

HIGHWAYS STATEMENT

NELSON HOTEL, LITTLEHAMPTON

Proposed Hotel

Date: November 2018

Ref: BAYS/18/4539s

1 INTRODUCTION

- 1.1 This Highways Statement (HS) has been prepared by Russell Giles Partnership Ltd (RGP) on behalf of Mr & Mrs Stojanovski to support a planning application for a proposed hotel at 61 Pier Road, Littlehampton. The application site is located on the corner of Pier Road and South Terrace, c.550m to the south of Littlehampton town centre, as shown in Figure 1.1.

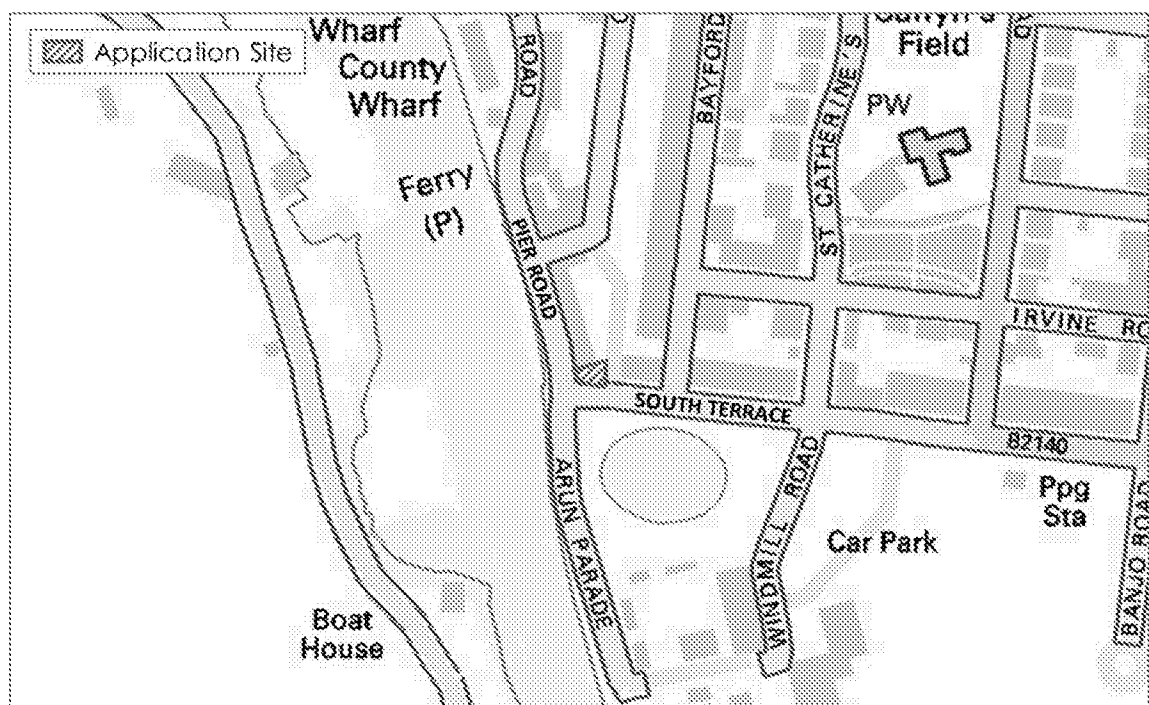


Figure 1.1: Application Site Location

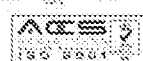
- 1.2 The application site currently comprises a 6-bedroom hotel with a restaurant/bar on the ground floor. The proposed development would involve the demolition of the existing building to be replaced by a 14-bedroom hotel with restaurant/bar facilities.

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2 BASELINE CONDITIONS

Site Location and Description

- 2.1 The site is situated on the corner of South Terrace and Pier Road and currently comprises a hotel including a restaurant and bar. The site is bordered by South Terrace to the south, Pier Road to the west, residential/commercial properties to the north and a rear alleyway to the east. The site context is shown in **Figure 2.1**.



Figure 2.1: Existing Site Context

Local Road Network

- 2.2 Pier Road runs north-south between Littlehampton town centre and South Terrace, serving a mixture of residential and commercial properties. The 2-way single carriageway is c.6m wide and is flanked by footways on either side of the carriageway. The road is subject to a 30mph speed limit and is parking restricted on both sides enforced by double yellow lines. Pier Road's highway features are shown in **Figure 2.2**.



Figure 2.2: Pier Road Heading North

- 2.3 South Terrace runs east-west along Littlehampton seafont providing access to a number of residential and commercial properties. The road is c.10.0m wide, flanked by footways on either side and is subject to a 30mph speed limit. As well as unrestricted parking areas, the road has a mixture of parking restrictions including double yellow lines, single yellow lines and disabled parking bays. South Terrace's highway features are shown in Figure 2.3.



Figure 2.3: South Terrace Heading East

Accessibility

- 2.4 The site is situated in a highly accessible location on edge of Littlehampton town centre with convenient access to local retail facilities, tourist attractions and public transport. Similarly, the site is within a desirable walking distance of local residential areas providing the opportunity for new staff to walk to work.

