

Transport Assessment

Highfield House, Midhurst Road, Fernhurst, West Sussex, GU27 3HA

Prepared for Comer Homes Group

By YES Engineering Group Ltd



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Revision History

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Document Acceptance

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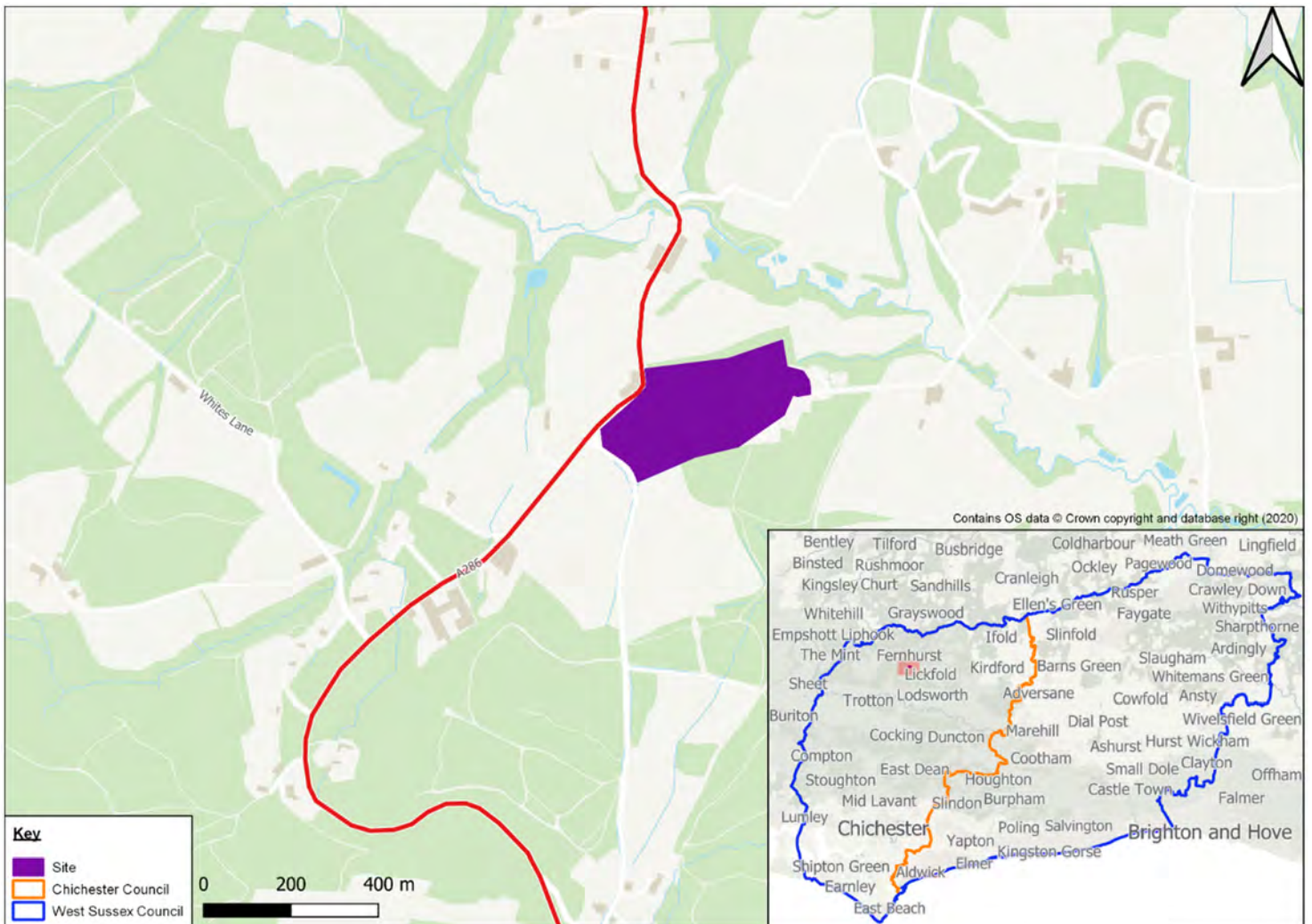
1 Introduction

YES Engineering Group Limited has been instructed by Comer Homes Group to prepare a Transport Assessment (TA) to accompany a prior approval planning application for 235 residential units at Highfield House, Midhurst Road, Fernhurst, West Sussex, GU27 3HA.

The development proposal is for a residential scheme comprising of 155 no. one-bedroom flats, 65 no. two-bedroom flats, and 15 no. three-bedroom flats. The proposals include the 522 car parking spaces. The proposed site layout plan is attached at **Appendix A**.

As shown in **Figure 1.1** it can be seen that the site is situated on the eastern side of Midhurst Road in Fernhurst, West Sussex.

Figure 1.1 – Location Plan



The site lies within the administrative areas of South Downs National Park Authority (SDNPA), Chichester District Council (CDC), and West Sussex County Council (WSCC).

1.1 National Policy

National Planning Policy Framework (2019)

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

Section 9 – Promoting Sustainable Transport, paragraph 102 of the framework details *'the need for transport issues to be considered at the early stages of plan making and development proposals, so that:*

- a) *the potential impacts of development on transport networks can be addressed*
- b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated*
- c) *opportunities to promote walking, cycling and public transport use are identified and pursued*
- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains*
- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

Considering development proposals, paragraph 108 states *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*
- b) *safe and suitable access to the site can be achieved for all users*
- c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

NPPF paragraph 109 states that *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

In the context of this guidance, applications for development should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport*

- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

NPPF paragraph 111 states all *'developments which generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement of transport assessment so that the likely impacts of the proposal can be assessed.'*

1.2 Regional and Local Policy

South Downs Local Plan (2019)

The South Downs Local Plan was adopted on 2nd July 2019. Section 6A of this document relates to transport and the associated policies are set out below.

