



PHASE 1 LIDSEY ROAD, WOODGATE

Phase 1 Reserved Matters Transport Statement

December 2024

Barratt David Wilson Homes

RESIDENTIAL SCHEME
PHASE 1 LIDSEY ROAD
WOODGATE

PHASE 1 RESERVED MATTERS TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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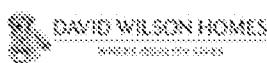
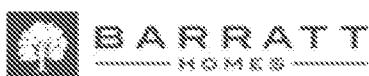
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WOODGATE

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Contents

1. INTRODUCTION.....	2
2. PROPOSED DEVELOPMENT.....	5
3. CAR AND CYCLE PARKING PROVISION	6
4. INTERNAL LAYOUT REVIEW.....	7
5. SUMMARY AND CONCLUSIONS.....	9

Figures

Figure 1 – Site Location

Tables

Table 1 – Planning History

Table 2 – Accommodation Schedule

Table 3 – Arun District Council’s Car Parking Standards

Table 4 - Arun District Council’s Cycle Parking Standards

Appendices

Appendix A – Site Layout

1. INTRODUCTION

- 1.1 This Phase 1 Reserved Matters Transport Statement (PH1RMTS) has been prepared by Paul Basham Associates on behalf of Barratt David Wilson Homes to support a Reserved Matters (RM) planning application for a residential development comprising 95 dwellings at Lidsey Road in Woodgate.
- 1.2 The site received outline planning consent for up to 95 dwellings in August 2022 (AL/129/21/OUT). The site known as land adjacent to Woodgate Nurseries forms Phase 1 of a larger development site. The location of Phase 1 is demonstrated in **Figure 1** with the site layout attached within **Appendix A**.

