

MINSTER COURT, LITTLEHAMPTON

TRANSPORT STATEMENT

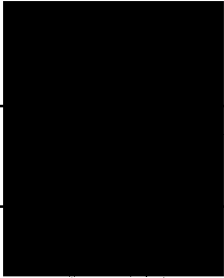
August 2019

Stiles Harold Williams Partnership LLP

COMMERCIAL DEVELOPMENT
MINSTER COURT
LITTLEHAMPTON

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of Stiles Harold Williams Partnership LLP to support a full planning application for the addition of four circa 300sqm commercial units of B2/B8 use at Minster Court and replacing the existing double access arrangement with a single two-way access in the centre of the site frontage.
- 1.2 The application site is located in Wick, circa 2km north of Littlehampton Town Centre. The site location is identified within **Figure 1**, whilst the site layout is attached as **Appendix A**.



Figure 1: Site Location

- 1.3 The existing site is currently occupied by 10 commercial units each circa 300sqm in size with two accesses onto Courtwick Lane both of which accommodate two way vehicle movements.
- 1.4 This TS has been informed by a site visit completed in July 2019 in order to better understand the highway opportunities and constraints and will consider the existing and proposed use, review of site accessibility, trip generation and net impact, access arrangements and parking provision before drawing conclusions from this assessment.

2. EXISTING SITE CONDITIONS

- 2.1 The application site currently includes 10 commercial units, each circa 300sqm in size and is demonstrated in **Photograph 1**. The site is bordered by industrial/commercial uses to the east, south and west with residential development to the north. Courtwick Lane flanks the northern site boundary and currently provides access, whilst New Courtwick Lane partially borders the western side with the A259 located to the south of the site.



Photograph 1: Existing Site

- 2.2 The existing site is accessed from two bellmouth arrangements from Courtwick Lane which both provide entrance and exit to the site. The two accesses both measure circa 9m in width with 9m radii and are equipped with dropped kerbs and tactile paving to facilitate safe pedestrian movement along Courtwick Lane. The existing site accesses are demonstrated in **Photographs 2 and 3**.



Photograph 2: Eastern Access



Photograph 3: Western Access

Local Road Network

- 2.3 Courtwick Lane is predominantly industrial in nature with residential streets adjoining the road, measures circa 6m in width and is flanked by footways on both sides of the carriageway. Courtwick Lane is subject to a 30mph speed limit and connects to the A284/Lyminster Road to the east via a priority junction and to further residential and industrial development (and New Cortwick Lane/A259) to the west. The existing conditions on Courtwick Lane are demonstrated in **Photographs 4** and **5**.



Photograph 4: Courtwick Lane Eastbound



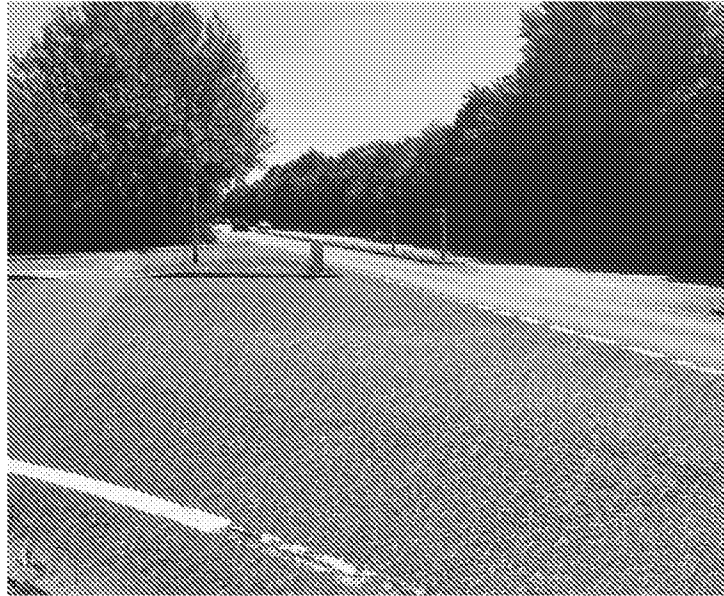
Photograph 5: Courtwick Lane Westbound

- 2.4 On-street parking is present along Courtwick Lane as evident from the site visit; however, parking predominantly remains on the northern side of the carriageway and does not conflict with the existing access arrangements.
- 2.5 A seven day Automated Traffic Count (ATC) survey was completed between 10th July 2019 – 16th July 2019 to understand the 85th percentile vehicle speeds and traffic volumes along Courtwick Lane. A summary of the survey results are provided in **Table 1** whilst the full outputs are attached as **Appendix B**.