- 2.5 Pedestrian access to the site is served from a c.2.0m wide footway flanking South Terrace and Pier Road. The footway links with the wider footway network providing continuous pedestrian access to Littlehampton town centre.
- 2.6 The South Coast Cycle Route runs along Pier Road and South Terrace providing a continuous cycle route to Bognor Regis and Worthing. In addition, the National Cycle Route no.2 is situated c.800m to the northwest of the site and providing an alternative route to Bognor Regis.
- 2.7 The Chartered Institute for Highways and Transport (CIHT) guidance recommends a maximum walking distance of 2km for commuting, and a maximum cycling distance of 8km. As such, Littlehampton is accessible by foot and bicycle from the application site, and Bognor Regis and Worthing are additionally accessible by cycle.
- 2.8 The Pier Road bus stop is situated c.200m to the north of the site and serves the no.15 hourly loop service through Kingley Gate, Toddington, Wick and Littlehampton. In addition, the Banjo Road stops (eastbound and westbound) are situated c.380m to the east of the site and serve the no.12 hourly service between Littlehampton and Rustington. A summary of services from the local bus stops is shown in **Figure 2.4**.

Service	Route Summary	Typical frequency	Operating Hours
12	Littlehampton Tesco - Rustington Sainsburys	1 every hour	Mon-Fri: 10:08 - 14:08
15	Littlehampton Tesco - Kingley Gate - Toddington - Wick - Littlehampton	1 every hour	Mon-Sat: 08:54 - 17:54

Figure 2.4: Services Available from Local Bus Stops

- 2.9 Littlehampton railway station is located approximately 650m to the north of the site and is therefore accessible on-foot or by cycle from the site. The station provides a range of services to a number of local destinations as shown in **Figure 2.5**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Portsmouth and Southsea	Littlehampton - Chichester - Emsworth - Havant - Portsmouth and Southsea	55 min	3 every hour
Brighton	Littlehampton - Worthing - Hove - Brighton	47 min	3 every hour
Bognor Regis	Littlehampton - Ford - Barnham - Bognor Regis	20 min	2 every hour
London Victoria	Littlehampton - Worthing - Hove - Gatwick Airport - London Victoria	1hr 45min	3 every hour
Worthing	Littlehampton - Angmering - Worthing	20 min	2 every hour
Chichester	Littlehampton - Ford - Barnham - Chichester	17 min	2 every hour

Figure 2.5: Services Available from Littlehampton Railway Station

Accident Data

- 2.10 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a 5-year period from September 2013 to August 2018 using the Sussex Safer Roads Partnership online data portal. The area considered includes Pier Road and South Terrace c.400m to the north and east of the site.
- 2.11 Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and the cause of incident to establish if there are any underlying highways design issues that require a more detailed investigation. Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injuries sustained. The location of the incidents relative to the site is displayed on **Figure 2.5**.

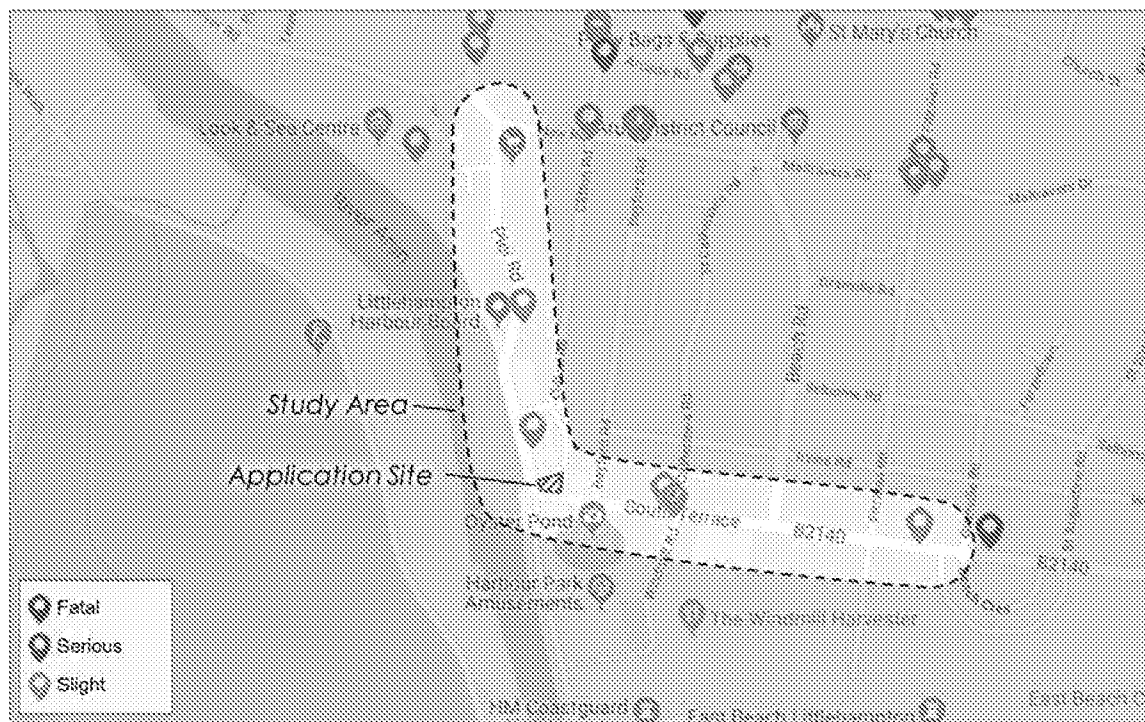


Figure 2.5: Distribution of PIA Incidents

- 2.12 A study found a total of 5 incidents 'slight' incidents within the study area. The incidents are unrelated to the site and the proposed development at the site is not anticipated to exacerbate highway safety conditions on the local road network.

