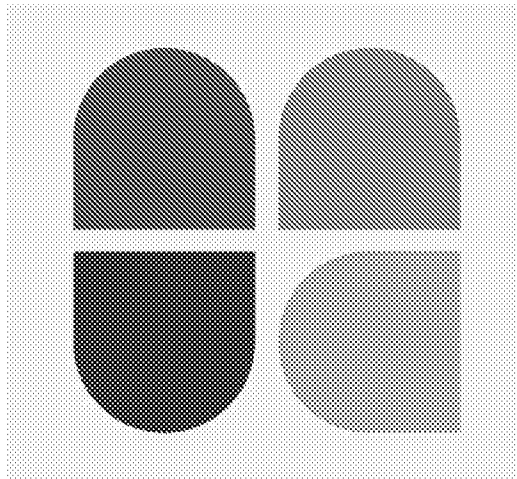




B R I G H T P L A N

**RECYCLING CENTRE, FONTWELL
AVENUE**

PROPOSED RESIDENTIAL DEVELOPMENT

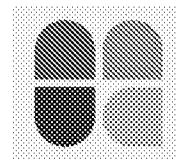
Transport Assessment

Prepared on Behalf of

Mr D. Parker

6243

January 2022



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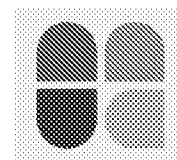
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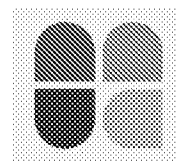
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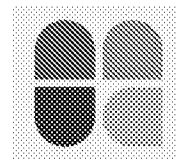


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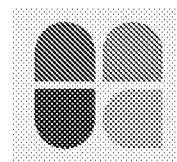
Plan 01 Accessibility Plan

DRAWINGS

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2020-6243-002	Visibility Splays
2020-6243-003	Access Vehicle Swept Path Analysis 1
2020-6243-004	Access Vehicle Swept Path Analysis 2
2020-6243-005	Development Overview and Dimensions
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2020-6243-007	Emergency Access & Building Regulations Part B Compliance
2020-6243-008	Car Parking Swept Path Analysis
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APPENDICES

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Appendix B	ATC Speed Data
Appendix C	WSCC Monitoring Data
Appendix D	Classified Turning Count Data
Appendix E	Site Layout
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Appendix O	ARCADY Report - War Memorial Roundabout



1 INTRODUCTION

- 1.1.1 This Transport Assessment (TA) has been prepared by Bright Plan on behalf of Mr D. Parker to support a planning application for a residential development at SRC Recycling Centre, Eastergate. The application site is situated on the western side of the A29 Fontwell Avenue, c.600m to the northwest of Eastergate village centre. The application site location is shown in **Figure 1.1**.

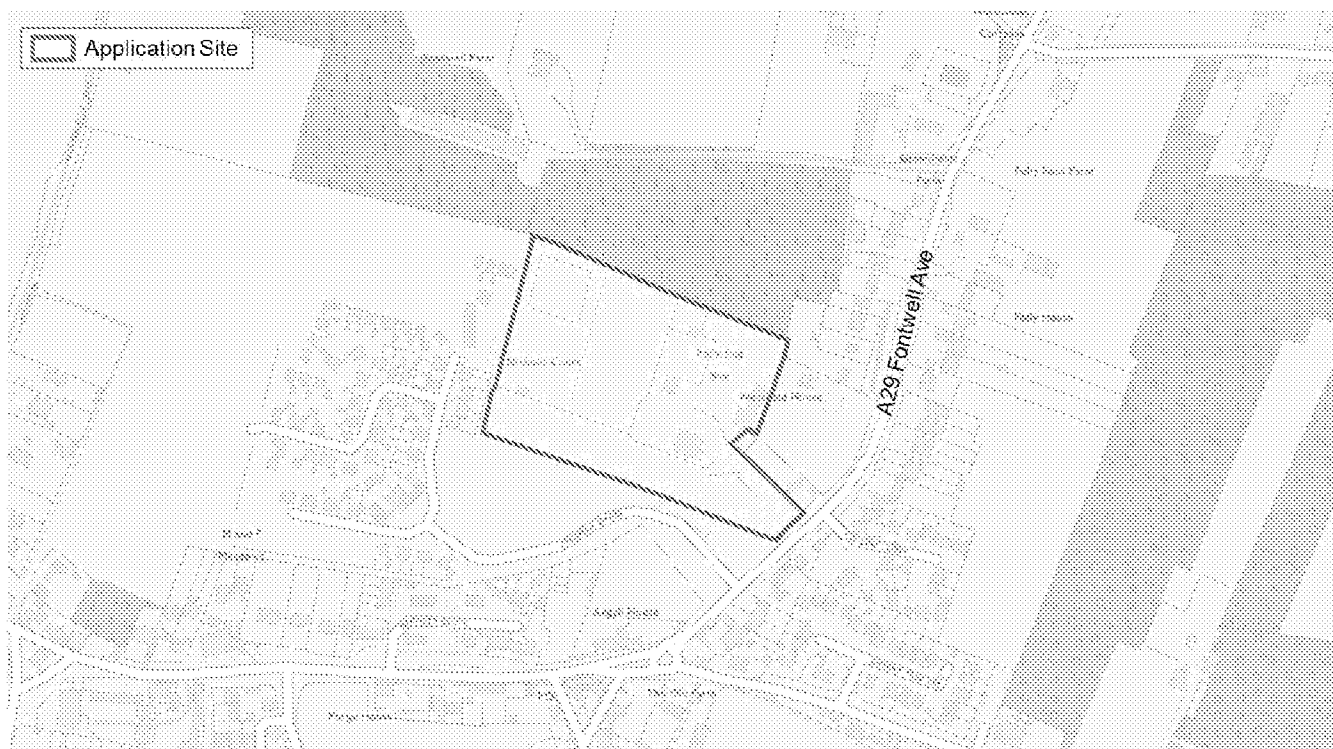
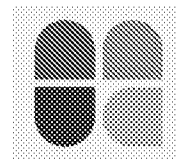


Figure 1.1: Application Site Location

- 1.1.2 The site currently comprises a breakers yard, with a small number of outbuildings and large areas for vehicle storage. The proposed development would involve the provision of 80 dwellings.

1.2 Scope of Transport Assessment

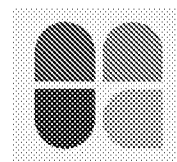
- 1.2.1 This TA outlines the key transport planning matters in accordance with national, regional and local guidance, reviewing the site's accessibility, relevant planning history, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the proposed trip impact on the local road network.
- 1.2.2 The site has been assessed against the background of transport planning policy set out in the National Planning Policy Framework and Arun District Council's local transport policies. The site's highways design has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS) 1 and 2.
- 1.2.3 The scope of this Transport Assessment has been informed through a formal pre-application consultation with statutory highway consultees West Sussex County Council (WSCC). The highways consultation response and relevant correspondence is attached at **Appendix A**.



1.3 Report Structure

1.3.1 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 emergency access;
- iii. **Section 4** provides an assessment of the anticipated traffic impact resulting from the development supported by a trip generation assessment, traffic modelling and capacity assessment.
- iv. **Section 5** provides a summary of the TS conclusions.



2 BASELINE CONDITIONS

2.1 Existing Site Operation & Context

- 2.1.1 The existing site encompasses an area of c.3.3ha, comprising large areas of hardstanding and scrub land, with a small number of outbuildings. The existing site provides a range of services including vehicle scrappage and breaking, vehicle sales and vehicle parts sales.
- 2.1.2 The site is bordered by Fontwell Farm to the north and 'The Hedgerows' housing development to the south (planning applications ref. AL/61/13/) which received planning consent for 268 dwellings in 2013. the land to the east of the site has planning permission for 4 dwellings (Planning application ref. AL/136/17/PL), of which 2 are currently under construction. The existing site context is demonstrated in **Figure 2.1**.



Figure 2.1: Aerial View of Site Location

2.2 Vehicle Access

- 2.2.1 Vehicle access to the site is currently served from a c4.9m wide bellmouth adjoining the A29 Fontwell Avenue. The right turn lane taper associated with the access to The Hedgerows development to the south extend partially across the application site access. The existing access is shown in **Figure 2.2**.