	85 th Percentile Vehicle Speeds	Daily (24hr, 5 day average)	Peak Traffic Flows	
			0800-0900	1700-1900
Eastbound	26.0mph	923	44	105
Westbound	26.1mph	469	35	34

Table 1: ATC Survey Results

- 2.6 New Courtwick Lane which flanks the western site boundary runs north to south and provides access to the A259 to the south. The junction of the A259/New Courtwick Lane provides a ghost island right turn lane for vehicles wishing to turn right into New Courtwick Lane, however, vehicles are only able to exit New Courtwick Lane to the east as right turns out of this road are restricted and enforced via a Traffic Regulation Order (TRO). The conditions at this junction are demonstrated in **Photograph 6**.



Photograph 6: A259/New Courtwick Lane Junction

- 2.7 At its eastern extent, Courtwick Lane forms a simple priority junction Lyminster Road (A284). This junction is also equipped with a ghost island right turn lane, evident in **Photograph 7**.

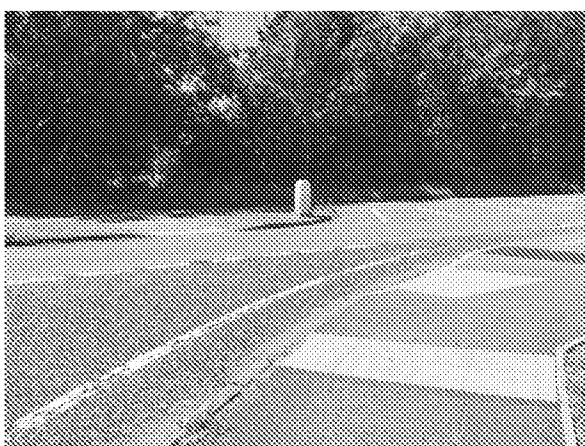


Photograph 7: Courtwick Lane/Lyminster Road Junction

- 2.8 The site is also within close proximity of the Strategic Road Network (SRN) with the A259 located to the south of the site which is an arterial route connecting with Worthing in the east and Bognor Regis to the west. The A284, located to the east of the site, runs north to south connecting with Littlehampton Town Centre to the south and the A27 to the north.

Pedestrian Network

- 2.9 The footways flanking Courtwick Lane measure circa 2m in width and connect with New Courtwick Lane to the west and Lyminster Road to the east. A pedestrian connection is also provided into the local supermarket car park.
- 2.10 At the New Courtwick Lane/A259 junction there is a crossing supported by dropped kerbs, tactile paving and a refuge island which provides a connection to residential development located to the south of the A259 and towards Littlehampton Town Centre.
- 2.11 Along Lyminster Road there is a crossing also supported by dropped kerbs, tactile paving and a pedestrian refuge island to aid movements towards Toddington and south into Wick.
- 2.12 At the Wick Roundabout both arms of the A259 are equipped with signalised crossings to again aid movements towards Littlehampton Town Centre. **Photographs 8 – 11** demonstrate the local pedestrian facilities around the site.



Photograph 8: Crossing at New Courtwick Lane/A259 Junction



Photograph 9: Lyminster Road Crossing



Photograph 10: A259 Eastern Signalised Crossing



Photograph 11: Pedestrian Conditions on Courtwick Lane

Cycle Network

- 2.13 The site is located within close proximity of local and national cycle routes with the local cycle route providing a connection in Littlehampton Town Centre including the train station. The local cycle route also provides a connection onto the National Cycle Route 2 which is a long distance route traversing the south coast of England but more locally connecting with Felpham, Bognor Regis, Worthing and Brighton.

Figure 2 highlights the local cycle routes in blue and the national cycle routes in red.

