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1. INTRODUCTION

- 1.1 This Transport Note (TN) has been prepared by Paul Basham Associates on behalf of Henry Adams LLP to support the development of 3 residential dwellings with access onto a private road in Westergate, West Sussex. The existing site is currently occupied by a single dwelling, the site location is shown below in **Figure 1**, with the site layout attached as **Appendix A**.



Figure 1. Site Location

- 1.2 Pre-Application discussions with West Sussex County Council (WSCC) were undertaken for a development of 9 units. Based on this pre-application liaison, the net increase of development on site has been reduced to 2 units.
- 1.3 This TN has therefore been prepared to demonstrate the suitability for residential development in this location, the following topics will be discussed:
- Existing conditions and site accessibility, including opportunities for sustainable transport in the area and proximity to local amenities
 - Personal Injury Accident data
 - Parking provision and servicing of the development
 - Trip generation and net impact of the proposed development

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 2.1 The site is located in Woodgate, 2.5km north west of Barnham, 7km east of Chichester. The site currently comprises of a single residential dwelling known as L'Apache accessed along a private road which connects with Lidsey Road to the west, north of the Woodgate level crossing. The road also provides access to three other residential dwellings and several outbuildings. See **Figure 2** for site context.



Figure 2. Site Context (source: Googlemaps.co.uk)

- 2.2 Lidsey Road is subject to a 30mph speed limit and provides a direct route to Bognor Regis to the south and the A27 to the north. The Lidsey Road carriageway is flanked by footways on both the eastern and western sides measuring approximately 1.5 metres in width.
- 2.3 The proposed development is located within walking distance of a number of services and amenities, infrastructure is well established to serve the residential nature of the area. The site is therefore considered to provide a good opportunity to locate sustainable residential development. See **Table 1** for proximity to local amenities.

Amenity/Service	Distance (Metres)	Walking Time (Minutes)
Post Office	270	4
Convenience Store	270	4
Doctor's Surgery	1400	28
Primary School	510	6
Place of Worship	1200	16
Public House	250	3

Table 1. Proximity to Local Amenities

2.4 Lidsey Road is well equipped with public infrastructure including multiple bus stops, the closest of which is located 250m from the proposed development site on Lidsey Road and comprises of a pole and timetable as well as a dedicated layby. The 66A and 66C services run weekdays from 8am-6pm at selected times every 2-3 hours, running southbound to Bognor Regis and connecting the site with a number of locations including Barnham, Westergate, Walberton, Yapton and Shripney.

2.5 Barnham Rail Station is also accessible via the 66A and 66C services. This service is operated by Southern Rail, providing a direct route to London Victoria, Bognor Regis and Portsmouth & Southsea. This station is well equipped with 62 cycle parking spaces, CCTV coverage and disabled access.

PIA Data

2.6 An initial investigation into Personal Injury Accident (PIA) data from 2015-2017 indicates that a low number of incidents have taken place within the proximity of the site over this period and none were recorded at the junction of Lidsey Road and the private access road. The results of an initial search into the accident history within the vicinity of the site are shown in **Figure 3**.

