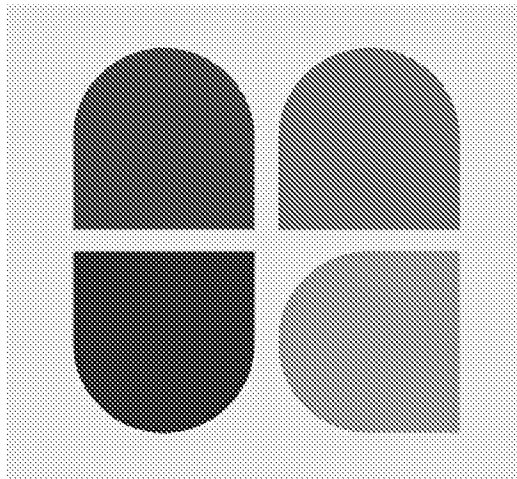




B R I G H T P L A N

**LAND TO THE NORTH OF LEE'S YARD,
LIDSEY ROAD, WOODGATE**

RESIDENTIAL DEVELOPMENT

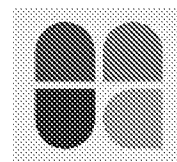
Reserved Matters Transport Statement

Prepared on Behalf of

Southern Home Ownership and Thakeham
Partnerships Ltd

6331

December 2021



DOCUMENT CONTROL

Project: Land to the North of Lee's Yard, Lidsey Road, Woodgate Residential Development

Document: Reserved Matters Transport Statement

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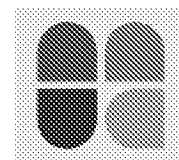
Date: 30/11/2021

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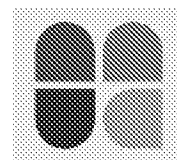
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PLANS

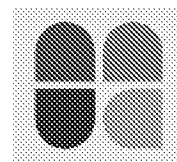
Plan 01 Accessibility Plan

DRAWINGS

- 000** Site Overview
- 001** Access Overview and Visibility Splays
- 002** Access - Private Car and Delivery Van Vehicle Swept Path Analysis
- 003** Access - Fire Tender and Refuse Freighter Vehicle Swept Path Analysis
- 004** Refuse Freighter Vehicle Swept Path Analysis
- 005** Fire Tender Vehicle Swept Path Analysis
- 006** Car Parking Vehicle Swept Path Analysis

APPENDICES

- Appendix A** Pedestrian Infrastructure Associated with Wings Nursery Development
- Appendix B** CrashMap Report
- Appendix C** TRICS Report



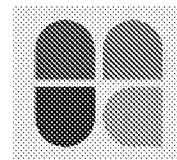
1 INTRODUCTION

- 1.1.1 This Reserved Matters Transport Statement (RMTS) has been prepared by Bright Plan on behalf of Southern Home Ownership and Thakeham Partnerships Ltd to support a reserved matters planning application for a residential development on land to the north of Lee's Yard, Lidsey Road, Woodgate, West Sussex.
- 1.1.2 The application site is located on the eastern side of the A29 Lidsey Road approximately 400m to the south of Woodgate village centre. The site's location within the context of the local road network is demonstrated in **Figure 1.1**.



Figure 1.1: Site Location

- 1.1.3 The site encompasses an area of approximately 1.5ha, comprised of a large open field. The proposed development will involve the provision of 38 residential dwellings.

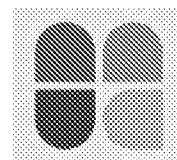


1.2 Planning Context

- 1.2.1 The application site was subject to an outline planning application comprising 38 residential dwellings which and was permitted in October 2020 (planning ref: AL/21/20/OUT). Many of this project's highway principles, including accessibility, vehicle and pedestrian access, and impact on the local road network, have been addressed and accepted as part of the approved site's highway assessment.

1.3 Scope of Report

- 1.3.1 The remainder of this report is comprised of the following:
- i. **Section 2** provides an overview of the site's transport planning context including, site accessibility, the local road network conditions, and highway safety;
 - ii. **Section 3** provides an assessment of the proposed development including the proposed access, internal layout, and emergency access and servicing arrangement;
 - iii. **Section 4** considers the proposed developments anticipated impact on the local highway network supported by trip generation assessment;
 - iv. **Section 5** provides a summary of the report's main conclusions.



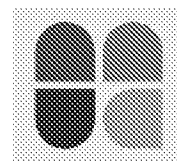
2 BASELINE CONDITIONS

2.1 Existing Site & Access

2.1.1 The application site is approximately 1.5ha, located on the eastern side of the A29 Lidsey Road, approximately 400m to the south of Woodgate centre. Vehicle access to the site is currently served via a 4.0m wide gate adjoining the Willows Caravan Park access road. The access road adjoins the A29 Lidsey Road by way of a 5.5m wide bellmouth, supported by a right turn lane. The existing access arrangement is shown in **Figure 2.1**.



Figure 2.1: Existing Access Arrangement

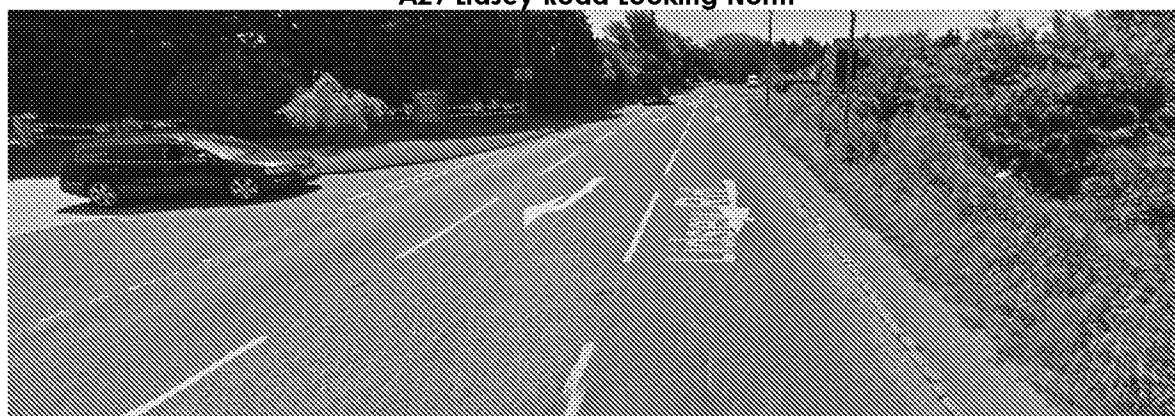


2.2 Local Road Network

- 2.2.1 The A29 Lidsey Road is subject to a 30mph speed limit in the vicinity of the site, increasing to 50mph c.110m to the south of the site access. The 30mph limit is enforced by mobile speed cameras which are sign posted. A radar speed sign is located at the site frontage to alert drivers exceeding the speed limit. The A29 Lidsey Road is not subject to parking restrictions in the vicinity of the site.
- 2.2.2 There are 2 existing road junctions in the vicinity of the proposed development site; the Woodgate Road / Lidsey Road junction; and an untitled lane situated to the west of the site which serves 3-4 residential dwellings and a glass house. In addition, a recent planning application at 'Wings Nursery' situated on the western side of the A29 Lidsey Road, which at the time of drafting this statement has the benefit of a Resolution to Grant, will be served from a new access located 30m to the north of the site (planning ref: AL/20/21/PL). The access junction will provide a right turn lane within the existing central hatching on the A29 Lidsey Road.
- 2.2.3 Woodgate level crossing is situated approximately 300m to the north of the site which can generate vehicle queues in both northbound and southbound directions along the A29 Lidsey Road during the AM and PM peak traffic hours. The carriageway features in the vicinity of the site are shown in **Figure 2.2**.

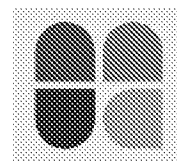


A29 Lidsey Road Looking North



A29 Lidsey Road Looking South

Figure 2.2: Carriageway Features



2.3 Wider Road Network

- 2.3.1 The A29 provides a connection between local settlements of Bognor Regis, Shripney, Westergate, Eastergate and Fontwell. The A29 also provides a key link between the A259 and A27 which forms part of the Strategic Road Network. The A259 and A27 provide links to Chichester, Worthing and Brighton. The wider road network is demonstrated in **Figure 2.3**.

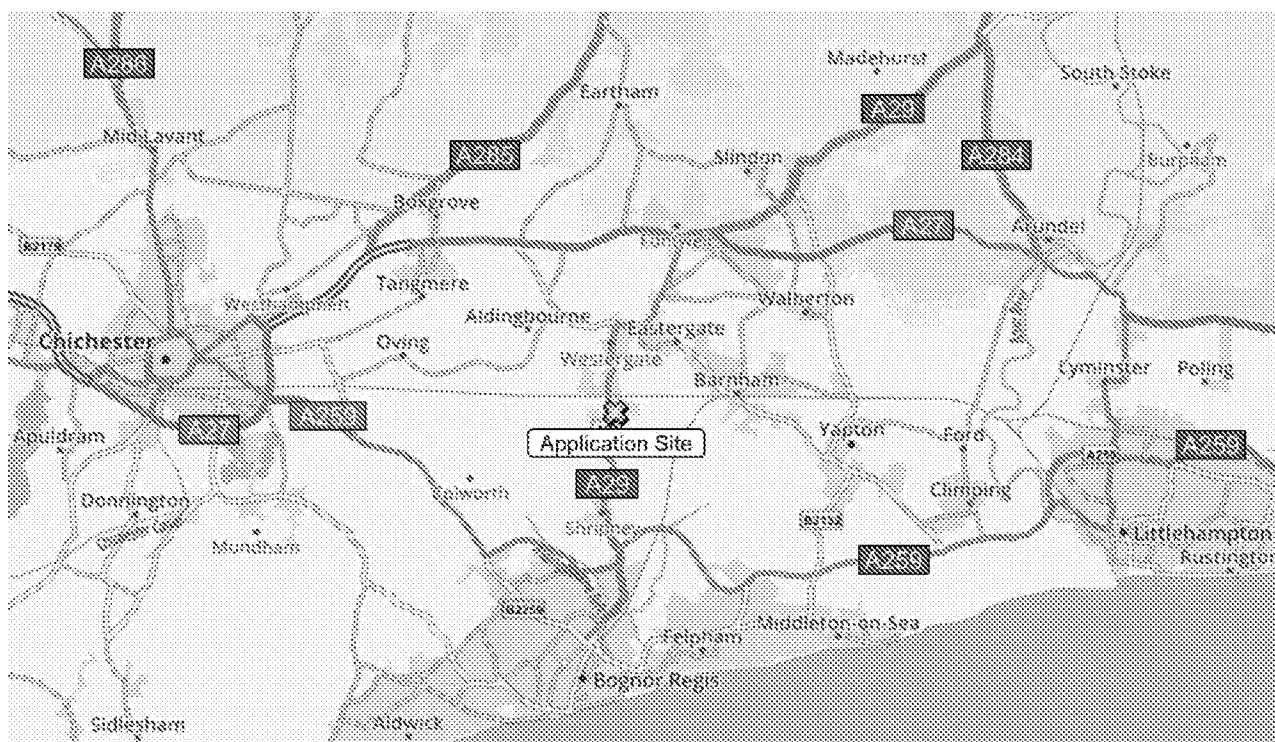


Figure 2.3: Key Road Network

2.4 A29 Realignment

- 2.4.1 Arun District Council are proposing the strategic realignment of the A29 as outlined in the West Sussex Transport Plan to address traffic congestion on the A29 during peak periods. The A29 realignment will provide a new 4.3km road to the east of Woodgate, Eastergate and Westergate extending from the A29 Fontwell Avenue to the existing A29 Lidsey Road, north of Shripney.
- 2.4.2 The proposed road will provide a reliable connection to Bognor Regis and substantially reduce traffic along the section of the existing A29 that is bypassed, especially at the Woodgate level crossing. The planned realignment is demonstrated in **Figure 2.4**.