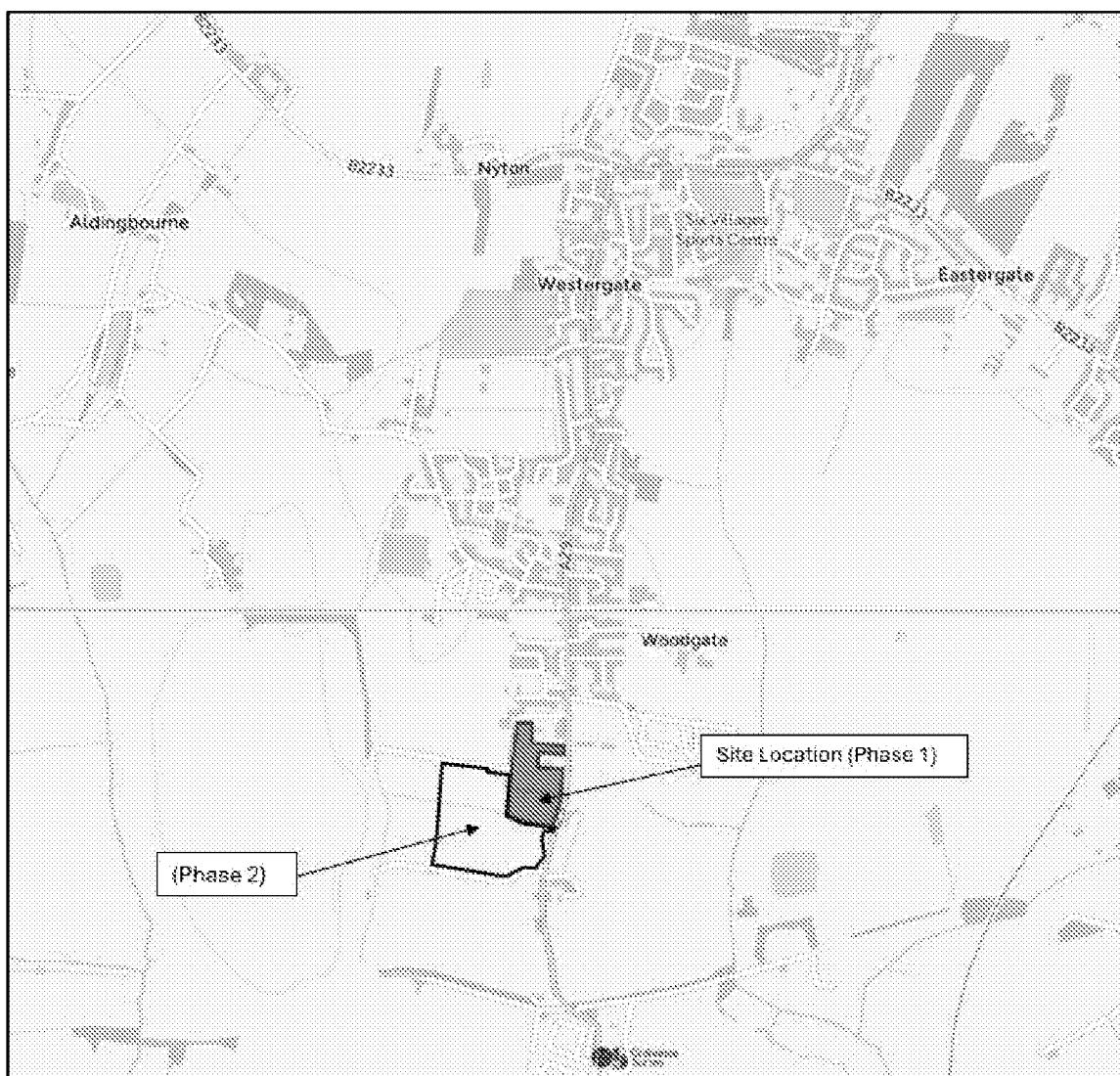


Figure 1: Site Location

Site History

1.3 Phase 1 and Phase 2 of the site have been granted outline planning permission via two separate outline planning applications. Each application was supported by a Transport Assessment and Framework Travel Plan. A summary of the planning applications is shown in **Table 1**. It should also be noted that a third outline planning application for Phase 3 which proposes up to 130 units has been submitted by Hanbury Properties Lt and is currently live (AL/89/24/OUT).

Planning Application Reference Number	Location	Description	Decision
AL/129/21/OUT (PH1)	Land adjacent to Woodgate Nurseries Lidsey Road Aldingbourne PO20 3SU	Outline planning application with all matters reserved (except access) for residential development with up to 95no. dwellings (Use Class C3), informal and formal public open space, landscaping, drainage and other associated works. This application is a Departure from the Development Plan.	Approved August 2022
AL/70/23/OUT (PH2)	Land West of Lidsey Road (A29) Lidsey PO22 9RG	Outline planning application with all matters reserved except access for residential development of the site with up to 155 dwellings (Use Class C3), informal and formal public open space, landscaping, drainage, and other associated works. This application is a Departure from the Development Plan. This is Not CIL liable as Outline.	Approved October 2023

Table 1: Planning History

1.4 This PH1RMTS relates to application AL/129/21/OUT, with a separate Reserved Matters application to be submitted for Phase 2 (AL/70/23/OUT) also by Barratt David Wilson Homes.

1.5 As part of the applications detailed above, several documents were provided in relation to highways. A Transport Assessment (TA) (2021) and a Travel Plan (TP) (2021) were submitted as part of the outline application associated with Phase 1 and were produced by Highgate Transportation. They also produced a Highways Technical Note (HTN) (2021). A summary of these documents is provided below which confirms the aspects already agreed and therefore not discussed further.

- Transport Assessment – The Transport Assessment concludes that the proposed site access arrangements are appropriate, including the new ghost island right turn junction with the A29 Lidsey Road. The site's proximity to Woodgate House, which is served by a private access lane shared with adjacent land, has been considered, and appropriate measures will be implemented to deter its use by future residents and visitors. Pedestrian and cycle linkages are designed to connect the development with the surrounding area effectively. The strategy for car and cycle parking, as well as waste and recycling collection, is proposed.
- Travel Plan – This report discussed the site accessibility and existing travel opportunities in the area, aims, objectives and outcomes, measures and initiatives to be undertaken by the Travel Plan Coordinator to encourage the use of sustainable travel modes.
- Highways Technical Note – The Highways Technical Note and the accompanying drawings showed the layout of the new proposed access junction. The report concludes that trips associated from the development proposals will not significantly impact on the local road network and this includes the findings of the PICADY and LinSig assessments.

