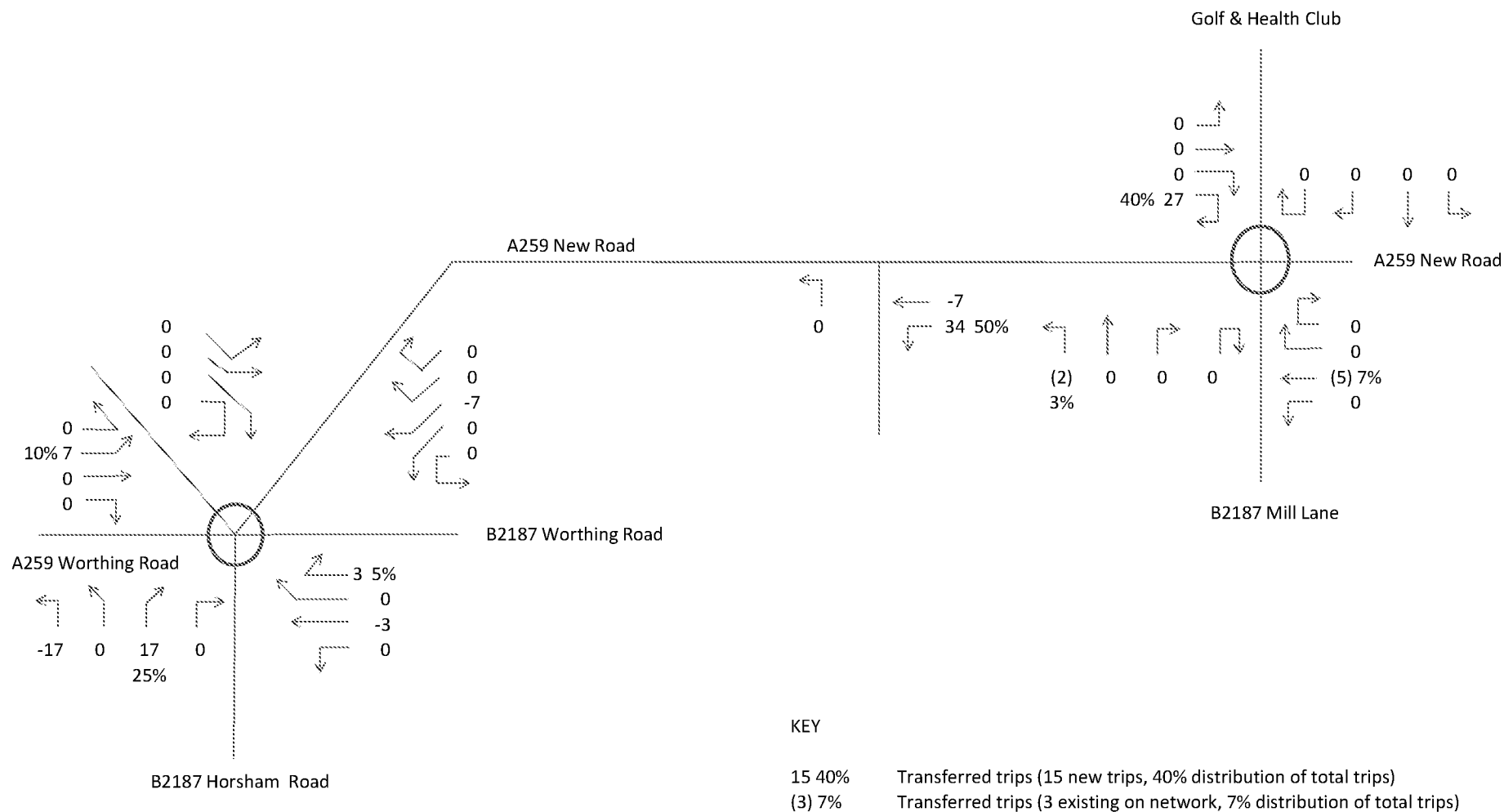
NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON
PROPOSED DEVELOPMENT - SIMPLY FOOD PASS-BY VEHICLE TRIPS FRIDAY

FIGURE C19A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON
PROPOSED DEVELOPMENT - SIMPLY FOOD PASS-BY VEHICLE TRIPS SATURDAY

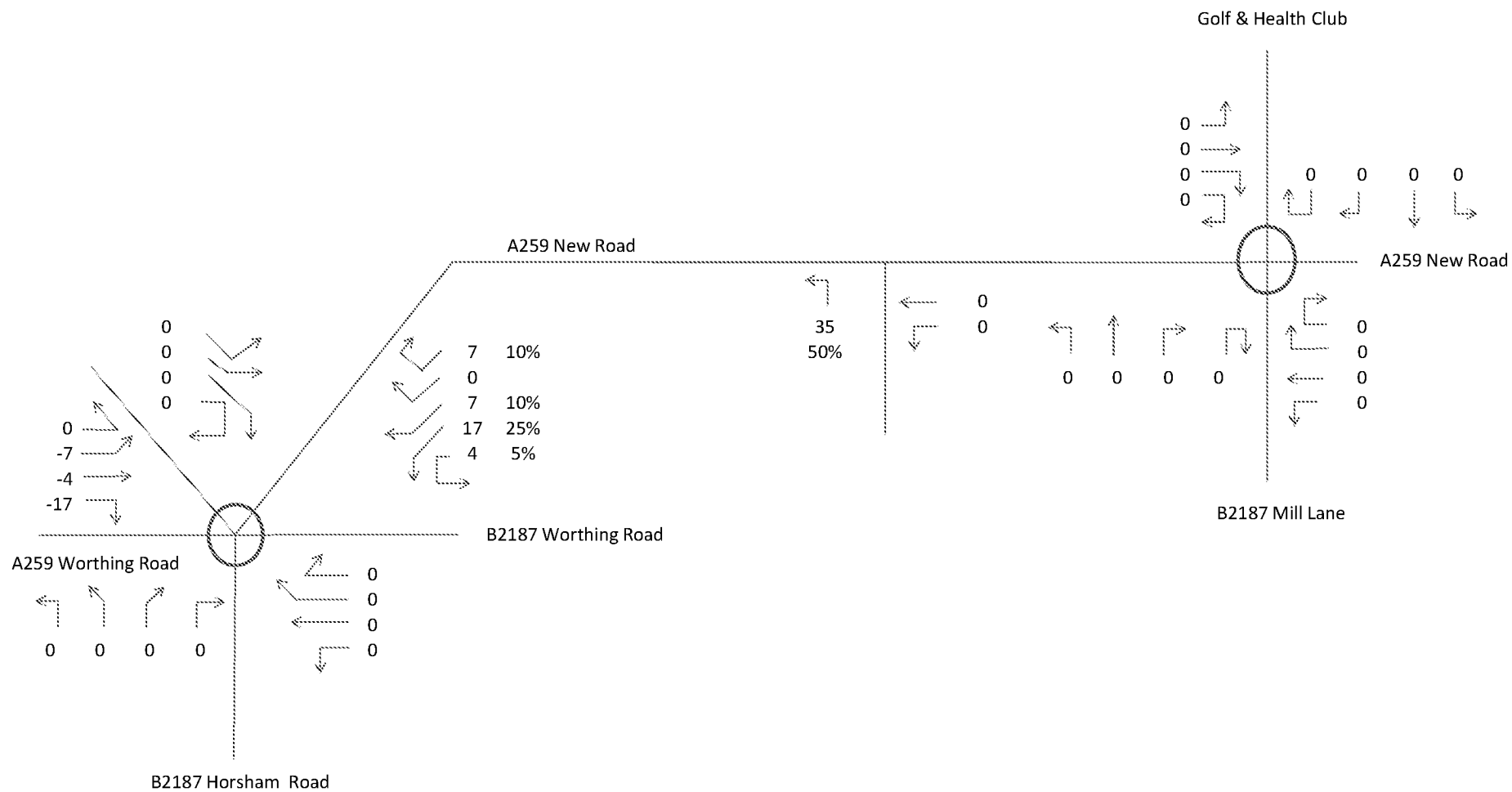
FIGURE C20A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

PROPOSED DEVELOPMENT - SIMPLY FOOD TRANSFERRED VEHICLE TRIPS (FROM FOODSTORE SITES WEST OF MILL LANE) FRIDAY ARRIVALS

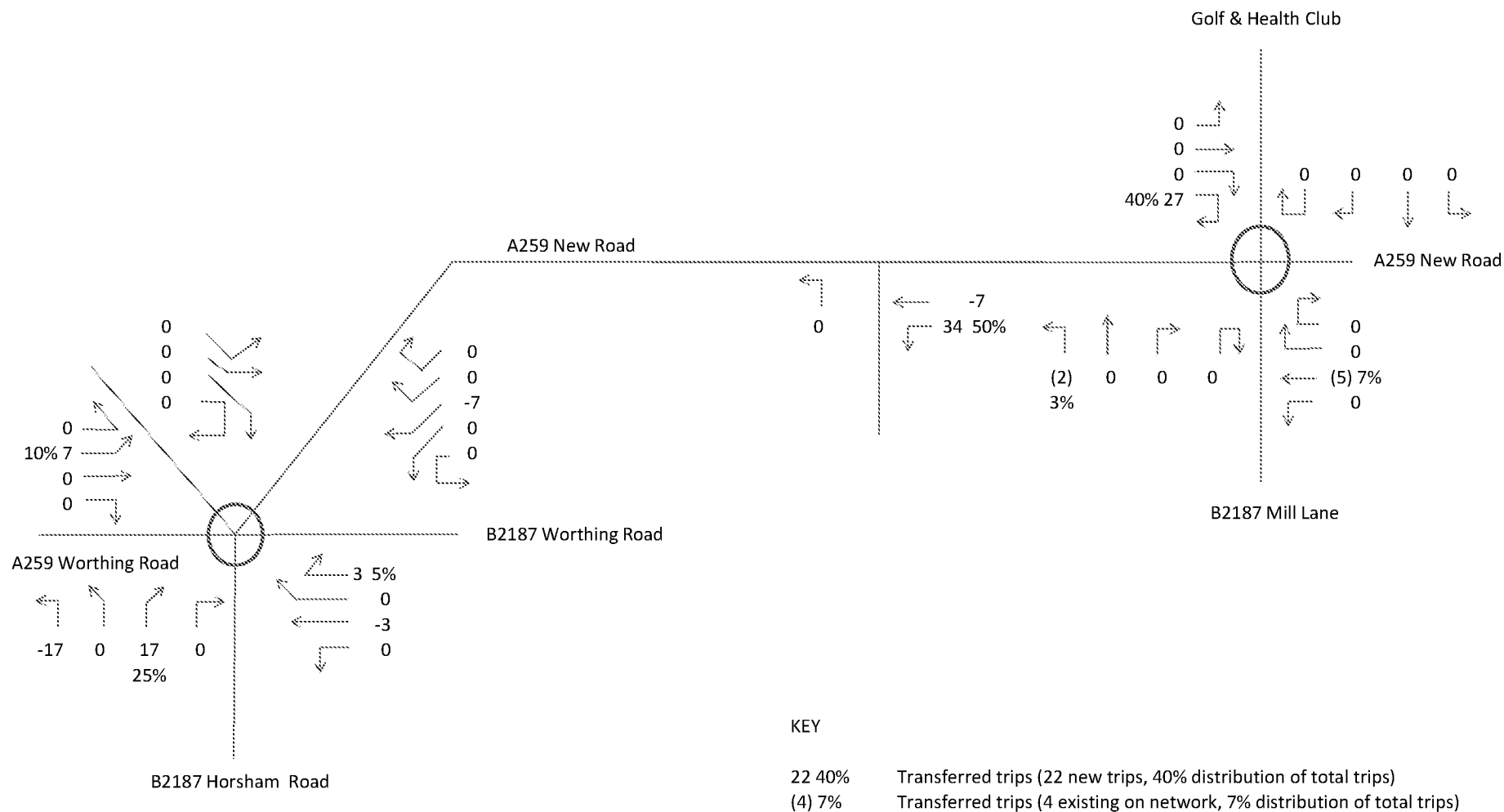
FIGURE C21A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

