

WATER LANE, ANGMERING

RESERVED MATTERS TRANSPORT STATEMENT

BARRATT DAVID WILSON HOMES

16 JUNE 2020



Abley Letchford Partnership Limited
3 Tealgate
Charnham Park
Hungerford
RG17 0YT

T: 01488 684390
E: contact@alpce.co.uk
W: www.alpce.co.uk

Quality Management:

Prepared by:	Nick Billingham
Authorised by:	Peter Jones
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1.0 Introduction

Introduction

- 1.1. Barratt David Wilson Homes has appointed Abley Letchford Partnership Ltd to provide transport and highways advice for the Reserved Matters planning application for a development of 175 dwellings on Land at Water Lane, Angmering.
- 1.2. The site already benefits from an outline planning consent for up to 175 dwellings which was granted in March 2019 (Arun District Council Ref : A/99/17/OUT).
- 1.3. The following transport and highways matters have therefore previously been resolved during the determination of the outline planning application:
 - Principle and quantum of residential development on the site;
 - Traffic Impact; and
 - Site Access Arrangements.
- 1.4. This Transport Statement therefore deals with 'reserved' transport and highways matters, i.e:
 - Road layout – specifically carriageway widths and servicing arrangements.
 - Car and cycle parking provision in relation to local standards.
- 1.5. The remainder of this Transport Statement is structured as follows:
 - **Section 2** summarises the development mix for the Reserved Matters scheme.
 - **Section 3** sets out the proposed vehicular, pedestrian, and cyclist site access arrangements.
 - **Section 4** deals with internal road layout matters.
 - **Section 5** sets out the level of car and cycle parking being proposed.
 - **Section 6** provides a brief summary of the findings of this report.



2.0 Reserved Matters Details

Development Mix

- 2.1. The proposed development mix for the Reserved Matters scheme is summarised in Table 2.1 below.

Table 2.1: Accommodation Schedule

Residential Type	Private	Affordable	Total
One Bedroom Flat	-	17	17
Two Bedroom House	15	20	35
Three Bedroom House	65	13	78
Four Bedroom House	42	3	45
Total	122	53	175

- 2.2. As set out in Table 2.1, the Reserved Matters scheme proposes 53 affordable properties equating to 30% of the total housing provision. The remaining 122 units comprise a mixture of 2, 3 and 4-bedroom private houses.
- 2.3. Further details of the accommodation schedule are presented on the proposed Layout which is attached as **Appendix A**.



3.0 Site Access Arrangements

Context

- 3.1. The detailed design of the points of access onto the external highway network at the Water Lane, Weavers Hill and the High Street are being progressed separately through S278 Agreements with West Sussex County Council. The proposals are however described briefly below to demonstrate how the Reserved Matters Layouts caters for the access arrangements.

Vehicular Access

- 3.2. The proposed access arrangements serving the site from Water Lane are the same as were approved for the outline planning permission (Ref : A/99/17/OUT).
- 3.3. The proposed site access will be 6.0m wide, reducing to 5.5m further within the development, which accords with the relevant West Sussex County Council guidance. As it is not proposed to route a bus service through the development, these widths are appropriate to meet the needs of traffic which will require access.
- 3.4. Drawing No. ITB9105-GA-022, attached within **Appendix B**, depicts the access arrangements onto Water Lane as approved as part of the outline permission. The access drawing shows visibility splays of 2.4m x 90m from the access in both directions onto Water Lane. This is commensurate with the observed vehicle speeds of less than 40mph and has been deemed acceptable to the local highway authority.
- 3.5. There has been no record of any accidents that resulted in injuries within 100m in either direction of the proposed site access during the past five year period.
- 3.6. In accordance with the design of the bridge which is to be located immediately to the south of the access junction, the 6.0m carriageway will be flanked through this section by a 3.0m footway / cycleway on its eastern side, and a 2.0m footway on the other side. Once clear of the bridged section, the 3.0m footway / cycleway will continue along the eastern side of the Primary Street as it routes through the site, coupled with a 2.0m footway adjacent to the western side of the carriageway.

Pedestrian / Cycle Access

- 3.7. In addition to the pedestrian provision at the vehicular site access junction, a 2m wide off-carriageway footpath is being provided into the western parcel which will deliver a route through to Weavers Hill.
- 3.8. Furthermore, the 3m footway / cycleway which routes in a north to south alignment through the development will continue southwards as an off-carriageway facility where it will emerge onto High Street. This in turn will provide access onto the cycleway and bridleway which routes over the A280 corridor. This southern connection will also serve as an emergency access for the development.



