

Job Name: **Riverside Industrial Estate,
Littlehampton**

Job N^o: **IMA-20-091**

Date: **13th January 2021**

Client: **London and Cambridge Properties**

Transport Statement

1 Introduction

- 1.1 IMA Transport Planning Ltd has been commissioned by London and Cambridge Properties to produce a Transport Statement in support of proposals extend an industrial unit on the Riverside Industrial Estate, Littlehampton. The proposal is for a new unit in the northern most part of the site removing part of the parking area adjacent to unit H.

2 Site Description

- 2.1 The existing unit H is the northernmost unit on the Riverside industrial estate and has access via an internal road within the estate. The Riverside Industrial estate lies south of the B2187 Bridge Road on the inside of a bend where Bridge Road curves from running parallel to the railway line to cross the river Arun. The industrial estate is roughly triangular, bounded by the river Arun to the south and Bridge Road to the north west and north east.
- 2.2 Riverside industrial estate has a fairly common format, with an estate road serving each unit and each parking area. The site consists almost entirely of buildings or hardstanding, and demarcation between the service road and parking areas is achieved by low kerbs with parking bays marked out with paint. There is some limited landscaping in the form of hedges and trees.
- 2.3 The service road has a priority junction with Bridge Road B2187, there is a protected right turn lane with ghost islands for traffic turning into the site and give way markings on the service road. There are footways on the B2187 to the south but not to the north, and there are footways on both sides of the service road at the junction. On the far side of the B2187 the footway is alongside the road to the south but diverges from the carriageway to the north, providing a pedestrian link to the Lineside Industrial Estate.
- 2.4 The service road heads into the estate for 70m before turn to the right leads towards unit H. Part way around this corner a side road continues the original south westerly direction to serve other areas of the estate. Unit H is reached after approximately 150 metres.
- 2.5 The roads on the estate form a rectangle so driving in a loop is possible - there is a second junction with the road serving Unit H approximately 150m from the first and more or less in front of and opposite the proposed unit. At both junctions the road serving unit H directly has priority over the longer route.
- 2.6 There is a footway on the north-eastern side of the estate road, although in places this is narrowed by shrubs for landscaping. In practice much of this footway is also vehicle access to parking areas and service doors for the industrial units.
- 2.7 The existing situation is illustrated on Plan 1

3 Local Highway Network and Non-Car Access

- 3.1 The B2187 links the A259 Folkestone to Havant Road with Littlehampton Town Centre. The junction of the two routes lies on just north of the Riverside Industrial Estate at a 50m ICD 5 arm roundabout that also serves retail premises to the north east and private land to the west.
- 3.2 The B2187 heads towards Littlehampton centre as a 10m single carriageway with central hazard markings. After 180m these give way to an 80m long right turn lane that serves the Riverside Industrial Estate. Once past this junction the B2187 continues as a 10m single carriage with central hazard markings for a further 150m to a second protected right turn to serve river quays. After this the road narrows to 7.3 m for the remainder of the route to the Town Centre (measured to the railway station) save for one further protected right turn into River Road. The total distance from the A259 to the Railway Station is just under 1km.
- 3.3 The only route for pedestrians into the industrial estate is via the vehicle entrance, where there are footways along the estate access road that allow pedestrian access to units D-H. The estate entrance can be reached on foot via Bridge Road towards the town centre and via a pedestrian link that serves Wickes, Tesco, and the Lineside Industrial Estate.
- 3.4 There is a pedestrian bridge over the railway that connects Bridge Road with residential properties on Gloucester Road, this bridge is 250m towards the town centre from the site access
- 3.5 There are bus stops on Bridge Road some 70m south of the site access, these are served by the 700 Coastliner service between Littlehampton and Chichester, currently running every half hour in each directions for much of the day and operating between 5am and 9pm seven days a week (June 28th 2020 timetable)
- 3.6 There are no dedicated cycle routes to the site, cyclists must ride on the carriageway of the B2187 to reach the site.

