

POUND PLACE ROUNDSTONE LANE ANGMERING

PROPOSED ADDITIONAL BEDROOMS AT POUND PLACE CARE HOME

TRANSPORT STATEMENT

2080/AF

December 2020

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Status	Author	Date	Check	Date	Authorised	Date
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1. INTRODUCTION

- 1.1 COTTEE Transport Planning have been instructed by Savista Developments Ltd to prepare a Transport Statement (TS) to accompany a planning submission for the conversion of existing ancillary rooms to bedrooms at the approved care home facility at Roundstone Lane, Angmering, Littlehampton, BN16 4AL.
- 1.2 The site has an extensive planning history which is summarised below:
- Outline planning application approved in April 2015 for the construction of 18 residential dwellings with access from Roundstone Lane (**application reference A/154/14/OUT**).
 - Planning application approved (at appeal) in October 2019 for the construction of a 64 bedroom care home (C2) with access from Roundstone Lane (**application reference A/51/18/PL**).
 - Planning application approved in September 2019 for the construction of a 62 bedroom care home (C2) with access from Roundstone Lane (**application reference A/9/19PL**).
- 1.3 The proposals are for an additional 10 bedrooms at second floor level to provide a total of 74 bedrooms. The approved 64 bedroom facility is currently under construction.
- 1.4 This statement reviews the transport impacts of the proposed development.

2. THE SITE AND EXISTING TRANSPORT NETWORK

The Site

- 2.1 The site is located on the eastern side of Roundstone Lane, Angmering. Roundstone Lane forms the western boundary of the site, Lambert Way and Alexander Avenue form the northern and eastern boundaries whilst the Brougham Grove residential development forms the southern boundary.
- 2.2 The site is currently under construction (64 bedroom care home) and the approved access to Roundstone Lane is at the south-western corner of the site, in the same location as the existing driveway. The approved access has a 4.8m carriageway width, 6m kerb radii and 2m footways on both sides of the access.
- 2.3 The TS prepared for the approved 64 bedroom care home (**A/51/18/PL**) outlined that an ATC survey was undertaken at the site frontage in March 2018 to record traffic flows and vehicle speeds. The survey results demonstrated that 85th percentile vehicle speeds on Roundstone Lane at the site frontage were below 30mph. As such, 2.4m x 43m visibility splays in both directions were considered acceptable and have been provided.
- 2.4 A site location plan is included at **Figure 1** below.