Strategic Policy SD19: Transport and Accessibility

1. Development proposals will be permitted provided that they are located and designed to minimise the need to travel and promote the use of sustainable modes of transport.
2. Development proposals that are likely to generate a significant number of journeys must be located near existing town and village centres, public transport routes, main roads and, where relevant, the cycle network. Such developments will be required to provide a transport assessment or transport statement.
3. Development proposals must demonstrate the continued safe and efficient operation of the strategic and local road networks.
4. The following improvements to transport infrastructure will be supported:
 - a) Public transport waiting facilities, particularly those with reliable and accessible information;
 - b) Infrastructure supporting the transfer of freight from road to rail and water;
 - c) Improvements to walking, cycling and bus connectivity at all transport interchanges; and
 - d) Improvements to the quality and provision of cycle parking at railway stations and key bus stops.
5. In town and village centres, development will be permitted which appropriately provides for improved footways and cycle routes, cycle parking, and measures to restrict the impact of heavy goods vehicles and other traffic on historic streets.

Strategic Policy SD20: Walking, Cycling and Equestrian Routes

1. Development proposals will be permitted provided they contribute to a network of attractive and functional non-motorised travel routes, with appropriate signage, throughout the National Park.

2. The following disused railway line routes within the National Park, as shown on the Policies Map, are safeguarded for existing, and potential future use as non-motorised travel routes. Development proposals that facilitate such use will be permitted. Development proposals that adversely affect their future potential as non-motorised transport routes will be refused:

- a) Bordon to Bentley;
- b) Petersfield to Pulborough (via Midhurst);
- c) Chichester to Midhurst (Centurion Way);
- d) Wickham to Alton (Meon Valley Trail);
- e) Guildford to Shoreham-by-Sea (Downs Link);
- f) Liss to Longmoor;
- g) Devil's Dyke Route; and
- h) New Alresford to Kingsworthy (Watercress Way).

3. The following corridors, as shown on the Policies Map, are safeguarded for future restoration to their respective historic uses. Development proposals will not be permitted where they would adversely affect their future potential for such restoration. Proposals for restoration to their historic uses will be supported:

- a) The original course of the former Lewes – Uckfield railway line; and
- b) The Wey and Arun Canal.

4. Development proposals will be permitted provided they protect and enhance existing crossings provided for non-motorised travel routes across major roads, railways and watercourses. Proposals for sensitively designed new crossings, and proposals to upgrade the safety of existing crossings, will be supported.

5. Development proposals will be permitted provided they incorporate attractive, accessible public links through the site, which are suitable for pedestrians, cyclists, mobility scooters and equestrians as appropriate, which connect to the nearest convenient point on the public rights of way network and/or local footway network.

6. Development proposals will be permitted provided that they:

- a) Maintain existing public rights of way; and
- b) Conserve and enhance the amenity value and tranquillity of, and views from, non-motorised travel routes and access land.

Development Management Policy SD21: Public Realm, Highway Design and Public Art

1. Development proposals will be permitted provided that they protect and enhance highway safety and follow the principles set out in the document, Roads in the South Downs, or any future replacement.
2. Development will not be permitted where it would reduce the biodiversity, landscape and amenity value and character of historic rural roads. Particular attention will be given to new access points and other physical alterations to roads, and to the impacts of additional traffic.
3. Site layout must be designed to protect the safety and amenity of all road users. The design and layout of new development must give priority to the needs of pedestrians, users of mobility aids, cyclists and equestrians. Movement through the site must be a safe, legible and attractive experience for all users, with roads and surfaces that contribute to the experience rather than dominate it.
4. Street design and management proposals must be context-sensitive, responding to the specific character, activities, heritage, built form and layout, materials and street furniture of the location. Highway design must pay particular attention to the role and location of buildings, doors and entry points.
5. Appropriately designed and located new public art will be supported, in particular within settlements. New public art should be site specific, reflecting and respecting the site and its context.

Development Management Policy SD22: Parking Provision

1. Development proposals for new, extended or re-located public parking will be permitted provided that they are located in or adjacent to the settlements listed in Policy SD25: Development Strategy, or have a strong functional link to an established cultural heritage, wildlife or landscape visitor attraction, provided that:
 - a) There is evidence that overriding traffic management or recreation management benefits can be achieved;
 - b) It is a component of a strategic traffic management scheme which gives precedence to sustainable transport; and
 - c) The site is close to and easily accessible from main roads by appropriate routes, and well connected to the PRow network.
 2. Development proposals will be permitted if they provide an appropriate level of private cycle and vehicle parking to serve the needs of that development in accordance with the relevant adopted parking standards for the locality. Wherever feasible, electric vehicle charging facilities must also be provided.
 3. All new private and public parking provision will:
 - a) Be of a location, scale and design that reflects its context; and
 - b) Incorporate appropriate sustainable drainage systems.
 4. All new public parking provision will comply with the following:
-

a) Wherever feasible, electric vehicle charging facilities must be provided. Where located with potential for onward travel by mobility scooter, this should include charging facilities for such scooters; and

b) Where located with good accessibility to the bridleway network, include provision for horse box parking.

Fernhurst Neighbourhood Plan (2016)

SDNPA adopted the Fernhurst Neighbourhood Plan on 14th April 2016. Chapter 5, Policy SA1 of this Plan relates to the former Syngenta site and is set out below.

POLICY SA1: SITE ALLOCATION – FORMER SYNGENTA SITE, MIDHURST ROAD

The former Syngenta site can be brought forward for a sustainable mixed-use development incorporating residential and commercial development and other suitable uses. Its location within a National Park means that any scheme must be of the highest quality in terms of its design and environmental sustainability. It must also enhance the biodiversity of the area and should ensure that visitors to the National Park are able to use the site as a base to explore the surrounding countryside.

Proposals for this site are considered to be 'major development' and must therefore meet the exceptional circumstances tests set out in NPPF paragraph 116 and be in the public interest. Proposals must be sustainable and will be assessed against the eight principles of sustainable development. Proposals must be masterplanned to support the development of a sustainable community within the parish of Fernhurst. Any planning application shall demonstrate how the development will address the following requirements:

Housing

- The development will deliver approximately 200 new build dwellings as part of a mixed-use scheme for the whole site and subject to a masterplan. This masterplan will take into account the aims of this policy, the viability of the scheme and the net benefits to the existing and future residents of Fernhurst and the Special Qualities of the National Park. 50% of the new dwellings will be affordable, subject to the viability assessment referred to above.
- Any new build dwellings are subject to the Highfield building being demolished. Residential care home
- If there is interest from a provider, then a residential care home for the elderly could be included as part of the development. Employment
- Business use should support the National Park including the wood fuel economy.
- Existing business use should be retained (with the existing buildings on the Longfield site being retained). The Pagoda building should be retained for commercial uses unless it is unoccupied and it can be demonstrated that there is no reasonable prospect of securing a new user through a robust marketing exercise agreed and approved by the South Downs National Park Authority.