4 Proposed Development

- 4.1 Units D to H form a terrace of industrial shed buildings, unit D is 43m deep from the road frontage and units E and H are all 36m deep, their frontage being set back from the road so the rear of all units align. The proposal is to add an extra unit adjacent Unit H with a floorspace of 528 square metres. This will remove 18 marked parking bays and an open area of land between these bays and the boundary of the site.
- 4.2 The proposed unit will have 5 parking bays and a service yard across the frontage. This includes for 5 number allocated car parking spaces (including 1 disabled space) 1 number goods parking space on the service yard, 4 free standing cycle stands and 20 number unallocated spaces.us overall, 21 parking spaces are lost to the development.
- 4.3 The development is speculative and there is no end-customer in mind.
- 4.4 Access to the unit will be as existing, via the estate road from the B2187.
- 4.5 The proposed development is illustrated on Plan 2

5 TRANSPORT IMPLICATIONS

- 5.1 The units on the Riverside Industrial Estate are a mix of B2 and B8, with instances of combining these with retail elements such as vehicle tyre supply and fitting. It is

assumed that the new unit will be available for B2 or B8 without further consent, and that any alternative uses would need additional consent.

- 5.2 The traffic generation of both B2 and B8 is low on a GFA basis compared to, say B1 or any retail facility. B2 has a higher trip generation than B8, typically around 0.45 vehicle trips per 100 square metres during the peak hour. For a stand-alone 550 square metre unit this would lead to a generation of around 2.5 vehicle trips in the peak hour. In the context of the whole of the riverside industrial estate this will be imperceptible, as the day to day variations in traffic will exceed this.
- 5.3 The traffic will route to and from the unit via the estate road and the junction with the B2187. The low volume of generated traffic will not cause an issue on this route.
- 5.4 The changes result in the loss of 21 parking spaces where the new unit will stand. The New unit will sit in an area that presently has 46 parking spaces. Images on Google Earth and Google Maps indicate 26 vehicles parked in this area, and open unmarked space towards the back of the site of the new unit is unused. Thus, there are 21 unused spaces at present.
- 5.5 The bus stops identified above are 360m walk from the new unit, approximately a five-minute walk along good quality lit footways. The half hourly bus service gives opportunity for non-car access, this will be of benefit to employees who do not have access to a car or do not wish to use one
- 5.6 Similarly cycle provision has been made by the introduction of 4 cycle stands which will accommodate 8 bikes for staff members travelling to work or visitors.
- 5.7 Littlehampton Station is 1.3km from the site, approximately a 15 minutes' walk and is served by trains from three directions: London Victoria, Bognor Regis, and Portsmouth, with a total of four trains an hour. Locally these trains serve Arundel, Ford and Angmering.
- 5.8 Pedestrian routes penetrate the surrounding area with continuous footway and footpath network reaching from the site across Littlehampton.

6 TRACKING

- 6.1 We have tracked a 40-tonne articulated lorry and a standard rigid lorry serving the unit (Plan 3) in both cases reversing to the service doors on the front of the building. Although the unit is offered with consent for B2 and B8 and there are no preconditions on occupancy it is unlikely that a unit this size would see deliveries in anything larger than a two-axle rigid vehicle (Max gross laden weight 17.5 tonnes) or possibly a three-axle rigid (Max gross laden weight 26 tonnes), both of which have the same turning circle and thus we have focused on this type of vehicle. A can be seen from the attached tracks these vehicles can pass the service area, reverse in and then leave the site in forward gear without difficulty.
- 6.2 Whilst we would not anticipate an articulated lorry servicing this unit we have tracked one doing so. The vehicle passes the unit, and reverses to the service door at the extreme end adjacent to unit H, where it can be loaded or unloaded. The articulated lorry then drives off straight ahead round the loop road, rather than attempting the left turn back towards the entrance. As the loop road also leads back to the entrance this is satisfactory for the occasional instance when an articulated lorry does make a delivery or collection.