PROPOSED DEVELOPMENT - SIMPLY FOOD TRANSFERRED VEHICLE TRIPS (FROM FOODSTORE SITES WEST OF MILL LANE) FRIDAY DEPARTURES

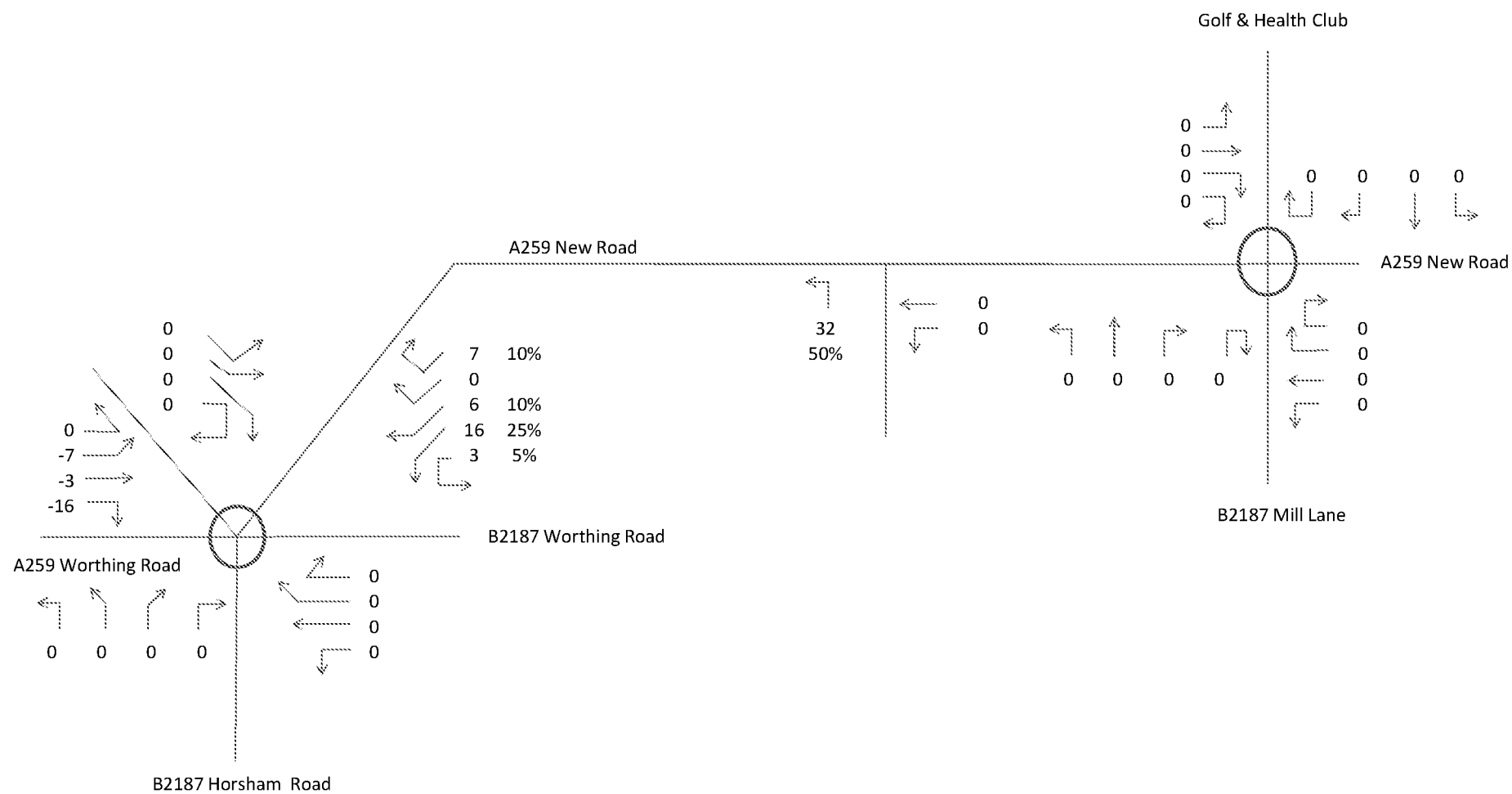
FIGURE C22A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

PROPOSED DEVELOPMENT - SIMPLY FOOD TRANSFERRED VEHICLE TRIPS (FROM FOODSTORE SITES WEST OF MILL LANE) SATURDAY ARRIVALS

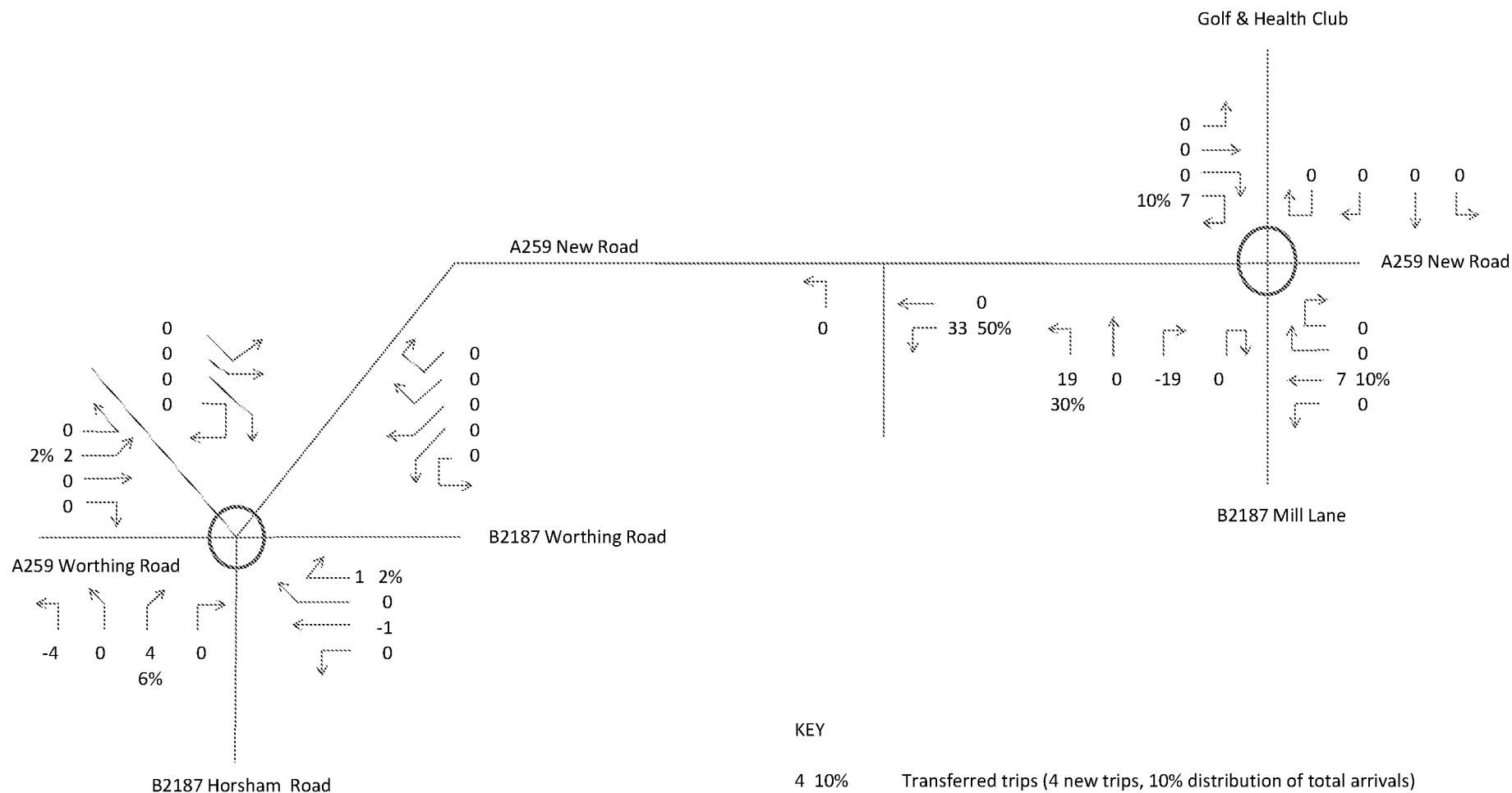
FIGURE C23A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

PROPOSED DEVELOPMENT - SIMPLY FOOD TRANSFERRED VEHICLE TRIPS (FROM FOODSTORE SITES WEST OF MILL LANE) SATURDAY DEPARTURES

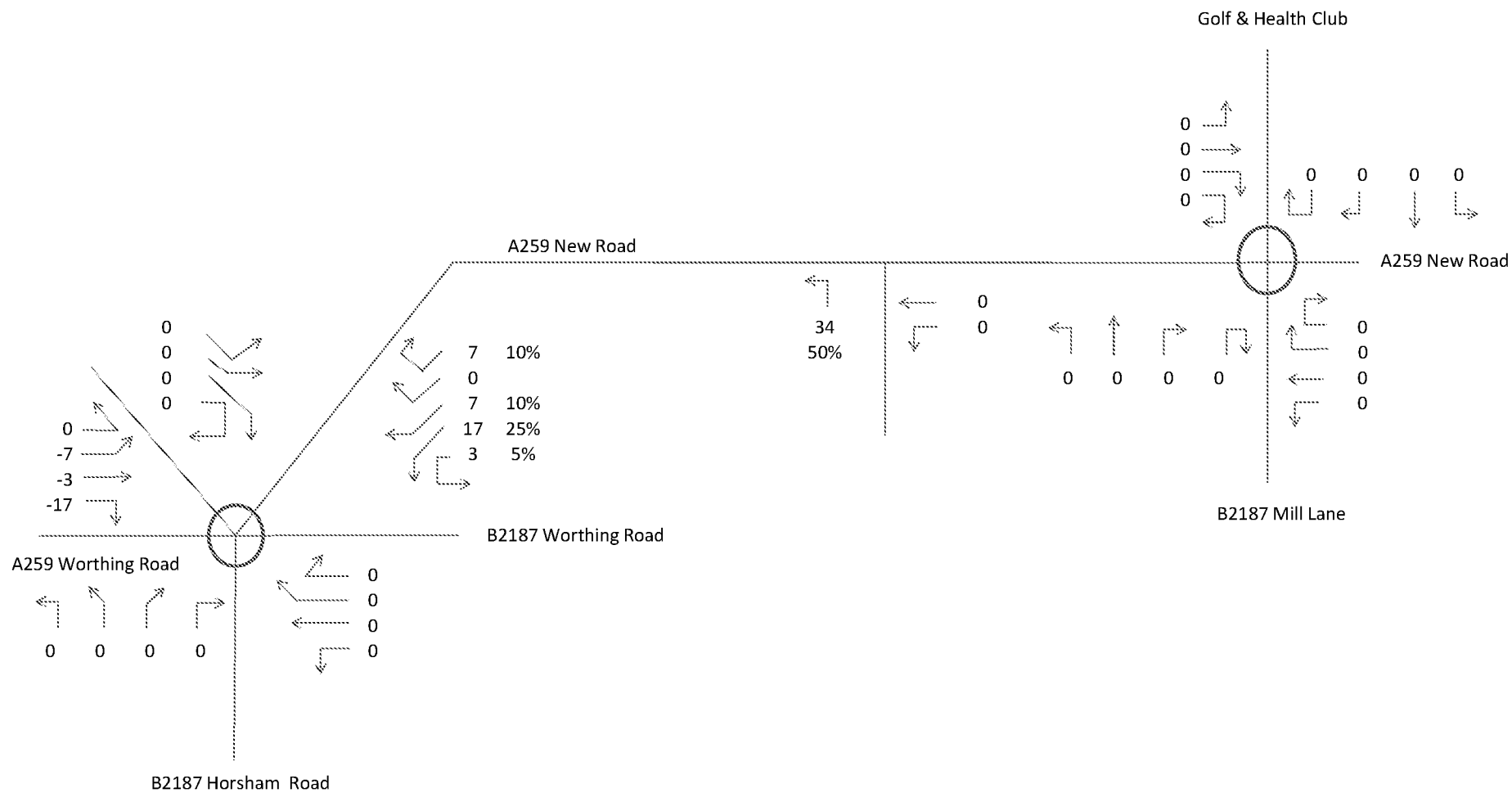
FIGURE C24A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

