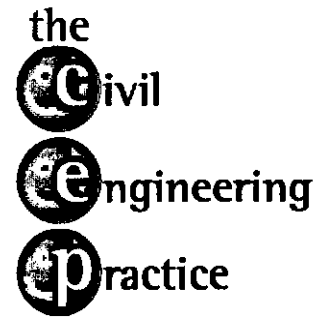


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Access and Transport Statement

Proposed development at

**Churchfields
East Preston**

On behalf of

Churchfield Heights Limited

April 2009

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1 Non Technical Summary

- 1.1 This Transport Statement has been prepared on behalf of Churchfield Heights Limited to support a Planning Application for the development of 14 new residential units in East Preston.
- 1.2 This report 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.
- 1.4 The proposed development site is located on land accessed from the B2140 Station Road in East Preston. The site location is shown on drawing 1 attached in Appendix 1 located at the rear of this document.
- 1.5 The proposed development will consist of the construction of 5 two bedroom apartments, 5 three bedroom houses and 4 four bedroom houses.
- 1.6 The site is considered to be in a sustainable location and there is sufficient level of service on the public transport network to cater for an increased demand to travel generated by the development
- 1.7 There are no dedicated cycle routes within the vicinity of the site but several public footpaths which provide a highly accessible site for pedestrians.
- 1.8 The proposal for 21 parking spaces is an appropriate level of car parking provision in accordance with maximum standards set out in the Arun District Local Plan.
- 1.9 The proposal for individual cycle storage in the rear of each property and communal areas satisfies the minimum requirements set out in the Arun District Local Plan.
- 1.10 The proposed 4.8m wide shared surface access is designed in accordance with Manual for Streets and sightlines of 2.4m x 43m will be maintained.
- 1.11 The anticipated traffic generated by the development does not represent a material impact or detrimental effect on the highway network.

2 Planning Policy

2.1 National and Regional Guidelines

2.1.1 The Government Guidelines for Transport are set out in the White Paper on Transport published in July 2004 and detailed in National and Regional Guidelines of PPG 13 Transport and RPG 9 Regional Planning for the South East and the associated Regional Transport Strategy (RTS).

2.1.2 The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to provide:

- *freer flowing local roads delivered through measures such as congestion charging;*
- *more, and more reliable buses enjoying more road space;*
- *demand responsive bus services that provide accessibility in areas that cannot support conventional services;*
- *looking at ways to make services more accessible so that people have a real choice about when and how they travel;*
- *promoting the use of school travel plans, workplace travel plans and personalised journey planning to encourage people to consider alternatives to using their cars; and*
- *creating a culture and improved quality of local environment so that cycling and walking are seen as an attractive alternative to car travel for short journeys, particularly for children.*

2.2 PPG 13 (2001)

2.2.1 Transport PPG 13 published in March 2001 provides National Planning Policy Guidance for the proposed development. This document sets out its objectives as being:

'.....to integrate planning and transport at the national, regional, strategic and local level to:

- *promote more sustainable transport choices*
- *promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and*
- *reduce the need to travel, especially by car.'*

2.3 Manual for Streets (March 2007)

- 2.3.1 Manual for Streets (MfS) supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement, which are now withdrawn in England and Wales.
- 2.3.2 MfS emphasises a shift in design attitude towards higher priority for pedestrians and cyclists and reduced priority for private vehicle based movement to create higher quality environment residential streets with greater respect paid to the 'place' function rather than 'movement' function of streets.
- 2.3.3 MfS challenges some design standards within Design Bulletin 32 stating *'Research carried out in the preparation of Manual for Streets indicated that many of the criteria routinely applied in street design are based on questionable or outdated practice. For example, it showed that, when long forward visibility is provided and generous carriageway width is specified, driving speeds tend to increase. This demonstrates that driver behaviour is not fixed; rather, it can be influenced by the environment. MfS addresses these points, recommending revised key geometric design criteria to allow streets to be designed as places in their own right while still ensuring that road safety is maintained.'*
- 2.3.4 Design criteria and principles within Manual for Streets will be used as standards and guidance in the design of this development.

