# Transport Statement

Land west of Anne Howard Gardens,

Arundel,

BN18 9BB


Client: Trustees of the Angmering Park Estate Trust LAMA Fund

Ref: 13686

Date: July 2025

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## Document Control

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| 1 | July 2025 | EP | LNS | LNS |
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# 1 Introduction

1.1 This Transport Statement (TS) has been prepared for Trustees of the Angmering Park Estate Trust LAMA Fund to support the development of Land west of Anne Howard Gardens and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.

1.2 GTA Civils & Transport Ltd has been commissioned by Trustees of the Angmering Park Estate Trust LAMA Fund to prepare a Transport Statement (TS) in connection with an outline planning application which comprises the erection of six dwellings with associated access, parking, landscaping, with all matters reserved except access.

1.3 This Transport Statement concludes that there will be no residual or cumulative impacts as a result of the development. The development is well located for access by sustainable modes of transport and has sufficient means of access into the site.

## Policy Context

1.4 This report has been written in accordance with the following policy frameworks:

- 2024 National Planning Policy Framework (NPPF);
- 2014 National Planning Policy Guidance (NPPG);
- Manual for Streets (MfS 1 & 2);
- West Sussex Transport Plan 2022 to 2036;
- West Sussex Guidance on Parking at New Developments (September 2020);
- Arun District Council Local Plan (2023-2041).

# 2 Existing Site Details

## Site Location and Context

2.1 The site is located off from Anne Howard Gardens to the west of the existing 6 houses which currently have large front gardens. The road along Anne Howard Gardens separates the front gardens from the existing plots of land which are currently in use as allotments. These plots of land form the proposed site for redevelopment.

2.2 The proposed site will front onto an existing residential area of mid-20th century semi-detached two-storey existing properties and will align well with the existing residential area surrounding the site. There are playing fields to the south of the turning head and St Phillip's Catholic Primary School to the south as well as Arundel Roman Catholic Cemetery. Beyond this, there is the built-up centre of Arundel town leading to the Castle grounds.

## Access into the site

2.3 The site is accessed from Anne Howard Gardens via an existing priority junction access which leads onto London Road. The site is within the built-up area of Arundel which is subject to a 20mph speed limit. The existing access has adequate visibility splays in either direction in the horizontal plane. There are residential footways either side of London Road that lead into Anne Howard Gardens on the western side of the carriageway.

2.4 The proposed development uses the existing private access road used by the existing residents of Anne Howard Gardens. The existing residents do not have off street parking spaces to the front of their properties and utilise the road and its turning heads for parking. The proposed revised layout remediates this issue and provides off-street parking for both the existing dwellings and the proposed dwellings.

2.5 It is observed there is an area of hardstanding, to the west of the road, which is utilised for parking by the existing residents, offering parking provision for up to three cars. This design element is discussed within the report. Essentially, this area will be re-landscaped, and the displaced cars will be accounted for within the dedicated off-street parking spaces. Therefore, there will be no displaced cars.

2.6 The town has good walking links to the centre of Arundel with onward journeys by bus, DDRT and train services. The nearest bus stop to the site is located 150m south of the site access into Anne Howard Gardens. This serves bus 69 (Compass Buses). For a wider variety of services, bus stop 'Norfolk Arms' is located 685m east from the site access, which is served by buses 9, 69, 85 and 85A (Compass Buses and Stagecoach).

2.7 There are no parking restrictions on Anne Howard Gardens. There are double yellow lines along London Road on the eastern side and 'School keep Clear' markings on the western side of the road outside St Phillip's Catholic Primary School. Vehicles are not permitted to stop here Monday-Friday 8am-5pm on entrance markings due to the school.

2.8 An aerial view of the site is shown below in **Figure 2.1** with the red line boundary and blue line boundary highlighting the site area subject to redevelopment. An existing site plan is included in **Appendix A**.

2.9 **Figure 2.2** below shows the proximity of the site to Arundel town centre, highlighting the sustainability of the site due to the short walking distance to local amenities and services in Arundel.

