

Highgate *Transportation*

**Land adjacent Woodgate Nurseries
(Lidsey Road, Woodgate)**

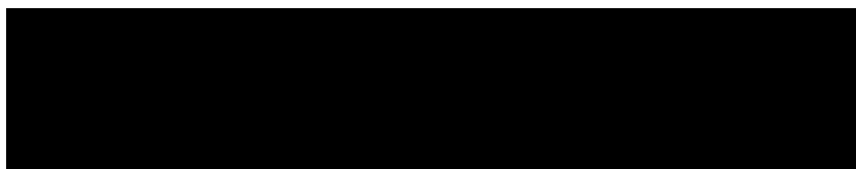
**Transport Assessment
(2087/TA/01/A)**

September 2021

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Highgate Transportation Ltd, First Floor, 43-45 Park Street, Bristol BS1 5NL



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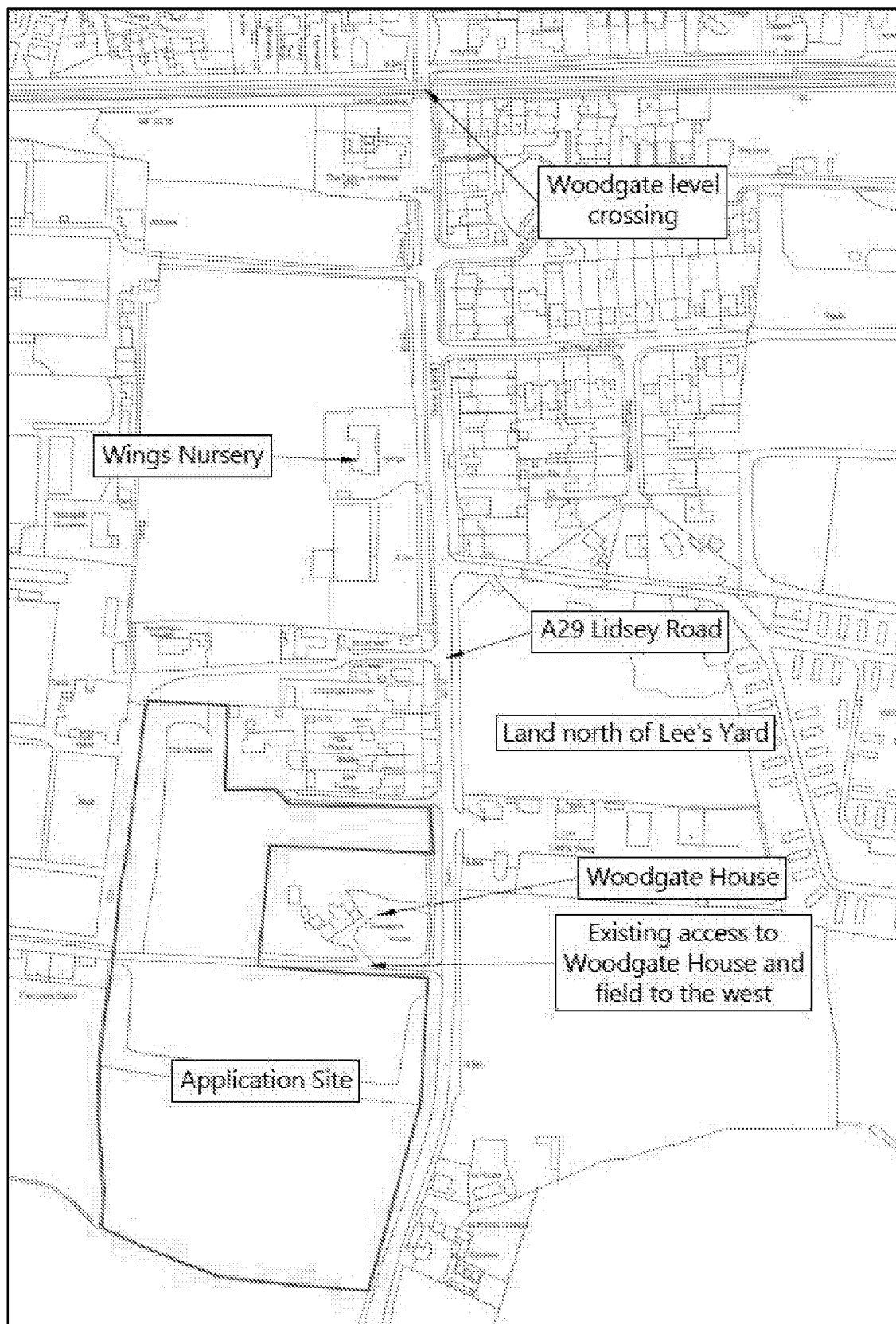
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1.0 Introduction

- 1.1 This Transport Assessment has been prepared by Highgate Transportation in order to support the planning application for up to 95 residential dwellings on land adjacent Woodgate Nurseries, Lidsey Road, Woodgate. The planning application is in outline but with access one of the detailed matters for determination.
- 1.2 A proposed new junction with the A29 Lidsey Road will serve the proposed development and this is supported by an independent Road Safety Audit. This access is shown on drawing HTP/2087/29/D (discussed in detail at **paragraphs 4.5 to 4.7**) and is expected to form one of the approved plans. The site is located around 450 metres to the south of the Woodgate level crossing. The site wraps around Woodgate House which is served by a private access lane which is shared with the field to the west of the site. The application site and the Woodgate level crossing are shown at **Figure 1.1**.

Figure 1.1 – Application site and local area



- 1.3 The Illustrative Masterplan that accompanies this application is provided at **Appendix 1**. The access to Woodgate House and the field to the west will be retained.

1.4 The following permitted planning applications, for residential development close to the application site, are accounted for within this assessment:

- i. AL/32/19/OUT – Wing’s Nursery, A29 Lidsey Road (55 units)
- ii. AL/21/20/OUT – Land North of Lee’s Yard, A29 Lidsey Road (38 units)

The location of these sites is also shown at **Figure 1.1**.

1.5 It should be noted that the general approach to the transport assessment work adopted for this application follows the same principles and scope as the two permitted applications above.

1.6 Reference is also made to the A29 realignment scheme and the BEW consortium development proposals on land allocated by the Arun Local Plan (Policy HSP20) for major housing led development.

1.7 This report assesses the impact of the development in transport development terms.

1.8 The development proposals have been the subject of a pre-application submission (PAA/80/21) with Arun DC and the advice received in transport development terms can be summarised as:

- i. Ensuring that the site has good levels of connectivity with the wider area for pedestrians and cyclists.
- ii. Confirmation as to how the private lane that bisects the site would operate (will it allow pedestrian/cyclist use, will it provide emergency access).
- iii. Ensuring an appropriate strategy for the storage and collection of waste and recycling.

These matters are considered at the relevant parts of the report.

1.9 Based on the information available, this report considers the following key issues:

- i. Are the proposed site access arrangements appropriate?
- ii. Are the measures proposed to deter the existing private access lane and junction with Lidsey Road from serving the development proposals appropriate?
- iii. Are the pedestrian and cycle linkages appropriate to ensure that the application proposals will have a high level of connectivity to the wider area?
- iv. Is the parking for cars and cycles appropriate?
- v. Is the strategy for the collection of waste and recycling appropriate?
- vi. Will the proposed development have a significant impact on Woodgate level crossing?
- vii. Is the proposed development policy compliant in transport development terms?
- viii. What will be included in the Travel Plan?

1.10 The remainder of the report is set out as follows.

Section 2 – Sets out the existing situation.

Section 3 – Sets out national and local policy relevant to the development proposals.

Section 4 – Sets out the development proposals.

Section 5 – Sets out the background traffic flows including those arising from locally committed developments.

Section 6 – Sets out the trip generation of the development proposals

Section 7 – Provides analysis of the proposed site access junction and the existing Woodgate level crossing.

Section 8 – Sets and responds to the issues arising.

Section 9 – Provides a summary to this report and sets out the conclusions.

1.11 This Transport Assessment concludes that the application proposals are acceptable in transport development terms.

2.0 Existing Situation

- 2.1 The highway boundary and PRow records are contained in **Appendix 2**. This identifies that the carriageway, footway and verges along A29 form part of the public highway and that the access lane that serves Woodgate House and the field to the west is private.
- 2.2 The A29 connects Bognor Regis to the south with Fontwell to the north where it joins the A27(T).
- 2.3 Locally the A29 is subject to a 50mph speed restriction which reduces to 30mph approximately 120 metres to the north of the proposed site access.
- 2.4 The application site and surrounding area is shown at **Figure 2.1**.