PROPOSED DEVELOPMENT - SIMPLY FOOD TRANSFERRED VEHICLE TRIPS (FROM FOODSTORE SITES EAST OF MILL LANE) FRIDAY ARRIVALS

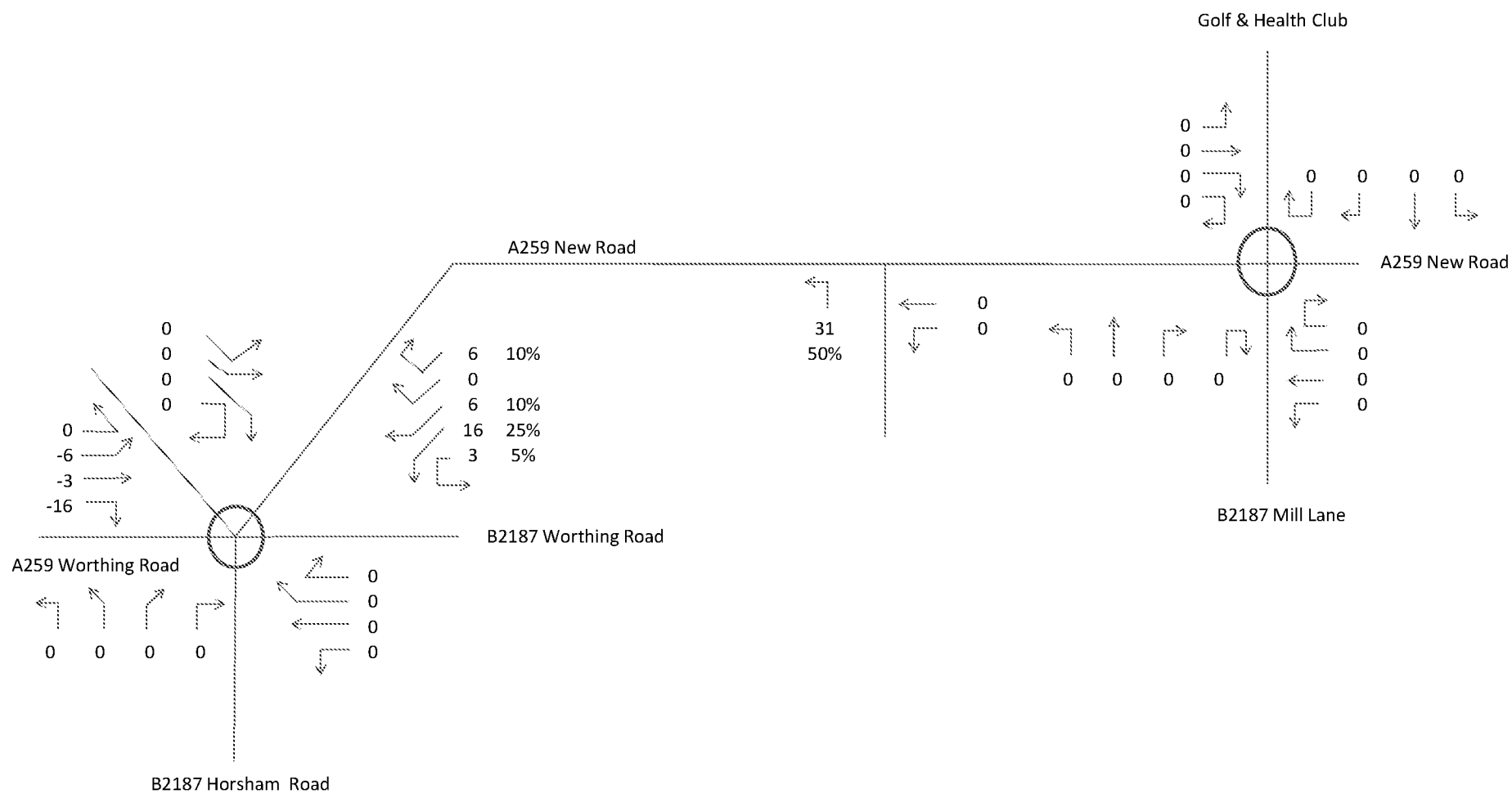
FIGURE C25A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

PROPOSED DEVELOPMENT - SIMPLY FOOD TRANSFERRED VEHICLE TRIPS (FROM FOODSTORE SITES EAST OF MILL LANE) FRIDAY DEPARTURES

FIGURE C26A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

PROPOSED DEVELOPMENT - SIMPLY FOOD TRANSFERRED VEHICLE TRIPS (FROM FOODSTORE SITES EAST OF MILL LANE) SATURDAY DEPARTURES