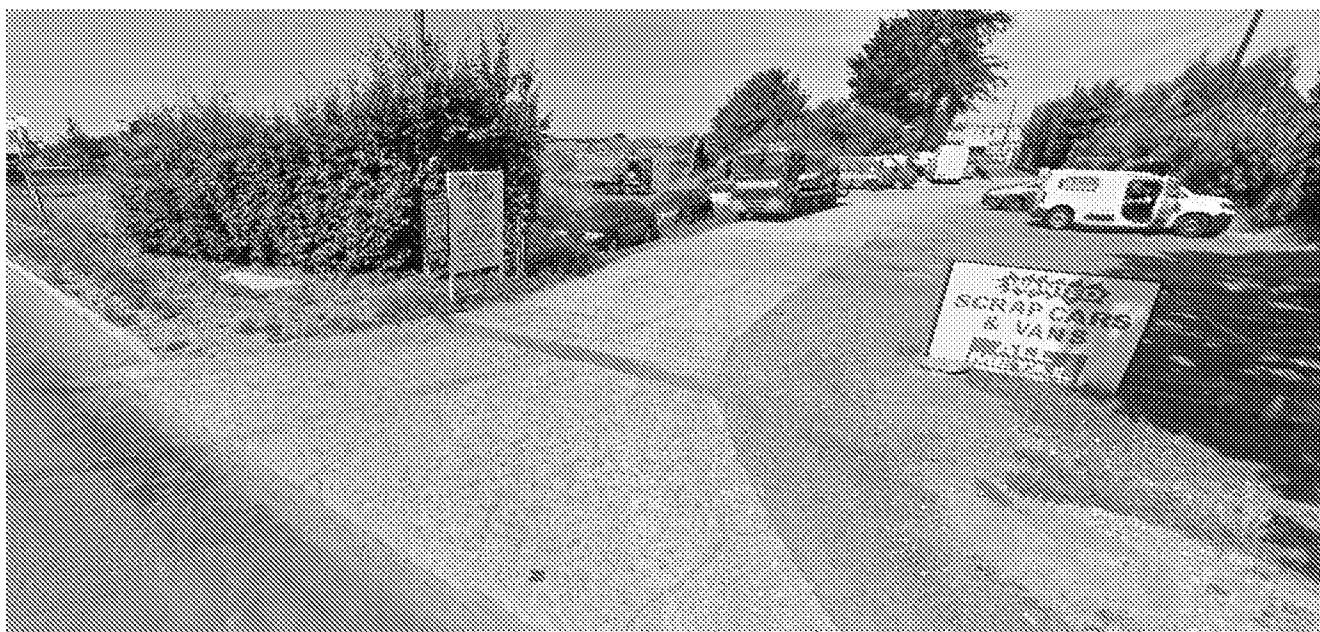
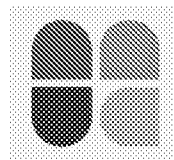


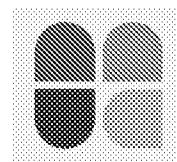
Figure 2.2: Existing Vehicle Access

2.3 Local Road Network

- 2.3.1 The site fronts onto the A29 Fontwell Avenue which runs north-south through Westergate and Fontwell. Fontwell Avenue has a c.7m wide carriageway and is flanked by a footway on its eastern side. The carriageway widens out in the vicinity of the site to accommodate the right turn lane facility supporting The Hedgerows development access. The road is subject to a 30mph speed limit, transitioning to a 40mph limit 480m north of the site access.
- 2.3.2 The A29 Fontwell Avenue has unrestricted parking on either side of the carriageway, however the presence of off-street parking facilities associated with dwellings in the vicinity of the site and the carriageway class means on-street parking is neither necessary or desirable. The A29 Fontwell Avenue's highway features are shown in **Figure 2.3**.



Figure 2.3: A29 Fontwell Avenue



2.4 Wider Highway Network

- 2.4.1 The A29 runs north-south, from Bognor Regis to the south, through to Pulborough and Billingshurst to the north. Approximately 1.5km to the north of the site, the A29 adjoins the A27 which runs east-west along the south coast. The A27 facilitates access locally to Portsmouth, Chichester, Worthing and Brighton. The site's location in the context of the wider highway network is shown in **Figure 2.4**.

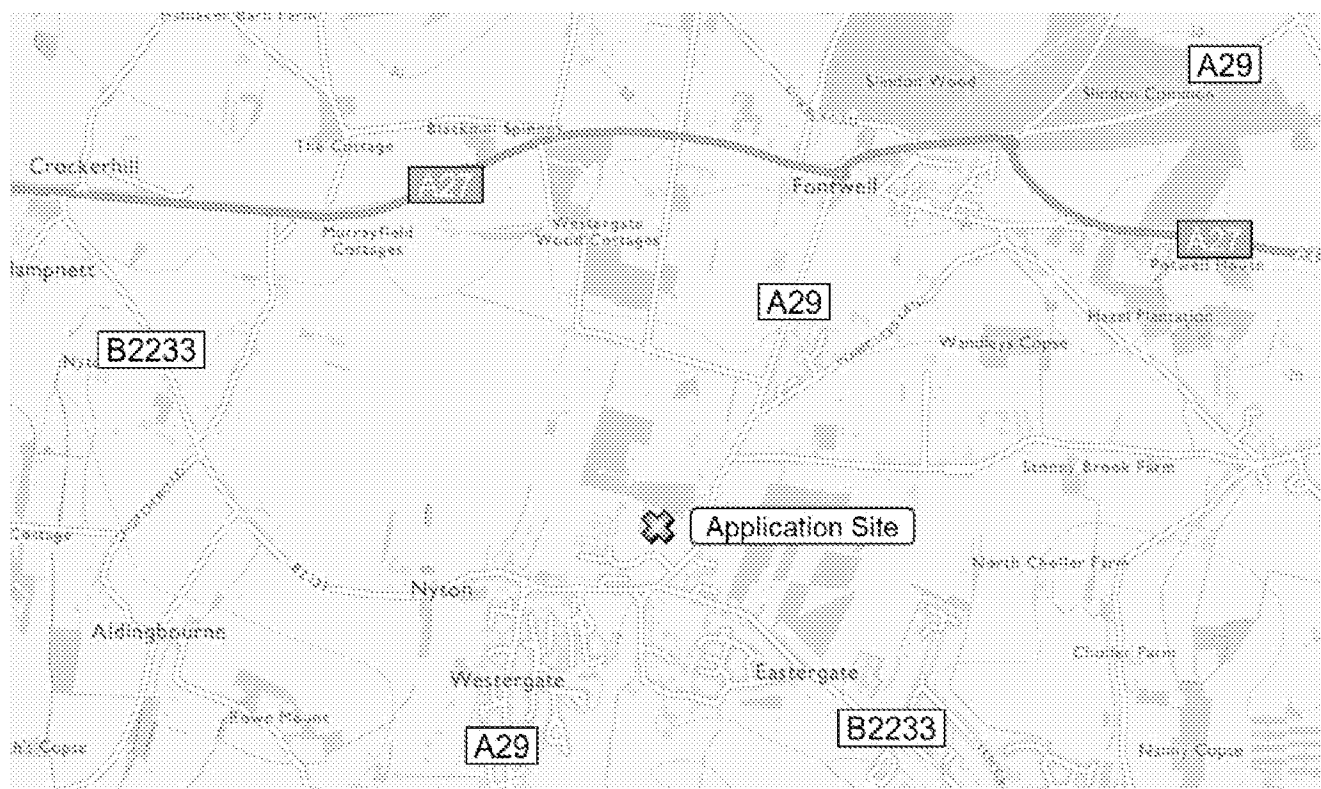
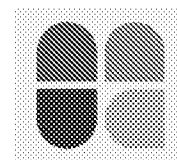


Figure 2.4: Wider Highway Network

2.5 Accessibility Credentials

Pedestrian Accessibility

- 2.5.1 The A29 Fontwell Avenue is flanked by a c1.6m wide footway on the eastern side of the road. An additional footway has been provided on the western side of the carriageway associated with The Hedgerows development, commencing just south of the site. The footways connect with the wider footway network providing continuous pedestrian access throughout the local area including Eastergate, Westergate and Fontwell.
- 2.5.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. As shown on **Plan 01**, a wide range of local services and amenities, including local bus stops, are situated within 1km of the application site and are therefore accessible on foot. The pedestrian infrastructure in the vicinity of the site is shown in **Figure 2.5**.



New Footway Flanking Western Side of A29



Existing Footway Flanking Eastern Side of A29

Figure 2.5: Pedestrian Infrastructure in the Vicinity of the Site

Cycle Accessibility

- 2.5.3 There are a number of local cycle routes in the vicinity of the site providing routes to Barnham and Chichester. The local cycle route network is shown on **Plan 01**. The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. Chichester and Bognor Regis as well as the local villages of Barnham, Fontwell, Eastergate, Westergate and Yapton, are therefore accessible via bicycle.

Accessibility by Bus

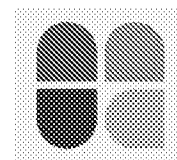
- 2.5.4 There are several bus stops situated along the A29 Fontwell Avenue, the closest being 'Collins Close' bus stops located c.20m to the south of the site access. The bus stops are served by the no. 66A, 66C, 85, 85A and 665. A summary of the services available is provided in **Figure 2.6**.

Service	Route Summary	Typical Frequency	Operating Hours
66A/66C	Bognor Regis - Yapton - Bognor Regis	Mon-Sat: Every 2 hours	Mon-Sat: 07:55 – 16:52
85	Arundel - Fontwell - Chichester	Mon-Sat: 3 per day	Mon-Fri: 07:19 – 16:14 Sat: 08:19 – 16:14
85A	Arundel - Barnham - Chichester	Mon-Sat: 2 per day	Mon-Sat: 10:18 – 14:18
665	Chichester - Westergate College	Mon-Fri: 1 journey each way	Mon-Fri: 07:51 – 14:52

Figure 2.6: Bus Services Available from Local Bus Stops

Accessibility by Train

- 2.5.5 Barnham railway station is located approximately 2.0km to the south of the site and provides regular services to a range of local and regional destinations. A summary of services available from Barnham railway station is provided in **Figure 2.7**.



