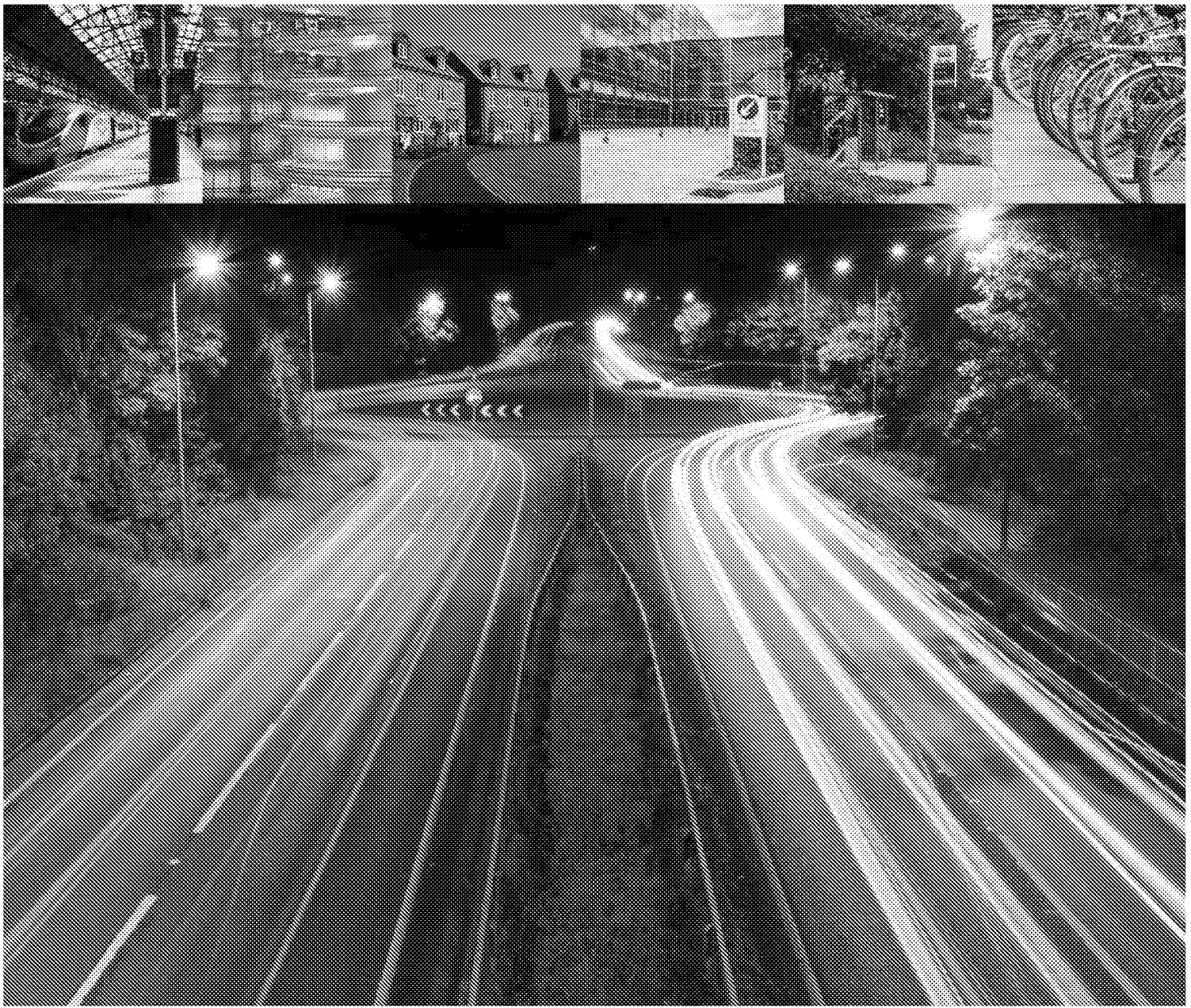
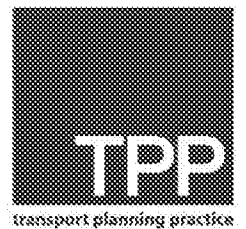