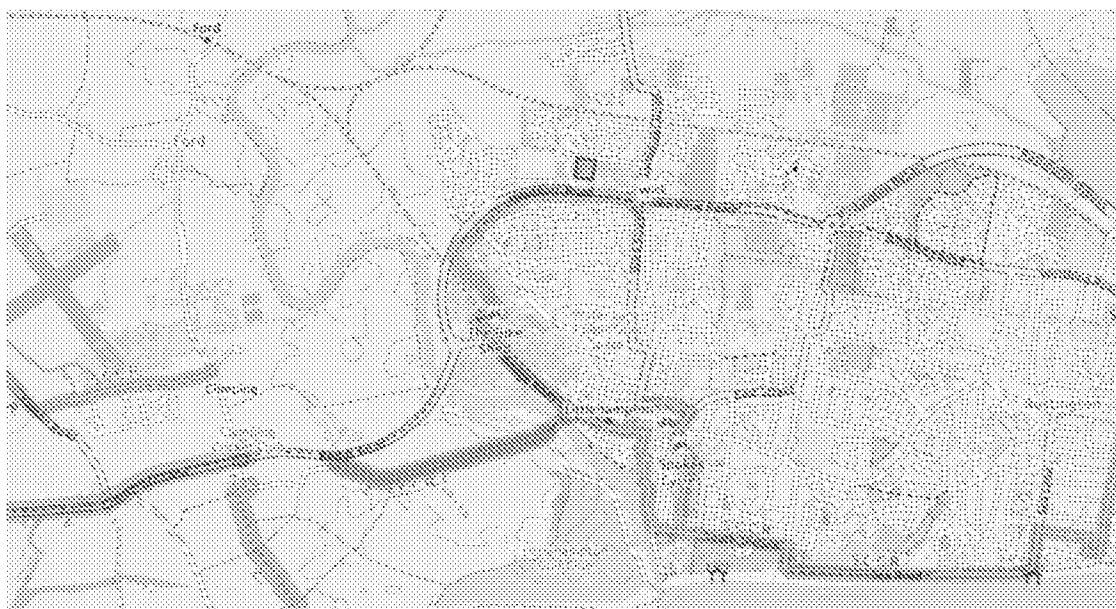


Figure 2: Local Cycle Routes

Public Transport Network

- 2.14 The closest bus stops to the site are located on Lyminster Road (A284) to the east of the development site. The northbound bus stop is equipped with a flagpole and timetable whilst the southbound bus stop is equipped with a bus shelter, seating and timetable. This pair of stops serve the Stagecoach service 9 only which connects Shoreham to Arundel via Worthing, Angmering and Littlehampton. Services run Monday to Sunday with a predominantly hour frequency, however, there is an increased service provision during the AM (0700-1000) and PM (1500-1900) peak periods.
- 2.15 Further services are available within Wick and closer to Littlehampton Town Centre including the Stagecoach 700 Coastliner which provides a more frequent service to local destinations including Goring, Worthing, Brighton and Hove.
- 2.16 The closest train station to the site is in Littlehampton and constitutes a circa 2km walk or cycle, or a 21 minute bus journey. From Littlehampton destinations include Portsmouth & Southsea, Bognor Regis, London Victoria, Worthing, Haywards Heath and Gatwick Airport.
- 2.17 Littlehampton Train Station is facilitated with 82 sheltered and secure cycle parking spaces, a manned ticket office Monday-Sunday, toilets, CCTV, step free access and waiting rooms.

Summary

- 2.18 The site is an established commercial premises located within a wider employment and residential setting. The site is readily accessible by sustainable modes of transport and is therefore an appropriate location for further development.

3. DEVELOPMENT PROPOSALS

- 3.1 The development proposes the addition of 4 x 300sqm commercial units at the existing commercial premises. As part of this provision the existing access and parking arrangements would be amended to accommodate the additional units and to rationalise the current access arrangements.

Trip Generation

- 3.2 In order to understand the highways impact of an additional 4 units, a trip generation assessment has been completed using the national TRICS database. By comparing the site to those with similar characteristic an estimate of the traffic generation can be generated. The TRICS criteria included the following with the full outputs attached as **Appendix C**:

- Employment: Industrial Estate
- Sites in England and Wales only (Excluding Greater London)
- Surveys in 'Suburban' areas and 'Edge of Town'
- Sites Between 708-4000sqm
- Surveys Monday-Friday only
- Sites with no Travel Plans

	AM Peak (0700-0800)		PM Peak (1700-1800)		Daily (12-hour)
	Arrivals	Departures	Arrivals	Departures	
Industrial Estate Trip Rate (Per 100sqm)	1.106	0.621	0.313	0.773	16.876
Traffic Generation (1200 sqm)	13	7	4	9	203