2.4 Regional Planning Guidance for the South East

- 2.4.1 The Secretary of State provided the guidance for the Regional Planning Guidance for the South East in RPG 9 covering the period up to 2016 whilst setting the framework for the longer term future.
- 2.4.2 The main development principles of RPG 9 are that *'Access to jobs, services, leisure and cultural facilities should be less dependent on longer distance movement and there should be increased ability to meet normal travel needs through safe walking, cycling and public transport with reduced reliance on the car.'*
- 2.4.3 Under changes made by the Planning and Compulsory Purchase Act 2004 RPG 9 became the Regional Spatial Strategy for the South East of England and part of the Statutory Development Plan until it is replaced by The South East Plan expected to be adopted in Autumn 2008.

2.5 Criteria for Accessibility

- 2.5.1 The Government Office of the South East currently has not published any guidance on criteria for accessibility. In its absence Transport for London's Transport Assessment Best Practice Guidance Document dated May 2006 has been used as a measure of accessibility.
- 2.5.2 The document notes that Public Transport Accessibility Levels (PTALs) are *'a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point'*.
- 2.5.3 The base data for calculating PTALs is identified in Table B1 of the document summarising the walk speed, maximum walk distances used in the calculations which are as follows:

Parameter	
Walk speed	4.8 km/hour 80 metres/minute
Bus	
Maximum walk time	8 minutes
Maximum walk distance	640 metres
Rail	
Maximum walk time	12 minutes
Maximum walk distance	960 metres

2.6 West Sussex County Council Structure Plan 2001 – 2016

- 2.6.1 Under the Planning and Compulsory Purchase Act 2004 Structure Plans are being abolished and will be replaced in this part of the country by The South East Plan - Regional Spatial Strategy for the South East of England.
- 2.6.2 During the transition period until the adoption of the South East Plan, the policies listed below relevant to this Transport Assessment within the West Sussex County Council Structure Plan have been saved by the government and remain part of the Statutory Development Plan.
- 2.6.3 **Policy DEV3** states that *'new development should not be permitted unless the infrastructure needs it creates are met, it does not impose on the existing residents or businesses of West Sussex, and, where possible, it accommodates existing needs.'*
- 2.6.4 **Policy DEV4** states that *'development should not be permitted unless the travel needs it generates are met; where possible, it reduces the need to travel; it achieves safe and convenient access by a choice of*

means of travel; and the number and impact of motorized journeys is minimised.'

2.6.5 **Policy NE12** states that *'existing infrastructure which continues to meet the needs of pedestrians, cyclists and those with mobility impairment should be protected. New or improved infrastructure which meets the needs of pedestrians, cyclists and those with mobility impairment should be permitted.'*

2.6.6 **Policy NE16** states that *'on and off-street car and motorcycle parking for the public in or close to centres and at transport interchanges and at recreational destinations should be permitted provided that it is balanced with the need to encourage the use of transport modes alternative to the private car.'*

2.6.7 **Policy DEV5** states that *'development should not be permitted unless the level of parking is compatible with the need to avoid environmental or safety problems and the need to encourage walking, cycling and the use of passenger transport, where this is, or can be, a realistic alternative.'*

2.7 West Sussex County Council SPG on Parking Standards

2.7.1 West Sussex County Council Parking Standards were adopted as Supplementary Planning Guidance in November 2003.

2.7.2 The West Sussex County Council SPG entitled Revised County Parking Standards and a Transport Contributions Methodology states that *'developers will be required to provide improvements, or contribute towards the costs, of ensuring that development is acceptable in terms of capacity, safety and sustainable travel.'*

2.8 Arun District Local Plan adopted in April 2003.

2.8.1 In accordance with Planning Policy Statement 12: Local Development Frameworks local planning authorities are bringing forward Local Development Documents to replace saved policies. Arun District Council has had to withdraw its approved Local Development Scheme and will set out a revised Local Development Scheme once the final housing requirement for Arun is announced.

2.8.2 The following Local Plan Policies relevant to this report within the Arun District Council Local Plan saved by the Secretary of State will continue to be used in determining planning applications in Arun District until replaced by documents in the Local Development Framework.