3 PROPOSED DEVELOPMENT

Overview

- 3.1 The proposed development would involve the demolition of the existing 6-bedroom hotel to be replaced by a 14-bedroom hotel. The proposed development site is demonstrated in **Appendix A**.

Servicing Arrangements

- 3.2 Refuse collection would be undertaken from the alleyway to the rear of the hotel, as per the existing arrangement. The increased scale of the facility is not anticipated to require changes to this arrangement.
- 3.3 Deliveries to the proposed hotel would also operate as per the existing arrangement and would be made via the rear alleyway. The proposed hotel is not anticipated to generate any significant additional demand for deliveries in terms of vehicle movements.

Car Parking

- 3.4 The proposed hotel would not provide any on-site car parking. This arrangement is consistent with the previous hotel which operated without issue. The minimal increase in parking demand resulting from the larger hotel would be accommodated by the wide local parking facilities in the vicinity of the site.
- 3.5 West Green Car Park is situated c.180m to the east of the site and principally serves visitors to 'The Windmill Harvester', Windmill Cinema, Harbour Park Amusements, and East Beach. The pay and display car park has a total of 171 marked, 183 unmarked on grasscrete, 183 overflow spaces, 12 disabled bays and 2 motorcycle bays.
- 3.6 These attractions predominantly generate parking demand during daylight hours which do not coincide with the peak demand for hotels. Parking for the proposed hotel would typically occur outside of the paid parking hours (8am – 6pm) for the car park meaning guests would be more inclined to use the car park.
- 3.7 In addition, there is an abundance of on-street parking available in the vicinity of the site on South Terrace, Arun Parade, Bayford Road, Irvine Road, St Catherine's Road, and Windmill Road. On-street parking comprises a mixture of unrestricted bays, disabled bays, and restricted bays between the hours of 8am and 6pm. The peak parking demand for the hotel would not coincide with the peak parking demand in the local area which is associated with the aforementioned leisure uses, and would typically occur outside of the restricted parking hours.

Cycle Parking

- 3.8 The development would provide 2 cycle parking spaces for staff within a secure sheltered cycle store in the rear courtyard of the hotel.

4 VEHICLE TRIPS

- 4.1 To assess the traffic impact of the proposals, the TRICS database (version 7.5.3) has been interrogated to anticipate the additional traffic volumes that would be generated by the proposed hotel.
- 4.2 The proposed development would entail the construction of a 14-bedroom hotel with a restaurant/bar, as well as a private dining area for hotel guests. The floor area of bar and restaurant would see minimal change (93sqm – 109sqm).
- 4.3 The development constitutes an increase of 8 bedrooms at the site and as such the assessment has been based on 8 bedrooms net increase. Use of the private dining area would be exclusively for guest of the hotel and would therefore generate no additional trips.
- 4.4 To establish the number of the trips generated by the additional bedrooms, the parameters identified in **Figure 3.1** have been used to filter the TRICS database.

Parameter	Filters
Land Use	06 – Hotel, Food & Drink
Category	H – Pub/Res + Hotel
Use Class	C1
Regions	England (excluding Greater London)
Number of Bedrooms	15 - 60
Date Range	01/01/10 – 14/06/16
Count Type	Manual
Selected Days	Weekdays
Selected Locations	i. Suburban Area ii. Neighbourhood Centre

Figure 3.1: TRICS Filtering Parameters

- 4.5 A summary of the weekday peak hour and daily trips are displayed in **Figure 3.2**. The full results of the TRICS interrogation are provided in **Appendix B**.

TRICS Trip Rate per Bedroom (8 Bedrooms)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.075	0.155	0.230
PM Peak Hour	0.250	0.140	0.390
Daily Traffic	1.650	1.650	3.300
TRICS Vehicle Trip Generation			
AM Peak Hour	1	1	2
PM Peak Hour	2	1	3
Daily Traffic	13	13	26

