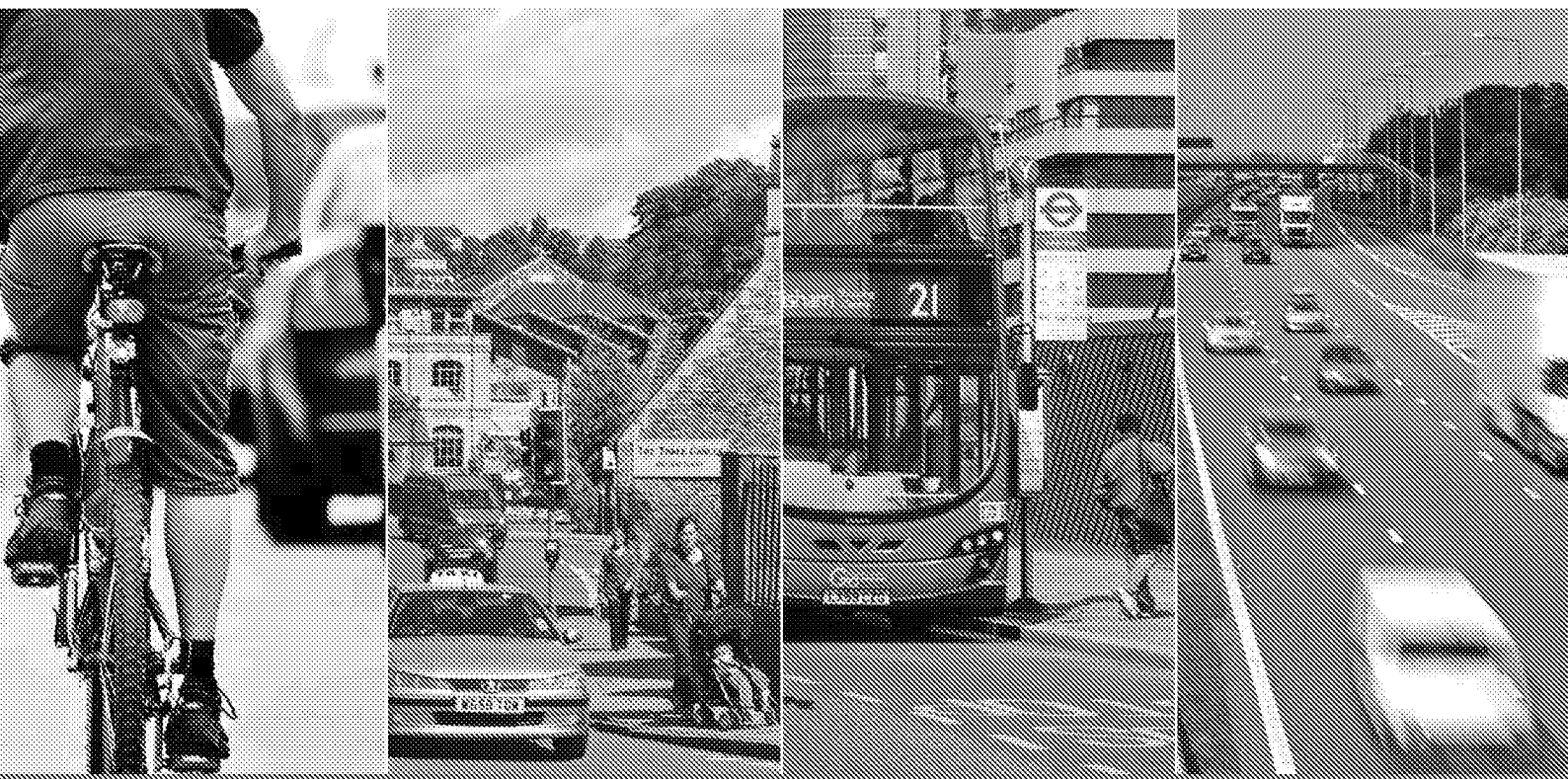


Transport Statement

Extension of The Bluebird Café, South Drive, Ferring, BN12 5QU



Client: The Bluebird Cafe

Ref: 7388/2.3

Date: August 2018

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Issue	Issue date	Compiled	Checked	Authorised
FINAL	9 th August 2018	RS	RW	LNS

Compiled by: Rachel Stevenson
Checked by: Richard Wells BSc, MCIHT
Authorised by: Lawrence Stringer CEng, MCIHT, MRTPI

Executive Summary

The site is located on the beach front in South Ferring, within the area which is administered by Arun District Council and West Sussex County Council. The site is accessed via a private access drive connected to South Drive and West Drive at a junction.