Service	Route Summary	Typical Frequency	Typical Frequency
Bognor Regis	Barnham – Bognor Regis	6 – 7min	4 per hour
Littlehampton	Barnham – Littlehampton	11 min	2 per hour
Worthing	Barnham – Worthing	17 – 24min	2 per hour
Portsmouth	Barnham – Chichester – Havant – Portsmouth	32 – 46min	4 per hour
Brighton	Barnham – Worthing – Lancing – Shoreham-by-Sea – Hove – Brighton	42 – 50min	2 per hour
Southampton	Barnham – Chichester – Havant – Fareham – Southampton	1hr – 1hr 4min	4 per hour
London Victoria	Barnham – Horsham – Crawley – Gatwick Airport – Clapham Junction – London Victoria	1hr 24min – 1hr 38min	4 per 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 5-year period from January 2015 to January 2020 using the CrashMap online data portal. The study considered the A29 Fontwell Avenue, and the B2233 for a distance of c.500m from the site.
- 2.6.2 Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and the cause of incident to establish if there are any underlying highways design issues that require a more detailed investigation. Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injuries sustained. The locations of the incidents relative to the site is displayed on **Figure 2.8**.

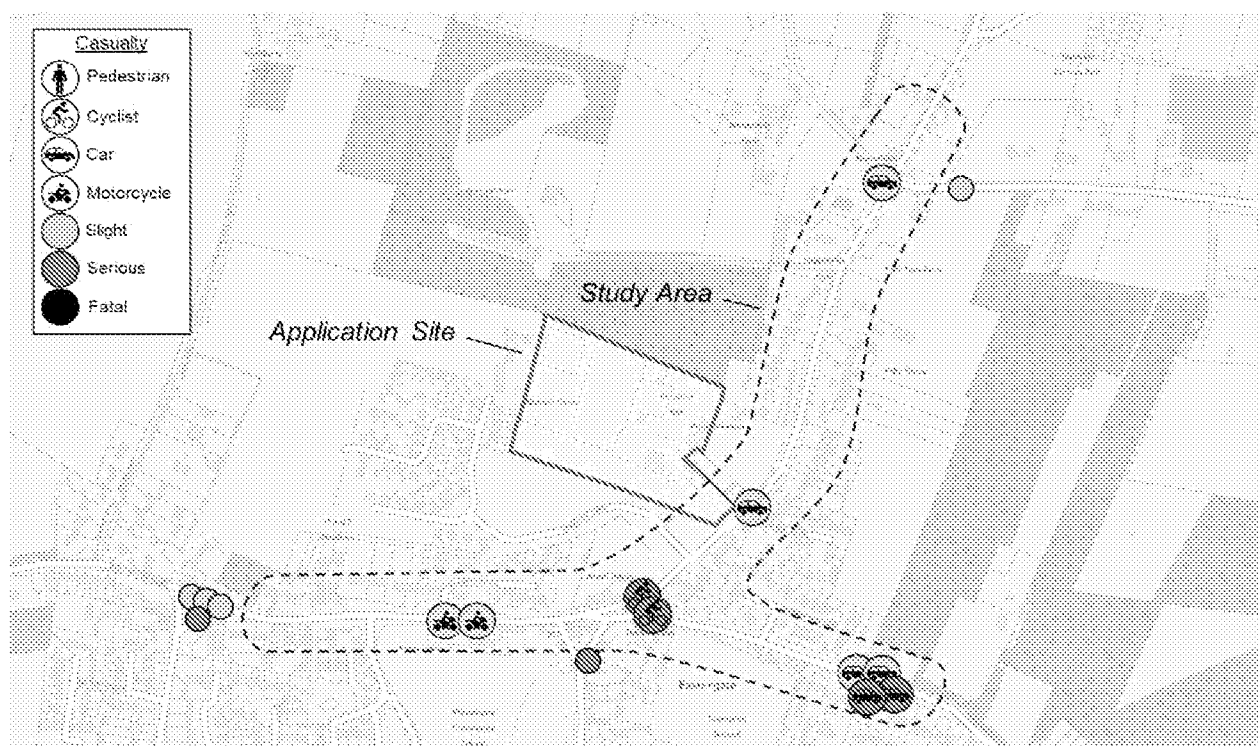
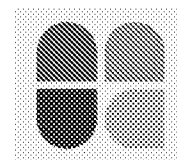


Figure 2.8: PIA Distribution



- 2.6.3 A total of 10 incidents were recorded during the 5-year period, comprised of 4 'serious' incidents and 4 'slight' incidents. The 'slight' incident which occurred at the Collins Close junction in close proximity to the site involved a car colliding with the back of a car waiting for a driver to turn right into Collins Close. This is the only incident to occur in the vicinity of the junction in the last 10 years, and therefore does not suggest an underlying highway safety issue.
- 2.6.4 The PIA record does not reveal any statistically significant pattern that would suggest there are highway safety issues on the local road network.

2.7 Traffic Surveys

Automatic Traffic Count Speeds Surveys

- 2.7.1 To establish the existing traffic conditions in the vicinity of the proposed development site Automatic Traffic Count (ATC) Speed surveys were commissioned on the A29 Fontwell Avenue. Due to the ongoing coronavirus pandemic, it is recognised that traffic patterns have been altered and that less vehicles are on the network. However, WSCC guidance identifies that speed surveys undertaken in free flow conditions, can still be used to establish design speeds.
- 2.7.2 The ATC surveys were undertaken between the 8th and 14th of January. The survey results have been calculated in line with DMRB CA 185 requirements demonstrating interpeak 85th percentile vehicle speeds in free flow traffic conditions. The Surveys results are attached at **Appendix B** and a summary provided in **Figure 2.9** and **2.10**.

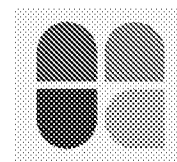
Flow Direction	AADT	Mean Speeds	85 th Percentile Speeds (inter-peak)
North Bound A29 Fontwell Avenue	3379	32.81	37.87
South Bound A29 Fontwell Avenue	3520	32.79	37.78
Combined	6899	-	-

Figure 2.9: ATC Survey - Speeds & AADT Summary

Flow Direction	Heavy	Light	Medium	Motor Bike	Push Bike	Combined
North Bound A29 Fontwell Avenue	0.35%	42.58%	5.77%	0.12%	0.16%	48.98%
South Bound A29 Fontwell Avenue	0.29%	44.55%	5.89%	0.13%	0.16%	51.02%
Combined	0.64%	87.13%	11.66%	0.25%	0.32%	100%

Figure 2.10: ATC Survey – Traffic Composition Summary

- 2.7.3 To account for the pandemics effects in reducing vehicle traffic on the local road network, a review of WSCC's permanent traffic monitoring data base has been undertaken to establish a representative Average Annual Daily Traffic (AADT) figure for pre-pandemic traffic conditions. Traffic data on the A29 Fontwell Avenue (location 5063) has accordingly been obtained. The data was gathered between the 30th of January and 6th of February 2014 (n.b Thursday the 30th Jan 2014 and Thursday 6th Feb 2014 are incomplete – this data is however the most recent representative data set available).



- 2.7.4 The 6 full days of data reveal an AADT of approximately 9,785 movements per day. However, to account for the data being incomplete and to provide a robust assumption of the AADT, weekend days have been filtered out resulting in an AADT figure of 10,659 movements. The WSCC Traffic Monitoring Database data is attached at **Appendix C**.

Turning Count Surveys

- 2.7.5 To establish the traffic flows associated with the existing site a classified turning count was undertaken at the site access / A29 Fontwell Avenue junction. The survey was undertaken on the 15th and 16th of December. The SRC Recycling Centre's operator confirmed that the site was operating at full capacity on these dates and therefore provides representative data sample. The turning count data is attached at **Appendix D**. A summary of the turning data is provided in **Figure 2.11**.

