

TECHNICAL NOTE

PROJECT: Residential Development at Land West of Woodgate Nurseries

REPORT: 2530/TN/03 – Technical Note on Transport Matters for Planning Pre-Application

DATE: February 2026

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1. This report (HTp/2530/TN/03) has been prepared by Highgate Transportation (HTp) to support the planning pre-application submission by Hanbury Properties for up to 220 residential dwellings land to the west of Woodgate Nurseries. This report is based on the pre-application Technical Note (ref: HTp/2530/TN/02) that was submitted to WSCC Highways for highways pre-application advice in April 2025.
 2. The highways pre-application submission included traffic survey data, the proposed site access arrangement and the methodology for the capacity assessments to be carried out.

Sustainable Connectivity

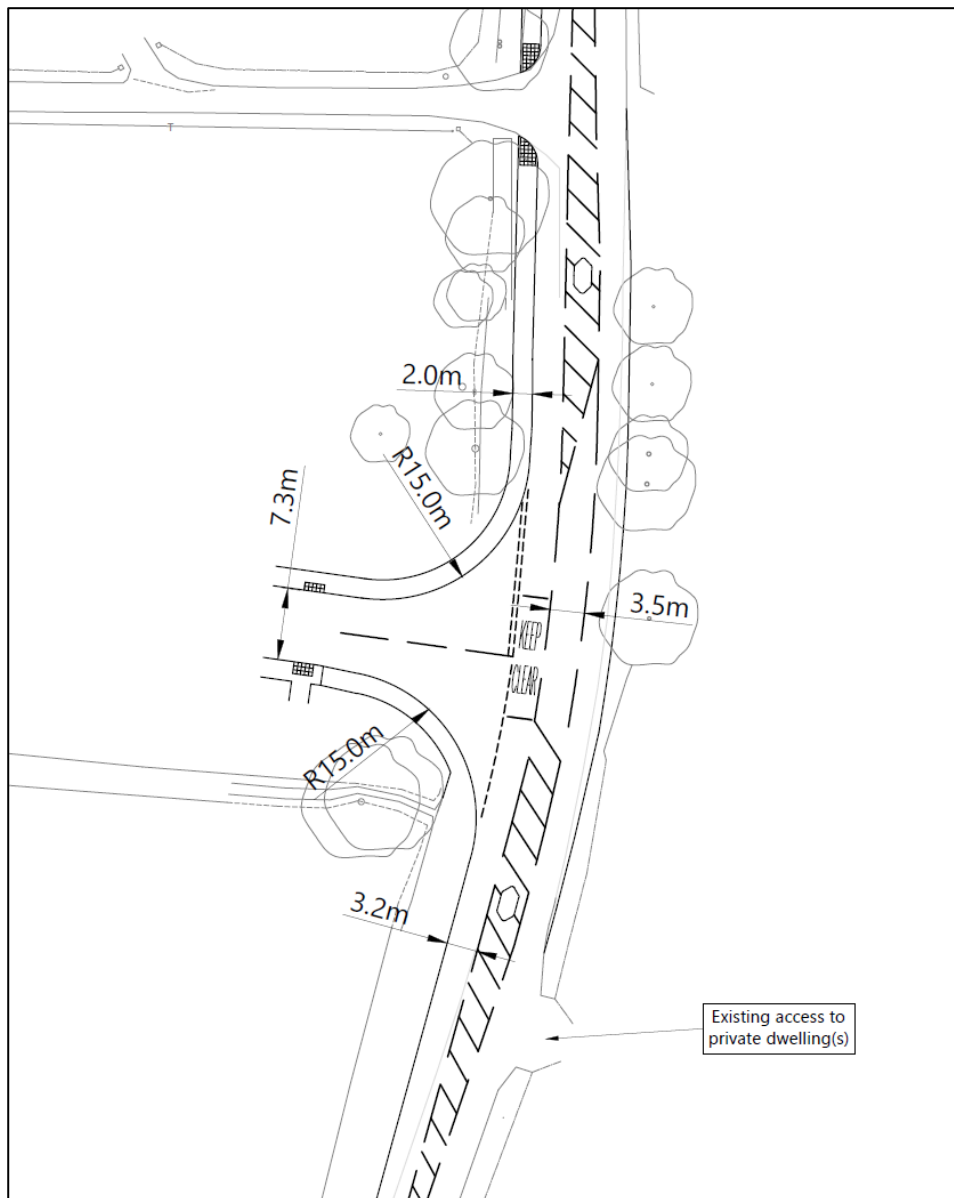
3. It was discussed with West Sussex County Council (WSCC) Highways that investigations would be made into whether a pedestrian connection could be provided to Beechfield Park and Hook Lane, which is separated from the site by the railway line. It was confirmed to the highway officer that there is an existing gate to provide access across the level crossing, however, it is permanently closed, and would not be considered an appropriate route for pedestrians and/or cyclists as it would require them to cross at an unmanned section of the railway at grade.
4. The WSCC highway officer confirmed that a pedestrian crossing would not be required at the at grade section of the railway line, and WSCC Highways is of a view that alternative access routes for pedestrians and cyclists to and from the new developments south of the railway are available on Lidsey Road (or will be once the developments are built), as well as existing footpaths to the west of the site, with a pedestrian bridge over the railway line, which can be accessed from the site. Therefore, WSCC have confirmed that they are satisfied there are appropriate pedestrian and cycle links, and the railway crossing is not necessary to support the development.
5. As set out by the accompanying draft Planning Statement the development proposals respond to Local Plan policies prioritising connectivity and promoting sustainable transport choices (see Arun Local Plan 2018, policies T SP1 'Transport & Development' and T DM1 'Sustainable Travel & Public Rights of Way'). While it is proposed to pursue an outline planning application a further detailed illustrative masterplan will be included. This will demonstrate feasibility for connections to the pedestrian and cycle network through adjacent development to continue the high quality provision and deliver a comprehensive approach.