Figure 2.1 – Site Red Line Boundary

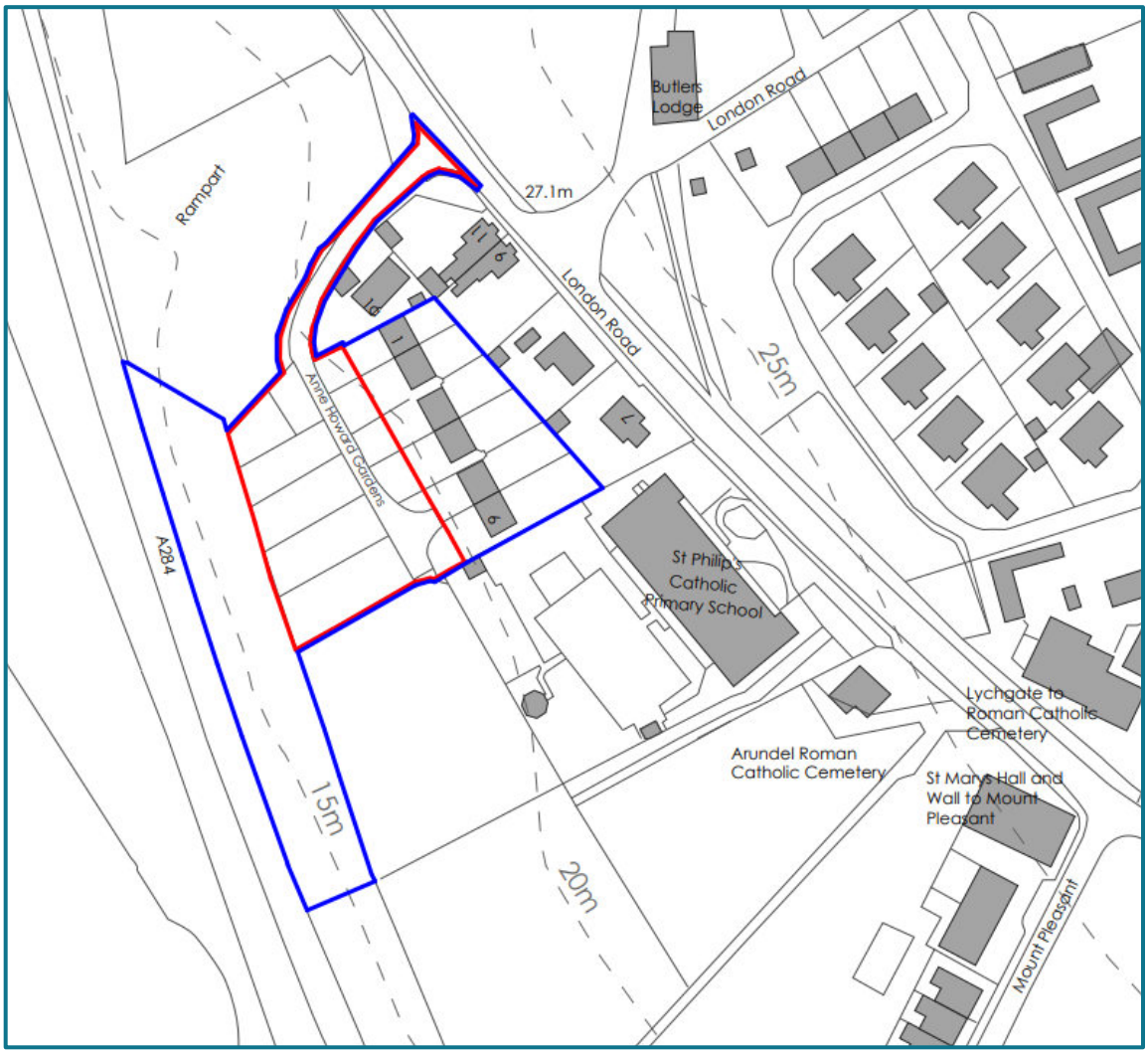


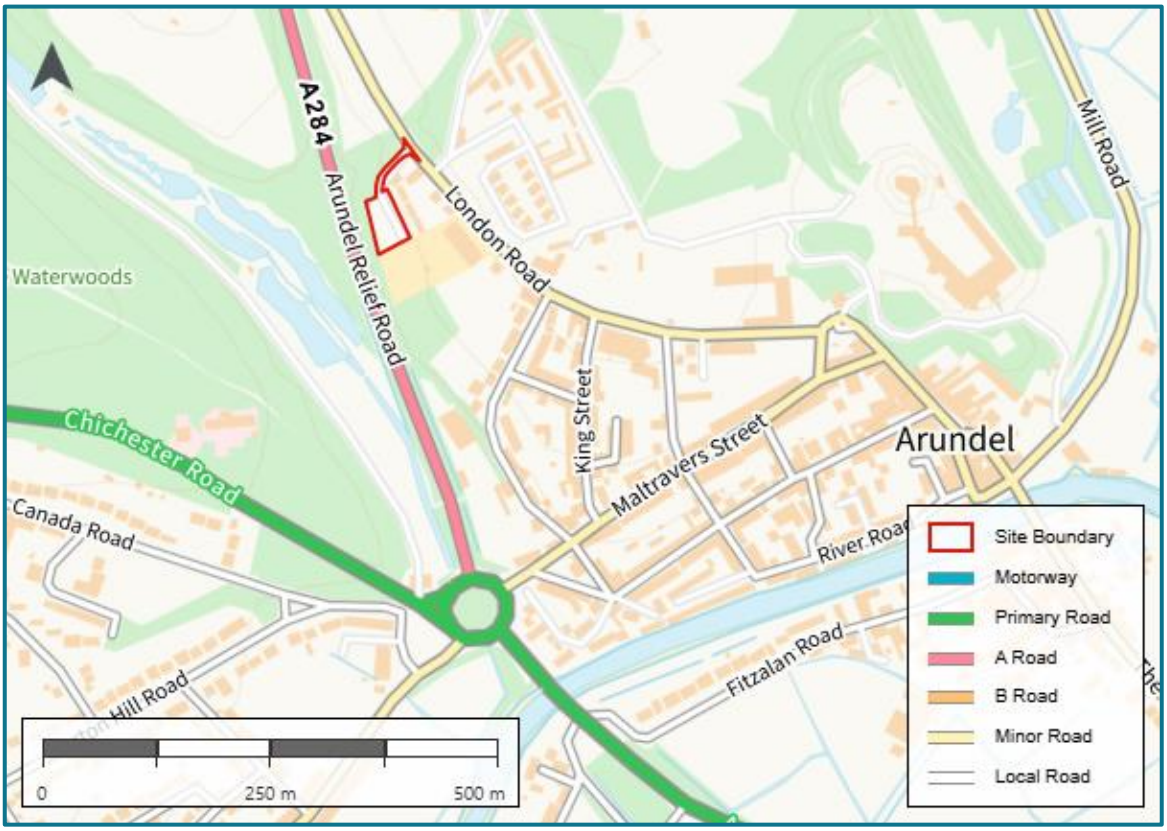
Figure 2.2 – Aerial View of Existing Site with Isochrones indicating Accessibility

# 3 Local Highway Network

## Local Highway Network

3.1 Arundel is a historic market town, located in the Arun district of the South Downs, West Sussex. The site is located on the edge of the centre of Arundel town centre with good pedestrian infrastructure to access the centre of the town, including pedestrian footways, street lighting and informal crossing points as well as a low-speed limit of 20mph. **Figure 3.1** shows the local highway network in the vicinity of the site.

Figure 3.1 – Local Highway Network




Source: Ordnance Survey

3.2 Anne Howard Gardens leads to London Road directly from the site access. Within vicinity of the site, the speed limit is 20mph, equating to visibility splays of 2.4m x 25m in accordance with Manual for Streets 1 standards, which is readily achievable. To the north of the site, the speed limit changes to the national speed limit along London Road towards the A284. From the site access, 280m north, London Road meets the A284 at a priority junction. From this point, the A284 continues north connecting to the A29 south of Bury. To the south, the A284 connects to the A27 at Ford Roundabout, linking the site to the strategic road network. The A27 is a major route within the south of England spanning 165km from Whiteparish to Pevensey. Within vicinity of the site, it caters for access to Chichester to the west and Worthing to the east.

3.3 London Road continues south of the site towards the centre of Arundel where it meets High Street, continuing south to Queen Street and The Causeway where it meets Arundel station.

## Accident Data

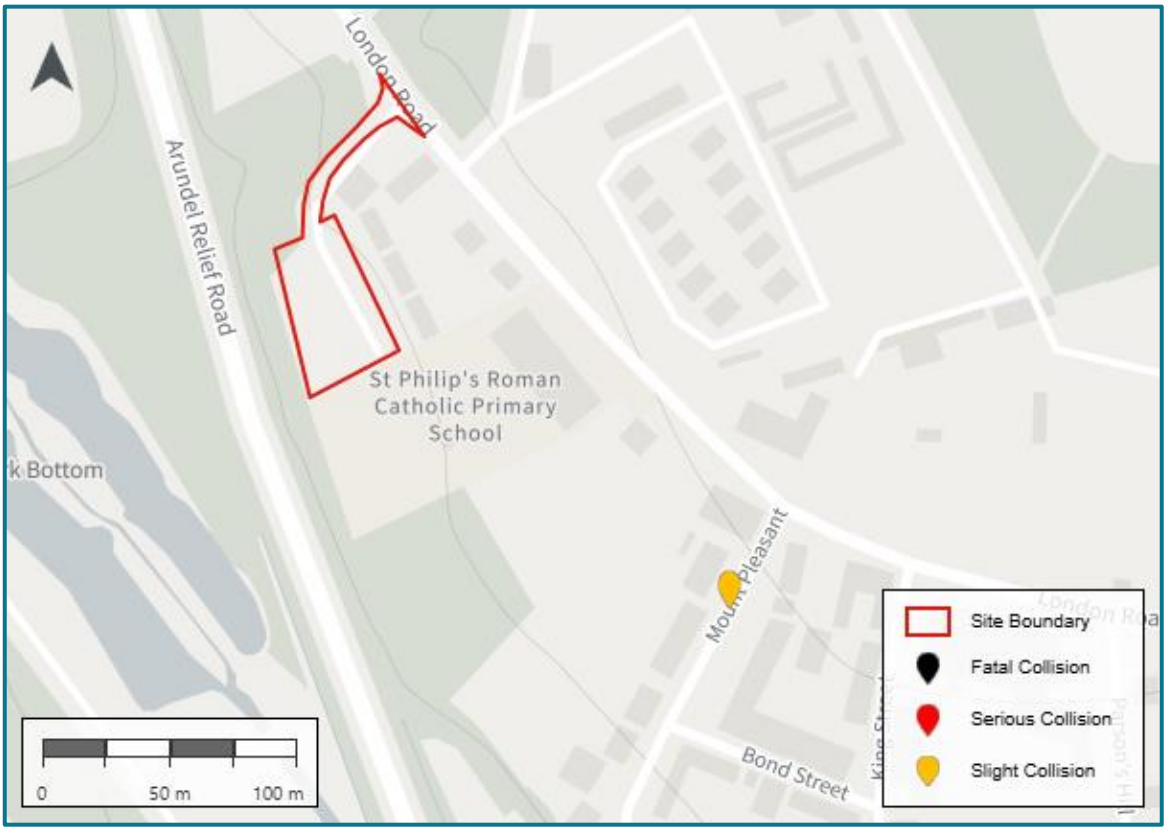
3.4 CrashMap uses data collected by the police about road traffic incidents occurring on British roads where someone is injured. This is then compiled into an easy-to-use format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

3.5 Accident records have been examined within the site vicinity for a 5-year period between 2019 and 2023. Records have been examined for Anne Howard Gardens and a 300m vicinity surrounding the site access.

3.6 Within this time period there has been 1 recorded accident within the area surrounding the site (circa 300m radius around the site access).

3.7 **Figure 3.2** shows the locations of the incident, and **Table 3.1** provides details of those incidents.

Figure 3.2 – Accidents Within Site Vicinity




Source: Department for Transport (DfT)

Table 3.1 – Accident Details

| Date | Category | Location | No. vehicles involved | No. casualties involved |
|---|---|---|---|---|
| 09/08/2020 | 1 | 0 | 0 | 1 |

3.8 Overall, the local accident incidence rate is low, it is reasonable to conclude that the proposals would not result in a highway safety concern.

3.9 There have been no accidents in relation to the site at existing, with the surrounded recorded accidents typically representative of a quiet residential location with no obvious clusters at any junctions surrounding the site. It is therefore unlikely that there will be an uplift in vehicles to the site as a result of the proposed development.