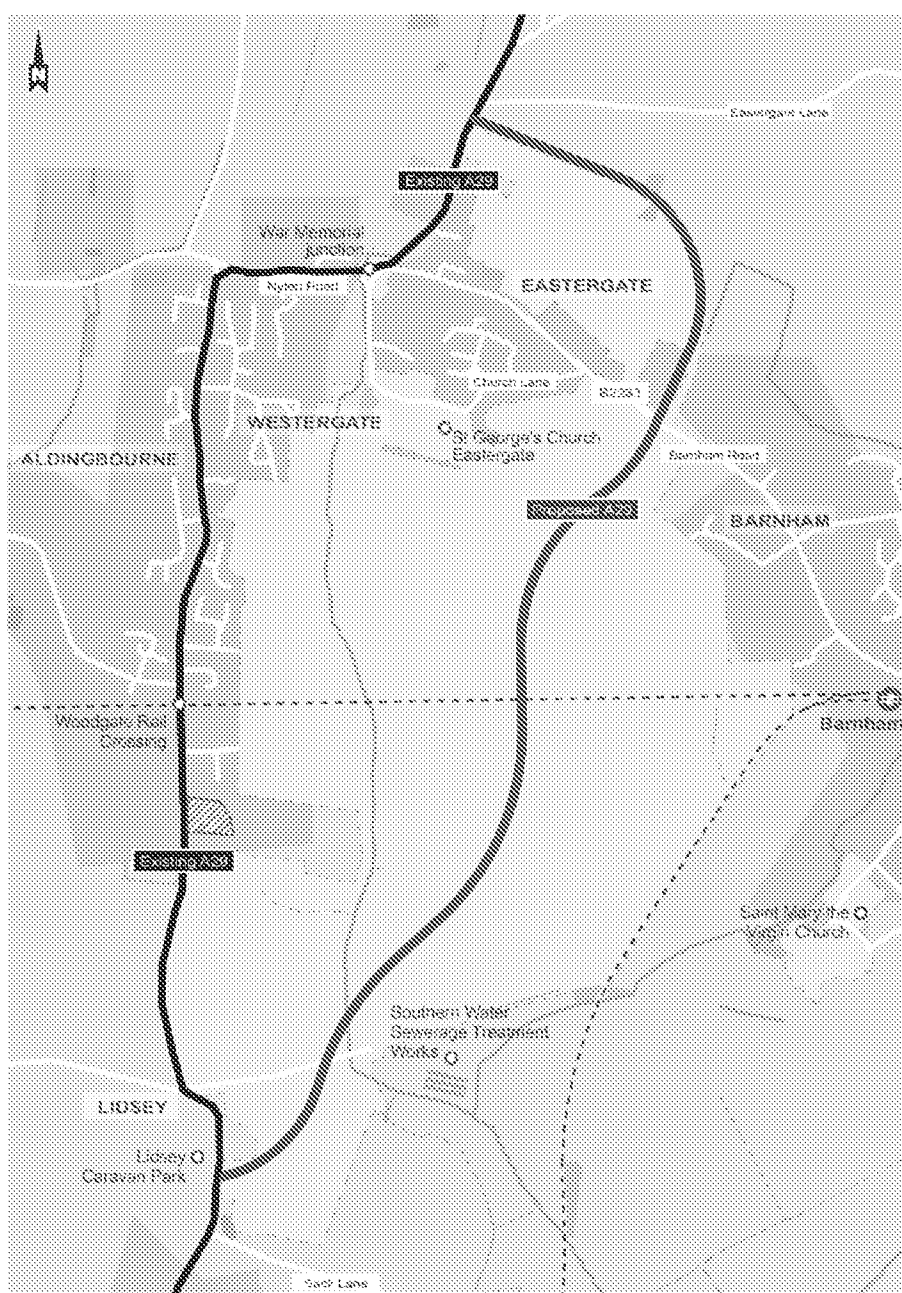
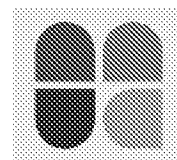
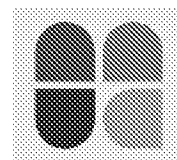


Figure 2.4: A29 Realignment

2.5 Accessibility Credentials

- 2.5.1 The application site is located approximately 400m to the south of Woodgate village centre (equating to a 5-minute walk), and c.1km to the south of Westergate's facilities and amenities (15-minute walk). All walking times are based on the Chartered Institute for Highways and Transport (CIHT) guidance 'Providing for Journeys on Foot'.
- 2.5.2 The CIHT guidance states that facilities situated within 2km and 8km are accessible to pedestrians and cyclists respectively. The proximity of public transport, shopping services and other local amenities are demonstrated on **Plan 01** and **Figure 2.5**.



Destination	Distance from Site	Walk / Cycle Time
Convenience Shop	400m	4 min walk
GP	2.4 km	8 min cycle
Public House	280m	4 min walk
Bus Stop	100m	1 min walk
Train Station	4km	13 min cycle
ATM	400m	4 min walk
Bus Stop (with services to Chichester)	1.7 km	21 min walk
Nearest Primary School	650m	8 min walk
Nearest Secondary School	1.9km	23 min walk / 8 min cycle

Figure 2.5: Site Proximity to Amenities

2.5.3 It is noted that the 'Aldingbourne Village Stores' site is in the process of being redeveloped, and will comprise a new Co-op Food store (planning ref: AL/89/20/PL). As such, this has been included in **Figure 2.5**.

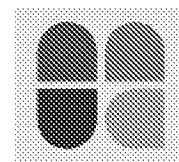
2.5.4 In addition, there are a number of infrastructure improvements which will be constructed in association with neighbouring development sites, including new footways and crossings, and new bus stop infrastructure. These improvements are addressed further below.

Pedestrian Accessibility

2.5.5 Lidsey Road is supported by lit footways either side of the carriageway. These provide access to local bus stops, day-to-day amenities and the established residential areas of Woodgate, Westergate and Eastergate to the north and north-east. To the south of the site the footway extends for approximately 100m.

2.5.6 The consented Wings Nursery development includes the provision of new pedestrian infrastructure along Lidsey Road. The works are shown at **Appendix A** and include:

- i. A new footway on the western side of Lidsey Road running along the frontage of the current application site, up to Lee's Yard. The footway will connect to the footway on the eastern side of the road by way of a dropped kerb/tactile paving crossing.
- ii. Widening of the existing footway on the eastern side of Lidsey Road.
- iii. A series of uncontrolled pedestrian crossings situated in the following locations:
 - a. Lidsey Road adjacent to the junction of Woodgate Road / Lidsey Road to facilitate pedestrian movement across Lidsey Road;
 - b. At the junction of Woodgate Road / Lidsey Road along the footway flanking the eastern side of Lidsey Road;



- c. At the junction of Oaktree Lane / Lidsey Road along the footway flanking the eastern side of Lidsey Road;
- d. Lidsey Road on the frontage of the current application site, in close proximity to the relocated bus stop.
- e. Crossing will also be provided across the Wings Nursery access points.

2.5.7 The Chartered Institute of Highways and Transportation (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1 kilometre. It further recommends a preferred maximum walking distance of 2 kilometres for commuting journeys. As shown on the attached **Plan 01**, local bus stops and convenience shopping facilities are within 1km of the site.

Cycle Accessibility

2.5.8 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8 kilometres to workplace destinations. Bognor Regis, Fontwell, and Barnham (including Barnham railway station) are therefore accessible by bicycle.

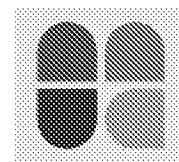
Accessibility by Bus

2.5.9 The site currently benefits from bus stops located c.30m to the north of the site which serve northbound and southbound buses, however the stops will be improved in conjunction with the consented Wings Nursery development. The improvements will include the repositioning of the southbound bus stop centrally along the site frontage, as well as the provision of a new shelter and seating. At the northbound bus stop, a new shelter and a larger area of hardstanding will also be provided.

2.5.10 The bus stops are served by no.66A and 66C services, which operate on a frequent basis Monday to Saturday, providing access to local destinations including Bognor Regis, Westergate and Yapton. The bus services provide opportunities for interchange with local and national rail services at both Bognor Regis and Barnham railway stations. A summary of available bus services is provided in **Figure 2.6**.

Service No.	Route Summary	Typical Daytime Frequency	Operating Hours
66A	Bognor Regis – Yapton – Bognor Regis	Mon-Sat: every 3-4 hours	Mon-Fri: 07:23-17:52 Sat: 07:27-18:13
66C	Bognor Regis – Yapton – Bognor Regis	Mon-Sat: every 4 hours	Mon-Sat: 08:27-16:47

Figure 2.6: Bus Services Available from Willows Caravan Park Bus Stops



Accessibility by Train

- 2.5.11 Barnham railway station is located to the east of the site and is accessible via an approximate 4km cycle. The station provides access to regular rail services to a range of local and regional destinations, as identified in **Figure 2.7**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Bognor Regis	Barnham – Bognor Regis	6 – 8 min	4 every hour
Littlehampton	Barnham – Ford – Littlehampton	9 – 11 min	2 every hour
Portsmouth	Barnham – Chichester – Havant – Portsmouth	31 – 44 min	3 every hour
Brighton	Barnham – Worthing – Shoreham-by-sea – Hove – Brighton	40 – 46 min	2 every hour
Southampton	Barnham – Chichester – Havant – Fareham – Southampton	1hr 5min – 1hr 7min	2 every hour
London Victoria	Barnham – Horsham – Crawley – Gatwick Airport – Clapham Junction – London Victoria	1hr 22min – 1hr 37min	4 every hour

Figure 2.7: Rail Services Available from Barnham Railway Station

2.6 Accident Data

- 2.6.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a five-year period from October 2016 to October 2021 using the Sussex Safer Roads Partnership's online data portal. The area considered extends along the A29 approximately 400m to the north and south of the site and includes Woodgate Level Crossing.
- 2.6.2 Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injury sustained. Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and the cause of incident to identify underlying highways design issues. The distribution of the incidents relative to the site is displayed in **Figure 2.8**.

