



LAND SOUTH OF LITTLEHAMPTON ACADEMY

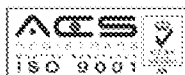
Residential Development

Transport Planning Statement

**Prepared on behalf of
West Sussex County Council and
Henry Adams Planning Ltd**

WSSC/13/1693 TPS01

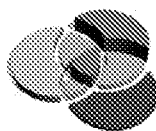
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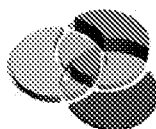
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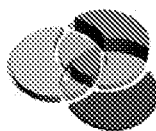
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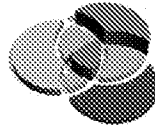
RGP Plan 01	-	Site Location and Accessibility Plan
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2013/1693/002 Rev A-	Proposed Eastern Access
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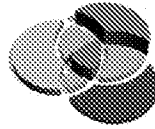
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1 INTRODUCTION

1.1 Background

- 1.1.1 Russell Giles Partnership has been retained by West Sussex County Council and Henry Adams Planning Ltd. to advise on highways, transport and access matters associated with the redevelopment of land to the south of the Littlehampton Academy on land formerly accommodating the Littlehampton Community School and Elm Grove County Infants School and more recently, the Littlehampton Academy.
- 1.1.2 This Transport Planning Statement (TPS) has been prepared to address the key Highway and Transportation aspects related to the proposed development of the site to provide a mix of 68No. dwellings, internal roads, parking spaces, open space and associated access works via the Fitzalan Link Road and Elm Grove Road, Littlehampton.
- 1.1.3 This TPS has been produced in accordance with the Department for Transport's (DfT) "Guidance on Transport Assessment" document and WSCC's "Transport Assessment Methodology" document. These documents influence the structure and scope of this report and define the methodology used in the assessment work.
- 1.1.4 The land currently forms part of the West Sussex County Council estate and is considered to be surplus to the County's requirements. The land formerly provided for education (primary and secondary) uses however, in 2010 the County Council submitted a planning application for the part demolition and redevelopment of the original Academy buildings to create a new 1900 pupil Academy with associated facilities principally on land to the north of the application site.
- 1.1.5 This application was granted permission in November 2010 and the new Academy opened in 2012. The Academy is served primarily by a new access to the west of the site tying in with the construction of the initial section of the wider Fitzalan Link Road.
- 1.1.6 The historical site was accessed via a network of residential streets to the east of the site, primarily Hill Road and Elm Grove Road, both of which are characterised by residential dwellings with a significant level of on-street parking and it is considered that the newly permitted and constructed access to the Academy site provides for a safer and more convenient access when compared to the original layout.
- 1.1.7 The proposals would see the site to the south of the Academy redeveloped to provide a mix of 68 affordable and open market dwellings at a proportion of approximately 20% affordable and 80% open market with a total of 141 parking spaces divided between allocated, unallocated and visitor parking together with open space.



- 1.1.8 The site would take access via a new bell mouth access to the Fitzalan Link Road at its western extent together with an extension of the former school's exiting access to Elm Grove Road. The site would be fully permeable to pedestrian and cycle movements, the through movement of motor vehicles within the site would be restricted by the internal layout.
- 1.1.9 This application has been the subject of formal pre-application discussions with West Sussex County Council Highway Officers through the submission of a formal pre-application request and technical note detailing the site characteristics, accessibility, layout and access design, traffic generation and impact. The County Council provided valuable feedback in relation to the proposals which has guided the final form of the highways submission.

1.2 Policy

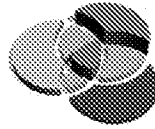
- 1.2.1 This report has been compiled with consideration of National Planning Policy Framework (NPPF) which supersedes all previous PPG and PPS Guidance. Therefore the content of PPG13 is no longer relevant to the proposals and the NPPF should be considered in assessing the proposals.
- 1.2.2 Paragraphs 29 to 41 of NPPF hold particular relevance to promoting sustainable transport and, where necessary, supporting cost effective improvements to the transport network that effectively limit the significant impacts of the development.
- 1.2.3 NPPF re-enforces that transport policies provide an important role in facilitating sustainable development and contributing to wider sustainability and health objectives. The NPPF states that:

"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."

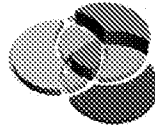
"... the Government recognises that different policies and measures will still be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."

"... decisions should take account of whether: ...opportunities for sustainable transport modes have been taken up depending on the nature and location of the site... safe and suitable access to the site can be achieved for all people... improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. "

"... developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in the Framework, particularly in rural areas."



- 1.2.4 This Statement demonstrates that the proposals would provide real choice to prospective residents in terms of how they travel and access services with high quality sustainable travel options relative to the sites location.
- 1.2.5 It is demonstrated that safe and secure access can be provided for all users, furthermore, the proposals would not introduce significant additional traffic movements onto the local highway network.
- 1.2.6 It is made clear in Paragraph 32 of NPPF that Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 1.2.7 As PPG13 has been rescinded the content of the Policy is no longer considered relevant however, traditionally accepted guidance set out in PPG13 in respect to acceptable walking and cycling distances relative to residential development have been used to guide the sustainable travel considerations within this report.
- 1.2.8 Reference was made in PPG13 to the recommended maximum acceptable walking and cycling distances from a site to access local services under which occupiers could realistically rely in walking and cycling to undertake journeys. These principles are still contained and applied in other guidance (IHT - Providing for Journeys on Foot, Manual for Streets and Local Transport Note - LTN 1/04 - Adjacent and Shared Use Facilities for Pedestrians and Cyclists).
- 1.2.9 The proposals are also considered in respect of current highway design guidance contained within Manual for Streets and Design Manual for Roads and Bridges together with West Sussex County Council policy in respect to Road Safety Audits, Travel Planning, Residential Parking Standards and the West Sussex County Council Local Design Guide.
- 1.2.10 The sites location relative to a range of day to day facilities, as set out in detail at Section 2 of this Statement demonstrates the short walking or cycling distance to local destinations making walking and cycling a real alternative to short car journeys.
- 1.2.11 It is also demonstrated in Sections 3 and 4 of this Statement that the extent of any residual cumulative impact of the development, in transport terms, are not considered to be severe.
- 1.2.12 In addition to the wider Policy background detailed above, National Guidance, specifically Manual for Streets has been considered and applied in preparing this Appeal Statement.



- 1.2.13 The general guidance within Manual for Streets for development within low traffic speed and flow environments, predominantly within urban areas in relation to the layout, access and relationship of development with the street in order to secure safe vehicle and pedestrian movement is considered in its application to the Appeal site.

1.3 Arun District Council Local Plan (2003)

- 1.3.1 The Arun District Local Plan 2003 was adopted on the 17th April, 2003. While some of the Policies have expired, a number of Policies were Saved, including those relevant to this application.

- 1.3.2 The Local Plan contains a number of general policies which would be considered appropriate in determining the proposals for the site in respect to highways and transportation with the following General Policies are considered relevant:

(i) Gen 7 – The Form of New Development

(ii) Gen 12 – Parking in New Development

(iii) Gen 14 – Public Transport

(iv) Gen 15 – Cycling and Walking

- 1.3.3 These Policies cover a number of specific areas, including provisions relative to the safe and convenient access for all modes to a development. A summary of the relevant aspects of these Policies in relation to the site is set out below.

GEN 7 – The Form of New Development

- 1.3.4 GEN 7 states that planning permission will be granted for schemes displaying high quality design and layout with the specific reason of protecting and enhancing the quality of the environment.

- 1.3.5 Specific to highways and access, GEN 7 specifies at point (iii) proposals should promote sustainable development and reduce the need to travel, particularly by private car; (iv) proposals should not have an unacceptable adverse impact on adjoining occupiers; (vii) allow for the safe movement of pedestrians and vehicles, giving priority to pedestrians; and (viii) provide for vehicle parking in accordance with GEN 12.



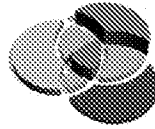
- 1.3.6 In highway terms the Policy makes clear that new development should secure safe and convenient access for all modes, with good quality connections to sustainable travel links with parking provision such that there is not more parking on site than is necessary and that any development would have no material impact on the operational safety or capacity of the local highway network.
- 1.3.7 In respect to the site, it is demonstrated in this Statement that the site, by virtue of its location would be considered sustainable in travel terms with good access to local facilities and good public transport facilities within a short walking / cycling distance, promoting a choice of travel mode.
- 1.3.8 The proposals would not result in any material impact on the conditions of safety or capacity on the local highway network and provides for a safe and convenient access to the site for all modes and provides parking at a level which has been accepted by the Local Highway Authority.

GEN 12 Parking in New Development

- 1.3.9 GEN 12 details that the Local Planning Authority will consider the need for on-site parking provision against current parking standards and establishes that the Authority may accept lower provision for areas accessible by modes of transport other than the private car.
- 1.3.10 The Policy makes clear that consideration in relation to parking provision on site should have regard to the availability of alternative means of transport, potential of highway safety or environmental harm arising from parking demand being met elsewhere including the extent and nature of parking restrictions all relative to the scale of proposals.
- 1.3.11 In respect to the Site, the parking provision is based on the WSCC Parking Demand Calculator which seeks to ensure new development is supported by sufficient parking space to accommodate its parking demand in full.

GEN 14 Public Transport

- 1.3.12 GEN 14 outlines the Planning Authorities support for the provision of comprehensive public transport services acknowledging that access to an effective public transport system is essential if growth in private car transport is to be reduced.
- 1.3.13 The Policy states that new development would be required to make provision for public transport facilities where required i.e. if there were low levels of public transport provision or a higher demand local to a proposed site.



- 1.3.14 In respect to the site, it is demonstrated that the site benefits from good access to the local pedestrian network and roads conducive to cycling which link to the local cycle network. This infrastructure allows for prospective residents to safely and conveniently access the adjacent bus stops and Littlehampton railway station, both with high frequency services to key local destinations therefore providing good access to public transport services.

GEN 15 Cycling and Walking

- 1.3.15 GEN 15 outlines the Planning Authorities support for the provision of safe facilities for cyclists and pedestrians and acknowledges that the provision of and access to suitable quality cycling and walking infrastructure is an essential part of policies to reduce the use of the private motor car.
- 1.3.16 It is made clear that development should provide safe and attractive facilities for pedestrians and cyclists and links to the surrounding area.
- 1.3.17 In respect to the site, it is demonstrated that the site benefits from good access to the local pedestrian network and roads conducive to cycling linking to the local cycle network and provide for good access to a wide range of local services and facilities including employment, education, food retail, healthcare and leisure / community facilities.

1.4 Arun District Council Draft Local Plan (2013 – 2028).

- 1.4.1 ADC recently consulted on a draft Local Plan for the period 2013 – 2028. A key chapter of the draft document focused on transport issues, in considering 'Connected Place'. While this represents a draft document, some weight should still be afforded to the principles behind the policy statements.
- 1.4.2 Specific to Transport and Development, the Draft Local Plan requires that growth in the District contributes to reduced congestion, works to tackle climate change and promote healthy lifestyles ensuring that development provides safe access to the highway network, contributes to highway improvements and promotes sustainable transport.
- 1.4.3 The Draft Local Plan states that the Council would support development which may reduce the need to travel by car, improve access to public transport, provide safe access (for all users) to the highway network, provides priority to pedestrians and cyclists and incorporates appropriate levels of parking.
- 1.4.4 It is demonstrated in this Statement that the site can provide real choice in mode of travel with good sustainable access to a range of services and provides for safe access for all users and has demonstrated a satisfactory level of parking to the Highway Authority.