Rabbit Waste Management Ltd

Toddington Farm Site Transport Statement

**30917/D01a
May 2017**



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1 Location plan

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6436 (00) 002 Rev D Site Layout Proposed



1 INTRODUCTION

- 1.1.1 Transport Planning Practice has been appointed by Rabbit Waste Management Ltd to provide transport planning advice for the proposed redevelopment of Toddington Farm. The full address of the site is Toddington Farm, Toddington Lane, Littlehampton, BN17 7PP, West Sussex. The site location is shown in figure 1.
- 1.1.2 The site is bound to the north and east by Toddington Lane, to the south by the West Coastway national railway line and to the west by an industrial site comprising a range of businesses. Access to the site is taken from Toddington Lane on its eastern boundary. The existing development comprises a number of agricultural buildings formerly used for agricultural maintenance and storage.
- 1.1.3 The proposals seek to demolish the existing buildings and redevelop the site to provide 10 residential dwellings. This will include improved access to the site and associated residential car parking, cycle parking and refuse storage.
- 1.1.4 This Transport Statement (TS) provides supporting information for the planning application submitted to WSCC and has been prepared in accordance with WSCC's Transport Assessment Methodology (June 2007). The report is structured as follows:
- **Chapter 2: Transport policy** - provides a summary of the local, regional and national transport policies against which the proposals are assessed.
 - **Chapter 3: Existing situation** - describes the site's location and use and transport conditions for walking, cycling, public transport and car.
 - **Chapter 4: Proposed development** – outlines the proposed development including floor areas, access, parking and servicing arrangements.
 - **Chapter 5: Trip generation** – outlines the multi-modal trip generation assessment undertaken for the site's existing use and the proposed development.
 - **Chapter 6: Summary and conclusions** – provides a summary and presents the conclusions to this report.

2 TRANSPORT POLICY

2.1.1 This chapter summarises the national, regional and local transport policies relevant to the proposed development. The main policy documents in this regard are:

- National Planning Policy Framework (2012)
- West Sussex Transport Structure Plan (2005)
- West Sussex Transport plan (2011)
- West Sussex County Council Guidance for Car Parking in New Residential Developments (September 2010)
- Arun District Local Plan 2003
- Arun District Local Plan 2011 - 2028

2.2 National Planning Policy Framework (2012)

2.2.1 The National Planning Policy Framework (NPPF) was published on the 27th March 2012. It focuses on a presumption in favour of sustainable development. One of the core planning principles relates to actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling and focusing significant development in locations which are or can be made sustainable.

2.2.2 The NPPF recognises that the transport system should be balanced in favour of sustainable transport modes so that people are given a real choice about how they travel.

2.2.3 Developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies.
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

- Incorporate facilities for charging plug-in and other ultra-low emission vehicles.
- Consider the needs of people with disabilities by all modes of transport.

2.2.4 Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

2.3 West Sussex Transport Policy

West Sussex Structure Plan 2001-2016 (February 2005)

2.3.1 The West Sussex Structure Plan 2001-2016 was adopted in October 2004 and replaced the Structure Plan 1993. The Structure Plan sets out the strategic planning framework and guides the way West Sussex will grow and develop during the years leading up to 2016 and beyond to positively plan for the future to improve the quality of life for everyone in West Sussex.

2.3.2 Policy NE13 of the Structure Plan recognises that land-use planning and transport planning are fully integrated and that proposals for development should only be permitted provided they adhere to key transport measures. These are:

- widen travel choice and promote walking, cycling and passenger transport;
- improve road and personal safety for the travelling public;
- integrate the different types of transport and the various provisions of service to maximise the efficiency of transport systems;
- assist the promotion of an efficient economy and the achievement of sustainable economic growth;
- reduce traffic growth, pollution and congestion in order to protect public safety, the economy, and the natural and built environment; and
- promote access to facilities and services for all.

- 2.3.3 Paragraph 218 highlights the need for proposals to prioritise safety, pedestrian schemes and pedestrian and cycle route networks. In addition, integration between transport modes should be maximised such as pedestrian and cycle networks and bus and rail interchanges.