4.0 Internal Road Layout

Internal Road Layout

- 4.1. The internal road layout has been designed to accord with both West Sussex County Council's Design Guidance, as well as the design principles set out in Manual for Streets (MfS) as follows:
- Carriageway widths have been kept to a practicable minimum to encourage slow vehicle speeds and thus provide an environment that is safe and suitable for pedestrians and cyclists.
 - Shared surfaces have been used such that pedestrians and cyclists will have the same priority within the street as vehicles.
 - The need to accommodate vehicular movement (particularly refuse vehicles) has not been allowed to dominate the layout.

Carriageway and Footway Widths

- 4.2. The hierarchy of streets within the development responds positively to pre-application discussions that have been held with highway officers at West Sussex County Council during the preparation of the Reserved Matters Layout.
- 4.3. The Primary Street through the site will have a minimum carriageway width of 5.5m. It routes from the northern access, continuing southwards to the point where the access link into the western parcel is formed. Figure 7.1 of Manual for Streets identifies that a 5.5m carriageway width is the minimum necessary to allow two goods vehicles to pass each other in relative comfort. This provision is therefore appropriate to accommodate the vehicle demands of the Primary Street through the development.
- 4.4. There will be a 3.0m footway / cycleway on the eastern side of the primary street and a 2.0m footway on the other side. This is sufficient to enable pedestrians to pass each other in comfort (ref: Figure 6.8 of MfS).
- 4.5. There are three sections of Secondary Street within the development. One section provides access to the southern part of the development from the Primary Street. The second section serves as a loop road in the northern area of the development providing access to the apartment blocks. The third section provides access from the Primary Street into the western development parcel.
- 4.6. The Secondary Streets will be 4.8m wide with a 2.0m footway on at least one side of the carriageway. Again, referring to Figure 7.1 of Manual for Streets, a carriageway width of 4.8m is the minimum necessary to allow a car and refuse vehicle to pass each other in relative comfort.
- 4.7. The proposed Tertiary Streets are being provided at a minimum width of 4.1m, with a 2.0m footway on one side of the carriageway. These will be supplemented by private driveways which take the form of a minimum of 4.1m wide shared surfaces.



- 4.8. Manual for Streets guidance identifies that shared surfaces are most appropriate in ‘relatively calm traffic environments’, the key aim being to reduce traffic speed and create an environment where pedestrians need not feel intimidated by vehicles (ref: para 7.2.8). Paragraph 7.2.14 of MfS identifies that shared surfaces work well:
- “in short lengths, or where they form cul-de-sacs;
 - Where the volume of motor traffic is below 100 vehicles per hour (vph) (peak); and
 - Where parking is controlled or it takes place in designated areas.”
- 4.9. The proposed provision of shared surfaces for private drives is therefore in accordance with current design guidance.

Internal Junctions

- 4.10. The proposed internal site junctions provide visibility splays of 2.4m x 25m, which are in accordance with the guidance set out in Manual for Streets for vehicle speeds of 20mph. The visibility splays are shown on the General Arrangement Drawings which have been submitted alongside the Reserved Matters application. The visibility splays will be kept clear and free of obstruction.

Refuse Collection Arrangements

- 4.11. The Reserved Matters Layout has been designed to accommodate the movements of an 11.9m refuse collection vehicle. This is the largest vehicle currently used within Arun District.
- 4.12. The swept paths of this vehicle have been checked using the computer programme AutoTRACK and is presented on the suite of Design Drawings which accompany the Reserved Matters Application. These demonstrate that a refuse vehicle can safely enter, turn within, and leave the site in forward gear. The Layout therefore makes adequate provision for a refuse collection vehicle whilst complying with the guidance and principles set out in Manual for Streets which states that:

“The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flow and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre.” (Ref: MfS para 6.8.1).

- 4.13. The layout also complies with Building Regulations in terms of enabling bins to be collected from locations that are:
- Within 30m of households
 - Within 25m of the refuse vehicle (ref: MfS para 6.8.9)
- 4.14. Bins will be stored in back gardens and paths will be provided to enable bins to be brought to the kerbside on bin collection day.
- 4.15. In some locations refuse collection points have been provided in order to accord with such maximum distances. These are shown on the proposed Layout attached as **Appendix A**.



- 4.16. It should also be noted that “waste collection vehicles fitted with rear-mounted compaction units are about the largest vehicles that might require regular access to residential areas” (Ref: MfS para 6.8.7). Therefore, by providing for the largest refuse vehicles, other smaller vehicles that will require regular access (e.g. parcels and supermarket deliveries) will also be accommodated.

Fire Tender Access

- 4.17. In addition, swept path analysis for a fire tender has also been undertaken with the findings presented on the suite of Design Drawings which accompany the Reserved Matters Application. As can be seen, a fire tender is able to manoeuvre within 45m of every property in a satisfactory manner. All dwellings therefore accord with Part B of the Building Regulations in respect to accessibility of a fire tender.