The existing café provides a total of 135 seats within the internal and external seating areas. The existing parking is informal and owned by a number of landowners. However, the area is estimated to accommodate around 100 parked cars. Access to the site and the car parking area will be retained as existing.

The café is open Monday – Sunday from 8am until up to 6pm at weekends, with breakfast served until 1145am, and lunch from 1200pm till 1630pm. The café is open later in summer during the peak use periods.

The existing car park is used by visitors with a range of journey purposes and is not solely for the use of the café. Visitors to the nearby beach huts, dog-walkers and general beach users all make use of the car park. The car park has no length of stay restriction and is not restricted to any user purpose.

The proposal includes an extension of the existing café to provide 300sqm additional floor space. The new extended café will be able to provide 100 additional seats – 70 internal and 30 external – new total 235 seats.

The forecast vehicle accumulations likely as a result of the proposed extension have been based on the number of seats, the average party size and the average length of stay at a café. On this basis the maximum likely parking demand (including 7 staff cars) is estimated to rise from around 29 vehicles to around 47 vehicles. Therefore, the car park capacity is sufficient to meet this demand.

In addition, the applicant wishes to continue discussions with Ferring Parish Council with a view to exploring opportunities to develop and improve Patterson's Walk seafront path for pedestrians, as referenced in the Ferring Neighbourhood Plan. This will bring wider benefits for seafront walks as well as walking journeys to Bluebird Café.

Overall, there are no unacceptable highway or transport impacts as a result of the proposed development and the improved Bluebird Café will be a huge benefit to the local community and the village economy.

1 Introduction

- 1.1 This report has been prepared for Bluebird Café Ltd in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils Ltd has been commissioned by Bluebird Café Ltd to prepare a Transport Statement in connection with the proposed extension of the Bluebird Café on South Drive, Ferring, West Sussex.

Policy Context

- 1.3 This report has been written in accordance with the following policy frameworks:
 - ✦ National Planning Policy Framework (NPPF);
 - ✦ West Sussex County Council's Local Transport Plan 3 (2011-2026);
 - ✦ Arun District Council's Local Plan (2011-2031);
 - ✦ Ferring Parish Neighbourhood Plan (2014-2029);
 - ✦ Manual for Streets (MfS) 1 & 2.

2 Policy Context

National Planning Policy Framework (July 2018)

- 2.1 The National Planning Policy Framework, first published in 2012 and revised in July 2018, sets out the Governments planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally-prepared plans for housing and other development can be produced.
- 2.2 NPPF supports sustainable development, with a 'presumption in favour of sustainable development', as set out in paragraphs 10 and 11:

*"At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**:*

*For **plan-making** this means that:*

- a) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;*
- b) strategic policies should as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance produces a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;*

*For **decision-taking** this means:*

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

- 2.3 In the context of sustainable transport and in considering development proposals the NPPF states in paragraphs 108-111:

Paragraph 108, "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of the development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

Paragraph 109, "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."

Paragraph 110, "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."*

Paragraph 111, "All developments that will generate significant 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."

National Planning Practice Guidance

2.4 National Planning Practice Guidance (NPPG) is supplementary advice intended to expand on and support the principals and practices of the National Planning Policy Framework (NPPF). It is managed and maintained by the Department of Communities & Local Government. Amongst other things, NPPG provides advice on the need for, and the preparation of, Travel Plans, Transport Statements and Transport Assessments.

2.5 NPPG states that Travel Plans, Transport Assessments and Transport Statements can positively contribute to:

- ✦ encouraging sustainable travel;
- ✦ lessening traffic generation and its detrimental impacts;
- ✦ reducing carbon emissions and climate impacts;
- ✦ creating accessible, connected, inclusive communities;
- ✦ improving health outcomes and quality of life;
- ✦ improving road safety; and
- ✦ reducing the need for new development to increase existing road capacity or provide new roads.

- 2.6 NPPG advises that the key transport issues to be considered in a transport evidence base should:
- ✦ assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; and
 - ✦ consider the cumulative impacts of existing and proposed development on transport networks.