1.6 This PH1RMTS therefore focuses on the implications of the detailed site layout and will confirm the proposed accommodation schedule, car and cycle parking provision, refuse and servicing arrangements, pedestrian and cycle connections, fire access, internal visibility and extents of adoption.

2. PROPOSED DEVELOPMENT

2.1 The development proposal consists of 95 dwellings with 29 of these proposed to be affordable. The accommodation schedule for the 95 dwellings is outlined in **Table 2**.

Number of Bedrooms	Private	Affordable
1 Bedroom	0	10
2 Bedroom	29	13
3 Bedroom	29	5
4 Bedroom	8	1
Total	66	29

Table 2: Accommodation Schedule

Vehicular Access Arrangements

2.2 As per the outline application, the site will be accessed off Lidsey Road via a bellmouth arrangement accompanied by a ghost island right turn lane. Visibility splays were also agreed within the outline application to 2.4m x 160m based on Design Manual for Roads and Bridges requirements for an access junction onto a road subject to a 50mph speed limit.

2.3 This agreed access arrangements are discussed in detail within the Transport Assessment (document ref: 2087/TA/01/A) submitted as part of the outline application.

Pedestrian/Cycle Access

2.4 The vehicular access arrangements discussed above include provision for pedestrian access in the form of 3m footway/cycleway on the southern side and 2m on the northern side of the site access.

2.5 As part of the access works a 2m wide footway leading to Woodgate to the north to connect with the existing footway would also be provided.

2.6 A tactile paving dropped kerb crossing of the access road will be provided c.20m from Lidsey Road.

2.7 In addition, a secondary pedestrian access will be provided in the northeastern corner of the site as well as link into Phase 2 of the development in the southwestern corner of the site.

3. CAR AND CYCLE PARKING PROVISION

3.1 Arun District Council's (ADC) Residential Parking Standards (2020) have been used to verify the number of required parking spaces for the development. The standards, for Parking Behaviour Zone 2 which the site is located in, are presented in **Table 3**.

Number of Bedrooms	Number of Habitable Rooms	Required Number of Spaces
1	1 to 3	2
2	4	2
3	5 or 6	2
4+	7 or more	3

Table 3: Arun District Council Parking Standards

3.2 Based on the site's accommodation schedule (**Table 2**), a total of 218 parking spaces including 199 residential parking spaces and 19 visitor spaces (20% of the total number of residential units) are required as part of the development proposals to accord with ADC's parking standards.

3.3 As demonstrated by the site layout attached as **Appendix A**, each dwelling is provided with at least 1 car parking spaces in the form of allocated parking bays leading to a total of 193.5 spaces which comprise 182.5 allocated parking spaces (including 11 garages) and 11 visitor spaces. Where garages are proposed in the development, internal dimensions measure a minimum of 6m x 3m in accordance with standards and count as half a space each. Based on this the site layout is therefore, 24.5 spaces below ADC's standards.

3.4 Paragraph 3.2 of ADC's Residential Parking Standards SPD states that '*a 10% variation below the target parking demand value be allowed where appropriate travel option provision is provided including travel plans, public transport contributions (e.g. through section 106 contributions involving Strategic Allocations and Community Infrastructure Levy once adopted, for other non-strategic sized developments for offsite infrastructure of a strategic nature) and other sustainable travel initiatives*'.

3.5 As part of the outline planning application measures to encourage sustainable travel modes were secured. This includes the implementation of a Travel Plan which proposes to reduce single occupancy trips and improvements to the footway connections along Lidsey Road. It is therefore considered that a variation in the standards is acceptable.