# 4 Modal Choices

4.1 Details and frequencies of local transport available and the overall accessibility of the site are outlined below.

## Accessibility by Foot

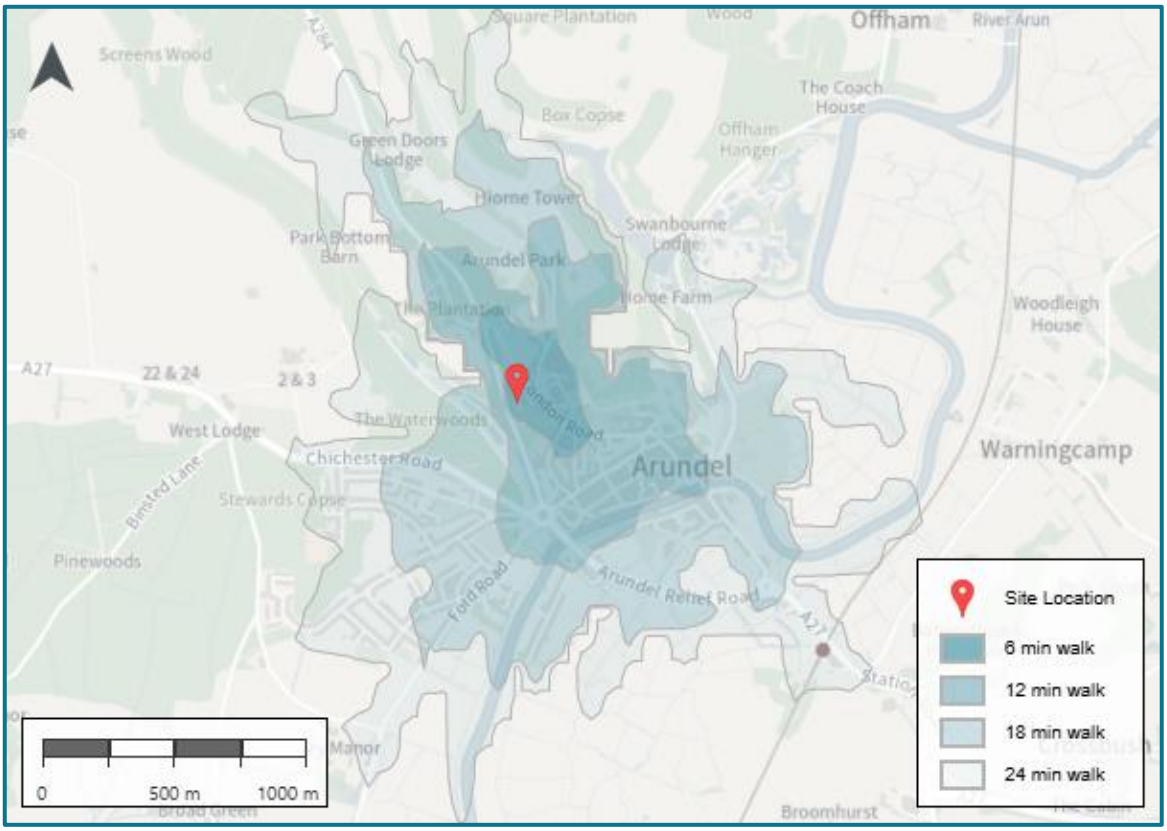
4.2 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).

4.3 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- ''Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Paragraph 74)

4.4 **Figure 4.1** demonstrates an approximate 2km walking distance isochrone surrounding the site, this representing a journey time of approximately 25-minutes. The isochrones are based on an average walking speed of 1.4m/s, with increments of 500m.

Figure 4.1 – 2km Walking Isochrone

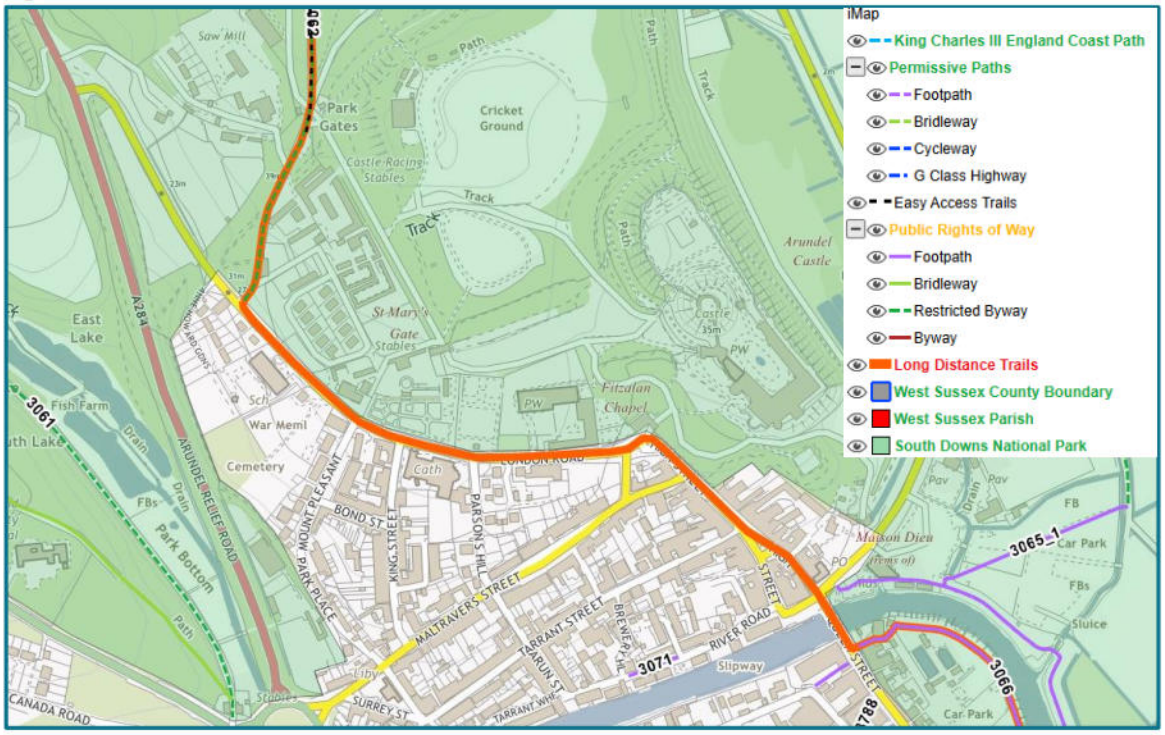



4.5 The above map shows that the central area of Arundel, as well as Arundel station can be reached within a 2km walking distance of the site.

4.6 Locally, the topography of the ground is fairly level which is conducive to walking and cycling. A number of the local roads within Arundel have low speed limits of 20mph as well as sufficient walking and cycling infrastructure and therefore, are suitable for walking and cycling.

4.7 There is a network of public rights of way that are sited in the site vicinity, as shown in **Figure 4.2**.

Figure 4.2 – PRoW




Extract from PRoW Map

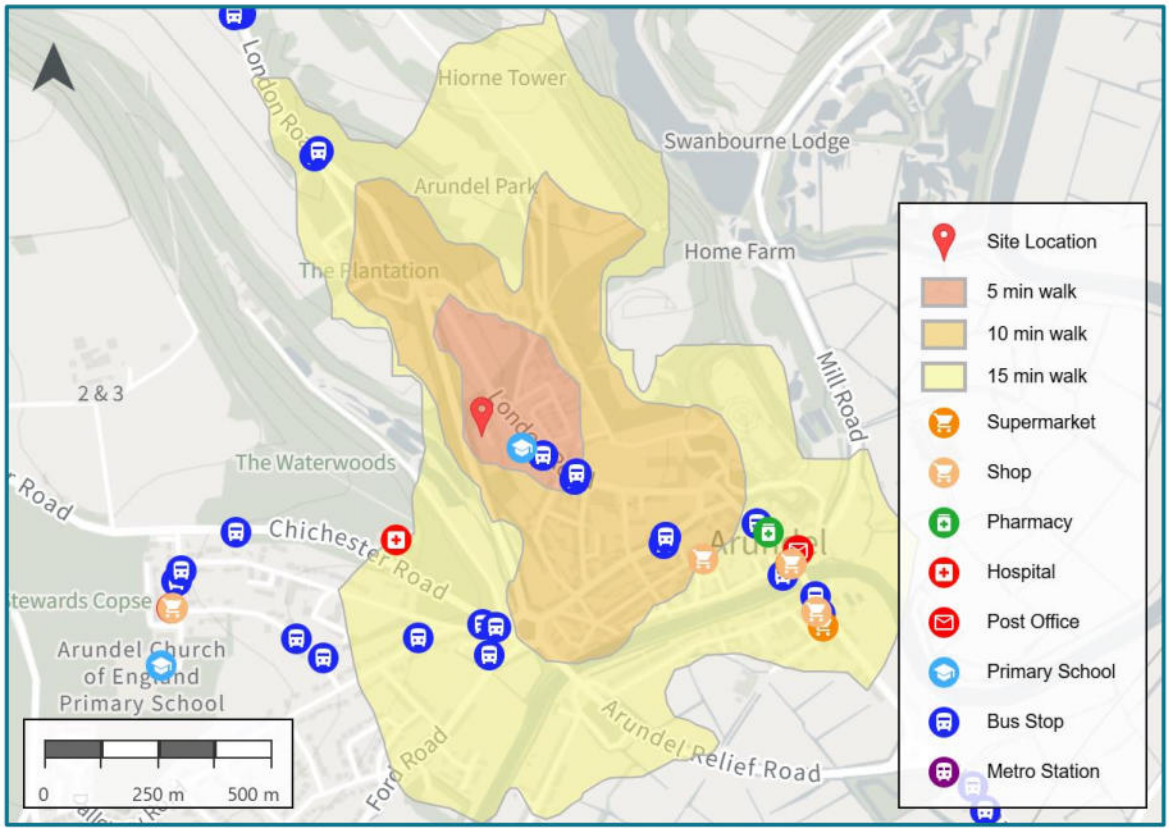
4.8 Along London Road, there is the Monarch's Way Long Distance Trail which runs through the centre of the town. It runs north of Arundel and then continues east towards Warningcamp. There are also several footways that run around the perimeter of the River Arun, leading to Swanbourne Lake in the north for leisure purposes.