- Employment floorspace provision (B1/B2/B8) should be provided in accordance with the tests of Chichester Local Plan Policy B8. Provision of space for smaller businesses and as live-work units will be expected.

Leisure and tourism

- Tourism uses should include self-catering accommodation and provision for the visitor economy, with a tourist information and visitor centre that can be used as a shared facility with the wider community particularly welcomed.
- An assessment of the leisure infrastructure needs of the community that can reasonably be accommodated on the site must be undertaken to inform any proposed scheme. This must involve a clear process of consultation with the Fernhurst community and any scheme must demonstrate how it has sought to best address these needs.
- The provision of allotments to serve the needs of the new resident population will be strongly supported. Provision must be made for appropriate access to Fernhurst village and the surrounding countryside by sustainable modes. This must include the provision of access to existing footpaths and bridleways and bicycle hire or equivalent services. Energy and utilities
- Any development must seek to maximise its energy generation from on-site renewable sources.
- As part of any application, a Sustainable Water Strategy must be provided.
- The culverted watercourse must be restored to a surface flow feature as part of a site-wide sustainable drainage scheme.

Transport

- As part of any application a package of sustainable transport solutions must be provided that integrates sustainable modes of transport including walking, cycling, buses, electric cars and car sharing. In particular, sustainable linkages to Fernhurst village, Haslemere, Midhurst and the King Edward VII site should be provided.

Design

- The masterplan will be expected to integrate sustainability principles into the design of proposals and provide an accompanying sustainability audit against the eight sustainability principles and targets used by SDNPA to underpin its emerging Local Plan. The masterplan should aspire to achieve the best performance against the eight principles and demonstrate their commitment to the same through the objectively assessed process.
- Any design must deliver substantial environmental improvements, respond to local distinctiveness and the site's natural setting within the National Park, recognise local cultural heritage, must be reflective generally of its natural setting in an area of high landscape value and should incorporate a significant area of high quality public realm into any layout. Landscape
- Any development must demonstrate how it has been informed by published guidance of relevance regarding landscape matters. Any application must be accompanied by a

Landscape Visual Impact and Landscape Character Assessment; this should include consideration of the impact upon 'covenanted' and key views.

- Built development should be restricted to the areas that were previously developed, with important native trees retained.

Biodiversity

- Any application must be accompanied by an appropriate Phase One habitat survey and green infrastructure strategy.
- Any development must provide a net gain in biodiversity and natural habitats through an ecosystems services approach. For individual biodiversity assets, any adverse environmental impacts must be appropriately mitigated.
- A contaminated land site investigation and risk assessment must be undertaken prior to the submission of any application.
- An assessment of the biodiversity of the site and its ecological importance must be integral to any development proposals. The relationship with the surrounding natural environment must be improved, taking an ecological approach to open green space to enhance existing features and provides and creates corridors/green links between and around the development and the National Park.
- Development must include the creation of high quality habitats.

Other uses

- Other land uses, which meet the requirements of the Neighbourhood Development Plan and the Local Plan, cater for local needs and support the purposes and duty of the National Park will be supported. This may include a hotel.

Chapter 11 deals with transport and the two policies are reproduced below.

POLICY TR1: BUS SERVICES

Contributions from new development in Fernhurst parish will be used to provide additional community bus services or, where appropriate, improvements to the public bus service by way of increased services. These contributions will be collected through the community infrastructure levy mechanism.

POLICY TR2: PROVISION OF TRAFFIC CALMING MEASURES

New development in Fernhurst parish will contribute towards the provision of appropriate traffic calming measures at key points along the local road network. This is intended to reduce traffic speeds where pedestrians most commonly cross the road.

Innovation in provision is expected through proven modern methods whereby pedestrians and vehicles can more naturally share the road space. One example is shared surfaces.

Contributions will be secured through the Community Infrastructure Levy mechanism or other appropriate mechanism.

South Downs National Planning Authority Parking Supplementary Planning Document (2021)

South Downs National Planning Authority adopted their Guidance on Parking for Residential and Non-Residential Development Supplementary Planning Document in April 2021. The parking provision is calculated on the basis of local conditions pertinent to the development site with the aid of Appendix 3 – Parking Calculator.

Chichester Local Plan (2015)

The Chichester Local Plan excludes the area within the South Downs National Park, so the Local Plan is not relevant for this Development.

Waste Storage and Collection Guidance for New Housing Developments (2017)

The Waste Storage and Collection Guidance for New Housing Developments in the Chichester District was adopted on 25th January 2017. This sets out the Council's refuse vehicle specification and maximum carry distance for operatives that are relevant to this development.

1.3 Previous Planning Applications

There have been two consented prior approval applications for the proposed development site since 2014.

The first application was for the change of use from offices to 213 residential units (application reference SDNP/14/01014/DCOUPN) where it was found that prior approval by the council was not required. Condition 4 of the decision notice issued on 11th April 2014 set out the need for a Travel Plan to be submitted and approved prior to occupation.

The second application was for the demolition of the office building and the construction of a mixed-use development, which includes 210 residential units, café, retail use, community use and commercial use (planning application reference DNP/19/00913/FUL). Planning consent was granted on 21st October 2020 subject to conditions.

It is clear that residential use at this site is an acceptable form of development.

1.4 Scope of the Transport Assessment

The report is structured in the following manner taking into consideration latest transport planning guidance:

Section 2.0, The Site and Surrounding Area: Describes the site and the local highway network.

Section 3.0, Development Proposals and Access Arrangements: Provides a summary of the planning application including access, parking and servicing arrangements.

Section 4.0, Access via Alternative Modes of Transport: Investigates the infrastructure and services available for occupants and visitors to the site travelling via alternative modes of transport to the private car. Reference is also made to the linkage between the modes.

