

Report No. 028.0007/RN/2
January 2011

Stuart Lyons (Haulage) Ltd
Windroos Nursery
Worthing Road
Littlehampton
West Sussex
BN17 6LY

**WINDROOS NURSERY
WORTHING ROAD, LITTLEHAMPTON**

TRANSPORT RESPONSE NOTE

**WINDROOS NURSERY
WORTHING ROAD, LITTLEHAMPTON**

TRANSPORT RESPONSE NOTE

CONTROLLED DOCUMENT

<i>PB-Associates Document No:</i>		028.0007/RN/2	
<i>Status:</i>	Final Draft	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Prepared by:</i>	Mark Smith	Mark Smith	January 2011
<i>Checked:</i>	Paul Basham	Paul Basham	January 2011
<i>PBA Approved:</i>	Paul Basham	Paul Basham	January 2011

Revision Record					
<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Chkd</i>	<i>Aprvd</i>
2	14.01.2011	MS	Addition of traffic survey data	PB	PB



**Stuart Lyons (Haulage) Ltd
Windroos Nursery
Worthing Road
Littlehampton
West Sussex
BN17 6LY**

**Paul Basham Associates Ltd
Capstan House
First Floor
High Street
Hamble
Southampton
Hampshire
SO31 4HA**

**WINDROOS NURSERY
WORTHING ROAD, LITTLEHAMPTON**

TRANSPORT RESPONSE NOTE

1.	INTRODUCTION.....	4
2.	WSP REPORT FINDINGS.....	4
3.	TRAFFIC SURVEYS AND RESULTS.....	8
4.	PARKING SENSITIVITY TEST	9
5.	SUMMARY AND CONCLUSIONS.....	10

Tables

Table 1 – Summary of Traffic Survey Results

Table 2 – Proposed Development Trip Rates relative to Existing

Appendices

Appendix A – WSP Correspondence and Traffic Survey Data

1. INTRODUCTION

- 1.1 Paul Basham Associates have been instructed by Stuart Lyons (Haulage) Ltd to prepare a transport response note (RN) to WSP's 'Independent Transport Review December 2010', commissioned by Arun District Council (ADC) with respect to the proposed residential redevelopment of Windroos Nursery in Littlehampton. An outline planning application has been submitted (planning reference number LU/229/10) for 91 dwellings to replace the existing haulage businesses and two dwellings.
- 1.2 This RN will firstly assess the findings of the WSP report, considering the conclusions made regarding suitability of access, existing and proposed traffic generations and the relationship of the proposals relative to the adopted Development Brief (DB).
- 1.3 This RN will subsequently consider any further works identified within the WSP report, providing additional detail where sought, in order to reaffirm the suitability of the site proposals and access arrangements.
- 1.4 It should be noted that both West Sussex County Council (WSCC) highways department and the Highways Agency (HA) have raised no objection to planning approval, considering design, capacity and safety issues in forming this conclusion. This is recognised within WSP's report paragraphs 1.3.6 and 1.3.7.

2. WSP REPORT FINDINGS

- 2.1 In reviewing the existing access arrangements to the Lyons Haulage site, WSP identified the standard of this access as *"poor having suffered from extensive wear and tear as a result of the movement of large vehicles in and out of the site"* (paragraph 2.2.5). It is therefore recommended within paragraph 2.2.6 that any improvement at this junction as part of the redevelopment should *"rationalise the existing arrangement around a clear and well defined residential road access"* in keeping with Manual for Streets (MfS) for the internal highway design and Design Manual for Roads and Bridges (DMRB) guidance for the mainline carriageway.
- 2.2 It is to these guidance documents that the proposed access has been designed, creating a well-defined singular access point to replace the two existing 'poor condition' accesses.

- 2.3 In consideration of the DB and associated policy review, WSP confirm that the rationale behind closing the Lyons Haulage access, as part of the comprehensive redevelopment of the allocated land, was to avoid rat-running through the development site. In light of the preferred access arrangement no longer being deliverable due to third party land ransom, WSP identify within paragraphs 2.3.4 and 2.3.5:

“...it is WSP’s view that it would be entirely within the spirit of the original Development Brief for the proposed temporary access off the A259 reconfiguration to be considered as a long-term feature...”