5.0 Parking Provision

Parking Guidance

- 5.1. Arun District Council's parking standards are presented within their 'Parking Standards Supplementary Planning Document' adopted in January 2020. The guidance aims to deliver effective parking solutions while taking account of other planning considerations. It is not intended to suppress the use of the car, or to promote the car over other forms of transport such as walking, cycling or public transport.
- 5.2. This approach is in line with national guidance presented in the National Planning Policy Framework (February 2019) and Planning Practice Guidance (October 2014) which recognise that the level of parking provided should be based on a number of local factors including car ownership, dwelling type and size as well as being mindful of local constraints such as the availability of on-street parking facilities in the locality.

Vehicular Parking Strategy

- 5.3. When determining the level and type of parking throughout the development, consideration has been given to the housing types proposed, the location of the development site and car ownership levels within the area. A design led approach has been adopted which seeks to provide parking that is well integrated and compliments, rather than dominates, the street scene.
- 5.4. The objective is to provide an adequate level of parking and, importantly, to ensure that the spaces that are designed for parking are used for parking, and that places where parking will cause problems are not going to be used for that purpose. This approach will help to prevent the problems that have occurred at recently implemented residential developments, such as cars parked indiscriminately which obstruct pavements and restrict access along a street.
- 5.5. Most car owners like to be able to see their vehicles and / or to know that they are securely parked. On plot parking satisfies this strong desire. Acceptance of this means that the significant majority of the parking at the proposed development has been designed to be provided within the curtilage of dwellings through the use of on-plot spaces and within garages that are either detached or attached to the properties.
- 5.6. In addition, the proposed layout allows for visitor parking, predominantly through the use of on-street parking bays. In this respect, care has been taken to ensure that the on-street parking areas are designed so that they do not impinge on the operation of the street or footways.
- 5.7. The Parking Standard guidance states that garages will continue to be included in the standards, albeit only count towards half a space, provided that they meet minimum size requirements as follows:
 - 6.0m long x 3.0m wide (Internally) = 0.5 of a Space
- 5.8. This approach seeks to reduce parking problems by accounting for instances where not all garages are utilised for vehicular parking



Allocated and Visitor Parking

- 5.9. The proposed development provides a total of 353 allocated parking spaces in the form of driveways or allocated parking bays (excluding garages). A further 66 garages are also provided, which based on the Arun District Council standards contribute towards a further 33 allocated spaces. Hence a total of 386 allocated spaces are effectively provided.
- 5.10. In addition, a total of 48 visitor spaces are also provided, distributed evenly throughout the site.
- 5.11. Taken together, the proposed parking levels equate to an overall provision of 467 spaces (2.67 spaces per unit), reducing to 434 spaces (2.48 spaces per unit) when accounting for garages only contributing towards only half a parking space.
- 5.12. Table 5.1 summarises the level of parking that is required for each type of unit based on the parking demand derived using the Arun District Council parking calculator. A more detailed plot by plot appraisal is attached within **Appendix C**.

Table 5.1: Required Parking Provision based on Arun District Council Calculator

Tenure	Unit Type	No of Dwellings	Allocated Parking Requirement		Visitor Parking Requirement (0.2 spaces per unit)
			No of Allocated Spaces (per unit)	Total No of Allocated Spaces	
Affordable	1 Bed Flat	17	2	34	3.4
	2 Bed House	20	2	40	4.0
	3 Bed House	13	2	26	2.6
	4 Bed House	3	3	9	0.6
Private	2 Bed House	15	2	30	3.0
	3 Bed House	65	2	130	13.0
	4 Bed House	42	3	126	8.4
Total		245	-	395	35
				430	

- 5.13. When accounting for only half of the garages being utilised, the Layout provides a total of 386 allocated spaces which is a shortfall of 9 spaces when compared to the Arun District Council calculator. Of note however is that the Arun District Council Parking Standards (paragraph 3.2) state that a 10% variation in parking is acceptable where measures such as a Travel Plan are provided which is the case for this development. Given that the Layout is providing 98% of the allocated parking requirement it is evident therefore that the proposals accord with the standards.
- 5.14. Moreover, it is important to note that the Layout provides a total of 48 visitor spaces, whereas the parking standards require only 35 visitor spaces. This more than offsets the slight shortfall in allocated spaces and hence the overall parking provision exceeds the minimum requirements of Arun District Council, even when accounting for garages only contributing towards half a space.