4.9 The above PRoW network through the town centre shows how there are scenic shortcuts around the town which has sufficient footways to cater for walking.

4.10 The site is easily accessible via walking, and this will cater for access to local services and facilities via foot rather than reliance on the private car.

4.11 Examples of key destinations and their proximity to the site are highlighted in **Figure 4.3** and listed below in **Table 4.1**. Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot, and cycle times are based on an average cycle speed of 15.5km/h.

Figure 4.3 – Local Amenities Nearby Site




4.12 There are a number of facilities and services available to future residents this includes (but is not limited to):

Table 4.1 – Accessibility of the Proposed Development Site to Key Services

| Destination | Distance from Site (metres) | Walk Time (minutes) | Cycle Time (minutes) |
|---|---|---|---|
| Arundel & District Hospital | 1.06km | 16 minutes | 6 minutes |
| The Arundel Surgery | 1.17km | 17 minutes | 5 minutes |
| St Phillip's Catholic Primary School | 109m | 2 minutes | 1 minute |
| Arundel Castle & Gardens | 690m | 10 minutes | 3 minutes |
| Arundel Post Office | 785m | 13 minutes | 3 minutes |
| Arundel Town Hall | 600m | 8 minutes | 2 minutes |
| Larkins Groceries and Provisions | 700m | 10 minutes | 3 minutes |

| | | | |
|---|---|---|---|
| Morrisons Daily | 940m | 13 minutes | 3 minutes |
| Co-op Food Arundel | 1.07km | 15 minutes | 4 minutes |
| Variety of restaurants and shops | 650m-1km | 8-15 minutes | 2-5 minutes |
| Arundel Lido | 1.15km | 16 minutes | 4 minutes |

4.13 As demonstrated, there are adequate local supermarkets and healthcare facilities within walking and cycling distance of the site. There are several leisure walks and trails nearby for residents also. For a wider range of services and facilities, larger towns such as Worthing and Chichester are available by bus.

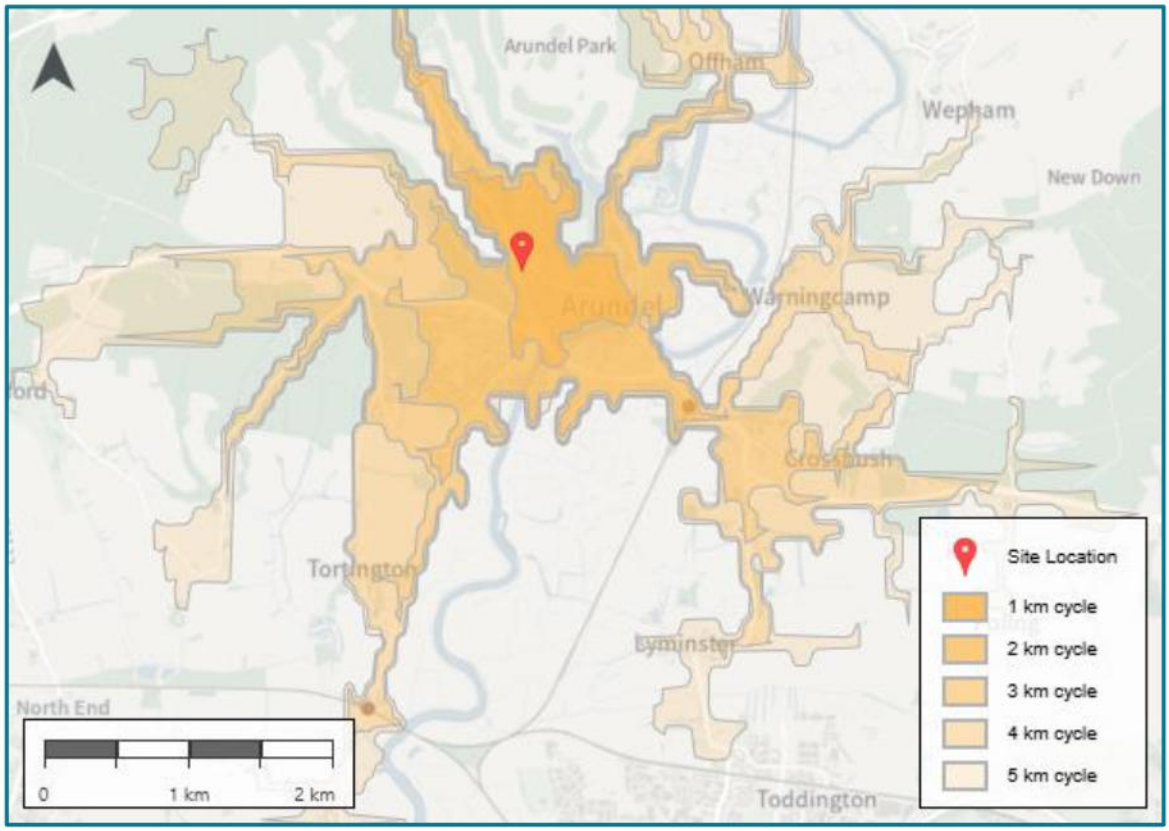
## Accessibility by Cycle

4.14 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- 'Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport' (Paragraph 77)

4.15 **Figure 4.4** demonstrates an approximate 5km cycling distance isochrone surrounding the site, this representing a journey time of approximately 19-minutes. The isochrones are based on an average cycling speed of 15.5km/h, with increments of 1 km.

Figure 4.4 – 5km Cycle Isochrone




## Bus Services

4.16 The nearest bus stop to the site is located 150m south of the site access into Anne Howard Gardens. This serves bus 69 (Compass Buses). For a wider variety of services, bus stop 'Norfolk Arms' is located 685m east from the site access, which is served by buses 9, 69, 85 and 85A (Compass Buses and Stagecoach).

4.17 **Table 4.2** below indicates the route, destinations and approximate frequencies of the bus routes serving the bus stops near the site. Destinations served include Worthing, Shoreham-By-Sea, Littlehampton, Chichester and Pulborough.

Table 4.2 – Local Bus Service Frequencies

| Service No. and Operator | Route | Weekday Frequency | Weekend Frequency |
|---|---|---|---|
| **69** – Compass Buses | Alfold – Ifold – Billingshurst – Pulborough – Bury – Arundel – Clapham – Broadwater – Worthing | Monday-Friday – 1 service in AM & 1 service in PM | Saturday: N/A<br>Sunday: N/A |
| **9** – Stagecoach Buses | Shoreham – Lancing – Worthing – Angmering – Littlehampton – Arundel | Monday-Friday – every hour | Saturday: hourly service<br>Sunday: N/A |

| | | | |
|---|---|---|---|
| **85 / 85A** – Compass Travel | Arundel – Walberton – Fontwell / Barnham – Chichester | Monday-Friday – Every 2 hours | Saturday: N/A<br>Sunday: N/A |

4.18 **Figure 4.5** below indicates the route and destinations served by the Stagecoach bus no.9, the most frequent service. Destinations served include Littlehampton, Rustington, Angmering, Worthing, and Shoreham-By-Sea.

Figure 4.5 – Stagecoach Bus Route Map – Service No.9


4.19 As demonstrated, there is a moderate frequency of bus services to key destinations throughout the day. The short walking distance between the nearby bus stops and the site means that travel by bus is a convenient sustainable modal choice for residents and visitors of the proposed development.