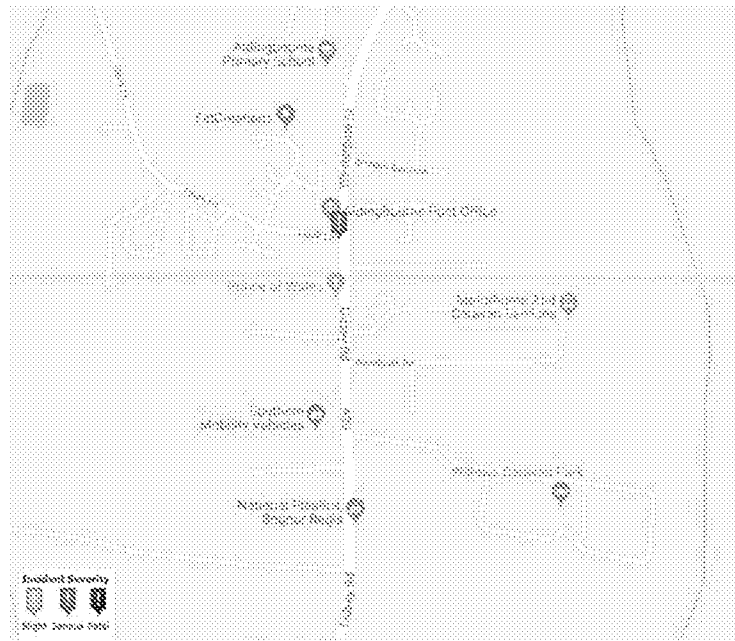


Figure 3. Recorded PIA Data in the Vicinity of the Site (2015-2017)
(Source: www.crashmap.com)

- 2.7 One serious incident occurred at the junction of Hook Lane and Westergate Street. It is acknowledged that this junction is scheduled for improvements as a result of the recently approved Hook Lane (Barratt Homes) development of 79 dwellings. This data is not considered to indicate any specific highway concerns that could worsen because of the development given the minimal net impact of the development.

3. TRIP GENERATION

3.1 The site currently consists of a single residential dwelling; the proposed development would consist of 3 residential units, an additional 2 units over the existing level of development on the site. A trip generation assessment has been carried out to establish the net trip generation of the proposed development. The national TRICS database has been used for sites of a similar nature, the following criteria was used in this assessment:

- Residential (Houses Privately Owned)
- Suburban/Edge of Town Location
- Sites in England and Wales (excluding Greater London)
- Weekday Surveys only
- 6-50 units

3.2 The existing site and the proposed development trip generation figures have been compared in **Table 1**, with the full TRICS outputs attached as **Appendix B**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		12 Hr Total
	Arrivals	Departures	Arrivals	Departures	
Per Single Private Dwelling	0.143	0.382	0.341	0.162	4.804
1 Dwelling	0	0	0	0	5
3 Dwellings	0	1	1	0	14
Net Impact	0	+1	+1	0	+9

Table 1. Existing Trip Generation

3.3 As shown in **Table 1**, the proposed development is anticipated to result in the addition of one trip during both the AM (0800-0900) and the PM (1700-1800) peak periods. Overall the development would increase the number of trips generated from the site by 9 vehicle movements over a 12-hour period, the equivalent of an additional 1.5 movements every two hours.

4. ACCESS ARRANGEMENTS

- 4.1 The proposed development will take access from a private access road which measures approximately 190m in length and connects the site with Lidesy Road to the west, north of the Woodgate Level Crossing. The private road measures approximately 3.5m in width and is demonstrated from its junction with Lidsey Road in **Photograph 1**.



Photograph 1. Existing Access

- 4.2 The private road runs parallel to the railway line and currently provides access to residential dwellings and a number of outbuildings. The principle of access through this point is therefore established.
- 4.3 The proposals to redevelop the site to provide 3 residential dwellings, an increase of 2 dwellings in comparison to the existing development, would result in an additional 9 trips throughout a 12-hour period with a minimal net impact during the AM and PM peak periods of one additional trip. The existing access arrangements are therefore considered appropriate to support the proposed scale of development.
- 4.4 The private road joins Lidsey Road to the north of the Woodgate Railway Crossing. Slightly faded 'Keep Clear' markings are evident on the Lidsey Road carriageway adjacent to the private road access, as shown in **Photograph 1**. It is proposed that these markings would be reinstated to ensure that vehicles queuing back from the level crossing do not block the entrance/egress from the access road.
- 4.5 There will be no change to the existing servicing arrangement in place for the application site and neighbouring dwellings on this private road.

Parking Provision

- 4.6 The site proposes a total 8 parking spaces for the 3 dwellings, with one dwelling utilising a double garage and two further spaces, and 2 dwellings provided with two private spaces each. Using the West Sussex County Council (WSCC) Parking Calculator, with outputs attached as **Appendix C**, a total of 8 parking spaces would be deemed acceptable for the quantum of development. This assumes that plot one has 6 habitable rooms and plots 2 and 3 both have 5.