2.8.3 Policy GEN12 Parking in New Development states that *'The Local Planning Authority will base its consideration of the need for on-site parking provision on its parking standards contained within this Plan. Provision of parking in excess of these standards will not be allowed.'*

'The Local Planning Authority may seek a lower provision than required by the standards for developments proposed in town centres and other areas accessible by other means of transport. In considering the extent of reduced on-site parking provision, the Council will have regard to environmental and highway safety issues, together with the following factors:-

- (i) the availability, type and proximity of public parking;*
- (ii) the availability of alternative means of transport;*
- (iii) potential highway safety problems;*
- (iv) potential environmental harm arising from parking demand being met elsewhere;*
- (v) the extent and nature of parking restrictions in force on highways in the vicinity;*
- (vi) the scale of development proposed; and*
- (vii) the suitability of "specific use" and "personal" conditions attached to planning permissions.'*

2.8.4 Policy GEN15 Cycling and Walking sets out its objectives as being:

'Safe and convenient provision for cyclists and pedestrians is an essential part of policies being pursued to reduce the use of the private motor car. New development will, where appropriate, be required to facilitate the opportunity for increased cycle use and walking by providing, as an integral part of the development, safe cycle and footpath networks.'

3 The Site and Surrounding Area

3.1 Site Location

3.1.1 The application site is located on the east side of B2140 Station Road approximately 600m south of the junction with the A259 and 370m south of Angmering Railway Station.

3.1.2 A site location plan is shown on drawing 1 attached in Appendix 1 at the rear of this report.

3.2 Site Description

3.2.1 The site covers the plot known as Church Field on Station Road and contains a single detached house. The site is approximately 0.365ha in size.

3.2.2 The site is bound by a residential property to the north, The St Mary the Virgin Church to the south and a large public field to the east.

3.2.3 An existing site plan is shown on drawing 2 attached in Appendix 2 at the rear of this report.

3.3 Sustainability

3.3.1 A survey of the amenities that are provided locally to the site has been undertaken. Services such as doctors, dentists, schools, pharmacies, banks, post offices, food stores and hospital are all located within 1.5km of the proposed site and adequate footways exist for pedestrians to gain access to these amenities.

3.3.2 A small parade of shops offering local services is located approximately 280m north of the site on Station Road opposite Angmering Railway Station

3.3.3 A larger parade of shops offering a greater variety of local services is located on The Street and Churchill Parade approximately 1.5km away by foot.

3.3.4 The site can therefore be described as being in a sustainable location.

3.3.5 A schedule of local amenities together with a plan detailing their location are shown on drawing 3 attached in Appendix 3 at the rear of this report.

4 Audit of Existing Infrastructure

4.1 Pedestrian

4.1.1 There is a 1.8m wide footway on the east side and a 1.2m wide footway on the west side on the full length of Station Road.

4.1.2 There are several public footpaths in the area which are shown on drawing 4 attached in Appendix 4 at the rear of this report.

4.2 Cyclist

4.2.1 There are no cycle routes in the area of East Preston. However there is a future National Cycle Route proposed which joins Worthing to the east and Littlehampton to the west.

4.2.2 A plan showing the future cycle route is shown on drawing 4 attached in Appendix 4 at the rear of this report.

4.3 Passenger Transport

4.3.1 Buses

4.3.1.1 Stagecoach is the only Bus Company to operate services in East Preston. Routes 9 and 700 provide very frequent services at all hours of the day. Timetables of these services are available at www.stagecoachbus.com/south

4.3.1.2 There are two bus stops (A & B) within 50m of the site entrance on Station Road that are serviced by both routes in both directions. A summary of these services is shown in *Table 1* at the end of this section.

4.3.1.3 Average bus journey times from bus stops A and B to the following destinations shown in *Figure 1* are as follows:

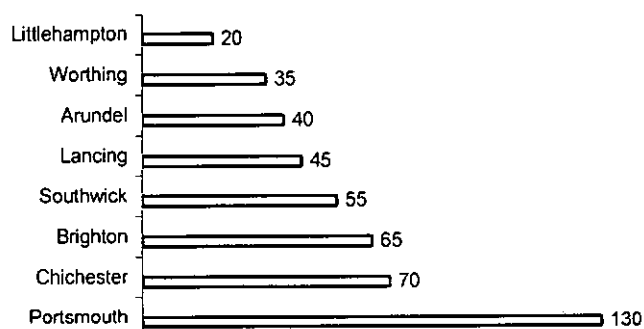


Figure 1: Bus Journey Times in Minutes

4.3.1.4 A plan of the existing bus routes and bus stops is shown on drawing 5 attached in Appendix 5 at the rear of this report.