	Fontwell Avenue (South) – Site Access	Site Access – Fontwell Avenue (South)	Site Access – Fontwell Avenue (North)	Fontwell Avenue (North) – Site Access
AM Average	2	1	1	2
PM Average	3	5	3	1

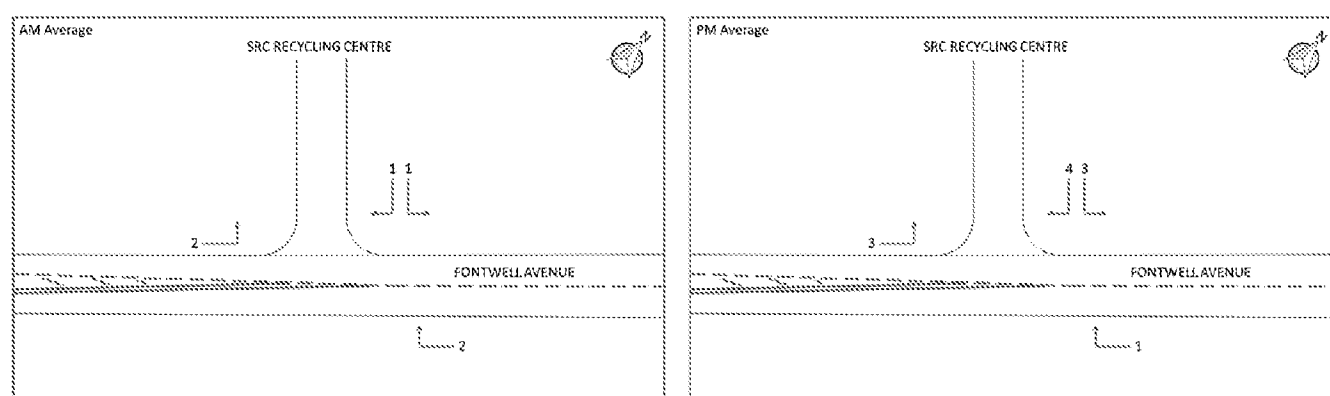
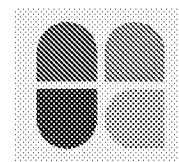


Figure 2.11: Site Access / A29 Fontwell Avenue Turning Counts



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The prospective development would comprise of 80 residential dwellings, served from an upgraded access adjoining the A29 Fontwell Avenue. The proposed site layout is shown in **Appendix E**, and the proposed accommodation schedule is provided in **Figure 3.1**.

Unit Type	No. Beds	No. of Units
Flat	1	10
Flat	2	11
House	2	8
House	3	35
House	4	16
Total	-	80

Figure 3.1: Accommodation Schedule

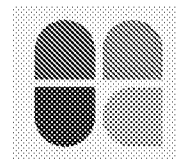
- 3.1.2 The proposed dwellings would have a 70% - 30% split of market to affordable dwellings, respectively. The dwellings would comprise of 21 flats and 59 houses.

3.2 Vehicle Access

- 3.2.1 The proposed site would be served from a single vehicle access served from the A29 Fontwell Avenue. The proposed access would be located in the same position as the existing access point. The following section of the TA provides an audit of the proposed access's geometric design, and an assessment of its operational safety including a visibility assessment and a vehicle swept path analysis.

Design Audit

- 3.2.2 This section considers the proposed access in respect to its compliance with the national design guidance document 'Design Manual for Roads and Bridges' (DMRB). The proposed access has been designed in accordance with DMRB CD 123 "Geometric design of at-grade priority and signal-controlled junctions".
- 3.2.3 The DMRB CD 123 guidance outlines advice and standards for the geometric design of major / minor priority junctions with regard to traffic operation and safety. The guidance allows for a tailored design considering the baseline traffic flows, vehicle speeds, the access's anticipated intensity of use, carriageway gradients and proportion of HGVs on the minor and major junction arms.
- 3.2.4 The proposed access's geometric form has been determined through establishing a number of key design parameters from the aforementioned ATC traffic surveys which are as follows: -
- An southbound 85th percentile design speed of 37.78mph (60.8kph) and a northbound 85th percentile design speed of 37.87mph (60.9kph), as identified by the ATC survey.
 - An AADT of 10,659 vehicle movements (see section 2.7.3 – 2.7.4))
 - A 0.64% proportion of HGVs (established from ATC data - WSCC data does not provide this)
 - An anticipated trip generation of 377 vehicle movements per day as detailed in **Section 4**.



- v. A topographical survey has revealed that gradients in the vicinity of the site access are negligible and not material to the design (1:80 approaching from the north).

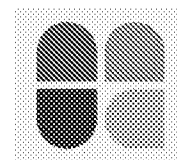
- 3.2.5 Based on the identified parameters the proposed junction would take the form of a simple priority junction with a restricted movement operation. The junction would allow left-in access and all-movement egress. The left-in movements would be facilitated by the proximity of the War Memorial roundabout c.120m to the south of the site access allowing vehicles to turn and approach the site access from the south as necessary. The proposed junction is demonstrated in **Drawing 2020.6243.201**
- 3.2.6 The DMRB CD 123 guidance identifies that junctions supported by right turn lanes are applicable on major roads when the design flow in the junctions minor arm exceeds 300 vehicles 2-way AADT, or the major arm is expected to exceed 13,000 vehicles 2-way AADT, thereby preventing flow restriction caused by right turns.
- 3.2.7 The proposed site's trip generation of 377 movements is such that a right turn lane facility could have been provided to support the proposed access, however the restricted movement junction prevents right turns, thereby negating its requirement. The use of the restricted movement junction rather than a right turn lane has been based on:
 - i. The findings of the Stage 1 Road Safety Audit. The audit findings and Designer's Response is detailed subsequently in **Section 3.1**)
 - ii. The impact on the permitted development on land to the east of the site (ref. AL/136/17/PL). Widening of the A29 to provide the right turn lane would affect the site access position and visibility envelope – whilst visibility remains achievable, the relocation would have involve third parties.
- 3.2.8 The proposed access would take the form of a bellmouth with an asymmetric splitter island, positioned so as to prevent right turns in to the site. The access would have a combined width of 6.0m plus 10.0m corner radii followed by a corner taper of 1:5 over a distance of 30 metres to facilitate the swept path of large vehicles while turning round the corner radii. The access would be flanked on its southern side by 2.0m wide footways.

Vehicle Swept Path Analysis

- 3.2.9 A vehicle swept path analysis has been undertaken reviewing the operation of the proposed site access and local road network. The vehicle swept path analysis demonstrates the following vehicle manoeuvres:
 - i. Concurrent access and egress by a large estate car in **Drawing 2020.6243.204**
 - ii. Access and egress by a large refuse freighter in **Drawing 2020.6243.203**
 - iii. Access by fire tenders in **Drawing 2020.6243.204**
 - iv. A refuse freighter negotiating the War Memorial Roundabout to approach the site from the south **Drawing 2020.6243.210**

Visibility Requirements

- 3.2.10 Visibility requirements have been based on the 85th percentile design speeds identified by the ATC speed survey. The design speeds narrowly exceed the 60kph threshold at which DMRB CD 109 visibility requirements need to be considered. The visibility requirements relative to the design speeds and achievable visibility is summarised in **Figure 3.2**.



Primary Direction Visibility (Looking South)			Secondary Direction Visibility (Looking North)		
Visibility Requirement		Achievable Visibility	Visibility Requirement		Achievable Visibility
DMRB Desirable Min	92.3	92.3+	DMRB Desirable Min	91.9	82.0m
DMRB Absolute Min	72.8		DMRB Absolute Min	72.0	
Manual for Streets	60.2		Manual for Streets	60.0	

Figure 3.2: Achievable / Required Visibility Summary

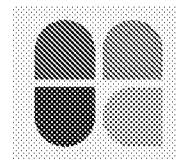
- 3.2.11 The achievable visibility looking in the primary direction achieves sightlines in excess of the DMRB Desirable Minimum standard of 92.3m. The maximum achievable visibility looking secondary direction falls between the DMRB Desirable Minimum (91.9m) and Absolute Minimum standard (72.0m) with a sight line of 82.0m.
- 3.2.12 DMRB CD 109 identifies relaxations to the desirable minimum stopping sight distance requirements are permitted on band B 60kph urban trunk roads. The low proportion of HGV's (<1%) on the A29 Fontwell Avenue further supports the application of relaxation from the desirable minimum as detailed in MfS 2 section 10.1.
- 3.2.13 It is noteworthy that in practice a greater extent of visibility, in excess of the DMRB Desirable Minimum, is achievable looking in the secondary direction. This is because the permitted development (ref. AL/136/17/PL) requires land at the site frontage to be secured for its own visibility requirements. The achievable primary and secondary visibility splays are demonstrated in **Drawing 2020.6243.202**.

3.3 Pedestrian Access

- 3.3.1 The proposed access would be flanked by a 2.0m wide footway on its southern side leading into the site. The proposed footway would run along the A29 Fontwell Avenue for c.15.0m before connecting to the existing footways on the west side of the carriageway. The new footway infrastructure is demonstrated in **Drawing 2020.6243.202**.
- 3.3.2 A crossing facility offering a pedestrian refuge island, dropped kerb and tactile paving would be provided in the vicinity of the access (within the taper of The Hedgerows right turn lane) to facilitate NMU movements across the A29 Fontwell Avenue. Illuminated 'Keep Left' bollards would be located on the island to advise drivers ensuring the physical island is visible from both approach directions.
- 3.3.3 The pedestrian refuge island's specification would be provided in accordance with WSCC standard design details as demonstrated in **Drawing 2020.6243.201**. The required pedestrian visibility splays measuring 1.5m x 92.3m in the primary direction and 1.5m x 91.9m in the secondary direction are achievable. The crossing facility and achievable visibility is demonstrated on **Drawing 2020.6243.202**.