7 SUMMARY AND CONCLUSIONS

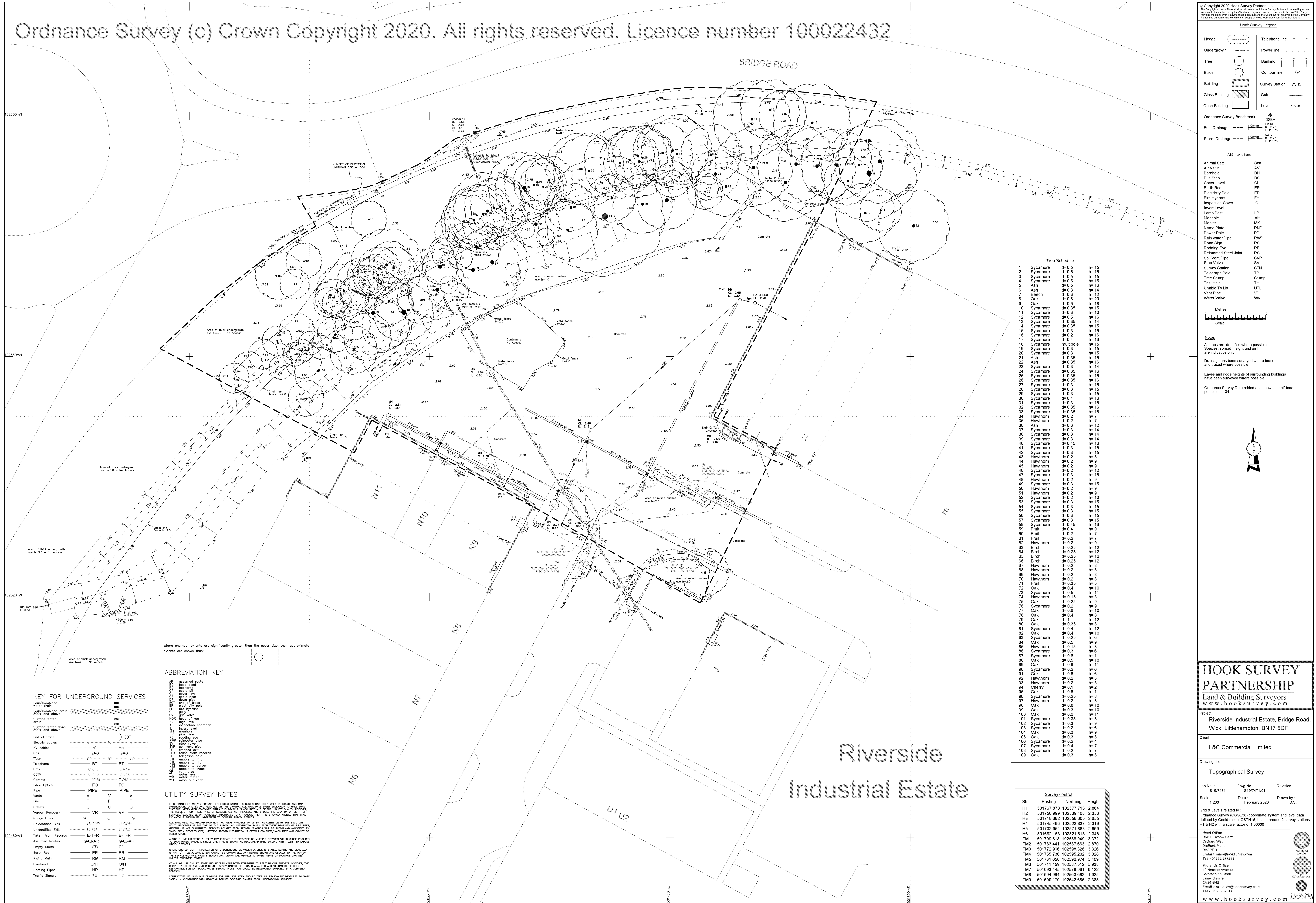
- 7.1 The proposal is for a new unit of 528 square metres gross floor area - the likely traffic generation from this unit, in the context of the whole industrial estate, is negligible.
- 7.2 Safe access is provided to and from the unit for cars, delivery vehicles and service vehicles.
- 7.3 Non-car access is viable for employees, with a reasonably frequent bus service within five-minute walk, a good rail service within 15-minute walk, and good pedestrian and cycle access to the built-up area of Littlehampton