Section 5.0, Trip Generation and Traffic Impact: Considers the level of traffic to be generated by the former/proposed use of the site and assesses the impact on the highway network.

Section 6.0, Parking: Examines the adequacy of the level of car parking available for the development. The South Downs National Park Authority Local Plan and national guidance are used to determine the acceptability of the scheme in this location.

Section 7.0, Summary and Conclusions: Provides a summary of the report and draws together its conclusions.

2 THE SITE AND SURROUNDING AREA

As shown in **Figure 1.1** above it can be seen that the site is situated on the eastern side of Midhurst Road in Fernhurst, West Sussex.

The site comprises an office building of some 18,630m² of floor space and associated car parking. The car parking is to be retained for the residential development.

2.1 Local Highway Network

Vehicular access to the site is at two locations from Henley Old Road at priority junctions. Henry Old Road has a carriageway of around 7m in width and there are verges on either side. A 60mph speed limit is imposed. The north-western end of Henry Old Road joins the A286 Midhurst Road at a priority junction. There is a right turn facility in the centre of the A286 for northbound drivers and a left filter lane to gain access to Henry Old Road for southbound traffic on the A286. Immediately to the south of the access into the site Henry Old Road is access only for cars and motorcycles as the carriageway narrows.

The A286 is a distributor route linking Milford and Haslemere to the north, and Midhurst and Chichester to the south. At the junction of the A286 and Henry Old Road the speed limit is 50mph. There are bus stops on the A286 either side of the Henry Old Road junction.

2.2 Public Transport

The nearest bus stops to the site are situated on the A286 either side of the junction with Henry Old Road. One bus service operates in the locality. **Figure 4.1** set out in Section 4.1 of the TA is a bus routing plan.

The nearest railway station to the site is in Haslemere approximately 5-miles to the north. Haslemere Station provides access to fast train services between Portsmouth Harbour and London Waterloo. There are 4 trains an hour in each direction operated by South Western Railways. Season tickets for car parking for commuters is available at this station.

The location of Haslemere Station can be seen in Section 4.2 of the TA at **Figure 4.2**.

2.3 Local Facilities

Guidance from the Institution of Highways and Transportation (IHT) 'Providing Journeys on Foot' suggests 'desirable', 'acceptable' and 'preferred maximum' walking distances for different types of journeys as shown in **Table 2.1** below.

Table 2.1 - Maximum Walking Distance

Criteria	Commuting/School	Elsewhere (other than town centre)
Desirable	500m	400m
Acceptable	1000m	500m
Preferred Maximum	2000m	1200m

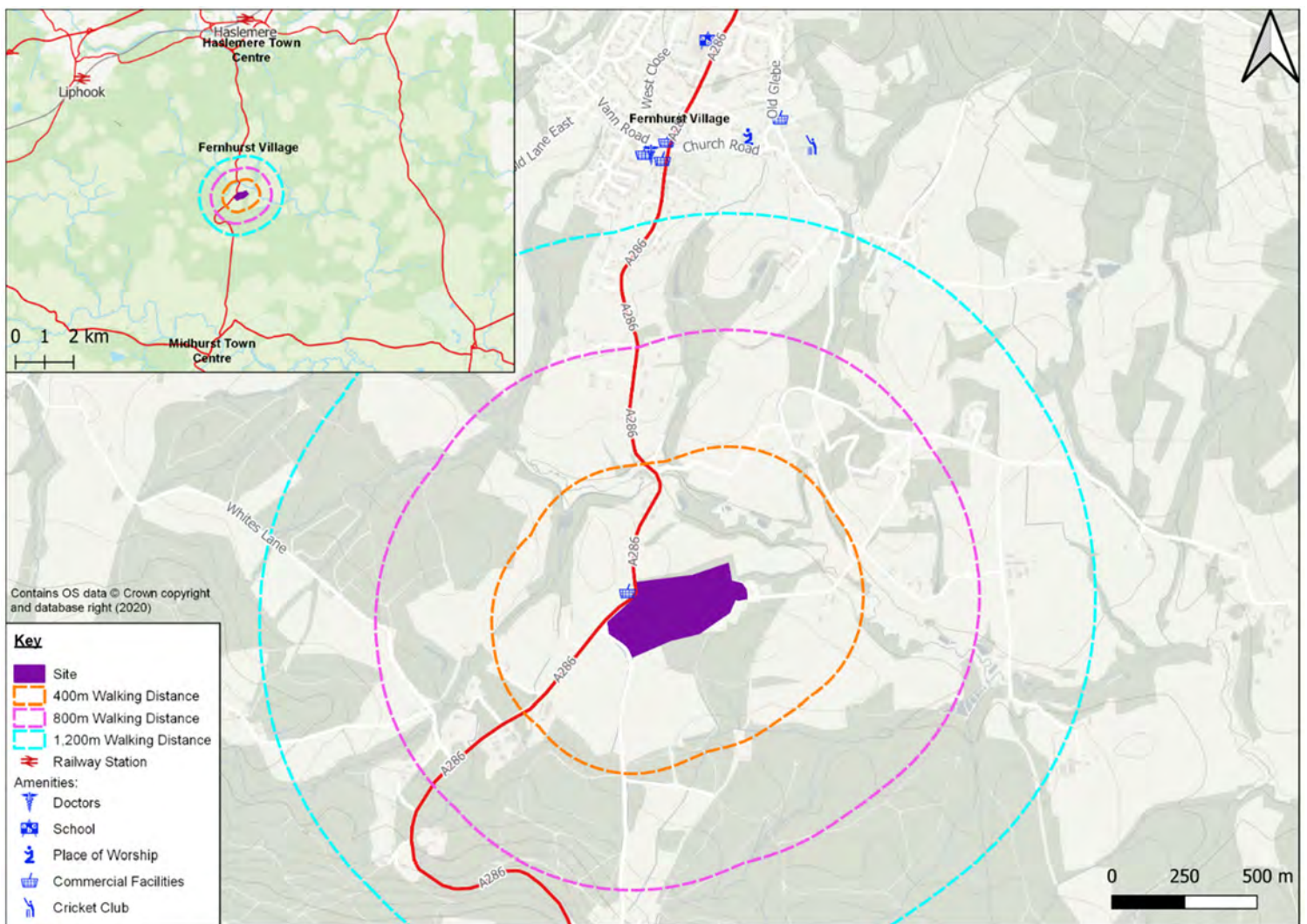
The Department for Transport published a draft report in March 2016 for consultation entitled 'Cycling and Walking Investment Strategy'. This document aspires to double cycling in the UK by 2025 with a focus on this as being the choice of mode for journeys up to 3 miles in length.