## Demand Responsive Travel Services

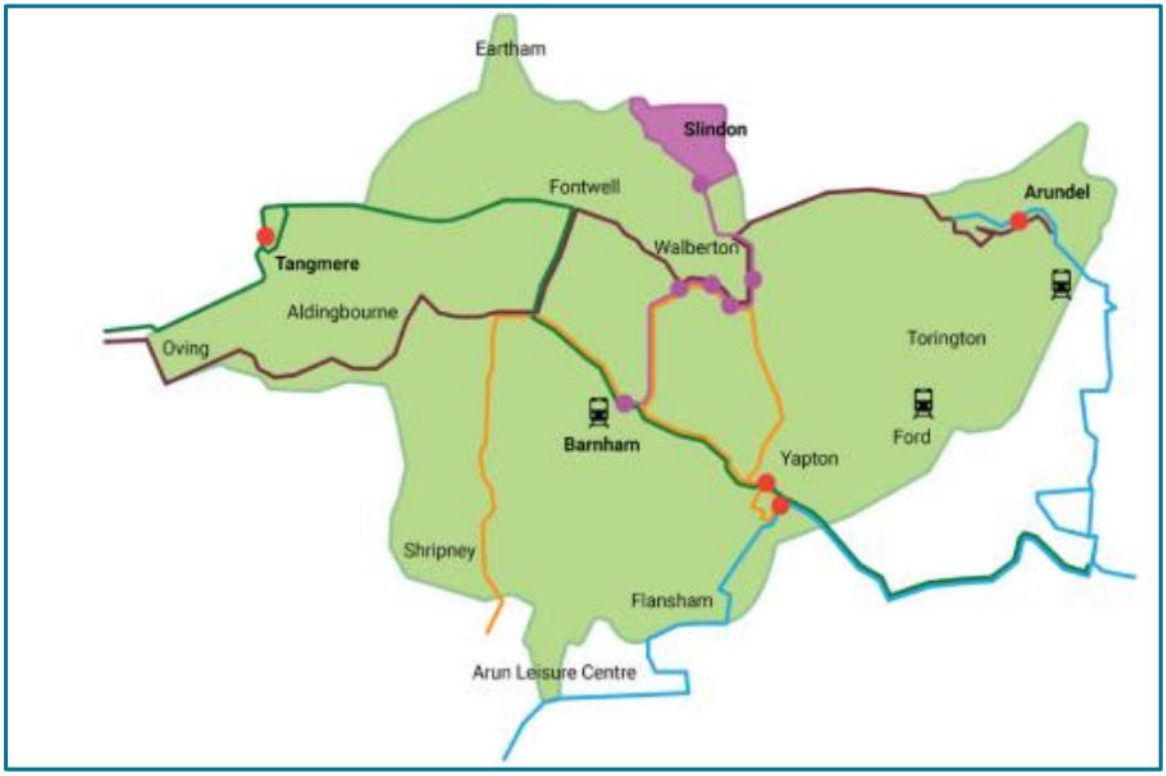
4.20 This area is served by the Demand Responsive Travel Service (DRT) WSCC Book-a-Bus. This DRT service operates in areas with limited or no public transport, for an on-demand ride-sharing service that helps people connect with the local area and wider public transport area, working in combination with traditional forms of public transport.

4.21 The service available in Arundel is the Book-A-Bus 97 Flex. This is fully flexible to go anywhere within the zone, serving Barnham and surrounding areas Monday-Friday 9.30am-4.30pm, Saturday 7.00am-7.00pm, with booking on-demand available up to 48hrs in advance.

4.22 Pick-up points can be home addresses and will allow residents to travel to local towns, supermarkets and GP surgeries where traditional public transport methods are unavailable. It also helps residents transport to onward journey points such as train stations where local buses may not be frequent enough to do so.

4.23 This would be sufficient due to the location of the site in Anne Howard Gardens. Buses are available for booking on the Book-A-Bus app, or by phoning 01243 858854 (6.30am-7.30pm). Residents are not able to use Book-a-Bus to travel along an existing public transport route, including during hours before or after the traditional bus services starts or finishes. The app or our call centre will advise residents on an alternative service to take instead.

Figure 4.6 – Area Served by Demand Responsive Travel Services




## Rail Services

4.24 The nearest railway station is Arundel, located approximately 1.7km from the site, accessible via a 22-minute walk or 6-minute cycle.

4.25 The journey times and service frequencies are set out below in **Table 4.3**.

Table 4.3 – Local Rail Services

| Station | Destination | Frequency | Journey Time |
|---|---|---|---|
| Arundel | London Victoria | 2 / hour | 1 hour 22 mins |
| Arundel | Chichester | 5 / day | 20 mins |
| Arundel | Barnham | 2 / hour | 11 mins |
| Arundel | Bognor Regis | 2 / hour | 18 mins |
| Arundel | Horsham | 2 / hour | 27 mins |
| Arundel | Gatwick Airport | 2 / hour | 47 mins |

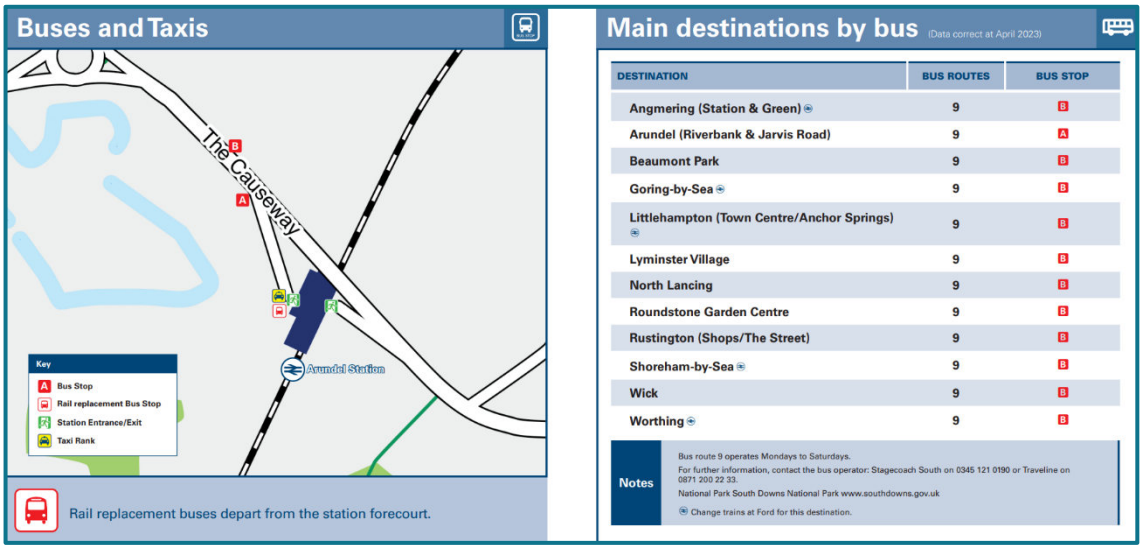
| | | | |
|---|---|---|---|
| Arundel | Amberley | 2 / hour | 4 mins |
| Arundel | Littlehampton | 1 / day | 15 mins |
| Arundel | Pulborough | 2 / hour | 10 mins |
| Arundel | Clapham Junction | 2 / hour | 1 hour 15 mins |

4.26 This station is operated by Southern rail. There are 24 cycle parking spaces at the station, covered by cycle CCTV as well as 156 car parking spaces with 2 disabled spaces. This is a Category B2 station: Platform 1 (to London) step free from front of station. Platform 2 (to coast) step free via a long side street. The station is available via buses 9 and 69.

4.27 Trains run to London Victoria via Horsham, Gatwick Airport and East Croydon where service interchanges are available.

4.28 For onward journey purposes from the station, please see **Figure 4.7** below.

Figure 4.7 – Onward journey purposes from Arundel Station




## Taxis

4.29 The following taxi services are also available within the Reigate area that are reputable and reliable:

- Castle Cars – 01903 884 444
- Apollo taxis (Littlehampton) – 01903 723 030

# 5 Proposed Development

## Development Description

5.1 The development proposals comprise the erection of six dwellings with associated access, parking, landscaping, with all matters reserved except access.

5.2 At this stage, the development is in outline stages and therefore the indicative layout currently comprises 2-bedroom dwellings although this may be subject to change at detailed design stages.

5.3 The proposed site layout plan is shown in **Appendix A**.

## Proposed Access

5.4 It is proposed that the access will remain at existing from Anne Howard Gardens for vehicles and pedestrians. This will become a shared surface layout to serve the 6 dwellings. Manual for Streets 1, paragraph 7.2.14 states that areas of shared surface streets are likely to work well where the volume of motor traffic is below 100 vehicles per hour. The TRICS trip rate as estimated in section 5.0 below denotes that there will be significantly less than 100 vehicles per hour within the development parcel and therefore this is deemed to be sufficient.