Ordnance Survey Plan - site location



Scale 1:500 (A3)

Plan 1
Existing site Riverside Industrial Estate Littlehampton



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Hook Survey Legend

Hedge
Undergrowth
Tree
Bush
Building
Glass Building
Open Building
Ordnance Survey Benchmark
Foul Drainage
Storm Drainage

Telephone line
Power line
Banking
Contour line 6.4
Survey Station
Gate
Level
J15.28

Abbreviations

Animal Bait
Air Valve
Borehole
Bus Stop
Cover Level
Earth Rod
Electricity Pole
Fire Hydrant
Inspection Cover
Invert Level
Lamp Post
Manhole
Marker
Name Plate
Power Pole
Rain water Pipe
Road Sign
Ridding Eye
Reinforced Steel Joint
Soil Vent Pipe
Slop Valve
Survey Station
Telegraph Pole
Tree Stump
Trench
Unable To Lift
Vent Pipe
Water Valve

Sett
AV
BH
BS
CL
ER
EP
FH
IC
IL
LP
MH
MK
RNP
PP
RWP
RS
RE
RSJ
SVP
SV
STN
TP
TH
U/L
VP
WV

0 5 10
Metres
Scale

Notes
All trees are identified where possible. Species, spread, height and girth are indicative only.
Drainage has been surveyed where found, and traced where possible.
Eaves and ridge heights of surrounding buildings have been surveyed where possible.
Ordnance Survey Data added and shown in half-tone, pen colour 134.

HOOK SURVEY PARTNERSHIP
Land & Building Surveyors
www.hooksurvey.com

Project: Riverside Industrial Estate, Bridge Road, Wick, Littlehampton, BN17 5DF

Client: L&C Commercial Limited

Drawing title: Topographical Survey

Job No.: S19/7471 Dwg No.: S19/7471/01 Revision: 1
Scale: 1:200 Date: February 2020 Drawn by: D.S.

Grid & Levels related to:
Ordnance Survey (OSGB36) coordinate system and level data defined by Grid model OSBM15, based around 2 survey stations H1 & H2 with a scale factor of 1.00000

