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RESIDENTIAL DEVELOPMENT
GROVE SCHOOL
WEST ST LEONARDS, HASTINGS

TRANSPORT ASSESSMENT

FEBRUARY 2015

the journey is the reward

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TRANSPORT ASSESSMENT

FEBRUARY 2015

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Residential Development
Grove School
West St Leonards, Hastings
Transport Assessment

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1 Introduction

1.1 Mayer Brown has been commissioned by Mr C Reed for East Sussex County Council to produce this Transport Assessment (TA) to support the application for a residential development at the site of the former Grove School in St Leonards, Hastings (hereafter also referred to as the "site").

1.2 The location of the site in relation to the local highway network is shown in Figure 1.1 below:

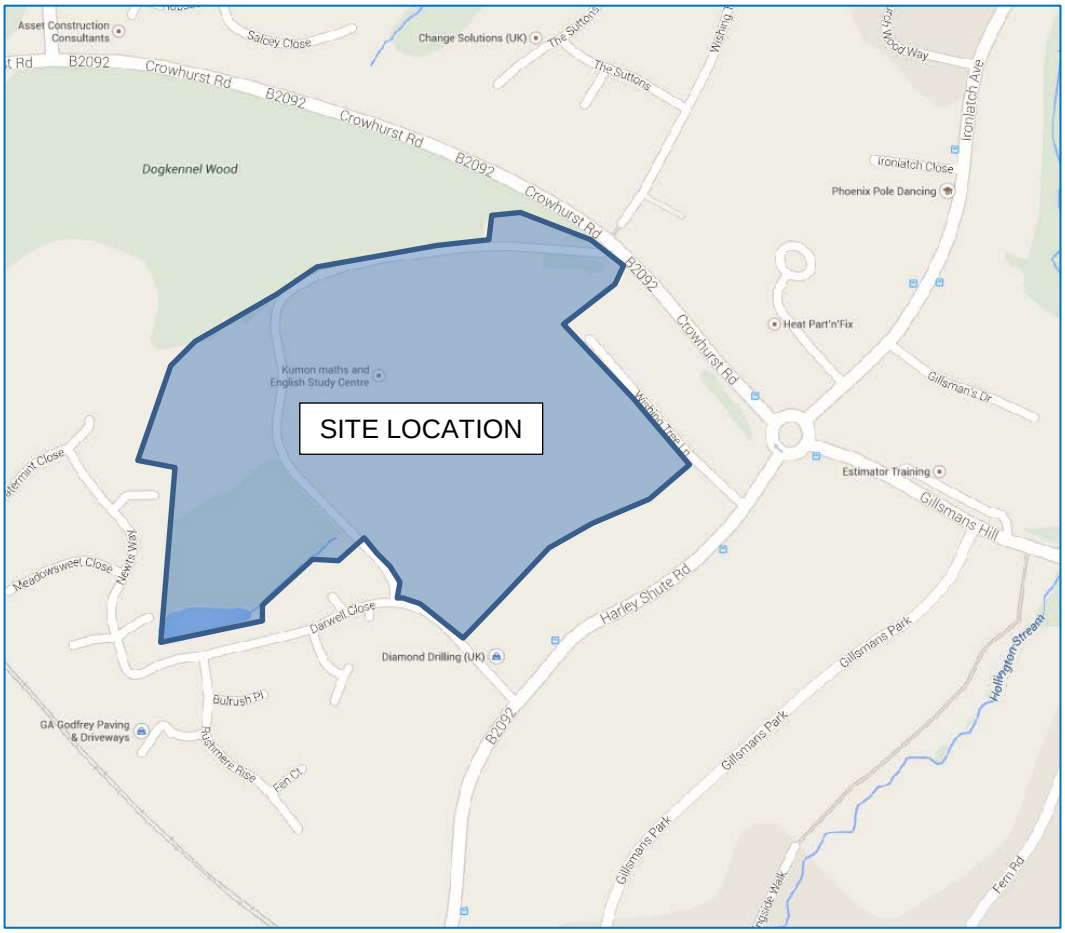


Figure 1.1: Site in Relation to the Local Highway Network

1.3 The scope of this assessment was agreed with East Sussex County Council (ESCC) via an email dated 21st of February 2014 (see Appendix A) and subsequent discussions following the public consultation exercise carried out on 20th November 2014.

1.4 This report assesses the accessibility of the site by non-car modes of transport and its sustainability in relation to local shops and facilities, it provides an overview of the development proposals (including the access, parking and servicing arrangements), provides an assessment of the traffic impact of the proposed development and an assessment of the impact of the proposals on the operation of the local highway network.

1.5 The remainder of the report consists of the following sections:

- Site Location & Existing Conditions
- Accessibility
- Development Proposals
- Traffic Impact
- Junction Modelling
- Summary and Conclusions

1.6 This report concludes that the proposed development:

- is located within a highly sustainable area well suited to residential development
- is easily accessible by non-car and sustainable modes of transport
- accords with local parking standards
- will have no material impact on the operation of the local highway network

1.7 Therefore, it is concluded that the site is well suited for its proposed residential use and that there are no highways or transportation reasons why the proposed development should not be permitted.

2 Site Location and Existing Conditions

2.1 The site is located approximately 1.6km to the northwest of the centre of St Leonards and 3km to the northwest of the centre of Hastings.

2.2 The site was until recently occupied by the Grove School which consisted of school buildings, playing fields, parking areas and an area of wooded land on the west of the site. It is understood that The Grove School accommodated approximately 1,163 pupils and 82 staff during 2002/2003, with the numbers declining in 2010 to 599 pupils and 45 staff. All school buildings have now been demolished on the site.

2.3 The site is bordered by wooded land and Crowhurst Road to the north, residential dwellings and Crowhurst Road to the east, residential dwellings and Harley Shute Road to the south and further residential dwellings and Darwell Close to the west.

2.4 Vehicular access to the site is taken from the south of the site via Darwell Close and Harley Shute Road. An additional pedestrian access into the site is located on the northeast of the site off Crowhurst Road.

2.5 Visibility splays from the existing access have been measured at 2.4m x 78m to the right and 2.4m x 53m to the left along Darwell Close and thus exceeds the stopping sight distance for 30mph speeds recommended in Manual for Streets (guidance published by the Department for Transport) of 43m.

2.6 Harley Shute Road in the vicinity of the site is circa 7m wide and benefits from a circa 2m wide footway on either side of the carriageway. These footways are in good condition and benefit from street lighting.

2.7 A signalised pedestrian crossing is provided just to the southwest of the Darwell Close/Harley Shute Road junction.

2.8 Harley Shute Road leads to the Crowhurst Rd/Ironlatch Ave/Gillsmans Hill roundabout junction (known as the Wishing Tree Roundabout) to the northeast and towards Bexhill to the southwest. Crowhurst Rd and Ironlatch Ave provide access to routes into and out of Hastings to the north and Gillsmans Hill provides access to routes into and out of the centre of Hastings.