Figure 2.1 – Application site and surrounding area

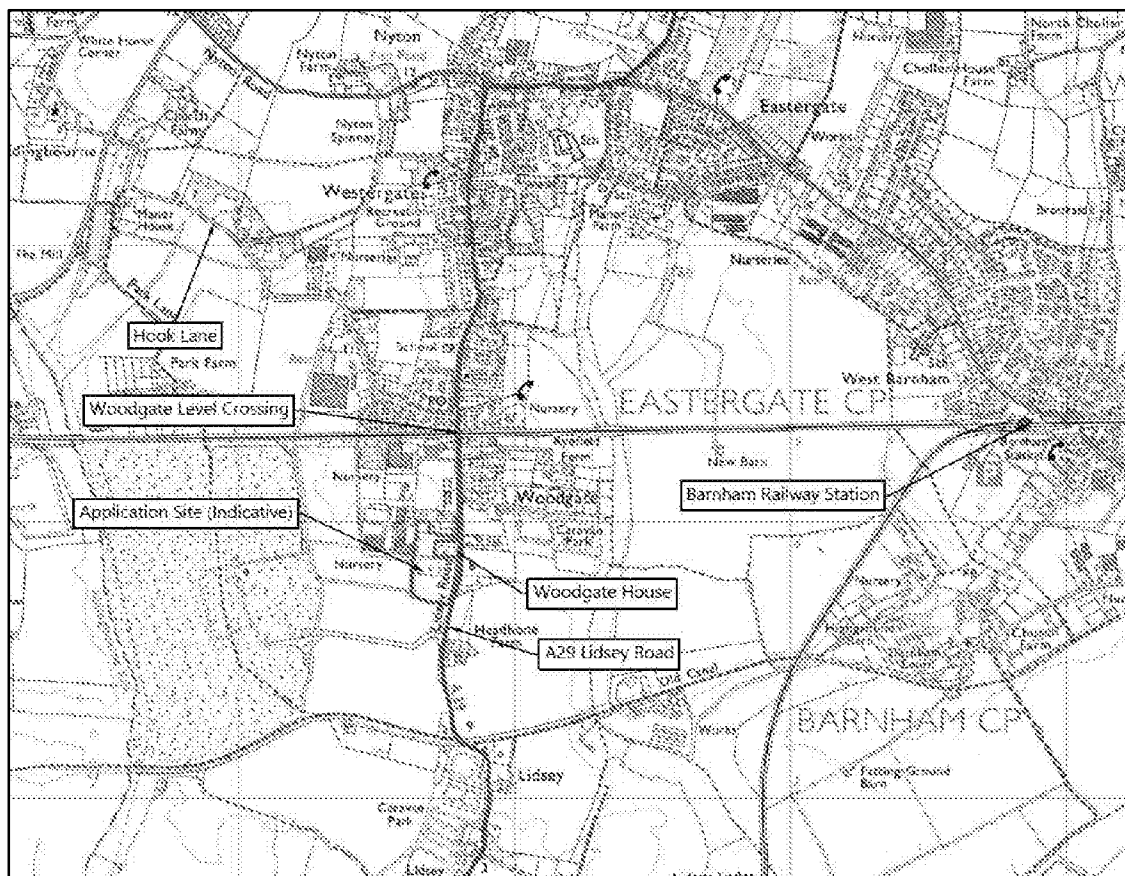
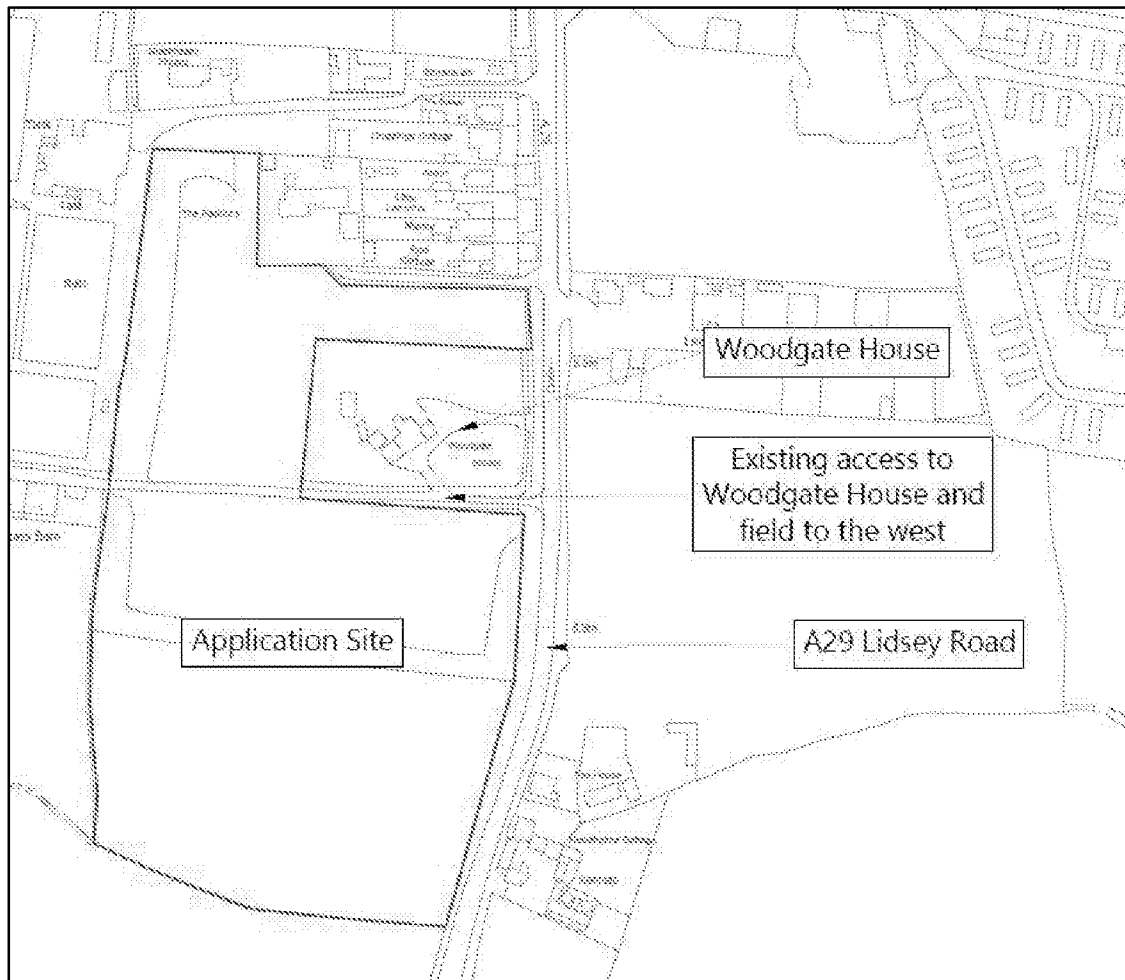


Figure 2.2 – Application site and immediate area



Private access lane and junction with Lidsey Road that serve Woodgate House and the field to the west

- 2.5 The private access lane that serves Woodgate House and the field to the west is typically only around 2.8 metres wide and is formed of unbound gravel with a simple priority junction where it meets Lidsey Road. Therefore, in its current form, the access lane and junction are not appropriate to serve the proposed development.
- 2.6 The development proposals will therefore be served entirely by the proposed new site access junction with Lidsey Road. The access roads will be surfaced and be sufficiently wide to allow two-way traffic and travel by large service vehicles i.e. refuse collection and fire tenders. The access and internal roads will be designed to adoptable standards.

A29 Woodgate Realignment Scheme

- 2.7 There are advanced proposals to realign part of the A29 to the east of Eastergate, Westergate and Woodgate villages to alleviate peak time traffic congestion through these villages. These proposals are currently being led by the BEW consortium alongside WSCC as the local highway authority with consultation from impacted stakeholders. The works are related, and required, to deliver site allocation HSP20.
- 2.8 WSCC's website sets out the new section of road will help to:
- i. provide a more reliable connection to Bognor Regis
 - ii. reduce traffic along the existing section of the A29, especially at the Woodgate level crossing and the War Memorial junction
 - iii. improve and reduce journeys, making them safer for all road users
 - iv. enable access to allocated development land in the adopted Arun Local Plan, providing access to new jobs and new homes in Arun District.
- 2.9 A plan from WSCC's website showing the proposed realignment is provided at **Appendix 3**.

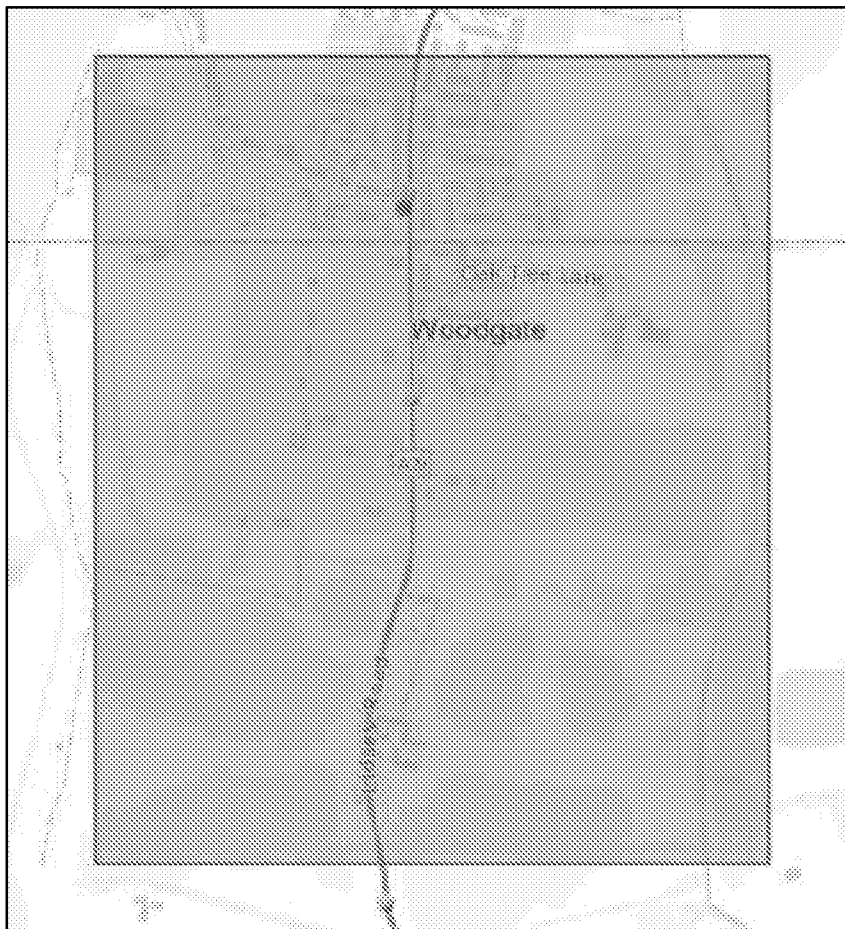
Woodgate level crossing

- 2.10 The application site is located approximately 450 metres to the south of the level crossing of the A29 at Woodgate (known locally as the Woodgate level crossing).
- 2.11 Intermittent queues can occur at the Woodgate level crossing at peak times due to the lowering of the barriers to allow the passage of trains.