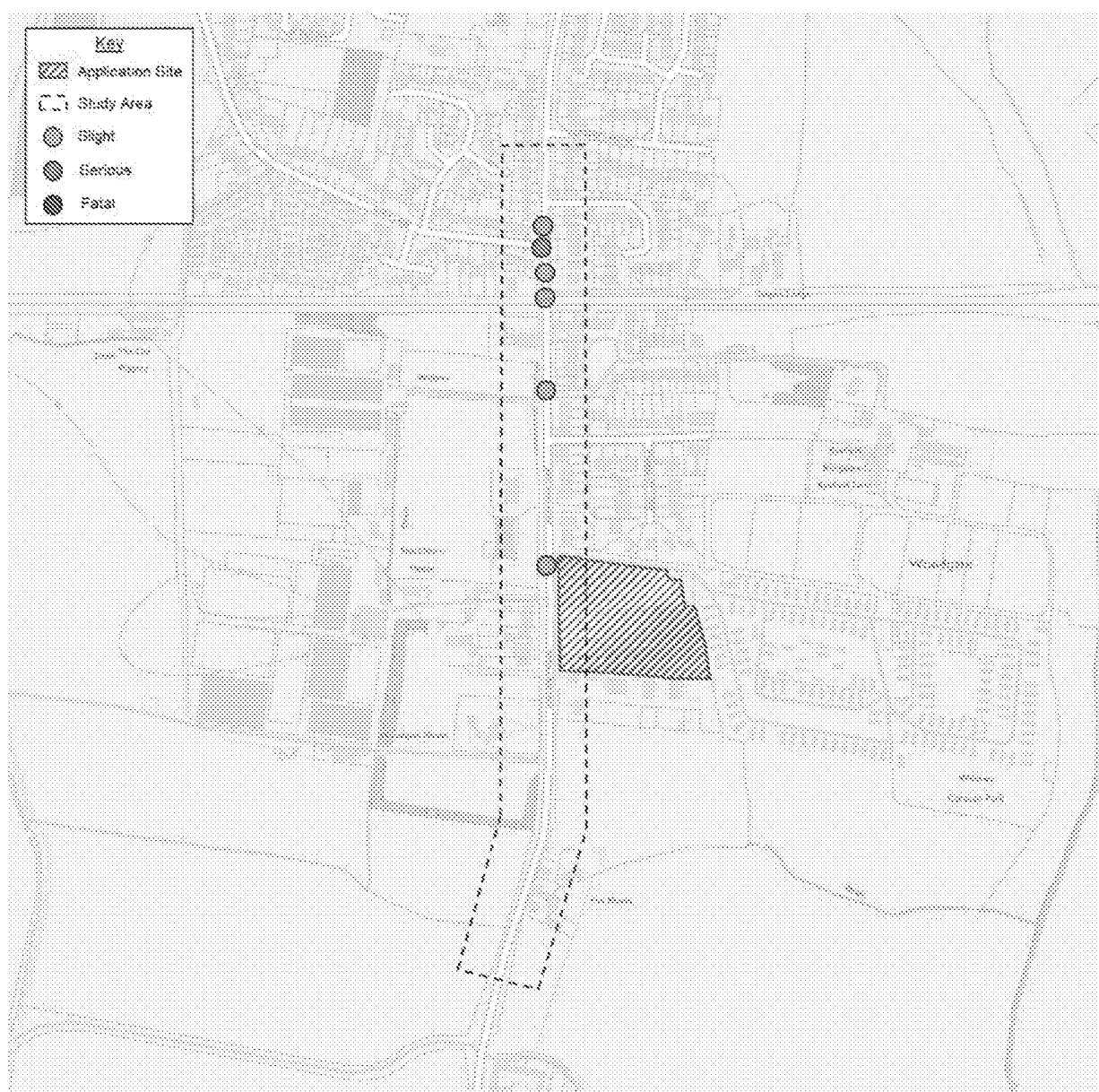
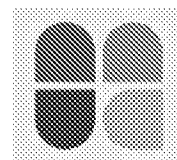
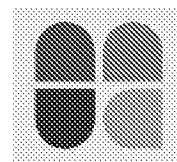


Figure 2.8: PIA Distribution

- 2.6.3 The study revealed 6 incidents in the study area, comprised of 5 slight incidents and 1 serious incident at Hook Lane. The 'slight' incident in the vicinity of the site access occurred at 09:48 on Wednesday 5th June 2019, during daylight hours. The incident involved a collision between a pedestrian crossing the road, and the nearside of a car proceeding along Lidsey Road. The incident is isolated and is therefore not of statistical significance. The upcoming improvement works along Lidsey Road include a number of pedestrian crossing points, improving the safety of pedestrians crossing the road. The CrashMap report detailing the incident is attached at **Appendix B**.
- 2.6.4 The recorded PIA incidents do not reveal any pattern in terms of distribution, severity or cause that can be attributed to an underlying highway safety issues on the local road network.



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The planning application proposes the construction of 38 residential dwellings served from an upgraded access adjoining the eastern side of the A29 Lidsey Road. The proposed site layout is shown on **Drawing 2021-6331-000**, and the proposed accommodation schedule is shown in **Figure 3.1**.

Unit Type	No. of Units
2 Bedroom House	19
3 Bedroom House	14
4 Bedroom House	5
Total	38

Figure 3.1: Accommodation Schedule

3.2 Proposed Access

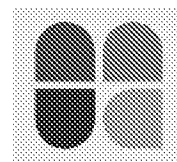
- 3.2.1 The site will be served from a reconfigured access in the location of the existing Willows Caravan Park access. The proposed access arrangement was secured as part of the outline planning application (planning ref: AL/21/20/OUT). The access will take the form of a T-junction with a simple priority arrangement, supported by a right turn lane on Lidsey Road. The access will be repositioned such that access to Willows Caravan Park will be served from a spur adjoining the new estate road.
- 3.2.2 The access will have a combined lane width of 6.0m supported by 6.0m corner radii. The access will be flanked by a pedestrian footway the southern side of the carriageway and will include a pedestrian crossing facility across the bellmouth.

3.3 Pedestrian Access

- 3.3.1 Pedestrian access to the site will be served from a 2.0m wide footway flanking the southern side of the site's access road, connecting with the new footway associated with the Wings Nursery development to the south of the access (shown on **Appendix A**). Crossing facilities in the form of dropped kerbs and tactile paving will be provided to facilitate pedestrian movements across the access.

3.4 Internal Layout

- 3.4.1 The site access road will bare to the south on entry to the site, forming the main estate road for the development. The estate road will maintain a width of 6.0m for the first c.140m before reducing to 4.8m. The internal carriageway will have a looped configuration, facilitating access and servicing, and minimising on-site turning requirements.



3.4.2 The estate road will be flanked by 2.0m wide footways on either side of the carriageway. The northern footway will continue, providing access to plots 1 – 9. The footway on the southern side of the access road will cross to the 2.0m footway looping plots 17 – 24.

3.4.3 To the front of plots 10, 16, 25 – 29, a carriageway spur at the southwest corner of the site will use a shared surface arrangement in accordance with MfS guidance. MfS guidance suggests that shared surfaces are appropriate where carriageways form cul-de-sacs, where parking is controlled or takes place in designated areas, and where vehicle flows are below 100 movements per hour.

Visibility

3.4.4 Visibility requirements at internal carriageway junctions have been based on a design speed of 20mph. Using the calculation coefficients set out in MfS, a stopping site distance (adjusted for bonnet length) of 25.0m will be required. Visibility splays of 2.4m x 25.0m are accordingly achievable from all of the site's internal junctions as demonstrated in **Drawing 2021-6331-000**.

Vehicle Swept Path Analysis

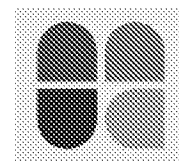
3.4.5 A vehicle swept path analysis has been undertaken reviewing the operation of the proposed site. The vehicle swept path analysis demonstrates the following vehicle manoeuvres: -

- i. Two-way vehicle movements at the site access in **Drawing 2021-6331-002**.
- ii. Access manoeuvres by a refuse freighter in **Drawing 2021-6331-003**.
- iii. Access manoeuvres by an emergency vehicle in **Drawing 2021-6331-003**.
- iv. On-site manoeuvres by a refuse freighter in **Drawing 2021-6331-004**.
- v. On-site manoeuvres by an emergency vehicle in **Drawing 2021-6331-005**.
- vi. Car parking manoeuvres in **Drawing 2021-6331-006**.

3.5 Emergency Access

3.5.1 The site will allow fire tenders (the largest emergency vehicle) to comfortably negotiate the proposed accesses and internal carriageways. In accordance with MfS guidance, the following design compliances are met:

- i. Fire tenders will be able to access within 45.0m of all dwellings.
- ii. Fire tenders could achieve an appropriate level of access without requiring reversing distances greater than 20.0m.
- iii. A minimum carriageway width in excess of 3.7m is maintained throughout the site.



3.5.2 A vehicle swept path analysis has been undertaken demonstrating fire tenders negotiating the site access, internal carriageways and performing turning manoeuvres in **Drawing 2021-6331-005**.

3.6 Servicing Arrangements

3.6.1 The site's carriageway design and configuration is such that large service vehicles can negotiate the site access and access all units. A vehicle swept path analysis has been undertaken demonstrating a large refuse vehicle (the largest service vehicle) negotiating the site access and internal roads, as well as performing turning manoeuvres in **Drawing 2021-6383-004**.

3.6.2 Bin carry distances between properties and refuse collectors are in line with the maximum thresholds set out in MfS and Building Regulations.

3.7 Car Parking

3.7.1 ADC's 'Parking Standards Supplementary Planning Document' (January 2020) has been consulted to establish the planning authority's parking expectations. A summary of ADC's expected provision and the proposed provision is shown in **Figure 3.2**.

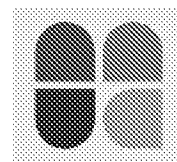
Unit Type	No. of Units	ADC Expected Parking Provision		Proposed Provision
		Per Unit	Total	
2 Bedroom House	19	2	38	38
3 Bedroom House	14	2	28	28
4 Bedroom House	5	3	15	15
Visitor	-	0.2	8 (7.6)	8
Total	38	-	89	89

Figure 3.2: Residential Car Parking Provision

3.7.2 As shown in **Figure 3.2**, ADC's parking standards require 89 spaces. A total of 89 spaces have accordingly been provided at the correct ratio per dwelling, and with the correct number of visitor spaces. Car parking will be provided in a mixture of driveways, perpendicular bays, and parallel bays.

3.7.3 Electric Vehicle charging will be provided in accordance with ADC guidance. Condition 19 of the outline planning permission requires submission of further details in respect of EV charging, and details will be submitted pursuant to Condition 19 in due course.

3.7.4 Perpendicular bays will have minimum dimensions of 2.5m x 5.0m in accordance with ADC's Design Guide SPD, and parallel spaces will have minimum dimensions of 2.0m x 6.0m in accordance with MfS guidance. Driveways will be a minimum of 3.0m wide. A vehicle swept path analysis has been undertaken demonstrating car parking manoeuvres in **Drawing 2021-6331-006**.



Allotment Parking

- 3.7.5 The development will provide 2 parking spaces for the proposed community growing space. The community growing space is a modest community provision, and it is expected that this area will predominantly be used by residents within the immediate locality, therefore creating minimal parking demand. As such, the provision of 2 spaces is considered appropriate.

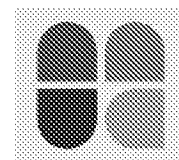
3.8 Cycle Parking

- 3.8.1 ADC's cycle parking standards have been consulted to establish the planning authority's cycle parking requirements. A summary of the cycle parking standards and the proposed provision is shown in **Figure 3.2**.