West Sussex County Council's Local Transport Plan

- 2.7 The Local Transport Plan (LTP3) for West Sussex covers the period 2011 to 2026 and was adopted by the County Council on March 2011.
- 2.8 The 4 main objectives of LTP3 are:
- ✦ Promoting Economic Growth
 - ✦ Tackling a Changing Climate
 - ✦ Providing Access to Services, Employment and Housing
 - ✦ Improving Safety, Security and Health
- 2.9 Under each of these main objectives are the LTP3 strategies as shown below in **Table 2.1**.

Table 2.1 – LTP3 Themes and Objectives

LTP3 Objective	LTP3 Strategies
Promoting Economic Growth	○ Maintain or improve the reliability of journey times on key routes; ○ Improve connectivity and access to local labour markets and key centres; ○ Deliver transport improvements to support and facilitate sustainable growth; ○ Ensure local transport networks are resistant and adaptable to shocks and impacts including climate change.

Tackling a Changing Climate	- o Adapt transport infrastructure to increase its resilience to the effects of climate change; - o Support new low emission fuels, infrastructure and technologies; - o Reduce unnecessary trips by motorised vehicles and encourage the use of more sustainable modes of transport; - o Reduce the need to travel at all by encouraging provision of local services; - o Reduce the carbon footprint of the County Council's own operations; - o Maximise reuse and recycling of materials in construction and maintenance.
Providing Access to Services, Employment and Housing	- o Identify problem areas by using survey approaches and accessibility mapping techniques where appropriate; - o Work in partnership with service providers and stakeholders to set priorities; - o Ensure that accessibility is a central consideration when planning local services; - o Seek to ensure that places of work, education, leisure and food retail opportunities are located close together in new development; - o Enable disadvantage people to access employment opportunities, key services, social networks and goods; - o Encourage local delivery of services so that people have to travel less.
Improving Safety, Security and Health	- o Reduce the risk of death or injury due to transport incidents through engineering, training and publicity particularly targeted at vulnerable road users; - o Reduce crime, fear of crime and anti-social behaviour on the transport network; - o Reduce the negative impacts of transport on public health; - o To encourage and to enable physically active travel such as walking and cycling through behaviour change initiatives and provision of information and education; - o Invest in new infrastructure which improves the County and creates safer conditions for all, and particularly vulnerable road users.

Ferring Parish Neighbourhood Plan (2014-2029)

- 2.10 The Parish Council has led the preparation of the Ferring Parish Neighbourhood Plan (FPNP) to cover the plan period 1st April 2014 to 31st March 2029.
- 2.11 Within Proposal 4 'Assets of Community Value' the Parish Council proposes that the local planning authority consider the Bluebird Café building for designation as an asset of community value as a result of its acknowledged importance to the life and enjoyment of the community.

2.12 The café is also referred to within Proposal 5 of the FPNP, see below:

'Proposal 5: Patterson's Walk

The Parish Council will support proposals to extend the footpath at Patterson's Walk to reach the Bluebird Café on The Strand, by a route that is agreed with the adjoining landowners.

5.31 This is a proposal to landowners and to the local planning authority and other relevant bodies to extend the existing footpath that runs along the back of Ferring Beach to reach the popular Bluebird Café on the parish boundary with Kingston Gorse. This was identified in the Ferring Community Survey and Ferring Neighbourhood Plan Environment Group during the preparation of the FPNP.

5.32 The extension of the footpath, using a similar hard surface, will enable walkers, and especially those with a disability, to reach the café and the car park off The Strand. This is currently difficult beyond the end of the footpath, as it requires walking over the pebbled beach along a route that is not clearly distinguished from the private area of the adjoining beach huts. The prohibition of cycling on Patterson's Walk should also cover its extension, as it is not suited to this purpose.

5.33 There is currently no detailed route for the extension or a specification agreed. The FPNP supports the principle of the route and encourages the parish council, landowners and other stakeholders to agree the details in due course. It is estimated that the works will cost £10,000 and provision for this sum is made in Proposal 6 for funding by the Arun Community Infrastructure Levy.

5.34 Any proposed improvements to Patterson's Walk must involve early consultation with the Marine Management Organisation (MMO) to ensure the necessary regulatory requirements are covered.