Accident Records

- 2.12 Local accident records have been reviewed from Crashmap Pro and the information is contained in **Appendix 4**. The accidents were reviewed for the most recent five year period available (January 2015 to December 2019). The study area is shown in **Figure 2.3** and a summary is provided.

Figure 2.3 – Accident study area



- 2.13 The accident data shows that there was a total of three personal injury accidents within the study area during the five year study period (i.e. an average of less than one accident per year).
- 2.14 Of the three accidents one was classified as 'serious' and the other two were classified as 'slight'. None of the accidents were classified as 'fatal'.
- 2.15 The 'serious' accident occurred on the A29 at its junction Hook Lane in Woodgate to the north of the level crossing and was a side-side collision between a cyclist and a passing light goods vehicle.
- 2.16 One of the 'slight' accidents occurred to the north of the A29/Hook Lane junction and involved a taxi/private hire vehicle reversing into a vehicle parked within the carriageway. A convenience store with a small forecourt with direct access from the A29 is located here. Based on Streetview this was the arrangement from at least 2009 (the earliest photo available). The store appeared to have ceased trading during a site visit in April 2021.

- 2.17 The other 'slight' accident involved a car colliding with a pedestrian on the A29 to the south of the junction of Woodgate Road near Woodgate House.
- 2.18 It is therefore concluded that the accident rate is low and the accidents are varied and not clustered. No pattern in personal injury road traffic accidents has therefore been identified.

Local Services and Facilities

- 2.19 Various local facilities are located in Woodgate which is accessible via foot or cycle along Lidsey Road. Additional services are located in the Westergate and Eastergate areas to the north which are contiguous with Woodgate with a continuous footway connection. A selection of these local facilities are listed in **Table 2.1**.

Table 2.1 – Local Services and Facilities

Service/Facility	Walk Distance (from main site access)
Prince of Wales public house	450m
Aldingbourne Primary School	800m
Hirange Supermarket	1.4km
Aldingbourne Community Sports Centre	1.6km
Esso Petrol Filling Station including store and car wash	1.9km
Ormiston Six Villages Academy	2.2km
Central Convenience Store with Post Office	2.2km
Eastergate CE Primary School	2.5km
The Croft Surgery (GP)	2.5km
Eastergate Parish Hall	2.5km
Chantry House Dental Practice	3.4km

- 2.20 There are also various places of worship within easy walk and cycle distance of the site.
- 2.21 Additional services are located in Barnham which can also be reached by a continuous footway including Barnham Railway Station. It is therefore concluded that the site is sustainably located in transport terms.

Bus Details

- 2.22 Bus stops are located on the A29 Lidsey Road near Willows Caravan Park approximately 300 metres walk distance north of the site access.
- 2.23 These bus stops are served by the 66A and 66C bus services which operate between Bognor Regis and Yapton via slightly different routes. There are six services each way Monday-Saturday with one service arriving in central Bognor Regis before 9am and departing after 5pm and are therefore suitable for commuting. There are no services on Sundays. From the bus stops on Lidsey Road, these services are scheduled to take approximately 15 minutes to central Bognor Regis (including the railway station). From the bus stops on Lidsey Road, these services are also scheduled to take approximately 10 minutes journey time to Barnham railway station.

Railway Details

- 2.24 Barnham railway station is a mainline station and is located approximately 4km travel distance to the east which equates to a circa 12 minute cycle or a 10 minute bus journey as described above.
- 2.25 Barnham station is located on the West Coastway Line between Brighton and Southampton. This station also regularly serves London Victoria via Gatwick Airport, Brighton, Southampton, Portsmouth and Littlehampton. This station is also the start of the branch line leading to Bognor Regis railway station.
- 2.26 There are additional infrequent direct services to Bristol Temple Meads, Salisbury and Great Malvern.

3.0 Transport Related Planning Policy

National Policy

- 3.1 National planning policy is set out in the National Planning Policy Framework (NPPF) revised 20th July 2021.
- 3.2 Paragraph 10 sets out at the heart of the NPPF is a presumption in favour of sustainable development, which is elaborated upon at paragraph 11 which is as follows:

“11. Plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that:

a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

3.3 Paragraph 108 of the NPPF states:

“108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

3.4 The report will demonstrate that the proposed car and cycle parking provision accords with standards and therefore accords with paragraph 108 of the NPPF.

3.5 Paragraph 111 of the NPPF states:

“111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

3.6 This report will demonstrate that the development proposals do not result in an unacceptable impact on highway safety, nor are the residual cumulative impacts on the road network severe and therefore accords with paragraph 111 of the NPPF.

Local Policy – West Sussex Transport Plan 2011-2026

3.7 WSCC’s website sets out that the current West Sussex Transport Plan 2011-2026 (LTP3) sets the strategy for guiding future investment in our highways and transport infrastructure. It also sets a framework for considering transport infrastructure requirements associated with future development across the county.

3.8 The Plan includes four strategies that guide our approach to maintaining, managing and investing in transport and for meeting our main objective of improving the quality of life for West Sussex residents:

- i. promoting economic growth
- ii. tackling climate change
- iii. providing access to services, employment and housing
- iv. improving safety, security and health.

3.9 A selection of WSCC's goals with LTP3 are set out below:

- Reduce unnecessary trips by motorised vehicles and encourage the use of more sustainable modes of transport
- To encourage and to enable physically active travel such as walking and cycling through behaviour change initiatives and provision of information and education
- Ensure that accessibility is a central consideration when planning local services
- Maintain or improve the reliability of journey times on key routes
- Ensure local transport networks are resistant & adaptable to shocks & impact climate change.
- Adapt transport infrastructure to increase its resilience to the effects of climate change

3.10 This report will demonstrate that pedestrian and cycle linkages are acceptable and as such the use of active travel will be promoted, that the site is sustainably located and that the development proposals will have a negligible impact on the local highway network. It is therefore concluded that the development proposals accord with the transport related goals of the West Sussex Transport Plan 2011-2026.

Local Policy –Arun Local Plan 2011 – 2031 (July 2018)

3.11 Section 15.1 of Arun's Local Plan 2011-2031 (adopted July 2018) sets out their strategic objectives for transport which are to:

- Reduce the need to travel and promote sustainable forms of transport.
- Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity.
- Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities.
- Promote strong, well integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population.
- Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure, including road and rail access, quality affordable accommodation and the development of business support and partnerships.

3.12 This report will demonstrate that pedestrian and cycle linkages are appropriate and as such the use of active sustainable travel will be promoted. It is therefore concluded that the development proposals accord with the transport related goals of the Arun Local Plan 2011-2031.

3.13 Policy T SP1 of Arun's Local Plan covers transport and development which states:

"To ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.

The Council will support transport and development which:

a. Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;

b. Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;

c. Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;

d. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;

e. Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;

f. Explains how the development has been designed to:

- i. accommodate the efficient delivery of goods and supplies;*
- ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities;*
- iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;*
- iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and*
- v. consider the needs of people with disabilities by all modes of transport.*

g. Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford."

3.14 This report will demonstrate that the proposals:

- i. provide appropriate connectivity with public transport
- ii. promote the use of vehicles that use low-carbon energy
- iii. incorporate policy compliant car and cycle parking
- iv. in addition to this comprehensive Transport Assessment, will be supported by a Travel Plan that is expected to be secured by means of a planning condition.
- v. although illustrative, the masterplan has been the subject of swept path analysis which demonstrates that it is appropriate for an 11.2 metre long refuse collection vehicle which is required to serve the site and is the refuse collection vehicle used to assess other sites such as at the recently approved Wing's Nursery development (planning permission reference: AL/32/19/OUT).
- vi. The site layout is not for determination at this stage but will be designed to ensure compliance with the remaining points of Policy T SP1 point f.

3.15 It is therefore concluded that the proposals accord with policy T SP1 of Arun's Local Plan 2011-2031.

3.16 Policy T DM1 of Arun's Local Plan covers sustainable travel and Public Rights of Way, which states:

"New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community.

Proposals for all new development must:

a. Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;

b. Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;

c. Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;

d. Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and;

- i. places of work, education, leisure and food retail;*
- ii. the South Downs National Park,*
- iii. along the coast particularly between Bognor Regis and Littlehampton,*
- iv. along the coast to Chichester,*
- v. Bognor Regis to Arundel, and*
- vi. Littlehampton to Goring."*

3.17 This report will demonstrate that the proposals:

- i. include appropriate pedestrian and cycle linkages and therefore suitable accessibility to services and facilities including public transport
- ii. include secure and weatherproof cycle parking in accordance with WSCC standards

3.18 It is therefore concluded that the proposals accord with policy T DM1 of Arun's Local Plan 2011-2031.

3.19 Part of policy WM DM 1 covers refuse collection and is relevant in transport development terms, this part of the policy states:

"New residential development, including conversion of one dwelling into multiple units, will be permitted provided that:

- a. It is designed to ensure that kerbside collection is possible for municipal waste vehicles*
- b. Where appropriate, communal recycling bins and safe bin storage areas are available to residents of flats."*

3.20 This report confirms that the site will be designed for kerbside collection and all properties will benefit from appropriate storage areas.

Local Policy –Aldingbourne Parish Neighbourhood Development Plan 2014 – 2034

3.21 Policy GA3 of Aldingbourne Parish Council's Neighbourhood Development Plan 2014 – 2034 (dated September 2016) states:

"Proposals must provide adequate parking in accordance with the standards adopted at the time. Proposals that would result in a loss of parking spaces either on or off street will be resisted."