6. Within the application site, the access road corridor includes a 3.0 metre wide shared pedestrian/cycle path on the eastern side of the carriageway and a 2.0 metre wide footway on the eastern side. The junctions within the site are provided with raised tables for speed reduction, and an uncontrolled raised pedestrian/cycle crossing provides access to the LEAP and shared paths.

Proposed Access Arrangements

7. Access to the site will be via an internal spine road consistent with that shown illustratively as part of the AL/70/23/OUT consent, and a ghost island right turn lane junction with the A29 Lidsey Road that was approved in detail as part of the AL/129/21/OUT consent. An extract of the approved vehicular access is shown in **Figure 1** and contained in **Appendix 1**.

Figure 1 – Site access arrangement onto A29 Lidsey Road (approved under AL/129/21/OUT)



8. As a result of the highway pre-application discussions, WSCC Highways have requested that an updated Stage 1 Road Safety Audit of the site access arrangements and the proposed highway works are carried out. The audit and accompanying Designer's Response will be provided as part of the planning application submission. Additionally, an Active Travel Checklist will be used as part of the assessment.
9. The other transport related discussions with WSCC Highways can be summarised as:
 - i. The capacity assessment methodology within the report is acceptable, including an assessment year of 2031
 - ii. Consideration should be given to Arun District Local Plan allocated sites
 - iii. The following junctions are to be modelled:
 - Site access/A29 Lidsey Road
 - Woodgate Level Crossing
 - War Memorial roundabout
 - Saltbox roundabout
 - iv. The proposed trip rate methodology and trip generation are agreed
 - v. A Travel Plan Statement will be provided as part of the planning application, with the Travel Plan to be secured by legal agreement
 - vi. The existing 'KEEP CLEAR' markings on the A29, where the emergency access emerges, need repainting

