

AB15 – PoE – Retreat Farm - ARUP

Retreat Farm

Proof of Evidence of Alex Welch on Highways and Transportation

Issue | 31 January 2018

Demolish glasshouses to Field No. L78. Alter vehicular access onto La Rue de la Frontiere. Construct 1 No. four bedroom single storey house, detached three car garage and swimming pool to car park South of Field No. L78 with associated landscaping and parking. 3D MODEL AVAILABLE. AMENDED DESCRIPTION: Additional plans and documents received in support of submission and in response to representations received. AMENDED PLANS RECEIVED.

[Reference P/2017/0805]

&

Demolish glasshouse and ancillary structures in Field 770. Construct 13 No. two bed and 14 No. three bed self-catering accommodation units and ancillary structures with associated hard and soft landscaping. Change of use of resulting agricultural field to car park, including hardstanding and associated works. Widen La Rue de la Frontiere and alter vehicular access. Construct bus shelter and form footpath to South-West of site.

Construct terraced seating area to North of existing café. 3D model available. AMENDED DESCRIPTION: Additional plans and documents received in support of submission and in response to representations received. AMENDED PLANS RECEIVED. Environmental Impact Statement (EIS) submitted. FURTHER AMENDED DESCRIPTION: Additional plans received in response to previous Department for Infrastructure highway comments. FURTHER AMENDED PLANS RECEIVED

[Reference P/2017/1023]

JAJ Properties Limited

**AB15 – PoE – Retreat Farm -
ARUP**

Retreat Farm

Proof of Evidence of Alex Welch on
Highways and Transportation

Issue | 31 January 2018

Alexander Welch BA (Hons) MSC MCIHT MCILT
Ove Arup & Partners Ltd

This report takes into account the particular
instructions and requirements of our client.

It is not intended for and should not be relied
upon by any third party and no responsibility
is undertaken to any third party.

Job number 251284-00

Ove Arup & Partners Ltd



ARUP

[REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

-
-
-
-
-
-
-
-
-
-
-
-
-
-

Summary

I am Alexander Welch. I am a Senior Transport Planner within the Transport Consulting team at Ove Arup and Partners Ltd (for ease of reference referred to as Arup). I hold a BA (Hons) in Geography and an MSc in Transport Planning and Engineering from the University of Southampton.

I have worked in the field of Transport Planning, specialising in Development Planning for 17 years within Consultancy, Local Authority Government and National Government in the UK, Bahrain and the United Arab Emirates.

A concise summary of the main points discussed within my Evidence is provided below:

- The States of Jersey, Department of Infrastructure –Transport Policy team have confirmed that they have no objection to either application under consideration at the Inquiry;
- The proposed development accords with a number of key Island Plan policies;
- La Rue de La Frontiere is part of the Primary Route Network identified in the Revised 2011 Island Plan, 2014 and administered by the DfI;
- There is no recorded accident trend along La Rue de La Frontiere. It is my opinion that the proposed development, by ceasing use of the existing permitted car park south of Tamba Park and consolidating it with the parking provision west of the Park, will improve safety for local road users by removing potential conflict and traffic flow on La Rue des Varvots between potentially competing users of this designated Green Lane.
- La Rue de La Frontiere forms part of an existing and well-established Bus Route. The proposed development provides for re-alignment of part of this Primary Route Network so as to improve junction safety and also provide use of this part of the Route by pedestrians and users of public transport through provision of two additional bus stops and a new pedestrian footway between the stops and Tamba Park facility, and the development;
- The proposed development is forecast to generate around 5 two-way vehicle movements in the AM peak hour and 7 two-way vehicle trips in the PM peak hour, indicating that the impact on the local highway network will not be material;
- The level of parking proposed has been established after analysis of historic parking data at the existing Tamba Park facility. The data identifies that the proposed level of car parking is sufficient to cater for the estimated level of car parking accumulation throughout the day in relation to the existing Tamba park facility and the proposed self-catering touristic lodges.

It is my professional opinion that when looking at the transport impact of the scheme, the significance of the proposed development is minimal.

I confirm that the opinions expressed within this evidence are my true and professional opinions.



1 Author

- 1.1** I am Alexander Welch. I am a Senior Transport Planner within the Transport Consulting team at Ove Arup and Partners Ltd (hereafter referred to as Arup). I hold a BA (Hons) in Geography and an MSc in Transport Planning and Engineering from the University of Southampton.
- 1.2** I am a member of the Chartered Institution of Highways and Transportation (2006) and a member of the Chartered Institute of Logistics and Transport (2006).
- 1.3** I have worked in the field of Transport Planning, specialising in Development Planning for 17 years within Consultancy, Local Authority Government and National Government in the UK, Bahrain and the United Arab Emirates. My experience covers a wide range of development types, including highways schemes, residential, mixed-use developments, and infrastructure projects. Much of this experience is directly comparable to the Transport scope associated with the Retreat Farm project.
- 1.4** My evidence covers the highways and transportation matters in connection with retreat Farm as submitted under planning application P/2017/0805 and P/2017/1023. My evidence utilises and summarises the transport planning work undertaken by both KE Planning and Arup.
- 1.5** I confirm that the opinions expressed within this evidence are my true and professional opinions.
- 1.6** I have carried out my assessment in accordance with the Code of Professional Conduct of the Chartered Institution of Highways & Transportation. I confirm that I have no conflict of interest.