3.22 This report will demonstrate that the proposed car and cycle parking provision accords with standards and therefore accords with policy GA3 of Aldingbourne Parish Council's Neighbourhood Development Plan 2014 – 2034.

3.23 It is therefore concluded that the development proposals comply with relevant national and local planning policy in transport development terms.

4.0 Development Proposals

- 4.1 The development proposals are for the construction of up to 95 dwellings, to be served by a new ghost island right turn access with Lidsey Road.
- 4.2 The mix of 95 dwellings shown in the Illustrative Masterplan comprises:
- i. 7 x one-bedroomed houses
 - ii. 37 x two-bedroomed houses
 - iii. 30 x three-bedroomed houses
 - iv. 3 x four-bedroomed houses
 - v. 18 x two-bedroomed flats
- 4.3 Each dwelling will be supported by parking for cars and cycles and refuse storage, this is set out in more detail later in this section of the report.
- 4.4 The Illustrative Masterplan is provided at **Appendix 1**, an extract is provided at **Figure 4.1**. From the plan it can be seen that:
- i. The site will take access by means of a ghost island right turn junction with Lidsey Road.
 - ii. A secondary pedestrian access will be provided in the north-eastern corner of the site to avoid the need for residents in the northern part of the site to walk south to the main site access junction before walking north towards Woodgate and the local services and facilities.
 - iii. Each dwelling will benefit from off-street car parking
 - iv. Additional visitor car parking will be provided in lay-bys.
 - v. 2.0 metre footways will be provided adjacent to the majority of site roads with shared surface shared driveways provide at the end of some cul-de-sac spurs.
 - vi. The next iteration of the Illustrative Masterplan will show the transitions between adoptable carriageway and block paved driveways will be relocated to ensure that refuse collection vehicles do not have to enter the block paved areas.

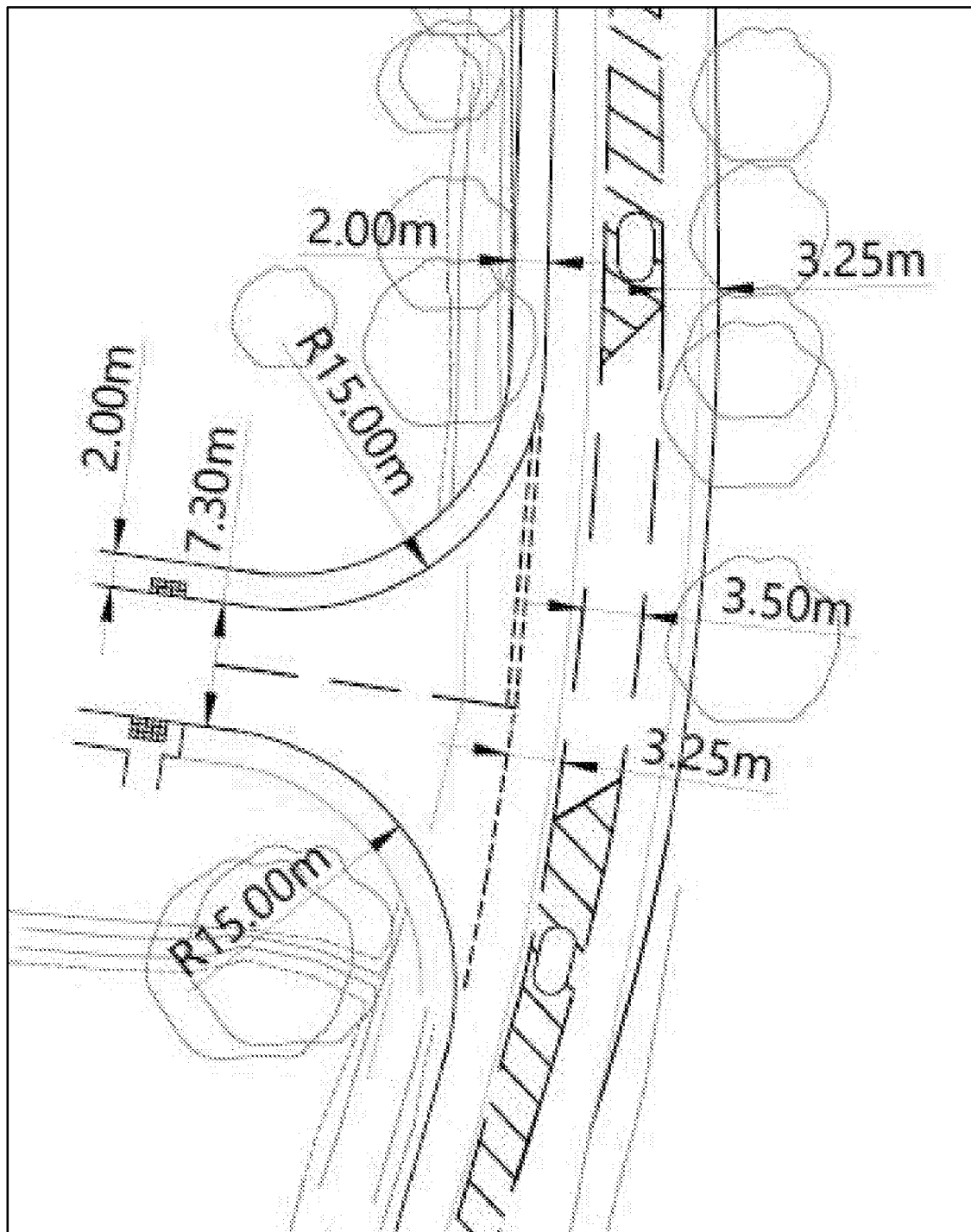
Figure 4.1 – Extract of the Illustrative Masterplan – Update with plan showing acc?



Proposed Site Access

- 4.5 The site will be served by a new ghost island right turn access with Lidsey Road approximately 55 metres to the south of the existing Woodgate House access junction.
- 4.6 The proposed site access junction is shown on the drawing HTP/2087/29/D provided at **Appendix 5** and it is expected that this will form one of the approved drawings. An extract of this drawing is provided at **Figure 4.2**.

Figure 4.2 – Proposed site access junction



4.7 From plan HTp/2087/29/D it can be seen that:

- i. The site will be served by a ghost island right turn access with Lidsey Road.
- ii. A 7.3 metre wide access road, and from the Indicative Masterplan, this will taper down to generally be 5.5 metres throughout the site.
- iii. 15 metre radii kerbs.
- iv. 2.4 x 160 metre visibility splays based on DMRB requirements of vehicle speeds up to 85 kph (52.8 mph). This reflects the visibility splay requirements for an access junction onto a road that is subject to a 50mph speed restriction.
- v. A 2.0 metre wide footway (over a length of around 125 metres) leading towards Woodgate to the north to connect with the existing network.
- vi. A dropped kerb pedestrian crossing (with tactile paving) of the access road leading to Woodgate House and field to the west is also proposed.
- vii. A verge will be provided along the southern side of the access.
- viii. A tactile paving dropped kerb crossing of the access road will be provided approximately 20 metres from Lidsey Road.

4.8 Swept path analysis of the site access is provided at **Appendix 6**. This demonstrates that the site access is appropriate for an 11.2 metre refuse collection vehicle, which is the largest vehicle expected to serve the site.

4.9 The proposed site access arrangements have been the subject of an independent Stage 1 Road Safety Audit. The full Road Safety Audit with embedded Designer's Response is provided at **Appendix 7**.

4.10 The recommendations of the audit were:

- i. Remove vegetation to the north and especially south of the proposed access road. Investigate extending the existing 30mph further south to include the new junction.
- ii. Install junction warning sign prior to access road. Investigate extending the existing 30mph further south to include the new junction.
- iii. Reallocate road space or widen traffic island to ensure widths between 3.2m or 3.5m are avoided.
- iv. Construct the new footway such that its gradient is appropriate for pedestrian use. Ensure there is no level difference between the back of the footway and the adjacent verge and that pedestrians are protected from falling into the culvert using restraint.

4.11 The Designer's Response to the recommendations are:

- i. Partially accepted – Vegetation within the visibility splays has been removed and will be maintained to ensure that the visibility splays will not be impacted. A note has been added to the updated access drawing (2087/29/D). There are no proposals to extend the 30mph speed restriction.
- ii. Not accepted – The access junction will be visible for around 300 metres for northbound vehicles which is considered more than sufficient. Nevertheless a comment has been added to the access drawing stating *"Provision of permanent or temporary junction warning signage to be discussed with council engineers as part of the Section 278 process."* Again, there are no proposals to extend the 30mph speed restriction.
- iii. Not accepted. The access has been designed in accordance with DMRB GG 123 and verified by swept path analysis given the location of the access on a bend in the A29. GG 123 states:
 - a. Paragraph 6.8 *"At ghost island junctions on roads other than WS2+1 roads, the through lane widths in each direction shall be a minimum of 3.0 metres and a maximum of 3.65 metres wide, exclusive of hard strips"*.
 - b. Paragraph 6.10 *"The width of the right turning lanes for new junctions, excluding WS2+1, shall be a minimum of 3.0 metres"*.
 - c. Paragraph 6.10.1 *"The width of the right turning lane at new and existing junctions should be 3.5 metres"*.
 - d. Paragraph 6.10.2 *"On rural roads, with design speeds above 85 kph or where hard strips are present, the width of the right turning lane at new and existing junctions should not exceed 3.65 metres"*.
 - e. Given the road to either side of the junction allows overtaking, has good forward visibility and the observed very infrequent use by cyclists, it is concluded that the frequency of overtaking attempts on cyclists through the junction will be so infrequent as to be inconsequential. It is therefore concluded that the lane widths are appropriate and accord with national design standards. This will be considered further at the detailed design stage.
- iv. Accepted – The level difference between the edge of the existing road (bottom of kerb) and the edge of the site is approximately 0.35 metres. The footway into the site will be designed at maximum gradient of 1:20. Should there be any risk of pedestrians slipping or falling into the culvert, then providing a restraint system will be investigated. The site access proposals have been updated to reflect the above.