Table 2: Traffic Generation

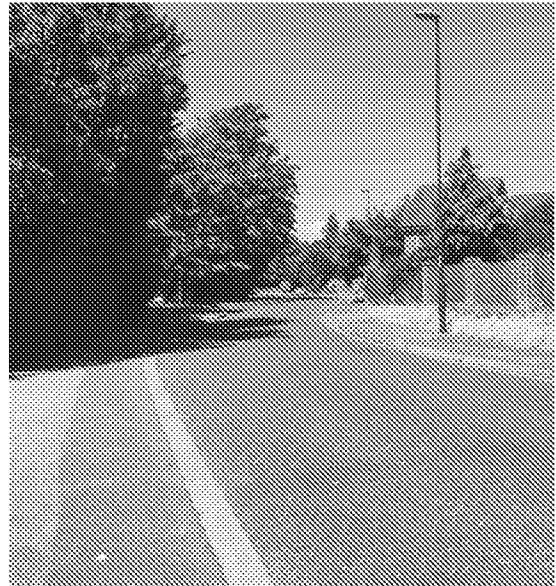
- 3.3 The trip generation assessment identifies that the proposals are likely to result in an increase of 20 vehicle trips in the AM peak, 13 vehicles trips in the PM peak and 203 vehicle trips over a 12 hour period. As the four units would be in addition to the current land uses on site, these trips would be new to the local road network.
- 3.4 As a worst case the proposals could result in an additional vehicle onto the local road network every 3 minutes during the AM peak. This increase is considered modest and below the threshold where WSCC seek traffic modelling and therefore the proposals would not result in a severe impact on the operation of the local road network.

Access Arrangements

- 3.5 To support the development proposals, the access arrangement would be rationalised to a single point of access which accommodates both entry and exit. The single access would be located to the west of the Courtwick Lane/Coldcrest Avenue junction to ensure there is a slight offset between these two priority junctions although there is no desire line for vehicles to travel between Goldcrest Avenue and the site.
- 3.6 A visibility splay assessment has been completed utilising the 85th percentile vehicle speeds from the ATC survey (**Table 1**) which results in a splay of 2.4m x 35.3m needed for the primary direction and 2.4m x 35.1m needed for the secondary direction. These are both demonstrated as achievable to the nearside kerb in **Appendix D. Photographs 12 and 13** demonstrate the primary and secondary direction visibility respectively.



Photograph 12: Primary Direction Visibility



Photograph 13: Secondary Direction Visibility

- 3.7 The access itself would measure 7.3m in width with 9m corner radii. Dropped kerbs and tactile paving would also support the access as per the existing arrangements. Swept path analysis of the proposed access has been completed to ensure the design sufficiently accommodates the likely vehicle movements generated by the site. This analysis is attached as **Appendix D**.

Parking Arrangements

- 3.8 Parking for the existing units is currently informal with 5 areas of parking in the centre of the site equating to 126 spaces (as demonstrated in **Appendix E**). To understand the existing capacity of the car parking on site a snapshot parking survey was completed on 10th May 2019. This identified that, of the 126 spaces, 59 spaces were occupied. Of the 59 spaces occupied, 20 spaces were occupied with vans for lease/hire from unit 9, meaning effectively 39 spaces were occupied by users of the site despite all units being occupied. In addition, 9 cars and 4 vans were recorded as parked outside of formal parking bays therefore bringing the existing demand on site to 72 out of 126 spaces. The existing car parking on site therefore operates at 57.1% suggesting that car parking onsite is currently underutilised. The current demand also equates to 2.4 spaces per 100sqm, relative to a provision of 4.2 spaces per 100sqm.
- 3.9 As part of the development proposals the parking strategy for the site as a whole is to be reviewed. West Sussex County Council's 'Parking Standards' (2003) have been reviewed for B2/B8 land uses for units over 240sqm. These standards and the applicable provision for the total sqm on site (14 x 300sqm units) are provided below in **Table 3**.

West Sussex County Council	Car Parking Requirements		Lorry Parking Requirements	
	Standards	Provision	Standards	Provision
B2 (Over 240sqm)	1 space per 40sqm	105	1 per 500sqm	8
B8 (Over 240sqm)	1 space per 100sqm	42	1 per 500sqm	8

Table 3: WSCC Parking Standards and Provision

- 3.10 Based on WSCC's standards and with a total floor area of 4,200sqm, the site would require between 42-105 spaces. It is also acknowledged that there are emerging standards from WSCC which Arun District Council (ADC) appear supportive of which propose the same standards for B2/B8 uses as outlined above.
- 3.11 It is clear from the snap-shot parking survey that the current parking provision for the existing site is underutilised and that there would be circa 54 spaces unoccupied. As part of the development proposals the northern parking area would be removed which would equate to the loss of 53 existing parking spaces, although some of these spaces would be re-provided elsewhere. In total, the site as a whole would provide 107 parking spaces which includes two spaces located outside each unit of which one would be a disabled parking space.