5.5 The access road will be re-landscaped, and a formalised turning head will be introduced to the western parcel of the land to allow for refuse and fire vehicle access and turning as well as an improved turning area for cars. This enhances the ad-hoc turning and parking area that is present at existing which is not compliant with Manual for Streets 1 standards or WSCC standards. It is intended for the road to remain private at this stage, with further discussion with WSCC on adoption preference.

5.6 The proposed turning head within the layout has been tracked using swept path analysis to demonstrate that emergency and refuse vehicles can successfully access the site, utilise the turning head to manoeuvre and egress the access into a forward gear.

5.7 The visibility splays from the access at Anne Howard Gardens measure 2.4m x 25m in either direction in line for Manual for Streets 1 standards for a 20mph road.

## Car Parking

5.8 The WSCC Parking Guidance on Parking at New Developments (September 2020) has been utilised for calculating parking for this development. The development resides within PBZ Zone 1 within the Arun District. **Table 5.1** below, extrapolated from page 7 of the guidance indicates the amount of parking needed per residential dwelling, based on the PBZ as well as the number of bedrooms.

Table 4.2 – WSCC Residential Parking Demand (spaces per dwelling)

| Number of Bedrooms | Number of Habitable Rooms | PBZ1 | PBZ2 | PBZ3 | PBZ4 | PBZ5 |
|---|---|---|---|---|---|---|
| 1 | 1 to 3 | 1.5 | 1.4 | 0.9 | 0.9 | 0.6 |
| 2 | 4 | 1.7 | 1.7 | 1.3 | 1.1 | 1.1 |
| 3 | 5 to 6 | 2.2 | 2.1 | 1.8 | 1.7 | 1.6 |
| 4+ | 7 or more | 2.7 | 2.7 | 2.5 | 2.2 | 2.2 |

5.9 This WSCC parking guidance aligns with the Arun District Council Parking Standards Supplementary Planning Document (2020), with the residential parking provision table extrapolated from page 12 of the guidance below.

Extrapolated from page 12 of the Arun District Council Parking Standards Supplementary Planning Document – Table 3.1 – Expected level of provision for new residential developments

| Number of bedrooms | Number of habitable rooms | Parking Behaviour Zone | | |
|---|---|---|---|---|
| | | 1 | 2 | 4 |
| 1 | 1 to 3 | 2 | 2 | 1 |
| 2 | 4 | 2 | 2 | 1 |
| 3 | 5 to 6 | 2 | 2 | 2 |
| 4+ | 7 or more | 3 | 3 | 2 |

5.10 The 6 dwellings are proposed to be 2-bedroom dwellings. On this basis, in line with the above standards, there will be 2 allocated parking spaces per proposed dwelling, as shown on the layout.

5.11 In addition to this, there will also be 2 allocated parking spaces provided for the existing dwellings on the site, which do not yet have formalised parking areas. This improves the existing situation where residents currently park on street and in ad-hoc arrangements due to the lack of formal provision. Therefore, there will be no displaced vehicles as a result of the proposed development. Instead, all parking will be accounted for on site, with no encroachment onto local surrounding roads.

5.12 For visitor parking, paragraph 5.8 of the WSCC Parking Standards states: *"Developers should take an approach that is consistent with national research which suggests, "that no special provision should*

*be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for Visitor parking of 0.2/spaces per dwelling" (DCLG, 2007, Residential Car Parking Research)."*

5.13 On this basis, 2 visitor parking bays have been provided on site, adjacent to plot 4 on the indicative proposed layout. This equates to a 20% visitor parking provision within the development parcel.

## Electric Vehicle Charging

5.14 In accordance with 'The Building Regulations 2010 – Infrastructure for the Charging of Electric Vehicles, Approved Document S' (2021 edition), EV charging points would be provided for all allocated parking spaces.

## Cycle Parking

5.15 The proposed provision of cycle parking on site will be designed in accordance with the residential parking standards set out in the WSCC 'Parking Guidance for New Developments' which states the following minimum cycle parking requirements, see **Table 4.3** below.

Table 4.3 – WSCC Minimum Levels of Cycle Provision

| Type | Dwelling Size | Cycle Provision (per unit) |
|---|---|---|
| Houses | Up to 4 rooms (1 & 2 bed) | 1 space |
| Houses | 5+ rooms (3+ bed) | 2 spaces |
| Houses | Multiple Occupation | 1 space |

5.16 Cycle stores will be located within the private curtilage assigned to each property. There will be space for at least 2 cycles per property, to be confirmed at detailed design stages.

## Servicing and Emergency Vehicle Access

5.17 The proposed development servicing and emergency access arrangements will utilise the proposed turning head on site. This has been tracked using swept path analysis to demonstrate that an 11.4m refuse vehicle can enter the site, turn utilising the turning head and exit in a forward gear onto London Road. The vehicle tracking can be seen in **Appendix B**.

5.18 This will meet the WSCC and MfS requirements (paragraph 6.8.9). Refuse operatives will be able to access private bin stores within 25m from the turning head on site.

5.19 The development will provide individual bin stores for the six properties, to be determined at detailed design stages, although the layout will be in alignment with Manual for Streets 1 guidance for refuse servicing.

5.20 MfS guidance for bin carry distances provides maximum distance thresholds from all properties as being 25metres for refuse collection operatives and 30metres for residents. Bin storage facilities will be conveniently located as appropriate to ensure the carry distance requirements are met within the detailed layout. Maximum refuse vehicle reversing distances of 12metres are considered acceptable within MfS paragraph 6.8.8.

5.21 Further details on refuse stores will be provided at detailed design stages.

5.22 Vehicle tracking has been conducted to demonstrate that vehicles can access all dwellings in accordance with the above standards, please refer to **Appendix B**.

5.23 A fire appliance will be able to reach within 45metres of all dwelling entrances in accordance with Manual for Streets guidance as shown in **Appendix B**.

# 6 Trip Generation

6.1 No existing vehicle trip generations associated with the sites existing use have been included within this assessment as there is currently no development on this land.

6.2 All additional trips generated as a result of the proposed development will be considered as new in order to ensure a robust assessment.

6.3 The proposed development is for 6 dwellings of C3 residential land use. The development has been assessed based on the robust basis whereby all units have been considered as privately owned houses as affordable dwellings can generate fewer trips.

6.4 The TRICS database has been examined for appropriate matches to the proposed uses with the following site selection parameters being applied:

- Post 2010 surveys (to maximise sites);
- All regions in England and Wales only;
- Weekdays only;
- Suburban area and Neighbourhood Centre location types;
- Residential Zone and Village sub category locations;
- Number of units (6-12 units);
- Car ownership from 0.6 to 2.0.

6.5 The full details of the TRICS assessment can be seen in **Appendix D**.

6.6 **Table 6.1** below provides TRICS trip rate data for a privately owned dwelling, based on the site selection criteria and a 1-unit calculation.

Table 6.1 – C3 Residential Privately Owned Houses – Weekday Trip Rates & Resultant Trips

| | AM Peak (8:00 - 9:00) | | | PM Peak (17:00 - 18:00) | | | Daily (7:00 - 19:00) | | |
|---|---|---|---|---|---|---|---|---|---|
| Direction | In | Out | 2-Way | In | Out | 2-Way | In | Out | 2-Way |
| Trip Rate (Per unit) | 0.148 | 0.407 | 0.555 | 0.346 | 0.173 | 0.519 | 2.643 | 2.939 | 5.5821 |
| Trips (Total 6 units) | 1 | 2 | 3 | 2 | 1 | 3 | 16 | 18 | 33 |

## Summary of Proposed Trips

6.7 Overall, the development of an additional 6 dwellings will result in weekday vehicle trips of:

- 3 two-way trips in the morning peak hour (0800-0900);
- 3 two-way trips in the evening peak hour (1700-1800);
- 33 two-way vehicle trips per weekday.

6.8 The overall impact of the proposed development can be concluded as negligible, with the low trip rate associated with the 6 houses highly unlikely to have any impact on the existing highway network or access. The additional two-way trips within peak periods are likely to be representative of daily traffic fluctuations.

6.9 It is concluded that the resultant generated vehicle trips can easily be accommodated on the local highway network without any significant intensification of the access.

# 7 Conclusion

7.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed development from a transport perspective. This application is at outline stages, with all matters reserved except access.

7.2 Key transport-relevant elements of the development, including access, parking considerations, trip generation, vehicle swept path drawing, and the impacts upon the surrounding local highway network, have been considered from a policy context. It is concluded that the proposals are in accordance with current guidelines and policies provided by West Sussex County Council, Manual for Streets, National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG).