West Sussex Transport Plan 2011 – 2026 (February 2011)

- 2.3.4 The West Sussex Transport Plan 2011 – 2026, adopted February 2011, sets out the strategic transport policies and forms the basis for planning how West Sussex's transport infrastructure will develop. The plan reflects the Council's strategic policy to deliver sustainable improvements in quality of life, local economic performance and social inclusion for its residents.
- 2.3.5 As part of West Sussex's economic growth strategy, an emphasis is placed on providing access to employment and supporting the needs of the business community, although this needs to be undertaken in a sustainable manner.

West Sussex County Council Guidance for Car Parking in New Residential Developments (September 2010)

- 2.3.6 WSCC has taken an evidence-led approach to residential parking in new developments, to ensure that the number of parking spaces provided is appropriate to the location and the characteristics of the development. The WSCC Residential Parking Demand Calculator should be used to calculate the expected levels of car ownership (parking demand) for each development. The calculation for the proposed Toddington Farm parking demand can be found in Appendix A. A total of 21 spaces are provided in accordance with the Residential Parking Demand Calculator.
- 2.3.7 Good parking design is as important as providing the appropriate number of spaces. Developers will therefore be expected to provide balanced, mixed and flexible parking provision. This should reflect best practice as set out in national guidance. Where garages are used as parking spaces the internal width of the garage should be 3m x 6m.
- 2.3.8 Cycle parking standards take into account dwelling size and type. Table 2.1 sets out WSCC's minimum standards for residential cycle parking.

Table 2.1 – WSCC cycle parking standards

Type	Size	Cycle provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces

2.3.9 To meet the WSCC's cycle parking standards the proposed residential development requires a minimum of 16 cycle parking spaces. A total of 20 cycle parking spaces are provided which exceeds the standards.

2.4 Arun District Local Plan 2003

2.4.1 Policy GEN12 Parking in new development: The LPA may seek a lower provision than required by the standards for developments. 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:

- The availability, type and proximity of public parking;
- The availability of alternative means of transport;
- Potential highway safety problems; and
- The scale of development proposed.

2.4.2 Policy12 Cycling and Walking: the council will continue to work with WSCC and others to encourage and support the development of safe cycle and footpath networks. Where appropriate, new development will be required to provide safe and attractive facilities for cyclists and pedestrians, both within the site in the form of links to the surrounding area.

2.5 Arun District Local Plan 2011 - 2028

2.5.1 The Arun District Draft Local Plan is expected to be formally adopted by mid to late 2017. However, the document should be considered when reviewing developments in terms of transport.

2.5.2 Policy SP18 Transport and Development: The council will ensure that development contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport and the cycle and pedestrian network. The council will support development which:

- Is Designed to reduce the need to travel by car by identifying opportunities to improve access to public transport routes and community transport services whilst making promotion of vehicles which use low-carbon energy;
- Is incorporated into the district's green infrastructure network and gives priority to pedestrian and cycle movements;
- Where required by current guidance, is supported by a Transport Assessment which demonstrates that the transport impacts of the development can be satisfactorily mitigated and;
- A high quality Travel Plan.

2.5.3 Policy DM21 - Sustainable Travel and Public Rights of Way: Proposals for all new developments must:

- Be located within easy access of established public transport routes, the aspirational cycle network as identified on the Proposals Map and, the green infrastructure network linking to places of work, education, leisure and town centres.
- Make provision for cycling and pedestrian facilities including cycle storage to serve flats.

2.5.4 Policy DM 22 – Parking and Development: All planning applications must be considered against current West Sussex County Council guidance on parking provision. Parking within new developments must be of a high quality design to ensure they are safe and, where necessary, lit appropriately at night. The design of parking provision must be consistent with current national guidance and all Local Plan policies.

3 EXISTING SITUATION

- 3.1.1 This chapter summarises the characteristics of the existing area and outlines the accessibility of the site by walking, cycling, public transport and car. The site location is shown on figure 1.

3.2 Existing Site

- 3.2.1 The existing site, Toddington Farm, comprises a number of agricultural buildings formerly used for agricultural maintenance and storage. The site is bound to the north and east by Toddington Lane, to the south by the West Coastway national railway line and to the west by an industrial site comprising a range of uses. Access is taken from Toddington Lane on the eastern boundary at a priority junction. This access also serves a number of existing residential dwellings, known as Toddington Farm Cottages.

