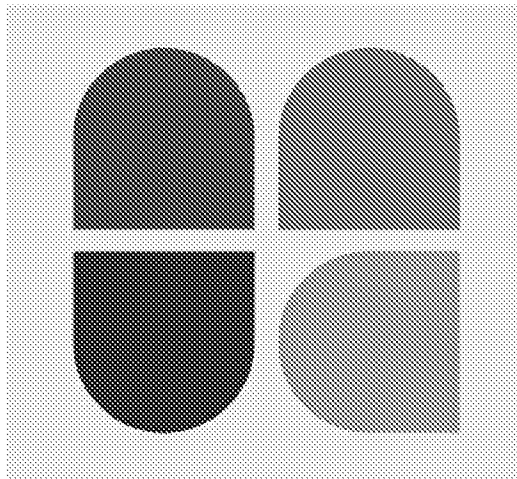




B R I G H T P L A N

**WILMINGTON, ARUNDEL ROAD,
ANGMERING**

RESIDENTIAL DEVELOPMENT

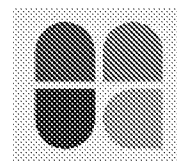
Transport Statement

Prepared on Behalf of

Mr & Mrs B Parsons

6307

August 2021



DOCUMENT CONTROL

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Residential Development

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Client: Mr & Mrs B Parsons

Reference: 6307

Document Checking:

Author: SMO _____

Date: 18/08/2021 _____

Checked by: ALB _____

Date: 23/08/2021 _____

Approved by: PMR _____

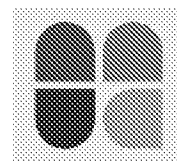
Date: 25/08/2021 _____

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3.			
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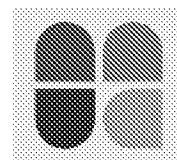
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PLANS

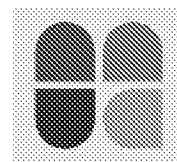
Plan 01 Accessibility Plan

DRAWINGS

2021-6307-001	Access Overview and Visibility Splays
2021-6307-002	Existing Ground Profile and Vertical Splays
2021-6307-003	Proposed Access Swept Path Analysis
2021-6307-004	Site Overview
2021-6307-005	Refuse Vehicle Swept Path Analysis
2021-6307-006	Fire Tender Vehicle Swept Path Analysis
2021-6307-007	Parking Vehicle Swept Path Analysis

APPENDICES

Appendix A	Crash Map Report
Appendix B	Proposed Site Layout
Appendix C	WSCC's Consultation Response for Planning Application A/122/19/OUT
Appendix D	TRICS Assessment - Residential Dwelling



1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Bright Plan on behalf of Mr & Mrs B Parsons to support a planning application for a residential development at Wilmington, Arundel Road, Angmering. The application is situated to the west of Arundel Road as shown in **Figure 1.1**.

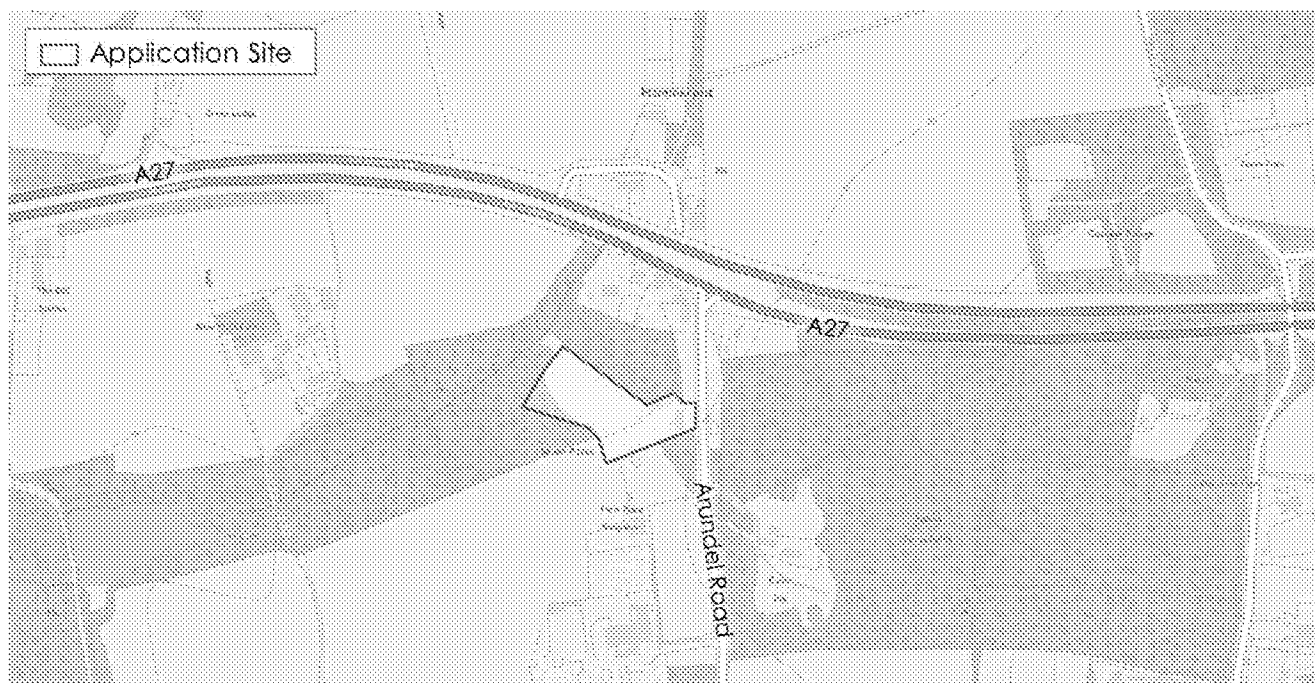


Figure 1.1: Application Site Location

1.2 Planning History

- 1.2.1 The application site is located in the vicinity of several recently permitted development proposal including: -
- i. Planning application A/122/19/OUT for 160 dwellings, which was permitted in March 2020.
 - ii. Planning application A/131/16/OUT for 9 residential dwellings, which was permitted in December 2016
 - iii. Planning application A/56/21/PL for storage of fairground rides and associated infrastructure permitted July 2021.
- 1.2.2 The proximity of these permitted development site's relative to the application site is shown in **Figure 1.2**

