
Proposed Residential Development, Angels Nursery, Barnham Highways & Transport Statement

Prepared on behalf of West Sussex County Council

September 2016

Introduction

This Highways and Transport Statement sets out current proposals for the redevelopment of land at Angels Nursery, Barnham in the context of recent planning consents and the sites planning history. This Highways and Transport Statement has been prepared on behalf of West Sussex County Council to accompany a full application for 95 dwellings at Angels Nursery.

This application follows the implementation of a scheme for 86 dwellings (BN/27/09 and BN/29/13). There is therefore an extant permission for 86 dwellings on the site with the principle of access and layout agreed. This application seeks consent for an improved scheme which will visually be more in keeping with the site's setting.

The land forms part of the West Sussex County Council Estate and formerly accommodated The Angels Nursery, a horticultural nursery smallholding. Figure 1 shows the location of the application site in relation to the surrounding highway and transport network.

Figure 1 **Site Location**



This Statement is prepared in support of the 2016 planning submission to Arun District Council for a total of 95 dwellings and provides a summary of the anticipated traffic generation characteristic of the proposed 95 unit scheme.

Highway Conditions and Traffic Impact

Local traffic conditions and traffic impact were assessed as part of the original BN/27/09 application and it was demonstrated that the local highway network accommodated a moderate level of peak hour two way traffic movements in the vicinity of the site access.

In addition, peak hour residential vehicle trip rates were considered for the proposed residential development which indicated the proposed 95 dwellings may generate in the region of 60 two way, peak hour vehicle movements.

These vehicle movements, when distributed onto the local highway network in reflection of relevant traffic surveys and subsequent traffic modelling suggested there were no adverse impacts on the operation of the local highway network and the proposed right turn lane would operate within its theoretical capacity.

As part of the original application (BN/27/09) which included the original Transport Assessment supporting the outline 100 unit scheme, the sites likely traffic generation was assessed through a combination of traffic count data of a site in West Sussex (Rollaston Park, Burndell Road, Yapton) and the application of TRICS data. Both data sets were comparable and the local survey results were applied to the proposed 100 units at the application site.

Table 4.2 of the original Transport Assessment (RGP) summarised the anticipated vehicle trip rates and resultant vehicle trips for the proposed 95 unit scheme as represented in the table below:

	Arrivals		Departures		Total	
	Trip Rate	Traffic	Trip Rate	Traffic	Trip Rate	Traffic
AM Peak	0.121	11	0.430	41	0.551	52
PM Peak	0.441	42	0.221	21	0.662	63
07:00-19:00	2.500	238	2.537	241	5.037	479
06:00-22:00	3.026	287	2.893	275	5.919	562

It is anticipated the proposed scheme would generate in the order 52 AM peak movement (11 arrivals and 44 departures) and 63 PM peak movements (42 arrivals and 21 departures) and total daily flows in the region of 560 vehicles. This level of traffic is considered moderate in relation to the function and

operation of Yapton Road and is broadly in line with that assessed and accepted through the outline application.

The original TA went on to assess the operation of the site access junction with Yapton Road in relation to capacity. It was considered that the level of traffic generation associated with the site (in the order of one additional vehicle movement per minute during the network peaks) would not be considered to represent a material impact on the operation of the local network.

Further, through a review of recently consented schemes in the vicinity of the site that have been required to consider traffic impact, it is noted that these sites have included the Angels Nursery site as 'consented development' in any assessments and the site would be included in any TEMPRO assessment undertaken in support of adjacent consented schemes.

On the basis of the findings within the original TA and this summary of traffic generation, in the context of the guidelines within para. 32 of the NPPF it is considered that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.