

Explore Living

Brighton Marina

September 2009

Application No. BH2007/03454

PINS Ref. APP/Q1445/A/09/2102048/NWF

Highways and Transportation

Statement of Common Ground

TRANSPORT
TRAFFIC
DEVELOPMENT
PLANNING
URBAN DESIGN
ECONOMICS
MARKET RESEARCH

Brighton Marina

Highways and Transportation

Statement of Common Ground

Project No: 17010-01-1
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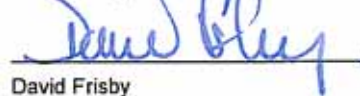
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1 Introduction

1.1 Overview

- 1.1.1 This Statement of Common Ground (SOCG) has been prepared by Colin Buchanan Associates (CB) to provide a record of the parameters agreed between Brighton and Hove City Council (BHCC), as Highway Authority and CB in relation to the Transport Assessment (TA) that supported the Explore Living Application (BH2007/03454) submitted in September 2008.
- 1.1.2 Both parties agree that the TA has been prepared in accordance with Planning Policy Guidance Note PPG13 and where appropriate in accordance with the Department for Transport's Guidance on Transport Assessment (and previously the IHT Guidelines for Traffic Impact Assessment) and it is noted that the transport impact of the application is acceptable to the Highways Agency.
- 1.1.3 The TA contains a scoping statement (Appendix 9) that was submitted to BHCC, the City's Highway Authority on 25th July 2006.
- 1.1.4 The resulting response was issued by BHCC on 22nd August 2006 and was included in Appendix 9 of the TA.
- 1.1.5 The TA is agreed as an accurate assessment of the transport impacts of the proposed development at Brighton Marina.
- 1.1.6 The overall package of improvement measures and S106 contributions is agreed as appropriately mitigating the transport impacts of the proposed development and securing accessibility to the site by sustainable modes of transport.

2 Existing Situation

2.1 National and Local Transport Policy

2.1.1 It is agreed that the following planning policy and guidance at the national, regional and local level was current policy at the time of the application. They have been material consideration in determining development proposals and are referred to in the TA:

- PPG13 : Transport
- South East Plan (2006 -2026)
- PPS1: Creating Sustainable Communities
- Brighton and Hove Local Plan (July 2005)
- South East Plan
- Local Transport Plan 2 (2006-2011)
- SPG4: Parking Standards (2000)
- SPG20: Brighton Marina (2003)
- Brighton and Hove Sustainability Strategy (2004-2006)
- Brighton and Hove Planning Advisory Note 04 (2008)

2.2 Existing Conditions and Accessibility

2.2.1 It has been agreed that the existing 56 hectare site currently comprises:

- 1,454 fitted berths (1,600 moorings)
- 720 residential properties
- ASDA supermarket with 642 space surface car park and petrol station
- Bowlplex bowling alley (2,900 m²)
- David Lloyd leisure gym (5,000 m²)
- Rendezvous Casino (4,000 m²)
- UGC cinema
- 1,546 space multi-storey car park
- The Seattle Hotel (71 beds)
- 55 retail and café/bar outlets
- 2,900 m² of office space

2.2.2 It is accepted that the pedestrian network within Brighton Marina enables access on foot to facilities and services around the Marina (Refer to Map 1).

2.2.3 It is accepted that the internal pedestrian routes connect to the wider network of footways via three access points providing linkage to the surrounding residential areas of Kemp Town, Black Rock and the city centre (Refer to Map 1).

2.2.4 It is accepted that access to the site by cycle is achievable via a number of roads within and around the Marina (Refer to Map 2).

