



The Civil Engineering Practice
11 Tungsten Building
George Street
Fishergate
Sussex
BN41 1RA



Transport Statement

Proposed development at

**The Lillies Caravan Park
Yapton Road, Barnham, West Sussex**

On behalf of

Mr Roy Hartrick

February 2010

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1 Non Technical Summary

- 1.1 This Transport Statement has been prepared on behalf of Mr Roy Hartrick in support of an Outline Planning Application for the construction of 36 two, three and four bedroom houses together with a new access road, a maximum of 102 car parking spaces, a public open space and a play area at The Lillies Caravan Park, Yapton Road, Barnham, West Sussex.
- 1.2 This statement is to be read in conjunction with all planning, architectural and other reports that accompany the Planning Application for the proposed development.
- 1.3 This statement addresses the following areas:
 - Sustainability of the existing infrastructure
 - Capability of the existing modes of transportation other than the car to accept additional demands from the proposed development
 - Cycle and car parking provision and parking strategy
 - Development trip generation and vehicular trip impact
- 1.4 There is a sufficient level of service provided by the public transport network in the area to cater for the anticipated increased travel demand generated by the development.
- 1.5 Cycle access is available on the existing highway network alongside other highway users and there are public footpaths providing access between the application site and local public transport links in addition to numerous unpaved public footpaths providing access to the surrounding rural countryside.
- 1.6 The amount of car parking proposed is the maximum permitted and overspill parking on the surrounding roads is not anticipated.
- 1.7 Secure and covered cycle storage will be provided in accordance with the minimum requirements of Arun District Council's Supplementary Planning Guidance Parking Standards.

2 Planning Policy Context

2.1 The South East Plan 2009

2.1.1 The South East Plan dated May 2009 is the Regional Spatial Strategy (RSS) for the South East of England which sets out the long term spatial planning framework for the region over the years 2006-2026 including spatial policies for:

- the scale and distribution of new housing
- priorities for new infrastructure and economic development
- the strategy for protecting countryside, biodiversity and the built and historic environment
- tackling climate change and safeguarding natural resources, for example water and minerals

2.1.2 The South East Plan replaces all the saved policies which had been extended by the Secretary of State in the West Sussex County Council Structure Plan 2001 – 2016 and incorporates the Regional Transport Strategy (RTS).

2.1.3 The following Transport Policies are relevant to this development:

2.1.4 **POLICY T2: MOBILITY MANAGEMENT** states that:

The policies and proposals set out in local development documents and local transport plans should include policies to achieve a rebalancing of the transport system in favour of sustainable modes based on an integrated package of measures drawn from the following:

- i. the allocation and management of highway space used by individual modes of travel*
- ii. the scale of provision and management (including pricing) of car parking both off and on-street*
- iii. the scope and management of public transport services*
- iv. an integrated and comprehensive travel planning advice service*
- v. improvements in the extent and quality of pedestrian and cycle routes*
- vi. charging initiatives*
- vii. intelligent transport systems including the use of systems to convey information to transport users*
- viii. incentives for car sharing and the encouragement of car clubs*
- ix. local services and e-services to reduce the need to travel*

- x. *changes in ways of working that alter the extent and balance of future demand for movement*
- xi. *demand responsive transport and other innovative solutions that increase accessibility*
- xii. *measures that increase accessibility to rail stations. Plans will need to reflect the fact that low delivery from any one of these elements will require a compensatory increase in delivery from one or more of the others.'*

2.1.5 POLICY T4: PARKING states that:

'Local development documents and local transport plans should, in combination:

- i. *adopt restraint-based maximum levels of parking provision for non-residential developments, linked to an integrated programme of public transport and accessibility improvements*
- v. *apply guidance set out in PPS3: Housing on residential parking, reflecting local circumstances*
- vii. *ensure the provision of sufficient cycle parking at new developments including secure cycle storage for new flats and houses which lack garages.'*

2.2 Arun District Council Local Development Framework

- 2.2.1 The Local Development Framework (LDF) documents have yet to be finalised and adopted by the District Council.

2.3 Arun District Council Local Plan Saved Policies

- 2.3.1 The Arun District Council Local Plan was adopted on 17 April 2003. The Plan provides a framework for development to 2011 and the saved policies will remain effective until replaced by the LDF documents.