Figure 3.2: Anticipated Trip Generation

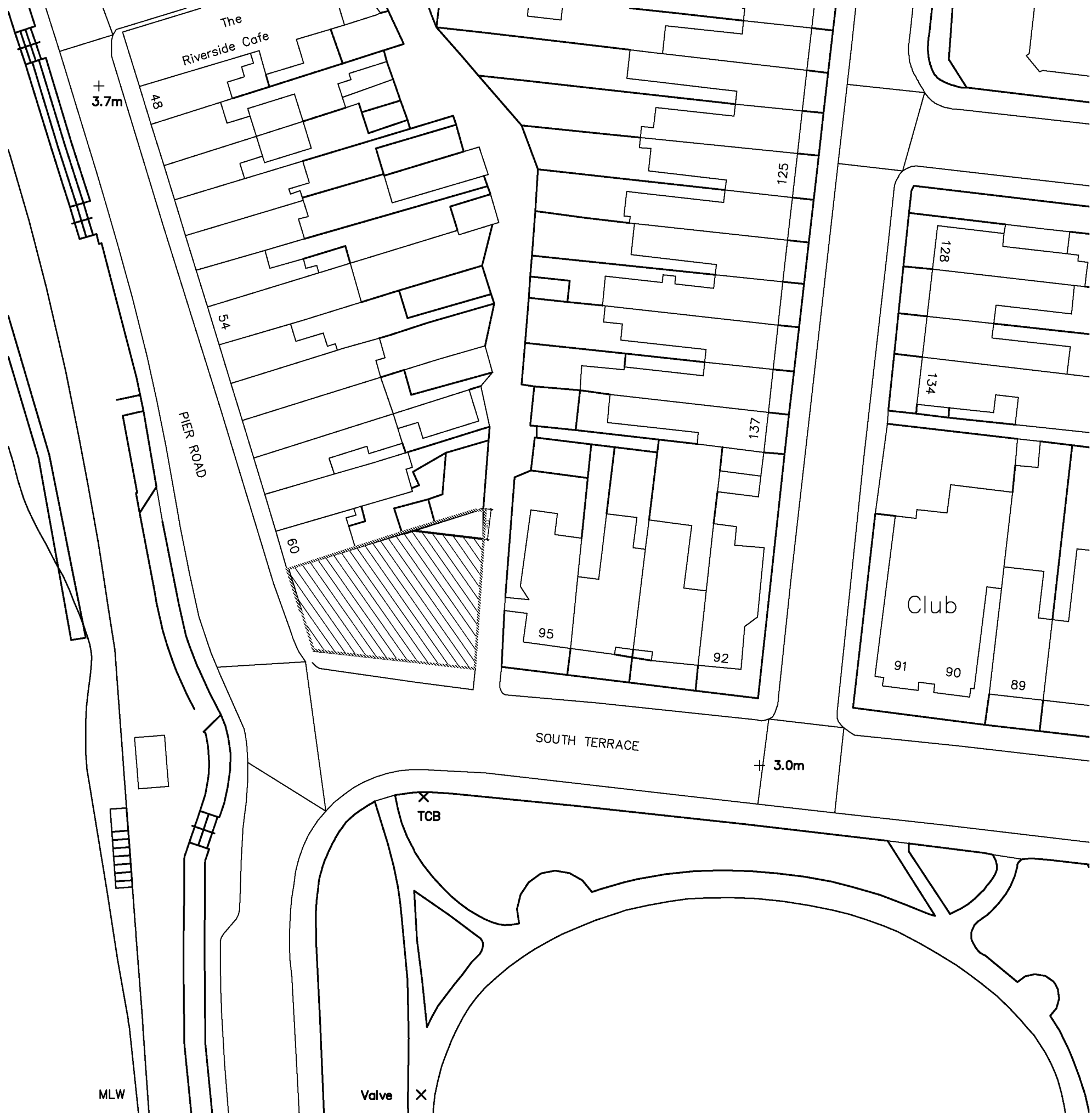
- 4.6 The TRICS assessment identified that the proposed hotel would generate an additional 26 daily 2-way vehicle movements, of which 2 would occur in the AM peak traffic hour (08:00-09:00) and 3 would occur in the PM peak hour (17:00-18:00).
- 4.7 The number of additional vehicle trips generated by the hotel would have a negligible impact on the local road network in terms of highway capacity and safety.