5.35 There may also be opportunities to cross fund any messy works with Arts or other funding which could make such a proposal highly attractive, as in other seaside locations nearby and the rest of the UK.'

2.13 The provision of a new footway could potentially mitigate car trips to and from the beach front for all users.

3 Existing Site Details

- 3.1 The site is situated on the beach front in Ferring, south east of South Drive, accessed via a private access road which is also under the applicant's ownership and connects to South Drive and West Drive at a junction. The site lies within the Ferring ward, administered by Arun District Council (ADC) and West Sussex County Council (WSCC).
- 3.2 The site is situated in an area which is predominantly residential in nature, close to local bus routes.
- 3.3 An aerial view of the site location is shown below in **Figure 3.1**. A larger site location plan is also included in **Appendix A**.

Figure 3.1 – Aerial view of the site



- 3.4 The existing café can accommodate 55 people in the internal seating area and approximately 80 people in the external seating area. Therefore, approximately 135 seats.
- 3.5 The café is open Monday – Sunday from 8am until up to 6pm at weekends, with breakfast served until 1145am, and lunch from 1200pm till 1630pm. The café is open later in summer during the peak use periods.
- 3.6 At peak times (on a Sunday on a summer day) there are up to around 16 staff working at any one time. Generally, staff are recruited locally and the majority walk or cycle (the manager lives on the first floor of the café). Currently, about 6 staff drive to work.

- 3.7 The existing car park area is unsurfaced, parking is informal and is not marked out. The total car parking area available is owned by around eight landowners. A land ownership plan is included in **Appendix B**.
- 3.8 The car park is popular and well used, particularly in the summer and holiday periods, for users of the nearby beach huts, dog-walkers and general beach users all make use of the car park. The car park has no length of stay restriction and is not restricted to any use.

4 Local Highway Network

- 4.1 The site is accessed via a private access drive which connects via a junction with The Strand, South Drive and West Drive which serve a number of residential properties. The roads in the vicinity of the site are unrestricted and privately managed within the Ferring village subject to a 20mph speed limit due to the residential nature of the area.
- 4.2 The existing vehicular access is provided off of West Drive where it meets South Drive. The private access drive is narrow, but widens to approximately 4.8m where it meets West Drive and South Drive. The adjacent car park is in private ownership but with rights to beach and café users to use for car parking purposes.
- 4.3 The site lies on the beach front in Ferring. Ferring is part of the built-up area of Worthing and is accessed along the A259, with Angmering village to the west and Durrington-on-Sea to the east. Within Ferring there are a number of local amenities and essential facilities including shops, health facilities, food establishments etc.
- 4.4 Goring-by-Sea Railway Station is situated approximately 2.6km north-east of the site, this is considered too far to walk in accordance with IHT guidelines, however this journey would take around 10 minutes by cycling. The nearest bus stops are situated approximately 165m to the northeast of the site on The Strand. The site lies within a sustainable location with frequent public transport services available within short walking distance of the site.

Accident Data

- 4.5 Accident data has been examined for the immediate area surrounding the site (around 200m north and 200m east of the south Drive/West Drive junction). The records were reviewed for the five year period from 2013 to 2017. During this time there were no incidents recorded within the area surrounding the site.

5 Modal Choices

- 5.1 Details and frequencies of local transport available and the overall accessibility of the site are outlined below.

Bus Services

- 5.2 The nearest bus stops are situated approximately 165m to the northeast of the site on The Strand, at the West Drive/South Drive junction. This represents around a 1-2 minute walk. The next closest stops which are more frequently served are situated adjacent to Florida Road approximately 365m northeast of the site, this represents a 4-minute walk. These stops are served by service number 8/8A.
- 5.3 The above services are detailed below in **Table 5.1**. These services are operated by Compass Travel providing connections to Worthing, Goring-by-Sea, East Preston.

Table 5.1 – Local bus services and frequencies

Service No. and Operator	Route	Weekday Frequency	Weekend Frequency
8/8A – Compass Travel	Worthing – Goring by Sea – South Ferring	1-2 per hour	Saturday: 1-2 per hour

Rail Services

- 5.4 The nearest railway station is Goring-by-Sea Station located around 2.6km north-east of the site. This station lies outside of the recommended IHT walking distance guidelines (2km), however the site is well within the standard 5km cycle radius. This journey would take around 10 minutes by cycling. Realistically, employees and visitors are unlikely to travel to the site by rail.