3.3 Local highway network

- 3.3.1 Toddington Lane is a local distributor road running in a north-south direction across the site access before redirecting west and across the site's northern boundary. The road is subject to a 30mph speed limit and currently has no footpaths on either side of the carriageway. To the south Toddington Lane connects with the A259 Worthing Road which is a main road that connects Littlehampton with Worthing to the east and Bognor Regis to the west.

3.4 Walking

- 3.4.1 Toddington Lane currently has no footways on either side of the carriageway adjacent to the site. However the development proposals include providing a new footway along the development frontage.
- 3.4.2 To the south of the site Toddington Lane becomes more urban in nature as it passes through residential areas. There are sections of footway and at the southern end a pedestrian / cycle access route linking to a signalised pedestrian crossing point across Worthing Road.
- 3.4.3 Worthing Road has good quality footways with dropped kerbs, tactile paving and street lighting. There is a Morrison foodstore adjacent to the A259 approximately 0.8 miles from the site a walk of about 15 minutes or 20 minutes depending on the route chosen.

3.4.4 Littlehampton town centre is located approximately 1.3 miles to the south of the site, a 20 – 25 minute walk or an eight minute cycle. The town centre provides a number of amenities, shops, restaurants and services. The high street has a large Sainsbury's, banks, pharmacies and clothes stores.

3.4.5 The nearest primary school is approximately 1.2 km from the site a walk of about 15 minutes.

3.5 Cycling

3.5.1 The roads within the vicinity of the site are quieter country / residential roads which are appropriate for cyclists.

3.5.2 Littlehampton rail station is approximately an eight minute cycle from the site primarily on residential streets and cycle paths. The site is also located within cycling distance of Angmering rail station about 15 minutes.

3.6 Bus services

3.6.1 The nearest stops to the site are located on the B2187 Worthing Road on the eastern arm of the Body Shop Roundabout, approximately a 1km walk from the site. The stops are served by the stagecoach service 700 coastliner.

3.6.2 Route 700 runs between Littlehampton and Brighton and passes regional towns such as East Preston, Goring, Worthing, South Lancing, Shoreham, Portslade and Hove. Within Littlehampton it provides access to the town centre.

3.6.3 There are six bus services available per hour between 07:45 and 19:30 on Mondays to Fridays. Before 07:45 and after 19:30, there are approximately three services per hour (i.e. every 20minutes).

3.6.4 There are a further two bus services, routes 9 and 12, which operate an hourly service Mondays to Saturdays. Route 9 runs between Shoreham-by-sea – Worthing – Angmering and Littlehampton and route 12 runs between Littlehampton and Rustington. Both services can be accessed from Littlehampton town centre.

3.7 National Rail

- 3.7.1 The nearest national rail station is Littlehampton station, located approximately 2.2km to the south of the site. The station forms the termini for two lines operated by Southern.
- 3.7.2 The main service runs east from Littlehampton to Brighton where approximately 50% of services terminate, the remaining services continue to London where they terminate at London Bridge/London Victoria. Approximately 3 - 4 trains per hour depart Littlehampton during the peak hours and 2 trains per hour off peak.
- 3.7.3 The second line runs between Littlehampton and Chichester. There are approximately three trains per day, one during each peak and one late night train.

4 PROPOSED DEVELOPMENT

- 4.1.1 The development proposals seek to demolish the existing agricultural buildings and provide ten residential units, with car and cycle parking, refuse storage and landscaping. The proposals will also provide an improved vehicle access and new sections of footway adjacent to the development site. The proposed development is shown on ECE Architecture drawing 6436 (00) 002 Rev D attached.

4.2 Proposals

- 4.2.1 The development proposals will provide eight houses and two flats. Car parking, cycle parking, refuse storage and servicing will all take place within the site's boundary. A land use breakdown is provided in Table 4.1.