Indeed, it is entirely reasonable to conclude that had these constraints come to light in the formulation of the Development Brief that access to the development off the A259 Worthing Road would have been considered acceptable, provided it met with the restrictions on capacity and rat-running which has justified the ‘in principle’ acceptance”.

- 2.4 WSP’s review of the trip rate assessment within Upton McGougan Ltd’s Transport Assessment (TA) was thorough, and confirmed through validation using the TRICS database that across the day, the proposals would result in a net decrease in traffic flows (Table 2.3 and paragraph 2.4.16).

- 2.5 WSP indicate however that during the peak hour periods, the redevelopment proposals could generate a slightly greater level of development traffic in terms of passenger car units (PCU) than the existing site, based on consideration of commercial warehousing site survey information within the TRICS database. They do however iterate that:

“...representing less than one additional vehicle every two minutes in the peak hours, the technical argument is likely to support the case that the impact of the residential development is unlikely to be significant in real terms.” (paragraph 2.4.17)

- 2.6 WSP therefore identify within paragraph 2.4.18 that *“The argument is therefore purely a planning-related one, relating to the development’s adherence to the Development Brief relating to ‘non-intensification’ of trips from the continued use of the Windroos Nursery access”*. To assist in forming a decision from a planning perspective, the following points should be taken into consideration:

- The TRICS database commercial warehousing sites are less reliable than site-specific traffic flow data. An independent traffic survey for a 24hr period has now been completed, as discussed within subsequent sections of this report.
- The proposed access arrangement is designed to meet the required criteria with respect to design, capacity and road safety. Regardless of whether the proposals generate greater or less traffic than the existing site, the proposed right turn lane would accommodate all proposed development traffic and is designed to operate well within capacity.
- The wider off-site highway works implemented with the adjacent Toddington Nursery development incorporated highway improvements on the A259 to accommodate up

to 150 dwellings being developed on the Windroos site, and so these proposals would not generate capacity issues on the local road network.

- 2.7 With regards to access, and at the request of ADC, WSP reviewed the option to provide access via the Bodyshop access road. Given the resultant impact on the Watersmead roundabout (i.e. all site traffic utilising this roundabout), and the increased potential for rat-running should the site ever link to the Site 7 (Toddington Nursery site), WSP's assessment concluded:

"Taking account of traffic capacity and the long-term potential for greater development linkages, it is WSP's view that the upgraded access off the A259 Worthing Road proposed by the applicant is preferable to providing access to the development via the existing Bodyshop road access, although this would be technically feasible." (paragraph 2.5.18)

- 2.8 WSP identify two minor details/tweaks to the right turn lane design which may benefit further review at the detailed design stage. These include provision of a physical island or extended hatching to discourage overtaking on the A259 and the potential implementation of zig-zag marking at the signal crossing. These two amendments to the design can be accommodated within any future detailed design/full planning application with no physical or land ownership issues preventing their implementation.
- 2.9 With regards to road safety, WSP acknowledges that the improvements to the A259 corridor were too recent to allow a meaningful statistical assessment of personal injury accident (PIA) data to be carried out. WSP agree that a review could be completed within subsequent Road Safety Audit stages of the site access, by which time more statistical data would be available (paragraph 2.6.2).
- 2.10 With regards to the car parking provision, the WSP report identifies that the proposed provision of 197 spaces would be in keeping with the maximum permitted under ADC parking standards, and is therefore in keeping with the parking standards policies at the time of the planning submission.
- 2.11 The publication of WSCC's guidance document "Guidance for Car Parking in New Residential Developments" (September 2010) advocates a more detailed review of parking requirements for new residential development, utilising census-based car ownership data to determine parking demand for a new development. The accompanying Parking Calculator was developed to identify an 'appropriate' level of parking based on the accommodation schedule of a site and the ratio of allocated/un-allocated parking spaces.