Role on the project

- 1.7** As Transport lead for Arup, my role on the Retreat Farm project has been to:
- Oversee the preparation and production of the Transportation documents and drawings included within the KE Planning Transport Assessment and the Travel Action Plan which were submitted in support of the planning application for the project;
 - Maintain compliance with States of Jersey legislation and guidance;
 - Liaise with the client and design team and provide the interface for all highways and transportation; and
 - Where necessary consult with the States of Jersey Department for Infrastructure (DfI) Transport Policy (TP) section and Liberty Bus.

2 Scope of Proof of Evidence

- 2.1** This proof of evidence relates to the decision made by the Minister for Planning and Environment to consider the Applications for planning permission for the proposed self-catering touristic accommodation, new dedicated car park for Tamba Park, and new dwelling at Retreat Farm, through a public inquiry process.
- 2.2** There are two applications for planning permission: one for self-catering accommodation and a new car park for Tamba Park (from La Rue de la Frontiere) to replace the existing western block of glass on Field M770 (Planning Application (P/2017/1023)); and one for a new dwelling on the existing Tamba Park car park (from La Rue des Varvots) and to replace the existing eastern block of glass on Field L78 with a restored agricultural field (Planning Application (P/2017/0805)). Their common underlying feature is that the resulting development involves land remediation to remove existing glasshouses and improve the quality of the land and ground that the development will be situated on. The land concerned is also in the control of one person, [REDACTED], and [REDACTED] also controls the Applicant company and the company that own land between the application sites which is known as “Tamba Park” and is a largely outdoor leisure facility. Due to these common features, for the purposes of the public inquiry, the applications have been considered together, and this Proof presents a combined presentation.
- 2.3** For the purposes of this Proof the sites the subject of the two planning applications will be referred to as the ‘Application Sites’. Where necessary the site the subject of Planning Application P/2017/0805 will be referred to individually as the application for the ‘Eastern Site’ (ES) or by its Planning Application reference: P/2017/0805. Where necessary the site the subject of Planning Application P/2017/1023 will be referred to individually as the application for the ‘Western Site’ (WS) or by its Planning Application reference: P/2017/1023. Location plans showing the extent of each Planning Application are included as **Appendix 1** within [REDACTED] Proof of Evidence.
- 2.4** For the avoidance of doubt there is a third application for planning permission, Planning Application P/2017/0519, and that was also submitted and, pending a decision, is for a staff accommodation unit proposed on Tamba Park’s Operational Yard. That development is intended to serve Tamba Park and has not been directed by the Minister to be considered at this Public Inquiry process. That application remains, at this time, undetermined by the Department.

- 2.5** The Application Sites straddle two parishes. The western part of the site (off La Rue de la Frontiere) is located in the Parish of St Mary. The eastern part of the site (off La Rue des Varvots), is located in the Parish of St Lawrence. However, this factor has no material impact on the consideration of the applications.
- 2.6** The two Application Sites sit within a larger land ownership owned or controlled by the Applicant and comprises “Tamba Park” (4.5 acres). Tamba Park is an inverted L-shaped area that sits between the Application Sites, and around the northern side of the western Site. Conversely, the Application Sites are linked physically by a utilities bridge that extends above and over the central African Sculpture Walk part of Tamba Park. A plan explaining the relationship is included as **Appendix 2** in [REDACTED] Proof of Evidence. Tamba Park is a tourist attraction created in 2015, which replaces a former tourism facility on the site. It comprises an outdoor area to the north of the Application Sites, and has an indoor area (Play-Barn) that is sandwiched between the two Application Sites. Within its land area, Tamba Park offers a range of outdoor attractions including a Dinosaur Trail, Children's Adventure Playground, African Sculpture Walk, Boating Lake with four Micro Boats, Remote Control Tornado Boats, and there is also a building that contains a Cafe, Gift Shop, Restaurant, Rainforest themed indoor Playzone, Toddler Soft Play, Mini Arcade and Crazy Golf. Because of its pricing policy Tamba Park is an attractive visitor experience, drawing tourists and locals alike, and attracting 200,000 visitors per annum (2016). The Applicant also controls the land of agricultural Field M772 (2.6 acres) to the south of Field M770 which lies on the west side of Tamba Park.
- 2.7** In this POE I will:
3. outline the consultation that has taken place with DfI Transport Policy;
 4. provide details of the legislation and policy that the development proposals have taken into account;
 5. summarise the existing highway and transportation conditions;
 6. outline the proposed access and development proposals;
 7. discuss the future travel demand and the assessment of the future highway capacity;
 8. detail the mitigation and benefits strategy that would be put into place;
 9. provide details of the Travel Action Plan;
 10. provide a response to objections and concerns; and
 11. summarise and conclude the evidence contained within.

Links with Supporting Documents

- 2.8** KEPlanning produced a Transport Assessment (dated June 2017) in support of application P/2017/1023.
- 2.9** Arup provided sections within the KEPlanning document which that are referenced within the text and provided in full within **Appendix A** of the supporting TA.
- 2.10** A separate Transport Statement was submitted in support of application P/2017/0805. There was no Arup technical input required for this document.
- 2.11** The following and most recent refined plans are also relevant to my evidence:
- 17003-129_05
 - 17003-130_03
 - 17003-131_03
 - 17003-132_04
 - 17003-133_04
 - 17003-139_04
 - 17003-142_01
- 2.12** All submitted plans are included within **Appendices 1 and 2** of [REDACTED] PoE, including those relevant to the consideration of these Applications. Further detail on the transport matters is provided by the plans attached to the proposed Planning Obligation Agreement.