2.2.5 It is accepted that the site already has good accessibility by bus, benefiting from 14 buses per hour during the day, (Refer to Map 3). The various services that operate at the Marina are summarised alongside their respective frequencies in the table below:

Table 2.1: Bus Services to Brighton Marina

Number	Route	Buses per hour		
		Mon-Sat	Sun	Night
7/N7	Hove to Brighton Marina	9	6	2
14B	City centre to Newhaven	-	2	-
21/21B	Brighton Marina to Open Market	3	1	-
27/27A	Westdene to Saltdean	-	4	-
47	City centre to Saltdean	1	-	-
52	Brighton Station to East Saltdean	1	-	-
57	City centre to Woodingdean	-	1	-
N99	Whitehawk to Peacehaven	-	-	1
Total		14	14	3

2.3 Local Highway Network

- 2.3.1 It was outlined within the Scoping Statement that the data contained within the Brunswick Development TA was acceptable (confirmed by BHCC in letter 22nd August 2006). This subject was subsequently discussed again and agreed at a meeting on the 15th Jan 2008 between BHCC, Explore Living and CB.
- 2.3.2 It was agreed to use data from the Brunswick scheme TA in order to form a consistent analysis of key junctions throughout the area. This alignment of approach has ensured that both schemes had the same preliminary point of assessment and allowed for a direct comparison to be made of the potential traffic impact of each scheme on the local highway network.
- 2.3.3 It was agreed that CB would carry out supplementary surveys during 2006. It was accepted that this would enable CB and BHCC to verify and validate the Brunswick raw data.
- 2.3.4 It was agreed that the TA would assess the following junctions:
- | | |
|--------------------------------------|---------------------------------|
| Palace Pier (roundabout) | Dukes Mound (priority junction) |
| Preston Circus (signalised) | Wilson Avenue (signalised) |
| Rottingdean High Street (signalised) | Edward Street (signalised) |
| Black Rock Interchange | Downs Hotel (signalised) |
| Asda Entrance (roundabout) | West Street (signalised) |
| Whitehawk Road (mini-roundabout) | Warren Road (signalised) |
- 2.3.5 It is agreed that most junctions within the selected network are already operating close to or at capacity.

3 Proposal

3.1 The Development

- 3.1.1 It has been agreed that the development proposed will comprise of an increase of:
- 1,301 residential units
 - 6,594m² retail use
 - 26m² office use
- 3.1.2 The proposed development layout shown on Application Drawing No XB005_AM_SW_RF_A_07_199 has been accepted only in terms of the proposed highway layout, utilising the existing single access ramp, the Harbour Square junction, access improvements through the funding of variable message signs linked in with parking arrangements.
- 3.1.3 The concept for Harbour Square (together with the introduction of traffic speed reducing measures on the inbound ramp) has been accepted subject to conditions as a possible solution for mitigation with BHCC.
- 3.1.4 BHCC general parking standards represent maximum standards. It has been agreed that the level of parking provision for the development (including the parking levels at the multi storey car park) and across the site "with reference to SPG4: Parking Standards, provides a rational and practical number of spaces" – as stated on page 115 of the Planning Committee Report dated 12th December 2008.
- 3.1.5 The introduction of a site wide Car Park Management Plan (CPMP) has been agreed as having a positive impact in reducing traffic into and out of the Marina.
- 3.1.6 It has been agreed to introduce Variable Message Signs (VMS) to aid car based trips entering the Marina, reducing the likelihood of congestion and delay.
- 3.1.7 It has been agreed that HGV's (and abnormal loads) will be able to access the site and that all routes through the Marina are of suitable design (Refer to Map 4 and Drawing No XB005_AM_SW_RF_A_07_199).
- 3.1.8 It has been agreed with BHCC that the development proposals have adequately included facilities (such as the transport interchange, RTS access and contributions towards bus priority measures) to accommodate the introduction of the City bus-based Rapid Transport System.
- 3.1.9 It has been agreed that the provision for coach parking has been considered and an alternative location defined, within the TA.
- 3.1.10 It has been agreed that strategies are proposed to enhance access for emergency service vehicles. The strategies include a new route into the Marina, along the same alignment as the proposed RTS route, the existing access on the exit ramp will be improved and the existing route along the western breakwater will be retained.

3.2 Sustainable Travel

- 3.2.1 It has been agreed that adequate footways and cycle facilities are proposed within the site as shown on Application Drawing No XB005_AM_SW_RF_A_07_199.
- 3.2.2 It is agreed that the level of cycle parking provision will be provided in accordance with SPG4 minimum standards or higher.
- 3.2.3 The location and nature of the proposed public transport facilities (inc provision for taxis) are agreed as shown on Application Drawing No XB005_AM_SW_RF_A_07_199 – as per stated in PAN04 "the LPA favours a central location for a new transport interchange situated on Palm Drive".