3.1 Stage 1 Road Safety Audit

- 3.1.1 The proposed vehicle and pedestrian access arrangements have been subject to a Stage 1 Road Safety Audit (RSA), undertaken by Road Safety Answers in January 2021.
- 3.1.2 The Stage 1 RSA raised 4 issues with the proposed access design based on **Drawings 2020.6243.001, 2020.6243.002, 2020.6243.003, and 2020.6243.004**. All items raised in the audit were agreed, and the mitigation measures incorporated into the access design as detailed in the designers response. A copy of the Stage 1 RSA and Designers Response is shown in **Appendix F**.



3.2 Internal Layout

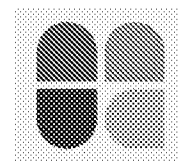
- 3.2.1 The site's internal carriageways are configured such that a looped arrangement is provided from which side roads, private drives and parking courts are served. The site's internal carriageways would not be offered for adoption by the local highway authority. An overview of the site's internal carriageway configuration and geometric design is provided in **Drawing 2020.6243.205**.
- 3.2.2 The site's primary estate road would provide a 6.0m carriageway width for the first 25m of carriageway to ensure comfortable negotiate of the access by all vehicle types. The estate road would narrow to 5.5m - 4.8m within the main body of the site. Secondary roads spurring from the estate road would provide a carriageway width of 4.8m and driveways reduce to a minimum of 3.75m.
- 3.2.3 Where necessary turning heads are provided at the end of side roads to allow service vehicles to turn on site. The internal carriageway geometries and alignment are sufficient for refuse freighters and cars to pass one another along the majority of the internal carriageways within the site. A vehicle swept path analysis demonstrating vehicle passing and turning manoeuvres is shown in **Drawing 2020.6243.206**.
- 3.2.4 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 would 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 2020.6243.209**.
- 3.2.5 All through roads would provide at least a single 2.0m footway provision. Side roads with a no-through road status and cul-de-sacs would use shared surface arrangements. The use of the shared surface arrangement accords with MfS guidance which suggest that shared surfaces are appropriate where carriageways form cul-de-sacs, where parking is controlled or takes place in designated areas and the vehicle flow is below 100 movements per hour.
- 3.2.6 The site's car parking would be provided in a mixture of driveways, garages, car ports, parking courts and on-street parking. The on-street parking would take the form of parallel parking bays. All parking bays use MfS standard dimensions providing parking bays of 2.4m x 4.8m for perpendicular spaces with at least at least 6.0m to ensure comfortable manoeuvring. Parallel bays provide dimensions of 2.0m x 6.0m. Car parking manoeuvres are demonstrated in **Drawing 2020.6243.208**.

3.3 Service Arrangements

- 3.3.1 The site's carriageway geometries are such that large service vehicles can negotiate the internal roads and perform turning manoeuvres within the site, allowing access and egress in a forward gear. A vehicle swept path analysis has been undertaken demonstrating a large refuse vehicle (the largest service vehicle) negotiating the internal carriageways and performing turning manoeuvres in **Drawing 2020.6243.206**.
- 3.3.2 Bin carry distances between properties and refuse collectors would be in line with thresholds set out in MfS (25m for collectors 30m for residents). A few units marginally exceed the carry distance threshold, but this would not materially affect the refuse collection operation. The bin carry distances are demonstrated in **Drawing 2020.6243.206**

3.4 Emergency Access

- 3.4.1 The geometric design of the primary access would allow fire tenders (the largest emergency vehicle) to comfortably negotiate the proposed access. A vehicle tracking exercise demonstrating manoeuvres in and out of the site by a fire tender has been provided in **Drawing 2020.6243.204**.



3.4.2 The proposed developments internal layout would accord with 'Building Regulations Part B: Fire Safety' by meeting the following standards: -

- i. The proposed development would provide access within 45.0m of all dwellings
- ii. Access to dwellings can be achieved without reversing manoeuvres greater than 20.0m
- iii. A minimum carriageway width of 3.7m is maintained through out the site.

3.4.3 Fire tender access is demonstrated in **Drawing 2020.6243.207**.

3.1 Car & Cycle Parking

3.1.1 Arun District Council's 'Parking Standards Supplementary Planning Document' (January 2020) has been consulted to establish the planning authorities parking requirements. A summary of the parking standards, required provision and proposed provision is shown in **Figure 3.3**.

Dwelling No. / Type	ADC Standard (Parking Behaviour Zone 2)	ADC Requirement	Proposed Provision
11 X 1 Bed Dwelling	2 Spaces Per Dwelling	22 Spaces	22 Spaces
34 X 2 Bed Dwelling	2 Spaces Per Dwelling	68 Spaces	68 Spaces
26 X 3 Bed Dwelling	2 Spaces Per Dwelling	52 Spaces	52 Spaces
9 X 4 Bed Dwelling	3 Spaces Per Dwelling	27 Spaces*	27 Spaces*
Visitor	20% Of Total Provision	16 Spaces	16 Spaces
Total	-	185	185

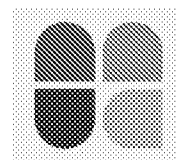
*Units 14, 25, 32, 38, 41, 44, 47, 76 and 80 provide 3 spaces; units 25, 32, 47 and 80 all providing a double garage equating to 1 parking space

Figure 3.3: Residential Car Parking Standards & Provision

3.1.2 As shown in **Figure 3.3**, ADC's parking standards require 185 spaces. A total of 185 spaces have accordingly been provided at the correct ratio per dwelling. Residents car parking would be provided in a mixture of driveways, garages and car ports. The on-street parking would take the form of parallel parking bays.

3.2 Cycle Parking

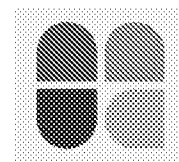
3.2.1 ADC's parking standard has been consulted to establish the planning authorities cycle parking requirements. A summary of the cycle parking standards, the required provision and proposed provision is shown in **Figure 3.4**.



unit no. / size	ADC Standard	ADC Requirement	Proposed
8 x 1 & 2 Bed Houses	1 Space Per Dwelling	8 Spaces	8 Spaces
51 x 3+ Bed Houses	2 Spaces Per Dwelling	102 Spaces	102 Spaces
21 x 1 & 2 Bed Flats	1 Space Per Dwelling	21 Spaces	21 Spaces
Total	-	131	131

Figure 3.4: Residential Cycle Parking Standards & Provision

- 3.2.2 As shown in **Figure 3.4**, ADC's parking standards require a total 131 spaces. The 131 spaces have accordingly been provided at the correct ratio per dwelling. Cycle parking is provided within rear garden storage and garages. Communal storage facilities are provided for flats.



4 TRIP GENERATION ASSESSMENT

- 4.1.1 To establish the traffic impact associated with the development, a trip generation assessment has been undertaken using a combination of a site-specific survey, and the TRICS database. The existing and proposed trip generations have then been compared to provide a net trip generation resulting from the development.

4.2 Existing Site

- 4.2.1 The site's vehicle trips have been based on the survey data presenting **Section 2** of this TS. The existing trips have been based on the average trips recorded on the survey days. A summary of the survey results, including the number of trips during peak hours, is provided in **Figure 4.1**. The full survey results are attached at **Appendix D**.

Time Period	Arrivals	Departures	Two-way Total
AM Peak Hour (08-09)	3	2	5
PM Peak Hour (17-18)	4	6	10
Daily (07-18)	43	43	86

Figure 4.1: Existing Vehicle Trips – Survey Data

- 4.2.2 It should be noted that whilst the site was operating as normal on the date of the survey, it is likely that trips were impacted by travel and other restrictions associated with the Covid 19 pandemic. Further, the survey was undertaken in the runup to Christmas which may have additionally impacted on the number of trips. It is therefore considered that the survey reveals a robust view of the existing trips generated by the existing site.

4.3 Proposed Development

Development Overview

- 4.3.1 A breakdown of the proposed developments composition is provided in **Figure 4.2**.

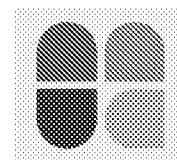
Unit Type	Number of Units	Percentage
Houses	59	74%
Flats	21	26%
Private	56	70%
Affordable	24	30%

Figure 4.2: Breakdown of Proposed Development

- 4.3.2 As shown above, the development would comprise 74% houses and 26% flats, of which 70% would be private, and 30% would be affordable.

TRICS Filtering Parameters

- 4.3.3 To identify surveys of comparable sites, the parameters identified in **Figure 4.3** have been used to filter the TRICS database.



TRICS (Version 7.7.3)	
Filtering Parameter:	Criteria Selected:
i. Land use	Residential – Mixed Private/Affordable Housing
ii. Regions	England (Excluding Greater London)
iii. Number of Dwellings	40 to 150 units
iv. Date Range	01/01/12 to 14/11/19
v. Count Type	Manual
vi. Selected Days	Weekdays
vii. Selected Locations	- o Suburban Area – 1 survey day - o Edge of Town – 3 survey days - o Neighbourhood Centre – 1 survey day
viii. Population Within 1 Mile	- o 1,000 or Less – 1 survey day - o 1,001 to 5,000 – 2 survey days - o 5,001 to 10,000 – 1 survey day - o 10,001 to 15,000 – 1 survey day
ix. Population Within 5 Miles	- o 5,001 to 25,000 – 1 survey day - o 25,001 to 50,000 – 3 survey days - o 50,001 to 75,000 – 1 survey day

Figure 4.3: TRICS Filtering Parameters

Selected Surveys

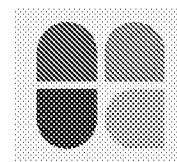
- 4.3.4 The filtering outlined above identified 10 potentially comparable survey sites. These sites were reviewed further to ensure all site had a comparable composition of houses/flats and private/affordable units. Details of the selected sites are provided in **Figure 4.4**.