Development Traffic

10. The trip generation included in the highways pre-application submission was for up to 199 residential dwellings and used the TRICS database version 7.11.4. The methodology and resultant trip rates were accepted by WSCC Highways.
11. The trip rates within the Transport Assessment will use the most recent version of TRICS to ensure the trip generation is accurate. It is forecast that the proposed development of 220 dwellings will result in around 110 to 115 vehicle movements in the AM and PM peak hours and around 954 vehicle movements per day.
12. Additionally, in accordance with National Planning Policy Framework (NPPF) (February 2025) and WSCC's Pre-Application Guidance, the capacity assessment will be carried out using a Decide and Provide approach, demonstrating that future transport needs of the development can be met sustainably without relying on forecast-led traffic growth, and ensuring alignment with local and national policy objectives for reducing car dependency and promoting active travel.
13. The Decide and Provide approach will be demonstrated by using the following:
 - i. Behavioural TEMPro growth rates applied to the background traffic data
 - ii. Providing capacity assessments of the following scenarios:
 - Optimistic – in which the ultimate vision is achieved
 - Pessimistic – in which a partial vision is achieved
 - iii. The Transport Assessment and Travel Plan will set out how the vision will be achieved, with the Travel Plan including Penalty Measures, such as additional sustainable travel vouchers, if the reduction in single occupancy private vehicle movements is not met

- iv. Historic trip rates will be extrapolated from TRICS to demonstrate how trip rates have changed over time
- 14. The above approach has been agreed with the highway officer as part of highway pre-application discussions, as shown in the email correspondence contained in **Appendix 2**.

Committed Development

- 15. It has been agreed with WSCC Highways that the following committed development will be included within the capacity assessment:
 - i. AL/21/20/OUT – Land north of Lee’s Yard, A29 Lidsey Road (38 units)
 - ii. AL/107/21/PL – Woodgate Centre Site, A29 Lidsey Road (180 units)
 - iii. AL/70/23/OUT – Land west of Lidsey Road (A29) (155 units)
 - iv. AL/129/21/OUT – Land west of A29 Lidsey Road (95 units)
 - v. AL/178/22/OUT – Land to the rear of Meadow Way, Westergate (89 units)
 - vi. AL/89/24/OUT – Land at Woodgate Nurseries Lidsey Road (130 units)
 - vii. BE/61/23/RES – Land east of Shripney Road (44 units)
 - viii. BN/147/22/RES – Church Lane, Barnham (200 units)

NB: It is requested that the LPA confirm if any additional committed development is to be included within the capacity assessment scenarios

- 16. The trip generation associated with the Pell Frischmann Sensitivity Technical Note for 689 dwellings coming forward prior to the implementation of Phase 1 of the A29 scheme will also be included within the capacity assessment. The following quantum is included:
 - i. 350 dwellings at Parcel SC1, accessed via Barnham Road
 - ii. 150 dwellings at the BDW site, accessed via Barnham Road
 - iii. 100 dwellings at the Cala site, accessed via the existing A29 opposite Meadow Way
 - iv. 89 dwellings at the consented Meadow Way development
 - v. A new one-form entry primary school (with 80% of Parcel SC1 and BDW trips internalised and 20% of trips to/from the external network, and 100% of Cala trips to/from the external road network)
- 17. These developments will be taken account of within the Transport Assessment work for the site, and reflects the strategy agreed with WSCC and carried out as part of the recent application AL/89/24/OUT.

Car and Cycle Parking

- 18. The following was agreed with WSCC Highways with regard to car and cycle parking:
 - i. Car and cycle parking to be in accordance with Arun’s car parking standards
 - ii. Visitor car parking to be provided at 20% of the residential units, i.e. 44 spaces
 - iii. Manual for Streets advises that 5% of total spaces should be for disabled parking use – this would be where unallocated, i.e. 5% of visitor spaces