5. CONCLUSIONS

- 5.1 This Transport Note has been prepared by Paul Basham Associates on behalf of Henry Adams LLP to support the development of an additional 2 residential dwellings in Woodgate, approximately 2.5km north west of Barnham, 7km east of Chichester. This Transport Note has been informed by pre-application discussions with WSCC.
- 5.2 The private road on which the development stands utilises access from Lidsey Road, a 30mph carriageway. The site is considered accessible with bus stops on Lidsey Road allowing for travel to Bognor Regis and other surrounding areas, as well as Barnham Rail Station just 2 miles from the site.
- 5.3 An investigation into Personal Injury Accident data between 2015-2017 in vicinity of the site demonstrates no existing safety concerns with the local road network.
- 5.4 A total of 8 parking spaces are proposed for the three dwellings, which has been deemed as acceptable under WSCC guidelines.
- 5.5 The current servicing arrangements for L'Apache and the other 4 dwellings which utilise access onto this private lane will remain the same for the new development.
- 5.6 The proposed development is not considered to have an impact on the operation or safety of the local road network and Paul Basham Associates would therefore encourage West Sussex County Council highways officers to look favourably on this application from a highways perspective.

Appendix A

Calculation Reference: AUDIT-247601-180206-0223

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 6 to 50 (units:)
 Range Selected by User: 6 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 10/05/17

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	7 days
Tuesday	7 days
Wednesday	7 days
Thursday	5 days
Friday	4 days

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

Selected survey types:

Manual count	30 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	17
Edge of Town	13

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.

Secondary Filtering selection:

Use Class:

C1	1 days
C3	28 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	7 days
10,001 to 15,000	6 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	3 days
50,001 to 75,000	4 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	3 days
500,001 or More	1 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	12 days
1.1 to 1.5	18 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	3 days
No	27 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	30 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CA-03-A-05	DETACHED HOUSES		CAMBRIDGESHIRE
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	17/10/16		Survey Type: MANUAL
3	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
4	CH-03-A-09	TERRACED HOUSES		CHESHIRE
	GREYSTOKE ROAD			
	HURDSFIELD			
	MACCLESFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
5	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD			
	CASTLE LANE WEST			
	BOURNEMOUTH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	24/03/14		Survey Type: MANUAL
6	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	50		
	Survey date: TUESDAY	28/03/17		Survey Type: MANUAL
7	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD			
	TORQUAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: WEDNESDAY	30/09/15		Survey Type: MANUAL
8	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	GM-03-A-10	DETACHED/ SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE		
	PRESTWICH		
	MANCHESTER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
10	HC-03-A-17	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
11	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	BOULTHAM		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
12	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	OTTERSPOOL		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
13	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
14	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
15	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
16	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
17	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	OLD HOSPITAL COMPOUND		
	CATTERICK GARRISON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
19	PS-03-A-02	DETACHED/ SEMI-DETACHED	POWYS
	GUNROG ROAD		
	WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
20	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
21	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
22	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
23	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
24	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	NORTHFIELD		
	BRIDGWATER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
25	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
27	WK-03-A-01	TERRACED/ SEMI / DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
28	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
29	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
30	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	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

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	30	23	0.081	30	23	0.276	30	23	0.357
08:00 - 09:00	30	23	0.143	30	23	0.382	30	23	0.525
09:00 - 10:00	30	23	0.136	30	23	0.178	30	23	0.314
10:00 - 11:00	30	23	0.165	30	23	0.137	30	23	0.302
11:00 - 12:00	30	23	0.173	30	23	0.181	30	23	0.354
12:00 - 13:00	30	23	0.186	30	23	0.186	30	23	0.372
13:00 - 14:00	30	23	0.170	30	23	0.184	30	23	0.354
14:00 - 15:00	30	23	0.164	30	23	0.205	30	23	0.369
15:00 - 16:00	30	23	0.271	30	23	0.215	30	23	0.486
16:00 - 17:00	30	23	0.319	30	23	0.187	30	23	0.506
17:00 - 18:00	30	23	0.341	30	23	0.162	30	23	0.503
18:00 - 19:00	30	23	0.217	30	23	0.145	30	23	0.362
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.366			2.438			4.804

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