- 3.6 While the parking provision falls slightly outside the 10% variation for Phase 1 it is important to consider Phase 1 and Phase 2 of the development as a whole. The total variation across Phases 1 and 2 would be well within the 10% variation that ADC allow for across both sites.
- 3.7 Overall, the proposed parking provision across both phases is in line with local parking standards and remains compliant within the allowable variation.

Electric Vehicle Parking

- 3.8 Electric Vehicle charging spaces would be provided for the development in accordance with Building Regulations Part S.

Cycle Parking

- 3.9 ADC'S Residential Parking Standards (2020) has been consulted to calculate the number of required cycle parking space for the development. These standards are summarised within **Table 4**.

Type	Dwelling Size	Required Number of Spaces
Houses	Up to 4 room (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Flats	Up to 3 rooms (1 & 2 bed)	1 space (if communal storage otherwise same as 1 & 2 bed)
Flats	4+ rooms (3+ bed)	1 space

Table 4: Arun District Council Cycle Parking Standards

- 3.10 Using the cycle parking standards seen in **Table 4** and the accommodation schedule (**Table 2**), the development requires 136 cycle parking spaces. Cycle parking would be provided in accordance with ADC's cycle parking standards.
- 3.11 For houses, this will be provided through a shed in the rear of each garden or are provided in a garage for those plots benefitting from a garage. For flats, the standard will be met through the provision of cycle stores.

4. INTERNAL LAYOUT REVIEW

- 4.1 The internal road layout has been designed create a suitable pedestrian and cycle environment. The site compromises one spine road travelling west from the site access with two bellmouth junctions off it. One that runs north to serve plots 50 – 95 and the other south to serve plots 1- 30.

4.2 The internal spine road has a design speed of 30mph while secondary and tertiary roads within the development have a design speed of 20mph. Internal and forward visibility splays have been assessed by WilsonDee Ltd in line with Manual for Streets guidance, with plans provided under separate cover.

4.3 From the site access junction with Lidsey Road, the road measures 6.1m in width with a 2m wide footway on the northern side and a 3m wide footway/cycleway on the southern side. The southern internal road off the main access road towards dwellings 1-30 it narrows to 5m with a 2m wide footway on the eastern side and a 1m wide footway on the western side. The northern internal road towards plots 50 – 95 narrows to 5.5m with a 2m wide footway on the eastern side and a 1m wide footway on the western side. Both roads become shared surface when they serve the units furthest away from the internal spine road.

Pedestrian Routes to Desire Lines

4.4 The continuous footways along the internal spine roads provide a secure and attractive route between the internal pedestrian network and the wider pedestrian network within Woodgate.

4.5 In addition, the site provides 3m wide footway/cycleways which provide attractive routes for pedestrians and cyclists traveling east to west within the site and provide connection onto Lidsey Road.

Extents of Adoption

4.6 An extents of adoption plan has been produced by WilsonDee Ltd and are submitted under separate cover.

Servicing Arrangements

4.7 Provision for servicing of the site is provided with adequate on-site turning facilities for refuse vehicles, therefore ensuring such vehicles can enter and exit the proposed development site in a forward gear. A vehicle tracking exercise demonstrating turning manoeuvres using the WSCC refuse vehicle has been undertaken by WilsonDee Ltd and submitted under separate cover.

4.8 Swept path analysis has also been undertaken with a fire tender vehicle to ensure that it is able to enter and exit the site in forward gear. In accordance with Building Regulations a fire tender it is able to be within 45m of all units. This tracking has been undertaken by WilsonDee Ltd and is provided under a separate cover.



5. SUMMARY AND CONCLUSIONS

5.1 This Phase 1 Reserved Matters Transport Statement (PH1RMTS) has been prepared by Paul Basham Associates on behalf of Barratt David Wilson Homes to support a Reserved Matters planning application for a development comprising of 95 dwellings at, Lidsey Road, Woodgate.

5.2 This site received planning consent in August 2022 under application AL/129/21/OUT and forms Phase 1 of a wider development site.

5.3 This PH1RMTS assesses the outstanding highway details of the development that have not already been approved at the outline application stage. This primarily relates to accommodation schedule, parking provision, pedestrian/cycle access and internal road layout design.