Unit Type	No. of Units	ADC Requirement Per Unit	Proposed Provision Per Unit
2 Bedroom House	19	2	2
3 Bedroom House	14	2	2
4 Bedroom House	5	2	2

Figure 3.2: Residential Cycle Parking Provision

- 3.8.2 Cycle parking will be provided within secure cycle stores situated in the rear gardens of the dwellings.



4 TRIP GENERATION AND TRAFFIC IMPACT

4.1.1 To assess the traffic impact of the proposals, the TRICS database (version 7.8.3) has been used to anticipate the likely traffic volumes generated by the development. To establish the number of the trips generated by the proposed dwellings, the parameters identified in **Figure 4.1** have been used to filter the TRICS database.

TRICS (Version 7.8.3)	
Filtering Parameter:	Criteria Selected:
i. Land use	Residential – Houses, Privately Owned
ii. Regions	England (Excluding Greater London)
iii. Number of Dwellings	20 to 70 Units
iv. Date Range	01/01/13 to 27/05/21
v. Count Type	Manual
vi. Selected Days	Weekdays
vii. Selected Locations	1. Edge of Town – 5 survey days 2. Neighbourhood Centre – 2 survey days
viii. Population Within 1 Mile	1. 1,001 to 5,000 – 4 survey days 2. 5,001 to 10,000 – 3 survey days
ix. Population Within 5 Miles	1. 5,001 to 25,000 – 2 survey days 2. 25,001 to 50,000 – 2 survey days 3. 50,001 to 75,000 – 1 survey day 4. 125,001 to 250,000 – 2 survey days

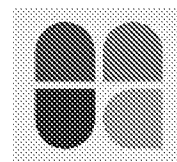
Figure 4.1: TRICS Filtering Parameters

4.1.2 The TRICS output is provided at **Appendix D**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the proposed dwellings is provided in **Figure 4.2**.

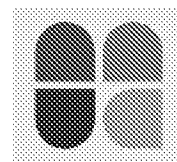
Trip Rate per Dwelling			
Time Period	Arrivals	Departures	Two-way Total
AM Peak Hour	0.161	0.355	0.516
PM Peak Hour	0.352	0.142	0.494
Daily Traffic	2.396	2.410	4.806
TRICS Vehicle Trip Generation (38 Dwellings)			
AM Peak Hour	6	13	20
PM Peak Hour	13	5	19
Daily Traffic	91	92	183

Figure 4.2: Proposed Trip Generation

4.1.3 The TRICS assessment suggests that the dwellings will generate 183 daily 2-way vehicle movements of which 20 will occur during the network's AM peak traffic hour, and 19 will PM peak traffic hour.



- 4.1.4 WSCC's Transport Assessment Guidance requires capacity assessment to be undertaken where site's input 30+ movements per hour to local road junctions. The trips generated by the proposed site will fall below the threshold for capacity assessment. The additional daily vehicle trips resulting from the proposed development will have a negligible impact upon local road network in terms of highway capacity and safety.

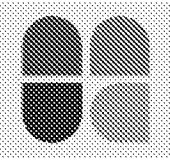


5 SUMMARY AND CONCLUSIONS

5.1.1 This TS has been prepared by Bright Plan on behalf of Southern Home Ownership and Thakeham Partnerships Ltd to support a reserved matters application for the development of 38 residential dwellings on land to the north of Lee's Yard, Woodgate, West Sussex. This Reserved Matters application is submitted pursuant to outline planning permission AL/21/20/OUT.

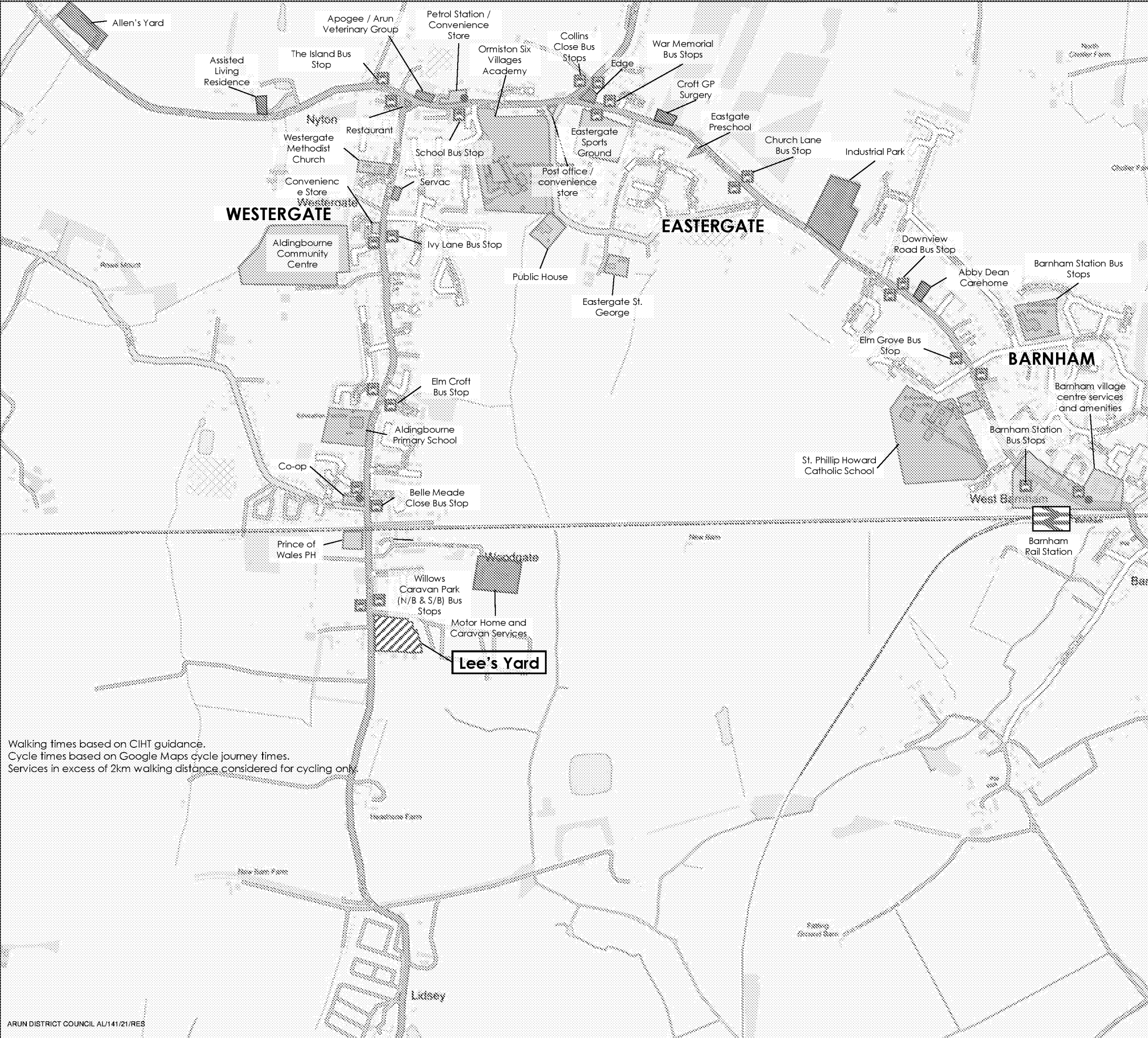
5.1.2 The findings from this report are as follows:

- i. The site is accessibly located within walking distance of Woodgate and Westergate's local services, amenities and bus stops which can be accessed via the footway network. Westergate, Eastergate, Fontwell, Walberton, and Barnham Station are within a cyclable distance of the site.
- ii. An assessment of PIA data showed no pattern of incidents in terms of distribution, frequency or severity that would be of concern in terms of highway safety.
- iii. The proposed access arrangement was secured as part of the outline planning application (planning ref: AL/21/20/OUT).
- iv. The site will be served from a reconfigured access in the location of the existing Willows Caravan Park access, which is supported by a right turn lane on Lidsey Road.
- v. Access to Willows Caravan Park will be reprioritised, and served from a spur road adjoining the new estate road.
- vi. A vehicle swept path analysis has been undertaken demonstrating the negotiation of the access by cars, service vehicles, and emergency vehicles.
- vii. The site's internal carriageways have been subject to vehicle swept path analysis demonstrating appropriate operation.
- viii. Bin carry distances between properties and refuse collectors will be in line with the thresholds set out in MfS.
- ix. Pedestrian access will be served from a footway flanking the site's vehicle access, tying in with the local footway network.
- x. Car and cycle parking will be provided in accordance with Arun District Council's 'Parking Standards Supplementary Planning Document' (January 2020).
- xi. A vehicle trip generation assessment has been undertaken using the TRICS database, suggesting that the dwellings will generate 183 daily 2-way vehicle movements, including 20 during the network's AM peak traffic hour, and 19 during the PM peak traffic hour.
- xii. The additional daily vehicle trips resulting from the proposed development will have a negligible impact upon the local road network in terms of highway capacity and safety.



PLANS

Plan 01 Accessibility Plan



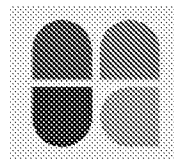
LEGEND

- SITE LOCATION
- RAIL STATION
- RAILWAY
- BUS STOPS
- CYCLE ROUTES
- NATIONAL CYCLE ROUTE
- 2KM WALK ISOCHRONE
- RETAIL
- EDUCATION
- LEISURE
- HEALTH CARE
- EMPLOYMENT

Distances to Amenities

Destination	Distance from Site	Walk / Cycle Time
Convenience Shop	400m	4 min walk
GP	2.4 km	8 min cycle
Public House	280m	4 min walk
Bus Stop	100m	1 min walk
Train Station	4km	13 min cycle
ATM	400m	4 min walk
Bus Stop (with services to Chichester)	1.7 km	21 min walk
Nearest Primary School	650m	8 min walk
Nearest Secondary School	1.9km	23 min walk / 8 min cycle

Walking times based on CIHT guidance.
Cycle times based on Google Maps cycle journey times.
Services in excess of 2km walking distance considered for cycling only.