Links with other Supporting Proofs

- 2.13** In addition to relevant Chapters of the EIS, my evidence is complemented by and should be read in conjunction with the following proof of evidence:
- [REDACTED], on Planning Application matters and Application Site history;
 - [REDACTED], on the architectural and landscape design of the development proposals;
 - [REDACTED], on environmental impact assessment, planning judgements, planning policy and overall Island Plan compliance.

3 Consultation

- 3.1** The content of the Transport Assessment was established through dialogue on scoping and methodology with States of Jersey (SoJ) Department for Infrastructure (DfI) as Highway Authority in May and June 2017, as a result of DfI at that time and after the previous validation of the Applications, deciding that a Transport Assessment was then necessary.
- 3.2** Following the initial scoping exercise with DfI, the development proposals have been revised to address the concerns that DfI raised. However, the overall agreed methodology remained appropriate given the revised development proposals were forecast to generate *significantly less* overall vehicular trips than the previously scoped scheme.
- 3.3** On the 22nd June 2017, the Applicants project team met with representatives of DfI Transport Policy and Liberty Bus met at the proposed site and confirmed the requirements for the preliminary design and location of the new bus stops. Both of these design parameters were agreed at this time.
- 3.4** After the application was made, there have been a number of consultation comments that have resulted in the amendment of drawings/plans to address matters raised by the Department of Infrastructure and their concerns. The timeline below summarises the pertinent amendments to highway related documentation:
- June/July 2017 - Submission of Planning Applications P/2017/0805 and P/2017/1023.
 - September 2017 – Application P/2017/0805 – Transport Statement
 - 6th Oct 2017 - Both Application plans updated to reflect JAJ Properties as Applicant. P/2017/1023 site boundaries were clarified and changed, including changes to vehicle access (Rue de La Frontiere) to increase visibility splays, ownership clarification, inclusion of bus shelter and bus stops (Rue de La Frontiere), pumping chamber included, clarification of use to reduce noise impacts on neighbours. The site boundaries of P/2017/0805 were clarified.
 - 11th Dec 2017 – Application P/2017/1023 - changes to clarify size of bus shelter and pedestrian route from bus stop.
 - 14th December 2017 – Changes to amend to remove over-flow car park from Application P/2017/0805 and tie Applications together with Planning Obligation Agreement.

4 Policy Compliance

- 4.1** I summarise the relevant policies of the Revised 2011 Island Plan (2014) and the way in which the proposed development complies as follows:

SP 6 – Reducing dependence on the car

SP6 requires that applicants demonstrate that they will reduce dependence on the private car by providing for more environmentally friendly modes of transport, and also address a number of criteria. The requirement for a Transport Study to support a planning application generally flows from the requirement of this policy to demonstrate how schemes will reduce dependency on the car, by providing for more environmentally friendly modes of transport.

- 4.2** The Tamba Park facility is an established visitor attraction and was recently permitted by P/2016/0503 to have additional car parking west of the facility. The current proposals consolidate parking provision and unify the access to the facility to La Rue de la Frontiere. In providing for, enabling, and promoting the use of cycling and use of public transport as an alternative mode of transport to the private motor car by which to access the site from La Rue de la Frontiere, the proposed development fully accords with this policy and enables real choices to be made by users of and visitors to the Site and to Tamba Park.

TT 2 – Footpath provision and enhancement of walking routes

Footpath provision encourages use of alternative modes of transport to the motorcar. Policy TT2 requires that development for employment proposals on or adjacent to the Island’s Primary Route Network to contribute to the provision of, or enhancement of, existing footpaths relative to the nature of the development and the character of the area. New footpath infrastructure should respect the character of the area. The potential for new development to contribute to the provision of new or enhanced footpaths will be considered relative to the justification of need, the nature of the development and the character of the area.

- 4.3** It is my view that the introduction of a pedestrian footway directly leading from the proposed new bus stops to the Site is in line with Policy TT 2.

TT 4 – Cycle parking

Policy TT4 requires cycle parking provision in all new development. To encourage cycle use, cycle parking provision will be required in all new developments.

- 4.4** The Retreat Farm development will provide an above standard provision of cycle parking and is reasonably near to the cycle network.

TT 5 – Road safety

Policy TT5 requires, where appropriate, traffic and pedestrian safety measures to be introduced on the highway network to improve road safety for pedestrians and cyclists, to reduce vehicle speed and to enhance the street environment. In new developments, all new road layouts should be designed to reinforce low vehicle speeds, cycle safety and pedestrian priority.