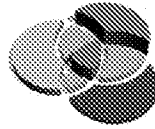


1.5 West Sussex County Council Local Transport Plan 2011 – 2026

- 1.5.1 The West Sussex County Council Local Transport Plan is an overarching document setting out the County Councils strategic objectives in relation to the operation and improvement of the local transport network and the objectives of sustainable development.
- 1.5.2 The Plan covers the period 2011-2026 providing strategic direction for transport within West Sussex. The objectives of this document are to promote economic growth; tackle climate change; provide access to services, employment and housing; and improve safety, security and health. Encouraging and promoting the use of sustainable transport are considered key to meeting these objectives.
- 1.5.3 While these are over-arching objectives, it is demonstrated that the site provides sustainable access to a range of relevant services and provide safe highway access and would, by virtue, meet the other wide objectives.

1.6 North Littlehampton

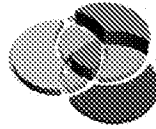
- 1.6.1 Historically the former Littlehampton Academy took vehicular access via both Elm Grove Road and Hill Road to the east of the site with all traffic arriving and departing via the B2187 Horsham Road with associated school setting down and picking up local traffic issues.
- 1.6.2 The former Academy accommodated approximately 1700 students and 280 staff resulting in significant associated traffic. The current Academy accommodates approximately 1900 students and up to 300 staff and also makes its facilities (sports pitches etc.) available for public use outside of teaching hours.
- 1.6.3 As part of the permitted Academy the access strategy for the site was changed to close off any access to the site via Elm Grove Road and retain only limited access to some 6th form facilities and public facilities via the Hill Road access, with this access being served by only 18 car parking spaces. The construction of the current Academy has therefore resulted in a significant decrease in associated traffic on the residential streets to the eastern side of the site.
- 1.6.4 The current Academy's access strategy provides for the majority of staff, student, parent and coach / bus access via a new access to the west of the site via the newly constructed southern section of the Fitzalan Link Road.
- 1.6.5 The Link Road currently extends from the B2187 East Street / Fitzalan Road roundabout north to the current internal access road and car park of the Academy and therefore currently only serves the Academy.



- 1.6.6 However, the Fitzalan Link Road is part of a wider strategic highway improvement scheme within Littlehampton associated with the recently permitted North Littlehampton Strategic Development Site on the extensive horticultural nursery land to the north of the settlement.
- 1.6.7 The North Littlehampton Strategic Development Site comprises a Master Plan (with access approved) for an outline application for a mixed use development comprising up to 1,260 residential dwellings (out of a potential 1,460 dwelling Master Plan), up to 13,000 sqm of B1 employment floor space (including 3,000 sqm Enterprise Centre), up to 3,500 sqm of Class A local facilities, a 100 bed hotel, 60 bed care home, a new 2 Form Entry primary school, community centre, youth and leisure facilities, combined heat & power plant, extension to existing household recycling centre, landscaping, additional allotments, multi-functional green infrastructure including sports pitches (& associated changing facilities), informal open space, children's play areas with primary vehicular access from a new access from the A259 bridging over the railway line with additional access from Mill Lane & Toddington Lane under Arun District Council Planning Reference LU/47/11.
- 1.6.8 The wider North Littlehampton Scheme is supported by the recent planning consent for the construction of the "Fitzalan Link Road" between the A259 Worthing Road and the B2187 East Street / Fitzalan Road roundabout which ties in with the access road to the North Littlehampton Scheme, which was granted permission by Arun District Council in 2012 under Arun District Council Planning Reference LU/63/11.
- 1.6.9 Local highway improvements related to the consented schemes include improvements at the A27 / A284 Ford Road and the A27 / A284 Crossbush junctions securing improvements to junctions with the Trunk Road network.
- 1.6.10 The wider Fitzalan Link Road has been granted planning consent and would see the modification of the existing Littlehampton Academy access arrangement in the form of the internal access road being re-aligned to tie in with a roundabout junction in the approximate location of the current Academy access to the Link Road.

Impending Changes Local to the Site

- 1.6.11 As part of the North Littlehampton site, plans are consented for a north-south link road between North Littlehampton and Littlehampton town centre in the form of the Littlehampton Link Road. Details of this can be found through Arun District Council's Planning Portal under reference number LU/47/11.



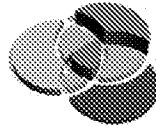
- 1.6.12 Part of the southern section of this link road has already been completed and extends from the East Street / Fitzalan Roundabout as far as the Littlehampton Academy. This link has consent to continue north past the A259 Worthing Road where it will form a new four arm roundabout immediately east of the existing Highdown Drive / Worthing Road junction.
- 1.6.13 This will in turn create a new junction close to the existing Littlehampton Academy access, which will take the form of a three arm roundabout. In addition, the northern extent of Highdown road, which currently has direct access onto Worthing Road, will be rerouted east onto the southern section of the Fitzalan Link Road.
- 1.6.14 It is the long term aim of local authorities that in the future a northern section is added to the Fitzalan link. This would eventually become the main route from the north into Littlehampton, bypassing Lyminster village and removing much of the traffic from Lyminster Road.
- 1.6.15 This route, from south of The Littlehampton Academy to the north of Lyminster village, is protected from development as part of Policy DEV15 Safeguarding the Main Road Network of the Arun District Local Plan 2003.
- 1.6.16 With the impending alterations to the highway here there will also be various improvements to pedestrian infrastructure and cycle provision. It is important to fully understand how the application site would operate upon completion how the existing infrastructure will be altered as a consequence of other noteworthy consented development.
- 1.6.17 From discussion with WSCC Highways Officer and WSCC Property Services and the Authorities liaison with the North Littlehampton Members Steering Group, no Policy has been identified which precludes a new access onto the Fitzalan Link Road and it is understood that WSCC have satisfied themselves internally regarding the suitability of the proposed access in capacity terms, notwithstanding the additional supporting detail set out in this report.

1.7 Report Structure

- 1.7.1 Based on the published DfT thresholds for the preparation of Transport Assessments (reflected in the WSCC Transport Assessment Methodology) it is accepted that a development of this scale in this location would be adequately supported by the preparation of a Transport Planning Statement.
- 1.7.2 The main highways and transportation issues relating to the proposals are considered within the following sections of this report:



- (i) **Section 2** describes the existing site, its local surroundings and considers the accessibility credentials of the site by non-car modes of transport in relation to key local destinations;
- (ii) **Section 3** highlights the access, layout and servicing arrangements and reviews the supporting Stage 1 Road Safety Audit and the most recent Personal Injury Accident data;
- (iii) **Section 4** highlights the traffic generation potential of the proposed development and its impact on the local highway network in both its current form and subject to the consented North Littlehampton Scheme, together with Travel Planning opportunities;
- (iv) **Section 5** discusses the car and cycle parking proposals with reference to current West Sussex County Council residential parking standards;
- (v) **Section 6** contains a summary of the report and conclusions together with RGP's recommendations.



2 EXISTING SITE, SURROUNDINGS AND ACCESSIBILITY CREDENTIALS

2.1 Development Site and Local Context

- 2.1.1 The development site is located within Littlehampton with the Littlehampton Academy forming its northern boundary. The development area is on land that was formerly the Elm Grove County Infants School and part of the Littlehampton Community School / former Littlehampton Academy.
- 2.1.2 **Plan 01**, attached, illustrates the site's location in relation to the local highway network and the public amenities which are considered to be of particular importance to the residential proposals. The site is within a short distance of a wide range of local services and amenities with good levels of access with the site situated within 800m of Littlehampton town centre and approximately 1km north-east of Littlehampton rail station.
- 2.1.3 Running the length of the southern boundary of the site is a shared use foot / cycle way which runs between Elm Grove Road to the east, and Cornwall Road to the west, where it joins the wider cycle network around Littlehampton. At present this route crosses the Fitzalan Link Road via an uncontrolled crossing however, it is the intention of WSCC that this crossing will be upgraded to a Toucan Crossing facility
- 2.1.4 Along the site's western edge is the southern section of the Fitzalan Link Road. This is a moderately trafficked single carriageway road subject to a 30mph speed limit. At its northern extent it forms the access to The Littlehampton Academy and to the south extends to the B2187 East Street as the northern arm of the East Street / Fitzalan Road roundabout. At present this is a no-through road, however a consented scheme is in place for this to be extended northwards beyond the A259 Worthing Road as part of the North Littlehampton site.
- 2.1.5 At present access to the site is provided via Elm Grove Road in the south-eastern corner of the site. This is a lightly trafficked residential road subject to a 30mph speed limit which serves the site, a children's Nursery and Grove Crescent.
- 2.1.6 To the east Elm Grove Road meets the B2187 Horsham Road which runs in a largely north to south direction between the A259 Worthing Road to the north and B2187 East Street to the south. The B2187 East Street continues west past the Fitzalan Link Road and into Littlehampton town centre.

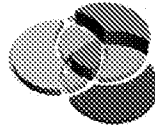


2.2 Sustainable Access

- 2.2.1 Plan 01 illustrates the amenities within a short distance of the site in addition to current public transport facilities and designated cycle routes which act to encourage travel by non-car modes.
- 2.2.2 Approximately 200m (a 2 minute walk) east of the site on Horsham Road there are two convenience stores together with a petrol station with an associated shop a short distance further south. These would provide residents with many of their likely daily necessities such as basic food shopping, toiletries or a newspaper.
- 2.2.3 Littlehampton town centre is approximately 600m (8 minutes' walk) to the south-west and provides an extensive range of services.
- 2.2.4 Arun District Council's '*Settlement Sustainability Study*' produced in July 2007, provides guidance on the level of sustainability of the development site and the surrounding area. The study was produced for the Arun Local Development Framework. The guidance assesses the sustainability of the district's settlements to help inform decisions on the location of future residential and other development.
- 2.2.5 The Sustainability Study considers the location of settlements relative to facilities including, Educational, Local Health Services and a range of private and commercial services. The guidance provides a breakdown of the accessibility levels of a settlement with an accessibility score given, dependent upon the distance threshold to such services from the site. The settlements are scored between 0.00–2.00+ ranging from Very Poor to Very Good accessibility.
- 2.2.6 Table 7.4 of ADC's study provides a breakdown of the accessibility characteristics of the Littlehampton ward, within which the site lies, to a variety of important local facilities. Table 7.4 is summarised below:

Facility	Littlehampton Score	Littlehampton Accessibility Category
Bank	1.50	Good Accessibility
Bus	2.23	Very Good Accessibility
Community Hall	2.12	Very Good Accessibility
Food Store	2.55	Excellent Accessibility
Further Education	1.38	Fair Accessibility
G.P Surgery	2.14	Very Good Accessibility
Petrol Station	1.70	Good Accessibility
Pharmacy	2.24	Very Good Accessibility
Place of Worship	2.50	Excellent Accessibility
Post Office	2.05	Very Good Accessibility
Primary School	2.31	Very Good Accessibility
Secondary School	1.38	Fair Accessibility
Train Station	1.13	Fair Accessibility