DRAWINGS

- 000** Site Overview
- 001** Access Overview and Visibility Splays
- 002** Access - Private Car and Delivery Van Vehicle Swept Path Analysis
- 003** Access - Fire Tender and Refuse Freighter Vehicle Swept Path Analysis
- 004** Refuse Freighter Vehicle Swept Path Analysis
- 005** Fire Tender Vehicle Swept Path Analysis
- 006** Car Parking Vehicle Swept Path Analysis



NOTES

A3

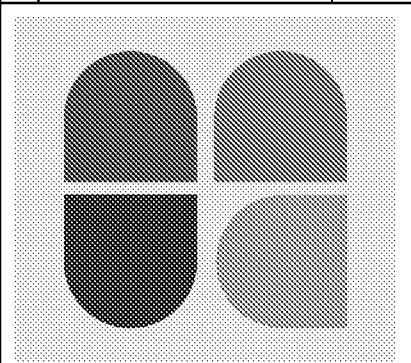
1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
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4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-Legend-

- Application Boundary
- Existing Road Markings
- Visibility Splay 2.4m x 25.0m

C	Revised Client Name	13/12/2021
B	Revised Notes	01/12/2021
A	Revised Layout	29/11/2021
-	Original Issue	08/11/2021

Rev.	Amendments	Date
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Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status	Final
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Client	Southern Home Ownership and Thakeham Partnerships Ltd
--------	---

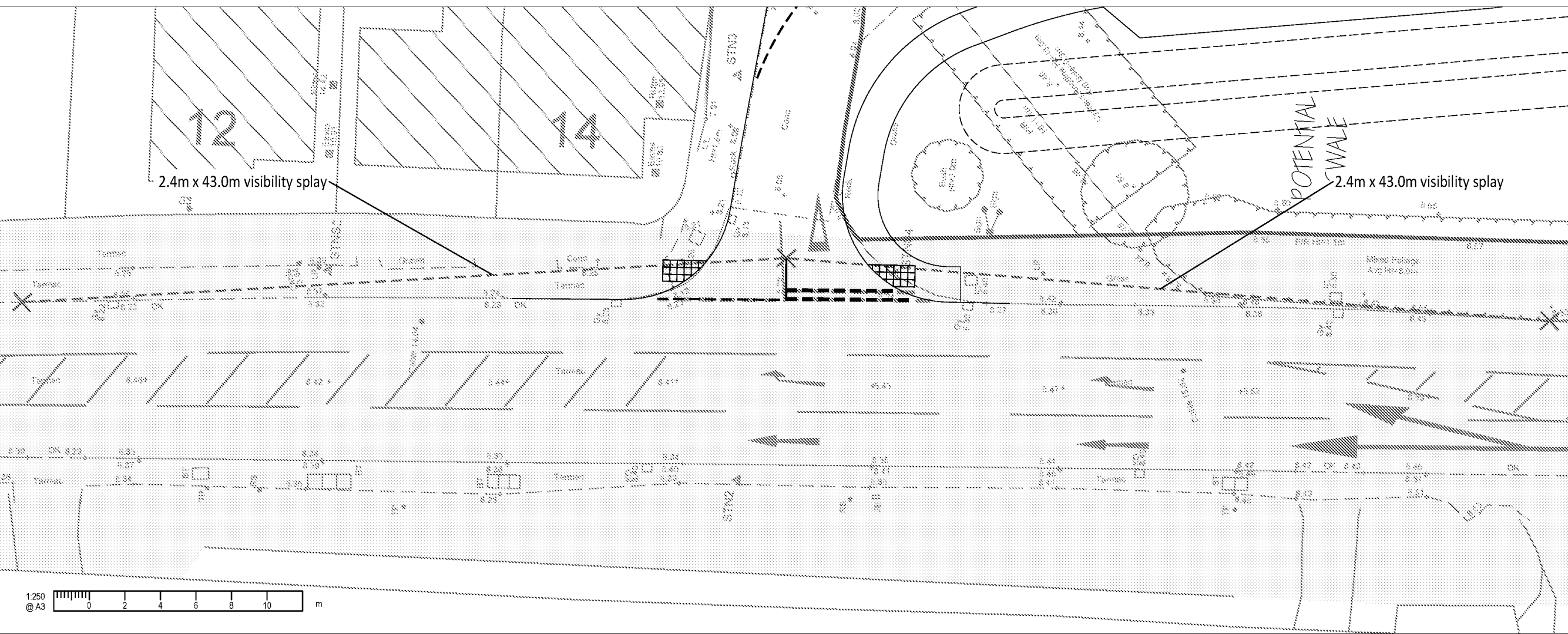
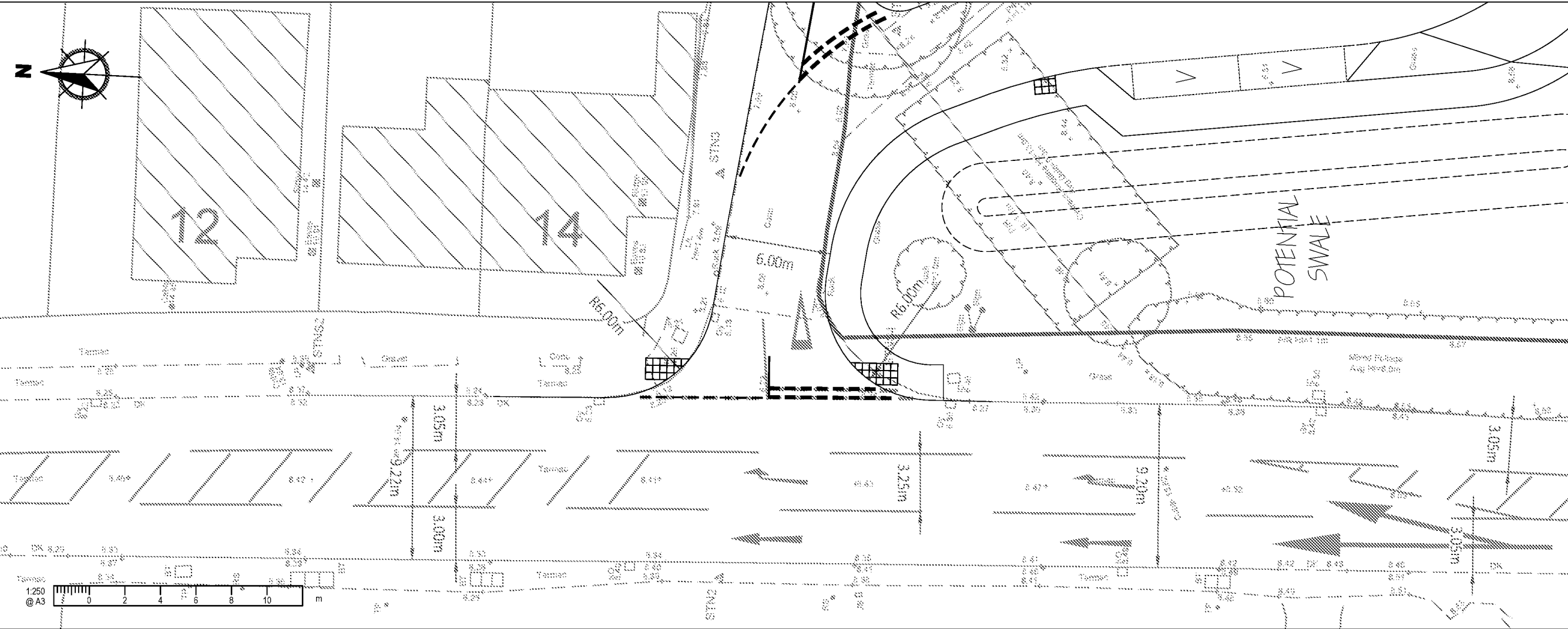
Project	Lees Yard, Lidsey Road, Woodgate
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Drawing Title	Site Overview
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Scale	1:500	Date	Dec 21	Drawn By	SMO	Checked	ALB
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Drawing No.	2021-6331-000	Rev.	B
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AL/21/20/OUT



NOTES

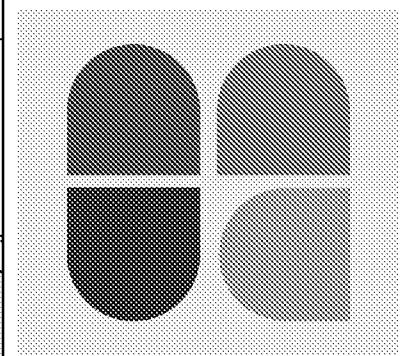
A3

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4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-Legend-

- Application Boundary
- Highway Boundary
- Existing Road Markings
- Visibility Splay