- 2.3.2 The site is not identified on the Local Plan Proposals Map for any specific development.

- 2.3.3 **POLICY GEN7 – The Form of New Development** confirms that *'development will be permitted provided it*

- (iii) *promotes sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car;*
- (vii) *allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians.'*

- 2.3.4 **POLICY GEN12** - Parking in New Development confirms that provision of parking in excess of the District Council's Parking Standards will not be allowed. The Parking Standards are included in the Local Plan as Appendix 2.
- 2.3.5 **POLICY GEN15** - Cycling and Walking confirms 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.'*

2.4 Parking Standards

- 2.4.1 Arun District Council's Supplementary Planning Guidance – Parking Standards is included as Appendix 2 of the Local Plan and for residential developments of over 16 units is as follows:

1, 2 or 3 bedrooms < 120m² GFA (excluding integral garage) 2.2 spaces

4 or more bedrooms or > 120m² GFA 3.2 spaces

An additional 0.2 space/dwelling required for visitors and service vehicles

Table 1: Arun District Council Maximum Car Parking Standards

- 2.4.2 With regard to cycle parking the guidance requires a minimum provision at the rate of 1 cycle space per 8 car parking spaces, subject to a minimum of 2 cycle spaces.

3 The Existing Site and Surrounding Area

3.1 Site Location

3.1.1 The development site is located on the south side of the B2233 Yapton Road, Barnham, West Sussex at postcode PO22 0AY, Ordnance Survey grid reference SU963040.



3.1.2 The site is bounded on its north side by the B2233 Yapton Road, and all other sides by horticultural nurseries.

3.1.3 A copy of the site location plan is located in Appendix 1 at the rear of this Statement.

3.2 Site Description

3.2.1 The site is approximately 1.2ha in area and has levels of approximately 8.5m AOD at its northern boundary and 7.5m AOD at its southern boundary.

3.2.2 The site currently accommodates The Lillies Nursery & Caravan Site which incorporates an access road providing vehicular and pedestrian access to the B2233 Yapton Road.



3.2.3 A copy of the existing site layout plan is located in Appendix 2 at the rear of this Statement.

3.3 Local Amenities

3.3.1 A survey of the amenities that are provided locally to the site has been undertaken. There are supermarkets, a post office, pharmacy, dental practice together with a primary school and a secondary school within Barnham Village, a 10 minute walk or 4 minute cycle ride from the site. The closest GP surgery is in Eastergate approximately 2km to the northwest of the site.

3.3.2 In addition there are existing recreational facilities with a children's playground and behind the Village Hall is Murrells Field which is to be developed to provide a new community hall and recreational park by 2013.



3.3.3 A plan showing identifying local amenities is located in Appendix 3 at the rear of this Statement.

4 Audit of Existing Travel Infrastructure

4.1 Pedestrian

- 4.1.1 There is a 1.6m wide footway on the north side of Yapton Road outside the site which provide convenient access to Barnham Village and a range of local amenities and existing public transport facilities.
- 4.1.2 From the Village Hall located approximately 100m to the west of the site there is a footway on the southern side of the road.
- 4.1.3 In addition to the paved footways of the public highways there are numerous unpaved public footpaths in the vicinity of the site which provide access to the surrounding rural countryside as shown on the accessibility plan located in Appendix 4 at the rear of this Statement
- 4.1.4 Approximate pedestrian journey times at a speed of 4.8km/hour and distances from the site to likely destinations are shown in Figure 1 as follows:

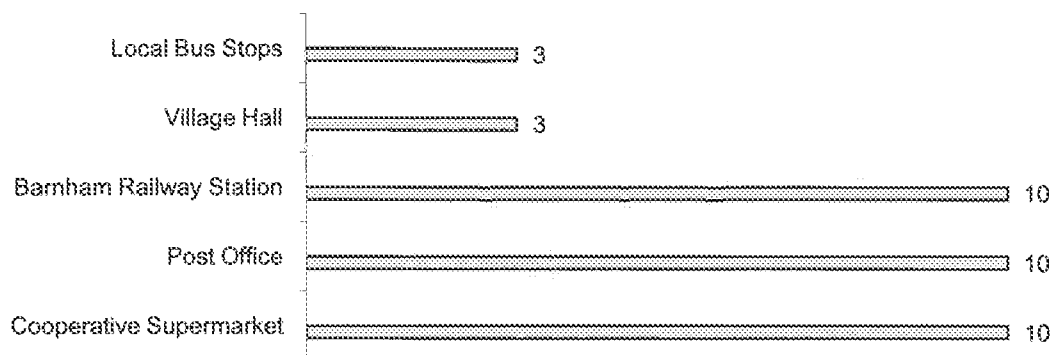


Figure 1: Pedestrian Journey Times in Minutes

4.2 Cyclist

- 4.2.1 There is no dedicated cycle infrastructure in the vicinity of the site but cycle access is available on the existing public highway network alongside other road users.
- 4.2.2 Cycle access is also available on the public highway network alongside other road users.

4.2.3 Approximate cycle journey times at a speed of 12km/hour and distances from the site to likely destinations are shown in Figure 2 as follows:

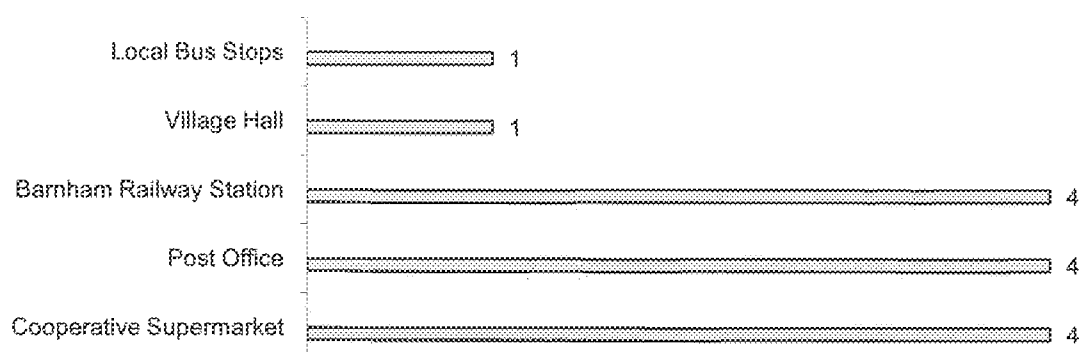


Figure 2: Cycle Journey Times in Minutes

4.3 Buses

4.3.1 The nearest bus stops to the site are located on Yapton Road approximately 220m to the northwest of the site.

4.3.2 These stops are denoted by a post and sign type stop with timetable board on the south side of the carriageway.

4.3.3 A similar facility is located approximately 370m to the east of the site which incorporates a bus layby.

4.3.4 These stops are served by the Stagecoach bus numbers 66 and 66A providing direct access to Bognor Regis and numerous intermediate stops.

4.3.5 Additional bus services operated by Stagecoach and Compass Travel are available in the vicinity of Barnham Railway Station on route 15 between Barnham and Chichester, the school services 602 and 665 between Barnham and Rustington together with the D and T1 supermarket services to the Sainsbury store in Rustington and the Tesco store in Littlehampton.

4.3.6 Approximate bus journey times to likely destinations are shown in Figure 3 below:

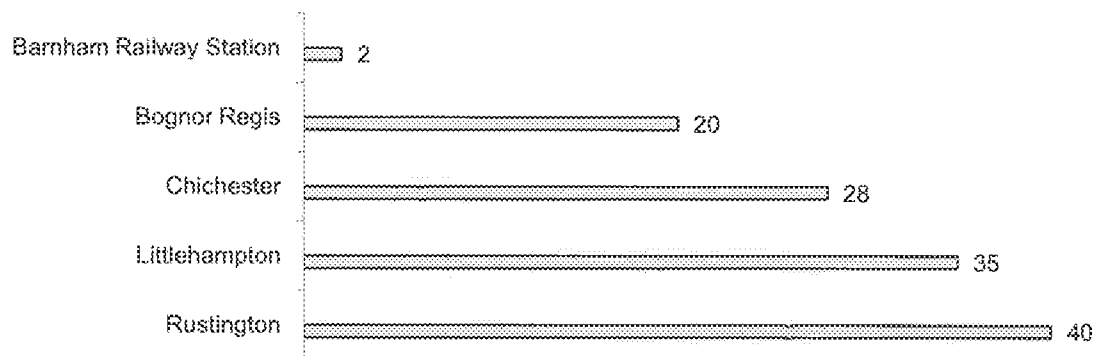


Figure 3: Bus Journey Times in Minutes

4.3.7 A plan showing the location of the bus stops serving the site is located in Appendix 4 at the rear of this Statement.