- 3.2.4 It is agreed that the development will provide for the provision of a Car Club, in line with the Council's policies and aspirations. The Car Club will be available to both residents and commercial organisations. The benefits of the club include; no additional maintenance costs, users only pay for the times they use the vehicle, and the easing of pressure for car parking spaces. It is agreed that the car club will be available to existing residents.
- 3.2.5 It is agreed that Explore Living will produce a monitored Travel Plan to actively promote sustainable travel to and from the site. Travel Plans (TP) encourage individuals and organizations to arrange their travel requirements to minimize adverse environmental effects. Invariably this reduces the use of the car without negatively affecting those persons dependent upon its use for commuting and as part of their business or leisure activities.
- 3.2.6 The benefits of introducing a Travel Plan include:
- An opportunity to establish travel behaviour in an environmentally responsible manner;
 - An opportunity to improve the health and well-being of those living and working at the development;
 - A mechanism for delivering wider benefits to the local area;
 - An improved image of the Developer and future occupiers; and,
 - Ability to monitor and influence single occupancy trips to/from new development.

3.3 Development Trip Generation, Distribution, Assignment

- 3.3.1 The development has been assessed for the years 2012 and 2022.
- 3.3.2 It is agreed that the increase in ASDA store size will not lead to additional traffic generation as the store will offer a wider selection of (retail) goods to existing customers.
- 3.3.3 It is agreed that the TA should use and has used the same Distribution and Assignment for the assessment of traffic impact as Brunswick Development Group TA.
- 3.3.4 It is agreed that the 2001 census data should be considered in the assessment of modal shift for the site (and Brighton).
- 3.3.5 The Trip Generation, Distribution and Assignment for the weekday AM, PM and Saturday peak hours has been approved by BHCC and robustly assessed within the TA.

3.4 Traffic Impact

- 3.4.1 The junction capacity assessments have been carried out using the same approach as the Brunswick Development Group TA using 2004 traffic flow data, revised as necessary in the light of 2006 counts.
- 3.4.2 It has been agreed that in depth model calibration need not be applied to the traffic models. This is the same approach as was adopted in the Brunswick Development TA. It is accepted that BHCC were satisfied that the results of the traffic models were valid.
- 3.4.3 Event day traffic impact has not been assessed.
- 3.4.4 It has been agreed that the implementation of a Travel Plan would further reduce the number of traffic generated trips that have been assessed within the TA. As such the TA is a robust assessment.
- 3.4.5 The extent of the network that was considered within the TA has been agreed with BHCC
- 3.4.6 It is agreed that traffic impact was not more than 9.9% on the external highway network. However it has been demonstrated that whilst there is limited potential for any physical alteration to the existing carriageway, a mitigation design has been developed showing the signalisation of the Marina Way/Marina Village junction.

- 3.4.7 It is agreed that investment in sustainable transport measures should take precedence over standard junction capacity improvement as stated on page 49 of the LTP2. It was agreed that whilst highway land is available for junction widening, the development will instead contribute financially to sustainable modes of travel to mitigate the impact of the development.
- 3.4.8 It is also agreed that the traffic impact results do not consider any potential modal shift due to the travel plan (and investment in sustainable modes). This is stated on page 6 of the Travel Plan. As such it is accepted that the traffic impact results are not only robust but an overstatement. This worst case scenario approach is outlined in the Executive Summary of the TA.
- 3.4.9 The Highways Agency is satisfied that the development would not adversely impact the trunk road network. As stated in a letter addressed to Maria Seale of BHCC (from Anthony Powell of the HA) dated 19th December 2007.
- 3.4.10 It has been agreed that the developer will commit to continued monitoring of the surrounding streets for occurrences of displaced parking, secured by condition.
- 3.4.11 It is agreed with BHCC that the construction traffic would not have a material impact on the surrounding highway network, as it has been demonstrated that the resultant construction traffic is considerably lower than the final development proposals and therefore the junction capacity assessments can be considered robust.