4.3.2 Trains

4.3.2.1 Angmering Railway Station is the closest railway station to the development site located approximately 370m walking distance to the north.

4.3.2.2 Trains from Angmering Station travel west to Littlehampton, Chichester, Portsmouth and Southampton and east to Worthing, Hove, Brighton, Gatwick and to London Victoria. Direct train services operating from Angmering Station are detailed in *Table 2* at the end of this section.

4.3.2.3 Average train journey times between Angmering Station and the following destinations shown in *Figure 2* are as follows:

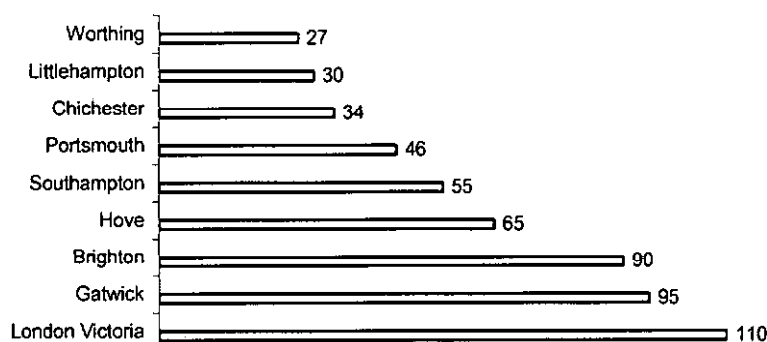


Figure 2: Train Journey Times in Minutes

4.3.2.4 Southern timetable information is available at www.southernrailway.co.uk

4.3.2.5 Angmering Railway Station has the following facilities relating to railway services:

- A staffed ticket office which is open Monday to Saturday between 06:25 and 20:00 and on Sunday between 08:10 and 15:45.
- Self service ticket machines.
- The station is accessible by bicycle and wheelchair. There is a step free route between platforms.
- Car parking with 75 spaces including 2 disabled spaces.

- There are two bus stops (D & E) which are located directly outside the station and are serviced by routes 9 and 700 in both directions.
- The office for Black Knight Taxis service is located outside the station. Telephone (01903) 787777.

4.3.2.6 A plan of the railway network is shown on drawing 6 attached in Appendix 6 at the rear of this report.

4.4 Highway Network

4.4.1 The development site is located on the east side the B2140 Station Road.

4.4.2 Station Road provides direct access to the A259 which runs east to west onto the A27. The A27 connects to the west with Littlehampton and Chichester and to the east to Worthing and Brighton.

4.4.3 The existing local highway network is shown on drawing 7 attached in Appendix 7 at the rear of this report.

Service Number	Route (From/To)	Frequency							
		Monday to Friday			Saturday		Sunday		
		Hours of Operation	Frequency	Hours of Operation	Frequency	Hours of Operation	Frequency		
Stagecoach Buses	Southwick – Littlehampton Via Lancing, Shoreham and Worthing	From	To	From	To	From	To		
		07:20	18:26	08:24	18:26	No Sunday Service			
		1 per hour			1 per hour				
700	Brighton – Portsmouth Via Worthing, Chichester, Portsmouth and Arundel	05:33	07:50	05:47	06:37	2 per hour			
		07:50	17:51	06:37	17:51	6 per hour			
		17:51	18:58	17:51	18:58	8 per hour			
		18:58	20:18	18:58	20:18	2 per hour			
						07:37	19:32	1 per hour	

Route (From/To)

Route (From/To)	Monday to Friday			Saturday			Sunday		
	Hours of Operation			Hours of Operation			Hours of Operation		
	From	To	Frequency	From	To	Frequency	From	To	Frequency
Southern Railway Trains									
Angmering – Brighton Via Worthing and Hove	05:09	20:52	4 per hour	05:14	06:52	2 per hour	07:22	20:49	3 per hour
	20:52	23:49	2 per hour	06:52	20:52	4 per hour	20:49	22:49	2 per hour
Angmering – Littlehampton	05:54	14:36	2 per hour						
	14:36	17:56	4 per hour	05:56	17:36	2 per hour	07:58	08:58	1 per hour
	17:56	19:54	5 per hour	17:36	23:49	3 per hour	08:58	23:15	3 per hour
	19:54	23:49	3 per hour						
Angmering – Portsmouth Via Chichester and Havant	05:54	23:47	2 per hour	05:56	23:49	2 per hour	07:37	23:15	2 per hour
Angmering – Southampton Via Chichester and Havant	05:54	22:43	1 per hour	05:56	23:49	1 per hour	07:37	23:15	1 per hour
Angmering – London Victoria Via Gatwick	05:37	06:51	2 per hour	05:14	07:52	2 per hour			
	06:51	16:59	3 per hour	07:52	17:59	3 per hour	07:22	22:49	2 per hour
	16:59	23:49	2 per hour	17:59	23:49	2 per hour			