2.9 A small parade of shops is located within an easy walking distance of circa 600m to the south of the site on Fernside Avenue, containing a small supermarket, bakery and take-away restaurant.

2.10 West St Leonard's County Primary School is located approximately 750m to the southwest of the site and The St Leonard's Academy is located approximately 1km to the southwest of the site.

2.11 It is therefore evident that the site is located in a sustainable, residential area. This will assist in keeping vehicular trips to and from the site to a minimum.

Bexhill to Hasting Link Road

2.12 This consented Link Road scheme consists of a single-carriageway road that will link the outskirts of Bexhill and Hastings, with the aim of easing congestion and improving air quality on the A259 at Glyne Gap. The 5.6km long route starts at the A259 in Bexhill, runs along the line of the disused Bexhill to Crowhurst railway line and then passes around the northern side of the Combe Haven Site of Special Scientific Interest (SSSI). The Link Road will then cross Crowhurst Road and the Hastings to London railway line, go around the southern edge of the Marline Valley Woods SSSI before joining Queensway just north of Crowhurst Road.

2.13 The link is due to open in 2015 and the following table (obtained from the TA for the Filsham Valley School site in Hastings dated 8th April 2010) shows predicted traffic flows before and after the opening of the Link Road:

Road	Year	Approx. Current Flow	Approx. Flow after opening of Link Road	% Difference
Harley Shute Road	2010	15,300	9,600	-37%
Filsham Road	2010	11,400	9,000	-21%
A259 Bexhill Road (West)	2010	32,000	21,600	-33%
A259 Bexhill Road (East, Marina)	2010	16,100	14,100	-12%
B2092 Crowhurst Road	2010	15,600	13,800	-12%
Gillsmans Hill	2010	7,800	9,700	+24%
Upper Maze Hill	2010	8,300	7,800	-6%
Totals		**106,500**	**85,600**	**-20%**

Table 2.1: Predicted Traffic Flows Before and After Link Road Opening

2.14 It is clear from Table 2.1 that the Link Road will have an overall beneficial impact on the existing operation of the local highway network in the vicinity of the site, however, for robustness; no account has been taken of the impact of the Bexhill to Hastings Link Road in the junction modelling assessments carried out later in this report. The results of our junction modelling assessments can therefore be considered to be very robust.

Highway Safety

2.15 The most recent accident statistics along Darwell Close, Harley Shute Road and the Wishing Tree Roundabout in the vicinity of the site have been obtained from Sussex Police, covering the last 5 years to 30/04/2014.

2.16 The full output of the accident data obtained is provided in Appendix B and shows that there have been only 3 slight accidents and 1 serious accident over the last 5 years in the area covered and that only one slight accident was located near to the site access.

2.17 It is therefore clear that there has not been a significant volume of road traffic accidents in the area, especially considering the volume of pedestrian traffic associated with the site's former school use.

2.18 Given that, as set out later in this report, the proposals will have a negligible impact on the operation of the local highway network, it can be concluded that the proposed development will not produce any additional or exacerbate any existing highways safety issues.

3 Accessibility

Bus Accessibility

3.1 The nearest bus stops to the site are located a walk approximately of 275m and 375m away on Crowhurst Road and Harley Shute Road respectively. There are also a further five additional bus stops located within easy walking distance (640m or an eight minute walk at 80m/min) of the site.

3.2 The frequent bus services available from the bus stops within easy walking distance of the site have been summarised and are shown in the following table:

Bus	Route	Weekday Peak Frequency		Weekend Peak Frequency	
		Arr	Dep	Arr	Dep
20/2A/B	Ore, adj Crowborough Road - Ore, adj Co-Op - Old Town, adj The Stade - Hastings Town Centre, Railway Station - Hastings Town Centre, Havelock Road - St Leonards, adj Christ Church - Silverhill, o/s ASDA - Hollington, o/s Blackman Avenue Shops - Hollington, adj Gillsmans Drive - Hollington, opp Willingdon Avenue - Hollington, Tesco - Hollington, opp Sandringham Heights - Hollington, Tesco	4 per hour	4 per hour	4 per hour	1 per hour
21/A	St Helens, opp Pennine Rise - St Helens, opp Hoads Wood Road - Blacklands, adj Langham Hotel - Blacklands, opp Hughenden Court - Hastings Town Centre, Priory Meadow - Hastings Town Centre, Railway Station - Hastings Town Centre, Havelock Road - St Leonards, adj Christ Church - Silverhill, o/s ASDA - Hollington, o/s Roosevelt Court - Hollington, opp Willingdon Avenue - Hollington, Tesco	4 per hour	4 per hour	4 per hour	1 per hour
22/A/B/C	Ore, o/s King's Head - Ore, adj Church Street - Ore, opp Post Office - Blacklands, opp Hughenden Court - Hastings Town Centre, Priory Meadow Hastings Town Centre - Railway Station Hastings Town Centre - Havelock Road St Leonards, adj Christ Church - Silverhill, o/s ASDA - Hollington, opp Willingdon Avenue - Hollington, o/s Blackman Avenue Shops - Hollington, adj Gillsmans Drive - Hollington, opp Sandringham Heights - Hollington, Tesco - Harley Shute, opp William Road North	4 per hour	4 per hour	4 per hour	2 per hour
23/A/B	Hastings Town Centre, Railway Station - Hastings Town Centre, Havelock Road - Hastings Town Centre, Priory Meadow - Bohemia, opp Fire Station - St Leonards, adj Christ Church - St Leonards, opp St Johns Church - West St Leonards, adj Eversfield Hospital - West St Leonards, opp The Drive - St Leonards, nr Gillsman's Hill - Harley Shute, opp William Road North - Hollington, opp Gillsmans Drive - Hollington, opp Blackman Avenue - Hollington, opp Roosevelt Court - Hollington, Wishing Tree Roundabout - Hollington, opp Sandringham Heights - Hollington, Tesco - Hollington, adj Willingdon Avenue - Baldslow, adj Sainsbury's - Baldslow, adj Ashdown House - St Helens, o/s Conquest Hospital - St Helens, opp Westminster Crescent - St Helens, adj Hoads Wood Road - Hastings Town Centre, Priory Meadow - Silverhill, o/s 383 London Road - Bohemia, adj Fire Station - Hastings Town Centre, Railway Station	1 per hour	1 per hour	1 per hour	-
A	Baldslow, in Sainsbury's Grounds - Hollington, opp Redgeland Rise - Hollington, adj Carpenter Drive - Baldslow, in Sainsbury's Grounds	1 per hour	1 per hour	1 per hour	-

Table 3.1: Accessible Bus Services

3.3 Table 3.1 shows that the site is accessible by numerous frequent bus services that provide services to destinations throughout the local area including Hastings Town Centre and Railway Station and West St Leonard's Station.