5.4 The site will be accessed off Lidsey Road via a new right turn lane bellmouth. This access was agreed at the outline planning permission stage and is discussed in detail within the Transport Assessment submitted as part of the outline application.

5.5 A total of 218 parking spaces are required under Arun standards, including 199 residential spaces and 19 visitor spaces. The proposed provision includes 193.5 allocated parking spaces including 11 visitor spaces, resulting in a shortfall of 24.5 spaces when compared to the standards. This is considered to be acceptable given that when the parking is assessed as a whole across Phase 1 and 2, the total parking provision falls within the 10% variation that ADC allow for. Furthermore, a number of measures to encourage sustainable travel modes were secured at the outline application stage including a Travel Plan and footway improvements.

5.6 Cycle parking for the development would be provided in accordance with ADC's cycle parking standards.

5.7 Electric Vehicle parking spaces would be provided in accordance with Building Regulations Part S.

5.8 Trimming of the internal road layout has been undertaken and completed by WilsonDee Ltd. This demonstrates the refuse collection strategy accords with Manual for Streets principles and the fire tender is able to meet Building Regulation requirements.

5.9 A review of internal visibility splays has also been undertaken by WilsonDee Ltd in line with Manual for Streets guidance.

5.10 This PH1RMTS has demonstrated that the RM application would conform to local policy guidance and standards where required and provide suitable connections through the site. We would therefore

encourage ADC and WSCC to look favourably upon this application with regards to highways.