The King's Arms Public House on the A286 is located directly opposite the site.

Approximately 2km to the north the village of Fernhurst has a village hall, primary school, a selection of shops, takeaways, a doctors' surgery and a church. The village of Fernhurst is accessible in 25-minutes on foot or within 12 minutes by bicycle.

Figure 2.1 shows the local facilities within walking distance of the site.

Figure 2.1 – Local Facilities



2.4 Census Data

The 2011 Census Data was obtained for the method of travel to work for the Fernhurst Ward. A copy of the information is attached at **Appendix B** and has been set out in **Table 2.2** below.

Table 2.2 – Method of Travel to Work (Fernhurst Ward)

Main Mode	Number of Trips	Percentage Trips
Work mainly from home	297	8%
Underground, Metro, Light Rail and Tram	8	0%
Train	336	9%
Bus, Minibus or Coach	24	1%
Taxi	5	0%
Motorcycle, Scooter or Moped	28	1%
Driving a Car or Van	1,545	43%
Passenger in a Car or Van	89	2%
Bicycle	17	0%
On Foot	164	5%
Other Method of Travel to Work	23	1%
Not in Employment	1,075	30%
Total	3,611	100%

The Census Data for the area of the site confirms that the site is reasonably sustainable as 43% of residents between 16 and 74 years use a car to travel to work.

3 DEVELOPMENT PROPOSALS AND ACCESS ARRANGEMENTS

The development proposal is for a residential scheme comprising of 155 no. one-bedroom flats, 65 no. two-bedroom flats, and 15 no. three-bedroom flats. The proposals include the 522 car parking spaces. The proposed layout for the ground floor is shown on the architect's plans attached at **Appendix A**.

3.1 Access Arrangements

As shown in **Appendix A** the proposed development site will be served by the two existing junctions onto Henry Old Road.

3.2 Refuse Collection and Deliveries

Refuse collection will be undertaken within the site. It is proposed that each flat block has its own bin store located within easy access to the central spine road within the site to allow kerbside collection. All refuse storage areas will provide adequate space to accommodate waste storage for all the waste streams and within the required collection distance for waste management operatives.

The refuse storage and collection arrangements are in accordance with Chichester District Council's Waste Storage and Collection Guidance for New Housing Developments within the Chichester District (2017). The waste collection contractor is not expected to collect and carry wastes more than 25 meters from the internal access roads.

Delivery vehicles (Amazon, supermarket deliveries, etc) will be undertaken within the site.

3.3 Parking

South Downs National Planning Authority adopted their Guidance on Parking for Residential and Non-Residential Development Supplementary Planning Document (SPD) in April 2021. The parking provision is calculated on the basis of local conditions pertinent to the development site with the aid of Appendix 3 – Parking Calculator.

The Parking Calculator was completed using the Fernhurst Ward (where the site resides) and the proposal to allocate two parking spaces per residential unit. A copy of the completed spreadsheet is attached as **Appendix C** where it can be seen that 521 car parking spaces are required for the 235 residential units.

It is the intention to retain 522 car parking spaces on-site as shown in **Appendix A**. A total of 26 car parking spaces (5%) will be Blue Badge parking in accordance with the SPD. The parking provision would comfortably ensure that there would be no parking overspill from the proposed development.

The SPD requires that the flats will have for long stay purposes 1 cycle space per bedroom and 1 short stay cycle space per 5 flats. The long stay provision needs to accommodate 1 larger cycle per 5 flats and the short stay provision 1 larger cycle per 10 flats. The development of 235 flats is to have a total of 330 bedrooms, which equates to 330 long stay spaces and 47 short stay spaces. Of these 47 of the long stay spaces (5% of flats) and 24 of the short stay spaces (10% of flats) will be capable of accommodating larger cycles.