Connectivity to wider area

- 4.12 The proposed site access junction will accommodate movements by all modes including foot and cycle.
- 4.13 A new 2.0 metre wide footway will be provided between the site access junction and the existing network to the north near Woodgate. This new footway will be approximately 125 metres in length.
- 4.14 A secondary pedestrian access will be provided in the north-eastern corner of the site to avoid the need for residents in the northern part of the site to walk south to the main site access junction before walking north towards Woodgate and the local services and facilities. This will also provide an alternate route through the development.
- 4.15 The majority of site roads will be flanked by 2.0 metres footways with the sections of shared space provided at the end of cul-de-sacs.
- 4.16 The Illustrative Masterplan also shows a number of footpaths internally within the site.

Car Parking

- 4.17 Arun District Council's car parking standards are contained within their Parking Standards Supplementary Planning Document (SPD) dated January 2020.
- 4.18 The standards provide the following advice on expected car parking provision.

Table 4.1 – Arun District Council car parking standards

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 or 6	2	2	2
4+	7 or more	3	3	2

- 4.19 Based on the plan provided within the SPD, the site is located within a parking behaviour zone 2 which is considered reasonable.
- 4.20 Two off-street car parking space will be provided for two bedroomed flats.
- 4.21 Two off-street car parking spaces will be provided for the one, two and three bedroomed dwellings.
- 4.22 Three off-street car parking spaces will be provided for the four bedroomed dwellings.
- 4.23 Visitor car parking at a ratio of one space per five dwellings will be accommodated with lay-bys throughout the site. Each property with a garage or driveway would be provided with an electric vehicle charging point which accords with the SPD.
- 4.24 Based on the above, the car parking shown indicatively on the Masterplan would accord with standards and is considered appropriate.

Cycle Parking

- 4.25 Secure weatherproof cycle stores would be provided within the gardens of dwellings, each of which will be capable of accommodating two cycles per dwelling.
- 4.26 This provision accords the Council's minimum standards which set out that one space should be provided for one and two-bedroomed dwellings and two spaces for larger dwellings and is considered appropriate.
- 4.27 The cycle parking for the flats will instead be in secure covered communal stores, likely on the ground floor within the building at a ratio of one space per dwelling in accordance with the standards.

Detering the use of the existing private access lane and junction by residents and visitors to the development proposals

- 4.28 The access road through the site will cross the existing access private access lane connecting Lidsey Road to the field to the west of the site. The private lane will not be designed for use by residents, their visitors or emergency vehicles. It should however be noted that all vehicles that can currently use the private lane to access Woodgate House and the fields to the west will continue to be able to do so.
- 4.29 In order to deter residents and visitors of the proposed dwellings in the northern part of the site from using the existing private lane and access junction, several measures are proposed. These are outlined below and, where appropriate, will be included in the future reserved matters application for the layout of the site.
 - i. Have the private lane cross the access road at around 70mm higher than the access road for the dwellings to create a humped crossing would impede turning between the roads and also help to reinforce low vehicle speeds.
 - ii. Provided signage that the existing lane is private.
 - iii. The installation of ahead only signage and road arrows (or alternatively prohibited turn signage).
 - iv. Provide street furniture and localised carriageway narrowing to physically restrict vehicles turning. Ideally this would be in the form of functional street furniture such as benches or planters but could be bollards.

- 4.30 As an indicative arrangement of what this could look like, an example is provided at **photographs 4.1** and **4.2**.

Photograph 4.1 – Example of ahead only crossroad treatment – major arm



Photograph 4.2 – Example of ahead only crossroad treatment – minor arm



- 4.31 It is concluded that appropriate measures can be provided to deter the use of the existing access lane and junction by the future residents and visitors of the proposed dwellings.

Refuse Collection

- 4.32 Refuse will be stored adjacent to individual dwellings and within communal stores for the flats.
- 4.33 The internal access roads will be built to an adoptable standard and refuse will be collected by the Council.
- 4.34 Residents of the dwellings will move their waste and recycling bins to the kerbside for collection similarly to the vast majority of dwellings throughout the UK.
- 4.35 For properties served by shared driveways, an allocated kerbside collection area close to the end of the road will be provided for residents to position their bins for collections. This would involve providing a section of hardstanding or widened footway due to their being bins of multiple properties.
- 4.36 Swept path analysis is provided at **Appendix 8** which confirms that the site layout is appropriate for an 11.2 metre long refuse collection vehicle. This is the same size refuse vehicle agreed at the recently approved Wing's Nursery development (planning permission reference: AL/32/19/OUT).
- 4.37 The site layout is illustrative at this stage but will be designed to minimise refuse carry distances (ideally no more than 45 metres as set out in Manual for Streets) to all properties. This will be achieved by locating refuse stores to reduce carry distances among other design choices at the reserved matters stage.
- 4.38 Providing indemnity to the Council for the purposes of refuse collection is common for sites if the access roads are not adopted. This can be secured by means of a planning condition.

5.0 Background Traffic Flows and Committed Developments

- 5.1 It is noted that the highway authority's website currently recommends not undertaking traffic surveys without having prior discussions with the highway authority. This is due to the changes in traffic flows as a consequence of the ongoing Covid 19 pandemic. It should however be noted that traffic flows are returning to pre-Covid levels in many areas.
- 5.2 There is no publicly available recent traffic flow data for this section of the A29. However, the same developer was involved with planning application reference: BE/109/19/OUT at A29 Shripney Road at Shripney; which is the same road as the application site. This application included traffic surveys during March 2019.
- 5.3 Between the A29 Shripney Road traffic surveys there are around a dozen junctions, but all of these are either frontage roads for parking or private accesses i.e. there are no through roads or significant sources/sinks of traffic (such as car parks) between the application site and the Shripney Road site. Therefore the traffic flows past the proposed site access will be essentially the same as those passing the Shripney Road site.
- 5.4 The ATC survey identified the following flows for an average weekday during the survey period of 21st March 2019 and 27th March 2019.

Table 5.1 – Existing A29 Traffic Flows

	07:00-08:00	16:00-17:00	Daily
A29 – Northbound	588	466	6,707
A29 – Southbound	523	725	6,899

- 5.5 This survey data has been combined with TEMPRO growth rates to assess the application year and the application year plus 5 years. For ease of reference the TEMPRO growth rates for are set out at **Table 5.2**.

Table 5.2 – TEMPRO Growth Rates

	AM	PM	Average Weekday
2019 to 2021	1.0237	1.0233	1.0248
2019 to 2026	1.0902	1.0917	1.0958

- 5.6 The 2021 and 2026 base traffic flows are set out at **Table 5.3**.

Table 5.3 – 2021 and 2026 Base A29 Traffic Flows

2021	07:00-08:00	16:00-17:00	Daily
A29 – Northbound	602	477	6,863
A29 – Southbound	535	742	7,060
2026	07:00-08:00	16:00-17:00	Daily
A29 – Northbound	641	509	7,349
A29 – Southbound	570	791	7,560

Committed Developments

5.7 The following committed developments have been identified as likely to have a non-negligible impact on the A29 past the site:

- i. AL/32/19/OUT – Wings Nursery, A29 Lidsey Road (55 units)
- ii. AL/21/20/OUT – Land North of Lee’s Yard, A29 Lidsey Road (38 units)

5.8 It is noted that the Wings Nursery application included capacity modelling of the site access and level crossing after it was requested by officers. The transport assessment work utilised TRICS trip rates. From the documents available on the planning portal it is not known when they undertook their traffic survey nor what flows were surveyed along Lidsey Road but they appear to be less than that within the survey used within the transport assessment work for this application.

5.9 However, it should be noted that a live application on the same site (planning reference: AL/20/21/PL) utilises:

- the same business case trip rates as used within this report (rather than TRICS)
- set out that surveys were undertaken during January 2018 – it is assumed that these were the same surveys used within the permitted scheme. It is noted that WebTag does not consider January to be a neutral month and that the direction of travel in the survey data is labelled as “ab” and “ba”, rather than northbound or southbound.

5.10 It is noted that Lee’s Yard did not include any modelling. The transport assessment work utilised TRICS trip rates. WSCC responded that the trip rates appeared low but conceded that

“given the scale of the development this would not have a significant impact on the overall generation of the site within the peak hours. The increase in trips would not result in a severe impact on the local highway network or the operation of the Woodgate level crossing.”

6.0 Trip Generation of the Development Proposals

- 6.1 It is understood that a new proposed scheme to develop Wing's Nursery (planning application reference: AL/20/21/PL) was requested to use the business case trips rates for the A29 realignment.
- 6.2 In order to confirm the suitability of the business case trip rates, the TRICS database has been interrogated to calculate the number of trips that will be generated by the proposed development. The TRICS parameters used are as follows:
- 03 – Residential / A – Houses Privately Owned
 - Multi-modal sites within Great Britain (excluding Greater London)
 - Sites with 40-100 dwellings
 - Edge of town or free standing location types only
- 6.3 The trip rates to be used are set out below and provided in full at **Appendix 9**, the TRICS vehicular trip rate has been included for comparison only which confirms that the business case trip rates are reasonable. The TRICS trip rates are set out at **Table 6.1** with resultant trip generation of 95 dwellings at **Table 6.2**.

