



**RUSTINGTON CONVALESCENT HOME,
LITTLEHAMPTON, WEST SUSSEX**

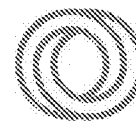
TRANSPORT STATEMENT ADDENDUM

On Behalf of
The Rustington Convalescent Home Charity

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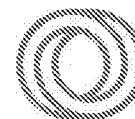


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-	Draft	JT	TDM	JT	BM	07/02/2019
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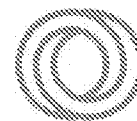
Appendix C Rail Timetables

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1.0 INTRODUCTION

- 1.1 This Transport Statement Addendum (TSA) has been prepared by Odyssey on behalf of The Rustington Convalescent Home Charity, as part of a Section 73 (S73) application, to assess the transport impact of a proposed amendment to the consented development at the Rustington Convalescent Home (RCH) in Littlehampton, West Sussex. **Figure 1** illustrates the site location.

Planning History

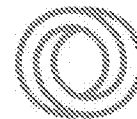
- 1.2 The development site benefits from an existing planning consent (Ref R/83/15/PL), granted in December 2015, for 33-dwellings within the RCH grounds, and which has been lawfully implemented. A copy of the planning Decision notice has been included in **Appendix A**.
- 1.3 The revised proposals for the S73 application are for an additional four dwellings, three of which will comprise new units and one apartment which will be accommodated in the existing laundry building. This will mean a total development of 37 dwellings.
- 1.4 This TSA reviews, and where required, updates the information submitted in the original TS (Report 14-185-01A) submitted as part of the approved planning application. The report is structured as follows:

Section 2: reviews the existing site conditions in the context of sustainable accessibility;

Section 3: describes the revised development proposals;

Section 4: Updates the traffic generation of the site and reviews the resulting net increase in traffic; and

Section 5: Summarises and concludes the report.



2.0 EXISTING TRANSPORT CONDITIONS AND HIGHWAY NETWORK

- 2.1 This section reviews the information submitted in the TS for the permitted development and updates it where required.

Site Accessibility

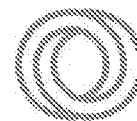
- 2.2 The recommended maximum distances for walking and cycling to local facilities are 2km and 5km respectively, **Figure 2** refers. The development site is located well within these maximum distances to local centers that include retail, employment, education leisure and health amenities. The rest of this section reviews the sites sustainable accessibility.

Pedestrian and Cycle Accessibility

- 2.3 The B2140 Sea Road features footway provision on its southern side along its full length and along its northern side. Local footways are suitably wide, lit and of a good quality.
- 2.4 A pedestrian route to the west of the site provides a link to Littlehampton town centre with access to key facilities, including Church Street (1.7km from the site), High Street (2km from the site) and Littlehampton train station (1.8km).
- 2.5 East of the site, the footway leads to Sea Lane which provides a pedestrian link to the Rustington town centre and providing access to key local facilities including shops, financial services and restaurants, all within a 1.8km walk from the site frontage on Sea Road.
- 2.6 The B2140 Sea Road has an observably low-traffic volume and both Littlehampton and Rustington are within 2km of the site, well within the accepted 5km 'catchment' distance for cycling trips.

Bus Accessibility

- 2.7 The Nearest bus stop is located within a 150m walk of the centre of the development site on the B2140 Sea Road, south of the existing RCH access.
- 2.8 Other bus stops are also accessible within c.400m walk east of the centre of the site at the junction of the B2140 Sea Road and Harsfold Road, as well a bus stop on Neptune Way c.500m walk to the north.



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- 2.9 **Table 2.1** summarises the available bus services, while the full timetables and an area map are contained in **Appendix B**.

Table 2.1 – Bus Services

Service No.	Bus Route	Typical Frequency		First / Last Service
9	Shoreham by Sea - Lancing - Worthing - Littlehampton - Arundel	Mon – Fri	10 minutes	07:19 / 19:03
		Sat	10 minutes	07:46 / 18:55
12	Littlehampton Tesco - Rustington Sainsburys	Mon – Fri	60 minutes	10:14 / 14:14

Rail Accessibility

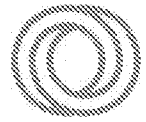
- 2.10 The nearest railway station to the site is Littlehampton, situated c.2.2km to the west of the site. Services operate throughout the day between this station and London Victoria, Portsmouth and Bognor Regis, with two direct morning and evening peak hour services to and from London.
- 2.11 Angmering railway station is situated c.3.5km to the north-east of the site. Services operate between this station and Southampton, Littlehampton, Brighton and London (Victoria). Direct trains between Angmering and London operate at a peak frequency of two trains per hour. **Appendix C** contains recent rail timetables.