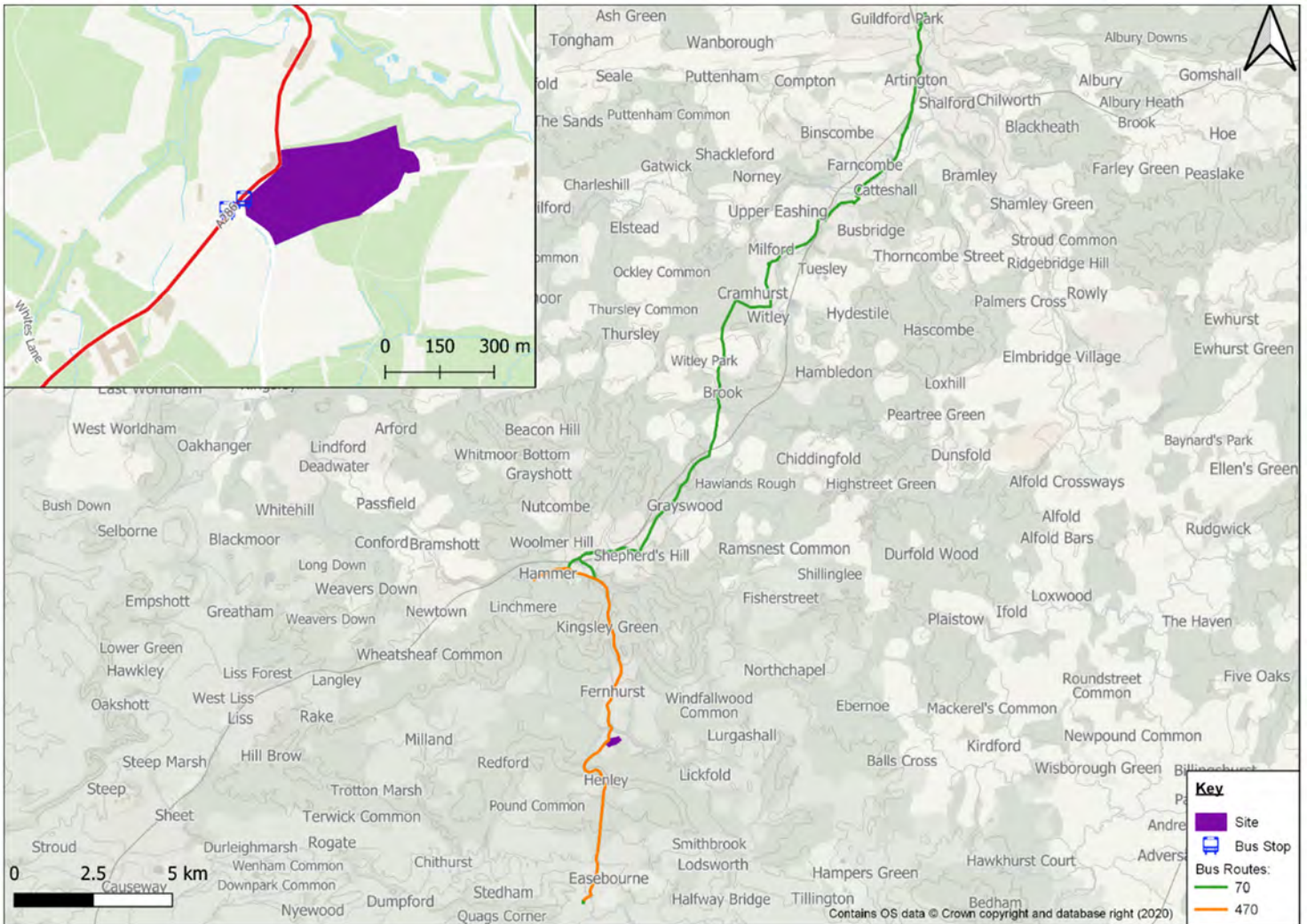
4 ACCESS VIA ALTERNATIVE MODES OF TRANSPORT

To accord with the government's objectives and planning guidance for a more sustainable environment it is necessary to consider the accessibility of the site by alternative modes of transport to the private car.

4.1 Buses

As formerly mentioned in Section 2 above, the nearest bus stops to the site are situated on the A286 either side of the junction with Henry Old Road. Two bus services (routes 70 and 470) operates in the locality as shown in **Figure 4.1** below.

Figure 4.1 – Bus services near the Site



Details of the bus service with regards to the route and the general frequency of the service provision are outlined in **Table 4.1** below.

Table 4.1 – General Daytime Frequency of Bus Service (frequency per day)

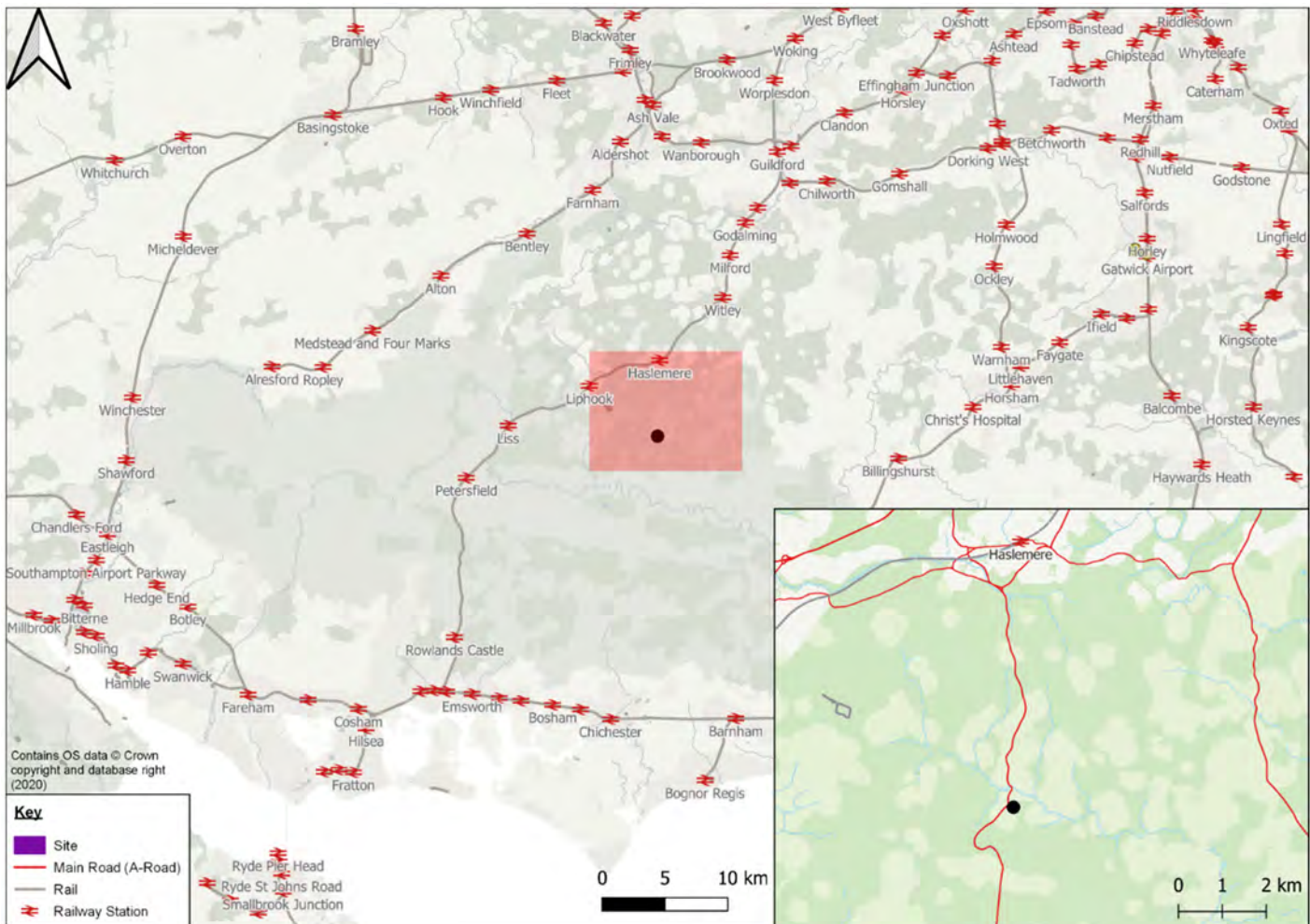
Number	Route	Monday – Friday	Saturday	Sunday
70	Midhurst – Guildford	1	1	-
470	Hammer Hill Estate – Midhurst	1 bus per day	-	-

4.2 Rail

The nearest railway station to the site is in Haslemere approximately 5-miles to the north. Haslemere Station provides access to fast train services between Portsmouth Harbour and London Waterloo. There are 4 trains an hour in each direction operated by South Western Railways. Season tickets for car parking for commuters is available at this station.