Table 2: Level Train Services

5 Proposed Development

5.1 Description of the Proposed Development

- 5.1.1 The proposed development will consist of the construction of 5 two bedroom apartments, 5 three bedroom houses and 4 four bedroom houses together with car and cycle parking, a new access road and landscaping.
- 5.1.2 The proposed site layout is shown on drawing 8 attached in Appendix 8 at the rear of this report.

5.2 Proposed Vehicular Access

- 5.2.1 The proposed access is located opposite Hurst Road which is a cul-de-sac serving approximately 45 houses. There is no through route and it is unlikely that vehicles from the development would have reason to use Hurst Road. The junction would not therefore act as a crossroad.
- 5.2.2 The access is 4.8m wide for the first 18m narrowing to 3.7m wide for 8m. This pinch point is necessary to reduce the conflict to the roots of retained trees and will provide a traffic calming feature.
- 5.2.3 Appropriate visibility splays for a 30mph road of 2.4m x 43m can be achieved at the point of the proposed access in accordance with Table 7.1 of Manual for Streets.

5.3 Cyclist and Pedestrian Access

- 5.3.1 Cyclists will access the development through the new vehicular access road.
- 5.3.2 A separate additional pedestrian access via a gated entrance is proposed from Station Road to the south of the new vehicular access road.

5.4 Parking Facilities

- 5.4.1 The development proposals provide 16 standard parking spaces together with 5 car barns spaces, a total of 21 parking spaces.
- 5.4.2 Cycle parking will be located within the rear gardens of the properties and the communal areas and will represent a minimum of a single cycle space per unit, a total of 14.

6 Access by Means Other than the Private Motor Car

6.1 Access on Foot

- 6.1.1 From inspection of the existing footways and public footpaths there are adequate facilities to provide safe access to local amenities and public transport services for pedestrians from the development.

6.2 Access by Cycle

- 6.2.1 There are no dedicated cycle routes in the vicinity of the site. However there is a future National Cycle Route proposed which joins Worthing to the east and Littlehampton to the west.

6.3 Access by Bus

- 6.3.1 The current bus services provide an adequate provision for the proposed development and where appropriate the local facilities defined in section 3.3 of this report. Local bus stops are within easy walking distance of the development site.

6.4 Access by Railway

- 6.4.1 The nearest railway station is Angmering which is 370m walking distance from the proposed development providing easy access to frequent services on the National Railway Network.

7 Parking

7.1 Car Parking Provision

7.1.1 Current car parking standards are set out in Appendix 2 of the Arun District Council Local Plan adopted in April 2003.

7.1.2 The Local Plan requirements applied to the development are as follows:

Type	No	Maximum Car Parking Standard	Maximum Provision
Dwellings- Flats with 3 or more habitable rooms	5	1 space per flat plus 0.7 car space per flat for visitors	9
Dwellings – House 1, 2 or 3 bedrooms	5	1 spaces per house plus 1 car space per house for visitors	10
Dwellings – House 4 or more bedrooms	4	2 spaces per house plus 1 car space per house for visitors	12
	14		= 31

Table 3: Maximum Car Parking Requirement

7.1.3 The high level of accessibility to public transport services and local amenities justifies a reduction from the maximum provision whilst residential and visitor needs must be catered for without the encouragement of excess offsite parking from the development.

7.1.4 The proposed layout shows 16 standard parking spaces together with 5 car barn spaces, a total of 21 spaces which represents approximately 1.5 spaces per dwelling and approximately 68% of the maximum parking provision.

7.1.5 From inspection there is adequate on-street parking within easy walking distance in the vicinity of the development to provide for excess visitor parking if required without causing a detrimental effect in the area.