2.12 WSP therefore suggest that a planning condition on any outline planning consent would be recommended *“requesting the applicant to demonstrate how allocation/non-allocation of spaces will work with the layout of the development on a zone-by-zone basis”* (paragraph 2.7.8). They also suggest that ADC *“may be satisfied that this would be covered by the reserved matters application relating to the design of the site”* (ibid). Further feedback regarding the on-site parking provision is provided subsequently within this report.

2.13 In respect of the Framework Travel Plan (FTP) prepared by Upton McGougan, WSP suggest that whilst *“difficult to provide detailed measures and targets at the planning stage”* (paragraph 2.8.3), further detail regarding detailed measures and targets should be sought within a full Residential Travel Plan (RTP) prior to first occupation. WSP promote securing a detailed monitoring strategy and commitment from any future developer in order to create a more sustainable site. WSP suggest a planning condition should be placed on the application for the production and approval of such a RTP prior to occupation.

2.14 WSP conclude their report with the following paragraphs:

“3.1.4 Whilst WSP is broadly satisfied with the transport case made for the development ADC may nonetheless wish to request that the applicant submit further information if it deems it necessary in providing greater levels of comfort.

- *An independent traffic survey to confirm the position presented in respect of the Transport Assessment.*
- *A sensitivity check of car parking using WSCC’s recent car parking guidance (September 2010).*
- *Provide an update on the personal road safety situation given the greater time lapse since the completion of the A259 corridor improvements. This could be captured within subsequent Road Safety Audits of the proposed access.*

3.1.5 In addition to those conditions already specified by WSCC, we suggest the following be included with the application:

- *A full Residential Travel Plan (RTP) should be produced and agreed with the council prior to first occupation. This should include detailed measures, targets and monitoring framework to ensure residents are able to make informed and sustainable choices in the way they travel.*

Purpose: The merits and access strategy of the development are based upon an acceptance of equivalence between the trip generation of pre-existing and new land uses in relation to the impact on the A259. Targets within the RTP would allow this to be monitored and remedied.

- *As part of the approval of the detailed design of the masterplan, the applicant would need to provide a car parking management strategy to underpin the proposed design.*

Purpose: to ensure the correct allocation of allocated/non-allocated spaces in the interest of ensuring the delivery of a sustainable development. This could be treated under a reserved matters application relating to obtaining a satisfactory fix on the layout.

3.1.6 *It has been assumed that all other points made in the production of this note would be picked up as part of the detailed design stage, technical approval and masterplan development process.”*

2.15 We concur with paragraphs 3.1.5 and 3.1.6, which would be acceptable should ADC request such conditions be imposed in order to grant outline planning consent. With respect to those items identified within paragraph 3.1.4, the following sections consider the request for an independent traffic survey and parking sensitivity check, whilst dialogue with WSP has confirmed that the road safety situation update only need be provided in conjunction with any Stage 2 Road Safety Audit in conjunction with any subsequent reserved matters application.

3. TRAFFIC SURVEYS AND RESULTS

3.1 An independent traffic survey was commissioned and completed by Benchmark Data Collection Ltd for a 24hr period, confirmed as an appropriate period of review by WSP (see **Appendix A**). The survey was conducted over Tuesday 11th- Wednesday 12th January 2010, recording all vehicle flows into and out of the haulage yard, and the results of the survey are attached as **Appendix A**.

3.2 The survey results are summarised within **Table 1** and compared to the TRICS trip flow figures identified within the WSP report (Table 2.3) in **Table 2**.

	AM Peak (0800-0900)	PM Peak (1700-1800)	Total Daily
Pedal Cycles	1	0	1
Cars	31	20	99
LGV	9	21	59
HGVs (Rigid and Articulated)	48	50	192
Total PCUs (inc 0.5 for cycle and 2 for HGVs)	136	141	542

Table 1: Summary of Traffic Survey Results

	AM Peak (0800-0900)	PM Peak (1700-1800)	Total Daily
Existing PCUs From WSP Report	26	24	542
Actual PCUs From Traffic Survey	136	141	542
Proposed PCUs From WSP Report	53	50	478
Net Impact	-83	-91	-64

