TECHNICAL NOTE

BRIGHT PLAN

HOOK LANE, ALDINGBOURNE
RESIDENTIAL DEVELOPMENT

Client: Mr P. Wilson-Homewood
Reference: 2024-06-14-TN01-6554

Date: June 2024

Author:	PMR	**Date:**	11/06/2024
Checked by:	EJD	**Date:**	12/06/2024
Approved by:	ALB	**Date:**	14/06/2024

Issue	Status	Date
01	Preliminary	14/06/2024

1 INTRODUCTION

1.1.1 This Technical Note (TN) has been prepared by Bright Plan on behalf of Mr Paul Wilson-Homewood to support an outline planning application for two dwellings with all matters reserved except access on land adjacent to and west of 1 Elm Cottage. The site location and access position are shown in **Figure 1.1**.

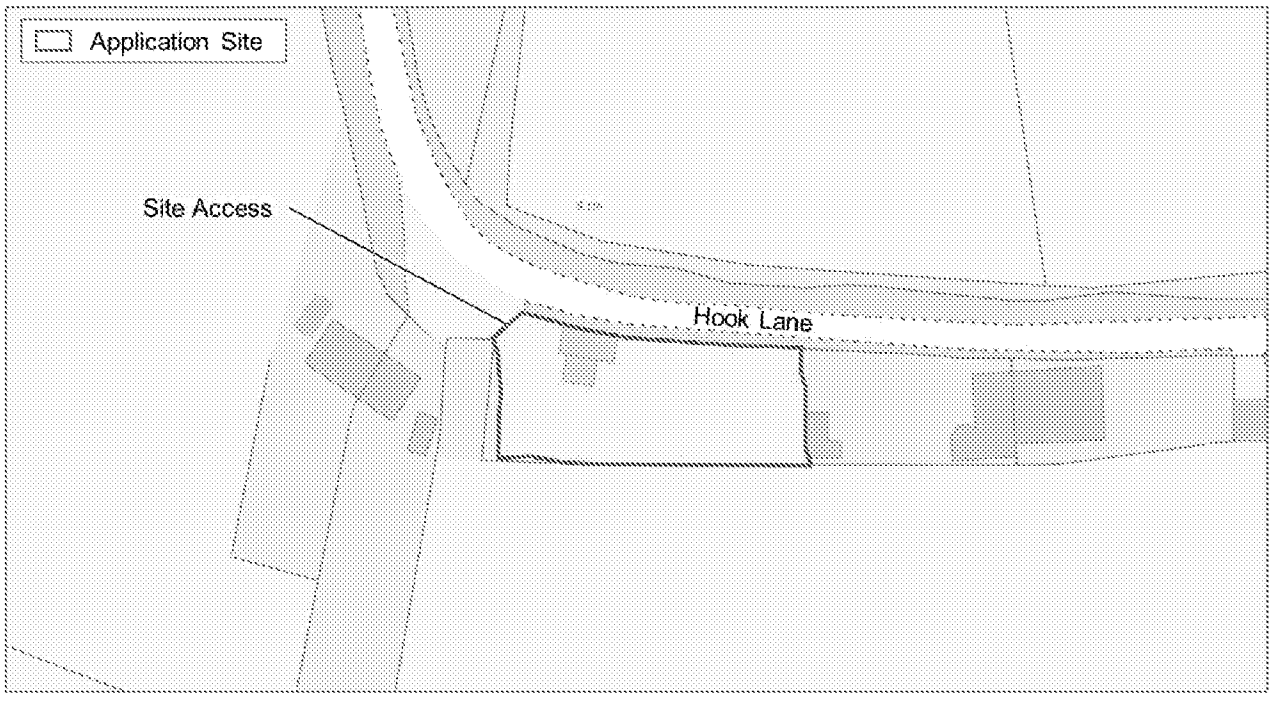

Figure 1.1: Site Location

1.1.2 The site currently takes access via a c.4.0m wide gate on the sites western side. Two small makeshift garages exist on the site, which are used for maintenance and storage of vehicles.

1.2 Scope of Report

1.2.1 This TN outlines the key transport planning matters in accordance with national, regional and local guidance, reviewing the site's accessibility, relevant planning history, the proposed access and servicing arrangements, local highway and the proposed trip impact on the local highway network.

1.2.2 The site's access design has been prepared in consideration of Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS) 1 and 2.

1.2.3 The remainder of this report comprises the following sections:

i. **Section 2** sets out the transport conditions in the local area and highway network, and provides a review of highway safety.

ii. **Section 3** provides an assessment of the proposed access and internal layout design, parking provision, the site's servicing arrangements, and the anticipated vehicle trip generation.

iii. **Section 4** provides a summary of the TN conclusions.

2 BASELINE CONDITIONS

2.1 Site Location and Description

2.1.1 The site is situated on the south side of Hook Lane, Aldingbourne and comprises of open scrubland with two small makeshift garages, which are used for maintenance and storage of vehicles.

2.2 Existing Access

2.2.1 The existing access is positioned at its eastern corner via an unmetalled area. The unmetalled area provides parking for two cottages and access for a farm field. A c.4.0m wide gate is additionally provided on access to the development site. Power lines pass overhead close to the site access. The existing access is shown in **Figure 2.1**.

Figure 2.1: Existing Access

2.2.2 The unmetalled area is designated as publicly maintainable highway.

2.3 Hook Lane

2.3.1 Hook Lane is semi-rural in nature and extends between Oving Road and the A29. Footways and lighting exist in the vicinity of the A29, but not along most of the lane, including across the site frontage. A footway extends between Summer Close and the A29 as shown in **Figure 2.4**. Public Footway number 299/1 exists as shown in **Figure 2.4**. The lane varies in width, particularly in the vicinity of Oving Road where narrow carriageway widths combine with tight bends. The speed limit on Hook Lane is 30 MPH but vehicle speeds on Hook Lane in the vicinity of the site are generally lower at nearer 20 MPH. Hook Lane's carriageway features are shown in **Figure 2.2**.

Figure 2.2: Hook Lane

2.3.2 The junction of Hook Lane and Oving Road forms a crossroads with Church Road. Hook Lane is two lane width, with markings at its Oving Road junction, and visibility for those waiting to emerge onto Oving Road or right turn into Hook Lane is acceptable.

2.3.3 The junction of Hook Lane and the A29 is close to the coastal railway. This fact often assists those attempting to emerge from Hook Lane when the barrier is down on the level crossing. The site's location in the context of the local highway network is shown in **Figure 2.3**.

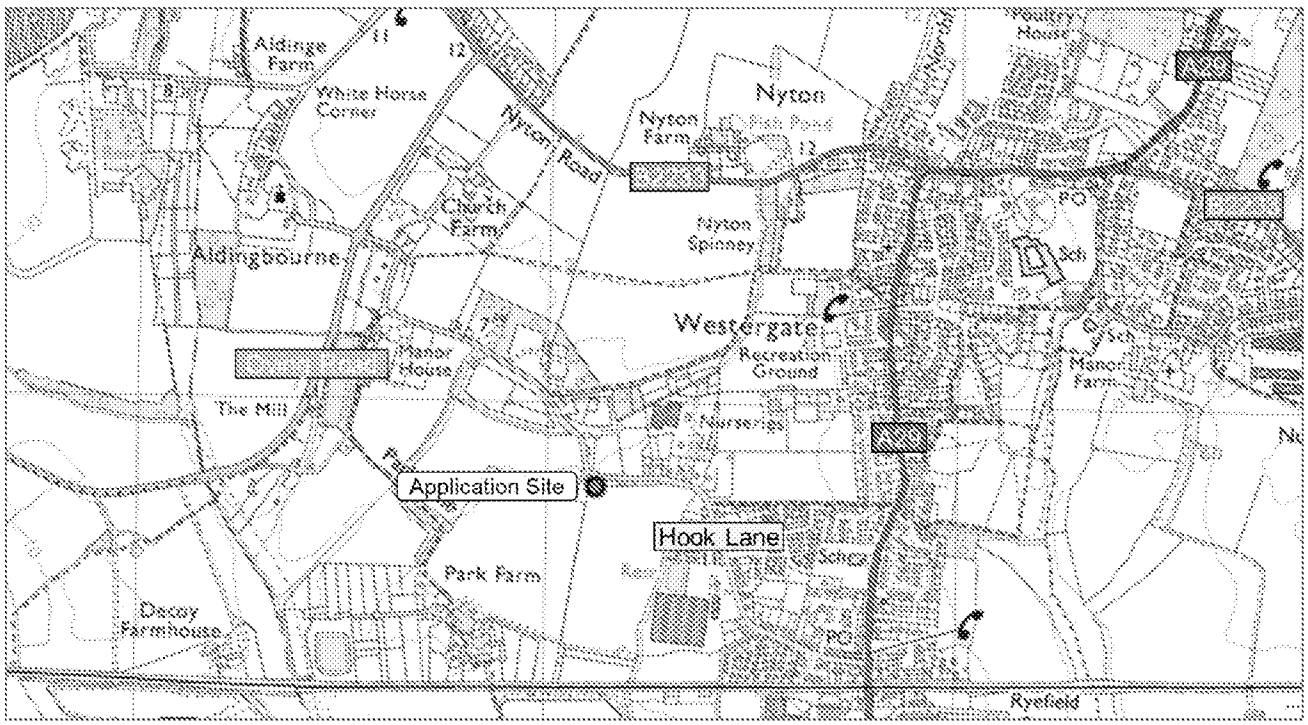

Figure 2.3: Local Highway Network

2.3.4 Evidently the Local Highway Authority has assessed the condition of safety and capacity of Hook Lane satisfactory for additional development-related traffic as sizable new developments have been permitted by the Local Planning Authority with access onto Hook Lane. Likely, it was acknowledged by the LHA and LPA that lane served by Hook Lane is well positioned in respect to facilities and amenities, public footpaths, bus and rail services.