Cycle Parking

- 5.15. Some 65 properties have garages which will be appropriate to store bicycles within.
- 5.16. A further 93 dwellings without garages will be provided with cycle stores within their rear gardens to achieve a provision of at least two cycle spaces per house in accordance with the minimum cycle parking standards. Of note is that all such properties have a side or rear gated entrance meaning that bicycles will not need to be brought through the house.
- 5.17. The remaining 17 units comprise the apartments located in the north-eastern area of the site. Cycle parking in these locations is catered for through the provision of three bike stores which will be secure and lit and positioned in close proximity of the entrance to the apartment buildings.
- 5.18. For completeness, **Appendix D** shows how cycle parking will be provided throughout the Layout on a plot by plot basis.



6.0 Summary and Conclusions

- 6.1. The proposed development benefits from outline planning permission for up to 175 dwellings at Land South of Water Lane, Angmering. The principle and quantum of residential development on the site has therefore been established.
- 6.2. The local highway authority considered the proposed access arrangements and traffic impact at the time of the outline planning application and deemed such matters to be acceptable.
- 6.3. The Reserved Matters scheme provides details relating to the design of the internal highway layout, facilities to accommodate non-motorised movements and also the proposed parking provision. In these respects, this report demonstrates that the Layout provides:
 - Vehicular access from Water Lane alongside pedestrian and cycle connections to Weavers Hill and High Street in accordance with the outline planning permission.
 - Provides a street network that accords with the design guidance set out in Manual for Streets.
 - Carriageway widths are the practicable minimum to allow for large vehicles whilst delivering a low speed environment that is safe for pedestrians and cyclists.
 - Servicing and emergency vehicle access are allowed for, but do not dominate the layout.
 - Provides a total of 434 spaces (2.48 spaces per unit) when accounting for garages only contributing towards only half a parking space. This provision exceeds the minimum requirements of 430 spaces based on the Arun District Council parking standards
 - Provides cycle parking in accordance with Arun District Council standards.
- 6.4. Against this background, the reserved matters scheme is acceptable in transport and highways terms.



Appendices



Appendix A - Site Layout



Appendix B - Site Access Drawing



Appendix C - Vehicular Parking Appraisal

Water Lane, Angmering - Vehicular Parking Appraisal (Site Layout PLN-1-1101 Rev P)