FIGURE C28A

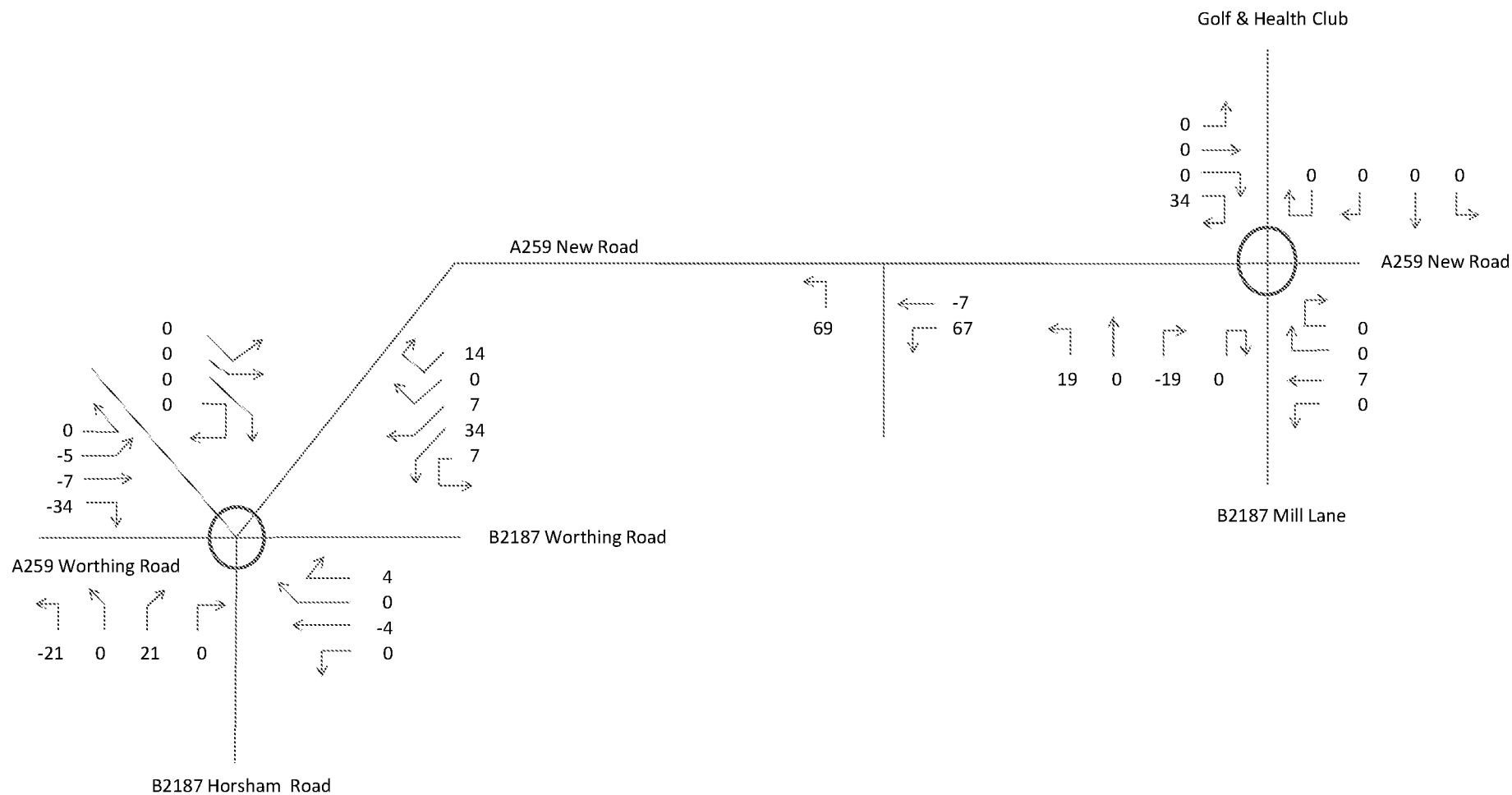


FIG C21+C22+C25+C26

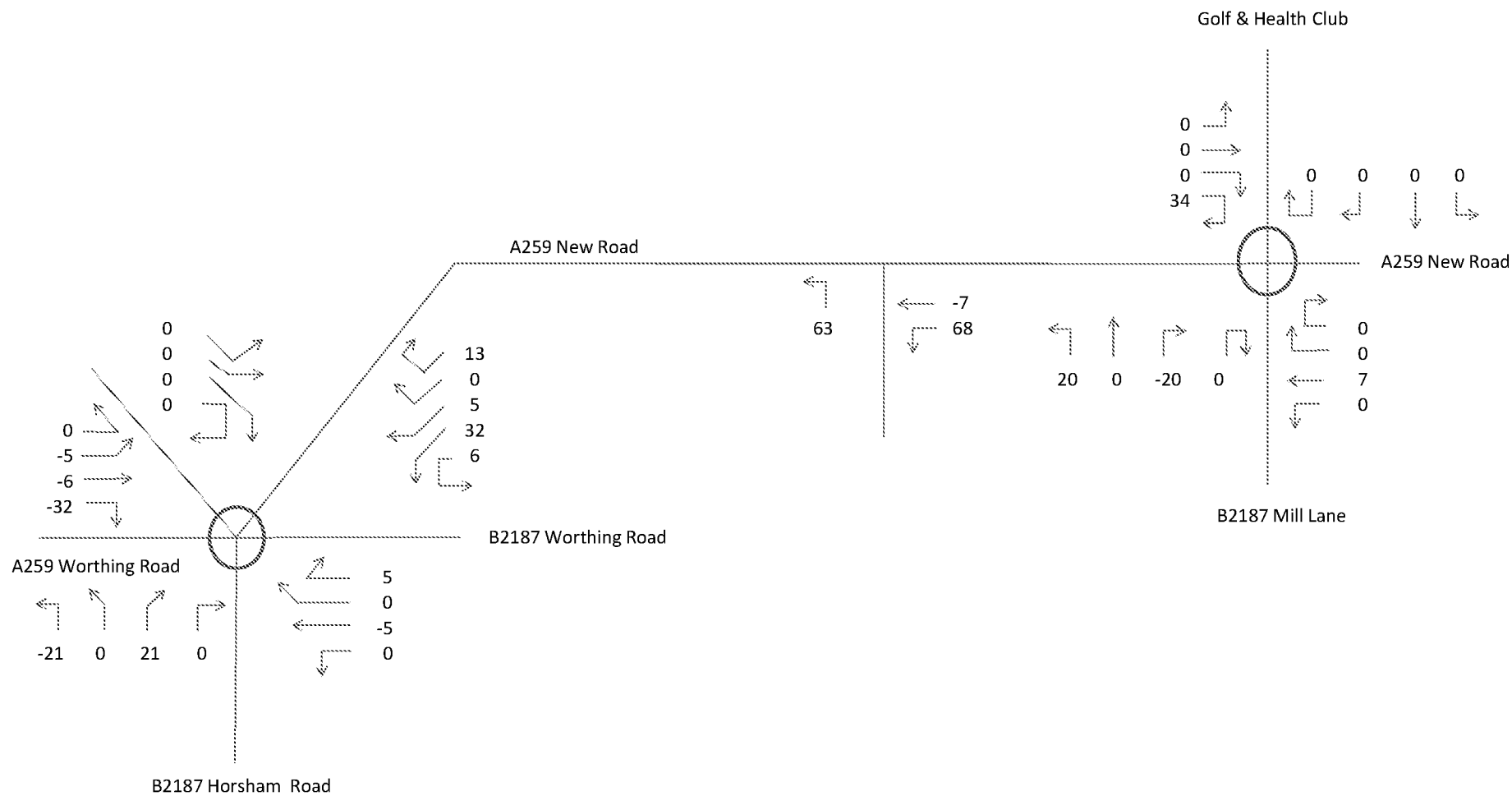


FIG C23+C24+C27+C28

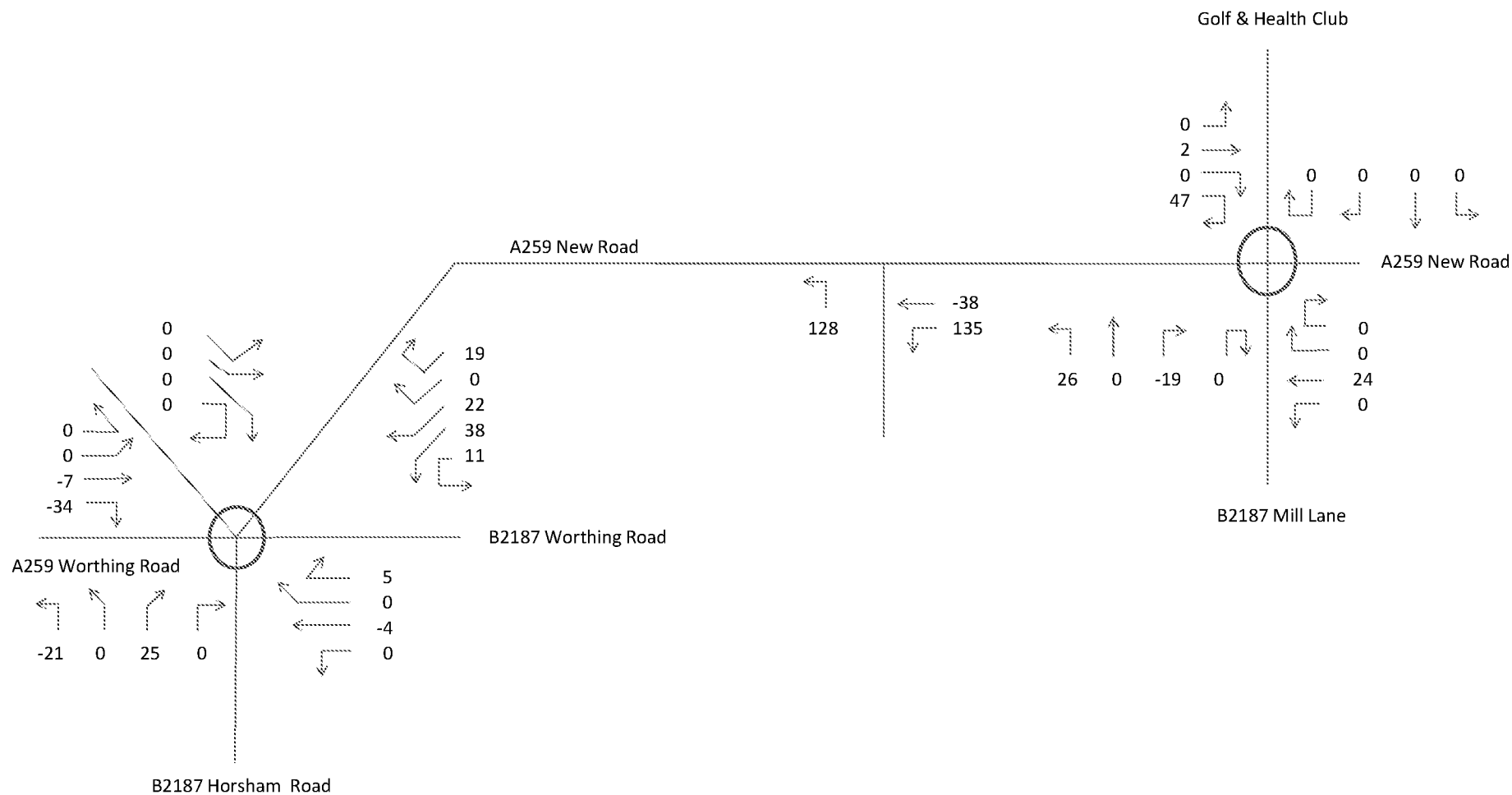


FIG C14+C17+C19+C29

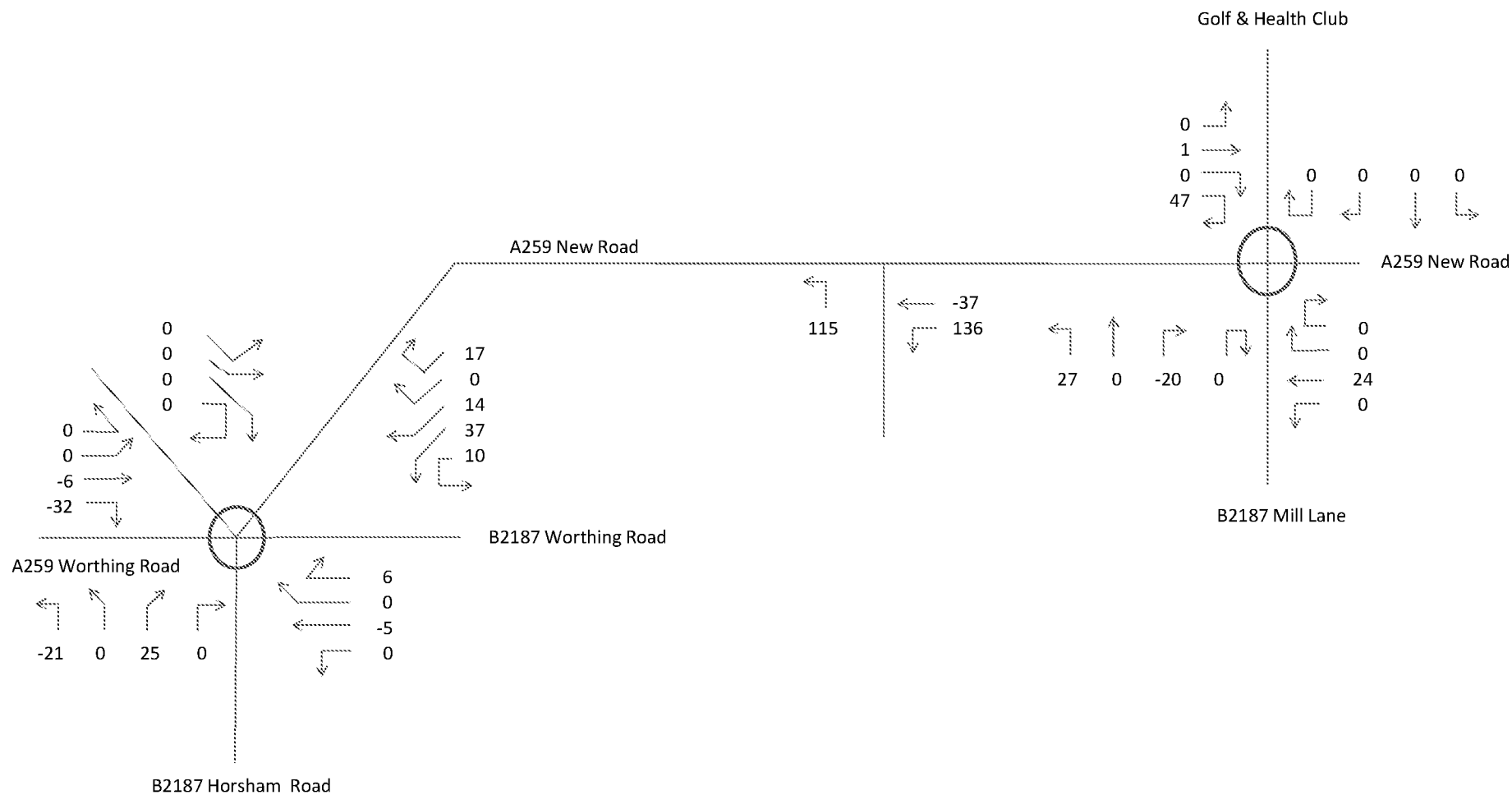


FIG C15+C18+C20+C30

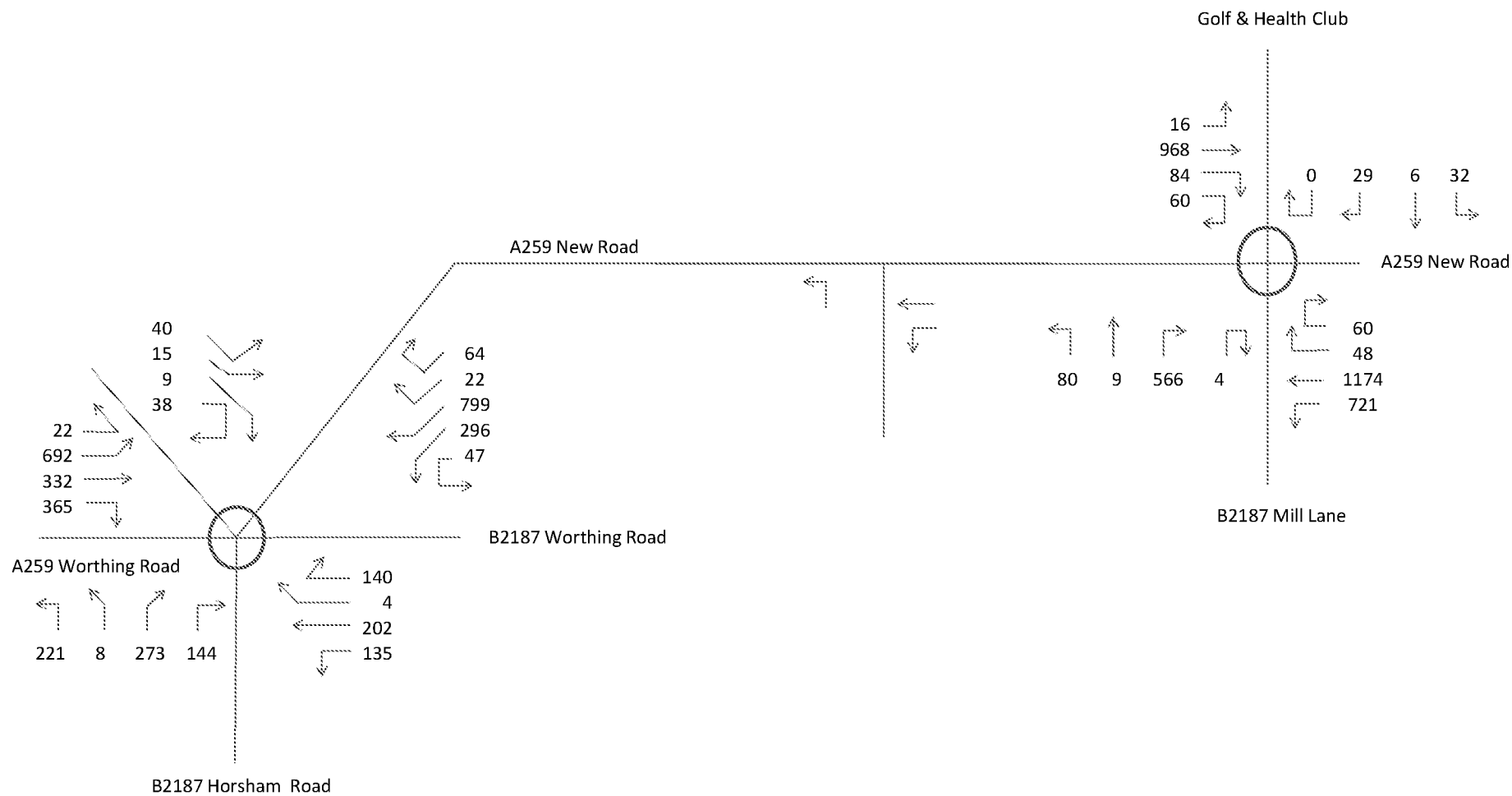


FIG C5+C9+C11

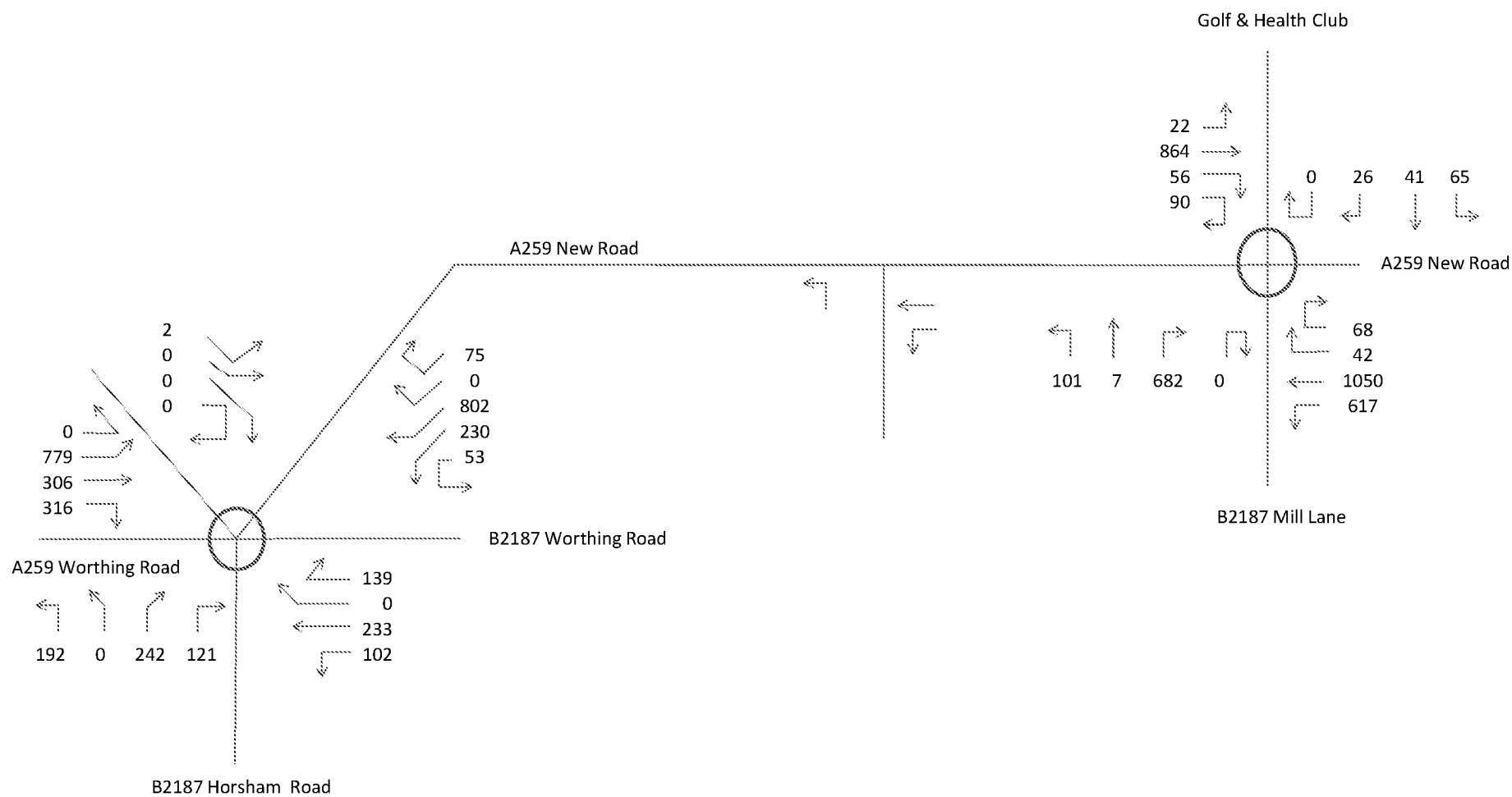


FIG C6+C10+C12

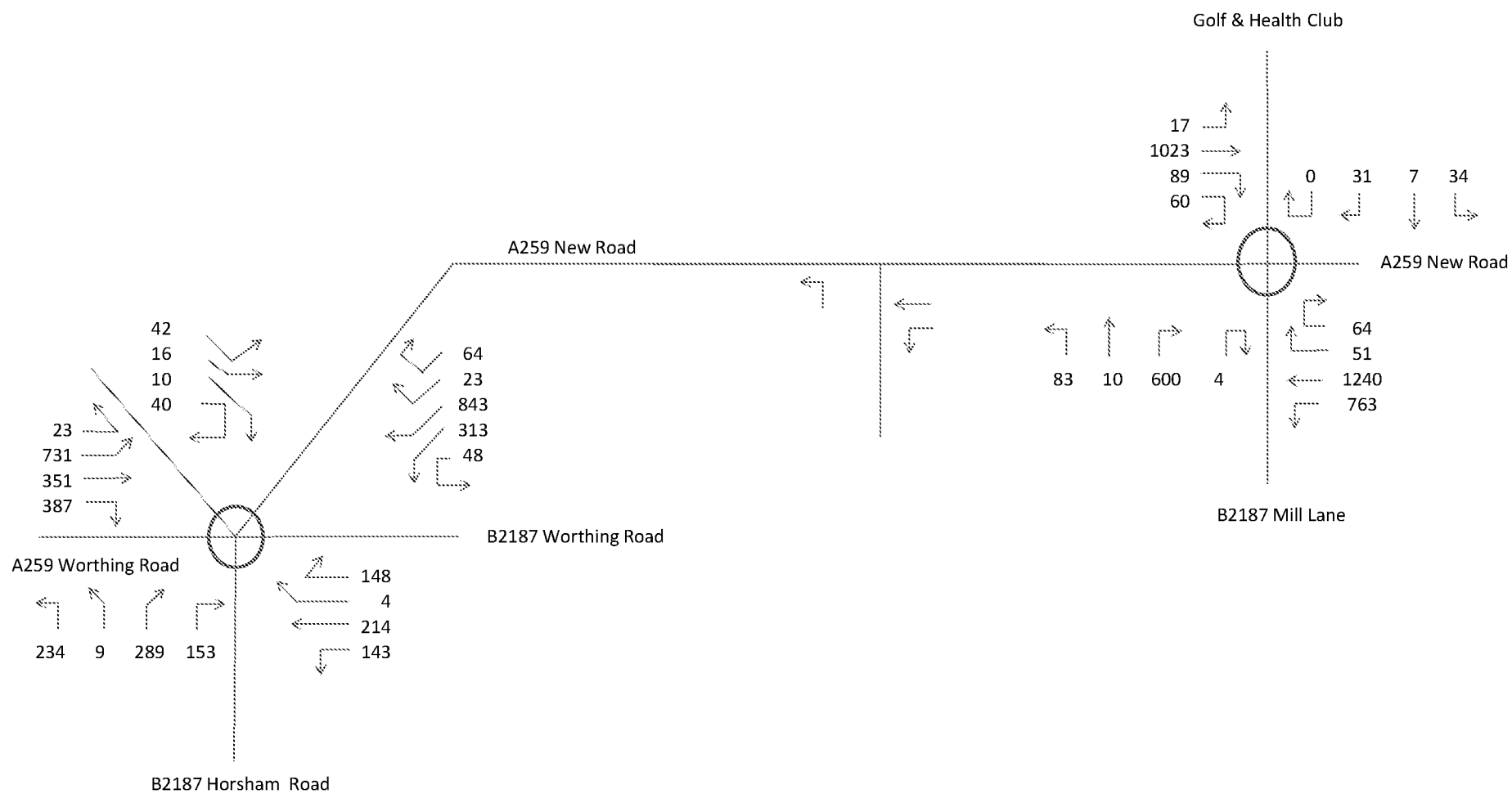


FIG C7+C9+C11