Table 2.1 – Summary of Accessibility Credentials – '*Settlement Sustainability Study 2007*'



- 2.2.7 Based on the Settlement Sustainability Study, it is clear that Littlehampton as a whole would be considered to benefit from good to very good levels of access to key services and facilities.
- 2.2.8 It is noted that the Settlement Sustainability Study was published in 2007 and it is considered that in the intervening period a significant number of changes have taken place in respect to the local infrastructure which would further improve upon the sites Accessibility Credentials.
- 2.2.9 Principally the sites location relative to the Littlehampton Academy would act to significantly improve the sites access to primary and secondary school, together with the adjacent pre-school nursery site in addition to local improvements to the pedestrian / cycle infrastructure between the site and town centre and forthcoming improvements linked to the North Littlehampton Scheme.
- 2.2.10 Thus, the proposed development is well-placed in the context of Central Government's objective to seek more sustainable travel patterns by reducing the level of car-borne trips.
- 2.2.11 Key to the consideration of the sites accessibility credentials is the ability for future residents to be able to access the proposed site and other relevant local facilities without significant additional journey time or without a dependence on the private car.
- 2.2.12 As with any new development it is important to understand how occupiers of the proposed facility will travel from and to the site.
- 2.2.13 A review of the opportunity for users of the site to travel by alternative modes of travel has therefore been undertaken to understand whether the development proposals conform to the key principles of the National Planning Policy Framework (the Framework) with particular relevance to paragraphs 29 – 32 and 35 – 37 contained within Chapter 4 – Promoting Sustainable Transport.
- (i) Providing choice for use of sustainable transport and encouraging solutions which support reductions in greenhouse gas emissions and reduce congestion;
 - (ii) Provide for the efficient delivery of goods and supplies;
 - (iii) Reduce the need to travel, especially by car;
 - (iv) Provide safe and suitable access to the site for all people;



Walking and Cycling

2.2.14 PPG 13 stated that:

... "Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres"...

"cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport..."

- 2.2.15 Given the historic acceptance by the Highway Authority of these guidelines, these principles have been considered in respect to the extent of pedestrian and cycle accessibility of the site. These general guidelines in relation to acceptable walking and cycling distances are also reflected in current guidance documents including IHT - Providing for Journeys on Foot, Manual for Streets and Local Transport Note - LTN 1/04 - Adjacent and Shared Use Facilities for Pedestrians and Cyclists.
- 2.2.16 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2km and 5km respectively.
- 2.2.17 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network.
- 2.2.18 Pedestrian facilities in the vicinity are generally of a good standard, with wide and well lit footways. Adjacent to the site a shared used foot/cycleway runs along the southern boundary between Cornwall Road and Elm Grove Road, as shown in Plan 01.
- 2.2.19 At the East Street / Fitzalan Road roundabout there are dropped kerbs with tactile paving across each arm of the junction, with the inclusion of pedestrian islands. Similarly, the Horsham Road / Southfields Road roundabout to the east of the site also has dropped kerbs with pedestrian islands.
- 2.2.20 These high quality pedestrian facilities extend into the town centre, with various signalised pedestrian and zebra crossings along this route. The main high street area is pedestrianised and has Sheffield style cycle parking located at various points.
- 2.2.21 Cycling infrastructure in the local area is good with an off-road route passing immediately south of the site stretching from North Ham Road to the west onto Worthing road to the north and providing links to the wider cycle network.



2.2.22 Additionally the local topography is flat and therefore considered conducive to journeys on foot and by cycle.

Bus

2.2.23 The nearest bus stops to the site are located on Horsham Road, close to its junction with Elm Grove Road, as shown on Plan 01. These are approximately 250m (a 3 minute walk) east of the site. Further to these, stops can be reached 350m (a 4 minute walk) south of the site on East Street.

2.2.24 These stops are served by Stagecoach's Coastliner 700 route between Portsmouth and Brighton. This service runs every 10 minutes with stops in Littlehampton town centre as well as other local towns such as Chichester, Bognor Regis, Worthing and Shoreham. Regular services are also available to the Littlehampton Tesco store.

2.2.25 Other services operate from Littlehampton town centre, including National Express service 26 between London Victoria and Bognor Regis. A summary of these local bus services is included in Table 2.2 below and extensive timetables and journey planning tools can be found at <http://www.travelinesoutheast.org.uk>.

Bus Timetable			
Service	Route Summary	Typical Frequency	Hours of Operation
9	Littlehampton – Rustington – Angmering – Worthing – Shoreham	Mon-Sat: Every hour Sun: No service	Mon-Fri: 06:10-19:40 Sat: 07:00-07:40
12	Littlehampton (Tesco) – Rustington – Angmering	Mon-Sat: Every hour Sun: No service	Mon-Sat: 08:40-18:00
26	NATIONAL EXPRESS: London Victoria – Brighton – Littlehampton – Bognor Regis	1 per day in either direction	Towards London: 07:20 Towards Bognor: 20:00
700	Portsmouth – Chichester – Bognor Regis – Arundel – Littlehampton – Worthing – Brighton	Mon-Sat: Every 10 mins Sun: Every 30 mins	Mon-Sat: 05:45-00:00 Sun: 07:00-21:15

Table 2.2 - Timetable of Local Bus Services

Rail

2.2.26 Littlehampton train station is located approximately 1km south west of the site (approximately 15 minute walk or 8 minutes cycle) on Terminus Road. Facilities at the station are good and include secure, sheltered cycle parking with bus stops in close proximity.



- 2.2.27 Littlehampton is the only station on this short branch of the West Coastway Line, which operates between Southampton and Brighton. From here services depart to Portsmouth and Bognor Regis at a frequency of 1 per hour and to London Victoria at a frequency of 2 per hour.
- 2.2.28 Journeys to London Victoria typically take around 1 hour 45 minutes calling at numerous stops en route, including Worthing, Hove, Gatwick Airport and Clapham Junction. Trains to Portsmouth are generally stopping services with a typical journey time of 1 hour. These call at 13 stations en route, the most notable of which are Chichester and Havant. Trains to Bognor Regis are typically shuttle services which take 22 minutes, calling at Ford and Barnham.
- 2.2.29 Extensive details of train services from Littlehampton station are available to view online at www.nationalrail.co.uk. Table 2.3 below provides a summary of the rail services.

Rail Services			
Destination	Typical Frequency	Journey Time	Principle Calling Points
Portsmouth	2 per hour	56 minutes	Chichester, Havant, Fratton
London Victoria	2 per hour	1hr 45m	Worthing, Hove, Gatwick, Clapham Junction
Bognor Regis	1 per hour	19 minutes	Ford and Barnham only.
Brighton	1 per hour (Peak times only)	48 minutes	Goring, Shoreham, Hove, Worthing

Table 2.3 - Timetable of Local Rail Services

2.3 Consented Improvements

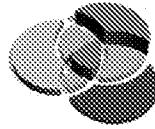
- 2.3.1 As a result of the Fitzalan Link Road scheme, for which permission has been granted, there will be various improvements to the local pedestrian, cycle and public transport facilities.
- 2.3.2 Running parallel to the Fitzalan Link Road along its eastern edge will be a shared use 3m wide foot/cycle way, to include pedestrian crossing facilities. The sites internal 2m wide footways are to tie in with these footways along the Fitzalan Link Road on either side of the proposed western access road.
- 2.3.3 A signalised crossing in the form of a Toucan Crossing has recently been constructed immediately south of the site as a continuation of the existing pedestrian / cycle way providing for safe pedestrian and cycle links to the wider network. A further signalised pedestrian crossing will be located at the northern end of the link road, with a toucan crossing at the new roundabout at the A259 junction.



- 2.3.4 These development proposals include the creation of a new bus route which will form a loop from the town centre to the new development on Toddington Lane via Wick Street, along Worthing Road via the link road and back along Horsham Road.
- 2.3.5 It is planned that this service will operate 7 days a week with a half-hourly frequency between 06:00-21:00 on weekdays and 09:00-16:00 on weekends.
- 2.3.6 The proposed route will serve the existing stops on Horsham Road and East Street close to the Littlehampton Academy development site, as shown in Plan 01.

2.4 Summary

- 2.4.1 The site is well located to allow convenient walking, cycling and public transport trips to a number of likely destinations. The town centre is well within an acceptable distance for walking trips; with several schools, shops and employers also within close proximity.
- 2.4.2 Good train services connect Littlehampton to many local towns and cities, with the station easily accessible by foot or bicycle.
- 2.4.3 Pedestrian/ cycle and public transport links are good at present and are anticipated to be further improved upon completion of the Fitzalan Link Road. It is therefore suggested that sustainable modes of transport would provide a realistic and viable choice of form of travel for many residents of the site.
- 2.4.4 In support of the Planning Application, the site would be the subject of an appropriate Travel Plan to identify clear opportunities for targeting and encouraging modal shift to sustainable travel means.
- 2.4.5 Notwithstanding this, it is clear that the site would be likely to generate a relatively low level of private vehicle movements given the site location relative to key services and amenities such as the town centre, bus and rail services, education, local community uses and convenience shopping.



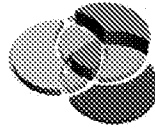
3 ACCESS, LAYOUT AND SERVICING ARRANGEMENTS

3.1 Site Access and Layout

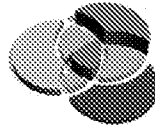
- 3.1.1 It is currently proposed to access the site via a new priority junction with the Fitzalan Link Road to the western side of the site and via an extension to Elm Grove Road in the existing location of the access to the old Infant School site.
- 3.1.2 The local highway environment is predominantly residential within a wider urban environment with Elm Grove Road providing direct access to residential dwellings and subject to 30mph speed limits together with the Fitzalan Link Road being designed as a 30mph route with wide adjacent pedestrian and cycle routes and residential dwellings to the west.
- 3.1.3 It is therefore considered appropriate to apply the guidance contained within Manual for Streets and Manual for Streets 2 when considering the requirements for access to the site.
- 3.1.4 Important to note is the existing alignment of the Fitzalan Link Road serving the Littlehampton Academy will be re-aligned as part of the future construction of the full Fitzalan Link Road. While no specific timeframe is available for this construction, the proposed route and design of the full Link Road has been approved.
- 3.1.5 Plans of the existing layout and the future consented layout of the Fitzalan Link Road in the vicinity of the application site and the Littlehampton Academy access are provided under 'Plans' in this report.
- 3.1.6 The proposed alterations are illustrated on the Balfour Beatty Littlehampton Academy Access Road plans attached to this report and the site access proposals are detailed in respect to the existing and proposed alignments of the Fitzalan Link Road.

Fitzalan Link Road Access

- 3.1.7 The proposed access to the Fitzalan Link Road takes the form of a simple priority junction. In determining the appropriate guidance in relation to the design of the sites western junction with the Fitzalan Link Road, two key criteria need to be considered.
- 3.1.8 Firstly, the nature and use of the Link Road (currently and in the future) needs to be considered and secondly, the application of the relevant guidance documents needs to be considered.