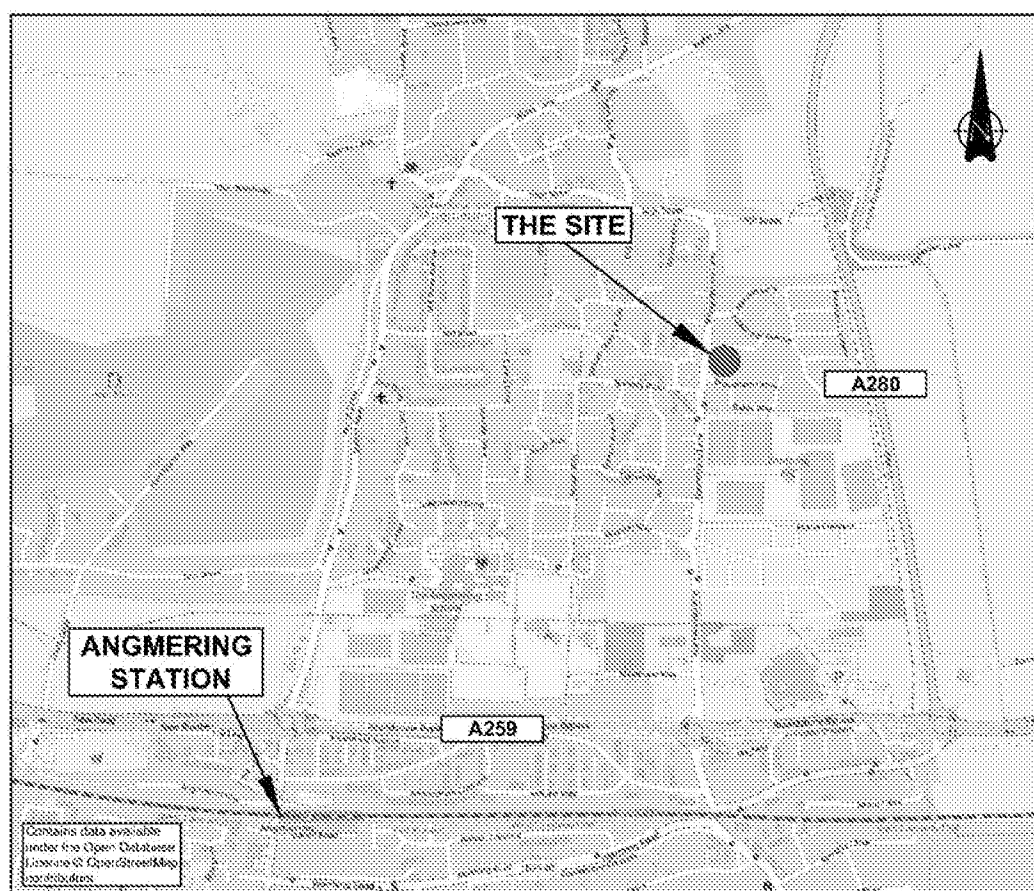


Figure 1: Site Location Plan

Local Road Network

- 2.5 Roundstone Lane has a north – south alignment and connects with the eastern end of High Street around 300m to the north of the site and the A259 Roundstone Bypass around 800m to the south. It is subject to a 30mph speed limit, is street lit, and has traffic calming measures in the form of raised tables along its length including at the junction with Brougham Grove immediately south of the access.
- 2.6 Within the vicinity of the site, Roundstone Lane has residential frontages on both sides of the road. It has a 5.5m carriageway width and it has a continuous footway along the western side of the road. The approved access arrangements provide 2m footways on both sides of the access road including a new section of footway to the south of the access to tie in with Brougham Grove and a short spur to the north of the access with a drop kerb crossing point.
- 2.7 The site is therefore very well connected to the local and wider areas both by road and foot.

Public Transport – Bus Services

- 2.8 The nearest bus stops are on Roundstone Lane around 50m north and 90m south of the site access. Both stops are served by Stagecoach bus route 9 which provides an hourly service Monday – Saturday between Shoreham-by-Sea and Arundel via Lancing. The route provides access to Angmering Village Centre within an 8 minute bus journey and Angmering Rail Station within a 12 minute journey.

SERVICES	ROUTE	FREQUENCY		
		Mon – Fri	Sat	Sun
9	Shoreham-by-Sea – Arundel via Lancing	1 hr	1 hr	-

Public Transport – Rail Services

- 2.9 Angmering Rail Station is around 1.8km (23 minute walk distance / 6 minute cycle distance) south-west of the site via Roundstone Lane, Mayflower Way and Downs Way. The station is served by Southern Railway on the West Coastway Line providing access to Worthing, Brighton, Littlehampton, Portsmouth Harbour, Southampton Central and London Victoria.

Pedestrian Routes

- 2.10 There is a well-established network of pedestrian routes in the area with all roads having footways.

Cycle Routes

- 2.11 There is an off-road dedicated cycle path on the southern side of Nursery Road which also continues south via Rowan Way and north to Pound Way. In addition, there is a shared use pedestrian / cycleway between the southern end of Rowan Way and the A259 Roundstone Bypass to Downs Way.
- 2.12 Downs Way and Roundstone Lane are suitable for use by cyclists meaning there is a good cycle network between Angmering Rail Station and the site, mostly off-road.

3. DEVELOPMENT PROPOSALS

- 3.1 The development proposals involve an additional 10 bedrooms at second floor level at the approved care home facility. The proposals will therefore increase the capacity of the building from 64 to 74 bedrooms. A copy of the proposed site layout plan is attached at **Appendix A**.

Proposed Access Arrangements

- 3.2 Access to the site for all modes will remain as approved under planning application reference **A/51/18/PL**.
- 3.3 As discussed in **Section 2** of this TS, the approved access achieves 2.4m x 43m visibility splays in both directions in accordance with Manual for Streets design guidance for a 30mph design speed. ATC speed surveys undertaken in March 2018 demonstrated that 85th percentile vehicle speeds on Roundstone Lane at the site frontage were below 30mph.

Parking Provision

- 3.4 Parking standards for Arun District Council are set out within the Arun Parking Standards SPD dated January 2020. However, the approved development which is currently under construction was based on the previous SPD guidance (dated October 2000).
- 3.5 The latest parking guidance SPD (January 2020) states that parking for C2 uses will be determined on a case-by-case basis and no specific maximum or minimum standards are provided. On this basis, and to be consistent with the approved application currently under construction, it is proposed that the parking standards outlined within the 2000 SPD for C2 use are still appropriate and will provide a sufficient level of parking.
- 3.6 Table 3 of the October 2000 Parking Standards SPD outlines the following standards for a Care Home:
- Car parking - 1 space per 20 residents (rounded up);
 - Visitor parking - 1 space per 8 residents (rounded up); and
 - Staff parking - 1 space per 5 residents (rounded up).
- 3.7 Based on the standards above the 64 bedroom development required 25 parking spaces. The development proposed a total of 32 parking spaces, including 2 disabled bays, which was subsequently approved. In addition, a parking space for an ambulance was provided near the entrance.
- 3.8 Based on the standards above, the proposed 74 bedroom development would require 29 parking spaces. The proposals include providing an additional 3 parking spaces on-site, to provide a total of 35 spaces including 2 disabled bays. An ambulance bay will continue to be provided near the entrance.
- 3.9 The proposed provision is in accordance with the standards outlined within the October 2000 SPD and is therefore considered to provide a suitable level of parking for the development needs.