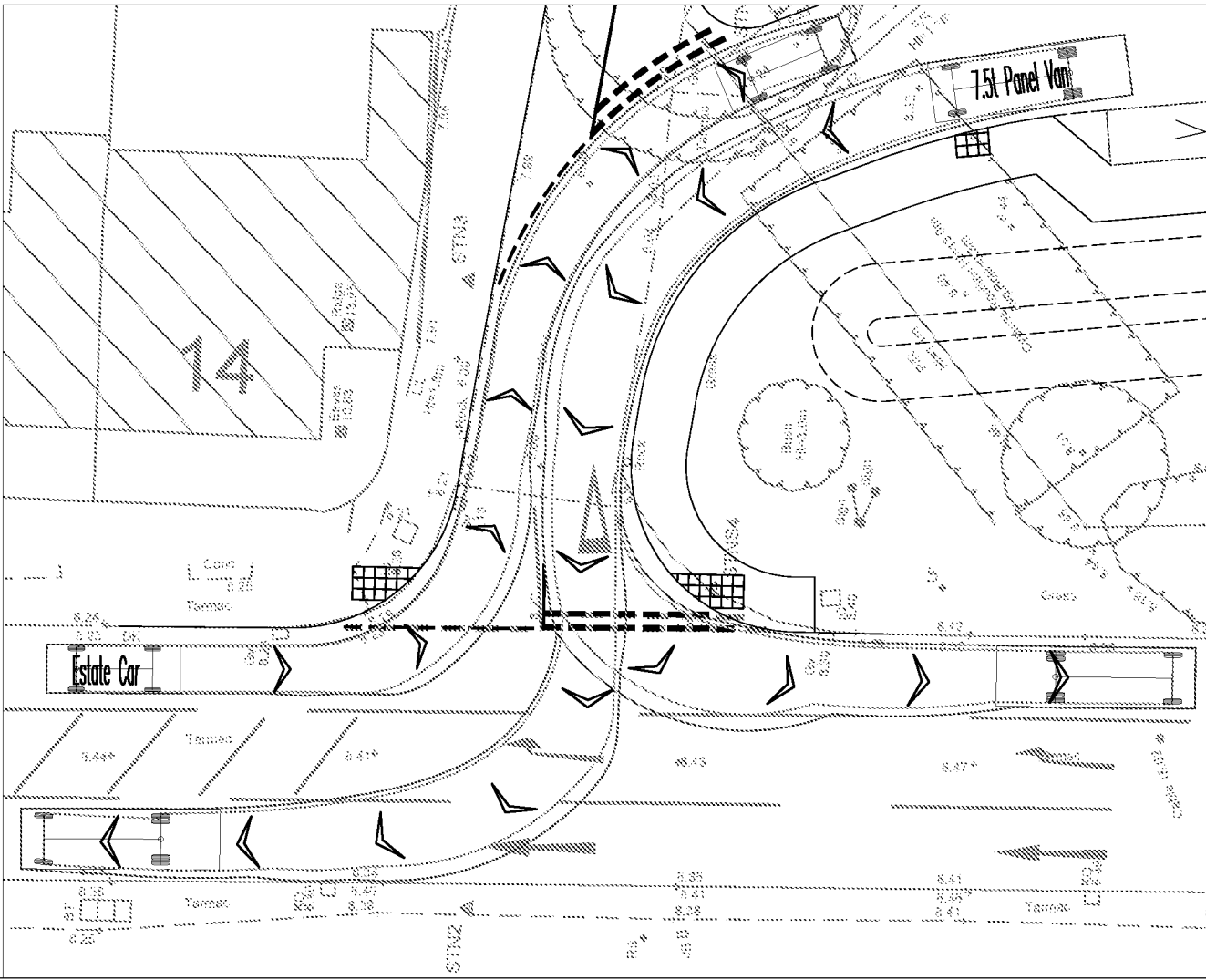
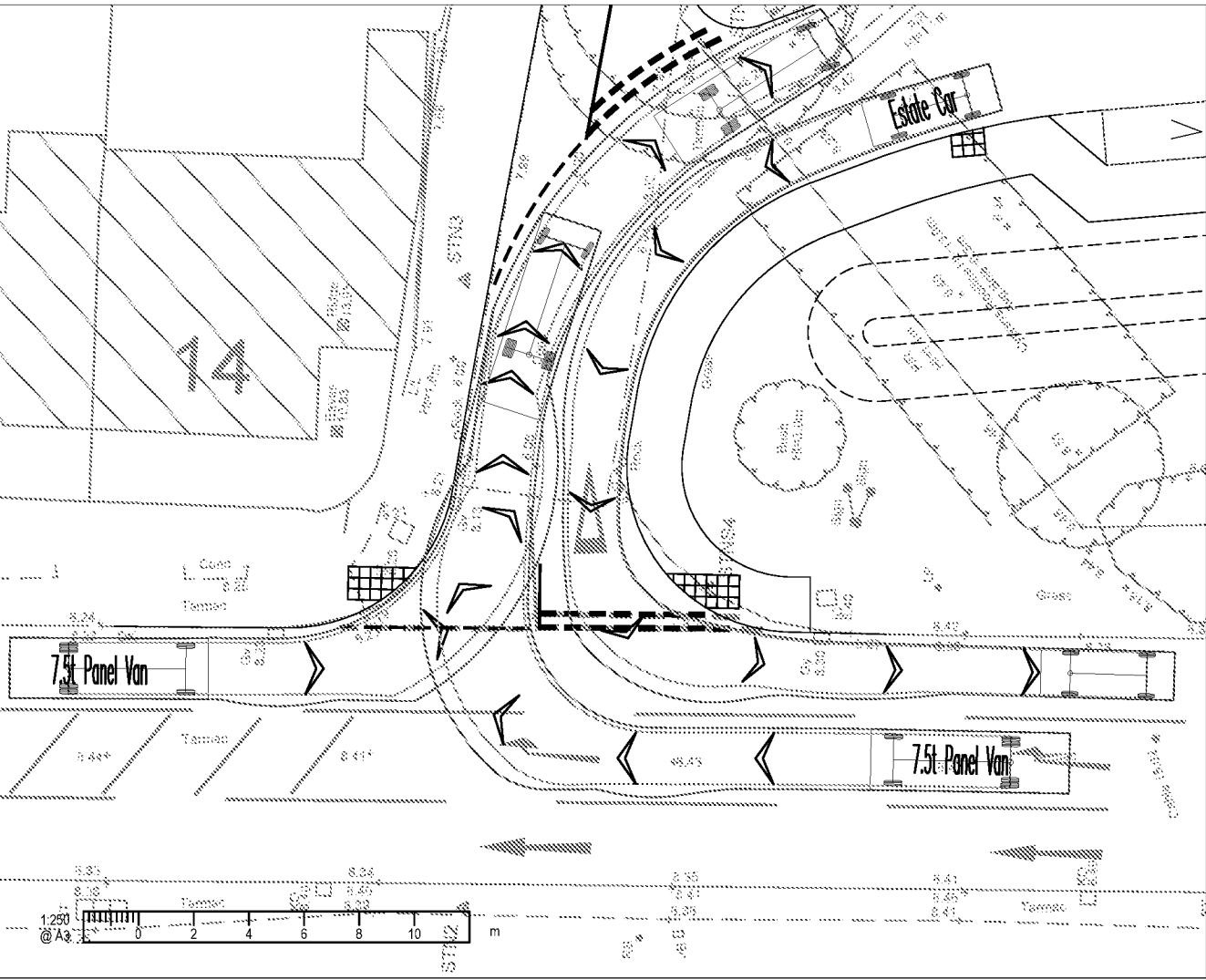
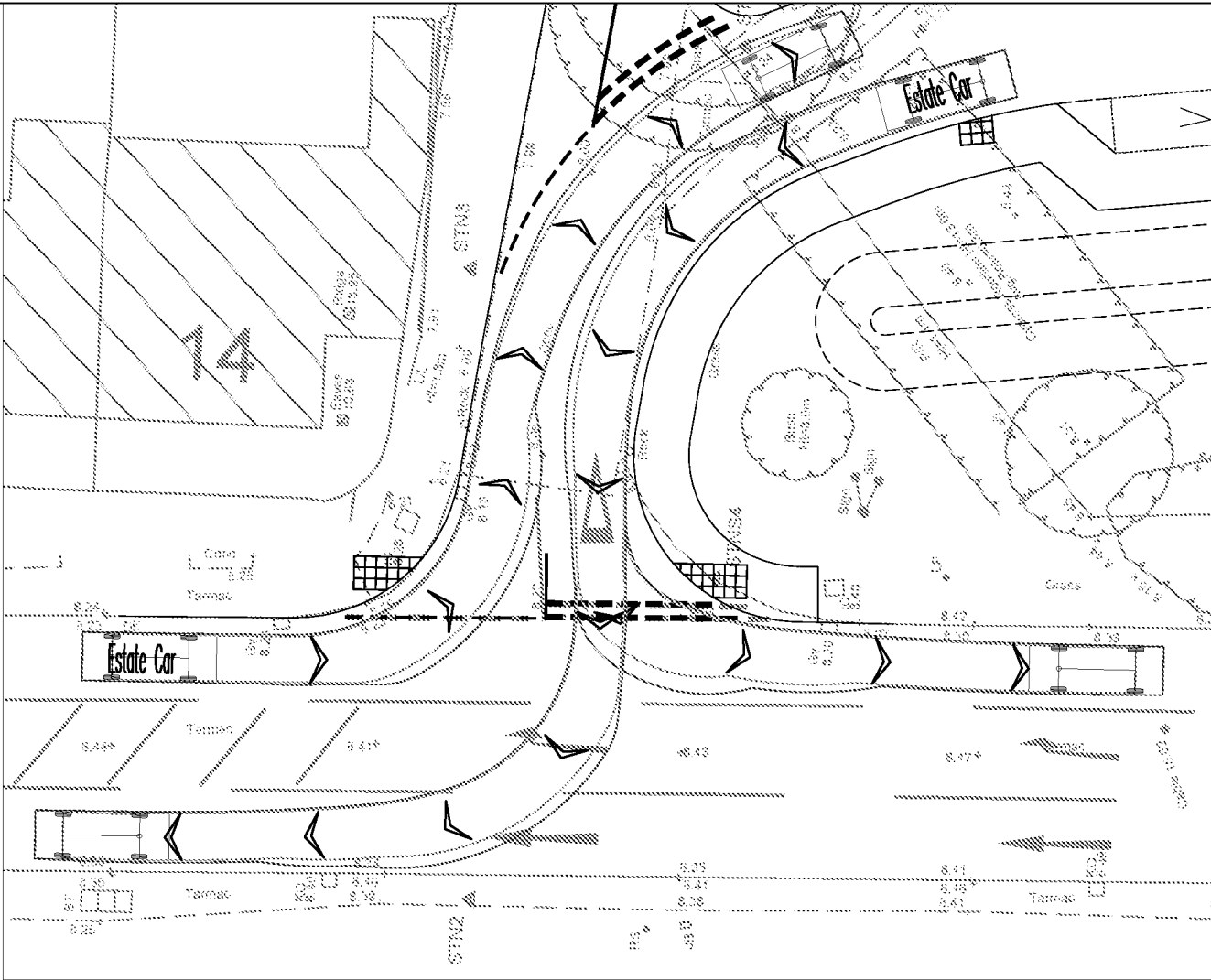
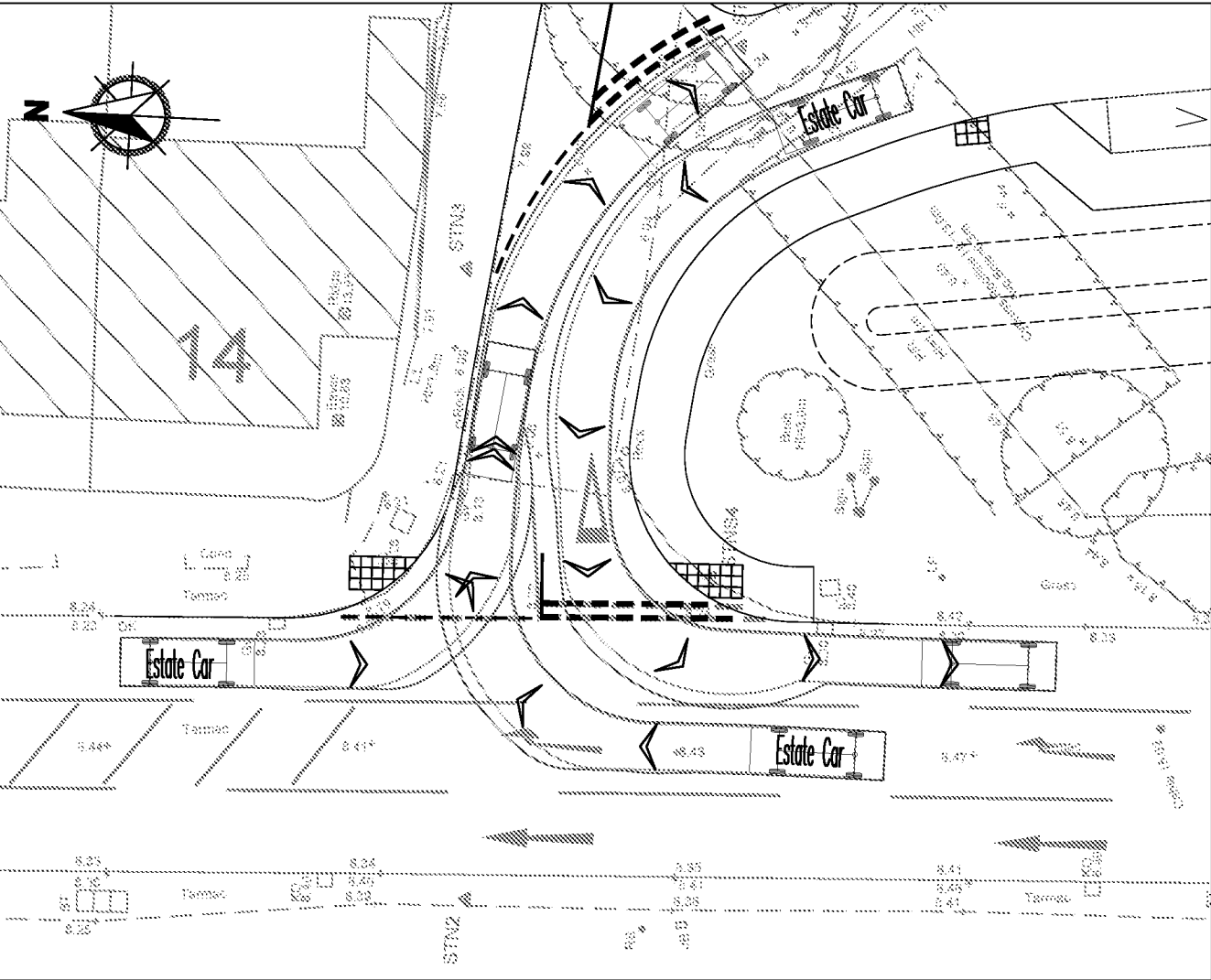
B	Revised Client Name	13/12/2021
A	Revised Layout	08/12/2021
-	Original Issue	29/11/2021
Rev.	Amendments	Date