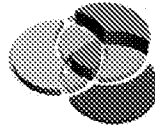
- 3.1.9 The Link Road is a moderately trafficked single carriageway with posted speed limit / design speeds of 30mph suggesting the application of Manual for Streets guidance is appropriate. However, at present there is limited frontage activity but subsequent to the recently consented North Littlehampton site and the proposals contained within this application site the nature of Link Road will change slightly.
- 3.1.10 Consented and proposed development would increase the frontage activity and act to retain traffic speeds through the Link Road through providing more residential frontage. Also the consented North Littlehampton site would facilitate the construction of the northern link road allowing the link road to provide a direct north / south link for pedestrian, cycle and vehicle movements together with an east / west sustainable link to the south of the site resulting in a significant level of pedestrian / cycle movement.
- 3.1.11 Traffic speeds on the link road will be influenced by the fact that in its current form it serves only the Littlehampton Academy with its access road approximately 50m north of the proposed western access and the future roundabout access to the site together with the pedestrian crossing to the south.
- 3.1.12 These measures would act to influence lower traffic speeds on link road and would be likely to retain traffic speeds past the site to within the posted 30mph speed limit and design speed, thereby rendering it relevant to the guidance within Manual for Streets and maintain speeds to within the design speed.
- 3.1.13 In addition, it is important to note that the guidance relevant to the requirements for visibility splays within Design Manual for Roads and Bridges (as set out in DMRB 41 / 95 – Vehicular Access to All Purpose Trunk Roads) is designed for access to all purpose trunk roads exhibiting higher speeds and volumes of traffic and not to the situation which would be exhibited on the Link Road.
- 3.1.14 Manual for Streets 2 filled the perceived gap between that document and Design Manual for Roads and Bridges making it clear that Design Manual for Roads and Bridges is the design standard for trunk roads and motorways and the strict application of those standards on no-trunk roads is rarely appropriate for highway design in built up areas.
- 3.1.15 It is therefore suggested that the appropriate design guidance to apply in consideration of the sites access layout is that contained within Manual for Streets and the following considerations of stopping sight distance and visibility splays are reflective of this.
- 3.1.16 The proposed access is sited between the existing Littlehampton Academy access and the location of the existing crossing of the pedestrian / cycle route to the south of the site between Elm Grove Road and Cornwall Road. The location of the pedestrian cycle route over the Link Road currently comprises an uncontrolled crossing however, it is understood that the crossing will be upgraded to a Toucan Crossing.



- 3.1.17 The Fitzalan Link Road accommodates relatively high levels of pedestrian and cycle movements principally associated with the Littlehampton Academy. In its current form the link road is supported by shared use pedestrian / cycle route to the eastern kerbline.
- 3.1.18 This route and suitable crossings are incorporated into the sites access with the Fitzalan Link Road to ensure safe and convenient infrastructure is retained for pedestrians and cyclists.
- 3.1.19 The general layout of the western access is designed to reflect the existence of the pedestrian / cycle route with the crossing designed to accord with the guidelines as set out in the Transport for London Cycling Design Standards with overall reference to TfL Drawing Number CCE/C7of (Cycle Track at Entry Treatment Set Back Less Than 5m) and would provide for safe and convenient passage for all users.
- 3.1.20 The sites potential traffic generation characteristics are examined at Section 4 of this report however, it is clear that the site will generate a relatively low level of traffic movement via the western access. It is unlikely that the site access would cause disruption to the pedestrian / cycle users given the relatively low flows associated with the site.
- 3.1.21 In designing the western access, the principle constraints are the proximity of the priority junction to the current Academy access and the Toucan Crossing facility. Future consideration is also based on the proximity of the priority junction with the permitted roundabout junction serving the Academy associated with the full Link Road open to all traffic.

Junction Spacing

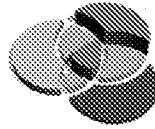
- 3.1.22 In respect to the extent of separation between the proposed site access junction and the existing and proposed Academy access, the guidance contained within Manual for Streets 2 is considered.
- 3.1.23 This states at Para 9.2.1 that guidance on minimum spacing between junctions has often been based on recommended stopping sight distances for 85th percentile speeds but does go on to say that there is little evidence to justify these spacing criteria on safety or other grounds.
- 3.1.24 However, it is considered appropriate to provide adequate spacing between the site access and the existing Academy access and in this respect junction spacing has been based on the design speed of the road and the recommended stopping sight distance as set out in Manual for Streets.



- 3.1.25 The Fitzalan Link Road is subject to a posted 30mph speed limit / design speed which would require safe stopping sight distance in accordance with guidance contained within Manual for Streets (paragraphs 7.5, 7.6 and 7.7 of Manual for Streets) of minimum 43m.
- 3.1.26 Drawing numbers 2013/1693/003 and 2013/1693/004 demonstrate the extent of junction separation between the sites western access and the current and future arrangement for access to the Littlehampton Academy and further to the northern link road.
- 3.1.27 It is clear that adequate junction separation is achievable with in the region of 60m junction spacing between the site access and the existing and future layout of the Academy access and the link road roundabout and in excess of the minimum recommended 43m as set out in Manual for Streets for the speed limit / design speed.

Fitzalan Link Road Crossing

- 3.1.28 Visibility to the south from the proposed site access is well in excess of the required 43m for a 30mph design speed however, the main constraint in the location of the junction in respect to the southern side of the site is the proximity to the signalised crossing.
- 3.1.29 In this respect, advice is taken from the DfT Circular / Local Transport Note 2/95 – The Design of Pedestrian Crossings.
- 3.1.30 It is made clear in the advice contained within LTN 2/95 at General Requirements Section 2.1.1 (approach to a side road) that crossings should be located away from conflict points at uncontrolled junctions.
- 3.1.31 This will give drivers an adequate opportunity to appreciate the existence of a crossing and to brake safely. The ‘safe’ distance will depend on the geometry of the junction and type of side road.
- 3.1.32 A minimum distance of 20 metres is suggested in LTN 2/95 for a signal controlled crossing and an absolute minimum of 5 metres for a Zebra crossing. It is suggested that the distance be measured from the position of a driver waiting at the give-way line of the side road.
- 3.1.33 In reflection of this the proposed access is located a minimum of 30m north of the location of the Toucan Crossing and forward visibility to the crossing from traffic on the Link Road is unaffected by the proposed access with clear inter-visibility to the crossing and signal heads.



- 3.1.34 Drawing 2013/1693/003 and 2013/1693/004 demonstrate separation between the sites western access and the location of the crossing point.
- 3.1.35 The proposed access would generate a very modest level of traffic, which would typically emerge at low speeds with no interruptions to inter-visibility between the access and the crossing, therefore the provision of a minimum 30m separation is considered acceptable in line with LTN 2/95 Guidance.
- 3.1.36 It is therefore considered that the proposed western access to the site is in an optimum position in respect to the adjacent constraints and the proposals meet the required standards in respect to junction separation and distance from the crossing.
- 3.1.37 The junction itself provides for a 5.5m carriageway with minimum 6m kerb radii onto the Link Road. The access road is supported by 2m width footways adjacent to the carriageway which tie in with the existing pedestrian / cycle routes adjacent to the Fitzalan Link Road.
- 3.1.38 It is acknowledged that the alignment of the Fitzalan Link Road will be altered between the existing layout and that secured under the full Link Road design with the carriageway shifting to the west.
- 3.1.39 The same design of access can be applied to the existing and future scenario with adequate separation and visibility splays retained. However, the physical location of the access would require alteration.
- 3.1.40 Dependent upon the timing of the construction of the full Link Road or the application site, there would be a requirement for the County Council (or contractors operating on their behalf or on behalf of any party constructing the full Link Road) to serve notice on the application site in order to modify the site access to tie in with the future alignment of the full Link Road. This can be secured by S106 which is binding on the land.
- 3.1.41 The proposals for the Fitzalan Link Road access are illustrated on RGP Drawing Numbers 2013/1693/003 and 2013/1693/004 appended to this report in addition to vehicle tracking plot drawings for a typical refuse vehicle entering and exiting the site on Drawing Numbers 2013/1693/005 and 13/1693/007.

Visibility Splays

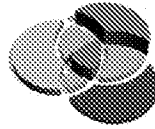
- 3.1.42 The requirements for Manual for Streets would recommend visibility splays to be provided of 2.4m x 43m in relation to the posted 30mph speed limit / design speed. It should be noted that Design Manual for Road and Bridges would require visibility splays of 2.4m x 90 if this were considered an appropriate guide.



- 3.1.43 Suitable visibility splays are provided for the proposed western access to allow for minimum 2.4m x 43m visibility splays.
- 3.1.44 It should be noted that the minimum 2.4 x 43m visibility splays are taken to the nearside kerb. However, Manual for Streets 2 makes it clear that visibility splays can be taken to the nearside edge of the vehicle track.
- 3.1.45 Para 10.5.3 states that vehicles will normally be travelling a distance from the kerbline and therefore a more accurate assessment of visibility splays is made by measuring to the nearside edge of the vehicle track.
- 3.1.46 Therefore, if this advice is followed, the extent of visibility achievable from the access point would be in the region of 2.4m x 60m to the north under the current layout and this is also illustrated on the site access drawing.
- 3.1.47 Under the proposed layout (with the full Link Road, visibility to the north would be in excess of 60m with clear visibility to vehicles approaching and circulating the roundabout.
- 3.1.48 Visibility to the south would be clear well beyond the pedestrian crossing and would provide visibility well beyond the required minimum as set out in Manual for Streets and also provides sufficient visibility and separation to the crossing point.
- 3.1.49 There would also be clear visibility to any pedestrians and cyclists using the adjacent facility for any drivers approaching the junction.
- 3.1.50 Drawing 2013/1693/003 and 2013/1693/004 demonstrate the extent visibility splays achievable from the site access.

Elm Grove Road Access

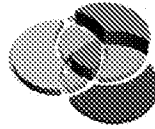
- 3.1.51 Elm Grove Road comprises a residential collector road with a typical carriageway width of 6 – 6.5m with on-street parking taking place along some of its length which acts to narrow the running lanes and manage traffic speeds.
- 3.1.52 The proposed access to the site via Elm Grove Road comprises an extension to the carriageway and footway into the site in the approximate location of the existing gated access to the school.



- 3.1.53 Pedestrian routes also extend into the site from Elm Grove Road and are retained to the pedestrian / cycle route to the south of the site.
- 3.1.54 The proposals would see a minimum 5.5m carriageway extend into the site with minimum 2m footways adjacent to the carriageway.
- 3.1.55 Forward visibility from Elm Grove Road into the site would be commensurate with the anticipated road speeds through the highway and these are anticipated to be retained at or around 20mph.
- 3.1.56 Equally, visibility splays from the access road to the north (providing access to a children's nursery) provide a minimum of 2.4m x 25m commensurate with Manual for Streets guidance for 20mph speeds.
- 3.1.57 The proposed layout of the extension of Elm Grove Road into the site is illustrated on RGP Drawing Numbers 13/1693/002 Revision A appended to this Technical Note.