Walking and Cycling

- 5.5 Locally, the topography of the ground is fairly level which is conducive to walking and cycling. A number of the local roads are lightly trafficked and subject to a 20mph speed limit and therefore, are suitable for walking and cycling.
- 5.6 Many of the roads in the immediate area surrounding the site do not have footways provided. However, in practice these roads operate as shared space, there are also wide verges provided on either side of the roads providing good pedestrian accessibility. The lightly trafficked roads and 20mph speed limits provide safe walking and cycling environment.

6 Proposed Development & Transport Impact

Proposed Development

- 6.1 The proposal is to provide an additional 300sqm of floorspace. The ground floor and first floor extension will provide 100 additional seats (70 internal and 30 external).
- 6.2 The existing and proposed site layouts are included in **Appendix C**.

Parking Demand

- 6.3 The car parking area can accommodate approximately 100 parked cars. The existing café will be able to accommodate a maximum seating capacity of 235 people at any one time and scenario examples are provided below. Clearly, it is not realistic to consider that all seats will be filled at any one time, however, various scenarios are provided in the table below.
- 6.4 A vehicle occupancy rate of 2.5 people per vehicle is applied, on the reasonable basis that at least 2 people would arrive by car to visit a café. The following scenarios are provided:
- ✦ worst-case scenario of all 235 seats being occupied, with all 235 people arriving by car;
 - ✦ 85% operating capacity (235*0.85) with all arrivals by car;
 - ✦ 85% operating capacity with 67% arrivals by car (67% assumes a standard mode split for a café);
 - ✦ 85% operating capacity with 50% arrivals by car (estimated to be the likely mode split for the Bluebird Café, on the basis of the local draw).

Table 6.1 Vehicle Accumulations – existing situation and proposed development

Scenario	Maximum Vehicle Accumulation	
	Existing 135 Seats	Proposed 235 Seats
100% occupancy, 100% arrivals by car	54	94
85% occupancy, 100% arrivals by car	46	80
85% occupancy, 67% arrivals by car	31	54
85% occupancy, 50% arrivals by car	23	40

- 6.5 In practice, many café users will not arrive by car and many would likely walk or cycle, reflecting the local nature of the Bluebird café and the convenience and benefit to the local community. Hence, 50% of arrivals by car is the most likely scenario and a robust assessment.

- 6.6 Therefore, the maximum parking demand of the existing café at any one time is approximately 23, which will rise by 17, to 40 cars parked, following the extension. This is on the basis of a car occupancy rate of 2.5 people per vehicle, and a mode split of 50% arriving by car.
- 6.7 The additional seating capacity is likely to require a few additional staff and based on the existing travel choices of staff and generally being recruited locally, this is likely to equate to only 1 additional vehicle. Therefore, in addition to the existing staff driving to work by car, the likely maximum parking accumulations associated with the café, will be 47 cars.
- 6.8 The parking demand associated with the cafe can therefore easily be accommodated within the existing car parking area which can accommodate over 100 parked cars.

Mitigation Measures

- 6.9 To encourage the number of arrivals by walking and cycling and therefore minimise vehicle arrivals, Proposal 5: Patterson's Walk with the Ferring Parish Neighbourhood Plan, states 'The Parish Council will support proposals to extend the footpath at Patterson's Walk to reach the Bluebird Café on The Strand, by a route that is agreed with the adjoining landowners.
- 6.10 With regards to this aim, the applicant is willing to continue working with the Parish Council towards improving Patterson's Walk as appropriate. The extent or scale of contribution would be subject to discussion and negotiation with the council.
- 6.11 Additional cycle parking facilities are proposed for both staff and visitors. These would also expect to be useable for all visitors to the area around the Bluebird Cafe, not just limited to café users.
- 6.12 In summary, the proposed extension would not lead to a significant number of additional vehicles using the car park in relation to the café use and overall the scheme would be an excellent benefit to the local community.