2.4 Accessibility Credentials

Pedestrian and Cycle Accessibility

2.4.1 The semi-rural characteristics of Hook Lane, low vehicle speeds and local facilities and amenities make walking and cycling an attractive option for residents.

2.4.2 The Chartered Institute of Highways and Transportation's (CIHT)publication 'Planning for Walking' (April 2015) identifies that 80% of journeys under 1 mile (1.6km) are made by foot, and 26% of journeys between 1-2 miles (1.6 km – 3.2 km) are made by foot. **Figure 2.4** shows the facilities and amenities, and access to bus services, that are available to walkers within 1.6 km and 3.2 km.

2.4.3 The Department for Transport's (DfT) document 'Cycle Infrastructure Design' (LTN 1/20)(July 2020), states that 5 miles (8km) is an achievable distance to cycle for most people. **Figure 2.4** shows the facilities and amenities that are available within 8 km distance.

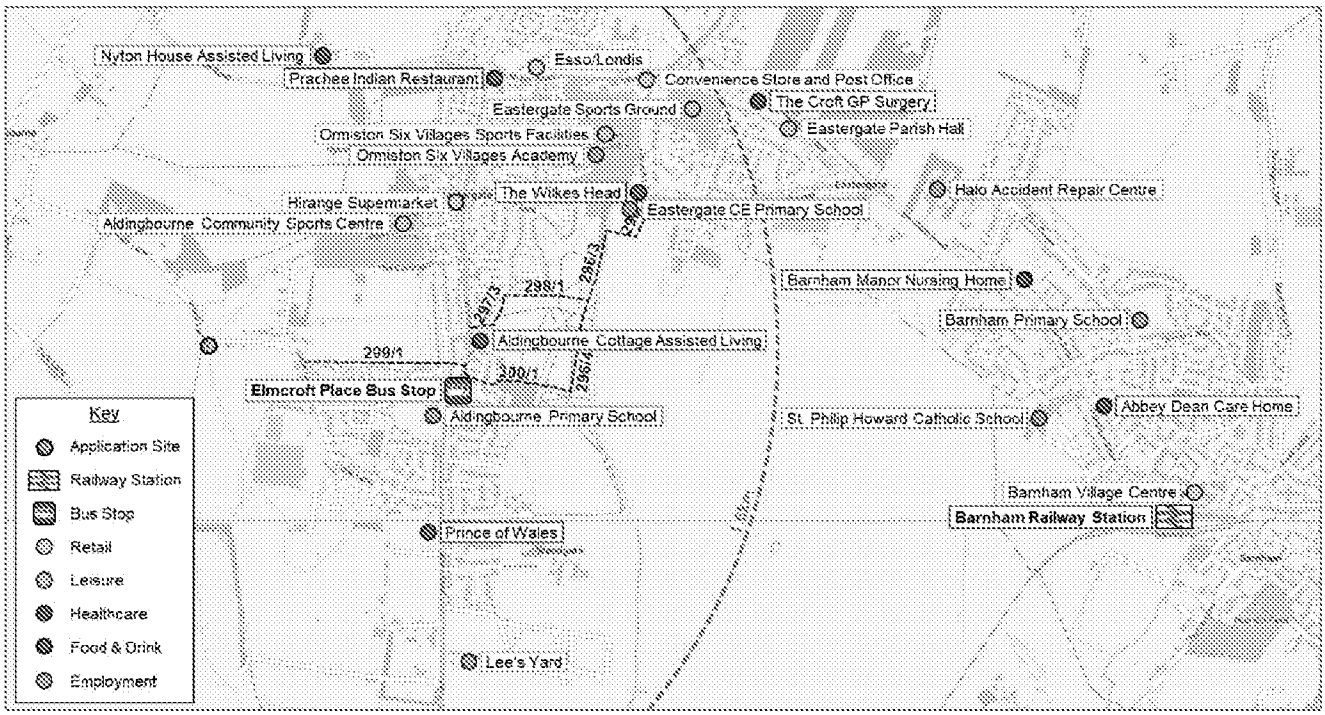

Figure 2.4: Accessibility Plan

Accessibility by Bus

2.4.4 **Figure 2.5** corresponds to the bus stops shown at **Figure 2.4** and details the services and their frequency.

Service	Route Summary	Typical Frequency	Operating Hours
66C	Bognor Regis High Street – South Berstead –Shripney – Westergate – Barnham – Walberton – Yapton	Every 4 hours	Mon-Sat: 08:15 – 17:35
66A	Bognor Regis High Street – South Berstead –Shripney – Westergate – Barnham – Walberton – Yapton	Every 4 hours	Mon – Fri: 07:24 – 18:15 Sat: 10:15 – 18:15

Figure 2.5: Bus Services from Elmcroft Place Bus Stop

Accessibility by Rail

2.4.5 The **Figure 2.4** shows that Barnham Station is well within the 8 km range for cyclists. An average cyclist could reach Barnham Station within 14 minutes of leaving the site. Bus services to Barnham Station are available at a bus stop within c.800m of the site and run every 2 hours. Services available from Barnham railway station are shown in **Figure 2.6**.

Service	Route Summary	Frequency
Littlehampton	Bognor Regis – Barnham – Ford – Littlehampton	2 per hour
Bognor Regis	Littlehampton – Ford – Barnham – Bognor Regis	1 per hour
Brighton via Worthing	Southampton Central – Eastleigh – Cosham – Havant – Chichester – Barnham – Ford – Worthing – Shoreham – Hove – Brighton	3 per hour
London Victoria via Horsham	Bognor Regis – Barnham – Ford – Arundel – Billingshurst – Horsham – Crawley – Three Bridges – London Victoria	2 per hour
Portsmouth & Southsea	Littlehampton – Ford – Barnham - Chichester – Havant – Fratton – Portsmouth & Southsea	2 per hour
Southampton	Brighton – Hove – Shoreham – Worthing – Ford – Barnham – Chichester – Havant Fareham – Southampton Central	1 per hour

Figure 2.6: Services Available at Barnham Station

2.4.6 This section illustrates that the site has excellent accessibility credentials, with all daily needs available to residents within walking/cycling distance or bus ride. The site would also provide an accessible base for commuters by rail.

2.4.7 A topographical and arboricultural survey have been conducted on the site. The results of these surveys are attached at **Appendix A** and **B** respectively.

3 PROPOSED DEVELOPMENT

3.1 Overview

3.1.1 The proposed development would comprise two dwellings served from a new access in the location of the existing site access.

3.1.2 Two principal constraints have been observed when designing the access, namely, the category A oak tree, and thirdly, the overhead power lines.

3.2 Vehicle Access

3.2.1 The site would be served from a new access in the existing location via the unmetalled area fronting the semi-detached cottages. This area is public highway and provides for parking for the cottages, as well as access for the site, the field generally behind the site, and the field to the north.

3.3 Visibility Requirements

3.3.1 Given the 30 MPH limit on Hook Lane, and that the site is located on the outside of a bend in the lane, the provision of adequate visibility beyond that which is usual under the guidance is readily achieved with the clearance of poor quality trees and shrub from the site frontage.

3.4 Car Parking

3.4.1 Two assigned car park spaces per plot are shown on **Drawing 2024-6645-001**, with sufficient space for a vehicle in each space to be turned within the site, and exit from the proposed access in forward gear. A space is also provided for the turning of delivery vehicles.

3.5 Cycle Parking

3.5.1 Two secure and sheltered spaces per dwelling would be provided to the rear of each plot, which meets the standard of the LPA.

3.6 Vehicle Trip Generation

3.6.1 To assess the traffic impact of the proposed development, the TRICS database (7.10.3) has been interrogated to assess the likely traffic volumes generated by the development proposal. The outline development proposes two new dwellings, and it is assumed that all trips generated by the development would be new to the local road network since the site's current use does not generate any significant levels of traffic, particularly during peak times of the day.

3.6.2 To establish the number of trips that could be generated, the parameters identified in **Figure 3.1** have been used to filter the TRICS database.

TRICS Version 7.10.3		
Filtering Parameter		Criteria Selected
i.	Land Use	Residential, Houses Privately Owned
ii.	Selected Regions	England (Excluding Greater London)
iii.	No of Dwellings	Range Selected: 1 to 100
iv.	Date Range	01/01/15 to 15/05/2023
v.	Selected Days	Weekdays
vi.	Selected Locations	1. Suburban Area – 12 Survey days 2. Neighbourhood Centre – 23 Survey days
vii.	Sub-categories:	1. Residential Zone 2. Village

Figure 3.1: TRICS Filtering Parameters

3.6.3 The TRICS output is provided in **Appendix C**, whilst a summary of the weekday peak hour and daily trip rates and the associated vehicle movements are provided in **Figure 4.2.**

Trip Rate per Dwelling			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.151	0.342	0.493
PM Peak Hour	0.309	0.160	0.469
Daily Traffic	2.291	2.349	4.640
TRICS Vehicle Trip Generation (2 Dwellings)			
AM Peak Hour	0	1	1
PM Peak Hour	1	0	1
Daily Traffic	5	5	9

Figure 4.2: Vehicle Trip Generation

3.6.4 The TRICS assessment suggests that the site would generate 9 daily two-way vehicle movements, of which 1 would occur during the network's AM peak traffic hour, and 1 would occur during the network's PM peak traffic hour.