Table 6.1 – Proposed development trip rate per dwelling

	07:00-08:00		17:00-18:00		Daily Total
	Arrivals	Departures	Arrivals	Departures	
Vehicles (business case)	0.124	0.324	0.312	0.161	-
Vehicles (TRICS rate for comparison)	0.092	0.333	0.330	0.144	4.836
Cyclists	0.011	0.005	0.009	0.002	0.133
Pedestrians	0.012	0.031	0.045	0.032	0.819
Total People	0.126	0.546	0.546	0.227	7.936

Table 6.2 – Proposed development trip generation for 95 dwellings

	07:00-08:00		17:00-18:00		Daily Total
	Arrivals	Departures	Total	Departures	
Vehicles (business case)	12	31	30	15	-
Vehicles (TRICS rate for comparison)	9	32	31	14	459
Cyclists	1	0	1	0	13
Pedestrians	1	3	4	3	78
Total People	12	52	52	22	754

- 6.4 From **Table 6.2** it can be seen that the 95 dwellings will result in 43 and 45 vehicle movements during the local network AM and PM peak hours respectively (i.e. less than one movement per minute) with less at other times.

- 6.5 The traffic generation of the development proposals during the AM and PM peak hours is shown diagrammatically at **Figure 6.1** and **6.2** respectively.

Figure 6.1 – Development proposals traffic generation – AM peak hour

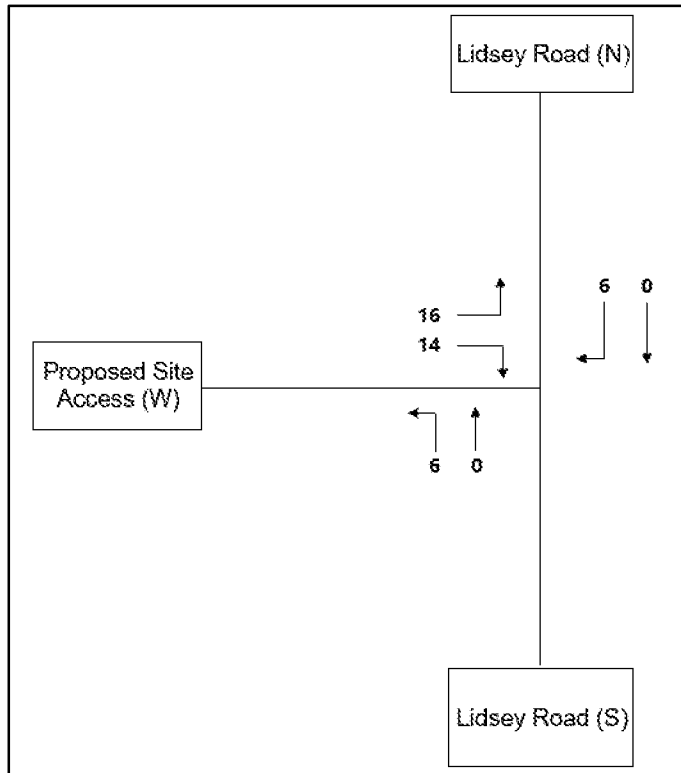
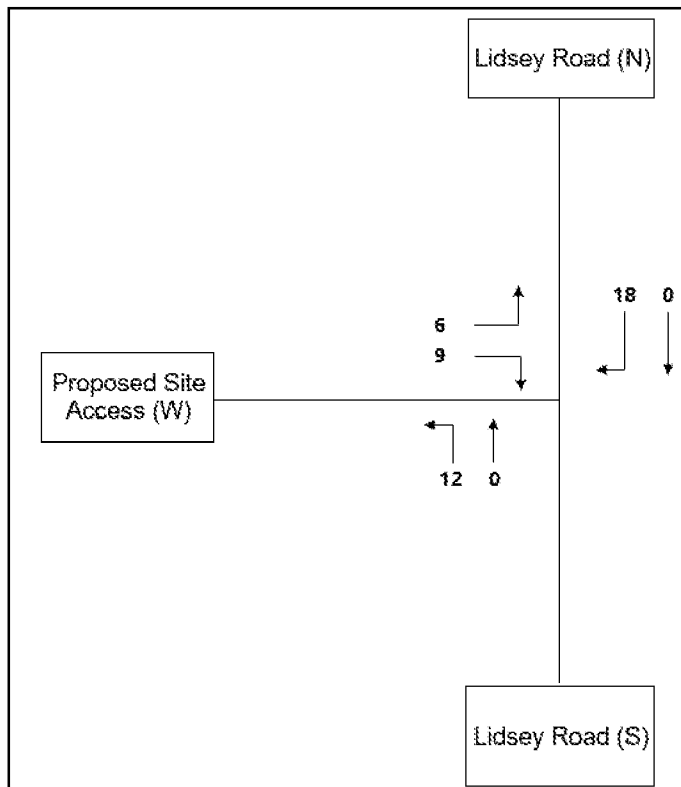


Figure 6.2 – Development proposals traffic generation – PM peak hour



7.0 Analysis of the Site Access Junction and Woodgate Level Crossing

Site Access Junction

- 7.1 The proposed site access junction has been assessed using PICADY which forms part of the Junctions 9 software suite.
- 7.2 The forecast 2026 base plus committed development traffic flows have been combined with the calculated site trip generation for the AM and PM peak hours to form the capacity assessment traffic flows.
- 7.3 The output of the PICADY assessment is set out at **Table 7.1** and in full at **Appendix 10**.

Table 7.1 – PICADY Results

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2026 Base + Committed + Development								
Stream B-C	0.0	7.96	0.04	A	0.0	7.32	0.01	A
Stream B-A	0.1	18.19	0.07	C	0.0	16.35	0.04	C
Stream C-AB	0.0	6.51	0.01	A	0.0	6.01	0.03	A

- 7.4 It is evident that the site access junction will operate well within capacity.

Woodgate level crossing

- 7.5 A standalone LinSig model of Woodgate level crossing has been prepared using a mixture of site observations, flows calculated within this report and information contained in reports that supported committed developments.
- 7.6 It should be recalled that once the A29 is realigned then flows through the level crossing will be significantly reduced due to the majority of through traffic be rerouted onto the realigned A29.
- 7.7 The barrier down time was based on a survey undertaken as part of the approved Wing's Nursery application. Site observations indicate that this remains accurate. For consistency, the lane saturation flows from the Wing's Nursery LinSig model have been retained.

- 7.8 The level crossing has been tested for the following scenarios during each of the AM and PM peak hours.
- 2026 Base + committed developments (i.e. future test year without the development in place)
 - 2026 Base + committed + proposed developments (i.e. future test year with the development in place)
- 7.9 The Ratio of Flow to Capacity (RFC) and Mean Maximum Queue Length results are provided at **Appendix 10** and are summarised at **Table 7.2**.

Table 7.2 – LinSig Results

Junction	Northbound		Southbound	
	RFC	Queue Length (Veh)	RFC	Queue Length (Veh)
AM Peak Hour				
2026 Base + Committed Developments	54.0%	50.2	54.0%	46.0
2026 Base + Committed + Proposed Developments	55.2%	51.9	54.5%	46.5
PM Peak Hour				
2026 Base + Committed Developments	41.1%	33.6	70.9%	73.4
2026 Base + Committed + Proposed Developments	41.5%	34.1	72.3%	76.2

- 7.10 As shown in the LinSig results, the proposed development will have a negligible impact on the operation of the level crossing with only very minor increases in RFC and queue lengths, which are expected to be well within the usual day to day variation in the operation of the level crossing.
- 7.11 It is therefore concluded that the proposed development will not result in significant impacts on the local highway network including Woodgate level crossing.

8.0 Issues Arising

8.1 This section of the report considers the issues arising as set out at **paragraph 1.9**.

Are the proposed site access arrangements appropriate?

8.2 As set out at **paragraphs 4.7 to 4.11**:

- i. The site will be served by a new ghost island right turn access with the A29 approximately 55 metres to the south of the existing Woodgate House access junction. This is shown on drawing 2087/29/D and it is expected that this will form one of the approved drawings.
- ii. A secondary pedestrian access will be provided in the north-eastern corner of the site.
- iii. A 2.0 metre wide footway will connect the site access to the existing footway to the north. This will also include minor modifications to the Woodgate House access junction.
- iv. A verge will be provided along the southern side of the access.
- v. A tactile paving dropped kerb crossing of the access road will be provided approximately 20 metres from Lidsey Road.
- vi. The proposed site access arrangements have been subject to an independent Stage 1 Road Safety Audit and the recommendations considered.
- vii. Swept path analysis of the site access is provided at **Appendix 6**. This demonstrates that the site access is appropriate for an 11.2 metre refuse collection vehicle, which is the largest vehicle expected to serve the site.

8.3 As set out at **paragraphs 7.1 to 7.4**, the site access junction has been modelled using PICADY and the site access will operate well within capacity.

8.4 It is therefore concluded that the proposed site access arrangements are appropriate.

Are the measures proposed to deter the existing private access lane and junction with Lidsey Road from serving the development proposals appropriate?

8.5 As set out at **paragraphs 4.28 to 4.31**:

- i. The access road through the site will cross the existing access lane connecting Lidsey Road to the field to the west of the site.
- ii. In order to deter residents and visitors of the proposed lane several measures are proposed. These are outlined below and, where appropriate, will be included in the future reserved matters application for the layout of the site.
 - a) Have the private lane cross the access road at around 70mm higher than the access road for the dwellings to create a humped crossing would impede turning between the roads.
 - b) Provided signage that the existing lane is Private.
 - c) The installation of ahead only signage and road arrows (or alternatively prohibited turn signage).
 - d) Provide street furniture and localised carriageway narrowing to physically restrict vehicles turning. Ideally this would be in the form of functional street furniture such as benches or planters but could be bollards.

8.6 It is concluded that appropriate measures can be provided to deter the use of the existing access lane and junction by the future residents and visitors of the proposed dwellings.

Are the pedestrian and cycle linkages appropriate to ensure that the application proposals will have a high level of connectivity to the wider area?