Location	Houses		Flats		Private		Affordable	
Proposed Development	59	74%	21	26%	56	70%	24	30%
Included Surveys								
Carmarthen	33	67%	16	33%	35	71%	14	29%
Near Uckfield	118	86%	20	14%	96	70%	42	30%
Maresfield	76	95%	4	5%	56	70%	24	30%
Hailsham	83	91%	8	9%	66	73%	25	27%
Hunstanton	61	87%	9	13%	50	71%	20	29%
Excluded Surveys								
Totnes*	52	64%	29	36%	66	73%	24	27%
Hailsham	80	86%	13	14%	55	59%	38	41%
Bexhill	47	39%	72	61%	64	54%	55	46%
Chichester	82	90%	9	10%	60	61%	39	39%
Horsham	104	86%	17	14%	70	58%	51	42%

*Trip rate considered too low

Figure 4.4: Composition of TRICS Survey Sites

- 4.3.5 The full TRICS output is attached at **Appendix G**.



Trip Rate and Generation

- 4.3.6 A summary of the weekday peak hour trip rates, and the subsequent vehicle movements associated with the dwellings is provided in **Figure 4.5**.

Trip Rate per Dwelling			
Time Period	Arrivals	Departures	Two-way Total
AM Peak Hour (08-09)	0.093	0.322	0.415
PM Peak Hour (17-18)	0.308	0.145	0.453
Daily (12 Hour)	2.382	2.328	4.710
TRICS Vehicle Trip Generation (80 Dwellings)			
AM Peak Hour (08-09)	7	26	33
PM Peak Hour (17-18)	25	12	36
Daily (12 Hour)	191	186	377

Figure 4.5: Anticipated Trip Generation

- 4.3.7 The TRICS assessment suggests that the proposed dwellings would generate 377 daily 2-way vehicle movements of which 33 would occur during the network's AM peak traffic hour (08:00-09:00), and 36 would occur in the PM peak traffic hour (17:00-18:00).

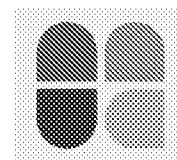
4.4 Net Trip Generation

- 4.4.1 The existing and proposed vehicle trips have been compared in **Figure 4.6** to establish the net trip generation associated with the development.

Net Trip Generation			
Time Period	Arrivals	Departures	Two-way Total
AM Peak Hour (08-09)	4	24	29
PM Peak Hour (17-18)	21	6	26
Daily (12 Hour)	148	143	291

Figure 4.6: Net Trip Generation

- 4.4.2 As shown above, the development is anticipated to result in a net increase of 291 daily vehicle trips, with an increase of 29 trips in the AM peak hour, and an increase of 26 trips in the PM peak hour.



5 TRAFFIC DISTRIBUTION

5.1 Development Traffic Distribution

- 5.1.1 A traffic assignment model has been produced to determine the distribution of development traffic on the local road network. The traffic flow distribution has been based on weekday AM / PM peak hour scenarios which typically exhibit the greatest traffic impact on the local road network from residential developments.
- 5.1.2 To establish the key routes used by commuters in the vicinity of the site, data has been gathered from the 2011 census 'Location of usual residence and place of work' dataset which identifies workplace destinations for residents of a particular area (ward or lower output level). For the purposes of this assessment, data has been gathered for residents of the Arun 003C, 003D and 003E super output lower layer areas. The census data is attached at **Appendix H**.
- 5.1.3 Using the census data, trips to/from each site have been assigned to key traffic routes based on typical journey times as calculated using Geographic Information System (GIS) algorithms. The percentage distribution of traffic from the development site is demonstrated on a flow diagram at **Appendix I**.
- 5.1.4 To determine the number of additional vehicle trips on the key routes, the percentage distribution has been applied to the site's anticipated trip generation as established in **Section 4**. Flow diagrams demonstrating the distribution of vehicle trips to/from the development site in the AM and PM peak hours are attached at **Appendix J**.

Post A29 Realignment

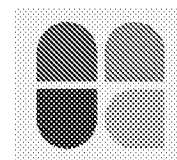
- 5.1.5 The proposed A29 realignment would result in changes to traffic flows in the vicinity of the site. The proposed scheme would be constructed in two phases – a northern section and southern section. The northern section would not materially impact on development traffic to/from the development.
- 5.1.6 Construction of the southern section, however, would allow drivers who would currently travel south on the existing A29 would be relocated to the new A29 route, bypassing Westergate. To account for this change, flow diagrams have been prepared for a post A29 realignment scenario, assuming all traffic travelling on the existing A29 would be relocated to the new route. Flow diagrams representing the post A29 realignment scenario, including the percentage distribution and flows during the AM and PM peak hours, are attached at **Appendix K**.

5.2 Existing Site Traffic Distribution

- 5.2.1 The distribution of traffic arriving/departing from site was recorded within the survey of the existing operation. The north/south split of existing site traffic is shown in **Figure 5.1**.

Direction	Arrivals		Departures	
	Daily Movements	Percentage	Daily Movements	Percentage
North	97	57%	104	61%
South	74	43%	67	39%

Figure 5.1: North/South Split of Existing Site Traffic



5.2.2 To establish the wider distribution of site traffic, the percentage distribution established for the proposed development trips (**Appendix I**) has been weighted based on the recorded north/south split of existing site traffic (**Figure 5.1**). The weighted percentage distributions during the AM and PM peak hours are shown in **Figures 5.2** and **5.3** respectively, and are demonstrated on a flow diagrams attached at **Appendix L**.

AM Peak Hour								
Direction	Road Link	Arrivals			Departures			
		2011 Census Distribution	Survey Dist.	Weighted Dist.	2011 Census Distribution	Survey Dist.	Weighted Dist.	
To / From North	A27 West (via Fontwell)		48%		32%		36%	38%
	Eastergate Ln		2%		1%		2%	2%
	Wandleys Ln	76%	0%	50%	0%	63%	0%	0%
	A27 East		26%		17%		25%	27%
To / From South	A27 West (via Nyton Rd)		0%		0%		12%	11%
	A29 South (Westergate St)	24%	12%	50%	26%	37%	12%	11%
	B2233 (Barnham Rd)		12%		24%		13%	11%
Total	-	100%	100%	100%	100%	100%	100%	100%

Figure 5.2: Existing Site Distribution – AM Peak Hour

PM Peak Hour								
Direction	Road Link	Arrivals			Departures			
		2011 Census Distribution	Survey Dist.	Weighted Dist.	2011 Census Distribution	Survey Dist.	Weighted Dist.	
To / From North	A27 West (via Fontwell)		48%		47%		36%	34%
	Eastergate Ln		2%		2%		2%	1%
	Wandleys Ln	76%	0%	75%	0%	63%	0%	0%
	A27 East		26%		26%		25%	23%
To / From South	A27 West (via Nyton Rd)		0%		0%		12%	13%
	A29 South (Westergate St)	24%	12%	25%	13%	37%	12%	14%
	B2233 (Barnham Rd)		12%		12%		13%	14%
Total	-	100%	100%	100%	100%	100%	100%	100%

Figure 5.3: Existing Site Distribution – PM Peak Hour

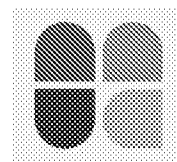
5.2.3 The percentage distribution for has been applied to the surveyed flows to determine the number of existing site trips on key routes. The traffic assignment model demonstrating the distribution of vehicle trips from the existing site in the AM and PM peak hours are attached at **Appendix M**.

5.3 Net Change at Key Junctions

5.3.1 The distributions of existing and proposed trips have been compared to provide the net increase in vehicle trips through local junctions. A summary of intensification at local junctions is shown in **Figure 5.4**.

Junction	AM Peak Hour	PM Peak Hour
Site Access	29	26
Fontwell Roundabout (A27/A29)	19	19
War Memorial Roundabout (A29/B2233)	17	29
A29 / B2233 (Nyton Road)	6	4

Figure 5.4: Increase in Vehicle Trips at Local Junctions



6 JUNCTION CAPACITY MODELLING ASSESSMENT

6.1 Overview

6.1.1 To assess the impact of development traffic on the operation of the local road network, junction capacity modelling assessments have been undertaken for local junctions. Assessments have been undertaken using PICADY for the site access and ARCADY for the War Memorial roundabout (A29/B2233).