Local Facilities

- 2.12 The development site is well located for convenient access to local facilities, **Table 2.2** summarises the facilities nearby within acceptable walking and cycling distance.

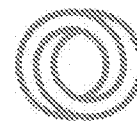
Table 2.2 – Local Amenities

Facility	Distance
Littlehampton Leisure Centre and Gym	450m
Supermarket (Tesco Express)	800m
Rustington local centre	1.4km
Rustington Community Primary School	1.9km
West Preston local centre	1.9km
Littlehampton High Street	2.2km
Littlehampton Railway station	2.3km



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- 2.13 This section demonstrates that the site has an excellent level of accessibility, both in terms of its proximity to local facilities and amenities, as well as access by sustainable modes of transport.
- 2.14 Regular bus and rail services are also easy to access by walking and cycling. In addition, numerous local facilities and amenities are located within acceptable walking and cycling distances.
- 2.15 The site is therefore situated in a sustainable location that is in keeping with the goals set out in the National Planning Policy Framework (NPPF) - July 2018, and local transport policy.



3.0 DEVELOPMENT PROPOSALS

- 3.1 The development proposals are for an increase in the number of dwellings previously permitted from 33 to 37 units, comprising a total of 29 new homes, as well the conversion of existing buildings to accommodate six-flats and two other houses. The proposed layout can be viewed in **Appendix D**, while **Table 3.1** summarises the revised accommodation schedule.

Table 3.1 – Proposed Accommodation Schedule

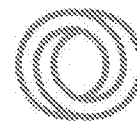
Unit Type	No. Beds	No. Units
House	2	9
House	3	21
House	4	1
Flat	1	3
Flat	2	3
Total		37

Access

- 3.2 Access to the development site remains as per the arrangements proposed and approved in the previous planning consent. Vehicles will gain entry to the site from the existing RCH access, which will receive minor modifications as shown in the previously approved drawing 14-185/004A, refer to **Appendix E**. The design provides suitable visibility splays of 2.4m x 43m and includes provision of a 2m footway for pedestrian access.
- 3.3 The previously approved access also allows for a large refuse vehicle to enter and exit the site in a forward gear as shown on drawing 14-185/005A also contained in **Appendix E**.

On-site Layout

- 3.4 The proposed internal road layout (see **Appendix D**) has been designed in accordance with the principles set out both in the Department for Transport (DfT) publication Manual for Streets (MfS) and the West Sussex County Council (WSCC) Local Design Guide.
- 3.5 A minimum carriageway width of 4.8m has been provided on internal roads with localised widening at bends to accommodate two-way vehicle movements



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- 3.6 The on-site access road alignment makes allowance for suitable forward visibility that adheres to visibility requirements prescribed in the WSCC Local Design Guide based on respective centerline radii and commensurate design speeds of 20mph. All on-site footways will provide a minimum width of 2m.
- 3.7 A Swept Path Assessment SPA of the internal layout has been undertaken and demonstrates that a suitably sized refuse vehicle is able to access all bin stores and maneuver in a safe manner. Odyssey **Drawing 18-362/001A** shows the SPA.

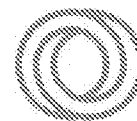
Car and Cycle Parking

- 3.8 The WSCC parking calculator has been used to determine the parking demand likely to be generated by the proposed development. **Table 3.2** summarises the parking demand output, while a copy of the calculator output report can be found in **Appendix F**.

Table 3.2 – Parking Demand Summary

No Beds	No Units	Total Demand
2 Bed House	9	20
3 Bed House	21	48
4 Bed House	1	3
1 Bed Flat	3	4
2 Bed Flat	3	4
Total	37	79

- 3.9 The revised layout provides a total of 79 parking spaces. The proposals therefore reflect the expected parking demand.
- 3.10 Secure cycle parking will be provided for all dwellings by way of garden sheds or lockers for houses. A minimum of one secure space will be provided in communal areas for each flatted dwelling.