7 Conclusion

- 7.1 The site is situated on the beach front in Ferring, south east of South Drive, accessed via a private access road which is also under the client's ownership and connects to South Drive and West Drive at a junction.
- 7.2 There is an existing car parking area provided over 100 spaces, which is not entirely within the applicant's ownership, however the owners are in agreement for rights to beach and café users to use the area for car parking purposes. The existing parking is informal and is not marked out in bays.
- 7.3 The nearest bus stops are situated approximately 165m to the northeast of the site on The Strand, at the West Drive/South Drive junction. This represents around a 1-2 minute walk. The next closest stops which are more frequently served are situated adjacent to Florida Road approximately 365m northeast of the site, this represents a 4-minute walk. Generally, most visitors to the café arrive as pedestrians.
- 7.4 The proposal is to construct a 300sqm extension which will provide an additional 100 seats. The car parking demand of the café as a result of the proposed development is likely to be easily accommodated within the existing car parking area which provides over 100 spaces. The maximum visitor parking demand of the existing café at any one time is approximately 23, which will rise by 17, to 40 cars parked, following the extension. This is on the basis of a car occupancy rate of 2.5 people per vehicle, and a mode split of 50% arriving by car. Including for existing and future staff, the maximum parking demand will be around 47 vehicles.
- 7.5 In addition, the applicant wishes to continue discussions with Ferring Parish Council with a view to exploring opportunities to develop and improve Patterson's Walk seafront path for pedestrians, as referenced in the Ferring Neighbourhood Plan. This will bring wider benefits for seafront walks as well as walking journeys to the Bluebird Café.
- 7.6 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development and the improved Bluebird Café will bring huge benefits to the local community and the village economy.