8.7 As set out at paragraphs **4.12 to 4.16**:

- i. The proposed site access junction will accommodate movements by all modes including foot and cycle.
- ii. A 2.0 metre wide (circa 125 metre long) footway will be provided between the site access junction and the existing footway to the north.
- iii. A secondary pedestrian access will be provided in the north-eastern corner of the site to avoid the need for residents in the northern part of the site to walk south to the main site access junction before walking north towards Woodgate and the local services and facilities.
- iv. The majority of site roads will be flanked by 2.0 metres footways with the sections of shared space provided at the end of cul-de-sacs.
- v. The Illustrative Masterplan also shows a number of footpaths providing a shortcut function.

8.8 It is therefore concluded that the pedestrian and cycle linkages are appropriate and will have a high level of connectivity to the wider area.

Is the parking for cars and cycles appropriate?

- 8.9 As set out at **paragraph 4.24**, the proposed car parking provision accords with standards and is considered appropriate.
- 8.10 As set out at **paragraph 4.25 to 4.27**, the proposed cycle parking provision accords with standards, will be weather proof and is considered appropriate.
- 8.11 It is therefore concluded that the proposed car and cycle parking is appropriate.

Is the strategy for the collection of waste and recycling appropriate?

- 8.12 As set out at **paragraphs 4.32 to 4.38**:
- i. The internal access roads will be built to an adoptable standard and refuse will be collected by the Council.
 - ii. Residents of the dwellings will move their waste and recycling bins to the footway for collection similarly to the vast majority of dwellings throughout the UK.
 - iii. For properties served by shared driveways, an allocated collection area close to the end of the road will be provided for residents to position their bins for collections. This would involve providing a section of hardstanding or widened footway due to their being bins of multiple properties.
 - iv. Swept path analysis is provided at **Appendix 8** which confirms that the site layout is appropriate for an 11.2 metre long refuse collection vehicle.
 - v. The site layout is illustrative at this stage but will be designed to minimise refuse carry distances (ideally no more than 45 metres in accordance with Manual for Streets) to all properties.
 - vi. Providing indemnity to the council for the purposes of refuse collection is common for sites if the access roads are not adopted. This can be secured by means of a planning condition.
- 8.13 It is therefore concluded that the strategy for the collection of waste and recycling is appropriate.

Will the proposed development have a significant impact on Woodgate level crossing?

- 8.14 As set out at **paragraphs 7.10 and 7.11**, the proposed development will have a negligible impact on the operation of the level crossing and therefore the development proposals will not result in significant impacts on the Woodgate level crossing.

Is the proposed development policy compliant in transport development terms?

- 8.15 The relevant transport related national and local planning policies are set out at **Section 3.0**.
- 8.16 The report demonstrates at **paragraphs 4.25 and 4.27** that the proposed car and secure weatherproof cycle parking provision accords with standards and therefore accords with paragraph 108 of the NPPF, policy GA3 of Aldingbourne Parish Neighbourhood Development Plan and also policies T DM1 and T SP1 of Arun's Local Plan.

- 8.17 This report demonstrates at **paragraphs 7.10** and **7.11** that the development proposals do not result in an unacceptable impact on highway safety, nor are the residual cumulative impacts on the road network severe and therefore accords with paragraph 111 of the NPPF.
- 8.18 This report demonstrates that pedestrian and cycle linkage is acceptable (**paragraphs 4.12 to 4.16**) and, as such, the use of active travel will be promoted, that the site is sustainably located (**paragraph 2.21**) and that the development proposals will have a negligible impact on the local highway network (**paragraphs 7.10** and **7.11**). It is therefore concluded that the development proposals accord with the goals of both the West Sussex Transport and Arun's Local Plan; and also policies DM1 and T SP1 of Arun's Local Plan.
- 8.19 This report also sets out that electric vehicle charging points will be provided (**paragraph 4.23**), a Travel Plan will be conditioned (**paragraph 8.22**) and that the illustrative site layout has been subject to swept path analysis which demonstrates that it is appropriate for an 11.2 metre long refuse collection vehicle, which is the largest expected to service the site (**paragraph 4.35**). The site layout is not for determination at this stage but will be designed to ensure compliance with the remaining points of point f of policy T SP1. It is therefore concluded that the development proposals accord with policy T SP1 of Arun's Local Plan.
- 8.20 This report confirms that refuse collection will be stored adjacent to individual plots and communal stores for the flats (**paragraph 4.32**) and will be collected from the kerbside (**paragraphs 4.34** and **4.35**).
- 8.21 It is therefore concluded that the development proposals comply with relevant national and local planning policy in transport development terms.

What will be included in the Travel Plan?

- 8.22 It is expected that a Travel Plan for the proposed dwellings will be secured by means of a planning condition and will include the following information:
- i. Local pedestrian and cycle routes and the health benefits of walking and cycling.
 - ii. The location of local bus stops, bus routes and frequency of service.
 - iii. Information regarding best value ticketing.
 - iv. How to car share.
 - v. Where local electric car charging points are located.
 - vi. Links to local taxi firms, travel information and foodstore delivery websites.
 - vii. The contact details of the Travel Plan Co-ordinator.

9.0 Summary and Conclusions

- 9.1 This Transport Assessment has been prepared by Highgate Transportation in order to support the planning application for up to 95 residential dwellings on land adjacent Woodgate Nurseries, Lidsey Road, Woodgate. The planning application is in outline but with access one of the matters for determination.
- 9.2 The site is located around 450 metres to the south of the Woodgate level crossing.
- 9.3 A new ghost island right turn junction with the A29 Lidsey Road will serve the proposed development.
- 9.4 The site wraps around Woodgate House which is served by a private access lane which is shared with the field to the west of the site.
- 9.5 This report concludes that:
- i. the proposed site access arrangements are appropriate
 - ii. appropriate measures can be provided to deter the use of the existing access lane and junction by the future residents and visitors of the proposed dwellings.
 - iii. the pedestrian and cycle linkages are appropriate.
 - iv. the pedestrian and cycle linkages are appropriate and will have a high level of connectivity to the wider area.
 - v. the proposed car and cycle parking is appropriate.
 - vi. the strategy for the collection of waste and recycling is appropriate.
 - vii. the development proposals will not result in significant impacts on the Woodgate level crossing.
 - viii. the development proposals comply with relevant national and local planning policy in transport development terms.
 - ix. a Travel Plan will be secured by means of a planning condition.
- 9.6 This report finally concludes that the development proposals are acceptable in transport development terms.