- 3.10 The approved development will also provide a total of 2 motorcycle bays with ground anchors and 2 cycle stands (4 spaces). It is not proposed to provide any additional cycle or motorcycle parking above what is already provided.
- 3.11 The latest Parking Standards SPD (January 2020) states that 20% of all parking spaces should be provided with an Active Electric Vehicle (EV) charging point. This equates to a total of 7 spaces across the development.
- 3.12 The Government has recently advised that all new cars by 2030 will need to be EV or hybrid. To support the Government's ambition all new developments will need to implement electric vehicle charging points to ensure that the infrastructure is in place to cater for the planned increase in demand. The provision of 7 (20%) EV charging points meets the SPD and Government requirements.

Delivery and Servicing

- 3.13 It is not anticipated that there will be an increase in the number of delivery and servicing vehicle movements at the site as a result of the proposals. As such, delivery and servicing will remain the same with all servicing, including refuse collection, undertaken on-site.
- 3.14 As previously approved, vehicles will enter the site in forward gear, turn within the site using the turning head provided and exit in forward gear.

4. DEVELOPMENT IMPACTS

- 4.1 The Trip Rate Information Computer System (TRICS) database was used to determine vehicle trip rates for the approved application (**A/51/18/PL**) and the approved trip rates are attached at **Appendix B** and summarised in the table below for the peak hour periods.

Time Period	Vehicle Trip Rate (per bedroom)		
	Arrivals	Departures	Total
0800 - 0900	0.098	0.061	0.159
1700 -1800	0.041	0.081	0.122
0700 - 1900	0.843	0.785	1.628

- 4.2 For a total of 10 additional bedrooms the total number of additional vehicle movements will be:

Time Period	Vehicle Movements		
	Arrivals	Departures	Total
0800 - 0900	1	1	2
1700 -1800	0	1	1
0700 - 1900	8	8	16

- 4.3 The proposed development will generate around 2 vehicle movements in the network AM peak hour, 1 vehicle movement in the network PM peak hour and around 16 additional vehicle movements throughout the day.
- 4.4 Based on the trip rates outlined above the approved 64 bedroom development will generate around 10 vehicle movements during the AM peak hour, 8 during the PM peak hour and 104 throughout the day.
- 4.5 The increase in vehicle movements associated with the proposals will therefore be marginal and the proposals will not have a material impact on the surrounding highway network.

5. TRANSPORT POLICY

National Policy

- 5.1 National Transport Policy is contained in the National Planning Policy Framework (NPPF) February 2019.
- 5.2 Section 9 deals with Promoting Sustainable Transport and paragraph 102 states:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;**
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;**
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;**
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and**
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places"**

- 5.3 Paragraphs 109 and 110 require consideration to be given to sustainable travel modes, the needs of people with disabilities, safe layouts, the delivery of goods, and provision for plug-in and ultra-low emission vehicles.

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;**
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;**
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;**
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and**

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

- 5.4 This TS demonstrates that there is a well-established network of pedestrian and cycle routes, enabling safe access to the site. In addition, the site already has approval for a 64-bedroom care home and the proposal is therefore considered to be sustainable.
- 5.5 The proposals include the provision of 7 Electric Vehicle charging points within the car park to encourage the uptake of electric vehicles to both staff and visitors.
- 5.6 Paragraph 111 refers to the need for Transport Statements and Travel Plans:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

- 5.7 This TS demonstrates that the proposals will not generate a significant number of vehicle movements. Furthermore, this TS demonstrates that the proposals will not have a material impact on the surrounding highway network.