6.1.2 The scope of the assessment has been determined based on guidance set out in WSCC's document 'Transport Assessment Methodology' (July 2007) which states:

"the study area will include all junctions where there is a predicted increase in total entry flows of 30 or more vehicles in any hour – or if the junction already experiences peak period congestion an increase of 10 or more vehicles – as a result of the development proposals"

6.1.3 As shown in **Figure 5.4**, none of the local junctions would experience an increase of more than 30 vehicles. However, to provide a robust assessment, junction capacity modelling assessments have been undertaken for both the site access and the War Memorial roundabout.

6.2 Assessment Scenarios

6.2.1 WSCC have advised that the assessments should include the following future scenarios tested with and without development flows:

- i. 2023 (pre A29 realignment)
- ii. 2038 (northern section of A29 realignment open)
- iii. 2038 (full A29 realignment open)

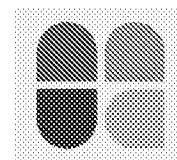
6.2.2 Background traffic flows for each scenario have been obtained from WSCC. The flows account for traffic growth, local development, and reassignment of traffic following the construction of the A29 realignment scheme.

6.3 Assessment Methodology

6.3.1 Junction capacity modelling assessments undertaken using Junctions 9 (PICADY and ARCADY) are normally input using 'DIRECT' traffic profile. The DIRECT input uses data for 15-minute segments, allowing the model to account for smaller peaks that occur within peak hours, and provides the most accurate and representative view of traffic flows at junctions.

6.3.2 To use DIRECT input requires data for 15-minute segments, and the data obtained from WSCC is only available in hourly segments. Therefore, to model the flows at the War Memorial roundabout as accurately as possible, peak hour profiles have been established using the survey data recorded for the 'Hedgerows' development to the south of the site (planning ref: AL/61/13). This provides a model that is consistent with the Hedgerows assessment.

6.3.3 Assessment of the site access has been based on the 'ONE HOUR' (ODTAB) profile within Junctions 9, which provides the most robust estimate of traffic peaks within each of the peak hours.



6.4 Site Access

- 6.4.1 The junction capacity modelling assessment of the site access has been undertaken using PICADY modelling software. Summaries of the modelling results for AM and PM peak hours in each scenario are provided in **Figure 6.1**, and the full PICADY report is attached at **Appendix N**.

2023 Baseline + Development						
Arm	AM Peak Hour			PM Peak Hour		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
B-AC	0.1	10.33	0.08	0.0	9.02	0.03
C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2038 Baseline + Development (A29 Realignment Northern Section Open)						
Arm	AM Peak Hour			PM Peak Hour		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
B-AC	0.1	10.54	0.08	0.0	9.10	0.03
C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2038 Baseline + Development (Full A29 Realignment Open)						
Arm	AM Peak Hour			PM Peak Hour		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
B-AC	0.1	7.44	0.06	0.0	6.87	0.02
C-AB	0.0	0.00	0.00	0.0	0.00	0.00

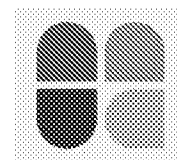
Figure 6.1: Summary of PICADY Results

- 6.4.2 As shown in **Figure 6.1**, the site access would operate well within capacity in all scenarios. A maximum RFC of 0.08 was shown on stream B-AC (site access) in the AM peak hour during the 2023 and 2038 (A29 realignment northern section open) scenarios. Maximum queues were below 1 vehicle in all scenarios, and a maximum delay of 10.54 seconds was identified. It is noted that the operation of the access would improve further following the construction of the realigned A29.

6.5 War Memorial Roundabout (A29/B2233)

2023 Scenarios

- 6.5.1 The junction capacity modelling assessment of the War Memorial roundabout has been undertaken using ARCADY modelling software. Summaries of the modelling results for AM and PM peak hours in the 2023 scenarios are provided in **Figure 6.2**, and the full ARCADY report is attached at **Appendix O**.



2023 Baseline						
Arm	AM Peak Hour			PM Peak Hour		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
A29 Westergate St West	1.0	4.04	0.50	1.0	3.92	0.48
A29 Fontwell Ave North	1.2	7.97	0.55	4.7	22.23	0.84
B2233 Barnham Rd South	1.7	8.22	0.64	1.0	6.52	0.50
2023 Baseline + Development						
Arm	AM Peak Hour			PM Peak Hour		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
A29 Westergate St West	1.1	4.05	0.50	1.0	3.86	0.49
A29 Fontwell Ave North	1.3	8.24	0.57	5.5	24.89	0.86
B2233 Barnham Rd South	1.8	8.36	0.64	1.0	6.61	0.51

Figure 6.2: Summary of ARCADY Results – 2023 Scenarios

- 6.5.2 As shown in **Figure 6.2**, the roundabout would operate within capacity both with and without the proposed development.
- 6.5.3 A maximum RFC of 0.86 was shown on the A29 Fontwell Avenue in the PM peak hour during the 2023 scenario. A mean maximum queue of 5.5 vehicles was identified, with a maximum delay of 24.89 seconds. A comparison with and without the development shows marginal increases of 0.02 to the maximum RFC, 0.8 vehicle increase to the maximum queue, and 2.66 second increase in delay.

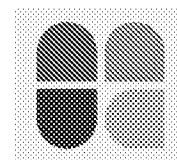
2038 Scenarios (A29 Realignment Northern Section Open)

- 6.5.4 Summaries of the modelling results for AM and PM peak hours in the 2038 scenarios, with the northern section of the A29 realignment open, are provided in **Figure 6.3**.

2038 Baseline (A29 Realignment Northern Section Open)						
Arm	AM Peak Hour			PM Peak Hour		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
A29 Westergate St West	1.2	4.22	0.54	1.2	4.14	0.54
A29 Fontwell Ave North	1.8	10.24	0.65	3.7	18.55	0.79
B2233 Barnham Rd South	2.0	9.97	0.67	0.7	5.96	0.42
2038 Baseline + Development (A29 Realignment Northern Section Open)						
Arm	AM Peak Hour			PM Peak Hour		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
A29 Westergate St West	1.2	4.25	0.54	1.2	4.23	0.55
A29 Fontwell Ave North	1.9	10.66	0.66	4.1	20.44	0.82
B2233 Barnham Rd South	2.0	10.17	0.67	0.8	6.10	0.43

Figure 6.3: Summary of ARCADY Results – 2038 Scenarios (A29 Realignment Northern Section Open)

- 6.5.5 As shown in **Figure 6.3**, the roundabout would operate within capacity both with and without the proposed development in the 2038 scenario. The maximum RFC (PM peak hour) would reduce compared with the 2023 scenarios, with corresponding reductions in queueing and delay.
- 6.5.6 Whilst the maximum RFC in the AM peak hour is marginally higher than the 2023 scenario, the maximum value of 0.67 shows the roundabout would operate comfortably within capacity. The results show marginal increases and delays as a result of the proposed development flows.



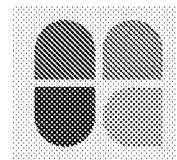
2038 Scenarios (Full A29 Realignment Open)

- 6.5.7 Summaries of the modelling results for AM and PM peak hours in the 2038 scenarios (with the northern section of the A29 realignment open) are provided in **Figure 6.4**.

2038 Baseline (Full A29 Realignment Open)						
Arm	AM Peak Hour			PM Peak Hour		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
A29 Westergate St West	0.3	2.55	0.22	0.4	2.72	0.30
A29 Fontwell Ave North	0.3	4.22	0.20	0.4	5.39	0.30
B2233 Barnham Rd South	1.0	5.28	0.48	0.3	3.49	0.21
2038 Baseline + Development (Full A29 Realignment Open)						
Arm	AM Peak Hour			PM Peak Hour		
	Max Queue (Veh)	Max Delay (s)	Max RFC	Max Queue (Veh)	Max Delay (s)	Max RFC
A29 Westergate St West	0.3	2.56	0.23	0.4	2.76	0.31
A29 Fontwell Ave North	0.3	4.29	0.22	0.5	5.58	0.32
B2233 Barnham Rd South	1.0	5.33	0.49	0.3	3.56	0.21

Figure 6.4: Summary of ARCADY Results – 2038 Scenarios (Full A29 Realignment Open)

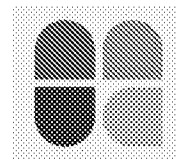
- 6.5.8 As shown in **Figure 6.4**, the operation of the roundabout would improve significantly following completion of the full A29 realignment. Maximum RFC values of 0.48 and 0.32 were identified in the AM and PM peak hours respectively, demonstrating that the roundabout would operate comfortably within capacity. The results show marginal increases and delays as a result of the proposed development flows.