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Drawing Status		Final	
Client			
Southern Home Ownership and Thakeham Partnerships Ltd			
Project		Lees Yard, Lidsey Road, Woodgate	
Drawing Title			
Access Overview and Visibility Splays			
Scale	Date	Drawn By	Checked
1:250	Nov 21	SMO	ALB
Drawing No.			Rev.
2021-6331-001			A

APRIN DISTRICT COUNCIL ALU/141/21/RES



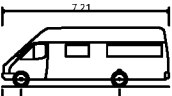
NOTES

A3

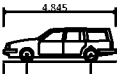
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-Legend-

- Existing Road
- Markings
- Swept Path-
- Wheel Track
- Over Swing

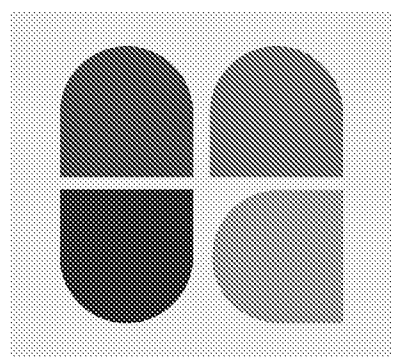


7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m



Estate Car
Overall Length 4.845m
Overall Width 1.750m
Overall Body Height 1.424m
Min Body Ground Clearance 0.189m
Max Track Width 1.655m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m

B	Revised Client Name	13/12/2021
A	Revised Layout	08/12/2021
-	Original Issue	29/11/2021
Rev.	Amendments	Date



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Drawing Status	Final
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Client	Southern Home Ownership and Thakeham Partnerships Ltd
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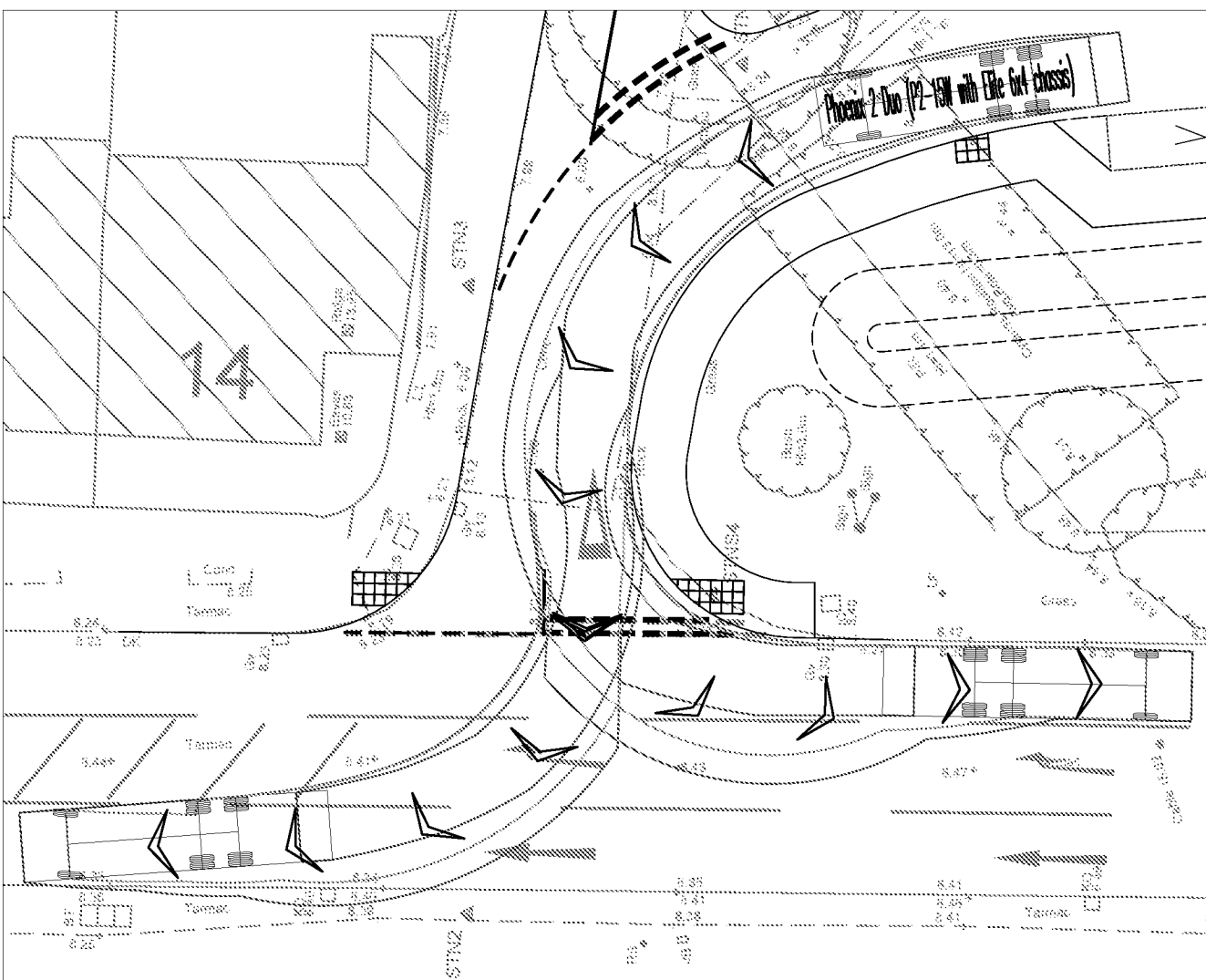
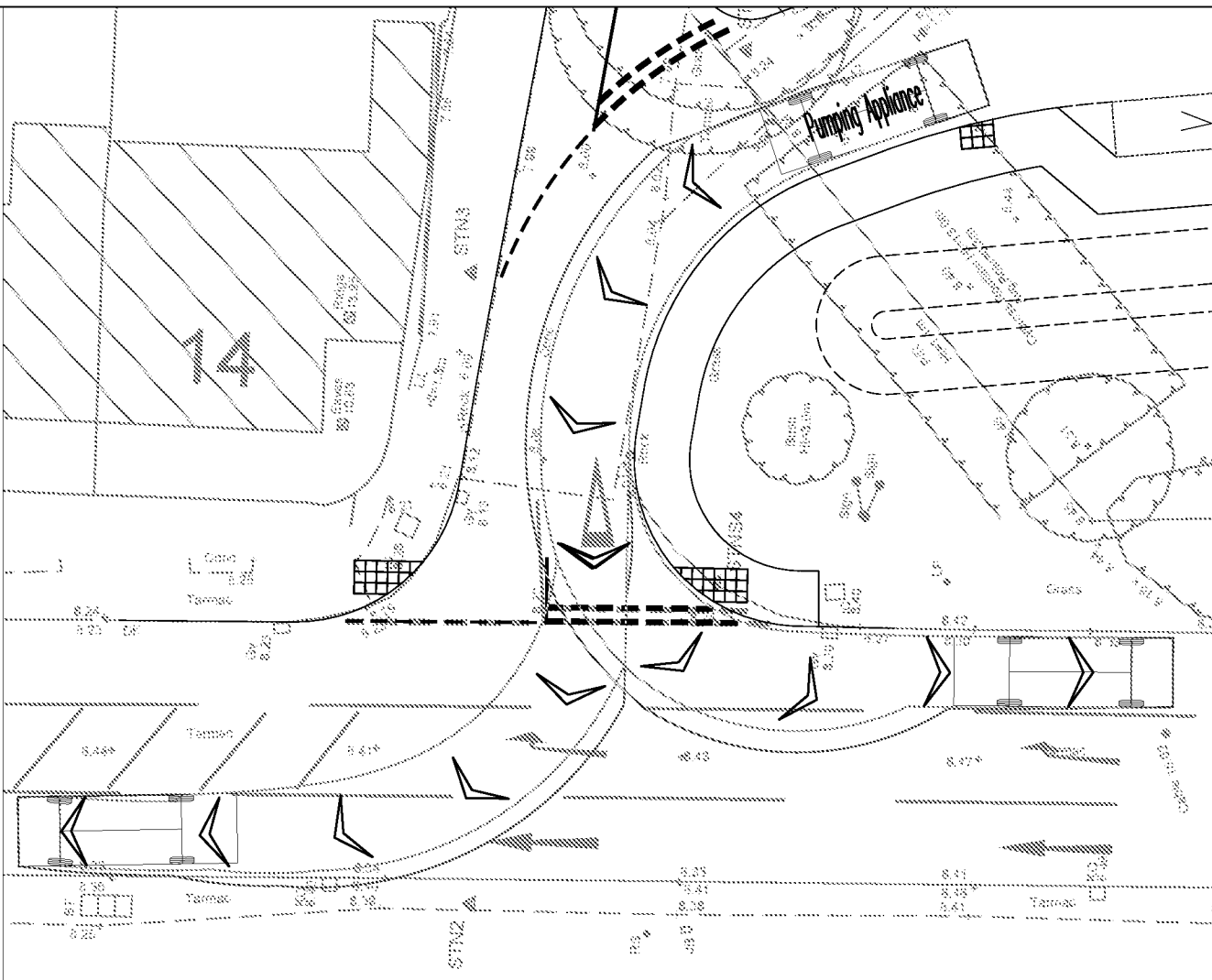
Project	Lees Yard, Lidsey Road, Woodgate
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Drawing Title	Access - Private Car and Delivery Van Vehicle Swept Path Analysis
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Scale	Date	Drawn By	Checked
1:250	Nov 21	SMO	ALB

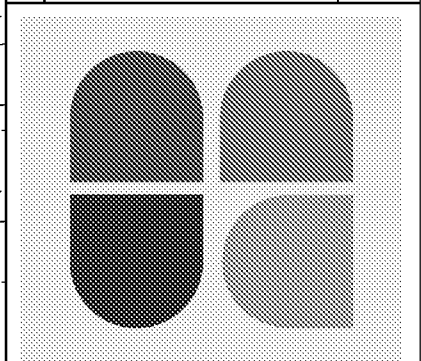
Drawing No.	Rev.
2021-6331-002	A

CL AU 14/12/RES



-
- Technical drawing of the Phoenix 2 Duo chassis showing dimensions. The drawing includes a side profile and a top-down view of the chassis with axles and wheels. Dimensions are indicated with arrows and numbers.
- | Phoenix 2 Duo (P2-15W with Elite 6x4 chassis) | |
|---|---------|
| Overall Length | 11.200m |
| Overall Width | 2.530m |
| Overall Body Height | 3.751m |
| Min Body Ground Clearance | 0.304m |
| Track Width | 2.500m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 9.500m |

B	Revised Client Name	13/12/2021
A	Revised Layout	08/12/2021
-	Original Issue	29/11/2021
Rev.	Amendments	Date



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Drawing Status	Final
----------------	-------

Client
Southern Home Ownership
and Thakeham Partnerships Ltd

Project **Lees Yard, Lidsey Road,
Woodgate**

Drawing Title
Access - Fire Tender and Refuse
Freighter Vehicle Swept Path Analysis