Table 2: Proposed Development Trip Rates relative to Existing

- 3.3 The results of the survey indicate that not only would traffic flows (in PCU terms) reduce across the day as a result of the redevelopment proposals, but that there would be significantly fewer vehicle flows during the AM and PM peak periods (83 AM and 91 PM peak PCU movements).
- 3.4 As previously stated, WSP's TRICS assessment identified an increase in vehicle trips during the peak periods and led to the conclusion that *"The argument is therefore purely a planning-related one, relating to the development's adherence to the Development Brief relating to 'non-intensification' of trips from the continued use of the Windroos Nursery access"* (paragraph 2.4.18).
- 3.5 However following the recommendation to undertake an independent traffic count survey, the actual recorded vehicle movements demonstrate that the redevelopment proposals would not result in an intensification of use during either the peak periods or across the day.
- 3.6 These traffic flow figures also exceed those predicted within Paul Basham Associates Technical Note (doc ref 028.0007TS2) prepared for the Highways Agency, and so would not affect the HA no-objection decision with regards to capacity on the A27.

4. PARKING PROVISION

- 4.1 As previously highlighted within this RN, WSP suggest a planning condition be imposed on any outline planning consent *"requesting the applicant to demonstrate how allocation/non-allocation of spaces will work with the layout of the development on a zone-by-zone basis"* (paragraph 2.7.8). They also suggest that ADC *"may be satisfied that this would be covered by the reserved matters application relating to the design of the site"*.

- 4.2 WSP even suggest possible wording that ADC may wish to use for such a planning condition:

“As part of the approval of the detailed design of the masterplan, the applicant would need to provide a car parking management strategy to underpin the proposed design.

Purpose: to ensure the correct allocation of allocated/non-allocated spaces in the interest of ensuring the delivery of a sustainable development. This could be treated under a reserved matters application relating to obtaining a satisfactory fix on the layout “(paragraph 3.1.5).

- 4.3 The site layout submitted with the outline planning consent, which sought outline planning consent for access only, was designed to indicatively demonstrate how 91 units could be accommodated on site. All detail regarding accommodation schedules and associated car parking requirements would be subject to further planning review as part of a reserve matters application.
- 4.4 As part of any reserve matters application, we concur that a parking strategy could be prepared to consider in detail the quantum and mix (allocated/unallocated) of parking appropriate for the masterplan detailed design scheme. At this stage however, it is considered premature to complete any such parking sensitivity checks as the internal road layout would certainly evolve and be dependent on whoever purchases the site for development.
- 4.5 We therefore propose that an appropriately worded condition, as suggested by WSP, would be an appropriate way forward, and that granting outline planning consent with such a condition would not inhibit ADC or WSCC highways at the time of any reserve matters application.

5. SUMMARY AND CONCLUSIONS

- 5.1 Paul Basham Associates have been instructed by Stuart Lyons (Haulage) Ltd to prepare a Transport Response Note (RN) in support of a proposed residential redevelopment of Windroos Nursery in Littlehampton.

- 5.2 This RN has been prepared to respond directly to comments made within WSP's 'Independent Transport Review December 2010', commissioned by ADC to independently review the findings and conclusions of the supporting highways information submitted with the planning application. WSP also suggest that *"it is entirely reasonable to conclude that had these constraints [land ransom] come to light in the formulation of the Development Brief that access to the development off the A259 Worthing Road would have been considered acceptable"*.
- 5.3 The findings of WSP's review are supported by the applicant, and where additional detail was suggested with regards to an independent traffic survey, this work has been completed.
- 5.4 Without traffic survey evidence, WSP suggested that there may be a slight increase in vehicle trips during the peak periods (based on a TRICS assessment) although *"the technical argument is likely to support the case that the impact of the residential development is unlikely to be significant in real terms"*. Completion of a traffic count at the site access has suggested a significant reduction in PCU flows during the peak periods, and so we conclude that the proposals would not result in an intensification of use of the access.
- 5.5 Overall, the WSP report considered the outline planning application favourably, and suggested that should ADC have any concerns with regards to parking provision or the Framework Travel Plan that appropriately worded conditions to a planning consent could be used. We therefore encourage ADC to look favourably upon this outline planning application, and be minded to grant planning consent.

Appendix A