3.6.5 The additional daily vehicle trips resulting from the development would have a negligible impact on the local road network in terms of highway capacity and safety.

4 CONCLUSIONS

4.1.1 This Technical Note demonstrates access matters and concludes that:

i. The site has good accessibility to facilities, amenities within walking and cycling distance, and onward services by bus and train.

ii. The site and be safely and conveniently accessed for drivers, walkers and cyclists by way of a new access.

iii. No access is proposed via the site adjoining unmetalled forecourt.

iv. Secure and sheltered cycle parking would be provided.

v. The plots could be provided with two car park spaces each with onsite turning. Onsite turning would also be provided for delivery vehicles.

vi. The power lines would pass over the parking and turning area.

DRAWINGS

2024-6554-001	Site Overview
2024-6554-002	Access Overview and Visibility Splays
2024-6554-003	Estate Car Access and Egress
2024-6554-004	Estate Car Parking
2024-6554-005	Delivery Van Servicing

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.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Road markings are indicative, based on aerial imagery where not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
4. Do not scale. Work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

N

HOOK LANE

Existing access to serve the development site

2 spaces provided in line with ADC's requirements for 3/4 bed dwellings

Turning area provided for cars and delivery vehicles

2 spaces provided in line with ADC's requirements for 3/4 bed dwellings

PLOT 1

PLOT 1

PLOT 1

PLOT 2

PLOT 2

PLOT 2

Indicative plots to be deigned in a subsequent application

Proposals to avoid impacting on existing overhead wires

Category A Tree to be retained.
See Tree Constraints Plan for full details.

1:250 @ A3
0 2 4 6 8 10 m

Application Boundary

Existing Road Markings

Category A Trees

RPA

Tree Removed

Rev.	Amendments	Date
B	Revised Layout	14/06/2024
A	Revised Layout	11/06/2024
-	Original Issue	06/06/2024

BRIGHT PLAN
Transport Planning | Civil Engineering | Landscape Design
65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status: Draft

Client: Mr P. Homewood

Project: Hook Lane, Aldingbourne

Drawing Title: Site Overview

Scale	Date	Drawn By	Checked
1:250	Jun 24	SMO	PMR

Drawing No.: 2024-6645-001

Rev.: B

A3

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Application Boundary

Existing Road Markings

Priority Junction Visibility Splay

Public Highway

N

Estate Car

Estate Car

4.89m

3.10m

2.50m

3.50m

6.50m

PLOT 1

PLOT 2

HOOK LANE

2.4m x 43.0m visibility splay

2.4m x 43.0m visibility splay

Tangential visibility splay

Tangential visibility splay

1:250 @ A3

0 2 4 6 8 10 m

Rev.	Amendments	Date
B	Revised Layout	14/06/2024
A	Revised Layout	11/06/2024
-	Original Issue	06/06/2024

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Drawing Status: Draft

Client: Mr P. Homewood

Project: Hook Lane, Aldingbourne

Drawing Title: Access Overview and Visibility Splays

Scale	Date	Drawn By	Checked By
1:250	Jun 24	SMO	PMR

Drawing No.: 2024-6645-002

Rev.: B

A3

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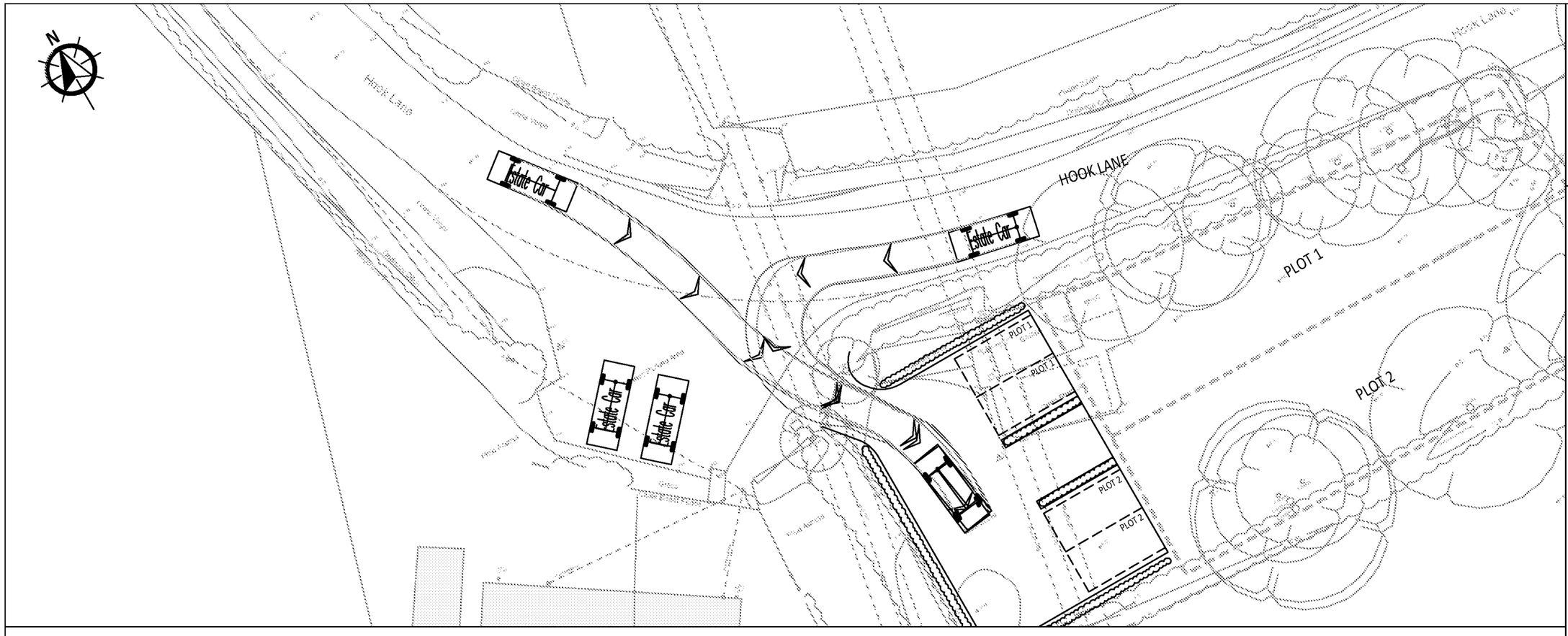
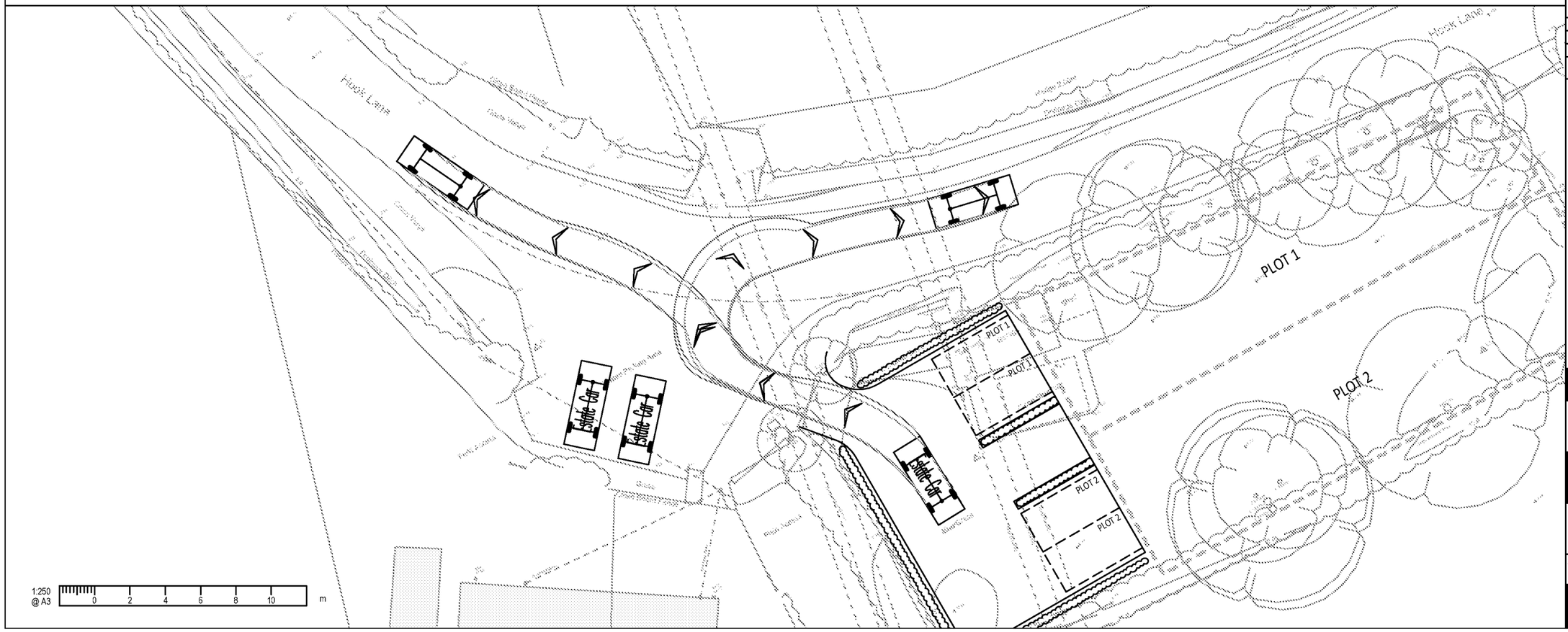