3.4 It is therefore evident that the site is highly accessible by local bus services.

Rail Accessibility

3.5 The nearest railway station to the site is West St Leonard's station located approximately 1.5km to the south of the site on the London - Tunbridge Wells - Hastings rail line.

3.6 The rail services provided from St Leonard's Station have been summarised in the following table:

Route	Weekday Peak Frequency		Weekend Peak Frequency	
	Arr	Dep	Arr	Dep
London Charing Cross - London Waterloo - London Cannon Street - London Bridge - Orpington - Chelsfield - Sevenoaks - Hildenborough - Tonbridge - Redhill - Tonbridge - High Brooms - Tunbridge Wells - Frant - Wadhurst - Stonegate - Etchingham - Robertsbridge - Battle - Crowhurst - West St Leonards - St Leonards Warrior Square - Bexhill - Hastings - Ore - Rye	2 per hour	2 per hour	1 per hour	1 per hour

Table 3.2: Rail Accessibility

3.7 Table 3.2 indicates that St Leonard's Station provides frequent rail services into and out of London. Additionally, Hastings Station provides access to the East Coastway Line to Brighton and the Marshlink Line to Ashford International.

3.8 West St Leonard's Station is directly accessible from the site via the 23A/B bus service and thus multi-modal journeys between the site and the station are feasible by bus or by bicycle.

Pedestrian Accessibility

3.9 The majority of roads in the vicinity of the site and in the local area benefit from street lighting and have footways on both sides of the carriageway that are wide and in a good and usable condition.

3.10 A signalised pedestrian crossing benefitting from tactile paving is provided in the vicinity of Darwell Close/Harley Shute Road junction, approximately 200m to the south of the site.

3.11 A further signalised pedestrian crossing with tactile paving is provided over Crowhurst Road in the vicinity of the existing pedestrian access located on the north east corner of the site.

3.12 Pedestrian crossing islands are also provided at the Wishing Tree Roundabout.

3.13 It can thus be concluded that the site is highly accessible on foot. Furthermore, the local roads in the vicinity of the site provide no major obstacles to cycle use and therefore it can also be concluded that the site is accessible by cyclists.

4 Development Proposals

4.1 As set out above, the site was formally occupied by the Grove School and the development proposals involve demolishing the existing school building and redeveloping the site to provide a 210 dwelling residential development comprising:

- x14 one-bedroom flats with 1 allocated space per dwelling
- x6 two-bedroom flats with 1 allocated space per dwelling
- x56 two-bedroom houses with 1 allocated space per dwelling
- x86 three-bedroom houses with 2 allocated spaces per dwelling
- x42 four-bedroom houses with 2 allocated spaces per dwelling
- x6 four/five-bedroom houses with 2 allocated spaces per dwelling

4.2 Approximately 25% of the above dwellings will be affordable homes and an illustration of the proposed development is provided in the following figure:

Figure 4.1: Proposed Site Layout

4.3 The existing wooded area on the west of the site will be retained and a play space and multi-use games area will be located towards the centre of the site.

4.4 A public consultation exercise was undertaken on the 20th November 2014 during which the proposed scheme was presented and feedback received on the proposals. Comments were raised regarding the suitability of the existing Darwell Close/Harley Shute Road access to act as the sole access point into the site, particularly with regard to traffic turning right into Darwell Close blocking through traffic on Harley Shute Road and delays exiting Darwell Close.

4.5 Following these comments, further assessment of the Darwell Close/Harley Shute Road junction was undertaken and a right turn lane improvement scheme has been incorporated into the proposals. Details of this arrangement is provided on drawing MBSK150112-1 at the back of this report.

4.6 A further review of the junction's capacity has also been undertaken which confirms that the junction can accommodate the predicted level of additional traffic likely to be generated by the proposed housing scheme. Full details are provided in Section 6 of this report.

4.7 ESCC have confirmed that they support the above and the proposed Darwell Close junction improvement scheme.

4.8 An additional access into the site off Darwell Close will be created. The new access will provide visibility splays of 2.4m x 64m to the right and 2.4m x 68m to the left along Darwell Close, and thus exceeds the stopping sight distance for 30mph speeds recommended in Manual for Streets of 43m.

4.9 These accesses will allow cycle access and will be provided with footways to allow pedestrian access.

4.10 The existing pedestrian/cycle access into the site from Crowhurst Road located at the northeast of the site will be retained. It is therefore clear that the proposed development will be very permeable by pedestrians and cyclists.

4.11 The majority internal access roads in the site will be over 5m in width allowing for the safe two-way movement of vehicles. Vehicle TRACK plots provided at the back of this report illustrate that the proposed vehicular accesses can be safely accessed by a large refuse vehicle and that a large refuse vehicle can access the whole of the site to manoeuvre to within 25m of the refuse collection areas.

4.12 There are therefore no concerns related to the access or servicing of the site.

Parking Provision

4.13 As set out above, 344 allocated car parking spaces will be provided at the site (an overall parking ratio of 1.6 spaces per dwelling). In addition, 132 visitor spaces will be provided at the site giving an overall parking provision of 476 spaces at the site.

4.14 ESCC have produced an on-line parking demand tool to provide a guide to the expected level of car ownership at residential developments.

4.15 The details of the proposed development have been entered into ESCC's parking demand tool and the total parking demand has been calculated at 453 spaces including 109 visitor spaces. The full output of ESCC's parking demand tool is provided in Appendix C.

4.16 It is therefore clear that the proposed parking provision of 476 spaces including 132 visitor spaces is sufficient to accommodate the expected level of operational parking at the site and provides an appropriate buffer to accommodate fluctuations in parking demand.

4.17 The following cycle parking guidance is provided in ESCC's *Guidance for Parking at New Residential Development* document:

Type of Dwelling	Size (number of bedrooms)	Cycle Provision (per unit)
Flat	1 and 2 bedrooms	0.5 spaces if communal storage 1 space if no communal storage
Flat	3 bedrooms or more	1 space
House	1 and 2 bedrooms	1 space
House	3 bedrooms or more	2 spaces

Table 4.1: ESCC Cycle Parking Guidance

4.18 Cycle parking at the proposed development will follow the above guidance. The majority of cycle parking at the proposed houses will be accommodated in private sheds and/or garages.

Construction

4.19 At this relatively early stage of the project, there is uncertainty as to the phasing and building methods that will be employed in order to complete the construction phase of the proposed development. A Construction Logistics Plan (CLP) will be secured by

planning condition to be produced and agreed with ESCC prior to the commencement of construction.