- 4.5** The provision of an improved access of the Site's westernmost entrance with Rue de La Frontiere that increases visibility for drivers exiting the proposed development, together with a pedestrian crossing for bus passengers accessing and egressing the Site improves the safety of all road users, whether cars, cyclists, or pedestrians of this part of the Primary Route Network and so accords with TT5.
- 4.6** The DfI has also recently sought alignment changes to the Rue de La Frontiere to increase safe visibility at the junction and also allow for two buses to stop and pass safely on the radius of the proposed changed bend of this route. This requires a considerable extent of the Applicant's private land to be given over to the public highway in the public interest. Changes to the alignment of Rue de La Frontiere in accordance with discussions with DfI provide an arrangement that allows safe pedestrian crossing from bus stops, whilst maintaining safe use of La Rue de La Frontiere and so accords with TT5.
- 4.7** The removal of the permitted car park south of Tamba Park will result in improved road safety for pedestrian, cycle, and horse riders of the designated Green Lane (where these users have priority) and so accord with TT5.

TT 7 – Better public transport

Policy TT7 requires enhancement and upgrading of existing public transport services. The provision of new public transport infrastructure should seek to minimise the impact of development on the landscape through appropriate design and use of materials. Development proposals will be expected to contribute to better public transport services.

- 4.8** The proposals will provide two new accessible bus stops to enable better use of public transport to and from the Tamba Park and proposed self-catering touristic accommodation.

TT 8 – Access to public transport

Policy TT8 requires that development of employment-related land uses be within 400 metres of a bus service.

- 4.9** The existing bus stops on Les Chanolles des Six Rues are approximately 240m from the existing Site entrance. The introduction and siting of the new bus stops and associated facilities has undergone extensive consultation with both DfI and Liberty Bus, that has resulted in a location and design that is agreed by all parties. It positively aids modal shift of the trips made to the proposed development whilst also potentially increasing longevity of the service through improved ridership.

TT 9 – Travel Plans

Policy TT9 requires a travel plan to be submitted in relation to developments that engender significant amounts of travel, and, to be agreed in consultation with DfI – Highways Section.

- 4.10** A Travel Action Plan is included as a supporting document and looks to introduce a range of measures to reduce the need and impact of trips made by car.

5 Existing Conditions

- 5.1** In this Chapter, I will look to provide an overview of the current base highway and transportation conditions and issues that are present at the proposed site. A more detailed audit of the site is included within Chapter 3 of the supporting TA.

Site Location

- 5.2** The site is located approx. 6km north-west of St Helier and 4km north of St Aubin's Bay. A location plan has been included as **Figure 1** of the supporting Transport Assessment.
- 5.3** It is in a rural location, approx. 1km southeast of St Mary's Village and 1km north-west of Carrefour Selous.

Existing Use

- 5.4** 200,000 visitors visit the Tamba Park facility annually. The Department of Environment officer report, on P/2016/0503, rightly described the Site as a "popular" tourist facility.
- 5.5** Tamba Park Indoor Area is open 10.00am -7.00pm Wednesday to Sunday during term times and open all week at other times. The outdoor area is similarly open between 10.00-18.00 or dusk in the winter months. It has operated for a number of years and the development was recently formalised by the Planning permission, reference P/2016/0503. The site area covered Tamba Park itself, the car park to its south east, and the existing hard standing area to its west as well as the access onto La Rue de La Frontiere. No conditions required provision of bus stops or cessation of use of the existing car park south of Tamba Park facility as part of that planning permission.
- 5.6** The Tamba Park facility is presently served by the 75 space car-park accessed from La Rue de Varvots pursuant to Planning permission, reference 3199/IA (1st October 1992).
- 5.7** The permitted development included permission for use of both the existing concrete and compacted hard core hard standing areas west of the western glasshouse for car parking and these areas notionally accommodate about 111 cars (see drawing "Existing Site Plan", reference MSP-2271-PBL08) serving Tamba Park facility and that is accessed from La Rue de La Frontiere. The total permitted car parking spaces for Tamba Park is 75 spaces and two car parking areas.
- 5.8** The officer's report identified concern over the alignment of La Rue de La Frontiere but proposed to improve northern visibility at the junction of the Site with that highway.

Pedestrian and Cycle Access

- 5.9** The highway network is not for the exclusive use of the private motor car. Pedestrians and cyclists share the highway network. There are no separate facilities near to the Site. Pedestrian access to the Site is currently limited and does not encourage access by alternative transport mode to the private car.
- 5.10** However, La Retreat Farm (“Tamba Park”) is located close to Cycle Route No. 4, which connects St Aubin’s Bay to the north of the island. Cycle Route No. 3 is located reasonably close to the Site, being approximately 500m to the south, and this provides an east-west route across the centre of the Island. A map showing the location of nearby cycle routes is included as **Appendix B** of the supporting Transport Assessment.

Public Transport

- 5.11** Bus stops are located approximately 130m to the south on La Rue de La Frontiere (junction with La Rue des Varvots) and reasonably close to the Site. However, there is no separate pavement along La Rue de La Frontiere for pedestrians and so this makes the highway unsafe for pedestrian access to the Site.
- 5.12** Bus service 7 provides the service along La Rue de La Frontiere. Based on information published in the 2017 summer timetable, there is an hourly service Monday to Saturday from Liberation Station between 07:00-19:00 and an hourly service Monday to Saturday from St John’s Village to Liberation Station. The service on Sunday is less frequent and runs every two hours between 10:00-19:00 from Liberation Station and between 11:00 and 20:00 from St John’s Village.
- 5.13** A plan showing the bus route and service timetable is included as **Appendix C** of the supporting Transport Assessment.