Strategy For Collection of Waste and Recycling

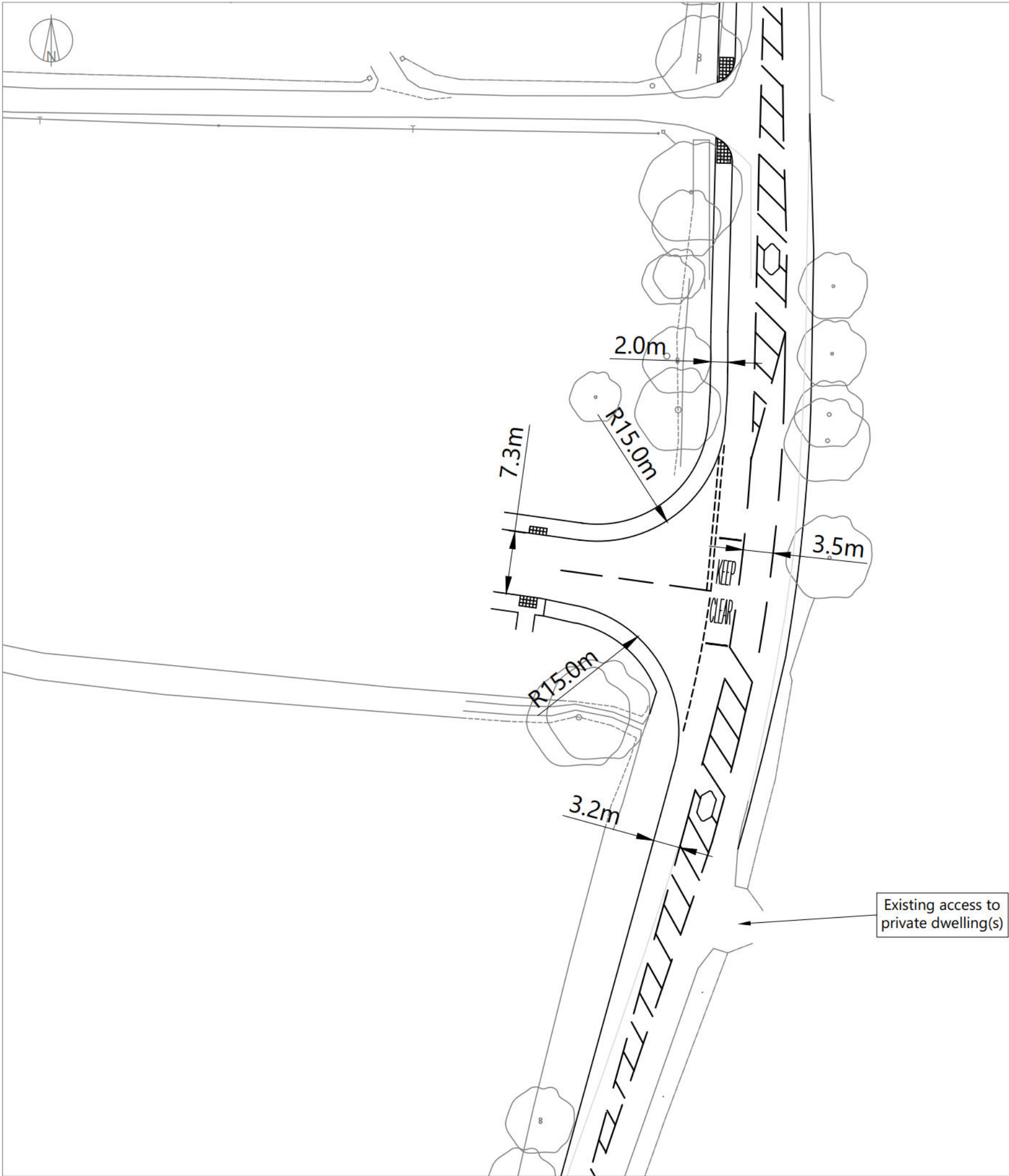
19. The internal access roads will be built to an adoptable standard and designed to accommodate the swept path analysis of a 12.0 metre length refuse collection vehicle.
20. Residents of the dwellings will move their waste and recycling bins to the footway for collection on the designated collection day, similar to the vast majority of dwellings throughout the UK.
21. Should any properties be served by shared driveways then a dedicated collection area close to the end of the private road will be provided for residents to position their bins for collections. This would involve providing a section of hardstanding or widened footway to accommodate the bins as they would be from multiple properties.
22. In accordance with Manual for Streets, it will be demonstrated that refuse and recycling storage points will be within 30 metres of the dwelling, and waste collection vehicles will be able to get within 25 metres of the collection point.
23. Turning heads suitable for a larger 12.0 metre refuse collection vehicle will be provided to minimise reverse distances.