7.2 Cycle Provision

7.2.1 Current cycle standards are set out in Appendix 2 of the Arun District Council Local Plan.

7.2.2 The Local Plan requirements applied to the development are as follows:

Car Parking Spaces Provided	Minimum Cycle Parking Standard	Minimum Provision
21	1 cycle space per 8 car parking spaces, subject to a minimum 2 cycle spaces	3

Table 4: Minimum Cycle Parking Requirement

7.2.3 Secure cycle parking will be provided within the rear gardens of the properties and communal areas for a total of 14 cycles representing a minimum of 1 space per unit. This provision exceeds the minimum requirement and is in accordance with the Local Plan.

8 Impact on Transport Network

8.1 Passenger Transport

8.1.1 An adequate level of service provision of public transport is consistent with the locality and is adequate for a development of 14 new dwellings.

8.2 Development Vehicular Trip Comparison

8.2.1 The anticipated additional development traffic has been estimated using TRICS traffic survey data. The selection criteria applied to the TRICS database are:

- Mixed private housing
- Surveyed within 8 years
- Located outside town centres and not standalone
- Surveyed on a weekday

8.2.2 Twenty eight sites meeting these criteria were selected and mean average trip rates were used to estimate the anticipated vehicular trips based on number of dwellings.

8.2.3 Daily and peak hour vehicle trips are shown in Table 5 below.

Number of Units	Total Daily Trips	AM Peak Hour 08:00-09:00	PM Peak Hour 17:00-18:00
14	6.885 Trips per unit = 96 Trips	0.579 Trips per unit = 8 Trips	0.609 Trips per unit = 9 Trips

Table 5: Development Trip Generation

8.2.4 Development traffic of the order of 9 additional vehicles during the peak hours is unlikely to have a detrimental effect on the local highway network and does not represent a material impact to nearby junctions.

8.2.5 The TRICS survey data output is located in Appendix 9 at the rear of this report.

9 Summary and Conclusions

9.1 Sustainable Transport

- 9.1.1 Local amenities are available for residents in close proximity to the proposed development which include doctors, dentists, schools, pharmacies, banks, post offices and food stores. Therefore the site is considered to be sustainable.
- 9.1.2 All the local amenities in the area are within approximately 1.5km from the site and there are adequate footways for pedestrian access to the proposed development.
- 9.1.3 The site is well served by frequent bus services and bus stops are within easy walking distance from the site.
- 9.1.4 Angmering Station provides frequent services to many destinations throughout the county and is within walking distance from the proposed development.

9.2 Parking Provision

- 9.2.1 The provision of 21 car parking spaces represents approximately 68% of the maximum standard set out in Appendix 2 of the Arun District Local Plan and is an appropriate provision for the development.
- 9.2.2 The proposal of a minimum of a single cycle space for each unit providing a total of 14 cycle spaces for the development exceeds the minimum standard set out in Appendix 2 of the Arun District Local Plan.
- 9.2.3 There is adequate on street parking available within easy walking distance for visitors to the proposed development if required.

9.3 Highway Proposals

- 9.3.1 A new 4.8m wide access road is proposed to serve the development.
- 9.3.2 A narrowing to a pinch point of 3.7m approximately 18m from Station Road will avoid unnecessary tree loss within the site and will act as a traffic calming measure.
- 9.3.3 Appropriate sightlines are achievable from the new site access in accordance with the recently adopted Manual for Streets.
- 9.3.4 A Stage 1 Safety Audit has been undertaken and recommendations have been considered and incorporated into the design where

necessary. A copy of the Stage 1 Safety Audit together with Designer's Response are located Appendix 10 at the rear of this report.

9.4 Impact on Local Transport Network

9.4.1 The site is accessible by a sufficient level of public transport to accommodate the increased need to travel created by the development.

9.4.2 By trip rate comparison of similar developments the construction of 14 new dwellings in this area does not have an effect on the local highway network and will not represent a material impact.