5 SUMMARY AND CONCLUSIONS

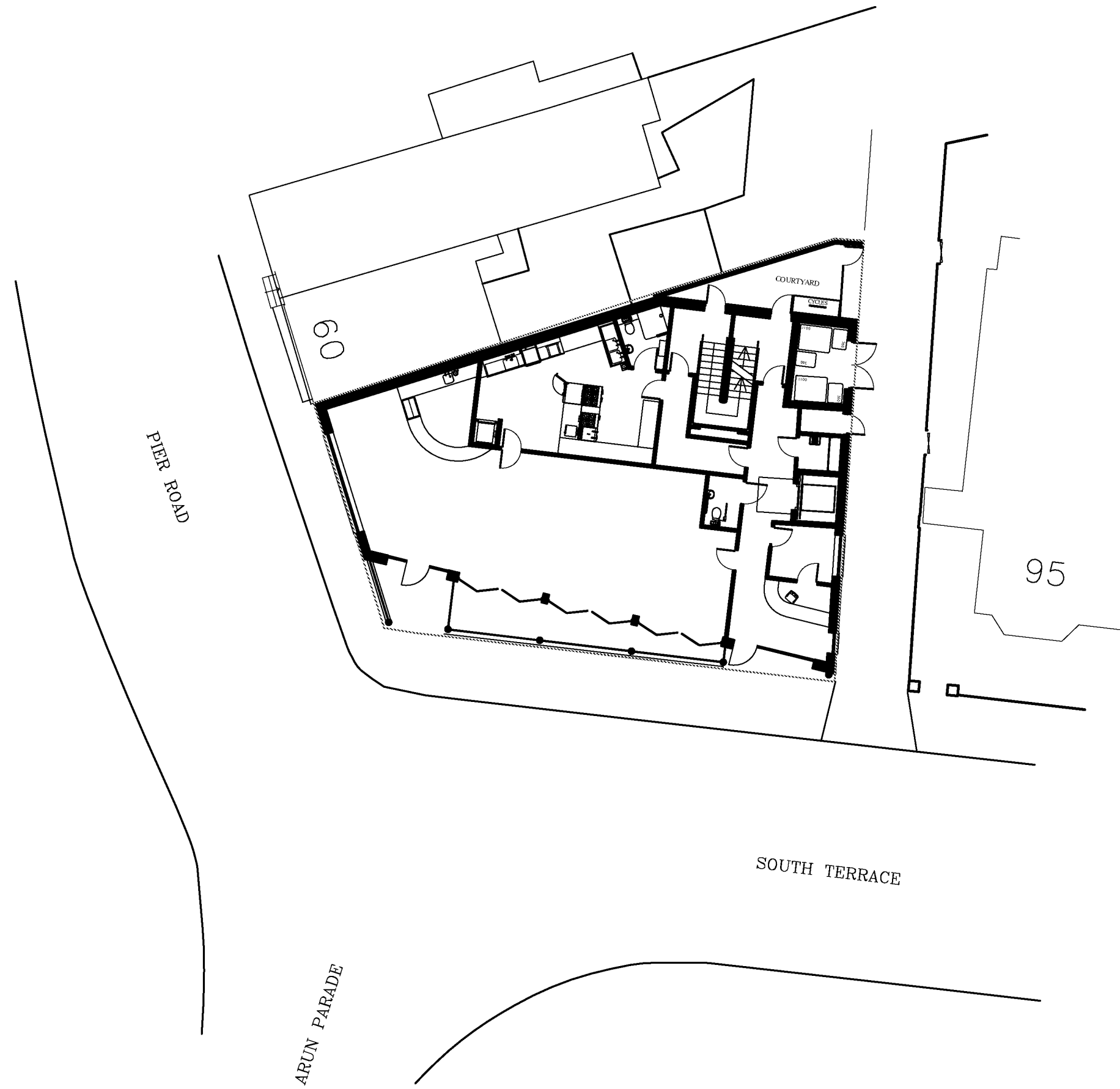
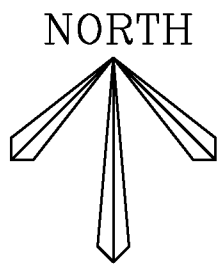
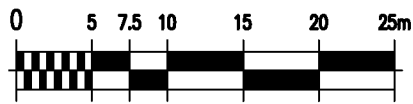
5.1 This Highways Statement has been prepared by RGP on behalf of Mr & Mrs Stojanovski to support a planning application for a proposed hotel and restaurant/bar at 61 Pier Road, Littlehampton. The application proposes the construction of a 14-bedroom hotel with restaurant/bar. The conclusions of this report are as follows:

- i) The application site is situated in a highly accessible location on the edge of Littlehampton town centre and is readily accessible on-foot, by cycle or using public transport.
- ii) A study of PIA data in the vicinity of the site found no pattern in terms of frequency, location or severity that would be of concern to highway safety in the vicinity of the site.
- iii) Refuse collection and deliveries for continue to be undertaken via the rear alleyway as per the arrangement for the existing hotel.
- iv) The proposed hotel would not provide any on-site parking however there is an abundance of parking facilities within close proximity of the site which could comfortably accommodate parking demand associated with the development.
- v) 2 staff cycle parking spaces would be provided within a cycle store in the rear courtyard of the hotel.
- vi) The anticipated volume of additional vehicle trips would have a negligible impact on the local road network in terms of capacity and safety.

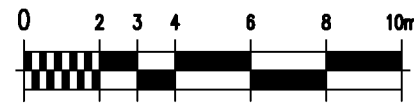
APPENDIX A



BLOCK PLAN(1:500)



SITE PLAN(1:200)



A	CYCLE STORAGE TO COURTYARD INDICATED	SCB	06/11/18
REV	AMENDMENT	BY	DATE

bayside
ARCHITECTURAL DESIGN LIMITED
19 Pyrford Close
Nyeimber, Bognor Regis
West Sussex PO21 3NL
Tel: 01243 263320
studio@bayside-architectural.co.uk
www.bayside-architectural.co.uk