The location of Haslemere Station can be seen on **Figure 4.2**.

Figure 4.2 – Rail connections from Haslemere Station



4.3 Pedestrian and Cycle Access

When assessing the existing provision of walking and cycling facilities it can be useful to examine the likely destinations walkers and cyclist will wish to connect.

The DfT report 'Walking in Great Britain' identifies that, for the south east, 91% of walking journeys are less than 2km as the crow flies. The reports also show that 99% of walking journeys are less than 4km.

5 TRIP GENERATION

To consider the suitability of the potential impact that the proposed development may have on the local highway network, it is necessary to determine the number of trips by mode generated by the new development.

5.1 Existing Permitted Use

Planning Consent (Application Reference DNP/19/00913/FUL)

The site has the benefit of planning consent for a mixed-use development, which includes 210 residential units. However, the Transport Assessment submitted with the consented scheme considered 220 residential units with respect to development traffic flows and traffic modelling on the highway network. The development peak hour vehicle trips that were assessed for the consented scheme are set out in **Table 5.1** below.

Table 5.1 - Peak Hour Vehicle Trips for Consented Development

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	25	75	74	40

It can be seen from **Table 5.1** above that the consented scheme would generate 100 vehicular movements during the morning peak hour and 114 vehicular movements during the evening peak hour.

5.2 Proposed Use

Residential Use (235 units)

It is proposed that the office building is converted into 235 flats. The consented scheme considered 220 residential units so there will be an additional 15 residential units that need to be assessed. Table 6.1 of the Transport Assessment submitted with the consented scheme sets out peak hour trip rates per flat, which are reproduced in **Table 5.2** below.

Table 5.2 - Peak Hour Vehicle Trip Generation for Flats (per unit)

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.095	0.307	0.333	0.200

The peak hour vehicle traffic movement associated with the additional 15 flats that are proposed for this prior notification application are calculated from the trip rates in **Table 5.2** above and presented in **Table 5.3** below.

Table 5.3 - Predicted Peak Hour Vehicular Movements for Proposed Flats (15 units)

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	1	5	5	3

Table 5.4 above shows that based on the trip rates for the proposed residential development is predicted to generate an additional 6 vehicle movements in the morning peak hour and 8 vehicle movements in the evening peak hour when compared with the consented scheme.

It is clear as a consequence of development there will be a negligible impact on the highway network.

5.3 Multi-Modal Trips

The 2011 Census Data was obtained for the method of travel to work associated with the Fernhurst Ward (**Appendix B**) and set out in **Table 2.3** above. There are 2,094 households and 3,611 people of working age in the Fenhurst Ward giving an average of 1.72 people of working age per household. This means approximately 404 people of working age living in the 235 residential units proposed. The percentage modal split has been applied to the 235 residential units and set out in **Table 5.4** below.

Table 5.4 – Method of Travel to Work (235 Residential Units)

Main Mode	Number of People	Percentage Trips
Work mainly from home	32	8%
Underground, Metro, Light Rail and Tram	0	0%
Train	36	9%
Bus, Minibus or Coach	4	1%
Taxi	0	0%
Motorcycle, Scooter or Moped	4	1%
Driving a Car or Van	174	43%
Passenger in a Car or Van	8	2%
Bicycle	0	0%
On Foot	20	5%
Other Method of Travel to Work	4	1%
Not in Employment	121	30%
Total	404	100%

NB The total number is slightly different due to rounding

It can be seen in **Table 5.6** above, that 174 residents of the 404 of working age that are anticipated to live in the new development are expected to drive to work. The 522 parking spaces available for the residential development should therefore be ample.

6 PARKING

South Downs National Planning Authority adopted their Guidance on Parking for Residential and Non-Residential Development Supplementary Planning Document (SPD) in April 2021. The parking provision is calculated on the basis of local conditions pertinent to the development site with the aid of Appendix 3 – Parking Calculator.

The SPD specifies that as a minimum, disabled parking spaces should be provided at 5% of the overall total of parking spaces for the development.

Cycle parking standards are set out in Table 1 of the SPD and state for residential development there should be 1 secure covered long stay space per bedroom for flats and 1 short stay space per 5 flats for visitors. Larger cycle provision should be provided as 1 space per 5 flats for long stay and 1 space per 10 flats for short stay use.

6.1 Car Parking

South Downs National Planning Authority adopted their Guidance on Parking for Residential and Non-Residential Development Supplementary Planning Document (SPD) in April 2021. The parking provision is calculated on the basis of local conditions pertinent to the development site with the aid of Appendix 3 – Parking Calculator.

The Parking Calculator was completed using the Fernhurst Ward (where the site resides) and the proposal to allocate two parking spaces per residential unit. A copy of the completed spreadsheet is attached as **Appendix C** where it can be seen that 521 car parking spaces are required for the 235 residential units.

It is the intention to retain 522 car parking spaces on-site as shown in **Appendix A**. A total of 26 car parking spaces (5%) will be Blue Badge parking in accordance with the SPD. The parking provision would comfortably ensure that there would be no parking overspill from the proposed development.