Local Policy – Arun District Council

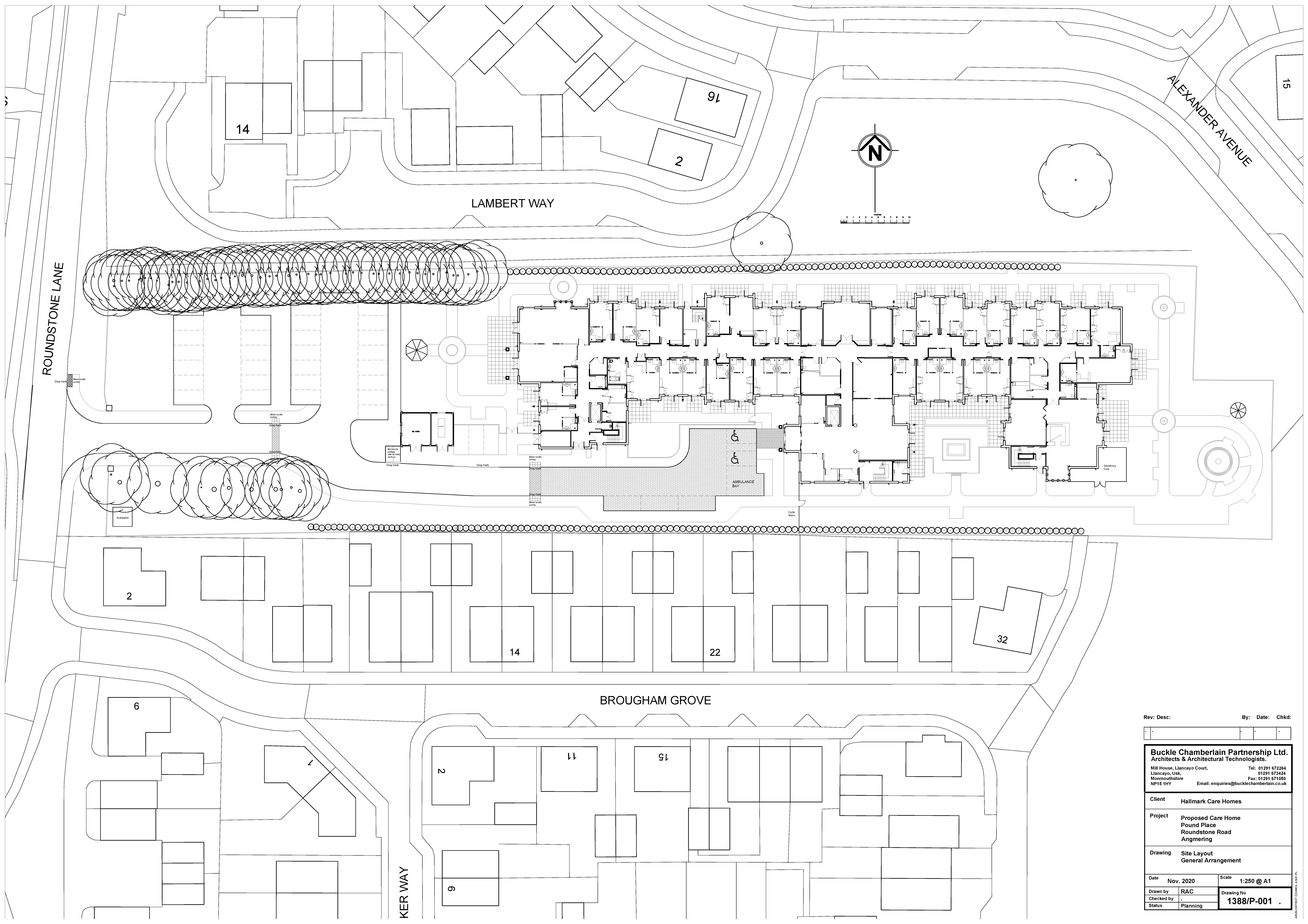
- 5.8 The relevant planning policy documents for Arun District Council include the Arun Local Plan (adopted 2018) and the Angmering Neighbourhood Plan (2014-2029) which is currently being reviewed and updated.
- 5.9 Both documents refer to the need for development to be sustainable and to provide safe and efficient access for all transport modes.
- 5.10 The proposal involves an increase in the number of bedrooms at an already approved care home facility which is currently under construction. On this basis, the proposals are considered to be sustainable and this TS demonstrates that the proposals will result in a very small number of additional vehicle movements with 2 during the AM peak hour and 1 during the PM peak hour.
- 5.11 **It is therefore considered that the proposed development is in accordance with National and Local policies and should therefore be considered acceptable.**