Plot No	Unit Type	Type				Allocated Parking			Allocated Parking Demand (Arun District Council Calculator)	
						Driveway	Garages	Total	Demand	Difference
1	382	3	Bed	Private	House	2		2	2	0
2	382	3	Bed	Private	House	2	1	2.5	2	0.5
3	469	4	Bed	Private	House	2	1	2.5	3	-0.5
4	341A	3	Bed	Private	House	2		2	2	0
5	418	4	Bed	Private	House	2	1	2.5	3	-0.5
6	312	3	Bed	Private	House	2	1	2.5	2	0.5
7	403	3	Bed	Private	House	2	1	2.5	2	0.5
8	403	3	Bed	Private	House	2	1	2.5	2	0.5
9	382	3	Bed	Private	House	2		2	2	0
10	382	3	Bed	Private	House	2		2	2	0
11	382	3	Bed	Private	House	2		2	2	0
12	382	3	Bed	Private	House	2		2	2	0
13	403	3	Bed	Private	House	2	1	2.5	2	0.5
14	403	3	Bed	Private	House	2	1	2.5	2	0.5
15	469	4	Bed	Private	House	2	1	2.5	3	-0.5
16	456	4	Bed	Private	House	2	1	2.5	3	-0.5
17	341A	3	Bed	Private	House	2		2	2	0
18	469	4	Bed	Private	House	2	1	2.5	3	-0.5
19	456	4	Bed	Private	House	2	1	2.5	3	-0.5
20	456	4	Bed	Private	House	2	1	2.5	3	-0.5
21	403	3	Bed	Private	House	2	1	2.5	2	0.5
22	469	4	Bed	Private	House	2	1	2.5	3	-0.5
23	469	4	Bed	Private	House	2	1	2.5	3	-0.5
24	341A	3	Bed	Private	House	2		2	2	0
25	456	4	Bed	Private	House	2	1	2.5	3	-0.5
26	382	3	Bed	Private	House	2		2	2	0
27	382	3	Bed	Private	House	2		2	2	0
28	341A	3	Bed	Private	House	2		2	2	0
29	382	3	Bed	Private	House	2		2	2	0
30	382	3	Bed	Private	House	2		2	2	0
31	433	4	Bed	Private	House	2	1	2.5	3	-0.5
32	456	4	Bed	Private	House	2	1	2.5	3	-0.5
33	418	4	Bed	Private	House	2	1	2.5	3	-0.5
34	456	4	Bed	Private	House	2	1	2.5	3	-0.5
35	433	4	Bed	Private	House	2	1	2.5	3	-0.5
36	418	4	Bed	Private	House	2	1	2.5	3	-0.5
37	469	4	Bed	Private	House	2	1	2.5	3	-0.5
38	442	4	Bed	Private	House	2	1	2.5	3	-0.5
39	469	4	Bed	Private	House	2	1	2.5	3	-0.5
40	442	4	Bed	Private	House	2	1	2.5	3	-0.5
41	469	4	Bed	Private	House	2	1	2.5	3	-0.5
42	442	4	Bed	Private	House	2	1	2.5	3	-0.5
43	469	4	Bed	Private	House	2	2	3	3	0
44	433	4	Bed	Private	House	2	1	2.5	3	-0.5
45	456	4	Bed	Private	House	2	1	2.5	3	-0.5
46	469	4	Bed	Private	House	2	1	2.5	3	-0.5
47	469	4	Bed	Private	House	2	1	2.5	3	-0.5
48	403	3	Bed	Private	House	2	1	2.5	2	0.5
49	403	3	Bed	Private	House	2	1	2.5	2	0.5
50	469	4	Bed	Private	House	2	1	2.5	3	-0.5
51	403	3	Bed	Private	House	2	1	2.5	2	0.5
52	442	4	Bed	Private	House	2	1	2.5	3	-0.5
53	469	4	Bed	Private	House	2	1	2.5	3	-0.5
54	433	4	Bed	Private	House	2	1	2.5	3	-0.5
55	456	4	Bed	Private	House	2	1	2.5	3	-0.5
56	403	3	Bed	Private	House	2	1	2.5	2	0.5
57	433	4	Bed	Private	House	2	1	2.5	3	-0.5
58	403	3	Bed	Private	House	2	1	2.5	2	0.5
59	403	3	Bed	Private	House	2	1	2.5	2	0.5
60	456	4	Bed	Private	House	2	1	2.5	3	-0.5
61	403	3	Bed	Private	House	2	1	2.5	2	0.5
62	469	4	Bed	Private	House	2	1	2.5	3	-0.5
63	456	4	Bed	Private	House	2	1	2.5	3	-0.5
64	341A	3	Bed	Private	House	2		2	2	0
65	469	4	Bed	Private	House	2	1	2.5	3	-0.5
66	403	3	Bed	Private	House	2	1	2.5	2	0.5
67	204	2	Bed	Private	House	2		2	2	0
68	204	2	Bed	Private	House	2		2	2	0
69	403	3	Bed	Private	House	2	1	2.5	2	0.5
70	433	4	Bed	Private	House	2	1	2.5	3	-0.5
71	403	3	Bed	Private	House	2	1	2.5	2	0.5
72	456	4	Bed	Private	House	2	1	2.5	3	-0.5
73	52	3	Bed	Affordable	House	2		2	2	0
74	52	3	Bed	Affordable	House	2		2	2	0
75	51	2	Bed	Affordable	House	2		2	2	0
76	51	2	Bed	Affordable	House	2		2	2	0
77	341A	3	Bed	Private	House	2		2	2	0
78	382	3	Bed	Private	House	2		2	2	0
79	382	3	Bed	Private	House	2		2	2	0
80	403	3	Bed	Private	House	2	1	2.5	2	0.5
81	403	3	Bed	Private	House	2	1	2.5	2	0.5
82	403	3	Bed	Private	House	2	1	2.5	2	0.5
83	382	3	Bed	Private	House	2		2	2	0
84	382	3	Bed	Private	House	2		2	2	0
85	433	4	Bed	Private	House	2	1	2.5	3	-0.5
86	433	4	Bed	Private	House	2	1	2.5	3	-0.5
87	204	2	Bed	Private	House	2		2	2	0
88	204	2	Bed	Private	House	2		2	2	0
89	382	3	Bed	Private	House	2		2	2	0
90	382	3	Bed	Private	House	2		2	2	0
91	382	3	Bed	Private	House	2		2	2	0
92	382	3	Bed	Private	House	2		2	2	0
93	204	2	Bed	Private	House	2		2	2	0
94	204	2	Bed	Private	House	2		2	2	0
95	341A	3	Bed	Private	House	2		2	2	0
96	51	2	Bed	Affordable	House	2		2	2	0

Water Lane, Angmering - Vehicular Parking Appraisal (Site Layout PLN-1-1101 Rev P)