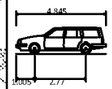


Existing Road Markings

-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

Rev.	Amendments	Date
B	Revised Layout	14/06/2024
A	Revised Layout	11/06/2024
-	Original Issue	06/06/2024

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Drawing Status: Draft

Client: Mr P. Homewood

Project: Hook Lane, Aldingbourne

Drawing Title: Estate Car Access and Egress

Scale	Date	Drawn By	Checked By
1:250	Jun 24	SMO	PMR

Drawing No.: 2024-6645-003

Rev.: B

A3

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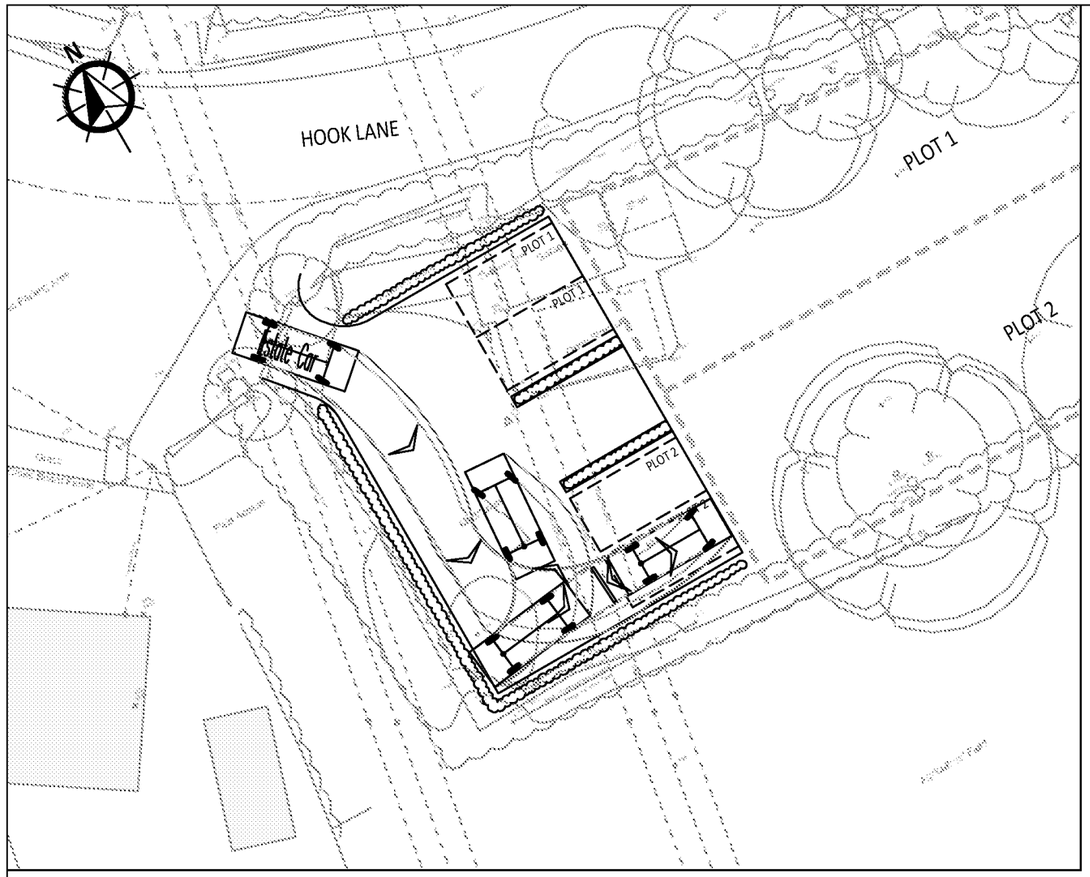
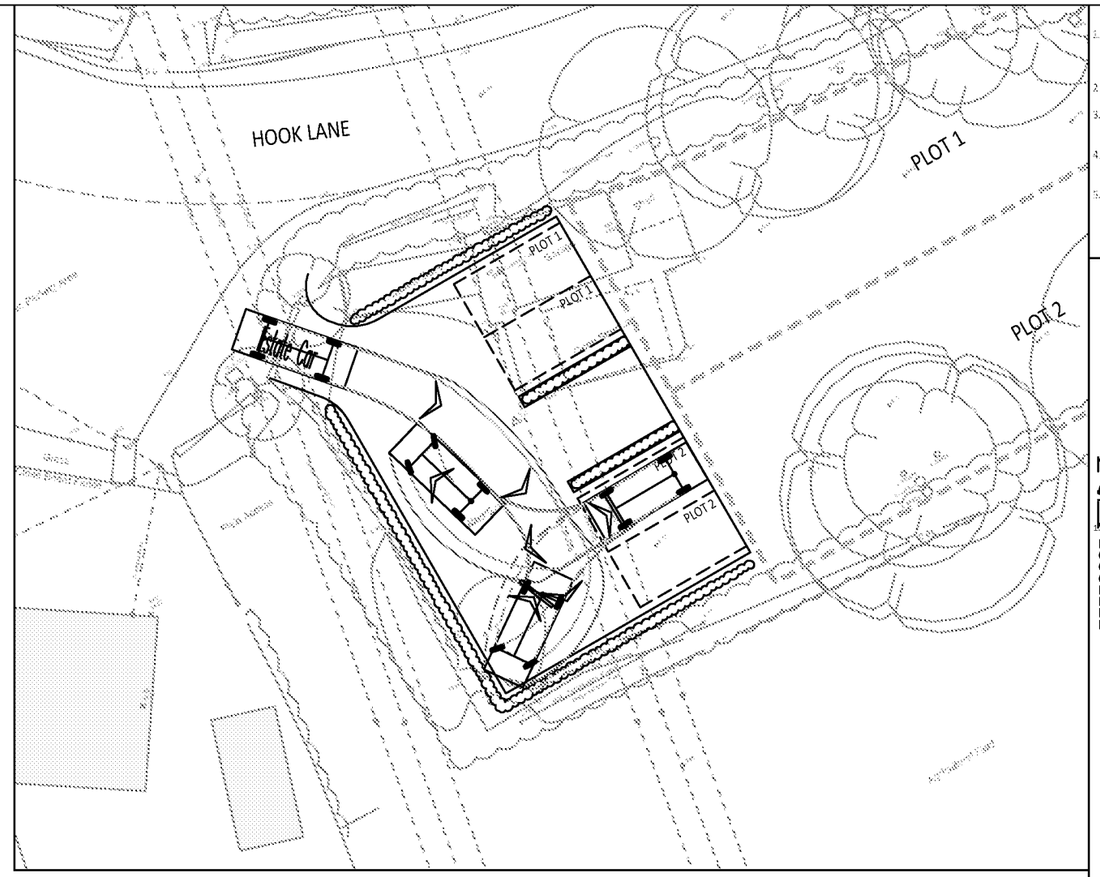
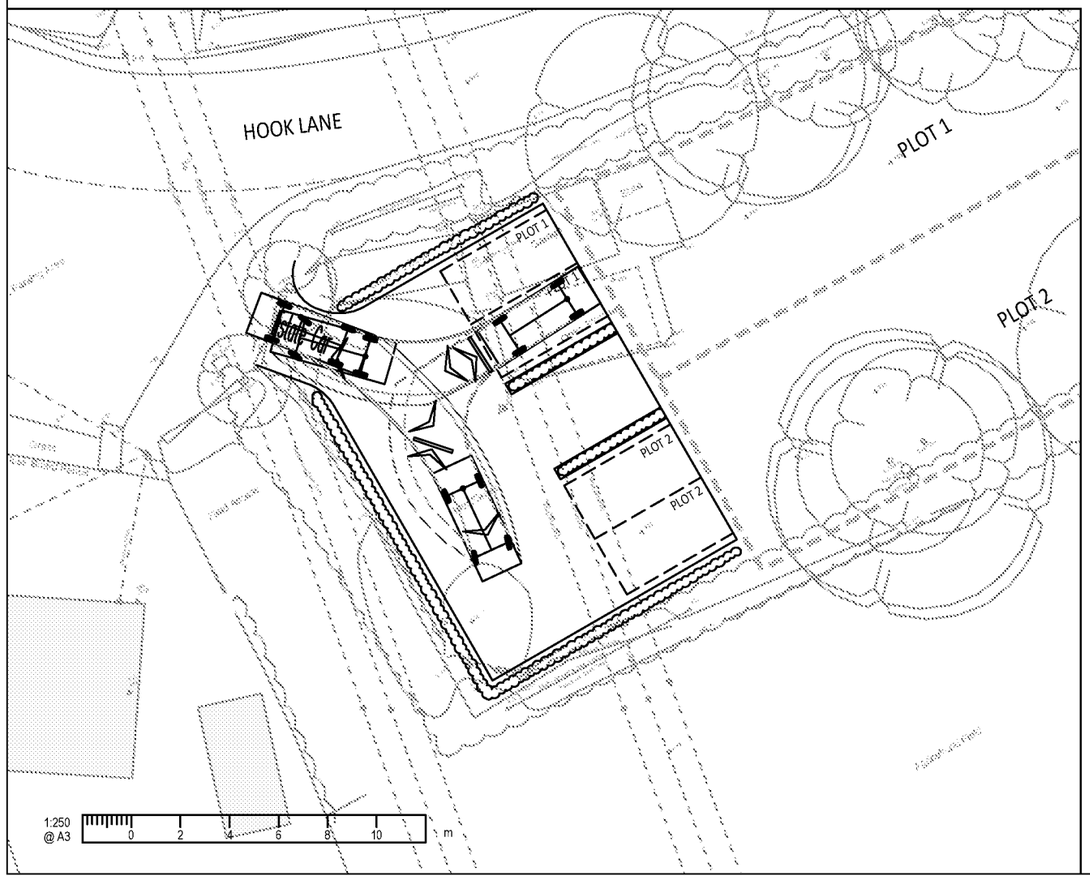
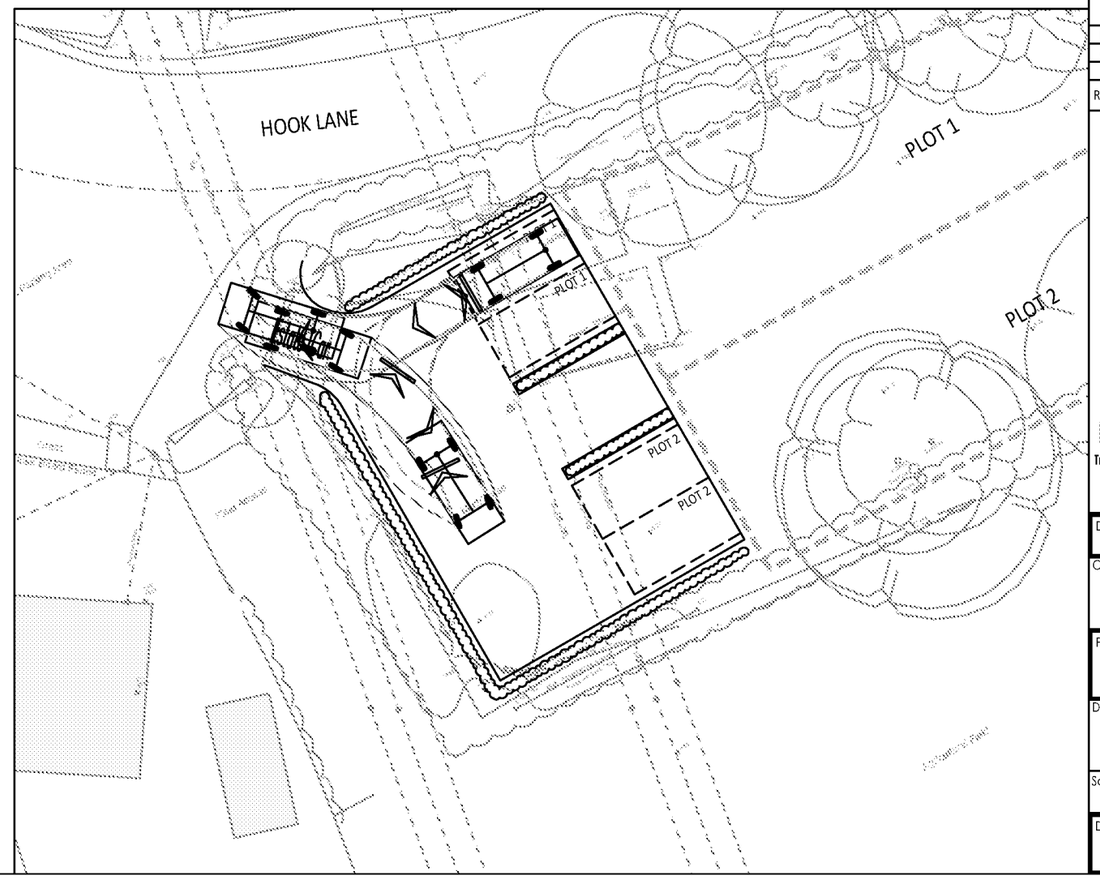