3.2 Site Servicing

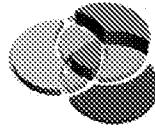
- 3.2.1 The layout of the site has been assessed using AUTOCAD Tracking Plots for a large refuse vehicle in order to demonstrate the acceptability of the layout in providing for safe and convenient access of all anticipated service vehicles and that a large refuse vehicle is able to enter and exit the site in a forward gear with minimal reversing required in turning via turning heads within the site.
- 3.2.2 A large refuse vehicle is used and it is commonly accepted that a fire tender would be able to turn and manoeuvre within the space required by a large service vehicle.
- 3.2.3 All units will be provided with refuse and recycling bins to be placed to the property frontage or collection points on collection days and the flatted units will be served by a communal bin store which will be accessible to refuse workers
- 3.2.4 All units are within the acceptable bin carrying distance for both refuse workers and residents as set out in Manual for Streets and relevant sections of the Building Regulations in that residents should not be required to carry waste more than 30m to the storage point and waste collection vehicles should be able to get to within 25m of the storage point and any reversing movements are retained to under 12m in meeting the carry distance as set out.



- 3.2.5 RGP Drawing Numbers 2013/1693/005 and 2013/1693/007 Rev A and 2013/1693/009 Rev A detail the site servicing and tracking plot details and should be considered alongside the site layout / site access drawings.

3.3 Road Safety Audit

- 3.3.1 In line with WSCC policy, an independent Stage I Road Safety Audit was commissioned on the proposed access arrangement and off-site works.
- 3.3.2 The Audit was undertaken by The Safety Forum Limited (TSF) in September 2013 and the report together with original audit brief is attached at **Appendix A**, and was based on the main design drawings outlined above.
- 3.3.3 The Audit Team raised a single issue in relation to the proposed access layout and designs and also raised a general observation.
- 3.3.4 The issue raised by the Auditors is summarised below together with RGP's Response. A formal copy of the Designer's Response is appended to the Stage 1 Road Safety Audit.
- (i) Problem 3.1 – Relates to the proposed eastern access and existing pedestrian / cycle link on Elm Grove Road. The Audit Team considered visibility for eastbound cyclists on the original proposed layout was inadequate and the interface between the pedestrian / cycle route and the site access was too acute together with a telegraph pole and other street furniture potentially causing obstruction.
- 3.3.5 It was recommended by the Auditors that the cycle link is redesigned to meet Elm Grove Road at a less acute angle and away from the street furniture.
- 3.3.6 In response to the issue, RGP have reviewed the general layout of the eastern access, its interface with the existing pedestrian / cycle route and the location of the telegraph pole / street furniture.
- 3.3.7 The revised layout illustrated on drawing 13/1693/002 Revision A and shows a realignment of the access road to the north in order to allow the southern footway to be re-located further north ensuring the existing telegraph pole is clear of both the site access footway and existing pedestrian / cycle route and allow the cycle route to meet with Elm Grove Road at a less acute angle.



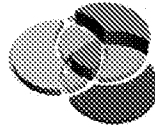
- 3.3.8 The revised layout also details tactile paving on the pedestrian approaches to the cycle route are in reflection of the guidelines as set out in the Transport for London Cycling Design Standards with overall reference to TfL Drawing Number CCE/C4.2of (Exit from Shared Path to Carriageway) and would provide for safe and convenient passage for all users.
- 3.3.9 On the approach to the end of the cycle lane, at which point it exits onto Elm Grove Road 'End of Cycle Lane' signs will be erected to advise cyclists. Cyclists exiting the cycle lane onto Elm Grove Road will be afforded clear visibility onto Elm Grove Road and the site access road.
- 3.3.10 In addition, it is proposed to include granite setts on the access road in order to retain lower traffic speeds past the cycle lane.
- 3.3.11 The Audit Team also raised a general observation noting that the drawings for the eastern access include details of tactile paving while the western access drawings do not. The Audit Team acknowledge that the drawings are preliminary and details of drainage, lighting etc will be reviewed at detailed design stage. However, for completeness tactile paving has been illustrated on the western access drawings.

3.4 Road Traffic Accidents

- 3.4.1 A review of recent personal injury accident (PIA) data for the highway in the vicinity of the site has been undertaken in respect of the proposed development.
- 3.4.2 Road Traffic Accident Data for the preceding 5 year period (to 31st July 2013) was requested from Sussex Police. A copy of the data is contained within **Appendix B** together with a breakdown of the recorded incidents.
- 3.4.3 The data covers an area of approximately 400m distance from both the eastern and western access points with the data recording a total of 23 PIA's (26 casualties) comprising 4 serious incidents and 19 slight incidents.
- 3.4.4 The recorded serious incidents comprised of 2 pedestrian casualties and 2 cyclist casualties.
- 3.4.5 The first pedestrian incident appears to have occurred when a young pedestrian stepped out into the road into the path of on-coming vehicles a distance north of the junction of Elm Grove Road with the Horsham Road. It is noted that there is a signalised pedestrian crossing in this location.



- 3.4.6 The second pedestrian incident appears to have occurred when a young pedestrian stepped out into the road into the path of on-coming vehicles at the roundabout junction of East Street and Franciscan Way. It is noted that all arms of the roundabout do have some form of pedestrian crossing (with Franciscan Way having a signalised crossing some distance north west of the roundabout).
- 3.4.7 The first cyclist accident appears to have occurred at the junction of East Street with St Floras Road when a driver emerging from the minor road failed to observe or give way to a cyclist on the major road.
- 3.4.8 The second cyclist accident appears to have occurred at the same junction whereby a motorist has overtaken a cyclist on the major road and immediately turned left into the minor road and struck the cyclist.
- 3.4.9 Both serious pedestrian incidents appear to involve young pedestrians failing to observe or misjudging vehicles and stepping out into the road and it is not considered that these were the result of a poor road layout.
- 3.4.10 Both serious cyclist incidents appear to have occurred through drivers failing to observe or give way to cyclists travelling on the major road. It is considered that these are a cause of driver error and not road layout.
- 3.4.11 The remaining 19 incidents categorised as resulting in slight injury appear to relate to driver (and rider) error and failure to observe / failure to give way to traffic in addition to once incident involving a driver under the influence of alcohol, one incident of apparent road rage / driver aggression and one incident of rider error / joyriding a stolen moped.
- 3.4.12 Having reviewed these 19 other PIA's it is considered that they were the result of road users misjudgement and / or failure to give way and do not appear to be the result of road layout.



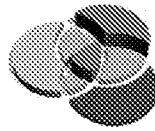
4 TRAFFIC GENERATION AND IMPACT

4.1 Existing Traffic Conditions

- 4.1.1 As the sites former use comprised the Elm Grove Infants School and part of the Littlehampton Community School, there would be significant traffic generation characteristics associate with the historic site given the generally intense nature of school traffic patterns.
- 4.1.2 However, given the recent development of the Littlehampton Academy on the land immediately to the north, there are no discounts in traffic generation sought as part of the proposals and all development site traffic will be treated as new traffic to the highway network. This will ensure the traffic impact considerations are robust.
- 4.1.3 The following section seeks to clarify the existing traffic profiles on both the Fitzalan Link Road and Elm Grove Road in order to assess the likely extent of the proposed sites traffic impact on the local highway network

Fitzalan Link Road

- 4.1.4 The proposals seek to introduce a new priority junction to the western boundary of the application site with the Fitzalan Link Road and therefore the traffic profile on this length of highway is assessed.
- 4.1.5 Given the status of the current Fitzalan Link Road providing access only to the Littlehampton Academy the existing traffic profile is wholly associated with the operation of the Academy as in its current form.
- 4.1.6 Therefore the traffic movements associated with the Academy on the Fitzalan Link Road are taken from the Transport Assessment which supported the proposals (Gifford July 2010 – WSCC Planning Ref: 083/10/LU) and are summarised in the Table 4.1 below. AM arrivals and PM peak arrivals are treated as northbound flow and AM departures and PM peak departures are treated as southbound flows on the Link Road.
- 4.1.7 The Academy TA included detailed assessment of the trip rates associated with a 1900 student education establishment with the Table 10.1 of the TA giving TRICS trip rates for the Academy which have been factored to represent the 1900 pupils at the site in the Table 4.1:



	AM Peak (8-9am)	PM Peak (5-6pm)
Northbound Flow	274	30
Southbound Flow	150	53

Table 4.1 – Existing Fitzalan Link Road Flows (from Littlehampton Academy TA)

- 4.1.8 It is noteworthy that these suggested vehicle trips are before any Travel Plan is implemented at the Academy with associated reduction in vehicle trips and it is understood the Academy operates a Travel Plan.
- 4.1.9 Given the nature and location of the Academy site it is suggested that a significant proportion of these vehicle trips would be diverted to sustainable modes through the successful implementation of a Travel Plan given the high level of accessibility to the site.
- 4.1.10 Once the Fitzalan Link Road is fully constructed (including a roundabout access to the Academy site) and open to all traffic, there would be a significant increase in traffic flows through the Link Road.
- 4.1.11 Assumed flows for the 2016 Link Road when fully constructed and open to traffic are taken from the Transport Assessment and supporting Transport Assessment Addendum reports supporting the full development scenario of the North Littlehampton Site (ADC Planning Reference LU/47/11) which includes full occupation of the North Littlehampton Site and construction of the full Fitzalan Link Road therefore presenting the likely future traffic profile on the Fitzalan Link Road.
- 4.1.12 All data is taken from the Traffic Flow diagrams in the North Littlehampton Site Transport Assessment Addendum including the traffic flow diagrams appended to the Addendum report. Table 4.2 summarises the anticipated full consented development flows on the Link Road to include North Littlehampton and Courtwick.
- 4.1.13 It should be noted that the North Littlehampton Site Transport Assessment makes it clear in details relating to traffic flows and changes to the network / network flows and traffic modelling under Section 6 of the TA that the Littlehampton Academy and associated traffic are included in the TA.



	AM Peak (8-9am)	PM Peak (5-6pm)
Northbound Flow	250	287
Southbound Flow	417	328

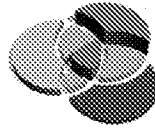
Table 4.2 – Predicted 2016 Fitzalan Link Road Flows (from North Littlehampton Site TA)

- 4.1.14 There appears to be a lack of clarity between the transport assessments supporting the North Littlehampton scheme and the Littlehampton Academy in respect to the interaction of the Littlehampton Academy traffic and the future traffic flows on the relevant section of the Link Road. The North Littlehampton TA states that the Academy flows are included within the overall flows forecast on the Link Road however, the Academy Flows detailed in table 4.1 above do not appear to be fully represented in the North Littlehampton flows.
- 4.1.15 Therefore, a robust case is considered in this Transport Planning Statement with the traffic associated with the Academy (as detailed in the Littlehampton Academy TA) being considered in addition to the Fitzalan Link Road traffic flows (as detailed in the North Littlehampton Site TA).
- 4.1.16 While there will undoubtedly be an element of double counting of a proportion of the Academy traffic in this methodology, it serves to ensure the level of traffic on the Link Road, assessed in respect to the application site traffic, is very robust.
- 4.1.17 Table 4.3 summarises the level of traffic flows on the Link Road based on the Academy TA traffic flows plus the North Littlehampton Site TA traffic flows, with no discount for the potential of double counting.