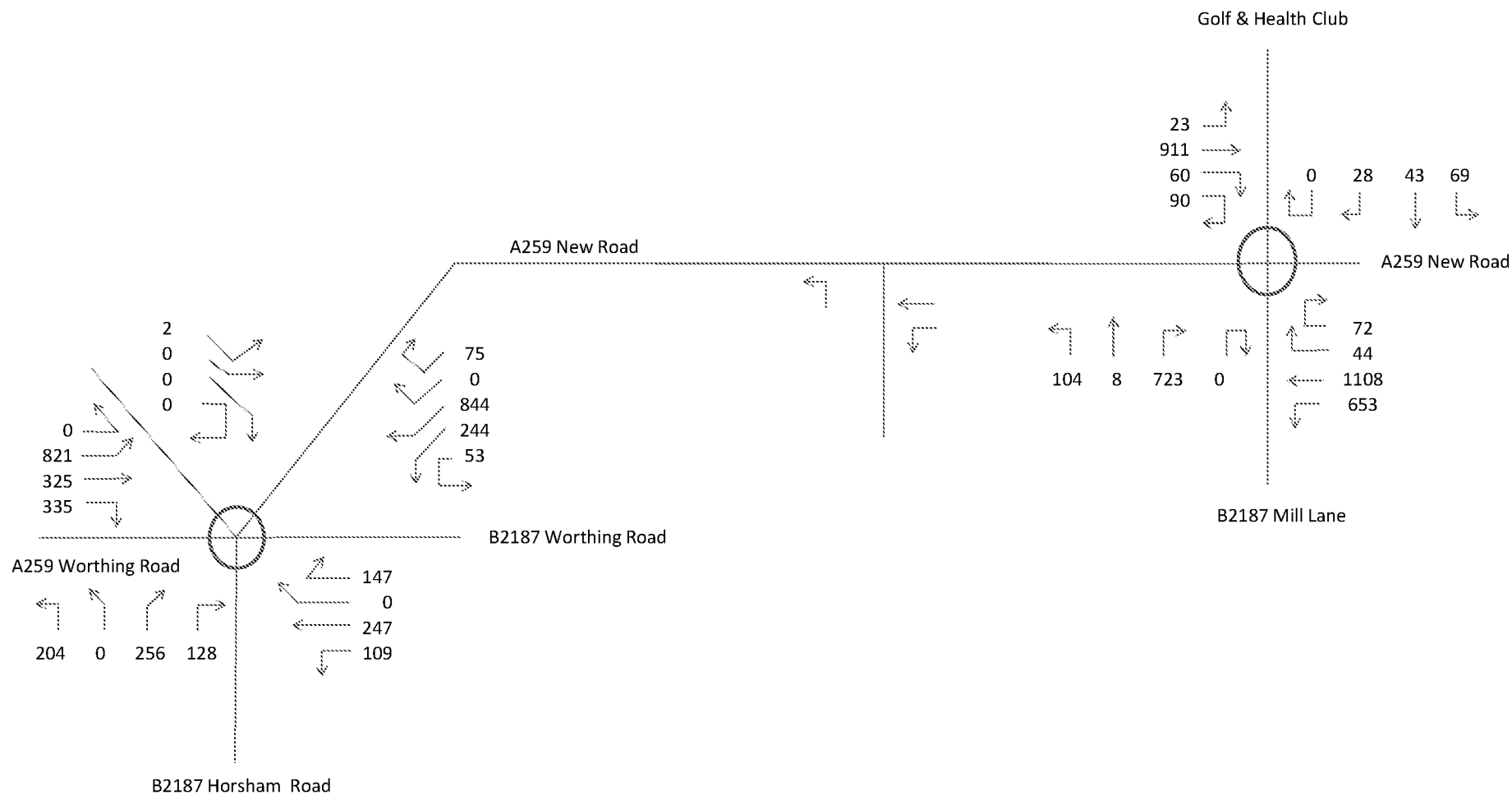


FIG C8+C10+C12

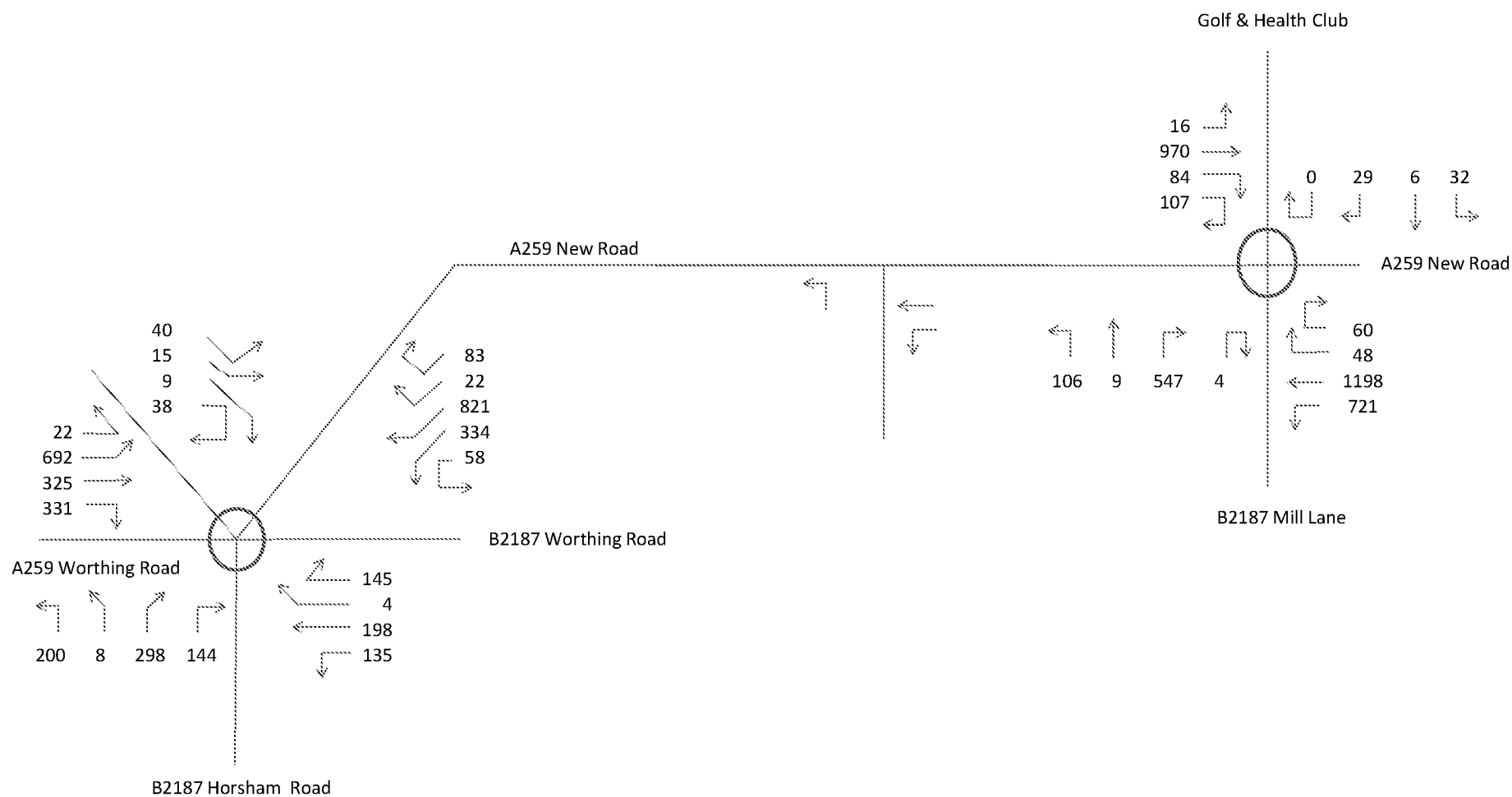


FIG C33+C31

NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

TOTAL TRAFFIC FLOWS - GROWTH AND COMMITTED DEVELOPMENT AND PROPOSED DEVELOPMENT TO YEAR 2016 - FRIDAY PM PEAK HOUR

FIGURE C37A

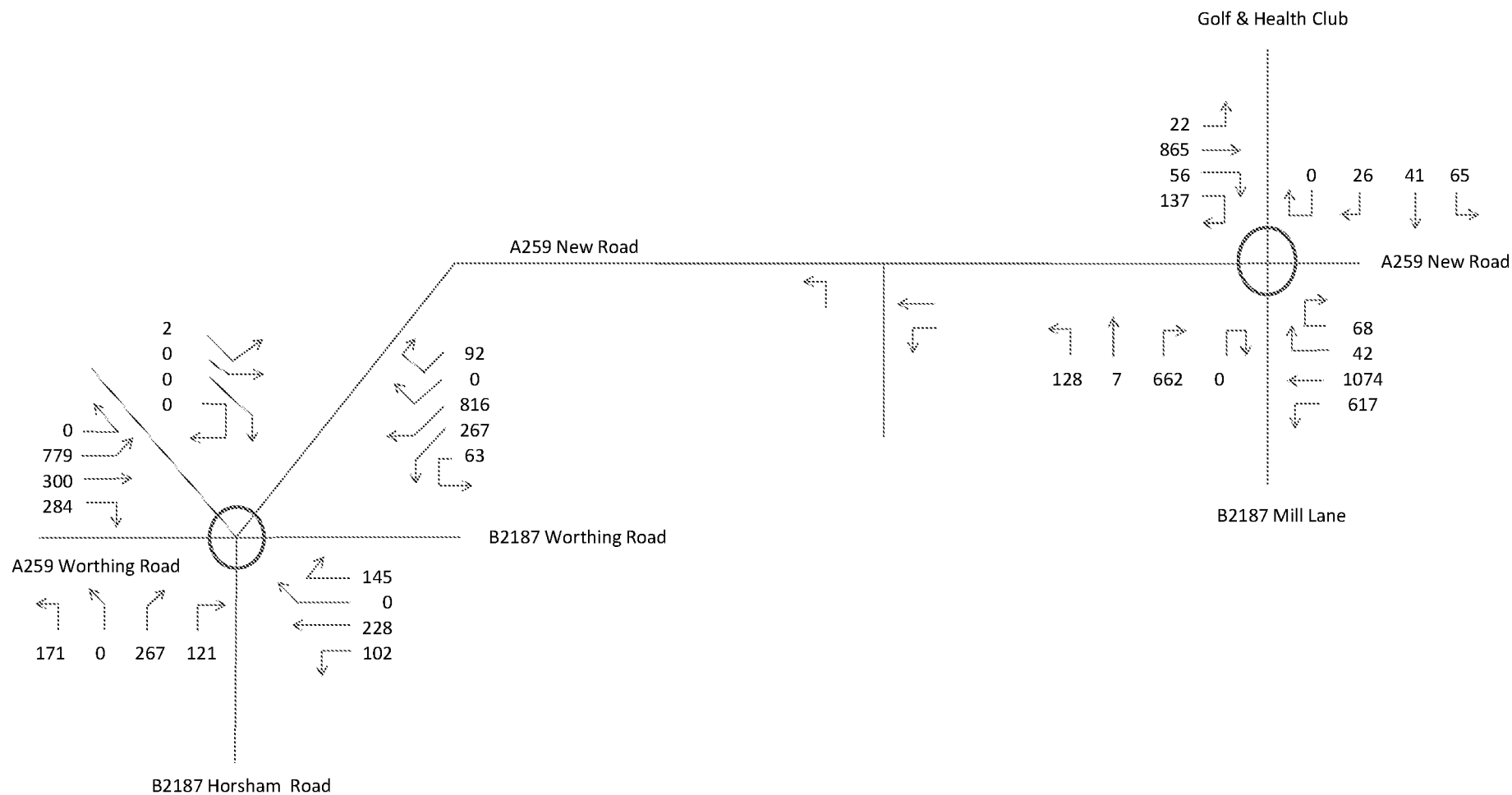


FIG C34+C32

NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

TOTAL TRAFFIC FLOWS - GROWTH AND COMMITTED DEVELOPMENT AND PROPOSED DEVELOPMENT TO YEAR 2016 - SATURDAY PM PEAK HOUR