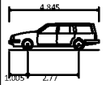


Existing Road Markings

-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

Rev.	Amendments	Date
B	Revised Layout	14/06/2024
A	Revised Layout	11/06/2024
-	Original Issue	06/06/2024

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Drawing Status: Draft

Client: Mr P. Homewood

Project: Hook Lane, Aldingbourne

Drawing Title: Estate Car Parking

Scale	Date	Drawn By	Checked By
1:250	Jun 24	SMO	PMR

Drawing No.: 2024-6645-004

Rev.: B

A3

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HOOK LANE

PLOT 1

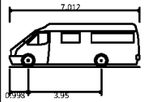
PLOT 2

Existing Road Markings

-Swept Path-

Wheel Track

Over Swing



Iveco Van Daily 35C 12/15/18 (w/b 3.95m)	
Overall Length	7.012m
Overall Width	1.996m
Overall Body Height	2.335m
Min Body Ground Clearance	0.154m
Track Width	1.996m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.550m

1:250 @ A3

0 2 4 6 8 10 m

Rev.	Amendments	Date
A	Revised Layout	17/06/2024
-	Original Issue	11/06/2024

BRIGHT PLAN

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Drawing Status: Draft

Client: Mr P. Homewood

Project: Hook Lane, Aldingbourne

Drawing Title: Delivery Van Servicing

Scale	Date	Drawn By	Checked By
1:250	Jun 24	SMO	PMR

Drawing No.: 2024-6645-005

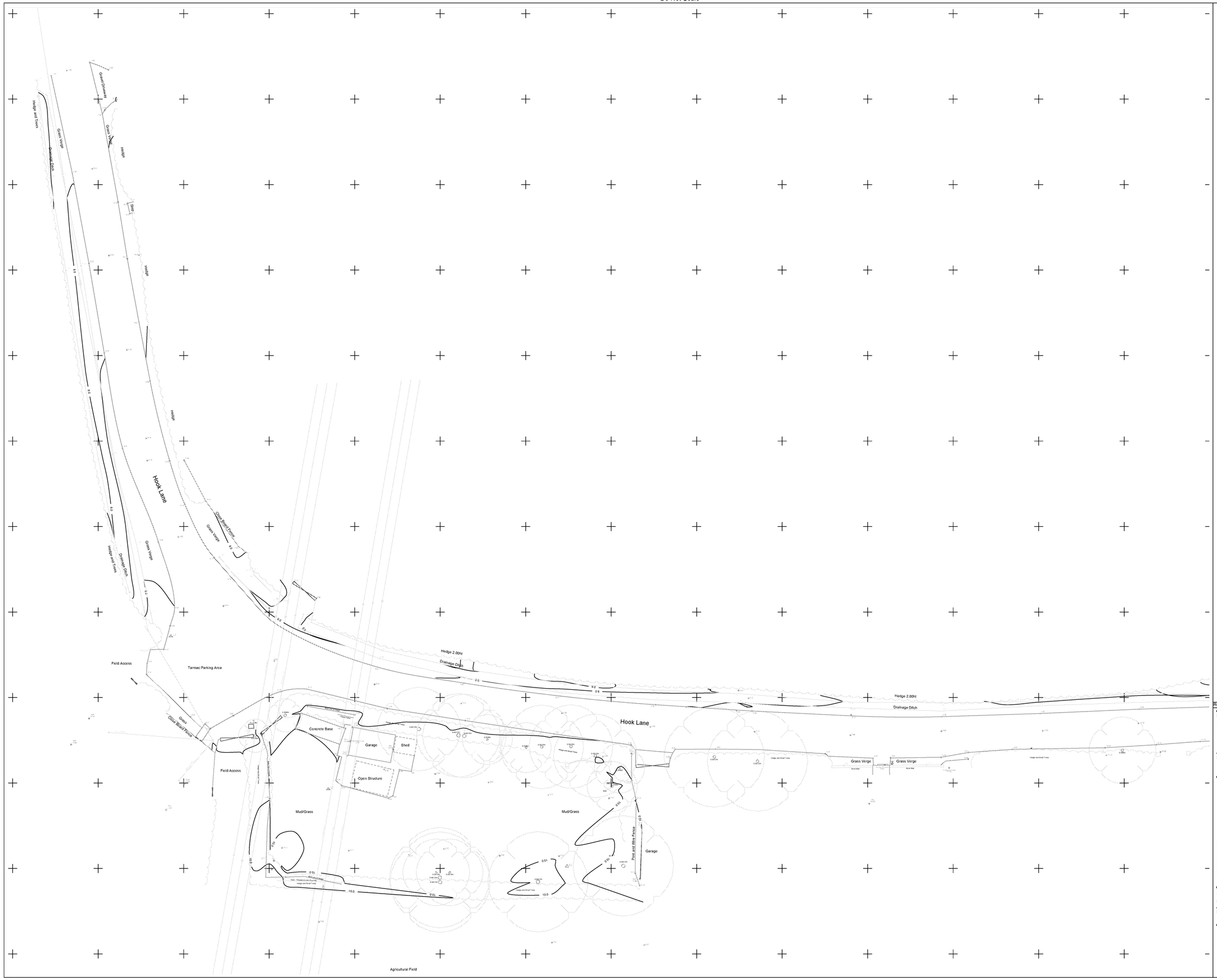
Rev.: A

APPENDICES

Appendix A Topographical Survey

A1

Do Not Scale



NOTES

1. The Grid and Levels are orientated to OS Active Grid using OSTN 15.
2. Please request any survey control information if required.
3. Surveyed boundary features are not necessarily legal boundaries.
4. Dimensions should not be scaled. All dimensions should be checked on site before any fabrication / construction.
5. Copyright of all data produced by InCo Surveys shall remain with InCo Surveys unless otherwise specifically agreed.
6. Information provided should not be altered or modified in any way. It should not be used for any purpose other than for which it was intended and should not be issued to other parties without prior agreement.
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9. All utilities have been identified to the best of the surveyors knowledge. The correct identification of the utility types can not be 100% guaranteed, therefore these should be independently verified prior to use in any design and building works.
10. All pipe diameters and levels are assumed to be correct, however due to non entry to inspection chambers, these should be verified before any works commence.
11. External eaves levels are surveyed to lowest tile position.