Local Highway Network

- 5.14** The Application Sites are accessible both from La Rue de La Frontiere and from La Rue de Varvots.
- 5.15** La Rue de La Frontiere is itself part of the “Primary Route Network” identified in the Revised 2011 Island Plan, 2014 and administered by the DfI. La Rue de La Frontiere is a major route connecting the centre of the Island to north-west parishes. It has a junction with La Rue des Buttes to the northwest and La Grande Route de St Laurent to the southeast.

- 5.16** La Rue de La Frontiere provides a two-way shared use carriageway for vehicles, pedestrians and cyclists. This highway is subject to a 40mph maximum speed limit. Self-evidently, such shared use of the carriageway at such speed results in a very unsafe situation in the vicinity of the Site for pedestrians and cyclists. In practice, the nature of the highway results in it not actually being used by pedestrians to access the Site.
- 5.17** Although part of the Primary Route Network the carriageway does narrow in places to the north of the access to Tamba Park. There is, however, a dog-leg in the road to the south of the Site, where vehicles need, in practice, to currently navigate the corners at slow speeds.
- 5.18** By contrast, with La Rue de La Frontiere, the alternative access to Tamba Park, on La Rue de Varvots is part of the Green Lane Network administered by the Parish of St Lawrence, where there is a 15mph speed limit in force and vehicles must give way to pedestrians, cyclists, and riders. It is mostly single width and like all other carriageways in Jersey is shared with pedestrians and cyclists. It currently provides access to the primary Tamba-Park southerly car park.

Existing Traffic Flows

- 5.19** Traffic counts were undertaken to assess the actual use of the Site. Manual Classified Count (MCC) traffic count surveys were undertaken at junctions 2-4 (see Study Area Junction Locations, **Figure 1** of the Arup supporting Transport Assessment work) on a single neutral weekday (and as defined by the DfT's Transport Analysis Guidance 1), falling within the school term time period. This work was also agreed with DfI as appropriate during the discussions on Transport Assessment scoping and considered by the DfI to be appropriate. Counts were undertaken on Wednesday 22nd September 2016 and each count covered the peak periods of travel demand on the network, namely 08:00 – 11:00 and 15:00 – 18:00.
- 5.20** In addition, two Automatic Traffic Counts (ATCs) were also placed for a seven-day period commencing 22nd September 2016 to check existing speeds and flows on links surrounding the site. The ATCs were placed adjacent to the La Rue de la Frontiere site access junction, and on La Rue des Varvots, to capture flows on the route to the self-catering accommodation element of the Site and the proposed dwelling.
- 5.21** It is, therefore, considered that the actual survey data is appropriate and representative of typical traffic conditions. Examination of the data has established that whilst there are variances between junctions overall the highest level of traffic movement in the AM period occurred during 08:00–09:00, whilst the traffic counts showed a similar level of demand in the 16:00-17:00 and 17:00-18:00 hours.

- 5.22** Flow diagrams indicating the 2016 base flows across the highway network within the AM and PM peak hours are provided in **Appendix C** of the supporting TA (supporting information).

Traffic Speeds

- 5.23** The ATC also recorded speeds on La Rue de la Frontiere in the vicinity of the site, and La Rue des Varvots in the vicinity of its junction with Les Chanolles des Six Rues. The full speed data set is also included in **Appendix B** of the Arup Transport Assessment (see the EIA Supporting Information).
- 5.24** The data indicates that both average and 85th percentile northbound and southbound speeds on La Rue de la Frontiere are significantly lower than the 40mph speed limit, which is consistent with the constrained highway geometry of the dogleg and in the rural location of St Mary's.

Road Traffic Collision Assessment

- 5.25** Road Traffic Collision (“RTC”) data for at the time of the application the most recent period (2012–2016) has been obtained from DfI Transport Policy for the surrounding highway network.
- 5.26** No accident appears to be attributable to the use of La Retreat Farm and the pattern is consistent with the use of the Primary Route Network as the major transport network for the island. This appears consistent with the absence of pavements discouraging in practice pedestrian use of the highway network in this vicinity, whilst also indicating an absence of cycle use.

6 Development Proposals

- 6.1** In this Chapter, I outline the proposed highways and transportation proposals associated with the development of Retreat Farm.

Development

- 6.2** In summary the development proposals being considered in this Inquiry provide (in relation to Highways and Transportation matters):

P/2017/0805

- The proposal seeks detailed planning permission at Retreat Farm for the removal of a large glasshouse, returning Field No. L78 to agriculture and the construction of a single dwelling on the car park that currently serves Tamba Park accessed via La Rue des Varvots and the cessation of use of that car park in association with Tamba Park.

P/2017/1023

- The removal of a large glasshouse and the provision of 27 self-catering lodges with a associated parking of 27 spaces in the location of the existing hard core area permitted for parking;
- The creation of a consolidated car park comprising 168 spaces (i.e. the permitted area of 75 together with the permitted area of concrete hard standing under P/2016/0503 that can accommodate 111 spaces) and in addition, part of the hard core area that can accommodate 33 spaces for overflow parking, to comprise a total of 201 dedicated spaces serving Tamba Park accessed via an improved junction with La Rue de la Frontiere;
- The realignment of La Rue de la Frontiere to the south-west of Tamba Park to improve visibility for access and egress to Tamba Park; and
- The introduction of two bus stops on La Rue de la Frontiere south-west of the Tamba Park western site access, complimented by the routing of a new footway connection between these and that access.