Plot No	Unit Type	Type				Allocated Parking			Allocated Parking Demand (Arun District Council Calculator)	
						Driveway	Garages	Total	Demand	Difference
97	51	2	Bed	Affordable	House	2		2	2	0
98	51	2	Bed	Affordable	House	2		2	2	0
99	51	2	Bed	Affordable	House	2		2	2	0
100	51	2	Bed	Affordable	House	2		2	2	0
101	51	2	Bed	Affordable	House	2		2	2	0
102	52	3	Bed	Affordable	House	2		2	2	0
103	52	3	Bed	Affordable	House	2		2	2	0
104	52	3	Bed	Affordable	House	2		2	2	0
105	54	4	Bed	Affordable	House	3		3	3	0
106	54	4	Bed	Affordable	House	3		3	3	0
107	54	4	Bed	Affordable	House	3		3	3	0
108	341A	3	Bed	Private	House	2		2	2	0
109	382	3	Bed	Private	House	2		2	2	0
110	382	3	Bed	Private	House	2		2	2	0
111	341A	3	Bed	Private	House	2		2	2	0
112	51	2	Bed	Affordable	House	2		2	2	0
113	55	3	Bed	Affordable	House	2		2	2	0
114	51	2	Bed	Affordable	House	2		2	2	0
115	55	3	Bed	Affordable	House	2		2	2	0
116	51	2	Bed	Affordable	House	2		2	2	0
117	51	2	Bed	Affordable	House	2		2	2	0
118	51	2	Bed	Affordable	House	2		2	2	0
119	52	3	Bed	Affordable	House	2		2	2	0
120	51	2	Bed	Affordable	House	2		2	2	0
121	51	2	Bed	Affordable	House	2		2	2	0
122	51	2	Bed	Affordable	House	2		2	2	0
123	55	3	Bed	Affordable	House	2		2	2	0
124	52	3	Bed	Affordable	House	2		2	2	0
125	52	3	Bed	Affordable	House	2		2	2	0
126	52	3	Bed	Affordable	House	2		2	2	0
127	341A	3	Bed	Private	House	2		2	2	0
128	204	2	Bed	Private	House	2		2	2	0
129	204	2	Bed	Private	House	2		2	2	0
130	403	3	Bed	Private	House	2	1	2.5	2	0.5
131	403	3	Bed	Private	House	2	1	2.5	2	0.5
132	341A	3	Bed	Private	House	2		2	2	0
133	442	4	Bed	Private	House	2	1	2.5	3	-0.5
134	312	3	Bed	Private	House	2	1	2.5	2	0.5
135	382	3	Bed	Private	House	2		2	2	0
136	382	3	Bed	Private	House	2		2	2	0
137	382	3	Bed	Private	House	2		2	2	0
138	382	3	Bed	Private	House	2		2	2	0
139	341A	3	Bed	Private	House	2		2	2	0
140	341A	3	Bed	Private	House	2		2	2	0
141	204	2	Bed	Private	House	2		2	2	0
142	204	2	Bed	Private	House	2		2	2	0
143	341A	3	Bed	Private	House	2		2	2	0
144	204	2	Bed	Private	House	2		2	2	0
145	204	2	Bed	Private	House	2		2	2	0
146	382	3	Bed	Private	House	2		2	2	0
147	382	3	Bed	Private	House	2		2	2	0
148	382	3	Bed	Private	House	2		2	2	0
149	341A	3	Bed	Private	House	2		2	2	0
150	341A	3	Bed	Private	House	2		2	2	0
151	204	2	Bed	Private	House	2		2	2	0
152	204	2	Bed	Private	House	2		2	2	0
153	204	2	Bed	Private	House	2		2	2	0
154	51	2	Bed	Affordable	House	2		2	2	0
155	51	2	Bed	Affordable	House	2		2	2	0
156	51	2	Bed	Affordable	House	2		2	2	0
157	51	2	Bed	Affordable	House	2		2	2	0
158	55	3	Bed	Affordable	House	2		2	2	0
159	Block A	1	Bed	Affordable	Apartment	2		2	2	0
160	Block A	1	Bed	Affordable	Apartment	2		2	2	0
161	Block A	1	Bed	Affordable	Apartment	2		2	2	0
162	Block A	1	Bed	Affordable	Apartment	2		2	2	0
163	Block A	1	Bed	Affordable	Apartment	2		2	2	0
164	Block A	1	Bed	Affordable	Apartment	2		2	2	0
165	Block A	1	Bed	Affordable	Apartment	2		2	2	0
166	Block A	1	Bed	Affordable	Apartment	2		2	2	0
167	Block A	1	Bed	Affordable	Apartment	2		2	2	0
168	58	1	Bed	Affordable	Apartment	2		2	2	0
169	59	1	Bed	Affordable	Apartment	2		2	2	0
170	60	1	Bed	Affordable	Apartment	2		2	2	0
171	60	1	Bed	Affordable	Apartment	2		2	2	0
172	61	1	Bed	Affordable	Apartment	2		2	2	0
173	61	1	Bed	Affordable	Apartment	2		2	2	0
174	58	1	Bed	Affordable	Apartment	2		2	2	0
175	59	1	Bed	Affordable	Apartment	2		2	2	0
175		Totals				353	66	386	395	-9.0
						419				