North

LEGEND
B - Bollard
CL - Cover Level
EAV - Eaves Level
FH - Fire Hydrant
FPO - Fence Post
GV - Gas Valve
IC - Inspection Cover
IL - Invert Level
LP - Lamp Post
MT - Multi Trunk
RID - Ridge Level
RS - Road Sign
SC - Stop Cock
SV - Sluice Valve
TK - Top of Kerb
TW - Top of Wall
WM - Water Meter
WO - Wash Out

KEYPLAN

SHEET 1

Rev	Revised By	Date	Revision

Project
LAND OFF HOOK LANE
ALDINGBOURNE, CHICHESTER
SUSSEX, PO20 3TQ

Drawing Title
TOPOGRAPHIC SURVEY

16 Allcard Close
Horsham
RH12 5AJ
Tel No: 07867411903

www.incosurveys.co.uk

InCo Surveys

Surveyed:	M.Jones	March 2024
Drawn:	M.Jones	March 2024

Project No.	Drawing Status	Scale (@ A1)
S24838	INFORMATION	1:200

TOPOGRAPHIC SURVEY

Appendix 8 Arboricultural Survey

LIZARD
Landscape Design and Ecology
The Old Bank, 34 South Street, Tarring, Worthing, West Sussex, BN14 7LH

EXISTING TREE SCHEDULE

Hook Lane, Aldingbourne, Chichester, West Sussex

Bright Plan Ltd

Prepared	BW
Approved	GO
Date	17/04/2024
Project Reference	LLD-3212-ARB-SCH
Revision	0
Status	DRAFT

17th April, 2024

Tree No.	*Species*	*Diameter @1.5m*	*Height (approx.)*	*Spread (approx.)*	*Age*	*Condition/Preliminary Recommendations*	*Category*	*Status*
T 01	*Fraxinus excelsior* (Ash); **(5.7m Radius of nominal circle; RPA 102m²)**	452 mm CSD	8.5 m Clear Stem Height 3m N	N: 5.0 m E: 1.0 m S: 2.0 m W: 2.0 m	Early Mature Estimated Remaining Contribution 10 + Years	The tree is located on the northern boundary of the site in a mixed hedgerow. Bramble and scrub up to 2.5m hindering low level inspection. There are 3 co dominant stems from the base. Upright form. Buckthorn sapling 30cm from tree base to the east. Ivy on main stem up to 7m hindering stem inspection. Normal vitality. Bias crown growth north. Minor deadwood up to 10mm in diameter throughout crown. No leaf at time of inspection. Recommendation: Sever ivy at base and clear surrounding growth to achieve a clearer future inspection. Advise a reinspection late summer when tree is in leaf to assess vitality level.	C 2	**Retain**
T 02	*Acer pseudoplatanus* (Sycamore); **(9m Radius of nominal circle; RPA 255m²)**	735 mm CSD	10.0 m Clear Stem Height 3m N	N: 5.0 m E: 4.0 m S: 5.0 m W: 4.0 m	Early Mature Estimated Remaining Contribution 10 + Years	The tree is located on the northern boundary of the site in a mixed hedgerow. Bramble, buckthorn and scrub up to 2.5m hindering low level inspection. Compression union at base - 2 co dominant stems. Eastern stem turns into 2 co dominant stems at 0.5m where there is a tensile union. Western stem turns into 2 co dominant stems at 1.5m where there is a tensile union. Upright form. Ivy up to 5m. Historical branch removed at 15cm on the southern aspect leaving a 15cm dead stub with epicormic growth at base. Minor and moderate deadwood throughout crown. Tensile unions throughout crown. Normal vitality. No leaf at time of inspection. Recommendation: Sever ivy at base and clear surrounding growth to achieve a clearer future inspection.	C 2	**Retain**

Tree No.	Species	Diameter @1.5m	Height (approx.)	Spread (approx.)	Age	Condition/Preliminary Recommendations	Category	Status
T 03	*Crataegus monogyna* (Hawthorn); **(2.4m Radius of nominal circle; RPA 18m²)**	197 mm CSD	4.0 m Clear Stem Height 0.0 m	N: 2.0 m E: 0.5 m S: 1.0 m W: 1.0 m	Early Mature Estimated Remaining Contribution 10 + Years	The tree is located on the northern boundary of the site in a mixed hedgerow. Bramble and scrub up to 2m hindering low level inspection. Ivy up to 2.5m. 2 co dominant stems from base. Upright form. Normal vitality. Minor deadwood throughout crown. Main tensile union at 2m. Northern stem has a minor lean north. Overall bias crown growth towards the north. Tensile union at 1m. Recommendation: Sever ivy at base and clear surrounding growth to achieve a clearer future inspection.	C 2	**Retain**
T 04	*Rhamnus cathartica* (Buckthorn); **(1.8m Radius of nominal circle; RPA 10m²)**	143 mm CSD	4.0 m Clear Stem Height 0.0 m	N: 0.5 m E: 2.5 m S: 1.5 m W: 0.5 m	Early Mature Estimated Remaining Contribution 10 + Years	The tree is located on the northern boundary of the site in a mixed hedgerow. Bramble throughout tree hindering inspection. Compression union at 30cm. Bias crown growth easterly. Minor deadwood throughout crown. Epicormic growth throughout crown. Normal vitality. Recommendation: Sever ivy at base and clear surrounding growth to achieve a clearer future inspection.	C 2	**Retain**
T 05	*Fraxinus excelsior* (Ash) **(2.7m Radius of nominal circle; RPA 23m²)**	207 mm	10.0 m Clear Stem Height 4m N	N: 3.0 m E: 1.0 m S: 0.5 m W: 1.0 m	Early Mature Estimated Remaining Contribution 10 + Years	The tree is located on the northern boundary of the site in a mixed hedgerow. Bramble and scrub up to 2m hindering low level inspection. Minor levels of ivy up to 2m. Main stem has a northerly lean of 16.5 degrees taken at 1.5m on the south side of stem. Main stem increases lean northerly from 2.5m. Tension union at 4m. Minor and moderate deadwood throughout crown. Reduced vitality. No leaf at time of inspection. Recommendation: Fell tree to ground level within the next 12 months. Tree has a moderate lean over road.	C 2	**Remove**

Tree No.	Species	Diameter @1.5m	Height (approx.)	Spread (approx.)	Age	Condition/Preliminary Recommendations	Category	Status
T 06	*Quercus robur* (Pedunculate Oak); **(3.0m Radius of nominal circle; RPA 28m²)**	229 mm	6.0 m Clear Stem Height 2m S	N: 1.0 m E: 2.0 m S: 5.0 m W: 3.0 m	Semi-Mature Estimated Remaining Contribution 10 + Years	The tree is located on the northern boundary of the site in a mixed hedgerow. Bramble, ivy and scrub up to 3m hindering low level inspection. Upright form of main stem to 2.5m. 6 snapped off secondary branch's on lowest primary branch on the southern aspect at 2m high. Potential roosting feature at 2.2m on the main stem, north facing - nest or dray. Heavy bias crown southerly. Normal vitality. Minor and moderate deadwood throughout the crown. Recommendation: Sever ivy at base and clear surrounding growth to achieve a clearer future inspection.	C 2	**Retain**
T 07	*Fraxinus excelsior* (Ash); **(6.0m Radius of nominal circle; RPA 113m²)**	500 mm (Estimated)	10.0 m Clear Stem Height 3m S	N: 3.5 m E: 1.5 m S: 3.0 m W: 2.5 m	Early Mature Estimated Remaining Contribution 10 + Years	The tree is located on the northern boundary of the site in a mixed hedgerow. Bramble and scrub up to 2.5m hindering low level inspection. Ivy up to 3m. Compression union at base forming 2 co dominant stems. Southern stem has a minor lean northwards and self corrects at 2.5m. Tension unions throughout the crown. Minor and moderate deadwood through out crown. Reduced vitality. Northern stem has a moderate lean north. Tension unions throughout the crown. Minor and moderate deadwood throughout crown. Both stems have reduced vitality. Recommendation: Sever ivy at base and clear surrounding growth to achieve a clearer future inspection. Advise a reinspection late summer when tree is in leaf to assess vitality level.	C 2	**Retain**