Appendix A

Lidsey Road, Woodgate
Phase 1 Reserved Matters Transport Statement

Paul Basham Associates Ltd
Report No. 041.0095/PH1RMTS/2

HT Name	Colour Ref	Category M1	NDD5	Code	Beds	Parking	Storeys	Number	HT2	Total	Units %									
											HT2	HT2 Open Market %								
Highland End (Retail)	2	28BP_NIAR	2	275	2	6	100	1	100	1,000	8%	2 Bed 0%								
Midburn End (Monoblock)	1	28BP_NIAR	2	275	2	6	100	1	100	1,000	17%	2 Bed 4%								
Midburn End (Monoblock)	2	28BP_NIAR	2	275	2	6	100	1	100	1,000	2%	2 Bed 2%								
Kensington End (Kitchens)	3	28BP_NIAR	3	5 Garage	2	1	100	1	100	1,000	8%	4 Bed 2%								
Midburn End (Monoblock)	1	28BP_NIAR	2	275	2	6	100	1	100	1,000	5%	2 Bed 5%								
None Mid	2	28BP_NIAR	2	275	2	6	100	1	100	1,000	37%	37 100%								
Maywood End (Retail)	2	28BP_NIAR	2	275	2.5	6	1116	6	1116	6,696	16%									
Midburn End (Monoblock)	2	28BP_YML	3	275	2	10	994	9	994	9,940	27%									
Midburn End (Monoblock)	2	28BP_YML	3	275	2	10	994	9	994	9,940	5%									
Desert End (Kitchens)	2	28BP_YML	3	275	2	1	100	1	100	1,000	3%									
Offshore End (Utilities)	2	28BP_YML	4	5 Garage	2	1	100	1	100	1,000	3%									
											37	100%								
Total Burred Market Houses											37	100%								
Total DWM Open Market											36,664									
Dwm DWM Open Market																				
HT Name	Category M1	NDD5	Code	Beds	Parking	Storeys	Number	HT2	Total	DWM Open Market %	Units %									
Potomac End (Kitchens)	2	28BP_YML	2	275	2	6	100	6	6,024	21%	1 Bed 0%									
Midburn End (Monoblock)	2	28BP_YML	2	275	2	2	97	97	97	41%										
Midburn End (Monoblock)	2	28BP_YML	2	275	2	2	97	97	97	38%										
Kensington End	2	28BP_YML	3	275	2	10	1,100	10	11,040	34%	4 Bed 6%									
Midburn End (Monoblock)	2	28BP_YML	3	275	2	10	1,100	10	11,040	2%										
Scandian End (Kitchens)	2	28BP_YML	3	275	2	3	100	3	1,116	2,732	2%									
Portburn End (Utilities)	2	28BP_YML	4	5 Garage	2	3	100	3	1,116	3,508	2%									
Desert End (Kitchens)	2	28BP_YML	4	5 Garage	2	1	100	1	1,116	1,116	1%									
Offshore End (Utilities)	2	28BP_YML	4	5 Garage	2	1	100	1	1,116	1,116	1%									
Total DWM Market Houses											39,477									
Total Market House											66	70,141								
Affordable Market																				
HT Name	Category M1	NDD5	Code	Beds	Parking	Storeys	Number	HT2	Total	Affordable %	Units %									
Type 50 End	2	28BP_B01A	2	275	2	1	929	929	9,273	15%	1 Bed 7 35%									
Type 52 End	2	28BP_B01A	3	275	2	1	929	929	9,273	5%	3 Bed 4 20%									
Type 52 End	2	28BP_B02A	2	275	2	1	929	929	9,273	5%	3 Bed 1 50%									
Type 50 End	2	28BP_B02A	3	275	2	1	929	929	9,273	20%	3 Bed 20 100%									
Type 52 End	2	28BP_B02A	3	275	2	1	929	929	9,273	10%	3 Bed 10 50%									
Type 52 End	2	28BP_B02A	3	275	2	1	929	929	9,273	10%	3 Bed 10 50%									
Type 52 End	2	28BP_B02A	3	275	2	1	929	929	9,273	10%	3 Bed 10 50%									
Total Affordable Rent											20	14,108								
Affordable Shared Ownership																				
HT Name	Category M1	NDD5	Code	Beds	Parking	Storeys	Number	HT2	Total	Affordable %	Units %									
Type 50 End	2	28BP_B01A	2	275	2	1	929	929	9,273	50%	1 Bed 1 50%									
Type 52 End	2	28BP_B01A	3	275	2	1	929	929	9,273	50%	3 Bed 1 50%									
Type 52 End	2	28BP_B02A	2	275	2	1	929	929	9,273	50%	3 Bed 1 50%									
Total Affordable Shared Ownership											2	1,770								
Affordable First Homes																				
HT Name	Category M1	NDD5	Code	Beds	Parking	Storeys	Number	HT2	Total	Affordable %	Units %									
Midburn End (Monoblock)	1	28BP_NIAR	2	5 Garage	2	3	294	294	2,744	43%	1 Bed 7 25%									
Midburn End (Monoblock)	1	28BP_NIAR	2	5 Garage	2	3	294	294	2,744	0%	3 Bed 0%									
Midburn End (Monoblock)	1	28BP_NIAR	2	5 Garage	2	1	995	995	995	14%										
Total Affordable Shared Ownership											7	100%								
Total Affordable											29	20,976								
Total Shared Ownership											25	1,617								
Total Net developable area (NDA)											18.10	5.25								
Dwellings per acre											18.10 dwellings/acre									
Coverage											18.10 sq m per dwelling									
Average DWM per footprint											17,343 sq m per DWM									
Percentage of M2 Properties											51%									
Percentage of M3 Properties											60%									
Percentage of M4 Properties											2%									
Total Net developable area (NDA)											18.10	5.25								
Dwellings per hectare											18.10 dwellings/hectare									
Coverage											17,343 sq m per hectare									
Average DWM per footprint											17,343 sq m per DWM									
Percentage of M2 Properties											51%									
Percentage of M3 Properties											60%									
Percentage of M4 Properties											2%									
Total Net developable area (NDA)											18.10	5.25								
Hectares											18.10									
Acre											5.25									
Total Units %																				
1 Bed											10	15%								
2 Bed											42	44%								
3 Bed											5	5%								
4 Bed											5	5%								
											95	100%								
Extent of possible future road connection																				
Possible future junction																				
Scale Bar																				
0m	5m	10m	15m	20m	25m	30m	35m	40m	45m	50m	55m	60m	65m	70m	75m	80m	85m	90m	95m	100m