It is accepted that there will be modest increases in flows on some of the surrounding highway network in the area as a result of development proposals, and it is also accepted that the development would not have a significant impact on the capacity of the existing highway network with the package of sustainable mitigation proposed.

3.5 Harbour Square

- 3.5.1 It has been agreed that the highest level of traffic impact will be at the Harbour Square and that the principle of shared space is appropriate only in highway terms. This junction serves as the gateway and entry point to the site and will need to cope with significant volumes of cars, taxis, buses, bicycles and pedestrians.
- 3.5.2 It is agreed that the developer commits to providing speed reducing measures on the inbound ramp secured by condition.
- 3.5.3 It was agreed that VISSIM was a tool that able to assess the impacts of introducing shared space at Harbour Square.
- 3.5.4 It is agreed that an independent Road Safety Audit (1) has been commissioned and the results were positive.
- 3.5.5 It has been agreed that if the shared space does not operate satisfactorily in highway terms then a Bond will be in place that will enable the developer to implement a "fall back" solution. It has been agreed that the square will need to be monitored once operational and the TA includes a commitment for the underground infrastructure of a signalised scheme to be put in place when the initial shared space scheme is installed so that signals can be retrofitted, should the queuing condition, to be agreed be exceeded.

3.6 Road Safety

- 3.6.1 It has been agreed with BHCC that the additional traffic generated by the development would not contribute to additional accidents on the local highway network, as stated in the Planning Committee Report (p120) that "the council's Head of Transport Planning and Policy considers that the volume of traffic generated by the development would be acceptable and would not compromise highway safety".

3.6.2 It was considered that the development would deliver key Local Plan objectives within a phased scheme... It would not result in significant traffic generation or compromise highway safety. (p5, committee minutes).

3.7 S106

3.7.1 It has been agreed that the applicant will enter into a Section 106 Agreement to include the following:

- £544,000 financial contribution towards sustainable traffic and transport initiatives, which could go towards the Rapid Transport System or support to increased bus provision;
- £100,000 financial contribution for installation of Variable Message Signing (VMS) along the A259;
- £50,000 financial contribution for upgrade of pedestrian crossing on the A259;
- £250,000 financial contribution towards bus priority measures to include, Queens Road, North Street, Kings Road, Edward Street and Eastern Road;
- £550,000 financial contribution towards local junction improvements at Wilson Avenue/Roedean Road and Black Rock to help bus movements into the Marina;
- A condition to wholly fund a new emergency access through the western breakwater (currently estimated at £700,000).

3.7.2 The overall package of improvement measures and S106 contributions is agreed as acceptably mitigating the transport impacts of the proposed development, providing accessibility to the site by sustainable modes of transport and being expected to benefit existing users of the transportation network.

4 Conclusion

4.1 Summary

- 4.1.1 It has been agreed that the TA has considered a most robust situation and that the assessment years of 2012 and 2022 are deemed appropriate.
- 4.1.2 It has been agreed that the traffic generation also makes no allowance for the likely reduction in traffic due to the successful implementation of a Travel Plan and as such presents a robust assessment.
- 4.1.3 It is accepted that whilst there will be an increase in traffic due to the development this is to be expected however financial investment in sustainable transport measures will take precedent over standard junction capacity improvement.
- 4.1.4 It is agreed that the Harbour Square has been subject to an independent stage 1 Safety Audit and the results were found to be positive in highway terms.
- 4.1.5 The overall package of improvement measures and S106 contributions is agreed as acceptably mitigating the transport impacts of the proposed development and existing users of the transport network.
- 4.1.6 This Statement of Common Ground sets out the agreed factual highways and transportation information about the appeal proposal between the Local Highway Authority and the appellant



David Frisby



Peter Tolson

Date 3rd September 2009

Explore Living

Brighton Marina

September 2019

Application No. BH2007/03454

PINS Ref. APP/Q1445/A/09/2102048/NWF

Highways and Transportation

Statement of Common Ground (Appendices)