4.0 TRAFFIC GENERATION AND IMPACT

- 4.1 The TS for the consented development provided an assessment of traffic generation based upon trip rates taken from the TRICS database (version 7.1.2). **Tables 4.1** summarise the trip rates previously used.

Table 4.1 – Consented Trip Rates

Time Period	Vehicles		
	Arrival	Departure	Two-Way
AM 08:00 – 09:00	0.067	0.221	0.228
PM 17:00 – 18:00	0.254	0.138	0.392

- 4.2 A review of the most recent datasets contained within TRICS (version 7.5.4) shows that there has been an increase in the trip rates for private residential use since the previous assessment.
- 4.3 In the interests of a robust assessment the most recent trip rates have been used. **Table 4.2** summarises the trip rates, while the full TRICS report is contained in **Appendix G**.

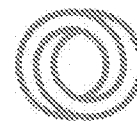
Table 4.2 – Updated Trip Rates

Time Period	Vehicles		
	Arrival	Departure	Two-Way
AM 08:00 – 09:00	0.139	0.348	0.487
PM 17:00 – 18:00	0.332	0.166	0.498

- 4.4 Using these trip rates, the traffic generation for the consented development of 33-dwellings and the proposed development of 37 dwellings have been calculated, **Table 4.3** summarises.

Table 4.3 –Traffic Generation

Time Period	Vehicles		
	Arrival	Departure	Two-Way
33 - Dwellings			
AM 08:00 – 09:00	5	11	16
PM 17:00 – 18:00	11	5	16
37 - Dwellings			
AM 08:00 – 09:00	5	13	18
PM 17:00 – 18:00	12	6	18



4.5 **Table 4.4** shows the resultant net increase in vehicle trips.

Table 4.4 – Net Traffic Increase

Time Period	Vehicles		
	Arrival	Departure	Two-Way
AM 08:00 – 09:00	0	2	2
PM 17:00 – 18:00	1	1	2

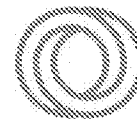
4.6 As can be seen the growth in the trip rates and the modest increase in dwellings proposed on the site will result in a very small increase in traffic generated by the site compared to the consented use.

4.7 It is noted that the approved trip rate previously used resulted in a lower traffic generation of 9 and 13 two-way traffic movements in the AM and PM peak respectively, however even when compared to these the increase in traffic is not significant.

4.8 WSCC guidance for the preparation of Transport Assessments states:

‘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.’