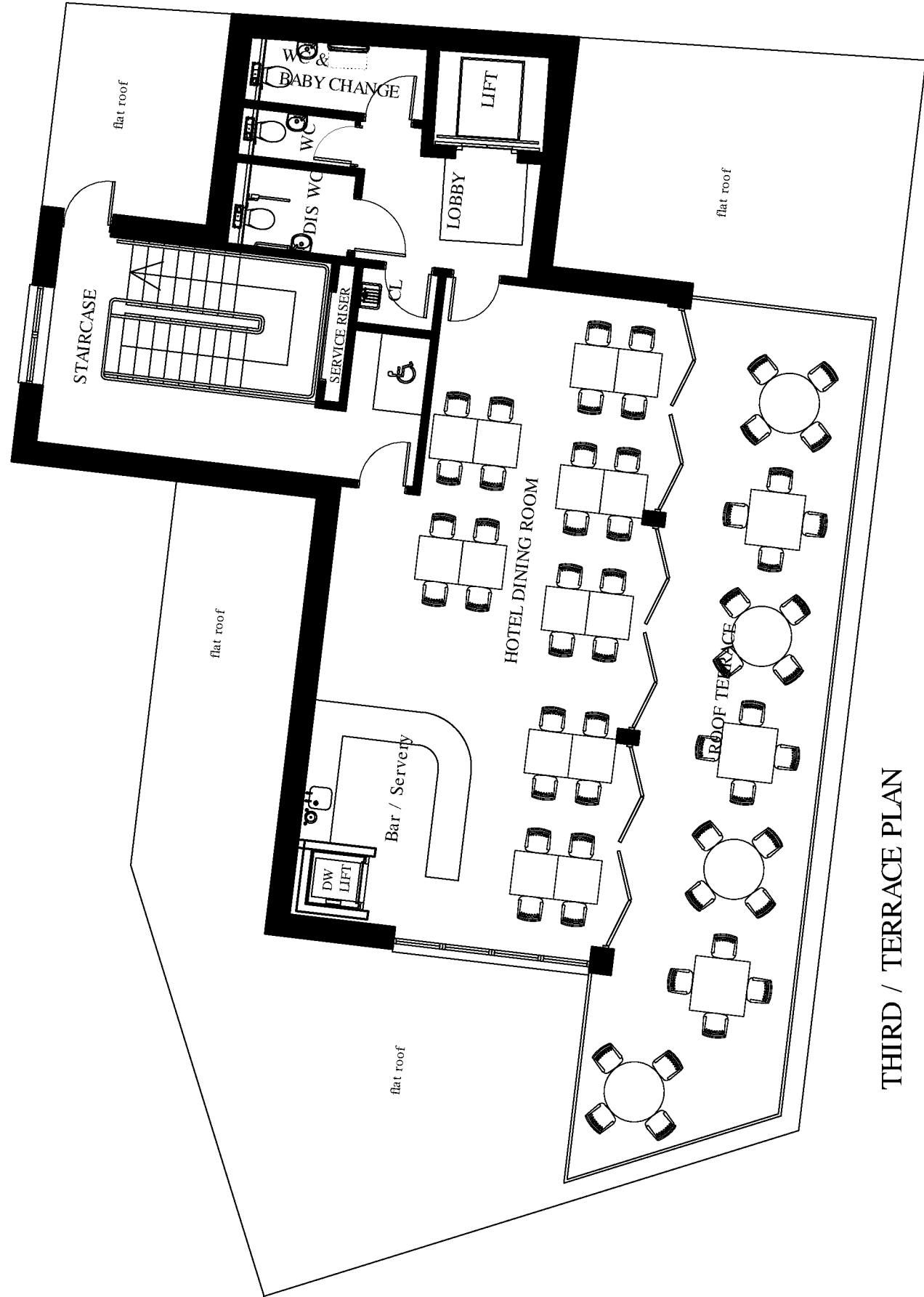
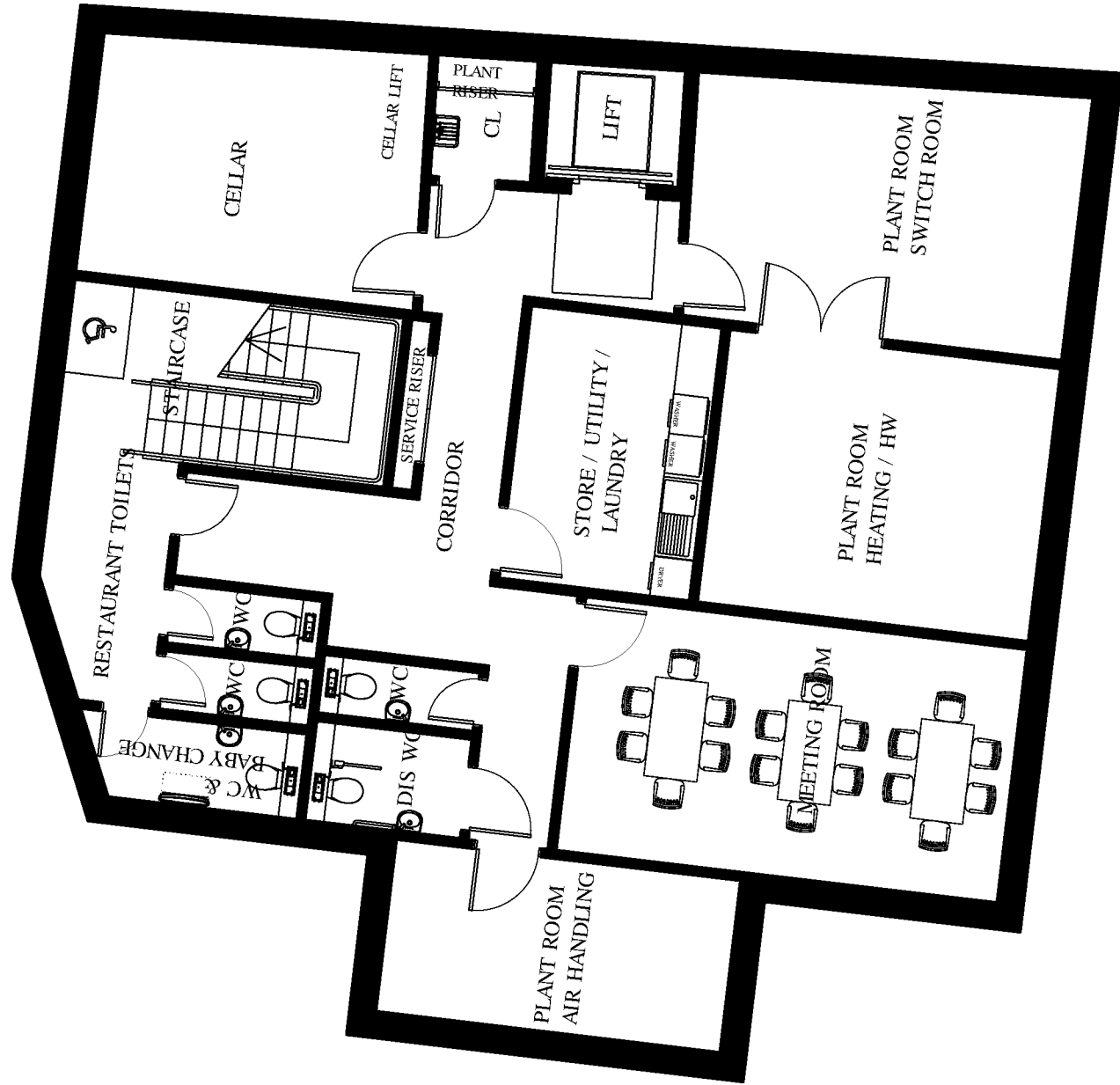