- End of Report -

Appendix A

Site Location



Appendix B

Land Ownership Plan

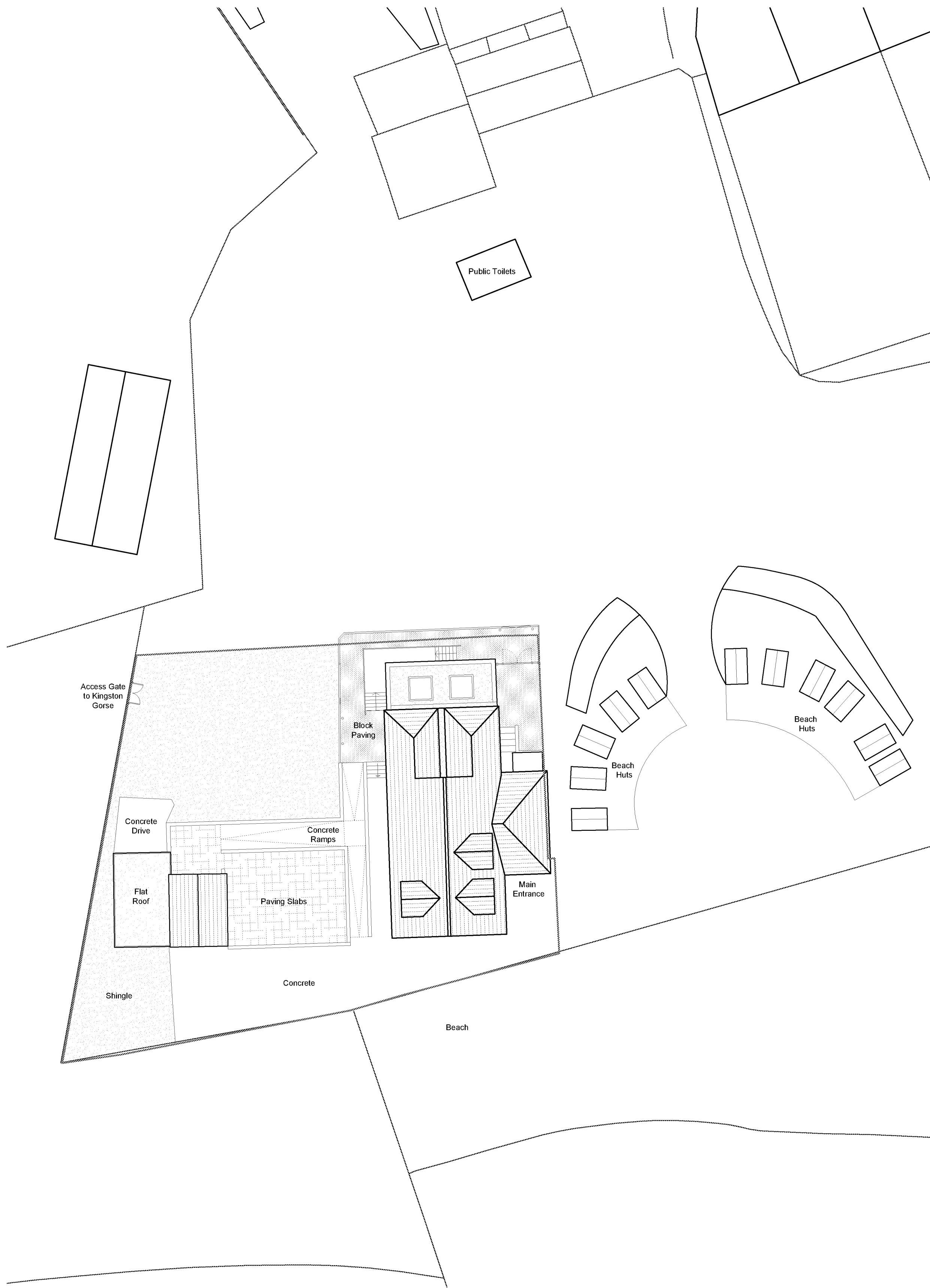


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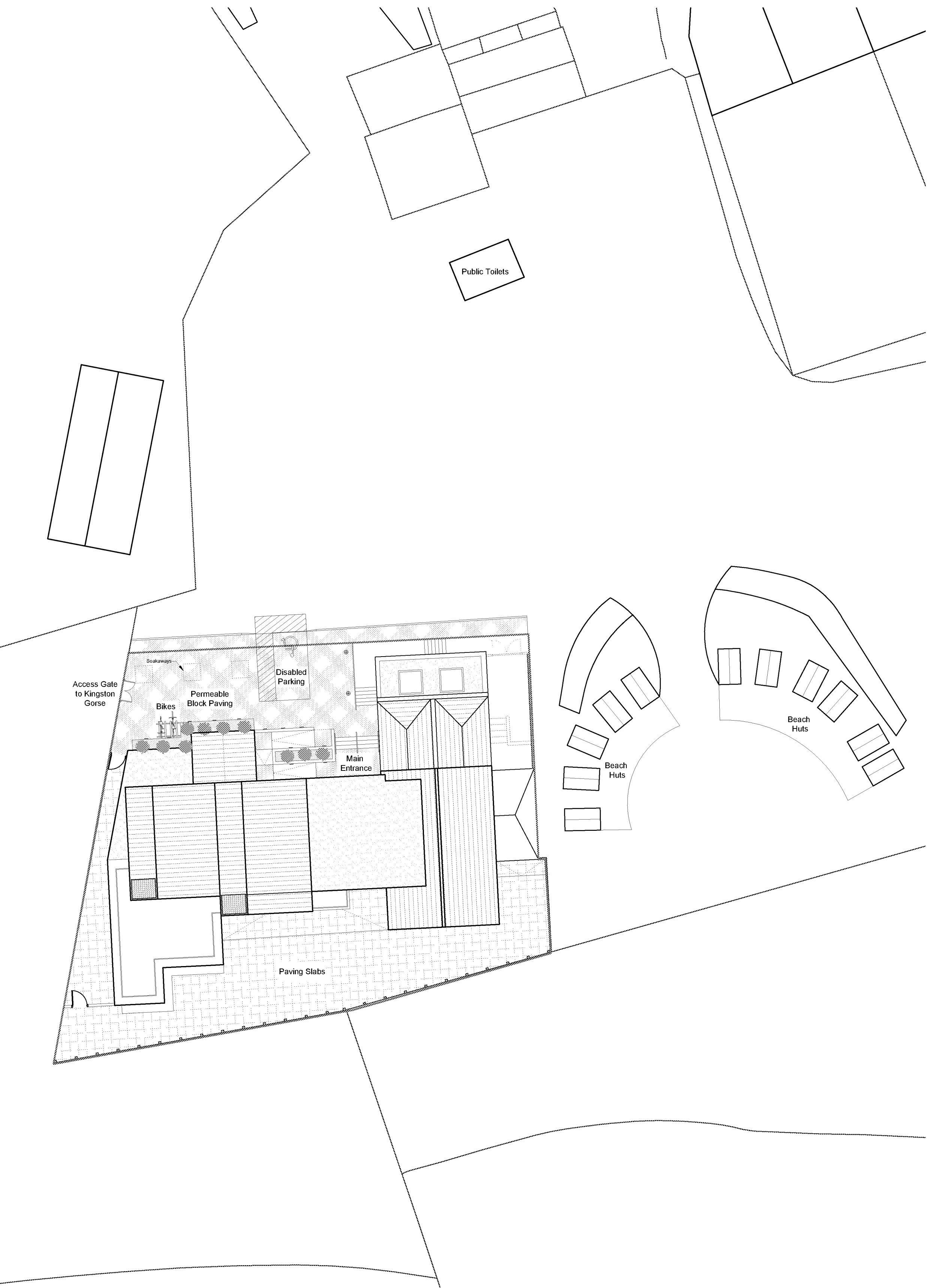
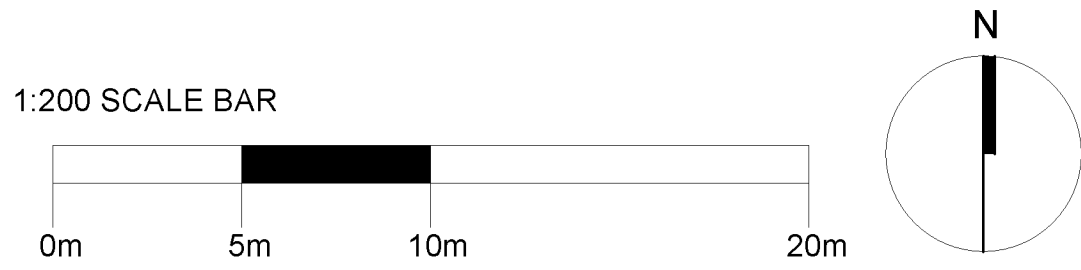
Bluebird Cafe - Ownership Plan