Tree No.	Species	Diameter @1.5m	Height (approx.)	Spread (approx.)	Age	Condition/Preliminary Recommendations	Category	Status
T 08	*Fraxinus excelsior* (Ash); **(3.3m Radius of nominal circle; RPA 34m²)**	255 mm (Estimated)	10.0 m Clear Stem Height 4m N	N: 5.0 m E: 0.5 m S: 1.0 m W: 0.5 m	Semi-Mature Estimated Remaining Contribution <10 Years	The tree is located on the northern boundary of the site in a mixed hedgerow. Bramble and scrub up to 2.5m and ivy up to 4m hindering low level inspection. The tree has a moderate lean north. There is a snapped off branch at 2m on the southern aspect. Major deadwood at 4m towards the south, and westerly at 4.5m. Minor and moderate deadwood at 6m in the central crown. Bias crown growth north. Poor vitality. Recommendation: Fell tree to ground level within the next 6 months. Tree has a moderate lean over road.	U	**Remove**
T 09	*Fraxinus excelsior* (Ash) **(5.7m Radius of nominal circle; RPA 102m²)**	452 mm	12.0 m Clear Stem Height 3.2m N	N: 4.5 m E: 5.0 m S: 4.5 m W: 3.0 m	Mature Estimated Remaining Contribution 10 + Years	The tree is located on the northern boundary of the site in a mixed hedgerow. Bramble and scrub up to 2.5m hindering low level inspection. Ivy up to 2m. Minor stem lean towards the north east. Compression union at 3m where stem turns into 2 co dominant stems. Minor deadwood throughout crown. Normal vitality. Southern stem has a bias growing crown south. North easterly stem has a bias growing crown north. Recommendation: Sever ivy at base and clear surrounding growth to achieve a clearer future inspection. Advise a reinspection late summer when tree is in leaf to assess vitality level.	C 2	**Retain**
T 10	*Ilex aquifolium* (Holly); **(2.4m Radius of nominal circle; RPA 18m²)**	191 mm (Estimated)	4.5 m Clear Stem Height 0.0 m	N: 0.5 m E: 1.0 m S: 0.5 m W: 0.5 m	Early Mature Estimated Remaining Contribution 10 + Years	Dead tree. 3 moderate/major sized deadwood on the east at 2m, 3m and 4m. Bramble throughout tree. Dead ivy covering stem. Recommendation: Fell tree to ground level within the next 6 months. Tree is positioned near road and neighbours access.	U	**Remove**

Tree No.	*Species*	*Diameter @1.5m*	*Height (approx.)*	*Spread (approx.)*	*Age*	*Condition/Preliminary Recommendations*	*Category*	*Status*
T 11	*Acer pseudoplatanus* (Sycamore); **(2.1m Radius of nominal circle; RPA 14m²)**	169 mm	6.0 m Clear Stem Height 3m S	N: 0.5 m E: 2.0 m S: 2.5 m W: 1.5 m	Semi-Mature Estimated Remaining Contribution 10 + Years	Tree is on the north eastern aspect of the site. Exposed buttress root on the north. Small buttress root towards the south. Southerly lean to main stem up to 40cm. From 40cm the stem leans south easterly by 7.8 degrees taken at 1.5m on the north western side. Bias crown growth southeasterly. Bark damage on most branch's where they join the main stem - Possible squirrel cause. Minor deadwood westerly at 4.5m. No leaf at time of inspection. Recommendation: Reinspection required every 3 years due to the union at the base of the tree.	C 2	**Retain**
T 12	*Salix sp.* (Willow sp.); **(4.8m Radius of nominal circle; RPA 72m²)**	398 mm	6.5 m Clear Stem Height 2m E	N: 3.0 m E: 4.5 m S: 3.0 m W: 4.0 m	Mature Estimated Remaining Contribution 10 + Years	Tree is located on the south east of the site on a low level bank. Ivy up to 3m and throughout crown hindering inspection. There is a minor stem lean north at 19.6 degrees taken at 1.5m on the southern side. Bark peeling from main stem from base up to 1.5m on the main stem. There is reaction wood on the southern aspect of the main stem. 2 historical branch removals westerly at 2m and 2.1m. Minor, moderate and major deadwood present throughout the crown. Reduced vitality. Early stages of leaf emergence. Recommendation: Sever ivy at base to achieve a clearer future inspection. Reinspect in autumn and look for fungal fruiting bodies.	C 3	**Retain**

Tree No.	*Species*	*Diameter @1.5m*	*Height (approx.)*	*Spread (approx.)*	*Age*	*Condition/Preliminary Recommendations*	*Category*	*Status*
T 13	*Quercus robur* (Pedunculate Oak) **(6.3m Radius of nominal circle; RPA 124m²)**	525 mm	8.0 m Clear Stem Height 1.5m W	N: 6.0 m E: 5.0 m S: 6.0 m W: 5.0 m	Semi-Mature Estimated Remaining Contribution 40 + Years	Tree located on the southern boundary. Stem is of upright form. Barbed wire in stem at 0.5m. Snapped off branch at 2m west. Epicormic growth at 1.5m east and 2m south from main stem. Ivy up to 5m hindering inspection. Semi recent branch pruning on branch's at 2.5m east and south. Snapped branch at 3m south west still attached. Major deadwood at 2.5m southern branch. Minor and moderate deadwood throughout the crown. Tension unions throughout the crown. Normal vitality. Early leaf formation. Recommendation: Sever ivy at base to achieve a clearer future inspection. Remove snapped branch at 3m south westerly.	A 2	**Retain**
T 14	*Crataegus monogyna* (Hawthorn); **(2.1m Radius of nominal circle; RPA 14m²)**	172 mm	5.5 m Clear Stem Height 1.5 E	N: 1.0 m E: 1.5 m S: 2.0 m W: 0.5 m	Early Mature Estimated Remaining Contribution 10 + Years	The tree is located on the southern boundary of the site in a mixed hedgerow. Bramble and scrub up to 2m hindering low level inspection. Historical branch snapped off on northern aspect at 2m. Bias crown growth easterly. Normal vitality. Tension unions throughout crown. Recommendation: Sever ivy at base and clear surrounding growth to achieve a clearer future inspection.	C 2	**Retain**

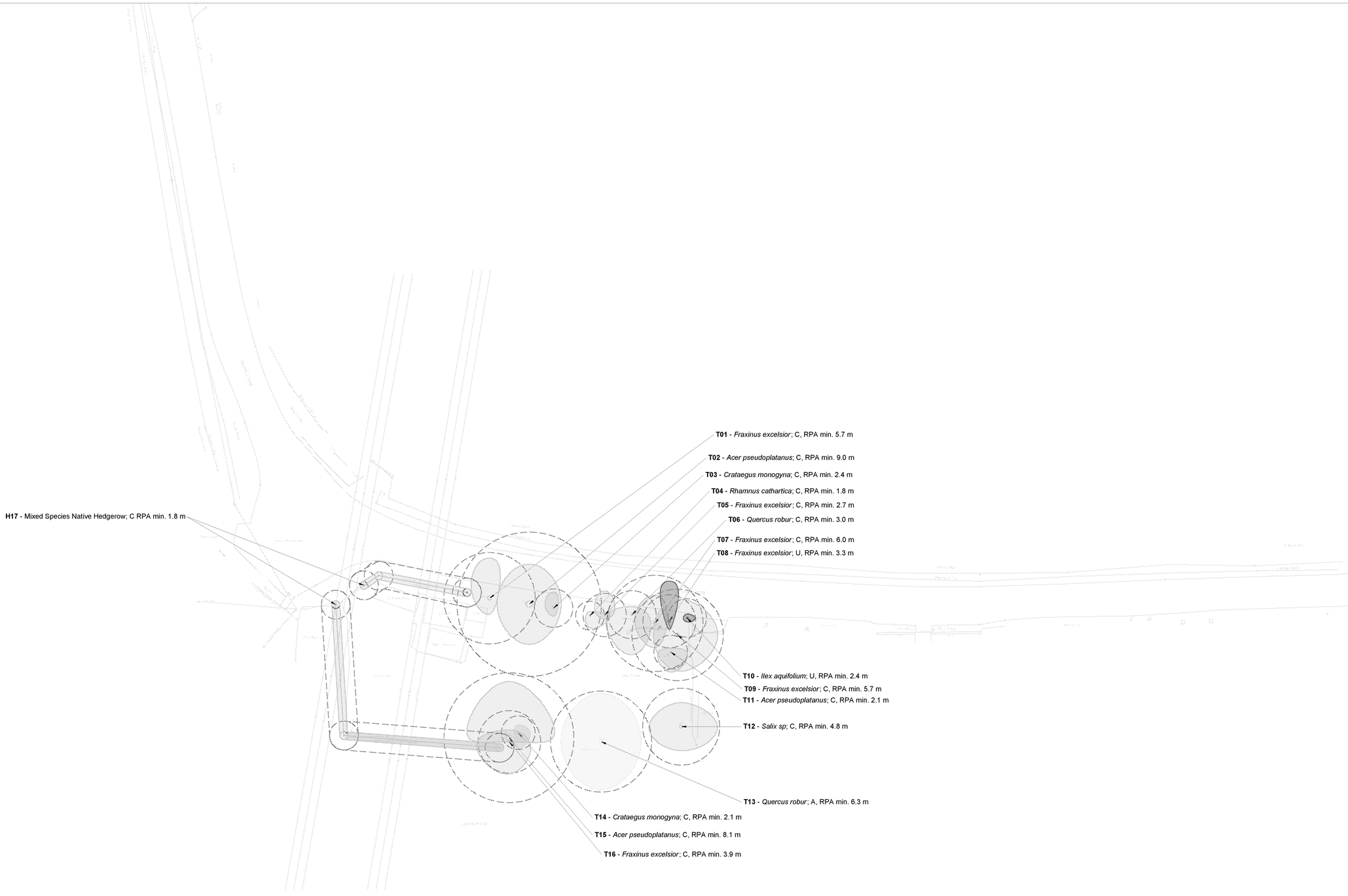
Tree No.	*Species*	*Diameter @1.5m*	*Height (approx.)*	*Spread (approx.)*	*Age*	*Condition/Preliminary Recommendations*	*Category*	*Status*
T 15	*Acer pseudoplatanus* (Sycamore); **(8.1m Radius of nominal circle; RPA 206m²)**	659 mm	9.0 m Clear Stem Height 0.0 m	N: 7.0 m E: 5.5 m S: 0.5 m W: 5.0 m	Early Mature Estimated Remaining Contribution 10 + Years	The tree is located on the southern boundary of the site in a mixed hedgerow. Tree is adjacent to Ash tree at its south. Both trees stems are touching up to 0.5m. There are 3 co dominant stems to this tree. 2 stems appear from the base of the upright stem and form a banana shaped form up to 1m northerly. The 3 stemmed unions are tensile. The 2 banana formed stems have reaction wood on the compression and tensile sides under 1m high. Both banana stems have small parts of missing bark at 0.5m facing south. One stem has bias crown growth north-westerly stem has bias crown growth northeasterly. Crowns have minor deadwood. Snapped off branch on west stem at 2m. Tension unions throughout tree. Main upright stem has bramble and ivy up to 5m on stem. There is a compression union at 0.5m.Tree has a bias lean northerly. There has historically been branch reductions on the upright stem on the southern aspect at 2m, 3m, and 4m. Normal vitality. No leaf at time of inspection. Recommendation: The 2 banana shaped stems and 1 branch are potentially hazard beams. However, if the target zone stays as a derelict paddock then no work is required. Sever ivy at base and clear surrounding growth to achieve a clearer future inspection.	C 2	**Retain**