6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement supports a planning submission for the conversion of existing ancillary space to bedrooms at the approved care home facility at Roundstone Lane, Angmering, Littlehampton, BN16 4AL.
- 6.2 The site has planning permission for the construction of a 64 bedroom care home (C2) with access from Roundstone Lane which is currently under construction. The proposals are for an additional 10 bedrooms at second floor level to provide a total of 74 bedrooms.
- 6.3 The proposals include an additional 3 parking spaces on-site to provide a total of 35 spaces including 2 disabled bays. An ambulance bay will continue to be provided near the entrance. Parking is therefore in accordance with the previously approved application and the parking standards outlined within the Arun Parking Standards SPD dated January 2020.
- 6.4 The proposals include implementing electric vehicle charging points to ensure that the infrastructure is in place to cater for future demand. The development will provide a total of 7 EV charging points which equates to 20% of all parking spaces on-site.
- 6.5 Access for all transport modes including walking and cycling will remain the same as the approved planning permission which is currently under construction.
- 6.6 This TS demonstrates that the proposals will result in an additional 2 vehicle movements during the network AM peak hour, 1 vehicle movement in the network PM peak hour and around 16 vehicle movements throughout the day. The small increase in vehicle movements associated with the proposals will be marginal and the proposals will not have a material impact on the surrounding highway network.
- 6.7 Based on the analysis undertaken within this TS it is considered that the transport impacts of the proposed scheme are not severe and there are no unacceptable highway safety impacts in the context of NPPF, therefore the proposals are considered to be acceptable in transport terms.

APPENDIX A

PROPOSED SITE LAYOUT



Rev: Desc: By: Date: Chkd:

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Architects & Architectural Technologists.
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Client	Hallmark Care Homes		
Project	Proposed Care Home Pound Place Roundstone Road Angmering		
Drawing	Site Layout General Arrangement		
Date	Nov. 2020	Scale	1:250 @ A1
Drawn by	RAC	Drawing No	1388/P-001
Checked by	.	Status	Planning

APPENDIX B

APPROVED TRICS OUTPUT

DTPL Kingswick Drive Sunninghill

Licence No: 743701

Calculation Reference: AUDIT-743701-180308-0347

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	WG WOKINGHAM	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
11	SCOTLAND	
	SR STIRLING	1 days

Secondary Filtering selection:

Parameter: Number of residents
 Actual Range: 58 to 70 (units:)
 Range Selected by User: 50 to 180 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 13/07/16

Selected survey days:

Tuesday	3 days
Wednesday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
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Selected Location Sub Categories:

Residential Zone	4
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Secondary Filtering selection:Use Class:

C2	4 days
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Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

Travel Plan:

No	4 days
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PTAL Rating:

No PTAL Present	4 days
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DTPL Kingswick Drive Sunninghill

Licence No: 743701

LIST OF SITES relevant to selection parameters

1	DS-05-F-01	NURSING HOME		DERBYSHIRE
	29 VILLAGE STREET			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	70		
	Survey date: TUESDAY	21/10/14		Survey Type: MANUAL
2	SR-05-F-01	NURSING HOME		STIRLING
	PERTH ROAD			
	DUNBLANE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	60		
	Survey date: WEDNESDAY	18/06/14		Survey Type: MANUAL
3	WG-05-F-01	NURSING HOME		WOKINGHAM
	BARKHAM ROAD			
	WOKINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	58		
	Survey date: TUESDAY	20/11/12		Survey Type: MANUAL
4	WY-05-F-01	NURSING HOME		WEST YORKSHIRE
	CLIFF ROAD			
	HYDE PARK			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	58		
	Survey date: TUESDAY	15/06/10		Survey Type: MANUAL

DTPL Kingswick Drive Sunninghill

Licence No: 743701

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	62	0.118	4	62	0.045	4	62	0.163
08:00 - 09:00	4	62	0.098	4	62	0.061	4	62	0.159
09:00 - 10:00	4	62	0.081	4	62	0.041	4	62	0.122
10:00 - 11:00	4	62	0.061	4	62	0.020	4	62	0.081
11:00 - 12:00	4	62	0.045	4	62	0.049	4	62	0.094
12:00 - 13:00	4	62	0.061	4	62	0.028	4	62	0.089
13:00 - 14:00	4	62	0.089	4	62	0.102	4	62	0.191
14:00 - 15:00	4	62	0.098	4	62	0.118	4	62	0.216
15:00 - 16:00	4	62	0.061	4	62	0.114	4	62	0.175
16:00 - 17:00	4	62	0.049	4	62	0.081	4	62	0.130
17:00 - 18:00	4	62	0.041	4	62	0.081	4	62	0.122
18:00 - 19:00	4	62	0.041	4	62	0.045	4	62	0.086
19:00 - 20:00	4	62	0.061	4	62	0.037	4	62	0.098
20:00 - 21:00	4	62	0.020	4	62	0.057	4	62	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.924			0.879			1.803