TRANSPORT
TRAFFIC
DEVELOPMENT
PLANNING
URBAN DESIGN
ECONOMICS
MARKET RESEARCH

Brighton Marina
Highways and Transportation
Statement of Common Ground

Project No: 17010-01-1
August 2009

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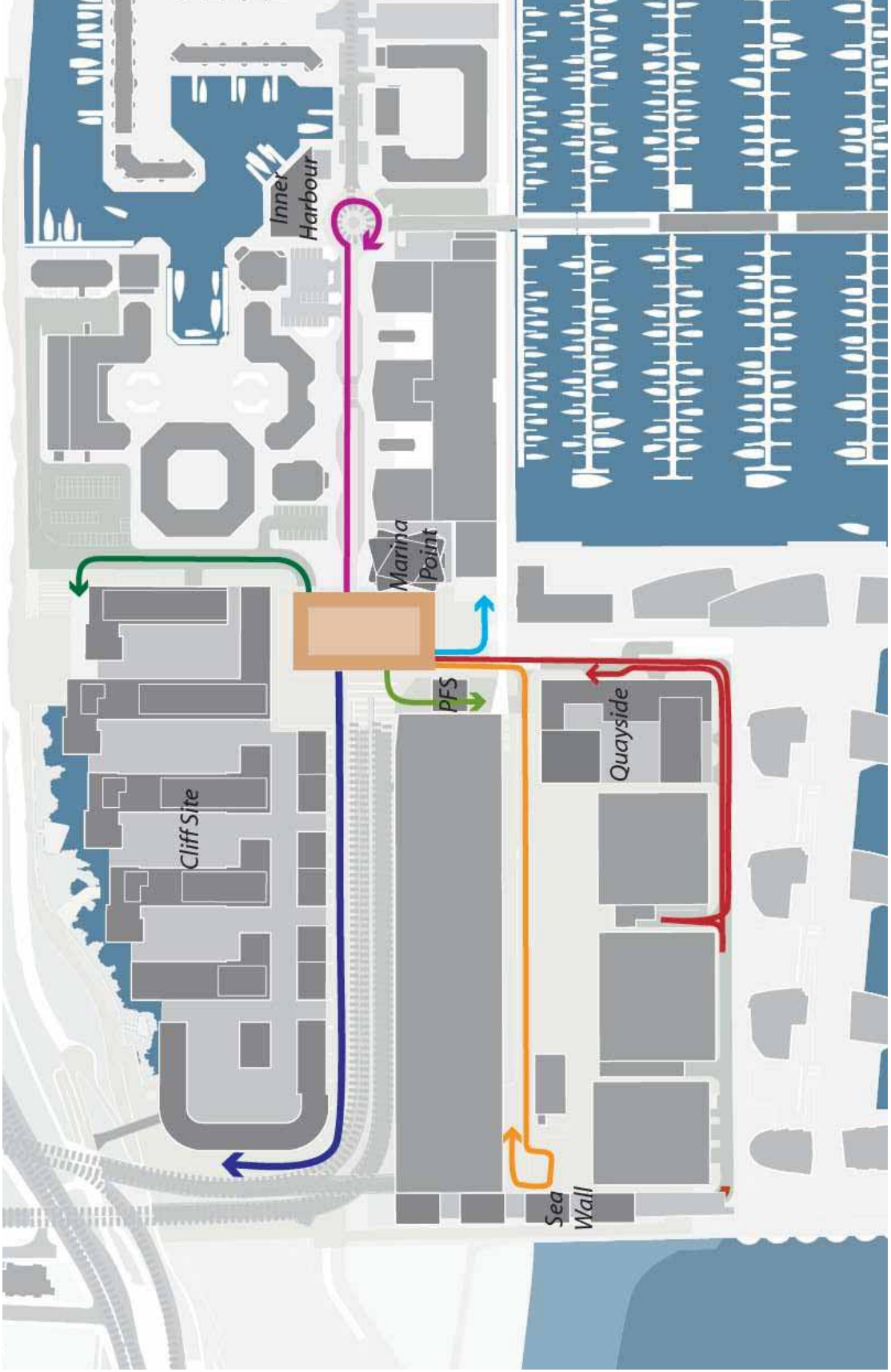
2 Map 2 – Cycle Network



3 Map 3 – Bus Network



4 Map 4 - HGV Routes



5 Plan XB005_AM_SW_RF_A_07_199