Tree No.	*Species*	*Diameter @1.5m*	*Height (approx.)*	*Spread (approx.)*	*Age*	*Condition/Preliminary Recommendations*	*Category*	*Status*
T 16	*Fraxinus excelsior* (Ash); **(3.9m Radius of nominal circle; RPA 48m²)**	302 mm (Estimated)	9.0 m Clear Stem Height 3m E	N: 1.5 m E: 2.5 m S: 4.0 m W: 4.0 m	Early Mature Estimated Remaining Contribution 10 + Years	The tree is located on the southern boundary of the site in a mixed hedgerow. Bramble and scrub up to 2m hindering low level inspection. Growing adjacent to Sycamore at its north - touching up to 0.5m. Minor stem lean south. Branch reduction at 3m south. Normal vitality. tension unions throughout crown. Dead ivy on stem up to 7m. Minor deadwood throughout crown. No leaf at time of inspection. Recommendation: Sever ivy at base and clear surrounding growth to achieve a clearer future inspection. Reinspect late summer when tree is in leaf to check level of vitality.	C 2	**Retain**
H 17	Mixed Species Native Hedgerow **(1.8m Radius of nominal circle; RPA 10m²)**	143 mm Average	2.0 m Clear Stem Height 0.0 m	N: 0.5 m E: 0.5 m S: 0.5 m W: 0.5 m	Semi-Mature Estimated Remaining Contribution 10 + Years	Consists of Budlea,Hawthorn, Ash, Privet, Hawthorn, Buckthorn and bramble. Recently reduced to this height by overhead power cable company. Area form part of north and south boundary, plus all of west boundary.	C 2	**Retain**

CATEGORY DIVISION - *BS 5837:2012 - 'Trees in Relation to Design, Demolition and Construction - Recommendations'*

	1. *Mainly Arboricultural Qualities*	**2.** *Mainly Landscape Qualities*	**3.** *Mainly cultural values, including conservation*
Trees to be considered for retention			
Category A - *Trees whose retention is most desirable to include; trees of high quality having an estimated longevity of over 40 years;*	- Trees that are particularly good examples of their species, especially if rare or unusual	- Trees, groups or woodlands of particular visual importance as arboricultural and/or landscape features	- Trees of significant historical, commemorative or other value, or good specimens of rare or unusual species
Category B - *Trees where retention is desirable to include; trees of moderate quality having an estimated longevity of over 20 years;*	- Trees that might be included in the higher category, but because of significant impaired but remediable condition are downgraded	- Trees present in numbers offering a higher collective categorisation than as individually rated; trees occurring in groups but due to situation, offering little contribution in the context of the wider locality	- Trees having some material conservation or cultural value
Category C - *Trees of low quality having an estimated longevity of over 10 year, or young trees with a stem diameter below 150mm;*	- Trees in adequate or impaired condition, or those which can be retained with minimal tree surgery, but not worthy for inclusion in the high or moderate category	- Trees present in numbers without having significant landscape value	- Trees having no material conservation or other cultural value
Trees unsuitable for retention			
Category U - *Trees not for retention within the context of existing land use;*	- Trees that are unviable due to serious, irremediable structural defect; early loss is expected due to collapse; - Trees that are dead or showing signs of significant, immediate, irreversible decline; - Trees infected with pathogens of significance to health and subsequent safety, and threat thereof to trees nearby; - Trees of very low quality suppressing the development of those of greater quality; - Trees that will become unviable after the removal of other trees for reasons above.		

***CSD** – Combined Stem Diameter;*
- Root Protection Areas calculated for multiple stemmed trees based upon a combined stem diameter in accordance with *BS 5837:2012.*



N

0 1 2.5 5 10 m

Scale 1:250

Tree Constraints Plan
Hook Lane, Aldingbourne, Chichester, West Sussex

Legend

- **T02** — **Tree and Shrub Numbers.**
- **Tree Root Protection Areas**
  Tree Root Protection Areas calculated and specified in accordance with *BS 5837:2012 - 'Trees in Relation to Design, Demolition and Construction - Recommendations'*.
- **A** — **Category A Trees**
  Trees of High Quality and Value.
- **B** — **Category B Trees**
  Trees of Moderate Quality and Value.
- **C** — **Category C Trees**
  Trees of Low Quality and Value.
- **U** — **Category U Trees**
  Trees unsuitable for retention.
- **Existing Shrub Vegetation**

Notes:
1. Drawing to be read in colour.
2. For details of existing trees and vegetation refer to: *LLD3212-ARB-SCH-001 - Existing Tree Schedule;*
3. *For assessment of effects of the proposed development on existing trees refer to LLD3212-ARB-REP-001- Arboricultural Impact Assessment and Method Statement.*

DRAFT ISSUE

Rev	Description	Date	Initials
00	Draft Issue	07.05.24	BW

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Client
Bright Plan Ltd

Project Title and Location
Hook Lane
Aldingbourne, Chichester, West Sussex

Drawing Title
Tree Constraints Plan

Scale	*Drawn*	*Approved*	*Date*
1:250 @ A1	BW	GO	07.05.2024

Drawing No **LLD3212-ARB-DWG-001** *Revision* 00

Appendix C TRICS Report

Calculation Reference: AUDIT-305901-231012-1017

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	KC	KENT	1 days
	MW	MEDWAY	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	2 days
03	**SOUTH WEST**		
	DV	DEVON	1 days
	GS	GLOUCESTERSHIRE	1 days
	SD	SWINDON	1 days
	SM	SOMERSET	2 days
	TB	TORBAY	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	3 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	3 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 days
	NM	WEST NORTHAMPTONSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	BY	BARNSLEY	1 days
	LS	LEEDS	1 days
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	3 days
09	**NORTH**		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	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: 8 to 99 (units:)
Range Selected by User: 6 to 100 (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: 01/01/15 to 15/05/23

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

Selected survey days:

Monday	3 days
Tuesday	8 days
Wednesday	9 days
Thursday	9 days
Friday	6 days

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

Selected survey types:

Manual count	34 days
Directional ATC Count	1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	12
Neighbourhood Centre (PPS6 Local Centre)	23

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	14
Village	21

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	11 days - Selected
Servicing vehicles Excluded	31 days - Selected

Secondary Filtering selection:

Use Class:

C3	35 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	13 days
5,001 to 10,000	10 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	6 days
50,001 to 75,000	6 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	11 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	21 days
1.6 to 2.0	4 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	11 days
No	24 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	35 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	35	45	0.078	35	45	0.275	35	45	0.353
08:00 - 09:00	35	45	0.151	**35**	**45**	**0.342**	**35**	**45**	**0.493**
09:00 - 10:00	35	45	0.158	35	45	0.196	35	45	0.354
10:00 - 11:00	35	45	0.145	35	45	0.170	35	45	0.315
11:00 - 12:00	35	45	0.156	35	45	0.169	35	45	0.325
12:00 - 13:00	35	45	0.166	35	45	0.170	35	45	0.336
13:00 - 14:00	35	45	0.182	35	45	0.177	35	45	0.359
14:00 - 15:00	35	45	0.171	35	45	0.188	35	45	0.359
15:00 - 16:00	35	45	0.249	35	45	0.196	35	45	0.445
16:00 - 17:00	35	45	0.286	35	45	0.168	35	45	0.454
17:00 - 18:00	**35**	**45**	**0.309**	35	45	0.160	35	45	0.469
18:00 - 19:00	35	45	0.240	35	45	0.138	35	45	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.291			2.349			4.640

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

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

Parameter summary

Trip rate parameter range selected:	8 - 99 (units:)
Survey date date range:	01/01/15 - 15/05/23
Number of weekdays (Monday-Friday):	35
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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