

HURST ROAD, EAST PRESTON

Proposed development for 4 No Residential Dwellings

TRANSPORT AND ACCESS STATEMENT

1.0 Introduction

- 1.1 This Statement is submitted in support of a planning application to demolish the existing detached dwelling known as St Mary's Close, Hurst Road, East Preston and replace it with four detached dwellings. This statement addresses the likely transport and highway impact of this proposal.

2.0 Site Location and Description

- 2.1 The site lies on the south side of Hurst Road some 30m west of its junction with Station Road. The site is rectangular with a 50m frontage onto Hurst Road and extends for some 40m back from the road. At present there are two accesses into the site arranged as a loop, creating an 'In' and 'Out' layout. The site is generally flat and so there are no constraints due to the topography.
- 2.2 There is a 4m wide grass verge across the front of the property so there is excellent visibility in and out of the two accesses, only partially interrupted by some small deciduous trees set midway back in this verge. However as the trunks are only 0.3m diameter and are upright and clean, there is only a momentary interruption to vision.

3.0 Description of the Adjoining Highway

- 3.1 Hurst Road is a private road and hence not part of the public highway asset. All maintenance will be undertaken jointly by frontagers. Hurst Road is straight and level and has a 6m wide tarmac carriageway, with 4m wide grass verges either side. It has no separate footway but the presence of speed humps at regular intervals along the road keep traffic speeds low and as the road is a cul-de-sac serving some 21 dwellings plus a sheltered housing development at the western end, the traffic flows are low.

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- 3.2 Hurst Road joins the B2140 Station Road at a conventional priority junction. Station Road is the main distributor road in the area and has a 7m wide carriageway, is straight and level and has footways along either side. There is residential development along both sides, although 250m further north there is a small neighbourhood shopping precinct. It is a bus route with bus stops serving either direction within 50m of the junction. Speeds are well within the 30 mph speed restriction along Station Road because of a long 90° bend some 100m south of the junction with Hurst Road and mini roundabout junction some 200m to the north of Hurst Road.
- 3.3 The geometric layout of the Hurst Road / Station Road junction is of a high standard with generous (7.5m radii) on either side and a wide grass verge along the western side of Station Road ensuring that visibility splays well in excess of 2.4m x 70m are available.

4.0 Sustainability of the Site

- 4.1 Sustainability is the ability to access shops, services, schools and employment without the need to rely on the use of the motor car. This site is highly accessible because of the following;
- Bus stops within 100m of the site, with a total of 7 buses per hour in either direction during the day, by virtue of the Coastliner No. 700 service (6 per hour) and the Stagecoach No. 9 service (1 per hour), giving frequent access to Brighton, Shoreham, Worthing, Rustington, Littlehampton and Bognor.
 - The northbound bus stop has a shelter and set at the back of a long bus-layby, a neighbourhood shopping precinct with a wide variety of convenience and comparison shops within 300m of the site.
 - Angmering railway station lies some 450m north of the site providing frequent services along the south coast.

5.0 Proposed Development

- 5.1 The proposal is to replace the existing single dwelling with four small detached dwellings. The existing accesses into the site will be retained. The traffic generation from the site will increase from around 6-7 vehicle movements per day to around 25 vehicle movements per day, although the proximity of the shops and good bus and train services may keep this figure lower. During the peak hours the site would generate 3-4 vehicle movements which is unlikely to have any noticeable effect on the existing traffic using Station Road and Hurst Road. Each house will have garaging and parking for at least 3 cars and secure cycle storage.

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6.0 Impact of the Proposal

- 6.1 Hurst Road is a private road and so the responsibility of the highway authority commences at the junction with Station Road. Nevertheless, as the accesses into and out of the site have good geometry and good visibility, other users of Hurst Road will not experience any detrimental effect on their existing use nor reduction in road safety. The small increase in traffic along this road will not significantly affect any pedestrian walking along Hurst Road, who tend to walk along the carriageway in the absence of any footways.
- 6.2 The junction between Hurst Road and Station Road is of a high standard with good visibility in either direction. This junction is capable of accommodating the additional traffic from the site with virtually no effect on any queueing or delays.
- 6.3 The site is ideally located for access to shops, services and public transport. The presence of new residential development within close proximity of the application site confirms the acceptability of additional residential development in this area.
- 6.4 The advice contained in the National Planning Policy Framework at para 32 is that;

“development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.

That is clearly not the case here, and the impact will be almost insignificant.