4.4 Trains

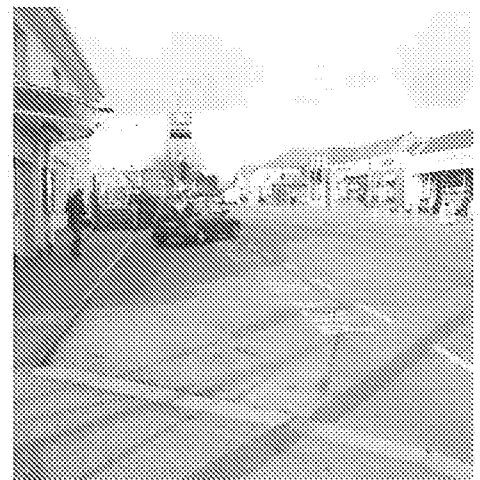
4.4.1 Barnham Railway Station is located approximately 800m to the northwest of the site on the B2233 Barnham Road.

4.4.2 The Station is located on the West Coastway Line which runs between Brighton and Southampton and the majority of trains serving it are operated by Southern.

4.4.3 Barnham is the junction station for the branch line to Bognor Regis and has services to Brighton, Portsmouth, Southampton and London Victoria via Gatwick Airport in addition to occasional long distance services to the West Country operated by First Great Western.

4.4.4 The station has three platforms, Platform 1 providing shuttle services to Bognor Regis, Platform 2 providing westbound services towards Chichester, Portsmouth and Southampton and Platform 3 providing eastbound services towards Littlehampton, Worthing Brighton and London.

4.4.5 Nineteen trains per hour call at Barnham Railway Station during weekday peak hours.



4.4.6 Approximate train journey times to Barnham Railway Station to likely destinations are shown in Figure 4 as follows:

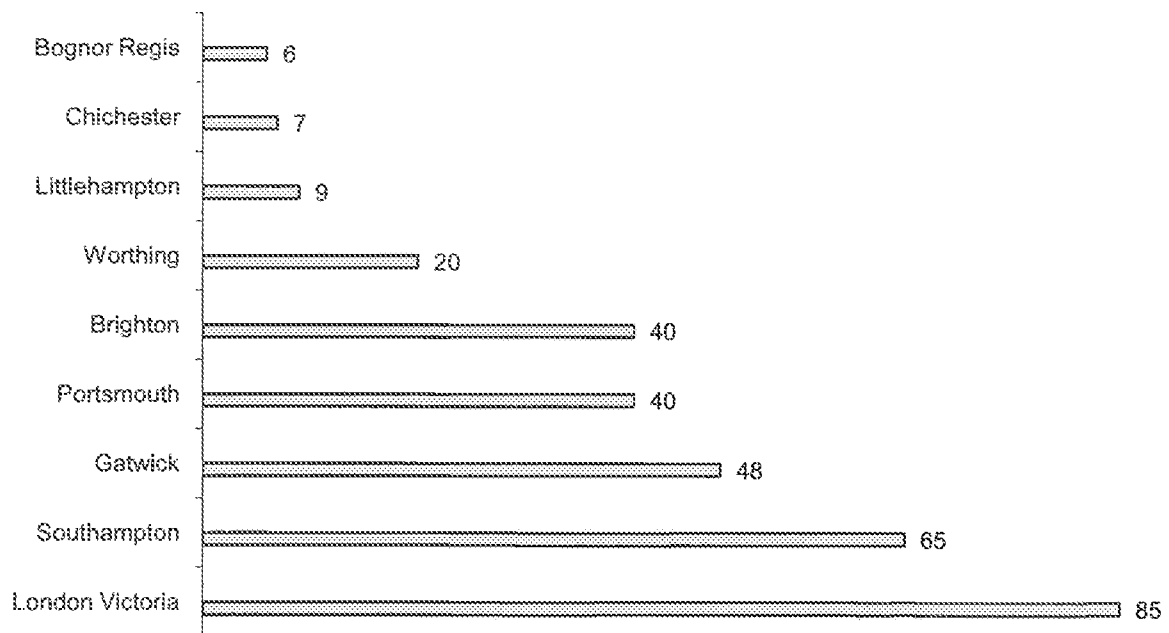


Figure 4: Train Journey Times in Minutes

4.4.7 Southern Trains information is available at www.southernrailway.co.uk and First Great Western information at www.firstgreatwestern.co.uk