4.20 The details of the CLP have therefore yet to be finalised, however it is probable that the following series of mitigation measures would be implemented to reduce the potential temporary adverse construction traffic impacts. These include inter alia:

- agreeing construction traffic routing with the Local Planning Authority
- avoiding peak hours on the local highway network
- ensuring “just-in-time” deliveries
- providing for sheeting and washing of vehicles to prevent mud on roads

4.21 In terms of HGV movements, every effort will be made to minimise the import and export of material from the site

4.22 During construction there would be a high proportion of Heavy Good Vehicles (HGV) traffic associated with the site. To minimise impact, these would, where possible, be routed away from sensitive locations such as dense residential areas and schools, and would be directed along main A-roads.

4.23 With respect to worker trips to and from the site, mitigation would concentrate on trying to reduce the level of car trips associated with the construction workers rather than implementing any physical changes to the local highway network.

5 Traffic Impact

5.1 As set out earlier in this report, the site is occupied by the now vacant Grove School and the development proposals comprise redeveloping the site to accommodate a 210 dwelling residential development.

5.2 Traffic surveys were undertaken on the 25th of February 2014 to record vehicular turning movements at the following junctions:

- Grove School Access / Darwell Close priority junction
- Darwell Close / Harley Shute Road priority junction
- Wishing Tree Roundabout junction

5.3 The surveys covered the times periods of 0730-0930 and 1630-1830. The full survey results are provided in Appendix D and the following peak hours on the local highway network were obtained from the survey results:

- AM Peak Hour - 0745-0845
- PM Peak Hour - 1645-1745

5.4 The site's traffic attraction has therefore been assessed as follows:

- existing traffic attraction potential – the site's traffic attraction potential with the existing school use development during the AM and PM peaks (0800-0900 and 1700-1800)
- proposed traffic attraction potential – the site's traffic attraction potential with the proposed residential development during the AM and PM peaks (0800-0900 and 1700-1800)

Existing Traffic Attraction Potential

5.5 The previous school use on the site generated a significant level of vehicle trips on the local highway and hence the site is an established traffic generator and could be redeveloped to accommodate a new school.

5.6 Therefore, a traffic attraction assessment has been carried out to identify the level of potential vehicle trips associated with the permitted school use on this site. This has been assessed by reference to the TRICS database. The database contains the result of numerous surveys of various developments around the country and is a widely accepted method of calculating traffic attraction.

5.7 Traffic attraction rates for the AM (07:45-08:45) and PM (16:45-17:45) peak hour periods have been obtained from the TRICS database. The selection was based on "Education – Secondary" and on 1163 pupils.

Proposed Traffic Attraction Potential

5.8 The proposed residential development's traffic attraction potential has also been assessed by reference to the TRICS database.

5.9 Traffic attraction rates for the AM (07:45-08:45) and PM (16:45-17:45) peak hour periods have been obtained from the TRICS database. The selection was based on "Residential – Houses Privately Owned" and on 210 dwellings.

Traffic Attraction Summary

5.10 The full results of the above TRICS assessments are included in Appendix E and have been summarised in the following table:

Use	AM Peak Hour Trips (0745-0845)			PM Peak Hour Trips (1645-1745)		
	Arr	Dep	Total	Arr	Dep	Total
Permitted School Use	220	141	361	19	34	53
Proposed Residential	37	93	130	93	58	151
Difference	-183	-48	-231	+74	+24	+98

Table 5.1: Traffic Attraction Comparison

5.11 Table 5.1 indicates that the proposed residential development could lead to an overall reduction of 183 trips at the site during the AM peak hour compared to the traffic maximum attraction of the permitted school use of the site. This reduction equates to approximately 3 fewer trips per minute during the AM peak hour.

5.12 Table 5.1 also indicates that the proposed residential development could lead to an increase of 98 trips at the site during the PM peak hour compared to the maximum traffic attraction of the permitted school use of the site. This increase equates to approximately 2 extra trips per minute during the PM peak hour.

5.13 It is therefore clear that the development proposals will provide a benefit to the operation of the local highway network during the AM peak hour and result in a minor increase in traffic generation during the PM peak hour compared to the permitted use of the site.

5.14 A detailed analysis of the impact of the proposed residential development on the operation of the local highway network is provided in the following section.

6 Junction Modelling

6.1 The following junctions have been modelled during weekday AM and PM peak periods established in the previous section:

- Darwell Close / Harley Shute Road priority junction
- Wishing Tree Roundabout junction

6.2 The peak hour base traffic flows on the above junctions obtained from the surveys described in paragraph 5.2 are set out in Figures 6.1 and 6.2. The development traffic's distribution has been distributed on a pro-rata basis to the surveyed base flows. The traffic flows associated with the proposed residential development are set out in Figures 6.3 and 6.4. Total "base plus development" flows are shown in Figures 6.5 and 6.6.

6.3 At the time of the surveys, the Grove School had already ceased to operate and the site was essentially vacant. Therefore, the following junction modelling assessments take no account of the consented use at the site and the traffic attraction of the proposed residential development set out in Table 5.1 has been applied directly to the surveyed base traffic. This is considered to be a robust approach.

6.4 The above junctions have been modelled using the Transport Research Laboratory's PICADY 5 and ARCADY 7 programs, which assesses a junction's maximum theoretical capacity and compares it to the actual traffic flow though the junction, giving a measure of the ratio of flow to capacity (RFC). The RFC value of a junction usually lies between 0 and 1. An RFC of 1 indicates that the junction is operating at its maximum theoretical capacity, although it is commonly accepted that junctions do continue to operate above this level, albeit with some delay.

6.5 In order to provide a robust assessment, the modelling was carried out using PICADY 5's "ODTab" and ARCADY 7's "One Hour" options, which simulate a traffic peak within the peak hour.

Darwell Close / Harley Shute Road priority junction

6.6 This priority junction was modelled in PICADY 5 for both its existing and proposed right turn lane layouts. The full results of the modelling for this junction are included in Appendix F and have been summarised in the following tables:

Traffic Movement	Existing		Proposed	
	Max. RFC	Max Q.	Max. RFC	Max Q.
Darwell Close, Left	0.139	0.16	0.283	0.39
Darwell Close, Right	0.122	0.14	0.401	0.65
Harley Shute Road, Right	0.072	0.13	0.158	0.45

Table 6.1: AM Peak Period PICADY Results

Traffic Movement	Existing		Proposed	
	Max. RFC	Max Q.	Max. RFC	Max Q.
Darwell Close, Left	0.035	0.04	0.104	0.11
Darwell Close, Right	0.042	0.04	0.192	0.23
Harley Shute Road, Right	0.119	0.28	0.315	1.12

Table 6.2: PM Peak Period PICADY Results

Traffic Movement	Existing		Proposed	
	Max. RFC	Max Q.	Max. RFC	Max Q.
Darwell Close, Left	0.134	0.15	0.270	0.37
Darwell Close, Right	0.109	0.12	0.357	0.54
Harley Shute Road, Right	0.064	0.11	0.140	0.36

Table 6.3: AM Peak Period PICADY Results with Right Turn Lane

Traffic Movement	Existing		Proposed	
	Max. RFC	Max Q.	Max. RFC	Max Q.
Darwell Close, Left	0.034	0.04	0.100	0.11
Darwell Close, Right	0.039	0.04	0.174	0.21
Harley Shute Road, Right	0.106	0.23	0.281	0.91

Table 6.4: PM Peak Period PICADY Results with Right Turn Lane

6.7 The above tables confirm that the Darwell Close/Harley Shute Road priority junction currently operates well within capacity and will continue to do so following the construction of the proposed development.