Table 4.1 – Land use breakdown

Type	No. of bedrooms	Quantity
Flat	2	2
House	2	2
House	3	2
House	4	4
Total residential dwellings		10

4.3 Access

- 4.3.1 Vehicular access will continue to be from the eastern boundary on Toddlington Lane but the existing access will be upgraded to provide a shared surface and improved visibility. The shared surface will give priority to pedestrians and cyclists accessing the site. This access will continue to serve the Toddlington Farm Cottages.
- 4.3.2 In addition to the improved main access two new pedestrian access points will be provided on the northern boundary of the site. These pedestrian access points will link the site to a new pedestrian footway that will be provided as part of the development along the site's boundary with Toddlington Lane.

4.4 Car Parking

- 4.4.1 There will be 21 car parking spaces in accordance with the WSCC standards. The two bedroom flats will have one allocated parking space per unit. The houses will have two allocated parking spaces, one open car barn space and one located outside the open car barn. There will be three visitor parking spaces located within the site.

4.5 Cycle facilities

- 4.5.1 Two cycle parking spaces are proposed per dwelling these will be located in the car barns and Sheffield Stands. Therefore the development provides a total of 20 cycle parking spaces. This exceeds the WSCC's standards which would require a minimum of 16 cycle parking spaces.

4.6 Deliveries and servicing

- 4.6.1 Servicing and deliveries will take place within the site's boundary, a turning area will be provided allowing vehicles to enter and exit the site in forward gear.

5 TRIP GENERATION

5.1 Introduction

- 5.1.1 This chapter outlines the multi-modal trip generation assessment undertaken for the existing and proposed development.

5.2 Existing Trip Generation

- 5.2.1 The existing site comprises a number of agricultural buildings formerly used for agricultural maintenance and storage. For the purpose of this assessment it has been assumed that the existing development does not generate any trips. This allows us to test for the worst case scenario whereby any trips generated from the proposed development are considered to be additional trips to the local transport network.

5.3 Proposed development

- 5.3.1 The proposals will provide 10 residential dwellings. To calculate the total number of trips generated the TRICS database was interrogated to derive total people trip rates. The survey sites used to establish the trip rates are presented in Table 5.1 below.

Table 5.1 - TRICS sites used to derive total person trip rates

TRICS Site	Location	Units	Date
ES-03-A-02	PEACEHAVEN	37	18/11/2011
HC-03-A-17	LIPHOOK	36	12/11/2015
SM-03-A-01	NORTHFIELD	33	24/09/2015
WS-03-A-05	SHOREHAM BY SEA	48	18/04/2012

- 5.3.2 The derived trip rates have been multiplied by the number of dwellings to provide the total estimated number of person trips generated. Table 5.2 shows the calculated person trip rates and trips for the AM and PM peak hours.

Table 5.2 –Residential person trips rate and trips

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Total	In	Out	Total
Person trip rates	0.12	0.64	0.77	0.65	0.26	0.91
Person trips	1	7	8	6	3	9

5.3.3 As shown in table 5.2 it is expected that the proposed development when occupied could generate 8 two-way trips during the AM peak hour and 9 two way trips in the PM peak hour. The total trips have been distributed by mode share using the 2011 Census "method of travel to work" data for the Arun 004 middle layer super output area. The peak hour trips by mode are presented in Table 5.3 below.

Table 5.3 –Multi-modal trips

Mode	Modal split	AM peak (0800 – 0900)			PM peak (1700 – 1800)		
		In	Out	Total	In	Out	Total
Public transport	7%	0	1	1	1	0	1
Bus	2%	0	0	0	0	0	0
Taxi	1%	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0
Driving a car or van	65%	1	5	6	4	2	6
Passenger in a car or van	7%	0	0	0	0	0	0
Bicycle	5%	0	0	0	0	0	0
On foot	13%	0	1	1	1	1	2
Other	1%	0	0	0	0	0	0
Total	100%	1	7	8	6	3	9

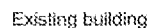
5.3.4 Table 5.3 shows that approximately 65% of trips undertaken during the peak hours to and from the development will be by car or van. This equates to approximately 6 two-way vehicle trips during each of the peak hours. The second highest mode is walking which is expected to account for approximately 13% of trips.

5.3.5 Although the proposals will increase the number of trips during the peak hours this is only by 6 vehicles or 1 vehicle every 10 minutes. Therefore the proposed development will not result in any noticeable impact on the local highway network.