4.4.8 Barnham Railway Station has the following facilities:

- Ticket office opening Monday to Saturday 05:30-22:25 and Sunday 06:00-21:25
- Accessible ticket machines
- Induction loop
- Step free access coverage to the whole station
- Car park with 92 spaces, 2 for disabled driver use
- Charges £4.00 daily, £16.40 weekly, £63.00 monthly, £178.00 three-monthly, £484.00 annually, charges apply Monday to Saturday
- Impaired mobility set down in the car park
- Covered cycle storage for approximately 40 cycles in the car park
- Sheltered seating around whole station
- Taxi Rank
- Public Telephones



4.5 Taxi

- 4.5.1 Barnham Railway Station Taxis office is at the entrance to Barnham Railway Station. The Taxi Rank has space for approximately seven vehicles and is used by Barnham Railway Station Taxis, contactable on 01243 551753 and Cabco based in Yapton on 01243 555523.



4.6 Highway Network

- 4.6.1 The site is on the southern side of the B2233 Yapton Road, a 6m wide road with a 1.6m wide footway on its northern side which connects to the A259 at its south eastern end at Horsemere Green approximately 4km to the south east of the site via a T junction.
- 4.6.2 The B2233 extends to the north west of the site passing beneath the railway line approximately 500m to the north west of the site from where it is known as Barnham Road and joins the A29 at a roundabout junction approximately 2.5km from the site at the north west of Eastergate.
- 4.6.3 The A29 provides access between Bognor Regis and the A27 dual carriageway Trunk Road.
- 4.6.4 The existing local highway network is shown on the accessibility plan which is located in Appendix 4 at the rear of this Statement.

4.7 Highway Safety

- 4.7.1 Accident records have been sourced from West Sussex County Council for the period between December 2004 and December 2009.
- 4.7.2 During that period there were three minor accidents on the B2233 Yapton Road.
- 4.7.3 None of these accidents related to turning movements to or from the development site, the closest being approximately 100m to the west of the site and all were recorded as slight in nature.
- 4.7.4 A copy of the accident record plan is located in Appendix 5 at the rear of this Statement.

5 Proposed Development

5.1 Description of the Proposed Development

- 5.1.1 The outline proposals comprise 36 two, three and four bedroom houses together with a new access road, a maximum of 102 car parking spaces, a public open space and a play area.

5.2 Vehicular Access

- 5.2.1 Vehicular access to the site will be via a new junction replacing the existing access onto the B2233 Yapton Road. The access will be formed as a 4.8m wide shared surface providing vehicular and pedestrian access.
- 5.2.2 Yapton Road is subject to a 30mph speed limit in the vicinity of the site and visibility splays in excess of the required 2.4m x 43m are available in both directions.

5.3 Service and Emergency Access

- 5.3.1 Refuse collection will be from the frontage of each property and the access has been designed to accommodate refuse vehicles. The access is also suitable for use by the emergency services.
- 5.3.2 The vehicle swept paths for a large refuse vehicle and a fire tender are shown on the proposed site layout plan located in Appendix 6 at the rear of this Statement.

5.4 Cycle and Pedestrian Access

- 5.4.1 Pedestrian and cycle access will be available from Yapton Road.
- 5.4.2 Dropped kerbs and tactile paving will be provided at the site access with the B2233 Yapton Road providing a pedestrian route across the new bellmouth.
- 5.4.3 A new dropped kerb with tactile paving is proposed on the west side of the new access road providing pedestrian links to the existing public footway on the north side of the B223 Yapton Road.

6 Travel Demand

6.1.1 Multi modal TRICS data has been obtained for privately owned housing based on the following selection criteria:

- Multi Modal
- Less than 8 years old
- Excluding Greater London
- Most recent surveys

6.1.2 The anticipated trip generation has been adjusted according to National Census data for the immediate vicinity of the site and the resultant multimodal trips rates established as follows:

	08:00-09:00		17:00-18:00		Total Daily Trips	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Pedestrians and Cyclists	1	3	2	1	13	14
Public Transport	1	3	2	1	16	17
Vehicle Driver	7	23	16	10	113	125
Vehicle Passengers	0	2	1	1	8	8

Table 2: Estimated Development Trip Generation

6.1.3 With a peak hour increase of less than 30 vehicle trips on the peak hours, approximately one every two minutes, the increase in vehicular traffic is not considered significant and the level of travel demand by all modes does not represent a material impact on the existing transport network or infrastructure.