7.3 The development of six dwellings will:

- Utilise the access from Anne Howard Gardens / London Road;
- Provide 2 cycle parking spaces for per dwelling (on the basis of being two-bedroom properties);
- Provide 2 car parking spaces in accordance with WSCC and Arun district guidance (on the basis of being two-bedroom properties); as well as accounting for 2 parking spaces per dwelling for the existing dwellings thus improving the existing situation;
- 2 visitor parking spaces;
- Allow for emergency vehicle access within 45m of all dwelling entrances and refuse vehicle access compliant with MfS1 requirements, utilising a new turning head.

7.4 The site is located within walking and cycling distance of a number of nearby amenities and services, compliant with Manual for Streets (MfS1) and IHT recommended guidelines for providing journeys on foot. The site is within close proximity of Arundel town centre, which has a variety of shops, amenities, schools and services. For wider choices, public transport is available via DDRT service Flex 97 bus (WSCC Book-A-Bus) or via conventional bus services in Arundel town centre which also provide access to Arundel station, alternatively available via a 6-minute cycle or 22-minute walk from the site.

7.5 Overall, the development of 6 dwellings will result in weekday vehicle trips of:

- 3 two-way trips in the morning peak hour (0800-0900);
- 3 two-way trips in the evening peak hour (1700-1800);
- 33 two-way vehicle trips per weekday.

7.6 The overall impact of the proposed development can be concluded as negligible, with the low trip rate associated with the 6 houses highly unlikely to have any impact on the existing highway network or access.

7.7 The resultant generated vehicle trips can easily be accommodated on the local highway network without any significant intensification of the access.

7.8 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

– End of Report –

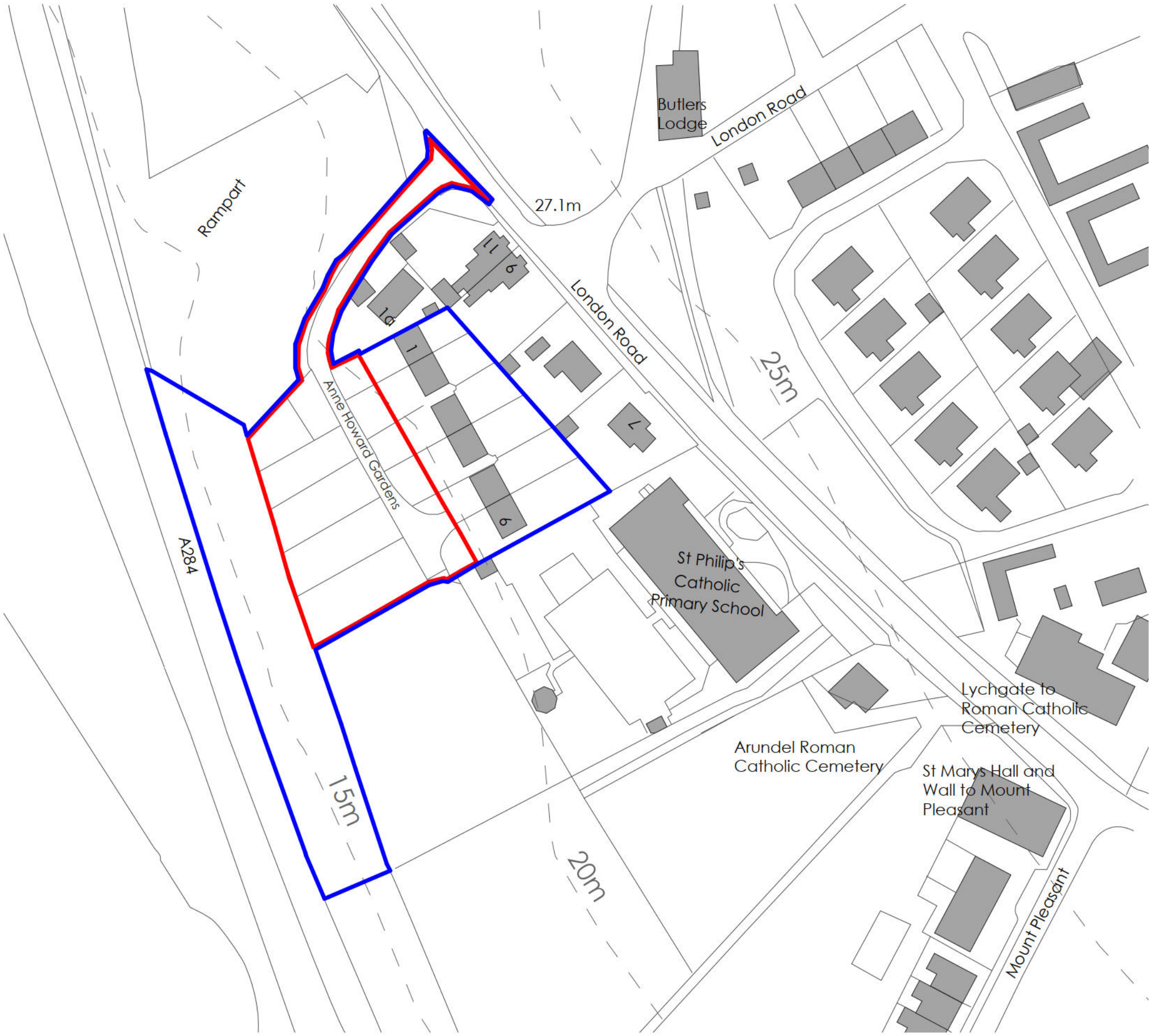
# Appendix A

## Site Layout Plan

1 Jewry Street, Winchester, SO23 8RZ
t: 01962 857413
RIBA Chartered Practice

REVISIONS

| REV | DESCRIPTION | BY | CHE CK | DATE |
|---|---|---|---|---|
| A | Blue Line corrected | CP | DWS | 02.07.25 |
| B | Blue Line corrected | CP | DWS | 14.07.25 |




Location Plan 1:1250

| INSTRUCTION _ DWG _ REV | SCALES @ A3 |
|---|---|
| 693580_102B | 1:1250 |
| WORK STAGE | ISSUE STATUS |
| 1-PREPARATION & BRIEF | PLANNING |
| DRAWN BY / CHECKED BY | DATE |
| DWS / CP | JUNE 2025 |

PROJECT TITLE
ANNE HOWARD GARDENS
ARUNDEL BN18 9BA

CLIENT
ANGMERING ESTATE

DRAWING TITLE
SITE LOCATION PLAN

BIM ISSUE REFERENCE
ANG - SAV - - - - A - 693580_102B

savills

Rampart

South Downs National Park

27.1m

Summer Sun Path

A284

Winter Sun Path

Permeable shared surfaces

Indicative positions of soakaways (5m min. from buildings and 2m min. from highway)

Root Protection Zone

**Schedule of Areas**

| UNIT | No. of Bedrooms | Size GEA | Size GIA |
|---|---|---|---|
| 1 | 2 Bed 3 person | 74 | 66 |
| 2 | 2 Bed 4 person | 78 | 69 |
| 3 | 2 Bed 4 person | 82 | 73 |
| 4 | 2 Bed 3 person | 74 | 66 |
| 5 | 2 Bed 3 person | 74 | 66 |
| 6 | 2 Bed 3 person | 74 | 66 |

SITE AREA: WITHIN THE RED LINE: 0.26Ha

PROPOSED SCHEME - OUTLINE APPLICATION 1:200

0 1 2 3 4 5 10
1:200 Scale in Metres

N



1 Jewry Street
Winchester
Hampshire
SO23 8RZ
t: 01962 857413
w: www.savills.co.uk

RIBA Chartered Practice

Swan House
Market Square
Petworth
West Sussex
GU28 0AN
t: 01798 345980
w: www.savills.co.uk

**REVISIONS**

| REV | DESCRIPTION | BY | CHEC | DATE |
|---|---|---|---|---|
| A | Red/blue line added | DWS | CP | 10.06.25 |
| B | Design mods | DWS | CP | 12.06.25 |
| C | Red and Blue line adjusted, drawing scale changed | DWS | CP | 25.06.25 |

| | | |
|---|---|---|
| INSTRUCTION _ DWG _ REV: 693580_205C | SCALES @ A1: 1:200 | PROJECT TITLE: ANNE HOWARD GARDENS, ARUNDEL BN18 9BA |
| WORK STAGE: 2-CONCEPT DESIGN | ISSUE STATUS: PLANNING | CLIENT: ANGMERING ESTATE |
| DRAWN BY: DWS / CHECKED BY: CP / DATE: JUNE 2025 | | DRAWING TITLE: SITE PLAN - PROPOSED: OUTLINE APP |
| | | BIM ISSUE REFERENCE: ANG -SAV- - - -A-693580_205C |

savills

# Appendix B

## Site Access Plan and Vehicle Swept Path Analysis


GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.