FIGURE C38A

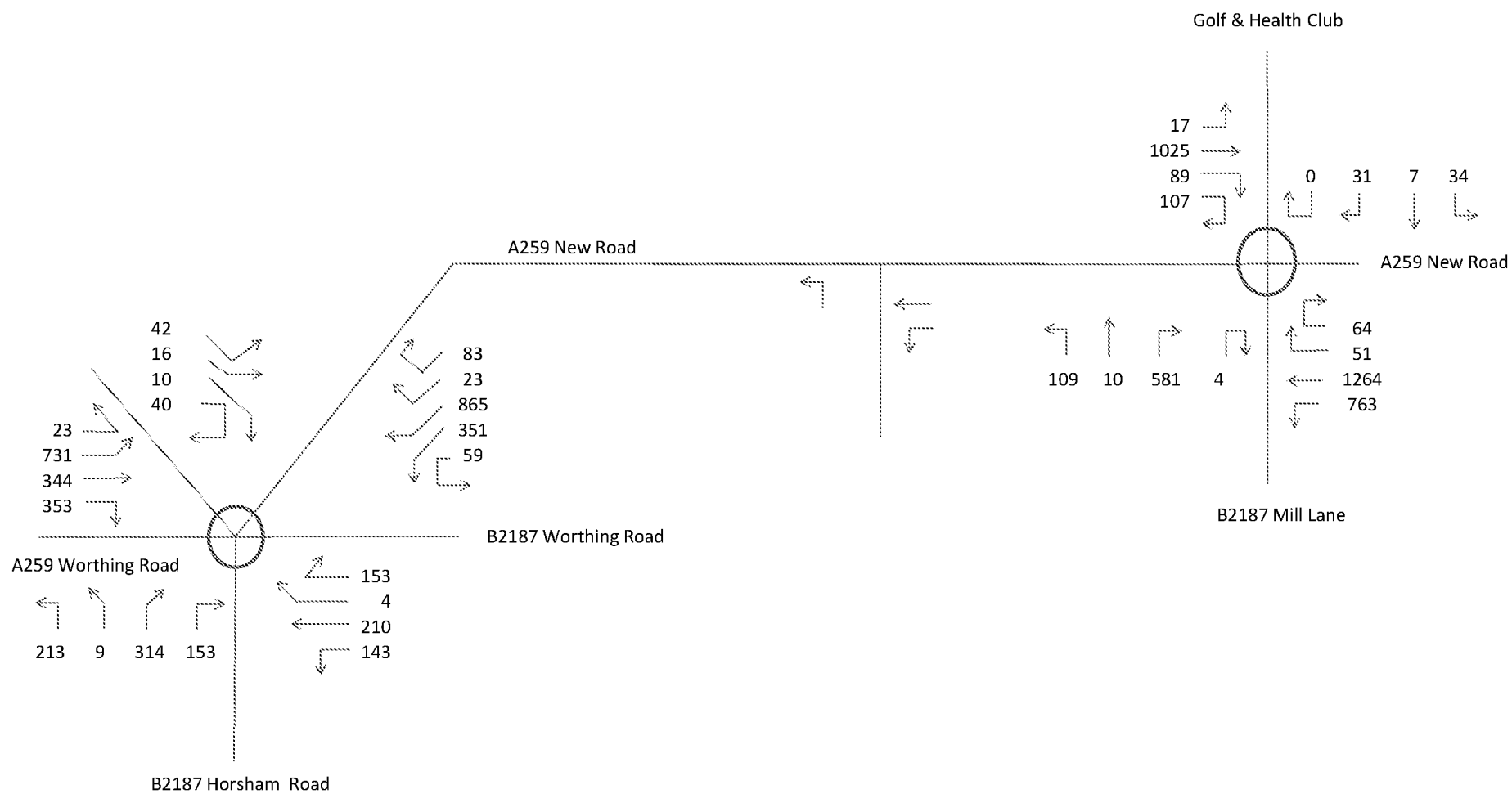


FIG C35+C31

NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

TOTAL TRAFFIC FLOWS - GROWTH AND COMMITTED DEVELOPMENT AND PROPOSED DEVELOPMENT TO YEAR 2020 - FRIDAY PM PEAK HOUR

FIGURE C39A

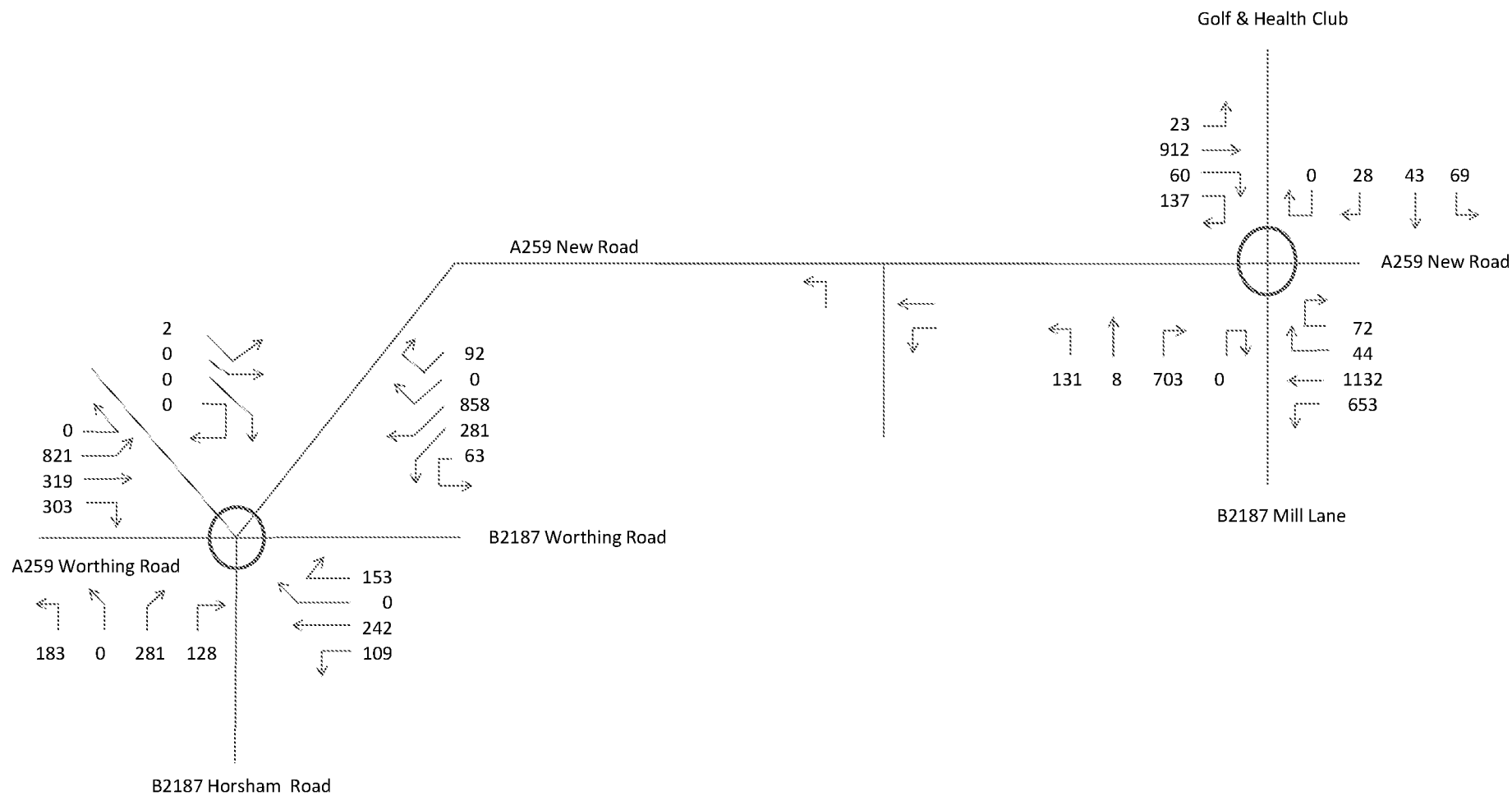
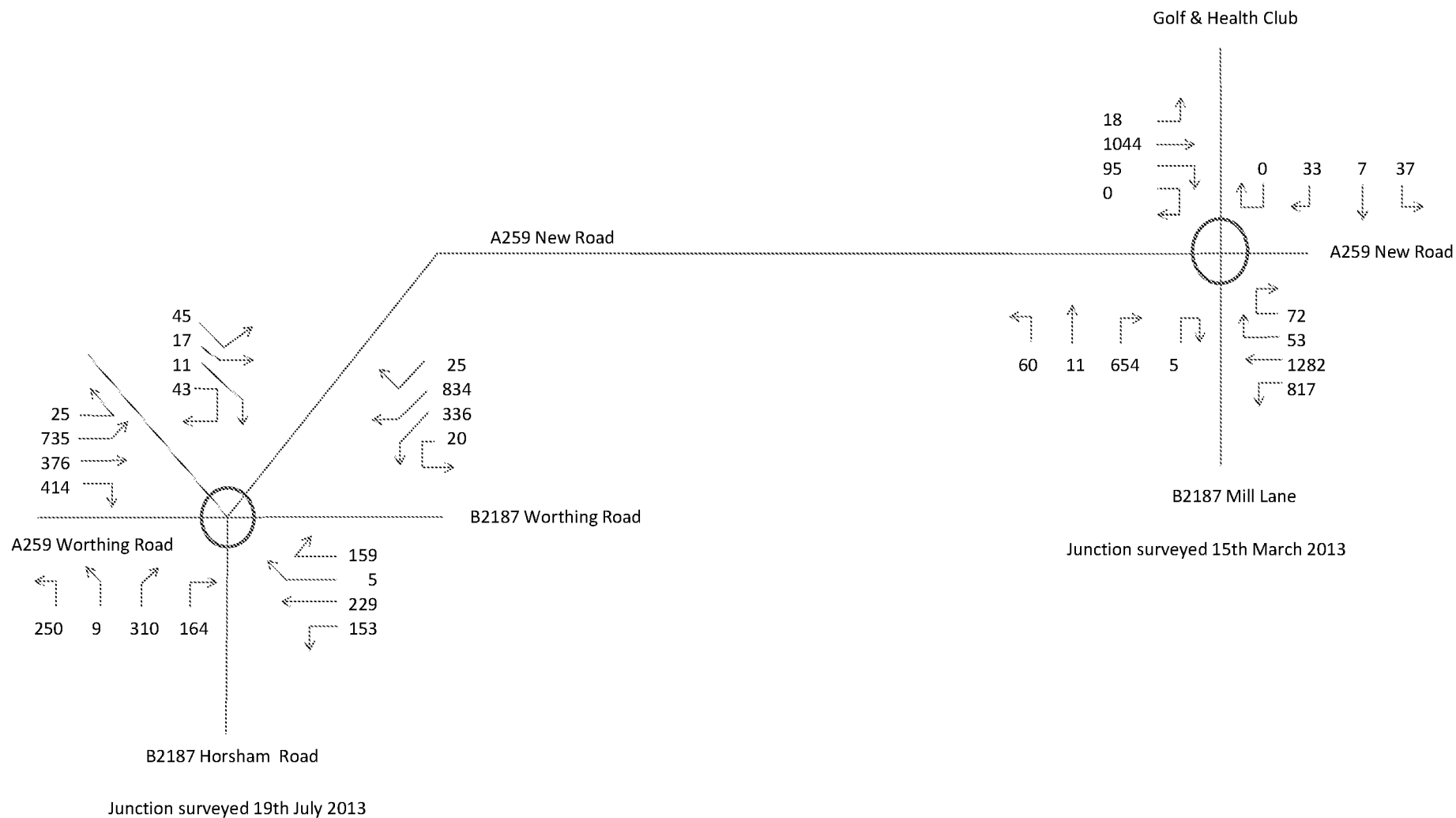


FIG C36+C32

NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