Summary

24. The Transport Assessment supporting a forthcoming planning application will demonstrate that the proposals are in accordance with NPPF paragraph 116, adhere to Arun's Local Plan policies, including T DM1, are safe and compatible with the existing road network and focus on maximising active travel opportunities reasonably available to this location.

Appendix 1

Access Arrangement Drawing



NOTES:
© Crown copyright and database rights 2024 OS Licence
AC0000855217.
Based on drawing HTP/2087/36/F approved under
application AL/129/21/OUT

ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:

A29 LIDSEY ROAD
WOODGATE

CLIENT:

HANBURY PROPERTIES

PROJECT REF:

2401

DRAWING NUMBER:

11

SCALE (AT A3):

1:500

SHEET NUMBER:

SHEET NUMBER 1 OF 1

SCALE BAR:

0m

5m

10m

15m

20m

HighgateTransportation

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First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121
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TITLE:

PROPOSED SITE ACCESS
ARRANGEMENTS

DATE:

03/06/24

DRAWN BY:

AH

CHECKED:

FB

Appendix 2

Email Correspondence with WSCC Highways during Pre-Application Discussions

Alice Howse

From: Tim Townsend [REDACTED]
Sent: 02 July 2025 11:06
To: Alice Howse
Cc: Fiona Bennett
Subject: RE: (2530) PRE-33-25 - Land West of Lidsey Road, Woodgate, West Sussex, PO20 3BS - Further Information and Clarification

Hi Alice and thank you for your email, below.

I write to confirm that it would be acceptable to use the Vision-Led 'Decide and Provide' strategy for your proposed scheme at Land West of Lidsey Road, Woodgate for the forthcoming development of either 199 residential dwellings OR 155 residential dwellings plus a 2FE primary school, as set-out in your points 1 and 2 below.

I trust this is helpful to you.

If you require anything further, please get in touch with me again.

Regards,

Tim

Tim Townsend, MCIHT

Principal Transport Planner, County Highways Team – Highways, Transport and Planning
West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RQ

[REDACTED]
[REDACTED]
Web: www.westsussex.gov.uk

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From: Alice Howse [REDACTED]
Sent: 01 July 2025 16:20
To: Tim Townsend [REDACTED]
Cc: Fiona Bennett [REDACTED]
Subject: RE: (2530) PRE-33-25 - Land West of Lidsey Road, Woodgate, West Sussex, PO20 3BS - Further Information and Clarification

****EXTERNAL****

Hi Tim,

I hope you are well.

Further to the receiving of the pre-application response for Land West of Lidsey Road, Woodgate, we have had our meeting to discuss the Vision-Led approach, in which it was accepted that we should be focusing on a 'Decide and Provide' approach, rather than a 'Predict and Provide' approach, by using Behavioural TEMPro growth rates, as well as extrapolating historic trip rates from TRICS to demonstrate how trip rates have changed over time, with the following scenarios to be tested:

1. Optimistic – in which the ultimate vision is achieved
2. Pessimistic – in which a partial vision is achieved

Please could you confirm whether it would be acceptable to use the same Vision-Led 'Decide and Provide' strategy for our proposed scheme at Land West of Lidsey Road, Woodgate for the forthcoming development of either 199 residential dwellings OR 155 residential dwellings plus a 2FE primary school?

We would be happy to provide further information for sign off as part of the pre-application discussions.

Happy to discuss.

Kind regards,
Alice

Alice Howse
Principal Transport Planner

Highgate *Transportation*

Highgate Transportation Ltd
First Floor, 43-45 Park Street
BRISTOL BS1 5NL
Company Registration Number: 07500534

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From: Tim Townsend [REDACTED]
Sent: 27 May 2025 08:38
To: Alice Howse [REDACTED]
Cc: Fiona Bennett [REDACTED]
Subject: RE: (2530) PRE-33-25 - Land West of Lidsey Road, Woodgate, West Sussex, PO20 3BS - Further Information and Clarification

Dear Alice,

Thank you for your email of 23 May, found below. Comments noted.