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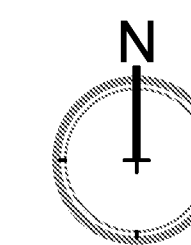
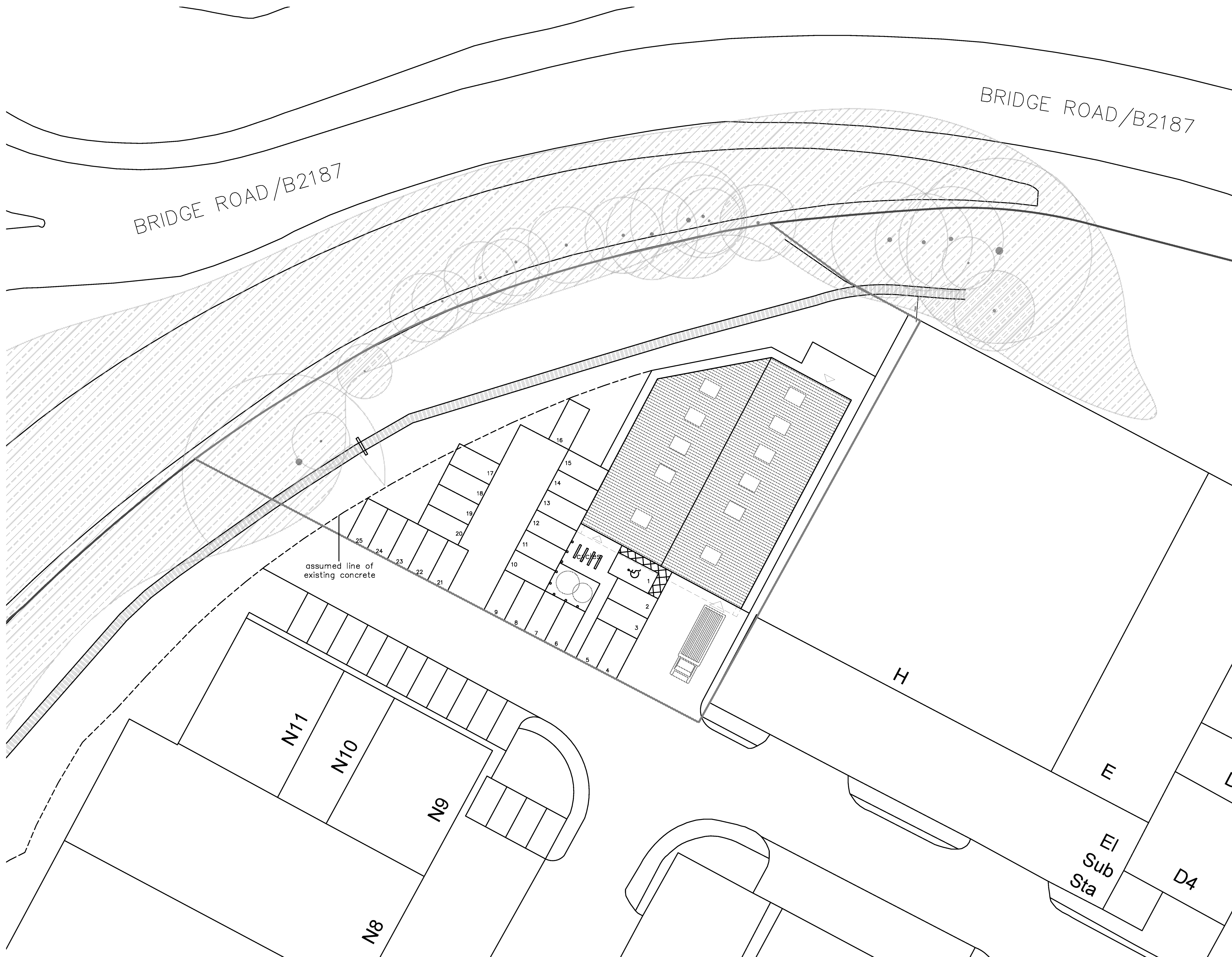
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Survey control

Stn	Eastings	Northing	Height
H1	501767.870	102577.713	2.864
H2	501756.989	102539.488	2.353
H3	501718.682	102558.605	2.855
H4	501745.466	102523.833	2.319
H5	501732.954	102571.888	2.969
H6	501682.153	102521.513	2.346
TM1	501799.518	102588.049	3.372
TM2	501763.441	102587.863	2.870
TM3	501772.968	102588.328	3.326
TM4	501755.738	102595.202	3.028
TM5	501731.658	102586.874	5.469
TM6	501711.159	102587.512	5.638
TM7	501693.445	102578.081	6.122
TM8	501694.964	102563.692	1.925
TM9	501699.170	102542.685	2.385

PLAN 2

Proposed Site Plan



schedule of accommodation

Unit 1 GEA – 5680sqft/528sqm
(including 48sqm first floor mez)

5 no. allocated car parking spaces
(including 1 no. disabled space)
+ 1 no. goods parking space
+ cycle spaces

20 no. unallocated car parking spaces

culvert drainage pipe to be diverted away from new unit



existing culvert
trees
to be retained

0 5 10 20m

riverside industrial estate, littlehampton
proposed site plan

number: 4076p002e | date: dec
2020
scale: 1:200@A1 | drn: lh chkd: ge appd:
qe

client: London and Cambridge Prope
subject to site survey and l.a. apprc

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PLAN 3

Auto Tracking Analysis HGV 16.5m max



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CLIENT: Yarlington Housing Group
PROJECT: Littlehampton Industrial Estate

TITLE: Swept Path Analysis
Max Legal Articulated Vehicle 16.5m long

SCALE: (A3) 1:250	CHECKED: PM	APPROVED: DS
CAD FILE: IMA-20-091_TR01.dwg	DESIGN/DRAWN: IMA	DATE: July 2020
PROJECT No: IMA-20-091	DRAWING No: TR01	REV: 01