6.8 The above tables also indicate that the proposed right turn lane arrangement will provide a benefit to the operation of the junction.

Wishing Tree Roundabout Junction

6.9 This roundabout was modelled in ARCADY 7. The full results of the modelling for this junction are included in Appendix G and have been summarised in the following tables:

Arm	Existing		Proposed	
	Max. RFC	Max Q.	Max. RFC	Max Q.
Crowhurst Road	0.61	1.56	0.63	1.69
Ironlatch Avenue	0.76	3.02	0.78	3.37
Gillsmans Hill	0.53	1.14	0.54	1.15
Harley Shute Road	0.76	3.03	0.80	3.84

Table 6.5: AM Peak Period PICADY Results

Arm	Existing		Proposed	
	Max. RFC	Max Q.	Max. RFC	Max Q.
Crowhurst Road	0.71	2.40	0.74	2.80
Ironlatch Avenue	0.69	2.12	0.73	2.63
Gillsmans Hill	0.36	0.57	0.37	0.58
Harley Shute Road	0.57	1.30	0.59	1.44

Table 6.6: PM Peak Period PICADY Results

6.10 The above tables confirm that the Wishing Tree Roundabout junction currently operates below its theoretical capacity and will continue to do so following the construction of the proposed development.

Junction Modelling Summary

6.11 The results of the above junction modelling has confirmed that the local highway network currently operates with significant spare capacity and that proposed development would have no significant detrimental impact on the existing operation local highway network.

6.12 This conclusion is considered robust as the above modelling takes no account of the beneficial impacts to the local highway network of the proposed Bexhill to Hastings Link Road.

6.13 The modelling results also confirm that the proposed right lane will improve the operation of the Darwell Close/Harley Shute Road junction.

7 Summary and Conclusions

7.1 Mayer Brown has been commissioned by Mr C Reed for East Sussex County Council to produce this Transport Assessment to support the application for a residential development at the site of the former Grove School in St Leonards, Hastings (hereafter also referred to as the "site").

7.2 This report assesses the accessibility of the site by non-car modes of transport and its sustainability in relation to local shops and facilities, provides an overview of the development proposals (including access, parking and servicing arrangements), provides an assessment of the traffic impact of the proposals and an assessment of the impact of the proposals on the operation of the local highway network.

7.3 This report concludes that the proposed development:

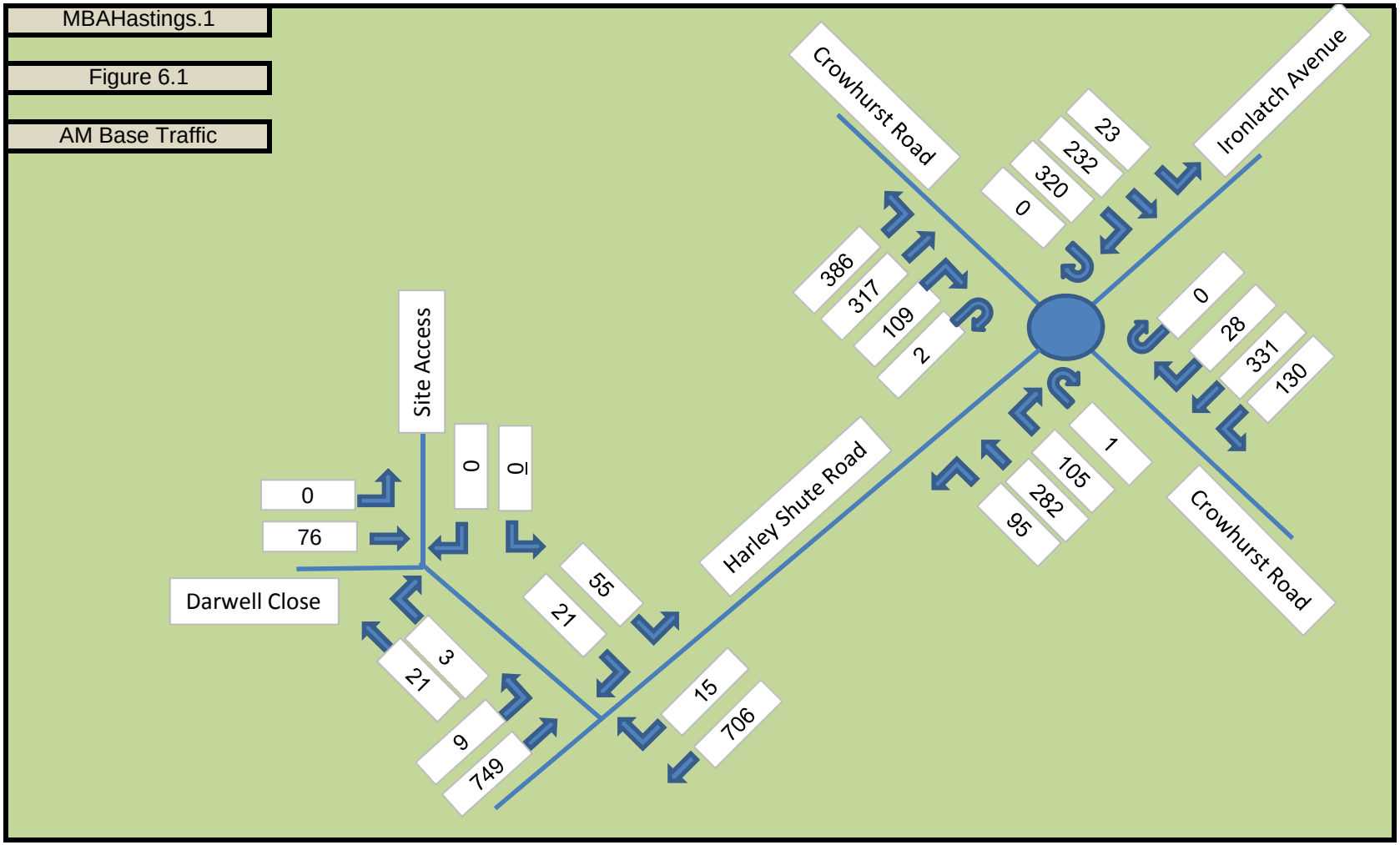
- is located within a highly sustainable area well suited to residential development
- is easily accessible by non-car and sustainable modes of transport
- accords with local parking standards
- will have no material impact on the operation of the local highway network

7.4 Therefore, it is concluded that the site is well suited for its proposed residential use and that there are no highways or transportation reasons why the proposed development should not be permitted.