Operations

- 6.3** Tamba Park is, also, now closed on a Monday and Tuesday during Term Time. This reduction in operation removes the visitor traffic generated by and therefore the impact of the park on the local highway network during these periods.

Pedestrian and Cycle Access

- 6.4** A network of protected pedestrian routes will be created on Site to enable pedestrians to move around the site safely, including a safe route from the bus stop adjacent to the entrance. Pedestrian routes across the site have been carefully designed to provide clear separation of pedestrian and other vehicle flows.
- 6.5** At least 32 communal cycle parking spaces and 4 bicycle dedicated parking spaces (by means of loops on each lodge to secure hired cycles to) per self-catering lodge are to be provided on site. It is expected that cyclists will share the internal routes with other vehicle users. Other facilities provided include:
- Cycle hire available on site;
 - Lockers for visitors to the site arriving by bicycle;
 - 2 charging points for electric bicycles;
 - An information board located next to the bicycle spaces to explain the location of the site in relation to dedicated cycle routes in the area (currently routes Nos. 4 & 3);
 - Clear internal routes providing a safe environment for all highway users;
 - Bicycle parking for staff; and
 - Showers and lockers for staff.

7 Future Demand

- 7.1** This Chapter of my evidence will provide a summary of the future demand and capacity assessment of the local highway network.

Parking

- 7.2** At present, Tamba Park is served by two car park areas, accessed from La Rue des Varvots and La Rue de la Frontiere. The existing car park accessed from La Rue des Varvots has a dedicated capacity of 75 spaces and is proposed to be vacated and redeveloped as a single residential property (P/2017/0805).
- 7.3** The car park accessed from La Rue de la Frontiere has an existing theoretical capacity of 111 parking spaces (although the Planning permission P/2016/0503 does not limit or dedicate spaces). It is proposed to cease using the existing 75 space car park south of Tamba Park and to consolidate this car park with the other recently permitted area and to provide dedicated spaces in one location of a total capacity of 168 parking spaces, of which 8 will be accessible and 5 will be for electric vehicle charging.
- 7.4** In addition to the above, the existing overflow car park for Tamba Park (approved by planning application P/2016/0503) is retained with a notional capacity of 33 spaces for Tamba Park. This area also provides 27 dedicated parking spaces allocated for the proposed self-catering lodges.
- 7.5** The permission of 2016 for Tamba Park did not address a traffic assessment for the facility but the current Applications provide an opportunity to rationalise the parking situation beneficially. A ‘First Principals’ approach utilising ticket data has been used to estimate whether the proposed parking is sufficient for the Tamba Park facility, based on the arrival and departure profile of trips to the Site. An appropriate allowance for staff has been included in the assessment, and admission ticket data for August has been used to represent the busiest month of the year, which is robust for parking accumulation assessment.
- 7.6** The data identifies that car parking demand at the existing Tamba Park could be up to 123 spaces during the busiest hour of 11:00-12:00, in the month of August.
- 7.7** The data identifies that the proposed level of car parking is sufficient to cater for the estimated level of car parking accumulation throughout the day. It should be noted that the survey data presents a snap shot of the busiest month and does not take into account random peaks that are known to occur. The proposed level of parking provision has been included to allow for these peak periods of usage.

Background Traffic growth

- 7.8** In order to generate traffic flows for the future assessment years of 2018 and 2023, background traffic growth factors have been derived from DfI ATC Data recorded over an annual period in 2013 and 2015 on La Grande Route de Saint Laurent.

Trip Generation

- 7.9** The methodology for projecting travel demand has been agreed through dialogue with SoJ;
- 7.10** The proposed lodges are forecast to generate around 5 two-way vehicle movements in the 10:00-11:00 AM peak hour and 7 two-way vehicle trips in the 16:00-17:00 PM peak hour, indicating the impact on the local highway network will not be material; and
- 7.11** The relocation of existing car parking from La Rue des Varvots to Rue de la Frontiere will result in a localised redistribution of trips.

Capacity Assessment – Future Year Modelling

- 7.12** As set out in Section 4.3 of the Arup supporting Transport report, the proposed 27 self-catering lodges are not forecast to have a material impact on the local highway network. The only traffic impact associated with this development is the relocation of existing car parking from La Rue des Varvots to La Rue de la Frontiere. However, this impact is a displacement of traffic from one location to another brought about by the cessation of the existing use of the southern permitted 75 space car park serving Tamba Park and closure of that southern access to the facility and removal of traffic related to the Tamba Park facility from the existing Green Lane.
- 7.13** Given the minimal level of impact on the local network, only the access junction on La Rue de la Frontiere was assessed in terms of capacity. A summary of the assessment is presented in the table below.

Junction Capacity Assessment of Tamba Park Site Access/La Rue de la Frontiere

Junction	Max RFC				
	2016 Base	2018 Base	2018 With Dev	2023 Base	2023 With Dev
AM Peak Hour (10:00-11:00)	0.03	0.03	0.09	0.03	0.09
PM Peak Hour (16:00-17:00)	0.02	0.02	0.05	0.02	0.05

- 7.14** The PICADY assessment of this junction indicates that the junction is forecast to operate well within capacity in the AM and PM peak hours of the 2018 and 2023 with development scenarios, with acceptable levels of queuing and delay. Further details of the assessment are outlined within the supporting TA and its accompanying appendices.