- 3.12 When compared against WSCC's standards the provision of 107 spaces aligns with the standards for B2 land uses whilst is over the B8 land use standards. The provision of 107 spaces for 4,200sqm is also similar to the existing demand for parking at 2.5 spaces per 100sqm and it is therefore considered that this provision meets the expected demand using empirical parking data from the existing site.
- 3.13 No dedicated lorry parking spaces are to be provided as it is not anticipated that such vehicles would enter the site, given each individual unit equating to only 300sqm and no observed demand for the existing units.
- 3.14 Additionally, the standards also state the need for car spaces to be a minimum of 4.8m x 2.4m whilst disabled parking provision should be provided at a standard of 5% of the total number of spaces. The provision allows for 10 disabled spaces (1 per unit) which equates to circa 10% of the total number of spaces ensuring these standards are met.

Internal layout and servicing

- 3.15 Adequate loading, unloading and turning facilities are to be provided and conveniently laid out with relation to the units. A swept path analysis of the turning areas are provided as **Appendix F** which demonstrates a 7.5 tonne box van is able to negotiate the site access and access the four proposed units, reversing into each of the loading docks/gates.
- 3.16 The site would be privately serviced on site as per the existing arrangement.

4. SUMMARY AND CONCLUSIONS

- 4.1 This TS has been prepared by Paul Basham Associates on behalf of Stiles Harold Williams Partnership to support a full planning application for the addition of four 300sqm commercial units of B2/B8 use at Minster Court, replacing the existing double access arrangement with a single two-way access in the centre of the site frontage and rationalising the parking provision.
- 4.2 The local road network surrounding the site is predominantly industrial in nature given the proximity of local land uses. Courtwick Lane onto which the site is accessed is subject to a 30mph speed limit, is circa 6m in width and is flanked by pedestrian footways on both sides of the carriageway. The A259 is located to the south of the site which is an arterial route connecting with Worthing in the east and Bognor Regis to the west. The A284 is also located to the east of the site which runs north to south connecting with Littlehampton Town Centre to the south and the A27 to the north.
- 4.3 The site is well placed to support sustainable development with local and national cycle routes within close proximity of the site, good pedestrian networks towards the local centre, residential areas and Littlehampton Town Centre and close proximity to local bus stops.
- 4.4 A TRICS generation assessment has been completed to estimate the likely number of vehicle trips generated by the proposals. This assessment identified that the proposals are likely to result in an increase of 20 vehicle trips in the AM peak, 13 vehicle trips in the PM peak and 203 vehicle trips over a 12-hour period. As a worst case this could therefore result in an additional vehicle onto the local road network every 3 minutes during the AM peak and would therefore not cause a severe impact on the operation of the local road network.
- 4.5 As part of the proposals the current access arrangement would be consolidated to a single access. This access would be of a bellmouth arrangement 7.3m in width and supported by 9m corner radii. The access has been subject to swept path analysis to ensure the dimensions accommodate its intended use. Visibility splays of 2.4m x 35.3m in the primary direction and 2.4m x 35.1m in the secondary direction in accordance with 85th percentile vehicle speeds have been demonstrated as achievable to the kerbline.

- 4.6 Parking provision for the site as a whole (due to re-configuring the parking arrangements) has been reviewed against West Sussex County Council's adopted and emerging guidance. The guidance suggests that when compared against B2 standards the site should provide a total of 105 spaces. The layout demonstrates a provision of 107 spaces which meets the existing demand for spaces on site which equates to 2.4 spaces per 100sqm. A provision of 107 spaces with 2 allocated spaces for each unit is therefore considered sufficient to cover the expected level of demand.
- 4.7 The site would be serviced on site and has been subject to swept path analysis of a 7.5 tonne box van to ensure that such a vehicle can manoeuvre through the site, the access and to each unit.
- 4.8 This Transport Statement demonstrates that the proposals to add 4 commercial units to existing commercial premises would not result in a significant impact on the local road network. We would therefore encourage Arun District Council and West Sussex County Council to look favourably upon the highway aspects of this application.