MBAHastings.1

Figure 6.1

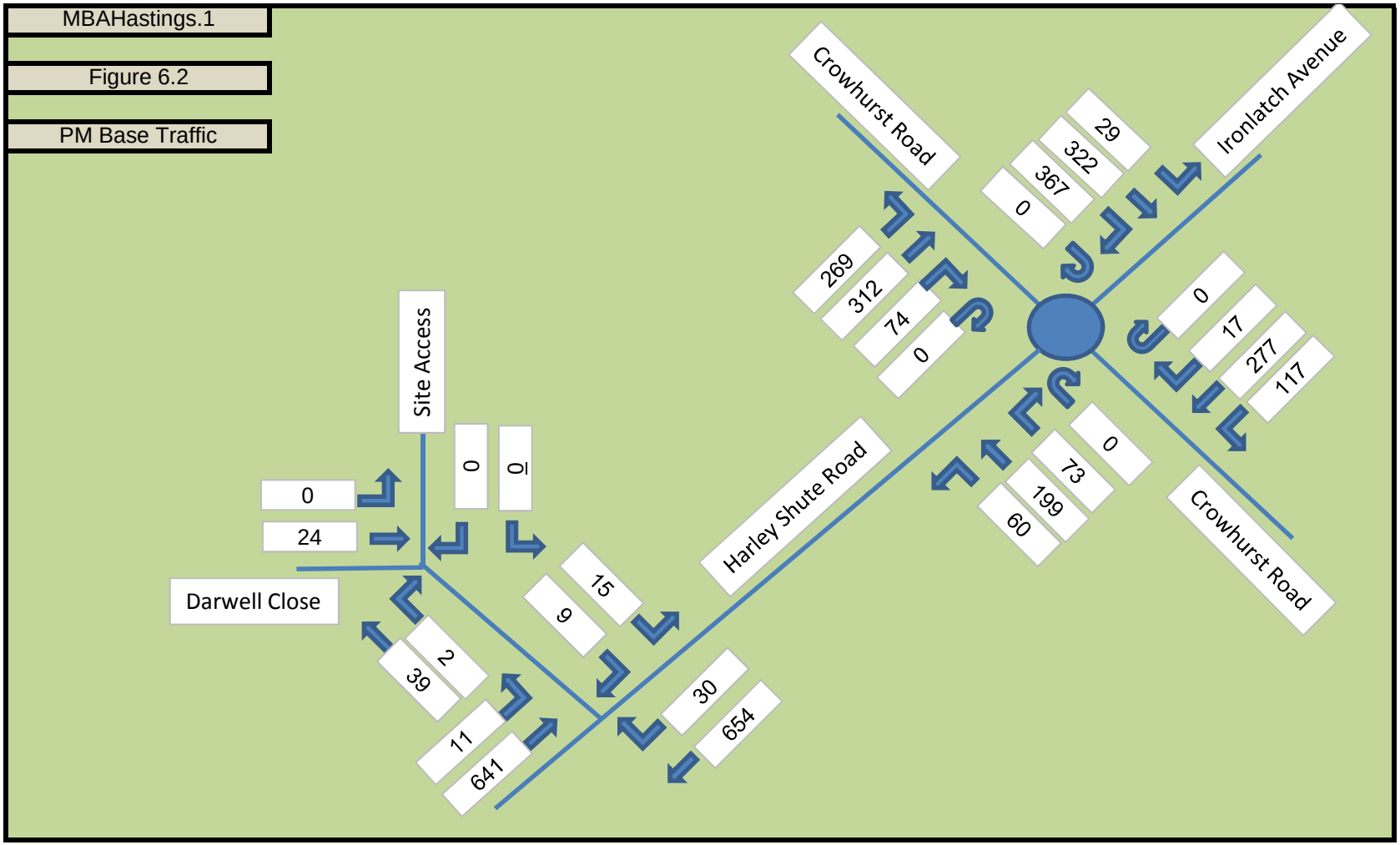
AM Base Traffic



MBAHastings.1

Figure 6.2

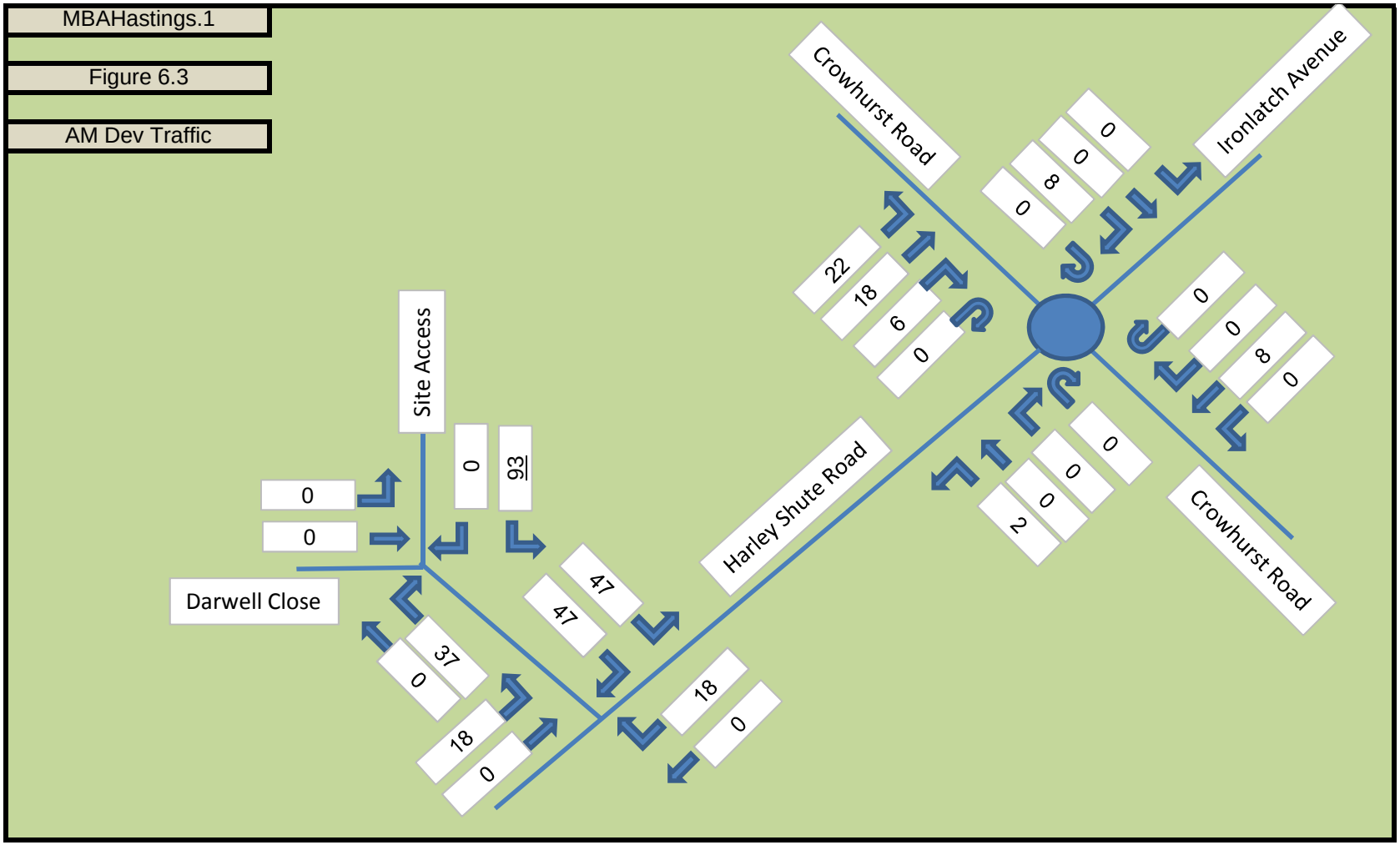
PM Base Traffic



MBAHastings.1

Figure 6.3

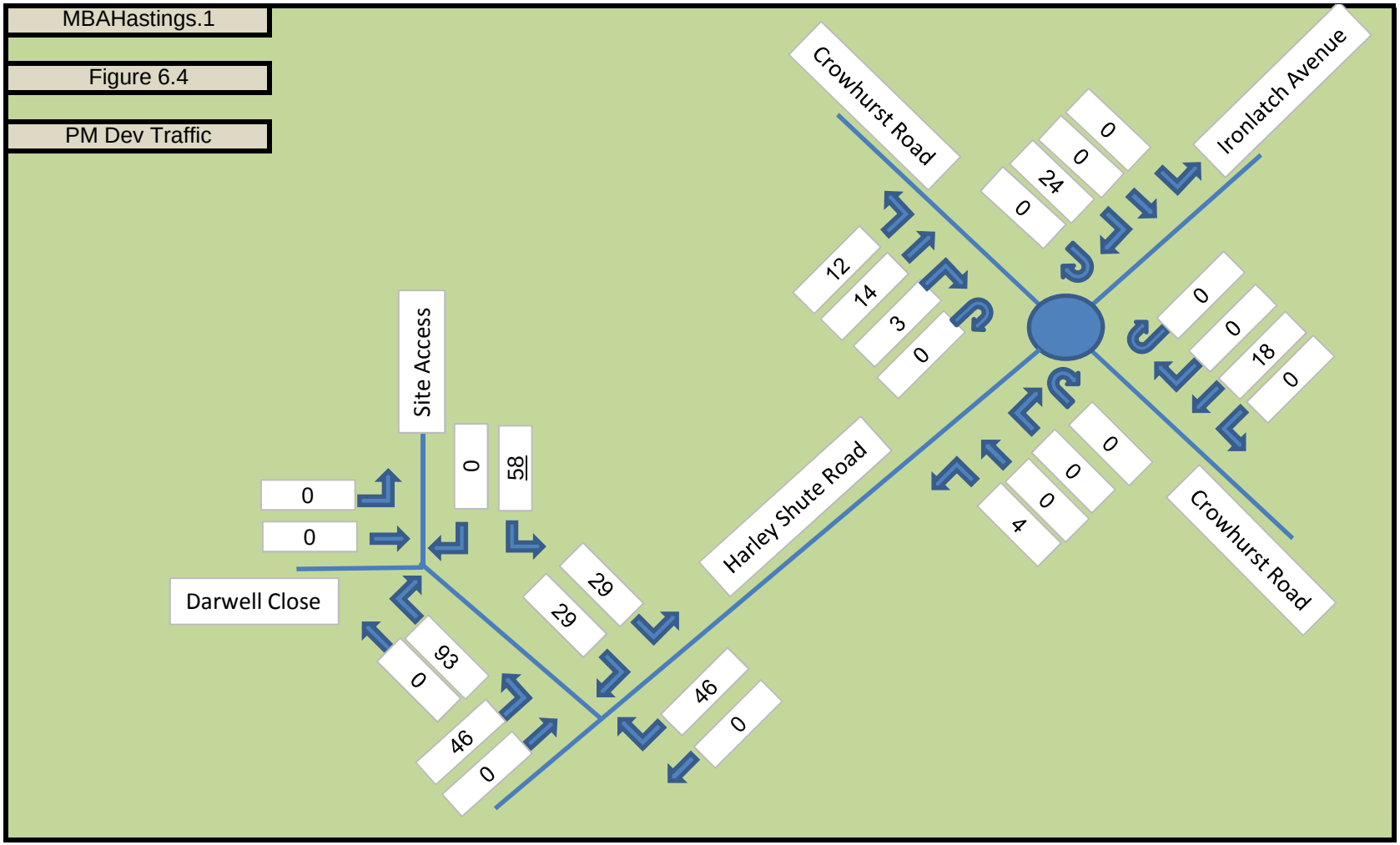
AM Dev Traffic



MBAHastings.1