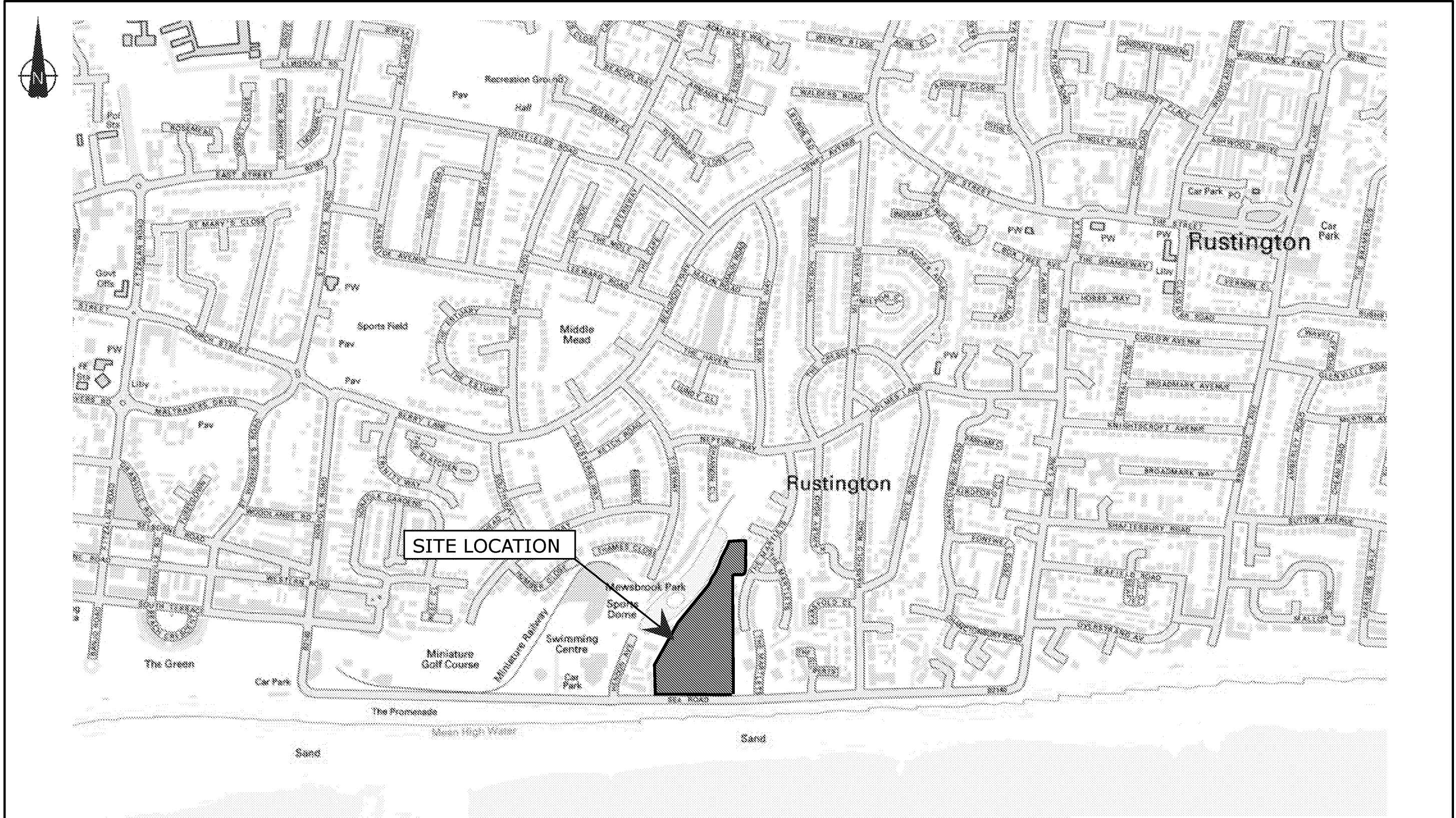
4.9 Given that the traffic generated by the proposed development will reach neither of these thresholds. It is reasonable to conclude that the impact remains marginal and should not be considered ‘severe’.



5.0 SUMMARY AND CONCLUSION

- 5.1 The TS has been prepared in support of a S73 application to alter a consented planning permission for 33-dwellings to 37-dwellings.
- 5.2 This TS has reviewed the information previously submitted as part of the consented development and where appropriate updated it to reflect these revised proposals.
- 5.3 The proposed access arrangements remain the same as those previously consented for the site and should therefore, still be acceptable.
- 5.4 A review of the most recent version of WSCC parking demand calculator has also been undertaken and shows a total demand of 79 parking spaces. The proposed layout provides a total of 79 allocated parking spaces, and the proposals therefore reflect the expected parking demand.
- 5.5 The most recent data provided by TRICS indicates an increase in trip rates for private residential use since the previous application. These more recent trip rates have been used to calculate the net traffic increase compared to the consented use, to be robust.
- 5.6 The resultant traffic generation shows a net increase of just 2 two-way vehicle movements in the AM and PM peaks respectively. Far less than the thresholds recommended by WSCC in their adopted guidance for Transport Assessments.
- 5.7 The amended development proposals will, therefore, not result in a 'severe' impact and are considered acceptable

FIGURES



LITTLEHAMPTON

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Job Title
**RUSTINGTON, LITTLEHAMPTON,
WEST SUSSEX**

Drawing Title
SITE LOCATION PLAN

Client
**THE RUSTINGTON
CONVALESCENT HOME
CHARITY**

Rev	Amendments				Date
Scale	NTS		Date	AUG '14	
Drawn	AJ		Checked	PJH	
Job No	14-185		Figure No	FIGURE No.1	
				Designed	AJ
				Approved	SRB
					Rev