9.5 Sustainable Policy

9.5.1 The following factors:

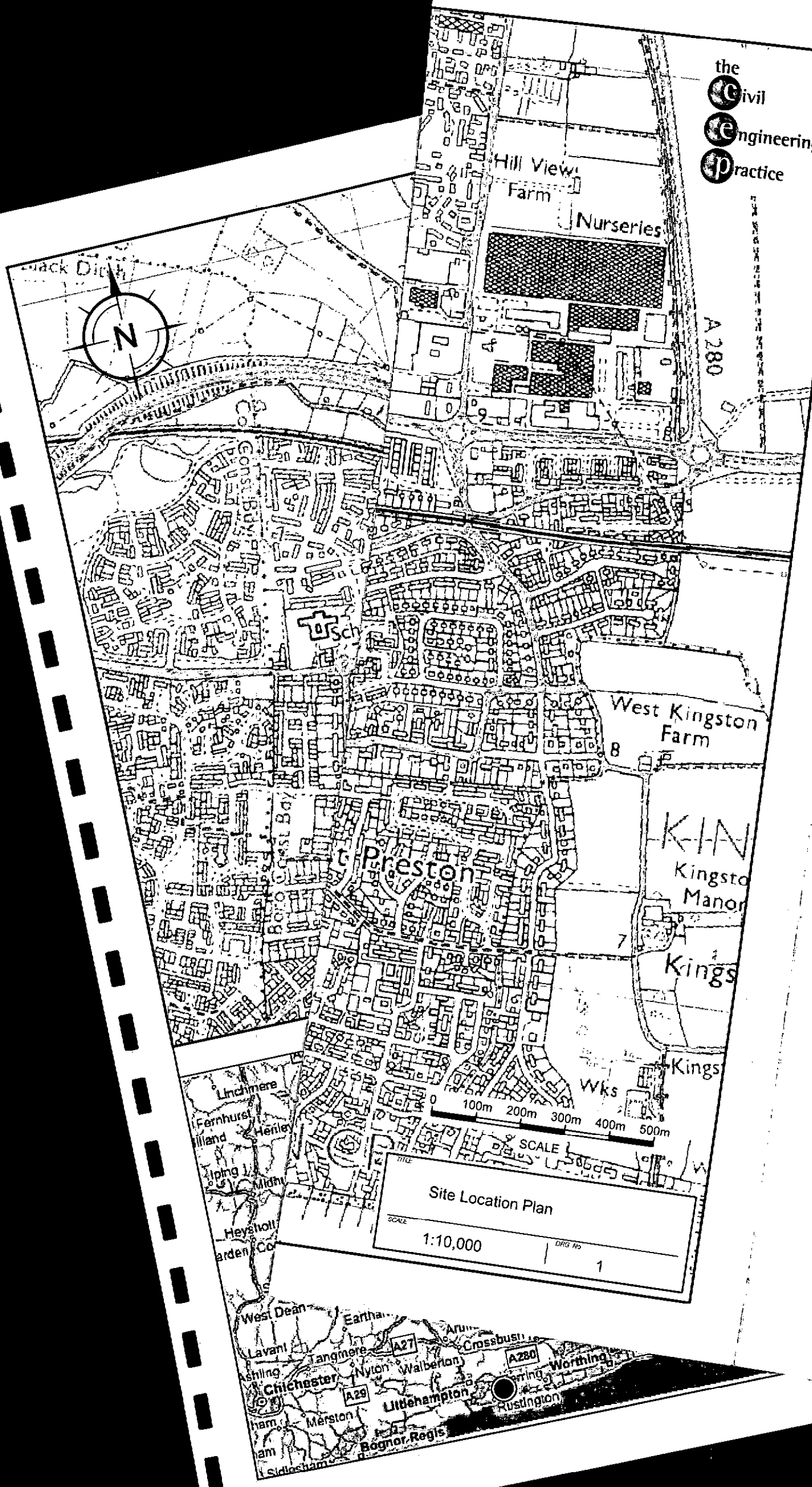
- the adequate provision of easily accessible public transport services
- the highly sustainable nature of the site in relationship to local services
- the appropriate provision of car parking spaces

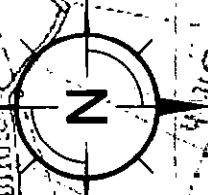
all provide for a significantly reduced level of dependency on the car as a means of transport that can be maintained.

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Appendix 1
Site Location Plan





Rustington
Golf Centre

Ham Manor
Golf Club

Hill View
Farm

the
Civil
Engineering
Practice

A280

West Kingston
Farm

Kings
Manor

SITE LOCATION

West Preston

Sch

Sch

Sch

Sch