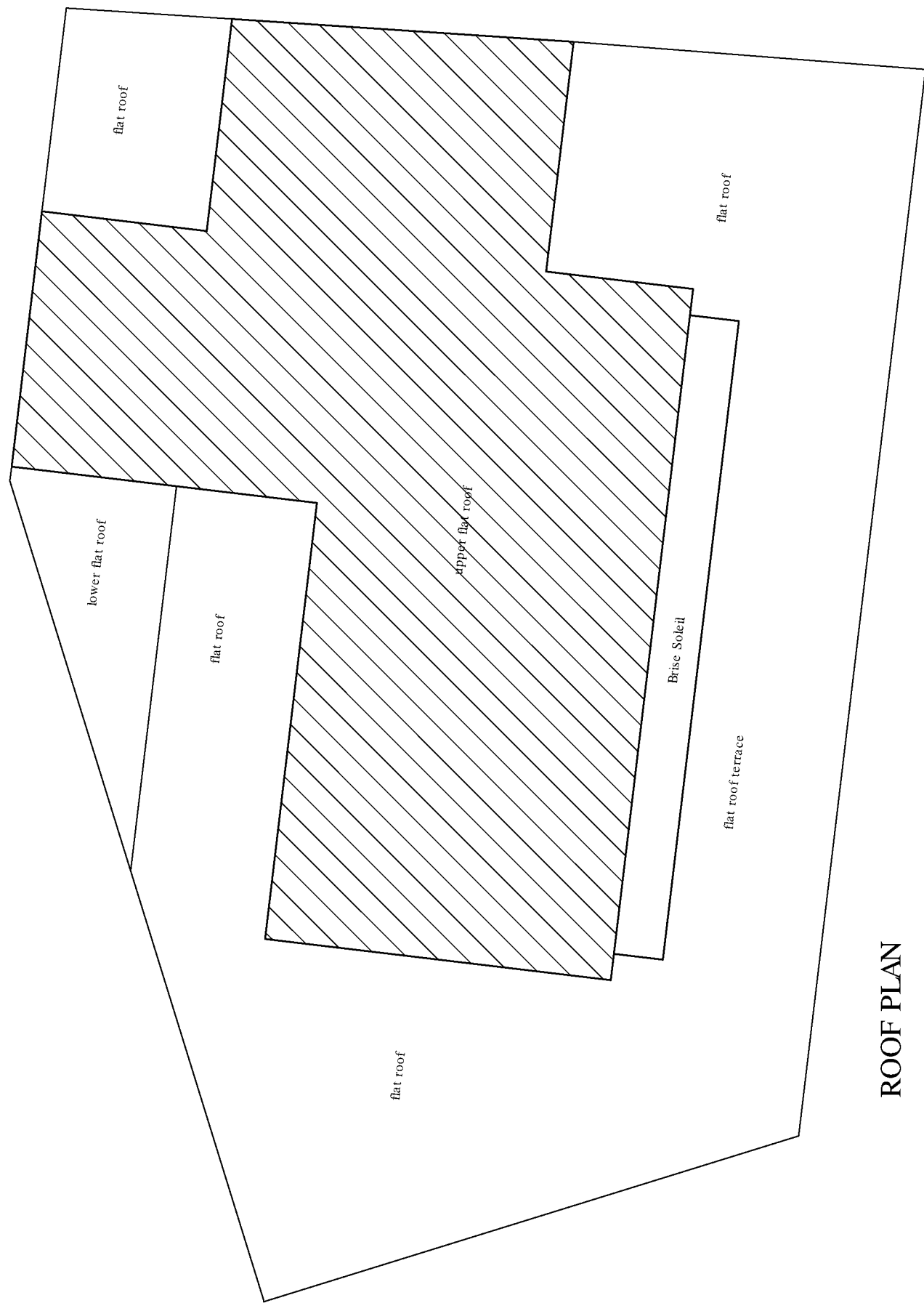
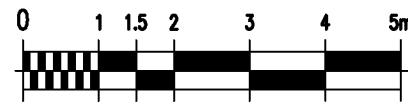
CLIENT'S NAME
Mr & Mrs Stojanovski