6 SUMMARY AND CONCLUSIONS

- 6.1.1 The existing site comprises a number of buildings formerly used for agricultural maintenance and storage. The Toddington Farm site is bound to the north and east by Toddington Lane, to the south by the West Coastway national railway line and to the west by an industrial site comprising a range of uses. Access is taken from Toddington Lane on its eastern boundary and this access also serves a number of existing residential dwellings, known as Toddington Farm Cottages.
- 6.1.2 The proposed development will provide 10 residential dwellings. There will be 21 car parking spaces, one for each flat, two for each house and three visitor spaces. This meets the WSCC standards.
- 6.1.3 A total of 20 cycle parking spaces will be provided which exceeds the local cycle parking standards.
- 6.1.4 Access to the site will continue to be from the same location on Toddington Lane. However the access will be improved and provide greater visibility than the existing situation. In addition two new pedestrian access points will be provided and a new footway will be constructed along the sites Toddington Lane frontage.
- 6.1.5 Deliveries and servicing will take place within the site's boundary. All vehicles will be able to enter and exit in a forward gear.
- 6.1.6 A trip generation assessment has been undertaken for the proposed development. The assessment shows that the proposals could result in 8 and 9 two-way trips in the AM and PM peak hours respectively. It is expected that around 65% of these will be car driver trips. This equates to approximately 6 two-way vehicle trips during each of the morning and evening peak hours or 1 vehicle every 10 minutes. Therefore the proposed development will not result in any noticeable impact on the local highway network.

Figures



S	02/01/17	Blue box removed for Planning submission	501	AK
D	27/02/17	Blue box updated for Planning submission	554	AK
C	10/04/17	Mapbox for Planning Submission	576	AK
S	13/02/17	Planning Submission	584	AK
K	16/02/17	Work Planning - issued for comment	594	AK
Rev	Date	Revision Details	Dr	Ch



Drawings

Accommodation Schedule

Plot 1	3-Bedroom House	c. 94sqm
Plot 2	2-Bedroom House	c. 79sqm
Plot 3	2-Bedroom House	c. 79sqm
Plot 4	2-Bedroom Flat	c. 64sqm
Plot 5	2-Bedroom Flat	c. 69sqm
Plot 6	3-Bedroom House	c. 93sqm
Plot 7	4-Bedroom Townhouse	c. 117sqm
Plot 8	4-Bedroom Townhouse	c. 117sqm
Plot 9	4-Bedroom Townhouse	c. 117sqm
Plot 10	4-Bedroom Townhouse	c. 117sqm

Total 10no. Dwellings

Car Parking 1 space per Flat
2 spaces per House
Visitor Parking at 0.3 spaces per dwelling

Cycle Parking 2 spaces per dwelling in car barns and
Sheffield stands



Public Open Space 118sqm

11 steps @ 151.8mm rise, 400mm going

Public Open Space 256sqm

11 steps @ 159.1mm rise, 400mm going

Open Car Barns to Plots 1-3 and 9-10

Red Line indicates edge of road - 1.5m wide footpath suggested around northern site boundary with bank retained as required

Open car barns to Plots 6-8

2m wide landscaped buffer to western boundary taking account of slope of site

Pergola over parking spaces

Sheffield stand

Low level (0.6m) planting to access road entrance

Pedestrian priority shared surface access road finished in block paving

Access maintained to and from Toddington Cottages

Client's Name
Greg Blurton

Drawing Title
Site Layout
Proposed

Job Title
Land at Toddington Lane,
Toddington

Scale
1:500 @ A3

Drawn	Checked	Date
SM	AK	20.01.17
Job No	Drawing No	Rev
6436	(00) 002	D

APPROVAL

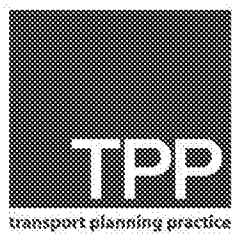
Rev	Date	Revision Details	Dr	Ch
D	18.04.17	Updated for Planning	SM	AK
C	13.02.17	Planning Submission	PA	AK
B	13.02.17	Issued for Planning	SM	AK
A	20.01.17	Draft site plan issued for comments	SM	AK

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