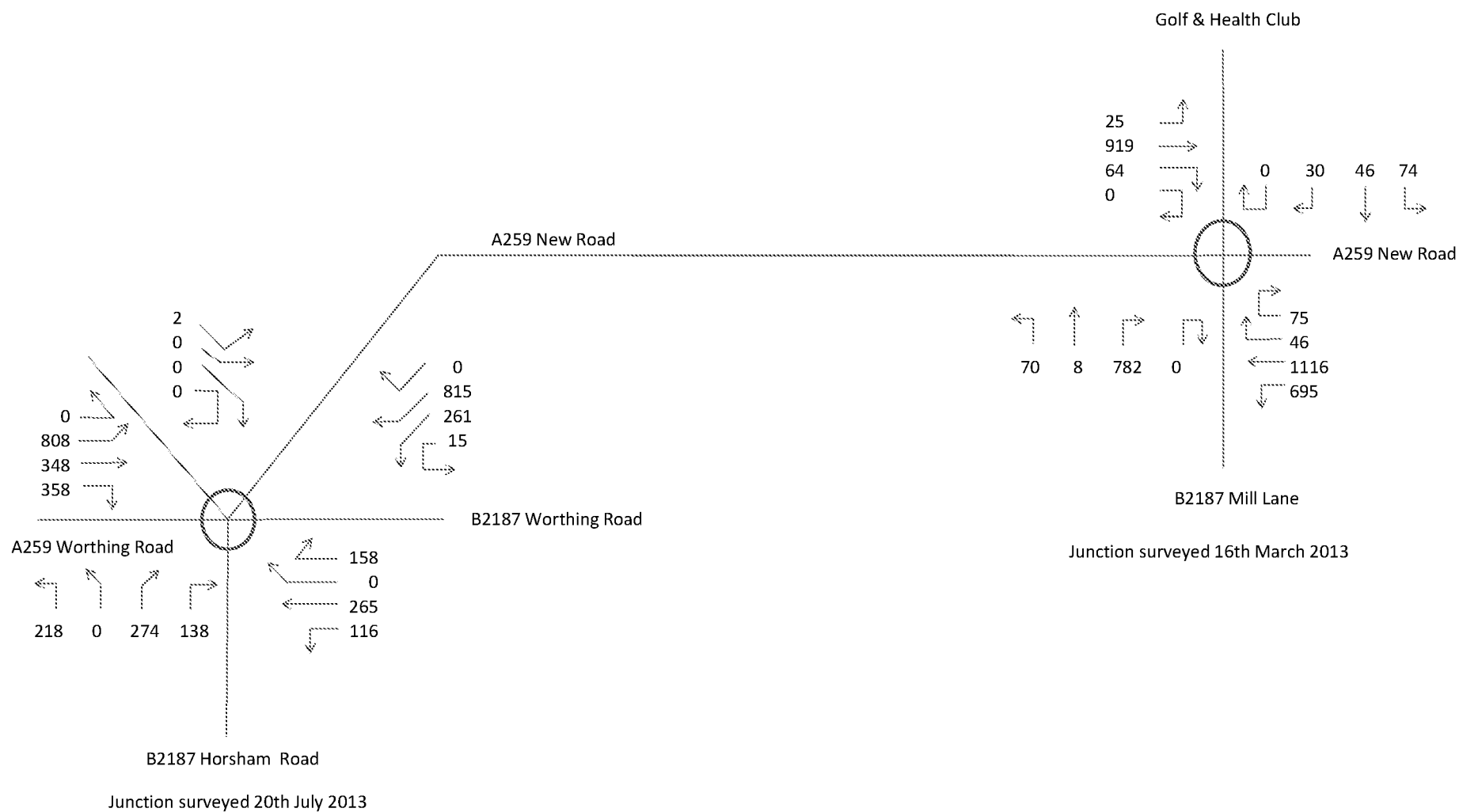
TOTAL TRAFFIC FLOWS - GROWTH AND COMMITTED DEVELOPMENT AND PROPOSED DEVELOPMENT TO YEAR 2020 - SATURDAY PM PEAK HOUR

FIGURE C40A



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON
 BASE TRAFFIC FRIDAY PM PEAK HOUR 1645-1745HRS WITH TRAFFIC GROWTH TO FUTURE YEAR 2025

FIGURE C41



NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON
 BASE TRAFFIC SATURDAY PEAK HOUR 1200-1300HRS WITH TRAFFIC GROWTH TO FUTURE YEAR 2025