6.1.4 The TRICS survey data and National Census data and calculations are located in Appendix 7 at the rear of this Statement.

7 Parking

7.1 Car Parking Provision

7.1.1 Current car parking standards as set out in Arun District Council's Supplementary Planning Guidance - Parking Standards are as follows:

Dwelling Type	Number of Units Proposed	Maximum Number of Spaces per Unit	Maximum Total Provision
Up to 3 bedrooms	20	2.2 spaces	44
4 or more bedrooms	16	3.2 spaces	51
Additional 0.2 spaces per dwelling required for visitors and service vehicles			7
			102

Table 3: Maximum Car Parking Provision

7.1.2 A maximum of 102 car parking spaces will be provided.

7.2 Cycle Parking Provision

7.2.1 Current cycle parking standards as set out in Arun District Council's Supplementary Planning Guidance - Parking Standards require 1 cycle space per 8 car parking spaces with a minimum requirement for the proposed development of 13 spaces.

7.2.2 Cycle parking spaces will be provided within garages and sheds.

8 Summary and Conclusions

8.1 Sustainable Accessibility

- 8.1.1 Given the rural setting Barnham offers a good range of local amenities with supermarkets, a post office, cash machine, pharmacy, dental practice together with a primary school and a secondary school within a 10 minute walk or 4 minute cycle ride from the site.
- 8.1.2 Leisure facilities are also close by within a kilometre of the site.
- 8.1.3 Cycle access is available on the existing public highways alongside other road users and there is secure and covered cycle parking available at Barnham Railway Station.
- 8.1.4 The existing footways adjoining the local highways provide suitable access to the local amenities and public transport link services for pedestrians.
- 8.1.5 Works within the public highway will be required to provide a new crossing point across the B2233 Yapton Road. These works together with the provision of additional pedestrian links to the west of the site accords with Policy T2 of the South East Plan and saved Policies Gen7 and Gen15 of the Arun District Local Plan.
- 8.1.6 Barnham Railway Station is located approximately 800m to the northwest of the site, a 10 minute walk or 4 minute cycle ride.

8.2 Parking Provision

- 8.2.1 A maximum of 102 car parking spaces are proposed within the development site. This level of car parking is appropriate for the rural setting of the development and will protect the surrounding roads from any overspill parking and accords with Policy T4 of the South East Plan and saved Policy GEN12 of the Arun District Council Local Plan.
- 8.2.2 Cycle parking will be provided within garages and sheds providing in excess of the minimum requirement of 13 spaces and in accordance with saved Policy GEN12 of the Arun District Council Local Plan.

8.3 Impact on Local Transport Network

- 8.3.1 The site is accessible by both rail and bus, the level of which can adequately accommodate the anticipated travel demand of the development and the development proposals and its location accords with Policy T2 of the South East Plan.
- 8.3.2 The anticipated peak hour trip generation associated with the development proposals suggest less than 30 additional vehicle trips on the peak hours

- 8.3.2 The anticipated peak hour trip generation associated with the development proposals suggest less than 30 additional vehicle trips on the peak hours approximately one every two minutes. This increase in vehicular traffic is not considered significant.
- 8.3.3 The level of travel demand by all transport modes does not represent a material impact on the existing transport network or infrastructure.

9 List of Appendices, Images, Figures and Tables

Appendix 1	Site Location Plan
Appendix 2	Existing Site Layout Plan
Appendix 3	Local Amenities Plan
Appendix 4	Accessibility Plan
Appendix 5	Accident Record Plan
Appendix 6	Proposed Site Layout Plan
Appendix 7	TRICS data, National Census data and Trip Calculations

Figure 1	Pedestrian Journey Times in Minutes
Figure 2	Cycle Journey Times in Minutes
Figure 3	Bus Journey Times in Minutes
Figure 4	Train Journey Times in Minutes

Table 1	Arun District Council Maximum Car Parking Standards
Table 2	Estimated Development Trip Generation
Table 3	Maximum Car Parking Provision