Following that and last weeks' discussion, I have now completed my highways pre-application response to your recent submission and this is attached for your information and records.

I trust you and your client will find it helpful. Please contact me should you wish to discuss anything contained within it.

Regards,

Tim

Tim Townsend, MCIHT

Principal Transport Planner, County Highways Team – Highways, Transport and Planning
West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RQ

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From: Alice Howse [REDACTED]
Sent: 23 May 2025 15:48
To: Tim Townsend [REDACTED]
Cc: Fiona Bennett [REDACTED]
Subject: (2530) PRE-33-25 - Land West of Lidsey Road, Woodgate, West Sussex, PO20 3BS - Further Information and Clarification

****EXTERNAL****

Good afternoon Tim,

Thank you for your time earlier discussing the proposals at Woodgate.

As discussed, please see below for further information and clarification on the Technical Note

- The reduction to proposed trip rates will not be applied from the outset (see paragraph 4.129 of TN/02). An assumption has been made that the site will be constructed and starting to be occupied by 2028, therefore there could be an 8% reduction to single occupancy private vehicle movements in 2031 due to the sustainable measures proposed, as follows:
 - 2028 – 2% decrease
 - 2029 – 4% decrease
 - 2030 – 6% decrease
 - 2031 – 8% decrease
- The capacity modelling within the pre-app report is based on a predict and provide approach, using TEMPro 8.1 Core growth rates and traditional trip rates (without a reduction for a vision-led approach)
- The Transport Assessment will also include modelling for a vision-led approach, i.e. using TEMPro 8.1 'Core - Mode-Balanced Decarbonisation' growth rates, which will serve as a comparison scenario to the traditional predict and provide modelling
- The vision-led approach will also include for the agreed development trip rates with a reduction of 2% applied to the assessment year of 2028 and an 8% reduction applied to the assessment year of 2031 for our development traffic
- The capacity assessment at the site access (ghost right turn lane) within the pre-app TN (using TEMPro 8.1 Core growth rates and traditional trip rates) is as follows:
 - 199 residential dwellings – in 2031 with committed development (including approved developments using the GRT), 689 dwellings associated with BEW and the proposed development applied, there is queuing of up to one vehicle on Lidsey Road in both the AM and PM peak hours

	2031 Base + Committed Development + 689 BEW + Proposed Development					
Site Access	0.6	27.36	0.40	0.3	21.07	0
A29 Lidsey Road	0.1	7.09	0.09	0.3	7.47	0

- 155 residential dwellings + 2FE primary school – in 2031 with committed development (including approved developments using the GRT), 689 dwellings associated with BEW and the proposed development applied, there is queuing of up to one vehicle on Lidsey Road in both the AM and PM peak hours

	2031 Base + Committed Development + 689 BEW + Proposed Development					
Site Access	0.7	31.18	0.42	0.3	20.16	0.21
A29 Lidsey Road	0.2	7.80	0.17	0.2	7.29	0.19

Therefore, the ghost right turn lane approved as part of the AL/129/21/OUT consent is shown to accommodate the anticipated queuing and hence be appropriate for the development

- The previous Road Safety Audit was carried out in March 2022, therefore we will commission an updated Stage 1 Road Safety Audit to be carried out as part of the forthcoming application
- Rowan Way has not previously been modelled because the amount of development traffic arising from the application site was too low to have a significant cumulative impact on safety or capacity and would easily fall within the variation of flow that occurs on a daily basis. The % impact of the proposed development on the Rowan Way roundabout would be as follows:
 - 199 residential dwellings
 - AM peak hour – 0.5%
 - PM peak hour – 0.4%
 - 155 residential dwellings & 2FE primary school
 - AM peak hour – 0.6%
 - PM peak hour – 0.5%

Given the percentage impact set out above, it is considered that the amount of development traffic arising from the application site was too low to have a significant cumulative impact on safety or capacity and would easily fall within the variation of flow that occurs on a daily basis, we trust you are happy with this and we will set this out in the forthcoming Transport Assessment

Happy to discuss, and have a great weekend.

Kind regards,
Alice

Alice Howse
Principal Transport Planner

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