8 Mitigation and Benefits Strategy

8.1 This section of my evidence summarises the mitigation and benefits strategy, outlining the proposals for all modes of transport. All mitigation is anticipated to be implemented or in place at the time of first operation.

Mode	Description
All Modes	Consolidated Car Park with improved facilities for all users.
Car	Improved vehicular access with Rue de La Frontiere.
Car	Consolidation of car parking in single location avoids vehicle movements between two car parks during busy periods.
Bus	Realignment of La Rue de La Frontiere to provide for bus stops and new adequate carriageway width including footpath access to bus stops and crossings.
Bus	New Bus Stops and Refuge area.
Pedestrian	New pedestrian footpath linking the new bus stops to the proposed development.
Cycle	Bicycle parking for staff and visitors.
Cycle/Pedestrian	Lockers for staff and visitors.
Cycle	Shower facilities for staff.
Cycle	Information board provided adjacent to cycle parking to enable directional signs to cycle network in the area to be displayed.
Electric Cars	5 charging points for electric cars.
Electric Bikes	Charging for electric bicycles.
Cycle	Secure bicycle parking for 4 cycles for each lodge for self-catering visitors.
All Modes	Travel Action Plan (Summarised in detail within Chapter 10 of my Evidence).

9 Travel Action Plan

- 9.1** In this Chapter, I will outline the Travel Action Plan (“TAP”). The TAP can be found attached as **Appendix D** of the supporting Transport Assessment.
- 9.2** The TAP has the potential to bring benefits to staff, and visitors and to the wider community as a whole. In agreement with DfI Transport Policy, it is proposed for the TAP to go live at the point that the proposed development is operational and so it can then be accessed over the internet by all.
- 9.3** I have summarised the TAP below for ease of reference.

Ref:	Measure	Action	Implementation Deadline	Responsibility
MAN1	Assign a Travel Plan Co-ordinator or Champion	Either appoint Travel Plan Co-ordinator or assign at least one enthusiastic member of staff	One month before/after opening of facility	Tamba Park Management Team
MAN2	Set up a Tamba Travel Plan Working Group	Create a Working Group made up of staff, supported by Travel Plan Co-ordinator/Champion	One month after opening of facility	TPC
PRO1	Create website Travel Information page for staff	Create a website for staff to contain sustainable travel information, options and incentives	Two months after opening	Tamba staff
PRO2	Update public website	Update public website to provide more detailed information about sustainable transport choices	Opening of facility	Tamba staff
PRO3	Induction Travel Information Pack	Sustainable travel information to be distributed to all new (and existing) staff	Annually	TPC
PRO4	Travel Plan Notice Board for staff	Place notice board in staff area and keep updated regularly.	On-going	TPC
PRO5	Travel information notice boards within Park	Place notice boards within Tamba Park to provide information about bus and cycle access. Keep updated regularly.	On-going	TPC
PED1	On-site pedestrian infrastructure	Deliver on-site pedestrian routes in accordance with plans	Opening of facility	Tamba Park Management Team
BUS1	Works to deliver infrastructure for buses	Deliver bus stops in accordance with plans.	Opening of facility	Tamba Park Management Team

BUS2	Liaison with Liberty Bus	Maintain communication with Liberty Bus to understand need for more frequent routes and ensure that bus access is achieved safely.	On-going	TPC
BUS3	Transfer bus	Tamba Park Management Team to provide transfer bus for visitors from Jersey Airport and Jersey Harbour	On-going	Tamba Park Management Team
BUS4	Shuttle bus	Tamba Management to trial town centre shuttle bus (every 2 hours) during peak season	On-going	Tamba Park Management Team
CYC1	Provide cycle stands and information board	Deliver cycle infrastructure in accordance with plans	Opening of facility	Tamba Park Management Team
CYC2	Provide showers and lockers for staff	Investigate delivery of infrastructure	On-going	Tamba Park Management Team
CYC3	Provide lockers for visitors	Identify a location for lockers for visitors.	Opening of facility	Tamba Park Management Team
CYC4	Bicycle rental	Bicycle rental available for visitors	Opening of facility	Tamba Park Management Team
CSH1	Car sharing	TPC to liaise with staff to understand if there is the potential for any car-sharing	On-going	TPC
INCN1	Incentives to promote staff use of sustainable transport	Reward scheme for employees who cycle or get the bus regularly e.g. voucher/ one season's bus pass –qualifying time period to be decided	On-going	Tamba Park Management Team supported by TPC
INCN2	Interactive touch screen tablet	An interactive touch screen tablet will be supplied in each lodge so that visitors have access to information about visitor attractions, bus timetables and routes, cycle and walking routes.	On-going	Tamba Park Management Team
MON1	Annual Travel Survey	Conduct an annual survey of staff and users, asking about travel and initiatives, which enable/encourage use of sustainable transport modes.	Annually	TPC
MON2	Bi-annual Travel Count	Conduct counts of bus users, walkers, cyclists and car-sharing visitors/staff.	Bi-annual	TPC/Travel Plan Working Group
MON3	Travel Plan Progress Report	Prepare a short report based on the travel plan survey and travel counts and submit to Tamba Park Management Team, including any suggestions for increasing sustainable transport modes	Annual	TPC/Travel Plan Working Group