	AM Peak (8-9am)	PM Peak (5-6pm)
Northbound Flow	524	317
Southbound Flow	567	318

Table 4.3 – Predicted 2016 Fitzalan Link Road Flows (Combined from North Littlehampton Site TA and Littlehampton Academy TA)

- 4.1.18 It is proposed that these figures are used in any consideration of the likely impact of the developments access onto the Fitzalan Link Road as they provide a worst case scenario for future traffic flows on the Link Road. However, it is acknowledged from liaison with West Sussex County Council highway Officers that the actual anticipated flows on the Link Road are lower than those summarised in Table 4.3.

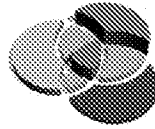


Elm Grove Road

- 4.1.19 The proposals seek to gain access to the eastern part of the application site via a continuation / extension of Elm Grove Road in the location of the historic access to the Elm Grove Infants School site. Therefore consideration of the traffic profile of Elm Grove Road is undertaken.
- 4.1.20 No data has been gathered for Elm Grove Road however, it is evident that it performs the function of a residential collector road with links to Grove Crescent.
- 4.1.21 Given the limited level of development served by Elm Grove Road and its layout relative to Grove Crescent, it is considered that the traffic flows and speeds are relatively low.
- 4.1.22 The extent of accessibility to existing services and amenities is set out in Section 3 of this report together with the existing and proposed sustainable travel infrastructure detailing the locality is currently very sustainably located in travel terms and the TRICS data reflects this.
- 4.1.23 Elm Grove Road provides direct access to a total of 27 dwellings with up to a further 54 dwellings accessed via Grove Crescent, a proportion of which would typically travel by Elm Grove Road. All dwellings on Elm Grove Road and Grove Crescent are modest bungalows reliant on on-street parking and it is considered that the area would exhibit a typical mix of private and non-private housing.
- 4.1.24 For the purposes of assessment, a simple TRICS assessment of the typical vehicle trip rates has been undertaken using the Residential / Mixed Private / Non-Private Housing category filtered to reflect the locality.
- 4.1.25 Table 4.4 below summarises the trip rates and vehicle movements associated with the 81 dwellings (however, there will be a significant proportion of these 81 dwellings which will travel north to Hill Road in order to access the Horsham Road). Full TRICS outputs are appended to this report at **Appendix C**.

	Arrivals	Departures	Two-way
AM Peak (08:00 to 09:00)	(0.173) 14	(0.320) 26	(0.493) 40
PM Peak (17:00 to 18:00)	(0.332) 27	(0.175) 14	(0.508) 41
Daily (12-hour)	(2.399) 194	(2.388) 193	(4.787) 387

Table 4.4 TRICS Trip Rates and Traffic Generation for existing Elm Grove Road dwellings



- 4.1.26 It is important to note that the TRICS data used to estimate the likely level of traffic movements generated by the existing Elm Grove Road dwellings is very robust.
- 4.1.27 Firstly, the dwellings on Elm Grove Road and Elm Crescent comprise modest bungalows which would be likely to exhibit modest levels of traffic generation compared to the mixed housing examined in the TRICS data which comprises a range of terraced, semi-detached and detached housing which would exhibit higher trip rates (surveys specific to bungalows are not available on the TRICS database).
- 4.1.28 Secondly, it is highly likely that a proportion of trips from Elm Crescent particularly would travel north via Hill Road and would not exert any traffic impact on Elm Grove Road.
- 4.1.29 It is therefore likely that the actual extent of traffic on Elm Grove Road is significantly below the level indicated in Table 4.4 above.

4.2 Proposed Traffic

- 4.2.1 As detailed earlier in this report, the proposals would see the site developed to accommodate a total of 68 dwellings comprising detached, semi-detached and terraced housing split between affordable dwellings and open market dwellings.
- 4.2.2 It is the intention of the applicants to provide for the affordable dwellings to be served via the proposed eastern access and the open market dwellings to be served by the proposed western access.
- 4.2.3 As detailed earlier in this report, the site will be physically split for vehicle movements but open to pedestrian / cycle movements. This will result in a total of 13 affordable dwellings being served by the eastern access with the remaining 55 dwellings being served by the western access.
- 4.2.4 To reflect this position the TRICS database has been interrogated in order to determine the anticipated traffic flows via each access.
- 4.2.5 In respect to the eastern access an interrogation of the TRICS data relevant to the proposed land use (Residential / Mixed Non Private Housing) suggests Trip Rates and level of traffic generation as summarised in Table 4.5 (eastern access) and Table 4.5 (western access) below with the full TRICS outputs for the affordable dwellings (Residential / Mixed Private Housing) at **Appendix D** and the outputs for the open market dwellings at **Appendix E**.



- 4.2.6 The rates differ slightly from the Elm Grove rates as they will be subject to Travel Planning and would benefit from improved rates of accessibility in reflection of the consented sustainable travel improvements locally and existing good pedestrian / cycle links to the town centre.

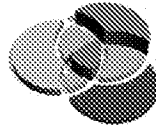
Trip Rates (vehicle movements)			
	ARRIVALS	DEPARTURES	TOTAL
AM Peak Hour (08:00-09:00)	(0.146) 2	(0.346) 5	(0.492) 7
PM Peak Hour (17:00-18:00)	(0.277) 4	(0.208) 3	(0.485) 7
Daily Rate	(2.195) 29	(2.099) 27	(4.294) 56

Table 4.5 – Summary of Residential Trip Rates for the eastern (affordable dwellings) access

Traffic Generation (vehicle movements)			
	ARRIVALS	DEPARTURES	TOTAL
AM Peak Hour (08:00-09:00)	(0.068) 4	(0.338) 19	(0.406) 23
PM Peak Hour (17:00-18:00)	(0.303) 17	(0.153) 8	(0.456) 25
Daily Traffic	(2.013) 111	(2.075) 114	(4.088) 225

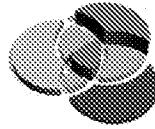
Table 4.6 – Summary of Residential Trip Rates for the western (open market dwellings) access

- 4.2.7 From the traffic generation data above it is anticipated that the proposed residential use to the eastern part of the site, with traffic travelling via Elm Grove Road would have the potential to generate in the region of 6 additional vehicle movements in the AM peak (2 arrivals and 5 departures), 7 vehicle movements in the PM peak (4 arrivals and 3 departures) and in the region of 56 additional daily movements.
- 4.2.8 It is also anticipated that the proposed residential use to the western part of the site, with traffic travelling via the Fitzalan Link Road would have the potential to generate in the region of 23 additional vehicle movements in the AM peak (4 arrivals and 19 departures), 25 vehicle movements in the PM peak (17 arrivals and 8 departures) and in the region of 225 additional daily movements.
- 4.2.9 As detailed earlier in this report, the site access is taken via two junctions and it is evident that these associated traffic movements would be split between the two access points resulting in a modest number of two-way vehicle movements at each access during the peak hours.



Traffic Impact

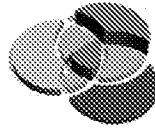
- 4.2.10 These traffic movements are considered to be modest in relation to the existing and anticipated future AM and PM peak hour flows on the Fitzalan Link Road and would also represent a very modest level of additional traffic in Elm Grove Road.
- 4.2.11 With reference to Elm Grove Road, it should be noted that this road had historically fed one of the main vehicular entrances to the former Elm Grove School and former Academy and it is considered that the proposed development traffic would represent a very small proportion of the historic level of school traffic.
- 4.2.12 The traffic associated with the eastern part of the development would represent, on average, in the region of one additional vehicle movement every 9 minutes. This level of traffic would not result in any negative impact on the operational capacity or safety of the local junction.
- 4.2.13 With reference to the Fitzalan Link Road junction, again it is considered that the additional traffic would not have a material impact on the operational capacity or safety of the local highway network in the vicinity of the site and the additional traffic moving through local junctions is below the threshold at which detailed junction assessments would be necessary.
- 4.2.14 The proposals would result in an average of one additional movement through the western junction approximately every two minutes in the PM peak, which would represent approximately 4% of flows shown in Table 4.2. These additional movements should be considered both in terms of the West Sussex County Council Transport Assessment.
- 4.2.15 The West Sussex County Council Transport Assessment Methodology states that for the purposes of requiring detailed junction capacity assessment that generally the study area will include all junctions where there is a predicted increase in total entry flows of 30 or more vehicles in any hour - or if the junction already experiences peak period congestion an increase of 10 or more vehicles - as a result of the development proposals.
- 4.2.16 Notwithstanding this it should be noted that West Sussex County Council, as part of their liaison with the North Littlehampton Steering Group have undertaken an independent junction capacity assessment in the form of a PICADY model. The outputs of this model demonstrate there is significant capacity in the local junction and there would be no issues of material highway capacity or delay (the outputs are at **Appendix F**).



- 4.2.17 It is also important to note that the traffic generation characteristics of the application site would be positively influenced by the construction and implementation of the measures secured through the North Littlehampton proposals including the implementation of significant improvement to pedestrian, cycle and public transport provision locally would encourage a significant shift toward sustainable travel modes.
- 4.2.18 The potential for the site to exhibit a significant proportion of journeys undertaken by sustainable modes of transport and further reduce the sites impact on the local highway network will be investigated through the development of a Travel Plan.

4.3 Framework Travel Plan

- 4.3.1 A framework Travel Plan document has been developed in line with this Transport Planning Statement and will be detailed and agreed through subsequent Conditions. The Framework Travel Plan has been developed in line with current DfT and WSCC Guidance on Travel Plans.
- 4.3.2 The Travel Plan aims to reduce the dependence upon the private car for occupiers of the proposed development. This therefore includes a number of initiatives and infrastructure measures, which would increase the attractiveness of alternative modes of transport to the private car.
- 4.3.3 The Travel Plan represents a package of measures tailored to the needs of an individual site and aimed at promoting greener, cleaner travel choices by reducing reliance on the use of the private car. The development of such measures can enable individuals to reduce the impact of travel and transport on the environment whilst also bringing a range of benefits to the individual, by way of financial savings, and benefits to the local community.
- 4.3.4 Travel Plans are introduced predominantly for journeys to or from work, and in respect to residential developments, plans target individuals at the commencement of their journeys. In some instances it is not practical for all to alter their mode of travel to a more sustainable mode, however, by providing a range of alternatives through bespoke initiatives, there are opportunities for individuals to contribute to improving the local environment and their own personal health and well being.
- 4.3.5 There are a number of benefits of travel plans, which for this site include:
- (i) Improve access to essential services and jobs;
 - (ii) assist in providing less stressful options for travel;



- (iii) provide opportunities to build healthy exercise into daily life;
- (iv) reduce journey-times to local destinations;
- (v) reduce the cost of travel to work;
- (vi) make local streets less dangerous, less noisy and less polluted;
- (vii) enhance public transport; and
- (viii) help create a place which is better to live in, work in and visit and which attracts investment.

4.3.6 A Travel Plan is never complete but is an evolving document and process which needs continuous input and monitoring from those that maintain it, as well as the commitment from all users of the site.

4.3.7 As illustrated by the below diagram, there are 7 principal stages required to effectively implement a Travel Plan during its initial introductory period. Following the initial introductory period, the Travel Plan would be continually optimised to improve matters.