JOB TITLE
**Nelson Hotel
Pier Road, Littlehampton**

DRAWING TITLE
Site & Block Plan

SCALE/BAU	1:200 & 1:500	DATE	Oct 18
JOB NO	017	DRAWING NO	PL-02
STATUS	Planning	REV	A
		DRAWN	SCB

DO NOT SCALE FROM THIS DRAWING EXCEPT FOR PLANNING PURPOSES ONLY.
ALL DIMENSIONS MUST BE CHECKED ON SITE BY CONTRACTOR. ANY DISCREPANCIES SHOULD BE
HIGHLIGHTED AS SOON AS POSSIBLE FOR CONFIRMATION BEFORE WORK PROCEEDS.
ALL DIMENSIONS ARE IN MILLIMETERS. IF IN DOUBT ASK.



REV.	AMENDMENT	BY	DATE
bayside ARCHITECTURAL DESIGN LIMITED			
CLIENT'S NAME Mr & Mrs Stojanovski			
JOB TITLE Nelson Hotel Pier Road, Littlehampton			
DRAWING TITLE Proposed Plans			
SCALE: A1 1:100	DATE Oct 18		
JOB NO 017	DRAWING NO PL-03	REV -	STATUS Planning
		DRAWN SCB	

DO NOT SCALE FROM THIS DRAWING EXCEPT FOR PLANNING PURPOSES ONLY.
ALL DIMENSIONS MUST BE CHECKED ON SITE BY CONTRACTOR. ANY DISCREPANCIES SHOULD BE HIGHLIGHTED AS SOON AS POSSIBLE FOR CONFIRMATION BEFORE WORK PROCEEDS.
ALL DIMENSIONS ARE IN MILLIMETERS. IF IN DOUBT ASK.

APPENDIX B

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-181105-1157

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS

VEHICLESSelected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of bedrooms
 Actual Range: 24 to 60 (units:)
 Range Selected by User: 15 to 60 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 14/06/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	2
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C1 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

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Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	GS-06-A-01	PREMIER INN	GLOUCESTERSHIRE
	GLOUCESTER ROAD		
	CHELtenham		
	ST MARKS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	60	
	Survey date: WEDNESDAY	28/04/10	Survey Type: MANUAL
2	TW-06-A-02	TRAVELODGE	TYNE & WEAR
	CASPER WAY		
	GATESHEAD		
	SWALWELL		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Number of bedrooms:	60	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
3	WM-06-A-05	HOTEL	WEST MIDLANDS
	BIRMINGHAM ROAD		
	BIRMINGHAM		
	HOPWOOD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of bedrooms:	56	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
4	WY-06-A-02	HOTEL	WEST YORKSHIRE
	CLIFF ROAD		
	LEEDS		
	HEADINGLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	24	
	Survey date: FRIDAY	11/06/10	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

VEHICLES**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	50	0.045	4	50	0.155	4	50	0.200
08:00 - 09:00	4	50	0.075	4	50	0.155	4	50	0.230
09:00 - 10:00	4	50	0.125	4	50	0.125	4	50	0.250
10:00 - 11:00	4	50	0.070	4	50	0.075	4	50	0.145
11:00 - 12:00	4	50	0.075	4	50	0.095	4	50	0.170
12:00 - 13:00	4	50	0.090	4	50	0.105	4	50	0.195
13:00 - 14:00	4	50	0.060	4	50	0.090	4	50	0.150
14:00 - 15:00	4	50	0.105	4	50	0.105	4	50	0.210
15:00 - 16:00	4	50	0.070	4	50	0.065	4	50	0.135
16:00 - 17:00	4	50	0.120	4	50	0.095	4	50	0.215
17:00 - 18:00	4	50	0.250	4	50	0.140	4	50	0.390
18:00 - 19:00	4	50	0.245	4	50	0.120	4	50	0.365
19:00 - 20:00	4	50	0.125	4	50	0.100	4	50	0.225
20:00 - 21:00	4	50	0.130	4	50	0.070	4	50	0.200
21:00 - 22:00	4	50	0.065	4	50	0.065	4	50	0.130
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.650	1.560			3.210		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP* FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	24 - 60 (units:)
Survey date range:	01/01/10 - 14/06/16
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.