Appendix D - Cycle Parking Appraisal

Water Lane, Angmering - Cycle Parking Appraisal (Site Layout PLN-1-1101 Rev P)

Plot No	Unit Type	Type				Garage	Garden Store	Cycle Storage
1	382	3	Bed	Private	House		✓	
2	382	3	Bed	Private	House	✓		
3	469	4	Bed	Private	House	✓		
4	341A	3	Bed	Private	House		✓	
5	418	4	Bed	Private	House	✓		
6	312	3	Bed	Private	House	✓		
7	403	3	Bed	Private	House	✓		
8	403	3	Bed	Private	House	✓		
9	382	3	Bed	Private	House		✓	
10	382	3	Bed	Private	House		✓	
11	382	3	Bed	Private	House		✓	
12	382	3	Bed	Private	House		✓	
13	403	3	Bed	Private	House	✓		
14	403	3	Bed	Private	House	✓		
15	469	4	Bed	Private	House	✓		
16	456	4	Bed	Private	House	✓		
17	341A	3	Bed	Private	House		✓	
18	469	4	Bed	Private	House	✓		
19	456	4	Bed	Private	House	✓		
20	456	4	Bed	Private	House	✓		
21	403	3	Bed	Private	House	✓		
22	469	4	Bed	Private	House	✓		
23	469	4	Bed	Private	House	✓		
24	341A	3	Bed	Private	House		✓	
25	456	4	Bed	Private	House	✓		
26	382	3	Bed	Private	House		✓	
27	382	3	Bed	Private	House		✓	
28	341A	3	Bed	Private	House		✓	
29	382	3	Bed	Private	House		✓	
30	382	3	Bed	Private	House		✓	
31	433	4	Bed	Private	House	✓		
32	456	4	Bed	Private	House	✓		
33	418	4	Bed	Private	House	✓		
34	456	4	Bed	Private	House	✓		
35	433	4	Bed	Private	House	✓		
36	418	4	Bed	Private	House	✓		
37	469	4	Bed	Private	House	✓		
38	442	4	Bed	Private	House	✓		
39	469	4	Bed	Private	House	✓		
40	442	4	Bed	Private	House	✓		
41	469	4	Bed	Private	House	✓		
42	442	4	Bed	Private	House	✓		
43	469	4	Bed	Private	House	✓		
44	433	4	Bed	Private	House	✓		
45	456	4	Bed	Private	House	✓		
46	469	4	Bed	Private	House	✓		
47	469	4	Bed	Private	House	✓		
48	403	3	Bed	Private	House	✓		
49	403	3	Bed	Private	House	✓		
50	469	4	Bed	Private	House	✓		
51	403	3	Bed	Private	House	✓		
52	442	4	Bed	Private	House	✓		
53	469	4	Bed	Private	House	✓		
54	433	4	Bed	Private	House	✓		
55	456	4	Bed	Private	House	✓		
56	403	3	Bed	Private	House	✓		
57	433	4	Bed	Private	House	✓		
58	403	3	Bed	Private	House	✓		
59	403	3	Bed	Private	House	✓		
60	456	4	Bed	Private	House	✓		
61	403	3	Bed	Private	House	✓		
62	469	4	Bed	Private	House	✓		
63	456	4	Bed	Private	House	✓		
64	341A	3	Bed	Private	House		✓	
65	469	4	Bed	Private	House	✓		
66	403	3	Bed	Private	House	✓		
67	204	2	Bed	Private	House		✓	
68	204	2	Bed	Private	House		✓	
69	403	3	Bed	Private	House	✓		
70	433	4	Bed	Private	House	✓		
71	403	3	Bed	Private	House	✓		
72	456	4	Bed	Private	House	✓		
73	52	3	Bed	Affordable	House		✓	
74	52	3	Bed	Affordable	House		✓	
75	51	2	Bed	Affordable	House		✓	
76	51	2	Bed	Affordable	House		✓	
77	341A	3	Bed	Private	House		✓	
78	382	3	Bed	Private	House		✓	
79	382	3	Bed	Private	House		✓	
80	403	3	Bed	Private	House	✓		
81	403	3	Bed	Private	House	✓		
82	403	3	Bed	Private	House	✓		
83	382	3	Bed	Private	House		✓	
84	382	3	Bed	Private	House		✓	
85	433	4	Bed	Private	House	✓		
86	433	4	Bed	Private	House	✓		
87	204	2	Bed	Private	House		✓	
88	204	2	Bed	Private	House		✓	
89	382	3	Bed	Private	House		✓	
90	382	3	Bed	Private	House		✓	
91	382	3	Bed	Private	House		✓	
92	382	3	Bed	Private	House		✓	
93	204	2	Bed	Private	House		✓	