4.3.8 The most important and cost effective measure to be introduced as part of this Travel Plan is the provision of a travel information board/ travel information packs which would be made available to all occupiers of the site.

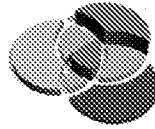
4.3.9 The information would be prepared immediately prior to initial occupation of the site and would be updated on an annual basis as part of the annual review process. This would be undertaken by the Travel Plan Coordinator (TPC), who will be detailed once the site is occupied. The annual review process would also be undertaken in conjunction with WSCC's Travel Plan Officer.

4.3.10 This TPS details the accessibility credentials of the site and these will be addressed further and built upon in respect of resident travel through the Travel Plan.

4.3.11 It is anticipated that over the course of five years the Travel Plan could reduce the level of vehicular traffic associated with the development site, based on the TRICS assessments by 10%, which is in line with WSCC's draft Travel Plan Guidance for rural areas.



- 4.3.12 As identified within the DfT and WSCC guidance, targets are important since they give the Travel Plan direction from its inception and should provide a measurable goal. It is considered that many Travel Plans are complicated by introduction of a raft of targets which are not linked to one another and can result in no clear direction for the plan. This makes the target difficult to measure in a transparent and accurate way.
- 4.3.13 When setting the site specific targets it is important that they are “SMART” in order to measure the outcomes of what the Travel Plan has or will achieve.
- 4.3.14 Since the aim is to reduce reliance upon the private car, it seems most appropriate to set a target which is clear and concise and relates well to the overall aim of the Travel Plan.
- 4.3.15 General guidance for travel planning states that targets should be ‘demanding but achievable’ the aim of these targets will be:
- (i) Relate to the development, and be site specific with reference to the Transport Assessment;
 - (ii) Are easy to monitor, through annual surveys and trip counters;
 - (iii) Cover a small range of relevant issues.
- 4.3.16 Specific short-term targets will be put forward by the Travel Plan Coordinator and agreed with Officers at WSCC throughout the period of the plan. Targets will be established to ensure that they are appropriate in the context of local objectives, yet realistic and achievable.
- 4.3.17 These initial targets will be set against the baseline data obtained from year 1 surveys which will be undertaken subsequent to occupation of the site.
- 4.3.18 The specific targets shall be co-ordinated in the context of the site’s operations and agreed with Officers at WSCC following occupation and formal adoption of the plan.



5 PARKING PROVISION

5.1 Car Parking

- 5.1.1 When providing parking for any new development it is important to consider local policy and parking standards that should be adopted. The relevant parking standards to be applied in this instance are set out in the West Sussex County Council Parking Standards which have been revised in respect to residential parking provision applying an evidence based approach through a parking demand calculator.
- 5.1.2 The parking demand calculator defines the anticipated total parking demand for residential development based on evidence of recent development within the locality. The outputs of the parking demand calculator are reproduced at **Appendix G**
- 5.1.3 It is considered that the proposals address the parking demand for the site as determined by the proposed uses in reflection of the West Sussex parking demand calculator and historic local car ownership data. The site will provide adequate allocated and unallocated parking for all dwellings including potential for visitors.
- 5.1.4 A review of the National Statistics based on Census 2011 data suggests the level of car ownership within the Wick with Toddington Ward is moderate, reflecting the location of the ward in relation to Littlehampton Town Centre and its amenities and services and accessibility in relation to larger centres.
- 5.1.5 The 2011 Census data for local car ownership equates to an average car ownership in the region of 1.3 vehicles per dwelling throughout the Ward. The Census data states approximately 17.2% of households do not own a car or van, 46.7% of households own one car or van with 36% households owning two or more vehicles.
- 5.1.6 The proposed layout provides a total of 68 dwellings comprising detached, semi-detached, terraced housing and flats split between affordable dwellings and open market dwellings (55 open market dwellings served via the western access and 13 affordable dwellings served via the eastern access). The dwelling mix is as detailed below:

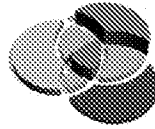
Open Market:

4 x 2 bed flats

11 x 2 bed houses

36 x 3 bed houses

4 x 4 bed houses



Affordable Dwellings:

8 x 2 bed flats

5 x 2 bed houses

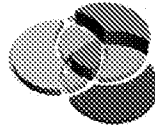
- 5.1.7 The site provides for a combination of parking spaces in the form of unallocated parking spaces to be shared among specific clusters of development, allocated spaces related to specific dwellings and visitor parking spaces.
- 5.1.8 The parking strategy provides for sufficient parking space to ensure the developments parking demand is wholly met on site and within the array of formal parking spaces and would not result in parking over-spilling onto the adjacent highway or creating a cluttered internal environment.
- 5.1.9 As stated within the revised WSCC 'Guidance for car parking in new residential developments' (September 2010) there is a need for residential car parking to take into account the expected levels of car ownership and therefore, the level of parking to be provided on site is guided by the current West Sussex County Council Residential Parking Demand Calculator.
- 5.1.10 An analysis of the site's characteristics in terms of residential provision and locality through the Parking Demand Calculator suggest the site should aim to provide a total of 143 parking spaces through the site including 120 allocated residential spaces together with a total of 23 unallocated and visitor parking spaces.
- 5.1.11 The proposals would see the site provided with a total of 120 residential car parking spaces within the development inclusive of private garages and allocated parking spaces together with a total of 21 unallocated resident and visitor parking spaces providing a total on site of 141 spaces.
- 5.1.12 Car parking is based upon 2 allocated spaces per private unit, 2 allocated spaces the 2 bed affordable units, and unallocated parking to be shared between the affordable flats. Visitors and unallocated residents spaces are broadly in accordance with the WSCC calculator and provided through the site.
- 5.1.13 The principle of unallocated parking is supported by West Sussex County Council in their overall Parking Standards and also within Manual for Streets where the combination of allocated and unallocated parking is promoted with several advantages to providing a certain amount of unallocated communal parking.



- 5.1.14 It is recommended that there should be a presumption in favour of including some unallocated parking in most residential layouts. Key considerations for communal parking are that it only needs to provide for average levels of car ownership rather than catering for higher levels of car ownership and allows for changes in car ownership between individual dwellings over time and also provides for both residents' and visitors' needs.
- 5.1.15 This relates to a rate of approximately 2.07 spaces per dwelling, which would reflect both the local levels of car ownership and the Parking Demand Calculator outputs in the form of allocated and unallocated parking spaces and accommodate the recommended level of visitor parking demand to ensure no parking overflows onto the adjacent highway and aims to provide an uncluttered environment to the development.
- 5.1.16 Given the sites location, the current data in relation to local car ownership statistics and the significant improvements to sustainable access which will be delivered as part of major consented schemes it is considered acceptable to have a minor shortfall in the level of parking provided for the site and this would not result in any additional parking demand in adjacent streets.

5.2 Cycle Parking

- 5.2.1 Cycle parking will be provided at a minimum rate of 2 spaces per dwelling which accords with the West Sussex County Council Cycle Parking Standards which requires cycle parking at a rate of 2 secure and covered spaces per 2 or more bed dwelling.
- 5.2.2 Each unit will benefit from dedicated shed / cycle store in the rear garden or through garages. Where garages are provided the garage dimensions are sufficient to allow the safe storage of additional cycles.
- 5.2.3 The site cycle parking is complemented by the high levels of cycle parking available at local destinations which are accessible via the local network of quiet residential streets and cycle routes.



6 SUMMARY AND CONCLUSIONS

- 6.1.1 RGP has investigated the transport planning considerations relating to the proposed residential development of land to the south of the Littlehampton Academy, Littlehampton to provide a total of 68 residential dwellings, parking and associated access works.
- 6.1.2 The development proposals are considered through this Transport Planning Statement on their own merits and also, importantly, in light of the consented North Littlehampton Strategic Development and associated strategic highway improvements to the Fitzalan Link Road.
- 6.1.3 The proposals are assessed in relation to the sites accessibility in sustainable travel terms as well as the sites potential net highway impact on the existing highway network in addition to the future accessibility credentials and likely highway impact being taken into consideration.
- 6.1.4 The site layout and access proposals are detailed and set in context of the current design guidance as contained within Manual for Streets and the site access and layout have been the subject of appropriate Road Safety Audits to consider the safety of all road users.
- 6.1.5 The proposed development is also consider in respect to the sites likely overall parking demand to ensure the site is able to safely accommodate the anticipated number of resident and visitor vehicles.
- 6.1.6 The conclusions of this report are as follows:
- (i) The site is accessible to a wide range of local education, healthcare, employment, retail and leisure opportunities, including a range of facilities within Littlehampton, within walking and cycling distance in its current form and the extent of sustainable travel facilities will be significantly improved locally in light of the North Littlehampton strategic development, to the benefit of the site;
 - (ii) The proposals are supported by a Framework Travel Plan to promote and facilitate the uptake of sustainable travel patterns now and in the future.
 - (iii) Local public transport provision is good with bus stops within walking distance serving a range of destinations locally and further afield with a wide range of facilities and amenities including Rail Stations.



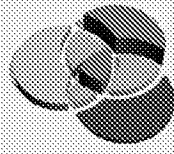
- (iv) The site layout is designed to maintain low traffic speeds and provides for good levels of pedestrian access through the site demonstrating safe and convenient access can be provided via Toddington Lane.
- (v) The site access proposals are supported by a Stage 1 Road Safety Audit and Designers Response to address all issues raised through the Audit.
- (vi) The development would not generate a significant increase in traffic on the local highway network and would not result in a material impact in the operation of local junctions or severe residual impacts either now or in the future;
- (vii) The proposals provide sufficient car parking to cater for all anticipated vehicles on site in accordance with current guidance;

6.1.7 It is therefore concluded that the proposals would provide real choice to prospective residents in terms of how they travel and access services with high quality sustainable travel options relative to the sites location providing real choice in how occupiers of the site may choose to travel with a range of key services within walking and cycling distance.

6.1.8 It is also demonstrated that safe and secure access can be provided for all users and furthermore, the proposals would not introduce significant additional traffic movements onto the local highway network.

6.1.9 It is made clear in Paragraph 32 of NPPF that Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe and it is demonstrated that the highway related impacts of the proposed development are not severe.

6.1.10 In light of this report, West Sussex County Council Highways Officers are respectfully asked to confirm that the proposals are acceptable from a highway and transportation point of view and no objections are raised.