FIGURE C42

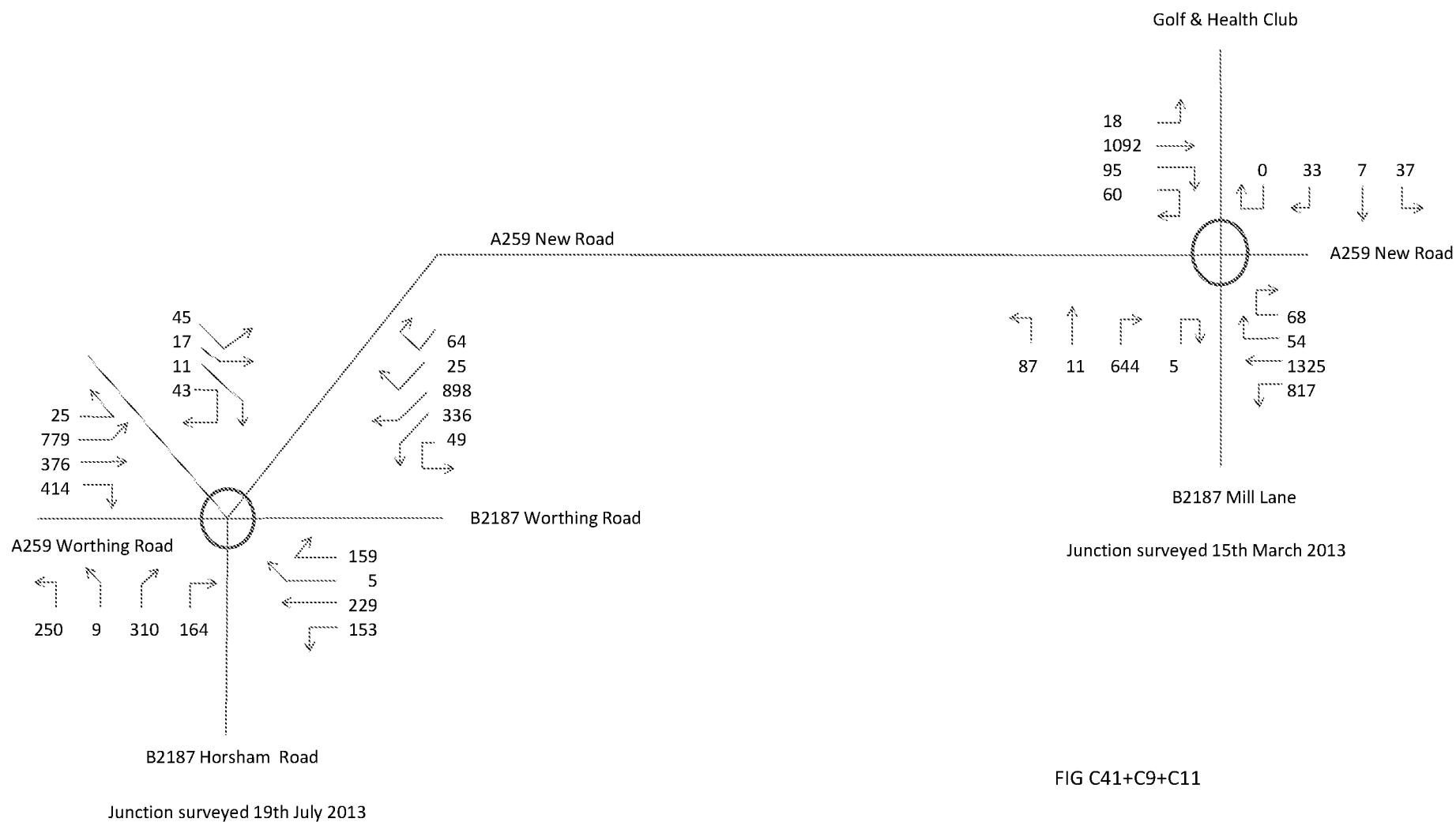


FIG C41+C9+C11

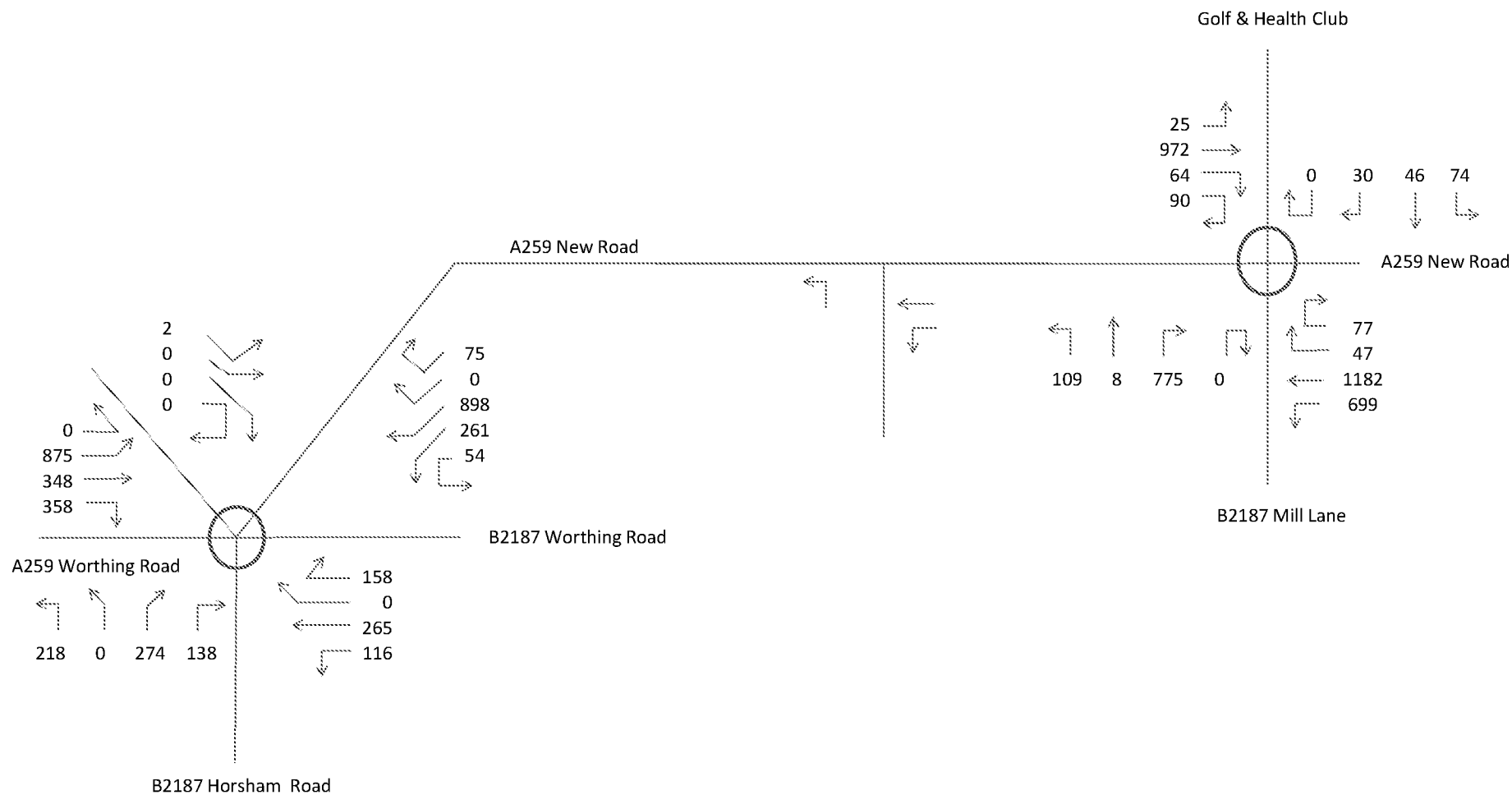


FIG C42+C10+C12

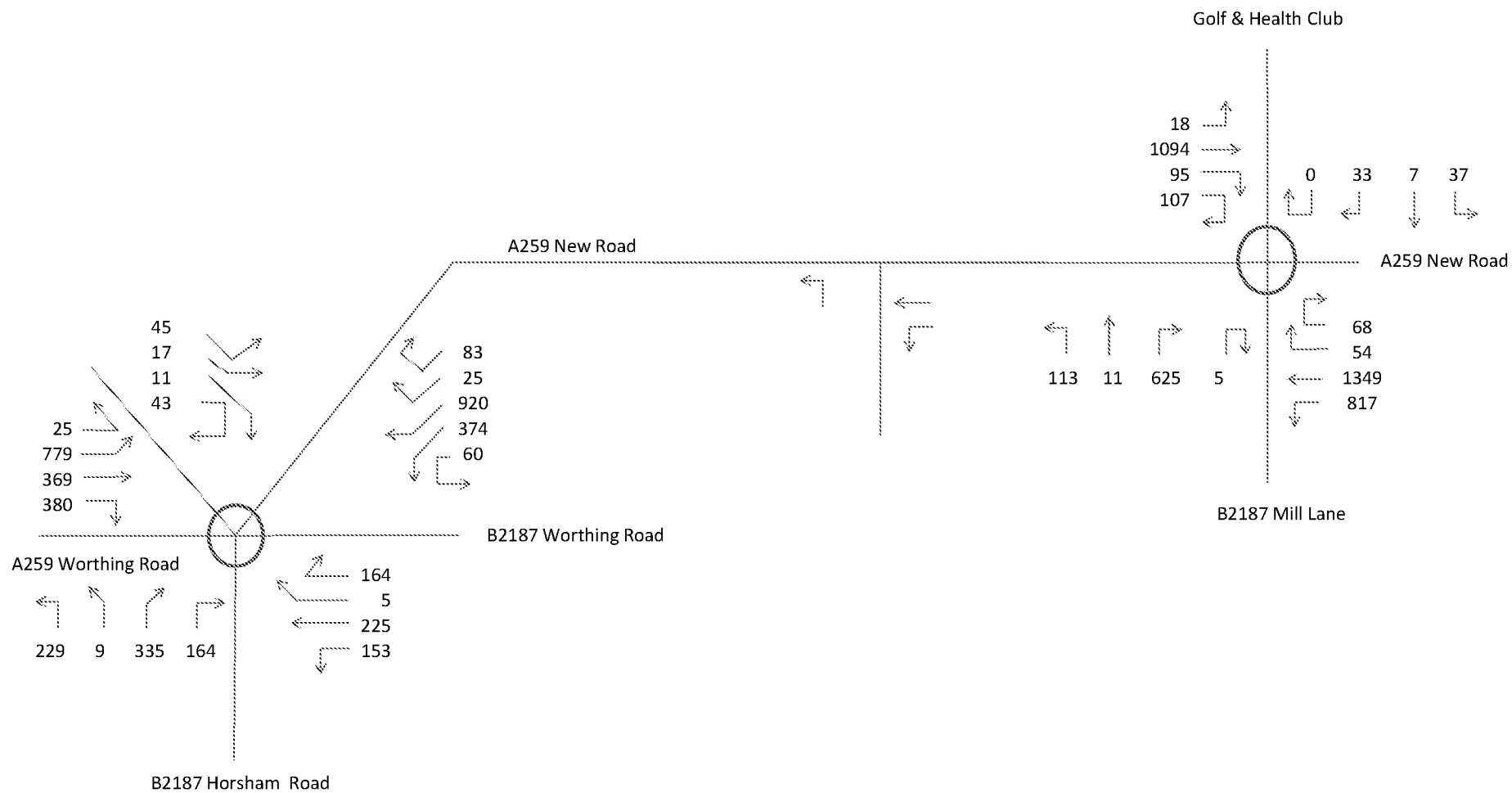


FIG C43+C31

NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

TOTAL TRAFFIC FLOWS - GROWTH AND COMMITTED DEVELOPMENT AND PROPOSED DEVELOPMENT TO YEAR 2025 - FRIDAY PM PEAK HOUR

FIGURE C45

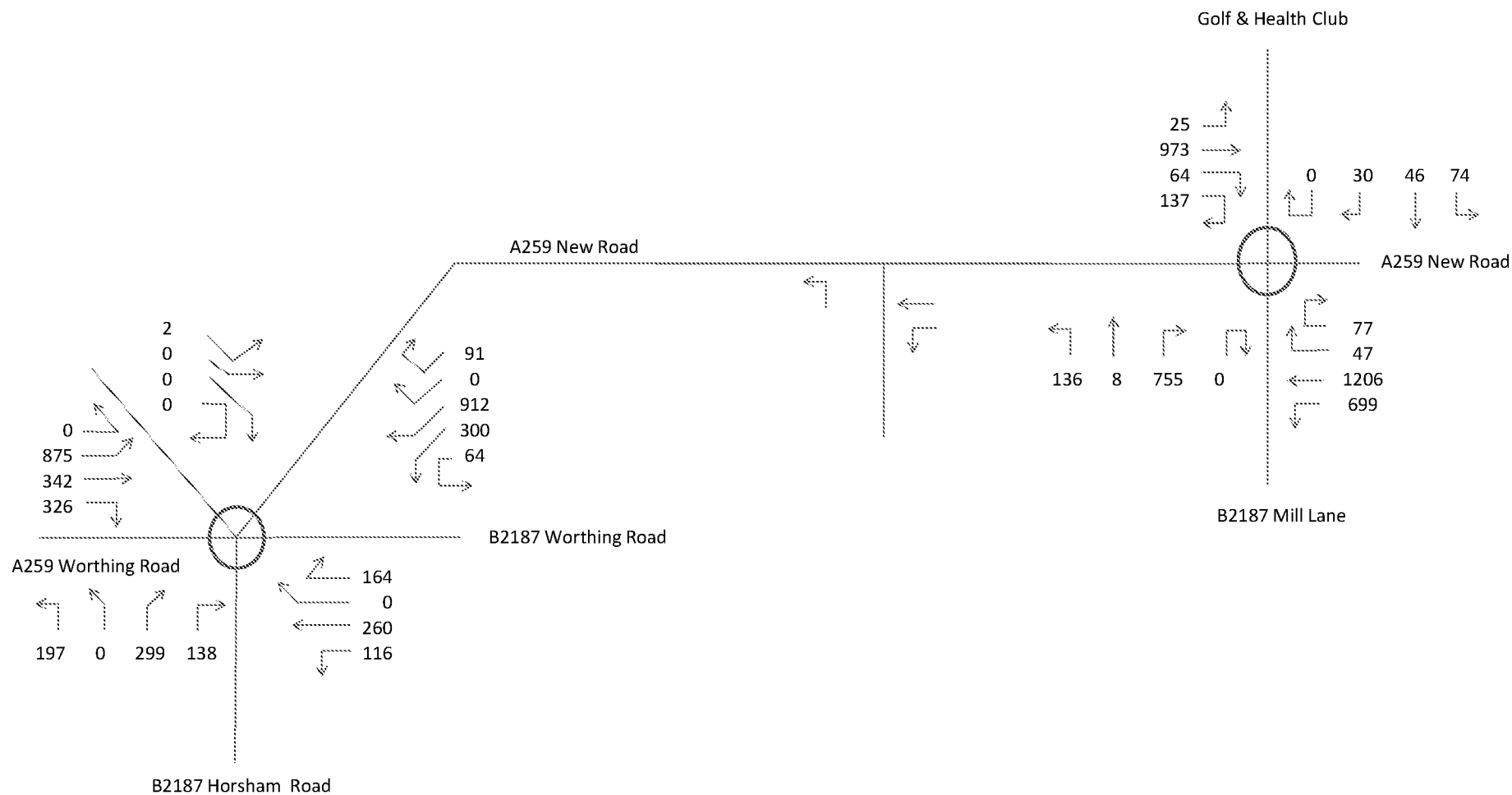


FIG C44+C32

NEW DEVELOPMENT, A259 NEW ROAD, RUSTINGTON

TOTAL TRAFFIC FLOWS - GROWTH AND COMMITTED DEVELOPMENT AND PROPOSED DEVELOPMENT TO YEAR 2025 - SATURDAY PM PEAK HOUR

FIGURE C46