ECH1	Electric car hire	Tamba Management to trial on site electric car hire for visitors	Opening of facility	Tamba Park Management Team
------	-------------------	--	---------------------	----------------------------

9.4 It is my view that the successful implementation of the above measures together with the mitigation measures outlined in Chapter 9 of my evidence will ensure compliance with the following Revised 2011 Island Plan Policy:

Ref	Summary
SP 6	New development must demonstrate it will reduce dependence on the private car by providing for more environmentally friendly modes of transport.
TT 2	New development should contribute towards the provision of improved footways and walking routes.
TT 4	Cycle parking provision will be required in all new developments.
TT 8	Developments resulting in a significant movement of people should be within 400m of a bus stop
TT 9	Developments that are forecast to generate a significant amount of travel will be required to submit a travel plan.
TT 13	The creation of new access points that are safe and adequate will be supported.

10 Response to Application Comments

10.1 I will now address directly concerns raised by members of the public, which relate to the highways and transportation assessment process.

10.2 The table below summarises the main issues that I feel need to be addressed.

Third Party Concern	Response
Inadequate parking for peak use	The highway is proposed to be made safer for its shared use a Primary Highway Network and permitted car parking is being consolidated into one location and that accord with the Transport Assessment as adequate. The proposed parking provision has been developed using Dfl TP Standards and the comparison of direct ticket data from the existing Tamba Park operation. The provision is entirely applicable for the level of development being proposed.
Capacity of La Rue de Frontiere	<p>The development will add a small amount of additional traffic onto the highway network in the peak hour periods. I do not consider that the development will have a significant effect on the local network capacity.</p> <p>My evidence has demonstrated that the actual increase in traffic within the peak hour periods would be minimal and de minimis.</p>
Unrealistic public transport proposals	<p>Rue de La Frontiere is an existing bus route. The proposal serves to strengthen the ridership of the route by providing convenient stop locations for the very popular attraction that is Tamba Park.</p> <p>La Rue de La Frontiere is part of the Primary Highway Network. Both Dfl TP and Liberty Bus have agreed with the positioning and design of the bus stops.</p>
Conditioned operational hours	A Planning Obligation Agreement and Conditions will be addressed at the inquiry. Well-structured and thought out conditions will be accepted by the client, including the governance of commercial deliveries from the Primary Highway Network.
Road Speed and Traffic Survey	<p>The date and timing of the traffic and speed surveys was agreed with Dfl TP. If a lower speed had been recorded, the visibility requirement of the access junction would be reduced. I consider that the Applicant is providing a best-case and robust design response based on actual surveyed speeds taking account of the particular characteristics of the highway in this location.</p> <p>The RPS document referenced by some was in relation to an earlier planning application and is not relevant for consideration when looking at the proposed scheme. The traffic flows it states are incorrect and superseded.</p>

<p>Road safety</p>	<p>Access traffic is being removed from the La Rue des Varvots. It is my professional opinion that the proposed development will provide benefit to the local highway network because the fitness for purpose of La Rue des Varvots will be increased by the removal of the southern car park and car traffic accessing Tamba Park facility and relocated (appropriately) to be accessed from the Primary Highway Network to the west of the facility. The highway re-alignment of La Rue de La Frontiere and enhanced corner visibility coupled with appropriate short-term signage (new road layout etc.) will increase the already good driver awareness on the length of this Primary Network road.</p> <p>The proposed access junction with La Rue de La Frontiere provides an improvement over the existing access. The access proposal and associated visibility has been approved by DfI TP.</p> <p>No evidence has been provided to suggest that drivers do not look when exiting onto La Rue des Varvots. If that were so, then I would agree that this would be incredibly dangerous. However, the Applications will result in the closure of the use of the permitted car park south of Tamba Park to facility related traffic and its change to a single dwelling more appropriate to access from a Green Lane. The visibility provided by the new access junction on La Rue de La Frontiere is better i.e. a wider splay, and therefore the potential for conflict and accidents is greatly reduced. Unfortunately, no design can totally eradicate the odd occasion of driver error.</p>
<p>Travel Action Plan</p>	<p>We would expect that the Travel Action Plan and associated measures be secured by the means of the Planning Obligation Agreement or accompanying Planning Conditions.</p>

11 Conclusions

- 11.1** My evidence has presented the methodology and results associated with the highways and transportation assessment in support of the proposed development of Retreat Farm.
- 11.2** I have also provided evidence of the mitigation measures and significant benefits that, once implemented, will allow for the successful access by sustainable mode choice for the proposed scheme.
- 11.3** The Department for Infrastructure have no objection to either planning application under consideration at the Inquiry and detailed within my Evidence.
- 11.4** The proposed development accords with relevant Island Plan policies.
- 11.5** I have addressed the concerns and objections made by stakeholders and members of the public.
- 11.6** I am content that on completion of the Application scheme that there will be no adverse effect on the local highway network. Rather, impact on local residents will be that of significant betterment over the existing situation on a range of indicators.
- 11.7** I confirm that the opinions expressed within this evidence are my true and professional opinions.

Name: Alexander Welch, Arup.

Signed: 

Date: 31st January 2018