Appendix C

Proposed Site Layout Plan



01 Existing Site Plan
1002 Scale: 1:200



02 Proposed Site Plan
1002 Scale: 1:200

- Notes
- All dimensions must be checked on site and not scaled from this drawing, apart from the local authority.
 - Any works commencing on site prior to obtaining full planning and building regulation approval including full condition discharge, is entirely at the client's / contractor's risk.
 - The contractor is responsible for taking and checking all levels and dimensions prior to ordering materials and starting work on site.
 - Any discrepancies are to be reported to OM Architectural Design prior to commencing any works.
 - All building work is to be carried out in accordance with building regulations and to the satisfaction of the local authority and as such additional unforeseen building works may be required on site.
 - These drawings do not constitute full working drawings.
 - All drawings are copyright of OM Architectural Design and may not be copied or reproduced by any third party without prior written consent.

00	01 August 2018 Planning issue.	STB	OM
Rev	Date + notes	Drawn	Checked

OM Architectural Design

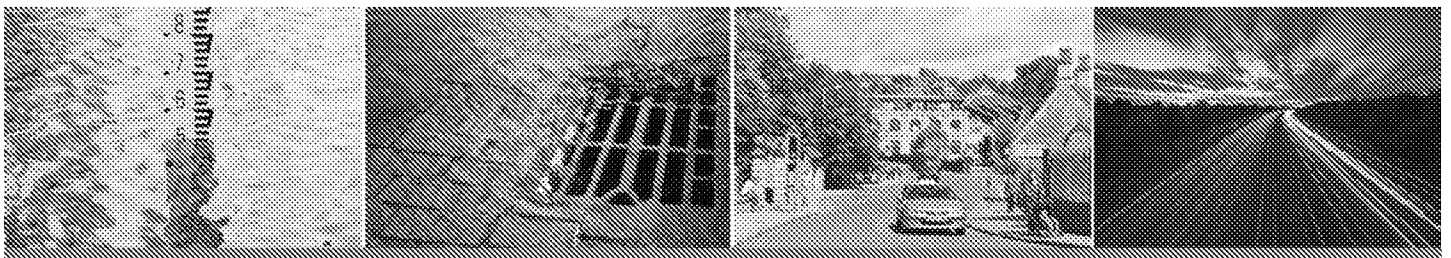
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Project
Bluebird Café
Ferring

Drawing
Existing & Proposed Site Plans

Job Ref	Dwg No	Revision
BCA	1002	00
Scale(s)	Size	Date
1:200	A1	July 2018
		Drawn
		STB
		OM

Status
Planning



Drainage - Flood Risk - Highways - Transport

GTA Civils, Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, PH15 9AS