Appendix 1

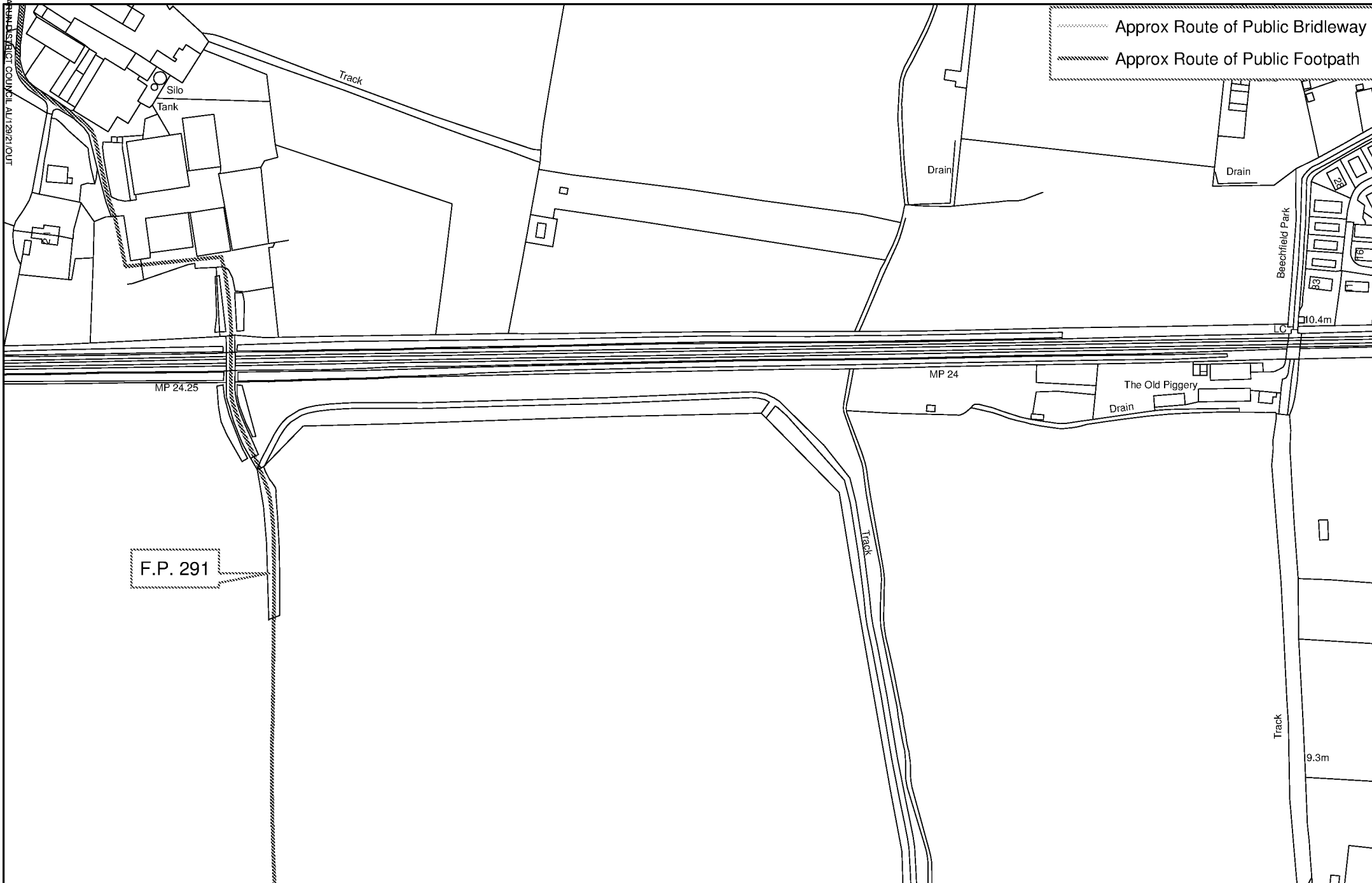
Illustrative Masterplan



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Appendix 2

Highway Records



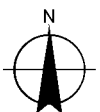
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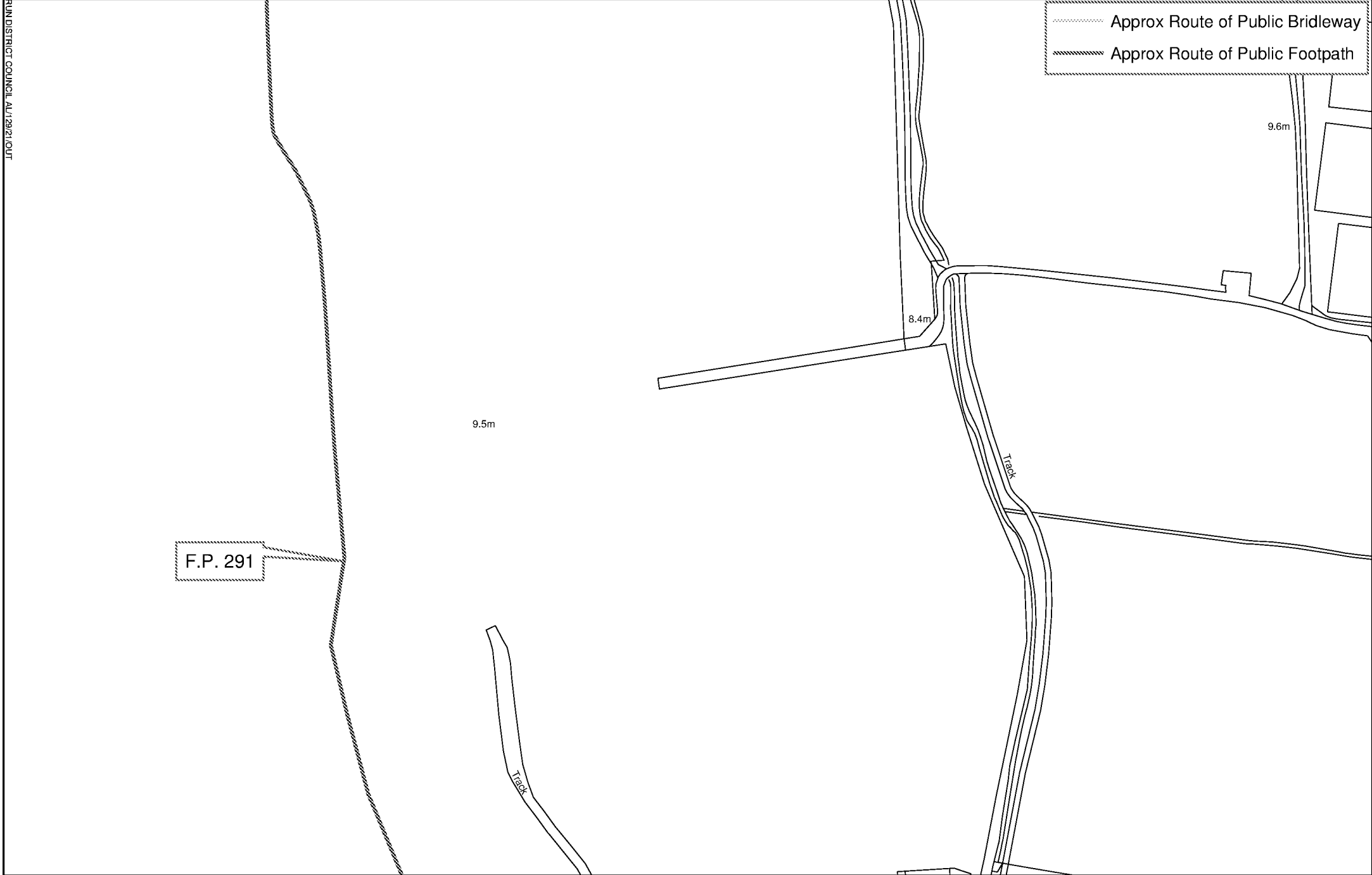
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Approx Route of Public Bridleway

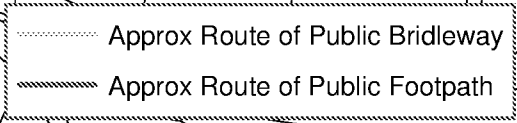
Approx Route of Public Footpath



Approx Route of Public Bridleway

Approx Route of Public Footpath







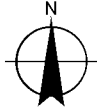
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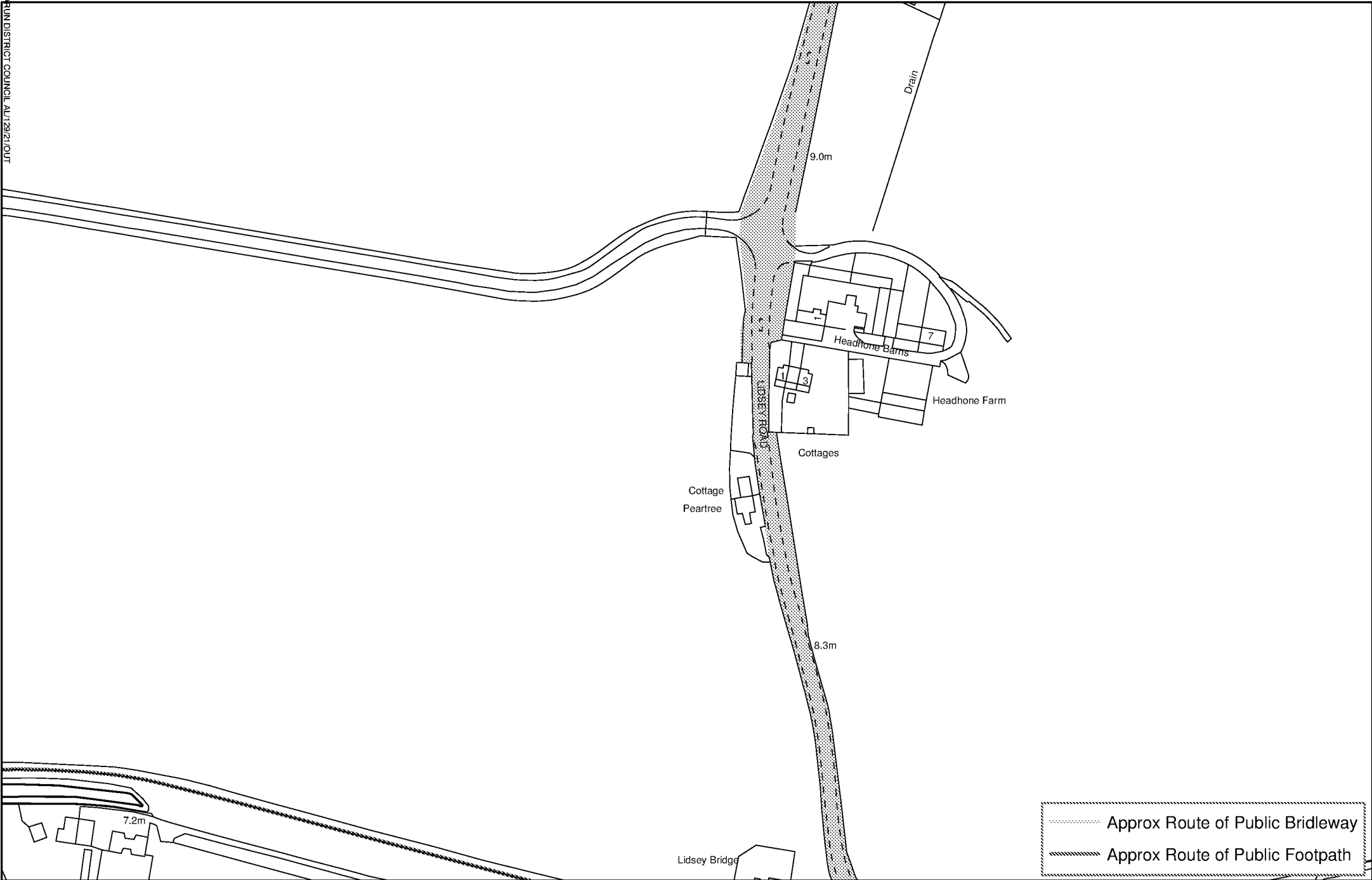
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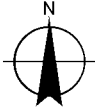
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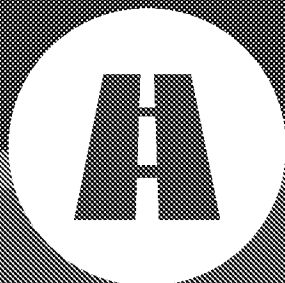
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Appendix 3

WSSC/BEW Consortium Proposals for A29 Realignment



A29 Realignment Scheme

Welcome

The A29 Realignment is a much needed major road scheme which will provide access to jobs, business space, new homes and improved journey time reliability.

We are keen to hear what you think about the proposals. Please provide your comments by completing a questionnaire today or filling one in online.

This exhibition presents the proposed scheme which will create better connections into Bognor Regis.

If you have any questions or would like further information please speak to a member of the team.

The display banners provide a summary of the recommended improvements and include drawings of the proposed road layout.



Woodgate Level Crossing



War Memorial Roundabout

Map data: © 2019 Google. Image capture: August 2016



Lidsey Bends

Map data: Google, 2019 © TerraMetrics

