

This assessment should assist West Sussex County Council (WSCC) highway officers in determining the acceptability of the proposals from a highway perspective. It is understood that WSCC do not raise any objection with regards to site location, access or parking, whilst further information has been requested on the likely traffic impact of the proposed development.

Development Proposals

Animal charity WADARS (www.wadars.co.uk) rescue and rehabilitate wildlife and re-home domestic animals and currently operate from a separate site in Worthing. The application proposes conversion of a proportion of the existing equestrian centre into an animal shelter and offices.

'Lot 2' of the existing equestrian centre is a 6 Hectare site comprising 86 stables, a habitable building, 2 outdoor 'sand schools' and 4 paddocks with an informal parking area for 14 cars / transit vans plus 6 horse boxes. No physical demolition or addition to the buildings is proposed, with 40-50 of the stables remaining unchanged and maintaining their existing function.

Net Trip Impact

The national system of trip generation analysis, 'TRICS (2013a)' has been considered to establish the trip rates for the existing equestrian centre, based on site area. To provide a representative trip rate, the TRICS sample data set includes surveys carried out for sites which share similar characteristics with the proposed development, and located within 'suburban' areas outside of London, Wales Ireland and Scotland. The resulting anticipated trips associated with the existing equestrian centre usage are summarised within Table 1.

TRICS 2013(a)	AM Peak (0800-0900)		PM Peak (1700-1800)		Total
	Arrivals	Departures	Arrivals	Departures	Daily
Trip Rate per Ha	2.517	0.840	0.194	1.199	33.431
Existing Equestrian Centre (6 Ha)	15	5	1	7	207
Totals	20		8		

Table 1: Existing Equestrian Centre Trip Generation

The TRICS trip rate analysis indicates a likely proposed trip generation of 207 daily vehicle trips, with 20 vehicle trips in the AM peak (0800-0900hrs) and 8 vehicle trips in the PM peak (1700-1800hrs). The TRICS data used is attached Appendix A.

The proposed WADARS site would exhibit a relatively unique trip generation that does not have representative criteria within the TRICS database. The trip generation has therefore been determined through assessment of the proposed operation of the site, with information obtained from the applicants. The proposed operation and resulting vehicle trip generation is demonstrated within Table 1.

Staff/Visitor Arrangements	Vehicle Movements	Peak Hour Trips		Daily
		AM (0900-0900hrs)	PM (1700-1800hrs)	
An Administrator and Book-keeper arrive in the morning and leave at the end of the day.	2 x return journeys per day, 5 days per week.	2	2	4
2 x Animal Rescue Officers typically come in each morning before spending most of the day out on the road, returning in the afternoon.	4 x return journeys per day, 5 days per week.	2	2	8
Animal Collection Officer attends in the morning with a short stay, but does not return for the rest of the day.	1 x return journey per day, 5 days per week.	1	0	2
Volunteer Co-ordinator is supported by between 1 and 3 on-site volunteers.	3 x return journeys per day, 5 days per week.	3	3	6
The site Charity Manager comes in each day, and rarely has more than one off-site appointment each day, and often none.	2 x return journeys per day, 5 days per week.	1	1	4
WADARS re-home approximately 550 dogs and cats per year (11 per week). Allowing for unproductive visits to the kennels, and a minor expansion, 24 visits per week are anticipated. Visits from prospective adoptees would be by appointment only.	4 x return journeys per day, 6 days per week.	0	1	8
Miscellaneous visitors.	2 x return journeys per day.	1	1	4
Total		10	10	36

Table 2 Proposed site operation

Based on the proposed operation of the WADARS site a conservative (worst-case) vehicle trip generation is estimated to be in the order of 36 daily trips. A full allocation of up to 6 staff traveling to or from the site each day would result in up to 12 vehicle movements per peak hour. The majority of visitor trips are likely to occur outside of peak hours, allowing the opportunity for staff to open the site each day and carry out checks and collections. Potential does exist for a small number of visitors to arrive at the centre after working hours and towards the end of or after the evening peak hour, although their associated vehicle trip would already be present on the local road network.

It is unlikely that all staff and visitors would travel exclusively via private motor car with accessible bus stops nearby, however the assumption that all site users would use cars allows for a more robust assessment of peak period trip generation from the WADARS element of the site.

As previously mentioned 40 - 50 of the 86 stables (a maximum of 58% of the stables) would remain as an equestrian centre but under the centralised ownership of WADARS. Taking the existing equestrian centre's trip generation and reducing it to 58% of its current figure suggests a trip generation of 120 trips per day with 12 trips during the AM peak period and 5 trips during the PM peak period.

Combing the above with the (conservative) anticipated WADARS vehicle movements indicates that 'Lot 2' of Hangleton Farm would generate in the order of 156 vehicle trips per day, with an anticipated 21 vehicle movements during the AM peak period and 15 movements during the PM peak period. The vehicle trip generation of the existing and proposed development, and resulting net impact, is compared and summarised within Table 3.

TRICS 2013(a)	Peak Periods		Daily Totals
	AM Peak	PM Peak	
Existing Equestrian Centre (6Ha)	20	8	207
Retained Equestrian Centre (Up to 58% of Existing Centre)	11	5	120
Proposed WADARS site	10	10	36
Proposed Development Site	21	15	156
Net Impact	+1	+7	-51

Table 3: Net Trips Impact

Based on the above, the proposed change of use of the site would result in a net reduction of 51 vehicle trips per day. The likely peak period impact may increase marginally when using a conservative estimate of use of the proposed operation and maximum retention of existing stables. However the 1 additional vehicle trip between 0800-0900hrs and 7 additional vehicle trips between 1700-1800hrs do not raise concern with regards to the safe operation of the site access or impact upon the wider local road network including the A259 located to the south.

Transport Contributions

Considering the net reduction in daily vehicle trips upon the local road network a request for transportation contributions in association of the proposals would not be considered appropriate or justifiable.

Conclusion

This assessment has analysed the likely vehicle trip impact of a proposed change of use from an equestrian centre to a WADARS animal rescue and re-homing site with reduced equestrian facilities. A net reduction in vehicle trips across the day has been identified as a result of the proposals. As such, transport contributions should not be required for the proposed development on this occasion. We would encourage WSCC to look favourably upon this application in highway terms.

Yours sincerely

A large black rectangular box redacting the signature of Paul Basham.

Paul Basham
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