Water Lane, Angmering - Cycle Parking Appraisal (Site Layout PLN-1-1101 Rev P)

Plot No	Unit Type	Type				Garage	Garden Store	Cycle Storage
94	204	2	Bed	Private	House		✓	
95	341A	3	Bed	Private	House		✓	
96	51	2	Bed	Affordable	House		✓	
97	51	2	Bed	Affordable	House		✓	
98	51	2	Bed	Affordable	House		✓	
99	51	2	Bed	Affordable	House		✓	
100	51	2	Bed	Affordable	House		✓	
101	51	2	Bed	Affordable	House		✓	
102	52	3	Bed	Affordable	House		✓	
103	52	3	Bed	Affordable	House		✓	
104	52	3	Bed	Affordable	House		✓	
105	54	4	Bed	Affordable	House		✓	
106	54	4	Bed	Affordable	House		✓	
107	54	4	Bed	Affordable	House		✓	
108	341A	3	Bed	Private	House		✓	
109	382	3	Bed	Private	House		✓	
110	382	3	Bed	Private	House		✓	
111	341A	3	Bed	Private	House		✓	
112	51	2	Bed	Affordable	House		✓	
113	55	3	Bed	Affordable	House		✓	
114	51	2	Bed	Affordable	House		✓	
115	55	3	Bed	Affordable	House		✓	
116	51	2	Bed	Affordable	House		✓	
117	51	2	Bed	Affordable	House		✓	
118	51	2	Bed	Affordable	House		✓	
119	52	3	Bed	Affordable	House		✓	
120	51	2	Bed	Affordable	House		✓	
121	51	2	Bed	Affordable	House		✓	
122	51	2	Bed	Affordable	House		✓	
123	55	3	Bed	Affordable	House		✓	
124	52	3	Bed	Affordable	House		✓	
125	52	3	Bed	Affordable	House		✓	
126	52	3	Bed	Affordable	House		✓	
127	341A	3	Bed	Private	House		✓	
128	204	2	Bed	Private	House		✓	
129	204	2	Bed	Private	House		✓	
130	403	3	Bed	Private	House	✓		
131	403	3	Bed	Private	House	✓		
132	341A	3	Bed	Private	House		✓	
133	442	4	Bed	Private	House	✓		
134	312	3	Bed	Private	House	✓		
135	382	3	Bed	Private	House		✓	
136	382	3	Bed	Private	House		✓	
137	382	3	Bed	Private	House		✓	
138	382	3	Bed	Private	House		✓	
139	341A	3	Bed	Private	House		✓	
140	341A	3	Bed	Private	House		✓	
141	204	2	Bed	Private	House		✓	
142	204	2	Bed	Private	House		✓	
143	341A	3	Bed	Private	House		✓	
144	204	2	Bed	Private	House		✓	
145	204	2	Bed	Private	House		✓	
146	382	3	Bed	Private	House		✓	
147	382	3	Bed	Private	House		✓	
148	382	3	Bed	Private	House		✓	
149	341A	3	Bed	Private	House		✓	
150	341A	3	Bed	Private	House		✓	
151	204	2	Bed	Private	House		✓	
152	204	2	Bed	Private	House		✓	
153	204	2	Bed	Private	House		✓	
154	51	2	Bed	Affordable	House		✓	
155	51	2	Bed	Affordable	House		✓	
156	51	2	Bed	Affordable	House		✓	
157	51	2	Bed	Affordable	House		✓	
158	55	3	Bed	Affordable	House		✓	
159	Block A	1	Bed	Affordable	Apartment			✓
160	Block A	1	Bed	Affordable	Apartment			✓
161	Block A	1	Bed	Affordable	Apartment			✓
162	Block A	1	Bed	Affordable	Apartment			✓
163	Block A	1	Bed	Affordable	Apartment			✓
164	Block A	1	Bed	Affordable	Apartment			✓
165	Block A	1	Bed	Affordable	Apartment			✓
166	Block A	1	Bed	Affordable	Apartment			✓
167	Block A	1	Bed	Affordable	Apartment			✓
168	58	1	Bed	Affordable	Apartment			✓
169	59	1	Bed	Affordable	Apartment			✓
170	60	1	Bed	Affordable	Apartment			✓
171	60	1	Bed	Affordable	Apartment			✓
172	61	1	Bed	Affordable	Apartment			✓
173	61	1	Bed	Affordable	Apartment			✓
174	58	1	Bed	Affordable	Apartment			✓
175	59	1	Bed	Affordable	Apartment			✓
175		Totals				65	93	17

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ABLEY LETCHFORD PARTNERSHIP LTD
3 Tealgate • Charnham Park • Hungerford • RG17 0YT
T: 01488 684 390 E: contact@alpce.co.uk W: www.alpce.co.uk