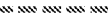
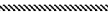


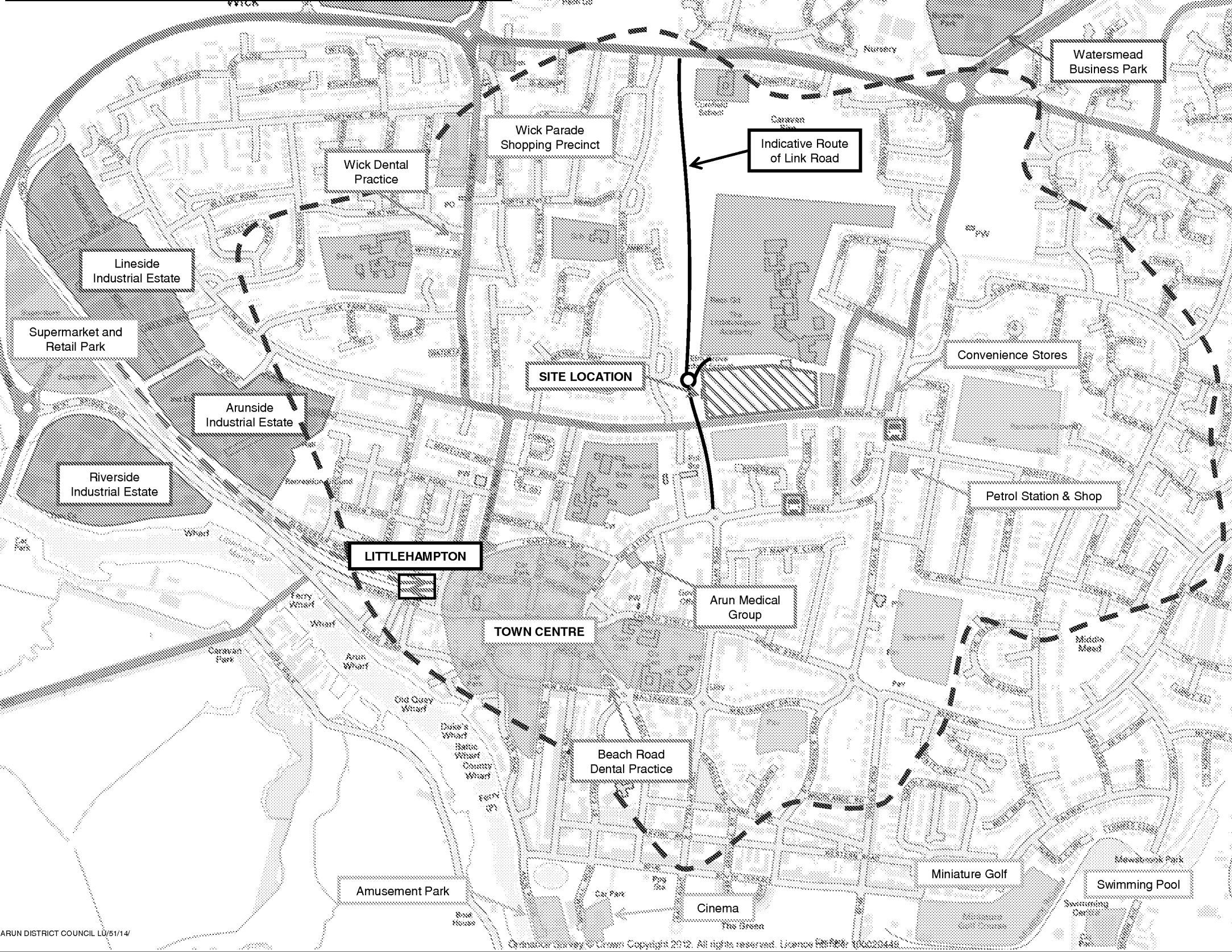
PLANS

BUS TIME TABLE			
SERVICE	ROUTE SUMMARY	TYPICAL FREQUENCY	HOURS OF OPERATION
9	Littlehampton – Rustington – Angmering – Worthing – Shoreham	Mon-Sat: Every hour Sun: No service	Mon-Fri: 06:10-19:40 Sat: 07:00-07:40
12	Littlehampton (Tesco) – Rustington – Angmering	Mon-Sat: Every hour Sun: No service	Mon-Sat: 08:40-18:00
700	Portsmouth – Chichester – Bognor Regis – Arundel – Littlehampton – Worthing – Brighton	Mon-Sat: Every 10 mins Sun: Every 30 mins	Mon-Sat: 05:45-00:00 Sun: 07:00-21:15
26	NATIONAL EXPRESS: London Victoria – Brighton – Littlehampton – Bognor Regis	1 per day in either direction	Towards London: 07:20 Towards Bognor: 20:00

DESTINATION	TYPICAL FREQUENCY	JOURNEY TIME	RAIL STATION
Portsmouth	2 per hour	56 minutes	Chichester, Havant, Fratton
London Victoria	2 per hour	1hr 45m	Worthing, Hove, Gatwick, Clapham Junction
Bognor Regis	1 per hour	19 minutes	Ford and Barnham only.
Brighton	1 per hour (Peak times only)	48 minutes	Goring, Worthing, Shoreham, Hove

LEGEND

-  SITE LOCATION
-  RAIL STATION
-  RAILWAY
-  LOCAL BUS STOPS
-  CYCLE ROUTES
-  1KM WALKING ISOCHRONE
-  LEISURE / RECREATION
-  RETAIL / EMPLOYMENT
-  EDUCATION
-  EMPLOYMENT
-  HEALTH CARE



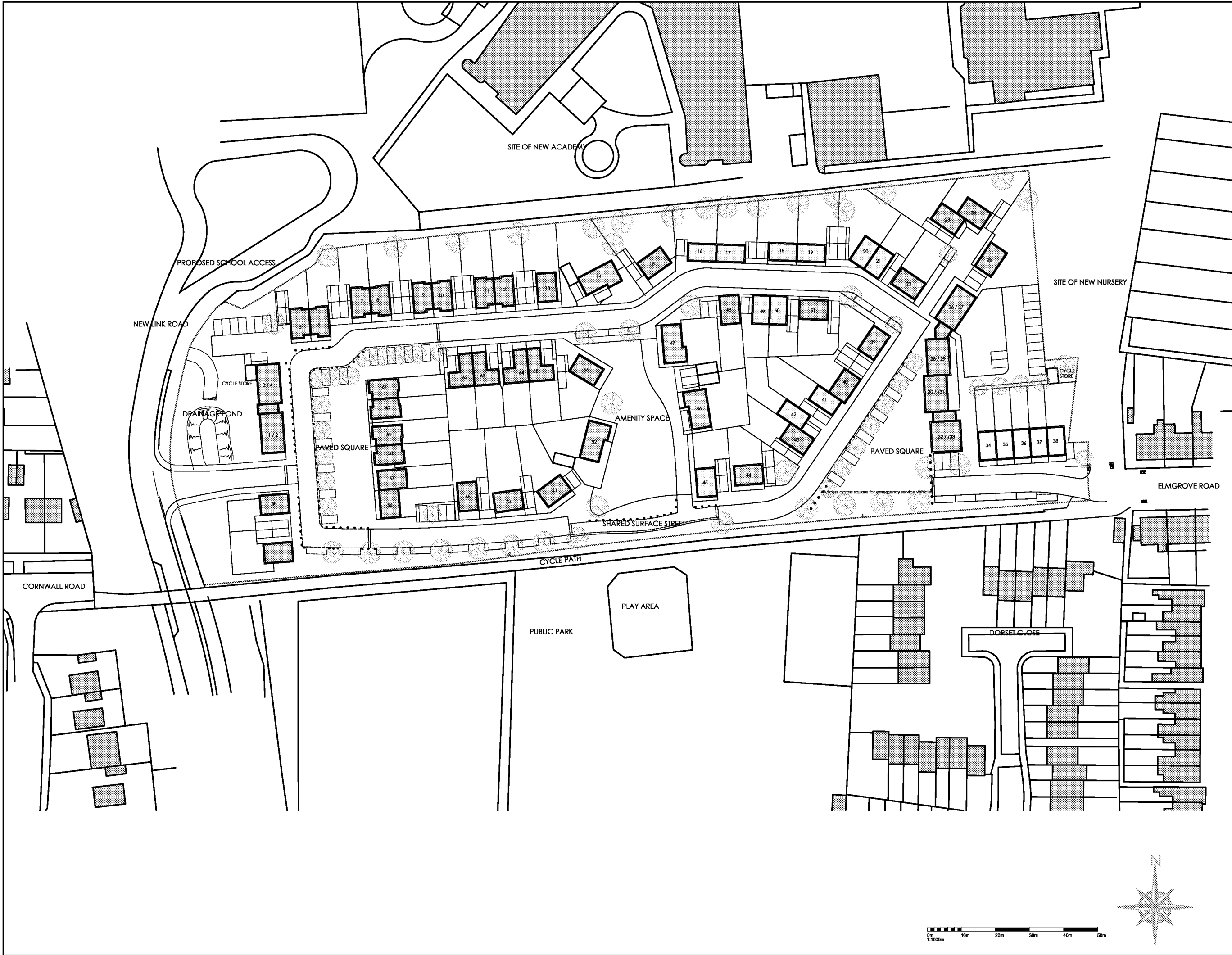
Transport Planning and Infrastructure Design Consultants
The Old Stables, Fry's Yard, Bridge Street,
Godalming, Surrey, GU7 1HP
Tel: 01483 861681 Fax: 01483 861682
www.tpi.co.uk

Client: West Sussex County Council.

Project: Land South of Littlehampton Academy

Title: Site Location and Accessibility Plan

Plan No: Plan 01	Job No: 13/1693	Date: March 2012	Scale: NTS
Drawn By: PJB	Checked By: PJC	Approved By: PMR	Rev: -



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Do not scale from this drawing, work to figured dimensions. All dimensions to be checked on site and any discrepancies reported to the Architect immediately.

REVISION NOTES		
REV.	DESCRIPTION	DATE

SCHEDULE OF ACCOMODATION:

SITE AREA: 2.42 Ha

DENSITY: 28 dwellings per hectare

68 DWELLINGS COMPRISING:

OPEN MARKET HOUSING:

	2 BED FLATS @ 65-80M ²	4
	2 BED HOUSES @ 70-80M ²	11
	3 BED HOUSES @ 85-100M ²	36
	4 BED HOUSES @ 120M ²	4

AFFORDABLE HOUSING:

	2 BED FLATS @ 65-80M ²	8
	2 BED HOUSES @ 70-80M ²	5

PARKING:

141 spaces

2.07 spaces per dwelling

WILLIAMS LESTER
CHARTERED ARCHITECTS
2 Pullman Way, Ringwood, BH24 1EX
01425 485234 mail@williamslester.com
www.williamslester.com

Client

west
sussex
county
council

Project

Land south of
Littlehampton Academy

Title

Site Plan
Unit Types

Scale	1:1000 @ A3	Date	10/07/2013
Drawn	MS	Checked	SJ
Drawing No.	4777-PL-002		Revision
			H

ARUN DISTRICT COUNCIL LUGBURY



Rev	Revision details			Chkd	Appd
Drawn: SC		Preliminary		Date	
Design: SG		For comment			
Chkd: RDP		For tender			
Appd: RDP		For construction		✓	
Date: 12.10.10		As constructed			
		Other			

Ballour Beatty

Construction



Project Name

Littlehampton Academy Access Road

Drawing Title

Future Proposals for Roundabout

Original Drawing Size : A3

Scale : 1:500

Dimensions : -

Drawing No

507344_SK03

Rev

WHITE YOUNG GREEN

project

LITTLEHAMPTON

scale	version	drawn by	MD	checked by	DC
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date	NOVEMBER 2009	cds file	MASTER.DMIG
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PROPOSED HIGHWAY IMPROVEMENTS
(FITZALAN LINK)

drawing number: WYGLITTLEHAMPTON.1/24 D