Scale 1:250	Date Nov 21	Drawn By SMO	Checked By ALB
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Drawing No. 2021-6331-003	Rev. A
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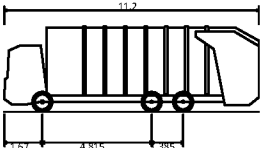
NOTES

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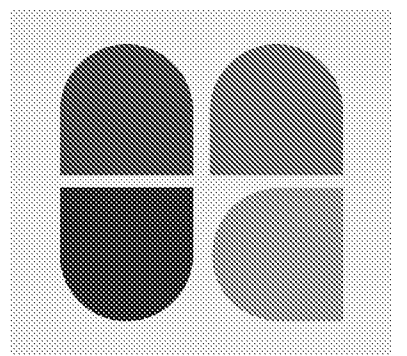
-Legend-

- Existing Road
- Markings
- Bin Drag Distance
- Swept Path-
- Wheel Track
- Over Swing



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

B	Revised Client Name	13/12/2021
A	Revised Layout	01/12/2021
-	Original Issue	08/11/2021
Rev.	Amendments	Date



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Drawing Status	Final
----------------	-------

Client	Southern Home Ownership and Thakeham Partnerships Ltd
--------	---

Project	Lees Yard, Lidsey Road, Woodgate
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Drawing Title	Refuse Freighter Vehicle Swept Path Analysis
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Scale	1:500	Date	Dec 21	Drawn By	SMO	Checked	ALB
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Drawing No.	2021-6331-004	Rev.	A
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ARUN DISTRICT COUNCIL ALU/141/21/RES



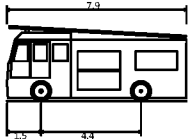
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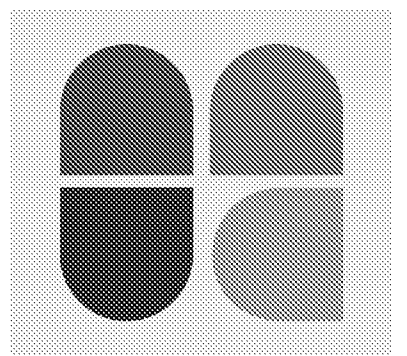
-Legend-

- Existing Road
- Markings
- Bin Drag Distance
- Swept Path-
- Wheel Track
- Over Swing



Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

B	Revised Client Name	13/12/2021
A	Revised Layout	01/12/2021
-	Original Issue	29/11/2021
Rev.	Amendments	Date



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Drawing Status	Final
----------------	-------

Client	Southern Home Ownership and Thakeham Partnerships Ltd
--------	--

Project	Lees Yard, Lidsey Road, Woodgate
---------	-------------------------------------

Drawing Title	Fire Tender Vehicle Swept Path Analysis
---------------	--

Scale	Date	Drawn By	Checked
1:500	Dec 21	SMO	ALB

Drawing No.	Rev.
2021-6331-005	A

ALB DISTRICT COUNCIL AL/141/21/RES



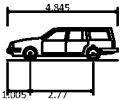
NOTES

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-Legend-

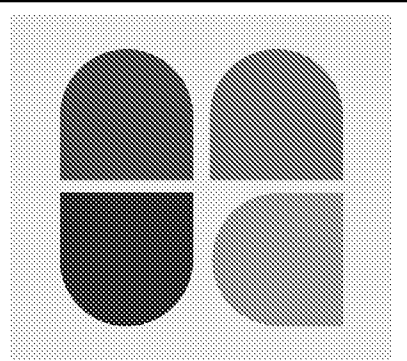
- Existing Road
- Markings
- Swept Path-
- Wheel Track
- Over Swing



Estate Car
Overall Length 4.845m
Overall Width 1.750m
Overall Body Height 1.424m
Min Body Ground Clearance 0.189m
Max Track Width 1.655m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m

B	Revised Client Name	13/12/2021
A	Revised Tracking	01/12/2021
-	Original Issue	29/11/2021

Rev.	Amendments	Date
------	------------	------



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Drawing Status	Final
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Client	Southern Home Ownership and Thakeham Partnerships Ltd
--------	--

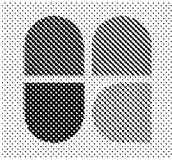
Project	Lees Yard, Lidsey Road, Woodgate
---------	-------------------------------------

Drawing Title	Car Parking Vehicle Swept Path Analysis
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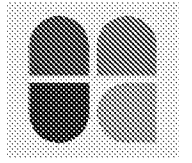
Scale	Date	Drawn By	Checked
1:500	Dec 21	SMO	ALB

Drawing No.	Rev.
2021-6331-006	A

ARUN DISTRICT COUNCIL ALU/141/21/RES



APPENDICES



Appendix A Pedestrian Infrastructure Associated with Wings Nursery Development



NOTES

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.

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-LEGEND-

Site Boundary

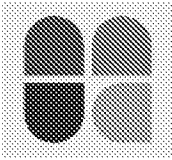
Existing Road Markings

Highway Boundary

H	Revised Layout	03/11/2021
J	Revised Layout	11/05/2021
I	Revised Layout	21/01/2021
H	Revised Layout	19/01/2021
C	Revised Layout	24/07/2020
F	Revised Layout	11/06/2020
E	Revised Layout	20/04/2020
D	Revised Layout and Bank	13/03/2020
C	RSA Comments	02/03/2020
B	Revised Layout	02/03/2020
A	Revised Access	23/01/2020
.	Original Issue	17/01/2020

Rev.	Amendments	Date
BRIGHT PLAN Transport Planning and Civil Engineering Consultants 2 West Bm, Norton Lane, Chichester, West Sussex PO20 3AP UK 01243 230419 Fax 01243 230418 Email enquiries@bpcivk.co.uk www.bpcivk.co.uk		

Drawing Status	FINAL
Client	Thakeham Gient
Project	Wings Nirseriy, Woodgate, Chichester
Drawing Title	NM U Offsite Works Overview
Scale	As Shown
Date	Nov 21
Drawn By	SMO
Checked By	PMR
Drawing No.	2019-6115-011
Rev.	H



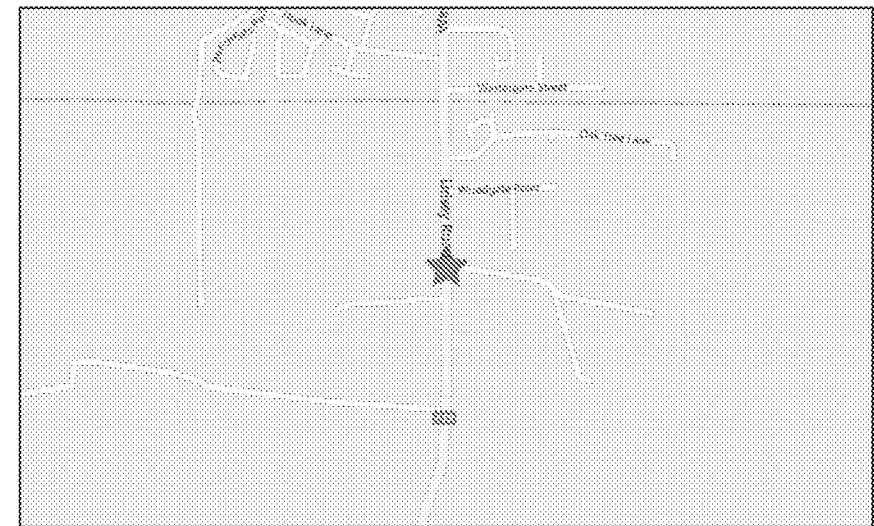
Appendix B CrashMap Report



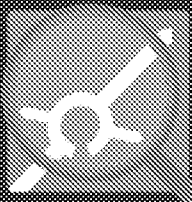
Crash Date:	Wednesday, June 05, 2019	Time of Crash:	9:48:00 AM	Crash Reference:	2019470845205
--------------------	--------------------------	-----------------------	------------	-------------------------	----------------------

Highest Injury Severity:	Light	Road Number:
Highway Authority:	West Sussex	
Local Authority:	Arun District	
Weather Description:	Fine without high winds	
Road Surface Description:	Dry	
Speed Limit:	30	
Light Conditions:	Daylight: regardless of presence of streetlights	
Carriageway Hazards:	None	
Junction Detail:	T or staggered junction	
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres	
Road Type:	Single carriageway	
Junction Control:	Give way or uncontrolled	

Number of Casualties:	1	
Number of Vehicles:	1	
OS Grid Reference:	493801	104072



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

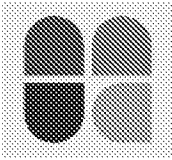
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	21 - 25	In carriageway, crossing elsewhere	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Appendix C TRICS Report

Calculation Reference: AUDIT-305901-211116-1125

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	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: 23 to 70 (units:)
 Range Selected by User: 20 to 70 (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: 01/01/13 to 27/05/21

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:

Tuesday	3 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	7 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:

Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	2

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	5
Village	2

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:

C3 7 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 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 4 days

5,001 to 10,000 3 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 2 days

25,001 to 50,000 2 days

50,001 to 75,000 1 days

75,001 to 100,000 2 days

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

Car ownership within 5 miles:

1.1 to 1.5 7 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 4 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 7 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-10	SEMI - DETACHED & TERRACED	CHESHI RE
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
2	NF-03-A-04	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD		
	NORTH WALSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL
3	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
4	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
5	SH-03-A-05	SEMI - DETACHED/ TERRACED	SHROPSHIRE
	SANDCROFT		
	TELFORD		
	SUTTON HILL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
6	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE		
	NEAR TAUNTON		
	CREECH SAINT MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	42	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
7	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE		
	NEAR TAUNTON		
	CREECH ST MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	41	
	Survey date: TUESDAY	25/09/18	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.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CA-03-A-07	27/05/21	Covid
SF-03-A-06	22/09/17	Trip rate too low
SF-03-A-08	16/09/20	Covid
WS-03-A-07	19/10/17	Trip rate too low

Bright Plan 2 West Barn Chichester

Licence No: 305901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL 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	7	44	0.110	7	44	0.365	7	44	0.475
08:00 - 09:00	7	44	0.161	7	44	0.355	7	44	0.516
09:00 - 10:00	7	44	0.187	7	44	0.219	7	44	0.406
10:00 - 11:00	7	44	0.148	7	44	0.142	7	44	0.290
11:00 - 12:00	7	44	0.165	7	44	0.216	7	44	0.381
12:00 - 13:00	7	44	0.145	7	44	0.161	7	44	0.306
13:00 - 14:00	7	44	0.174	7	44	0.158	7	44	0.332
14:00 - 15:00	7	44	0.177	7	44	0.206	7	44	0.383
15:00 - 16:00	7	44	0.235	7	44	0.168	7	44	0.403
16:00 - 17:00	7	44	0.271	7	44	0.155	7	44	0.426
17:00 - 18:00	7	44	0.352	7	44	0.142	7	44	0.494
18:00 - 19:00	7	44	0.271	7	44	0.123	7	44	0.394
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.396			2.410			4.806

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.

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Parameter summary

Trip rate parameter range selected: 23 - 70 (units:)
 Survey date range: 01/01/13 - 27/05/21
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.