Figure 6.4

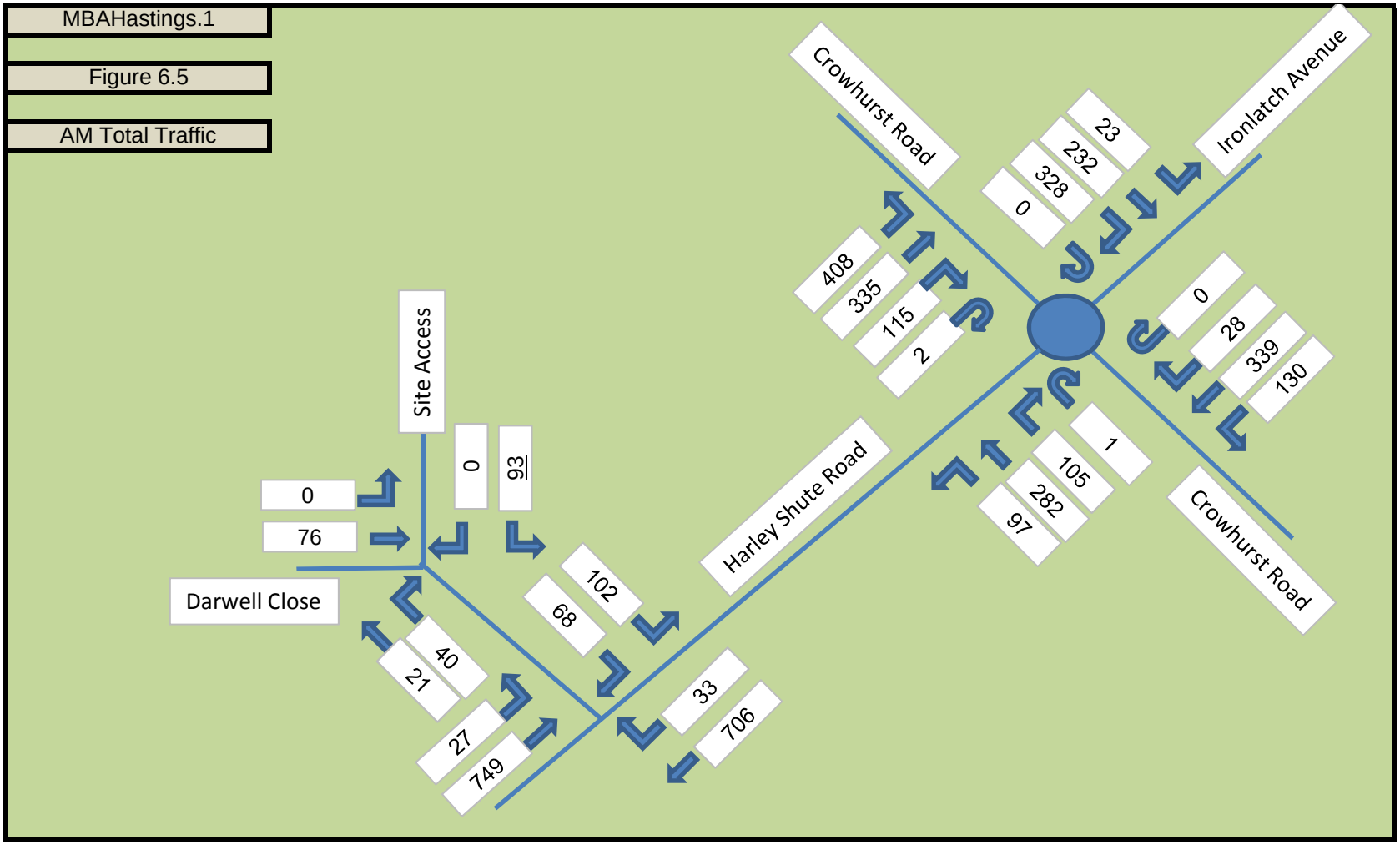
PM Dev Traffic



MBAHastings.1

Figure 6.5

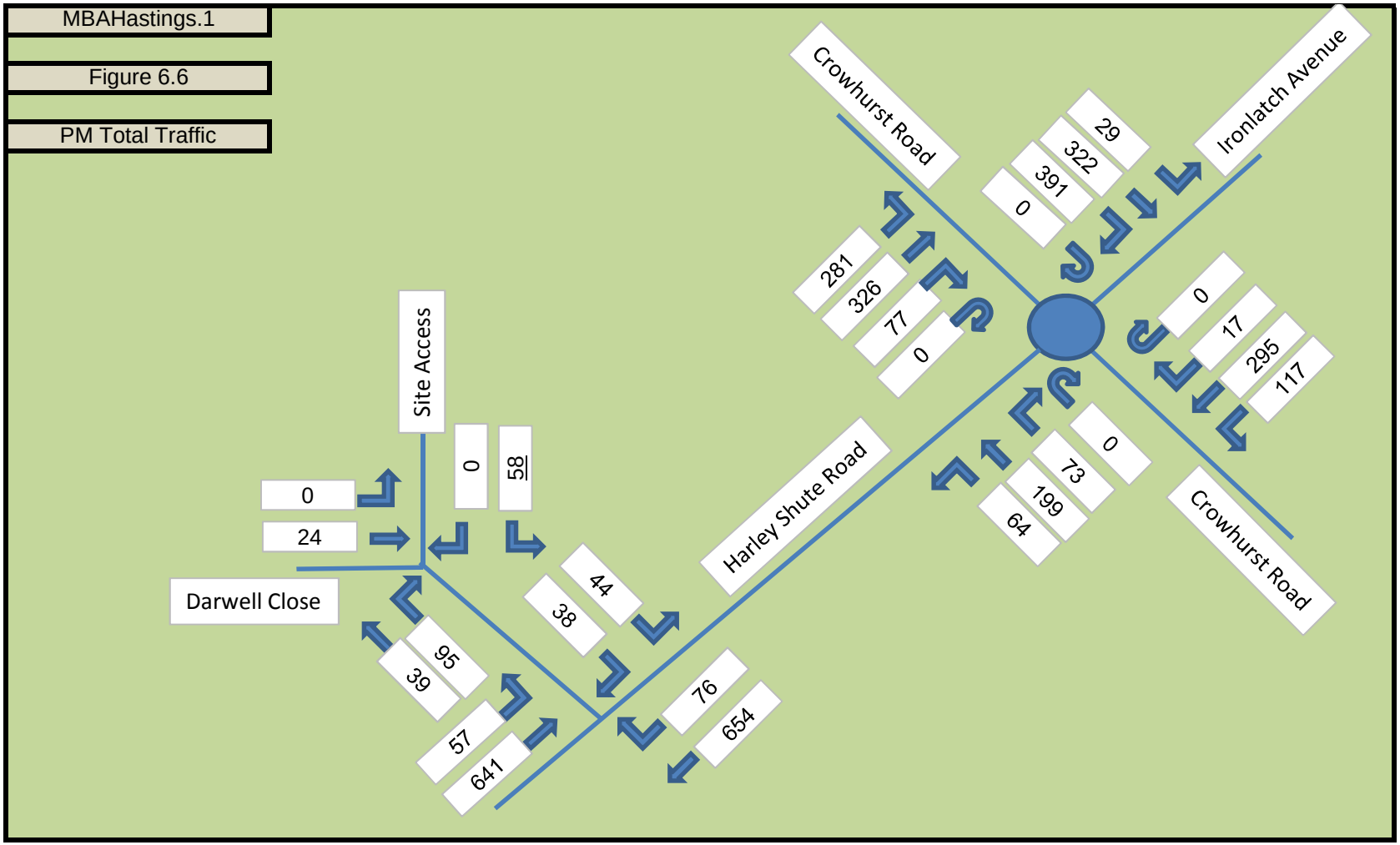
AM Total Traffic



MBAHastings.1

Figure 6.6

PM Total Traffic



DARWELL CLOSE

HARLEY SHUTE ROAD

3.0m

3.0m

3.0m

2.1m

Local road widening utilising existing verge to create vehicle passing area

Existing lamp column

Tree to be removed

Existing footpath width to be retained

Existing pelican crossing

mayer brown

Proposed Right Turn Lane
Harley Shute Road j/w Darwell Close

Scale 1:200@A3

MBSK150112-1