6.2 Cycle Parking

The SPD requires that the flats will have for long stay purposes 1 cycle space per bedroom and 1 short stay cycle space per 5 flats. The long stay provision needs to accommodate 1 larger cycle per 5 flats and the short stay provision 1 larger cycle per 10 flats. The development of 235 flats is to have a total of 330 bedroom, which equates to 330 long stay spaces and 47 short stay spaces. Of these 47 of the long stay spaces (5% of flats) and 24 of the short stay spaces (10% of flats) will be capable of accommodating larger cycles.

7 SUMMARY AND CONCLUSIONS

- a** YES Engineering Group Ltd has been instructed by Comer Homes Group to prepare a Transport Assessment (TA) to accompany a prior approval planning application for 235 residential units at Highfield House, Midhurst Road, Fernhurst, West Sussex, GU27 3HA.
- b** The development proposal is for a residential scheme comprising of 155 no. one-bedroom flats, 65 no. two-bedroom flats, and 15 no. three-bedroom flats. The proposals include the 522 car parking spaces.
- c** It is the intention to retain 522 car parking spaces on-site as shown in Appendix A. A total of 26 car parking spaces (5%) will be Blue Badge parking in accordance with the SPD.
- d** As shown in **Appendix A** the proposed development site will be served by the two existing junctions onto Henry Old Road.
- e** Refuse collection will be undertaken within the site. It is proposed that each flat block has its own bin store located within easy access to the central spine road within the site to allow kerbside collection. All refuse storage areas will provide adequate space to accommodate waste storage for all the waste streams and within the required collection distance for waste management operatives.
- f** The application site is accessible by modes of transport other than the private car with bus stops located on the A286 either side of the junction with Henry Old Road providing access to the surrounding area including Haslemere Station. Haslemere Station is approximately 5-miles to the norther of the site providing access to fast train services between Portsmouth Harbour and London Waterloo. The public transport provision, along with the secure and covered cycle parking within the site will encourage residents to use an alternative mode to the private car.
- g** The site has the benefit of planning consent for a mixed-use development, which includes 210 residential units. However, the Transport Assessment submitted with the consented scheme considered 220 residential units with respect to development traffic flows and traffic modelling on the highway network. **Table 5.4** shows that based on the trip rates for the additional 15 residential units is predicted to generate an additional 6 vehicle movements in the morning peak hour and 8 vehicle movements in the evening peak hour when compared with the consented scheme.
- h** NPPF paragraph 109 states that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.' As demonstrated within this report the impacts are not severe.
- i** Overall, it is concluded that there is no highway or transportation reasons to object to the proposed development.

Appendices

Appendix A – Proposed Site Layout Plan



NOTES:	LEGEND	KEY TO MATERIALS	REV#	DATE	DETAILS	INITIALS	REV#	DATE	DETAILS	INITIALS	REV#	DATE	DETAILS	INITIALS	REV#	DATE	DETAILS	KEY PLAN	N
	<ul style="list-style-type: none"> ▲ +9.450 Height Levels ▬ +9.450 Proposed Floor Finished Levels ▬ Section Marks ▬ Site Boundary ▬ Outline of Existing Building 	<ul style="list-style-type: none"> ▬ Site Boundary 																	N
<p style="text-align: center;">++</p> <p>PLUSARCHITECTURE <small>Canary Lane, Dublin 8, Ireland W: www.plusarchitecture.ie T: 353 01 821 3378</small></p> <p>PROJECT: Highfield House PROJECT NO.: 476 DATE: 06.07.2021</p> <p>CLIENT: Corner Homes Group DRAWING NO.: 476_B1_01_01 REVISION:</p> <p>TITLE: Site Plan DRAWN BY: LC SCALE / A1: 1:1000</p> <p>ISSUE TYPE: Information CHECKED BY: GW SCALE / A3:</p>																			

Appendix B – 2011 Census Data – Fernhurst Ward

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 wards
area name	E05007612 : Fernhurst
rural urban	Total

Method of Travel to Work	2011
All categories: Method of travel to work	3,611
Work mainly at or from home	297
Underground, metro, light rail, tram	8
Train	336
Bus, minibus or coach	24
Taxi	5
Motorcycle, scooter or moped	28
Driving a car or van	1,545
Passenger in a car or van	89
Bicycle	17
On foot	164
Other method of travel to work	23
Not in employment	1,075

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix C – Parking Calculator

SOUTH DOWNS NATIONAL PARK AUTHORITY CAR OWNERSHIP PARKING DEMAND TOOL



GUIDANCE NOTE
 The Parking Demand Tool should be used with reference to South Downs National Park Authority Residential Parking Policy Guidance. The tool uses Census 2011 Car Ownership and Tempro projections to 2033 to predict residential development parking demand. The tool is not a definitive guide but a guide to the expected level of car ownership. For more information please refer to the guidance document or contact planningpolicy@southdowns.gov.uk.

Ward 1	Fernhurst
District	Chichester
Ward 2	
District	
Ward 3	
District	
Ward Tempro Factor 2011-2033	1.076
District Tempro Factor 2011-2033	1.100

Please input the ward name for your development location by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please refer to <https://www.nomisweb.co.uk/reports/lmp/ward2011/contents.aspx> and input postcode. Where Census data contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size, the tool allows for 3 wards. If there is still a low sample then the tool will automatically choose district/borough data.

STAGE 1

STAGE 2

Please input the unit type, tenure, number of bedrooms, number of units of that type and number of allocated parking spaces

DEVELOPMENT MIX						ALLOCATED PARKING Spaces (Per Unit)	PARKING DEMAND					
Ref.	Unit Type	Tenure	Habitable Rooms (Per Unit)	Bedrooms (Per Unit)	No. of Units (Total)		Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
							per unit	Total	per unit	Total		
A	Flats	Owner-Occupied	2	1	155	2	310	0.01	2.06	0.20	31.00	343.06
B	Flats	Owner-Occupied	3	2	65	2	130	0.01	0.87	0.20	13.00	143.87
C	Flats	Owner-Occupied	4	3	15	2	30	0.07	1.03	0.20	3.00	34.03
D												
E												
F												
G												
H												
I												
J												
K												
L												
M												
N												
O												
P												
Q												
R												
S												
Total					235		470	3.96		47.00	520.96	

← Total Parking Demand for Development

Spreadsheet tool developed by:



www.pelhamtransportconsulting.co.uk