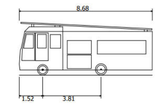


6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

7. If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading x-refs.

8. Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings.
It is your responsibility to ensure that the correct issue or revision of the DWG data file is being used and requests for updated information made accordingly.

9. Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.




| DB32 Fire Appliance | |
|---|---|
| Overall Length | 8.680m |
| Overall Width | 2.180m |
| Overall Body Height | 3.452m |
| Min Body Ground Clearance | 0.337m |
| Max Track Width | 2.121m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 7.910m |

Vehicle wheels outline

Vehicle Body envelope

| Rev | Amendments | Date | Dsn | Chk |
|---|---|---|---|---|
| P1 | INITIAL ISSUE | 23/06/2025 | ART | LNS |

Status
PRELIMINARY

Client
SAVILLS

Architect

Project
ANNE HOWARD GARDENS, ARUNDEL, BN18 9BA

Title
ANTICIPATED SWEPT PATH OF A FIRE APPLIANCE

| Date | Scale @ A1 |
|---|---|
| JUNE 2025 | 1:200 |
| Clients Ref. | Project Ref. 13686 |

gta Civils & Transport
Maple House, 192-198 London Road,
Burgess Hill, West Sussex, RH15 9RD
Tel.01444 871444 Web: www.gtacivils.co.uk

| Drawing Number | Rev. |
|---|---|
| 13686_2201 | P1 |


GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.

2. Tender or billing drawings shall not be used for construction or the ordering of materials.

3. Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.

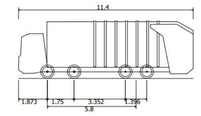


6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

7. If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading x-refs.

8. Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings.
It is your responsibility to ensure that the correct issue or revision of the DWG data file is being used and requests for updated information made accordingly.

9. Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.




11.4m Large Refuse Vehicle (4 axle)

| | |
|---|---|
| Overall Length | 11.400m |
| Overall Width | 2.500m |
| Overall Body Height | 3.751m |
| Min Body Ground Clearance | 0.304m |
| Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Wall to Wall Turning Radius | 11.330m |

Vehicle wheels outline

Vehicle Body envelope

| Rev | Amendments | Date | Dsn | Chk |
|---|---|---|---|---|
| P1 | INITIAL ISSUE | 23/06/2025 | ART | LNS |

Status: PRELIMINARY

Client: SAVILLS

Architect:

Project: ANNE HOWARD GARDENS, ARUNDEL, BN18 9BA

Title: ANTICIPATED SWEPT PATH OF AN 11.2m REFUSE VEHICLE

| Date | Scale @ A1 |
|---|---|
| JUNE 2025 | 1:200 |
| Clients Ref. | Project Ref. 13686 |

gta Civils & Transport
Maple House, 192-198 London Road,
Burgess Hill, West Sussex, RH15 9RD
Tel.01444 871444 Web: www.gtacivils.co.uk

| Drawing Number | Rev. |
|---|---|
| 13686_2200 | P1 |

# Appendix C

## TRICS Output Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 02 | SOUTH EAST | | |
| | HF | HERTFORDSHIRE | 1 days |
| | MW | MEDWAY | 1 days |
| 04 | EAST ANGLIA | | |
| | NF | NORFOLK | 1 days |
| | PB | PETERBOROUGH | 1 days |
| | SF | SUFFOLK | 1 days |
| 06 | WEST MIDLANDS | | |
| | WK | WARWICKSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | NY | NORTH YORKSHIRE | 1 days |
| 08 | NORTH WEST | | |
| | AC | CHESHIRE WEST & CHESTER | 1 days |
| 10 | WALES | | |
| | VG | VALE OF GLAMORGAN | 1 days |

*This section displays the number of survey days per TRICS® sub-region in the selected set*

Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings
Actual Range: 6 to 12 (units: )
Range Selected by User: 6 to 12 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 05/06/23

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

*Selected survey days:*

| | |
|---|---|
| Monday | 2 days |
| Tuesday | 3 days |
| Wednesday | 2 days |
| Friday | 2 days |

*This data displays the number of selected surveys by day of the week.*

*Selected survey types:*

| | |
|---|---|
| Manual count | 9 days |
| Directional ATC Count | 0 days |

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.*

*Selected Locations:*

| | |
|---|---|
| Suburban Area (PPS6 Out of Centre) | 5 |
| Edge of Town | 3 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

*Selected Location Sub Categories:*

| | |
|---|---|
| Residential Zone | 8 |
| Village | 1 |

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

*Inclusion of Servicing Vehicles Counts:*

| | |
|---|---|
| Servicing vehicles Included | 3 days - Selected |
| Servicing vehicles Excluded | 8 days - Selected |

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| C3 | 9 days |

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

*Population within 500m Range:*
All Surveys Included

Secondary Filtering selection (Cont.):

*Population within 1 mile:*

| | |
|---|---|
| 1,001 to 5,000 | 2 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 3 days |
| 20,001 to 25,000 | 2 days |
| 25,001 to 50,000 | 1 days |

*This data displays the number of selected surveys within stated 1-mile radii of population.*

*Population within 5 miles:*

| | |
|---|---|
| 25,001 to 50,000 | 1 days |
| 50,001 to 75,000 | 1 days |
| 75,001 to 100,000 | 1 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 5 days |

*This data displays the number of selected surveys within stated 5-mile radii of population.*

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 5 days |
| 1.1 to 1.5 | 3 days |
| 1.6 to 2.0 | 1 days |

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

*Travel Plan:*

| | |
|---|---|
| Yes | 1 days |
| No | 8 days |

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 9 days |

*This data displays the number of selected surveys with PTAL Ratings.*

*LIST OF SITES relevant to selection parameters*

1 AC-03-A-02 DETACHED CHESHIRE WEST & CHESTER
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
*Survey date: TUESDAY 22/05/12 Survey Type: MANUAL*

2 HF-03-A-05 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
*Survey date: MONDAY 05/06/23 Survey Type: MANUAL*

3 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
*Survey date: FRIDAY 22/09/17 Survey Type: MANUAL*

4 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
*Survey date: WEDNESDAY 16/09/15 Survey Type: MANUAL*

5 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
*Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL*

6 PB-03-A-03 DETACHED PETERBOROUGH

PETERBOROUGH
THORPE PARK ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 9
*Survey date: TUESDAY 18/10/11 Survey Type: MANUAL*

7 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
*Survey date: TUESDAY 23/10/12 Survey Type: MANUAL*

8 VG-03-A-01 SEMI-DETACHED & TERRACED VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
Residential Zone
Total No of Dwellings: 12
*Survey date: MONDAY 08/05/17 Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

9 WK-03-A-01 TERRACED/SEMI/DET. WARWICKSHIRE
ARLINGTON AVENUE
LEAMINGTON SPA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 6
*Survey date: FRIDAY* *21/10/11* *Survey Type: MANUAL*

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 9 | 9 | 0.062 | 9 | 9 | 0.383 | 9 | 9 | 0.445 |
| 08:00 - 09:00 | 9 | 9 | 0.148 | 9 | 9 | 0.407 | 9 | 9 | 0.555 |
| 09:00 - 10:00 | 9 | 9 | 0.111 | 9 | 9 | 0.222 | 9 | 9 | 0.333 |
| 10:00 - 11:00 | 9 | 9 | 0.222 | 9 | 9 | 0.173 | 9 | 9 | 0.395 |
| 11:00 - 12:00 | 9 | 9 | 0.198 | 9 | 9 | 0.247 | 9 | 9 | 0.445 |
| 12:00 - 13:00 | 9 | 9 | 0.235 | 9 | 9 | 0.321 | 9 | 9 | 0.556 |
| 13:00 - 14:00 | 9 | 9 | 0.210 | 9 | 9 | 0.210 | 9 | 9 | 0.420 |
| 14:00 - 15:00 | 9 | 9 | 0.272 | 9 | 9 | 0.198 | 9 | 9 | 0.470 |
| 15:00 - 16:00 | 9 | 9 | 0.222 | 9 | 9 | 0.185 | 9 | 9 | 0.407 |
| 16:00 - 17:00 | 9 | 9 | 0.358 | 9 | 9 | 0.210 | 9 | 9 | 0.568 |
| 17:00 - 18:00 | 9 | 9 | 0.346 | 9 | 9 | 0.173 | 9 | 9 | 0.519 |
| 18:00 - 19:00 | 9 | 9 | 0.259 | 9 | 9 | 0.210 | 9 | 9 | 0.469 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.643 | | | 2.939 | | | 5.582 |

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*



Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 6 - 12 (units: ) |
| Survey date date range: | 01/01/10 - 05/06/23 |
| Number of weekdays (Monday-Friday): | 9 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 2 |
| Surveys manually removed from selection: | 0 |

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD

Certificate No:89542021