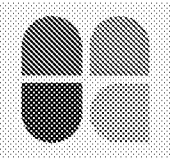
7 SUMMARY AND CONCLUSIONS

7.1.1 This TA has been prepared by Bright Plan on behalf of Mr D. Parker to support a proposal at SRC Recycling Centre, West Sussex. The application proposes residential development comprising of 80 dwellings on the west side of the A29 Fontwell Avenue. The findings from this TA are as follows: -

- i. The site is situated within a sustainable location within walking / cycling distance of Eastergate, Westergate and Barnham's local service and amenities. The location provides realistic options for travel by public transport.
- ii. An assessment of personal injury accident data showed no pattern of incidents in terms of incident distribution, frequency or severity that would be of concern in terms of highway safety.
- iii. The application proposes the reformation of the site's existing access. The proposed access would take the form of a priority junction with a left-in all movement out arrangement. The proposed access has been designed in accordance with the DMRB CD 123 and CD 109.
- iv. The proposed access arrangements have been subject to a visibility assessment. The requisite visibility is achievable from the proposed access in accordance with DMRB CD 123 and CD 109 requirements.
- v. A vehicle swept path analysis has been undertaken demonstrating appropriate operation of the proposed access and right turn lane by a variety of vehicle classes, including service vehicles and emergency vehicles.
- vi. The development would include the provision of a section of footway tying in with extant footways on the A29 Fontwell Avenue and offers a pedestrian crossing facility supported by a refuge island facilitating NMU movement across A29 Fontwell Avenue.
- vii. The proposed access arrangement has been subject to an independent Stage 1 Road Safety Audit conducted January 2021. All items were agreed and mitigating design measures incorporated into the proposed highway scheme.
- viii. The site's internal carriageways have been designed in accordance with the principles of Manual for Streets. The site's internal carriageways have been subject to a vehicle swept path analysis and visibility assessment demonstrating that the site would safely and appropriately operate.
- ix. Service vehicles can negotiate the internal carriageways and perform turning manoeuvres within the site, allowing servicing activities to be undertaken in a forward gear. Bin carry distances between dwellings and refuse collectors are in line with thresholds set out in Manual for Streets.
- x. Emergency access to the proposed dwellings would accord with the requirements of Building Regulations Part B.
- xi. Car and cycle parking would be provided in accordance with Arun District Council's 'Parking Standards Supplementary Planning Document' (January 2020).
- xii. A TRICS assessment suggests that the development will generate an additional 291 daily vehicle trips on the local road network, with an addition 29 and 26 trips in the AM and PM peak periods respectively.
- xiii. A Traffic Distribution Model and Traffic Assignment Model based on the 2011 Census 'Location of usual residence and place of work' data has been provided to demonstrate the site's traffic impact at local road junctions.



- xiv. A PICADY capacity model of the site access identified that the site would generate negligible levels of flow restriction even during AM / PM peak hours.
- xv. Notwithstanding the forthcoming realignment of the A29 and resultant reduced traffic flows in the vicinity of the site, an ARCADY capacity model of War Memorial Roundabout in Eastergate was undertaken for a 2023 scenario demonstrating that the junction would operate within capacity.



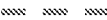
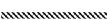
PLANS

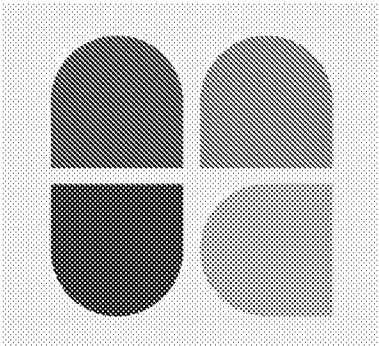
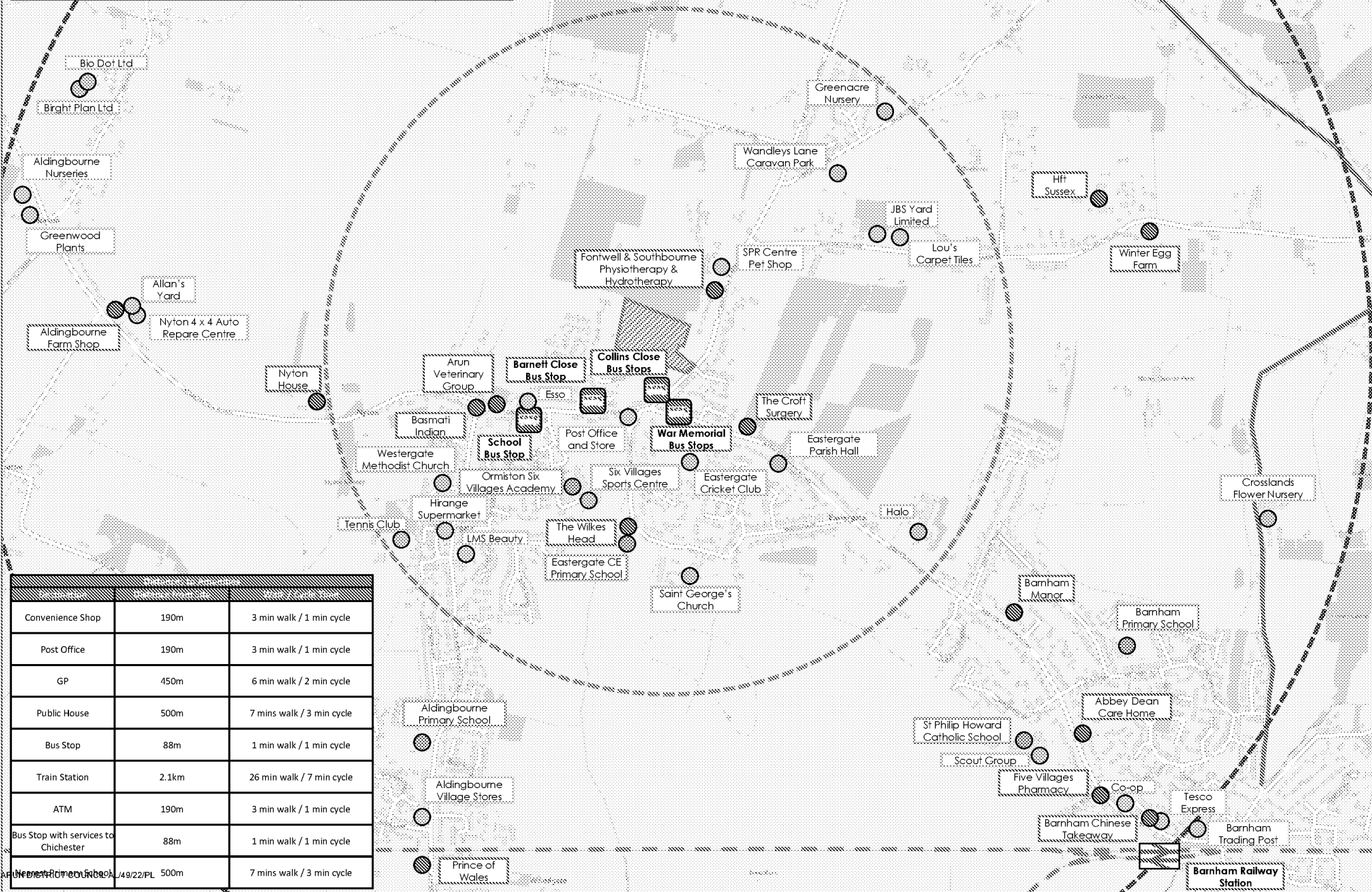
Plan 01 Accessibility Plan

Destination	Distance (km)	Walk & Cycle Time	Frequency
Bognor Regis	Barnham – Bognor Regis	6 – 7min	4 per hour
Littlehampton	Barnham – Littlehampton	11 min	2 per hour
Worthing	Barnham – Worthing	17 – 24min	2 per hour
Portsmouth	Barnham – Chichester – Havant – Portsmouth	32 – 46min	4 per hour
Brighton	Barnham – Worthing – Lancing – Shoreham-by-Sea – Hove – Brighton	42 – 50min	2 per hour
Southampton	Barnham – Chichester – Havant – Fareham – Southampton	1hr – 1hr 4min	4 per hour
London Victoria	Barnham – Horsham – Crawley – Gatwick Airport – Clapham Junction – London Victoria	1hr 24min – 1hr 38min	4 per hour
Bognor Regis	Barnham – Bognor Regis	6 – 7min	4 per hour

Station	Service	Frequency	Operating Hours
66A/66C	Bognor Regis - Yapton - Bognor Regis	Mon-Sat: 1 every 2 hours	Mon-Sat: 07:55 – 16:52
85	Arundel - Fontwell - Chichester	Mon-Sat: 3 per day	Mon-Fri: 07:19 – 16:14 Sat: 08:19 – 16:14
85A	Arundel - Barnham - Chichester	Mon-Sat: 2 per day	Mon-Sat: 10:18 – 14:18
665	Chichester - Westergate College	Mon-Fri: 1 every school day	Mon-Fri: 07:51 – 14:52

LEGEND

-  SITE LOCATION
-  RAIL STATION
-  RAILWAY
-  BUS STOPS
-  LOCAL CYCLE ROUTES
-  1 KM ISOCHRON
-  2 KM ISOCHRON
-  RETAIL
-  EDUCATION
-  LEISURE
-  HEALTH CARE
-  FOOD & DRINK
-  EMPLOYMENT



BRIGHT PLAN

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Client: Mr D. Parker

Project: Land at SRC Recycling, West Sussex

Title: Accessibility Plan

Scale: NTS Date: Nov 2020 Drawn By: SMO Checked By: ALB

Plan No: Plan 01 Job No: 6243 Rev: -