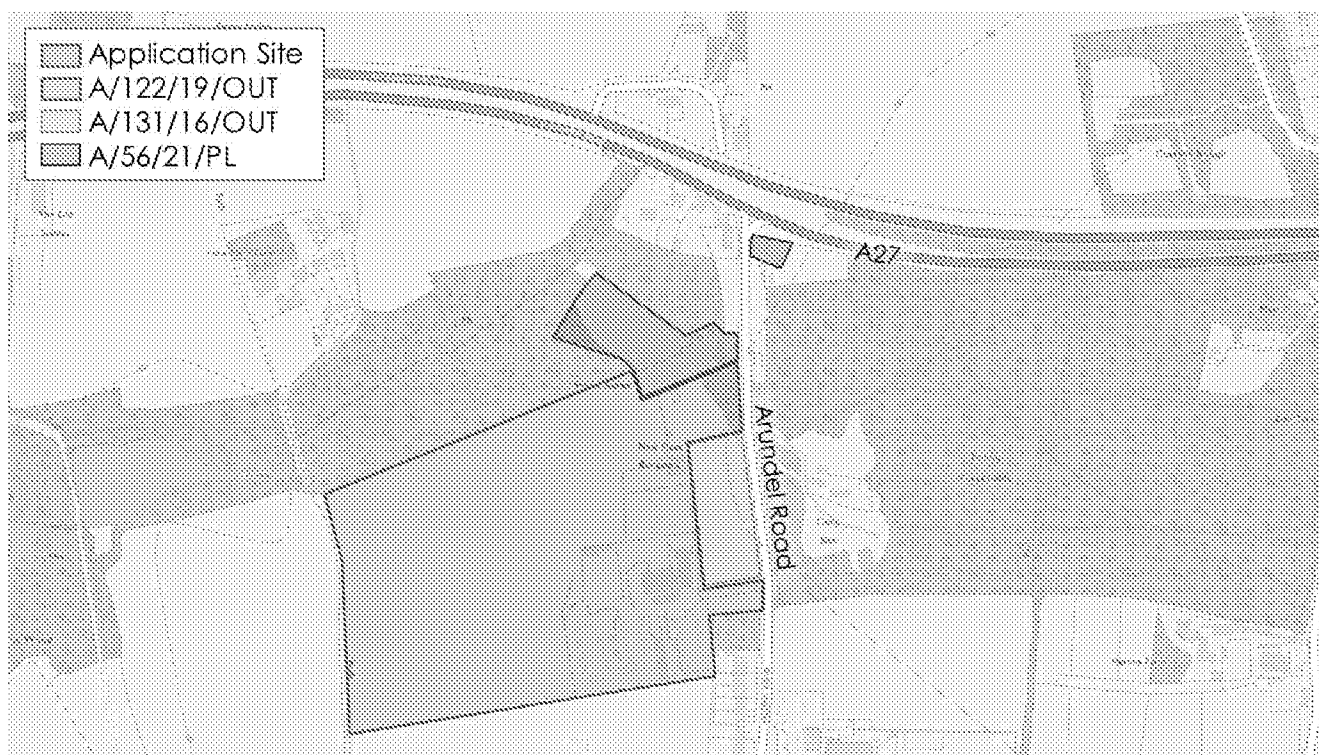
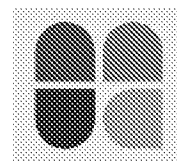
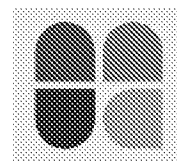


Figure 1.2: Permitted Developments

1.3 Scope of Transport Statement

- 1.3.1 This TS 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.
- 1.3.2 The remainder of this report comprises the following sections:
- i. **Section 2** sets out the transport conditions in the local area and highway network and provides a review of highway safety.
 - ii. **Section 3** provides an assessment of the proposed access and internal layout design, parking provision, the site's servicing arrangements, and the anticipated traffic impact on the local highway network.
 - iii. **Section 4** provides an assessment of the anticipated traffic impact resulting from the development supported by a trip generation assessment.
 - iv. **Section 5** provides a summary of the TS conclusions.



2 BASELINE CONDITIONS

2.1 Site Location and Description

- 2.1.1 The existing site encompasses an area of c.475sqm currently occupied by a single dwelling and associated garden. The site is bordered by Arundel Road to the east, farmland to the west, a campsite to the north and permitted development (Application Ref. A/122/19/OUT) to the south. The existing site context is shown in **Figure 2.1**.



Figure 2.1: Aerial View of Site Location

2.2 Existing Vehicle Access

- 2.2.1 Existing vehicular access to the site is provided in the form of a c.5.0m wide gated driveway. There is a cessation of the footway on the western side of Arundel Road across the site frontage, meaning that the access driveway is flush with the carriageway without the need for a vehicle crossover. The existing access arrangement is shown in **Figure 2.2**.

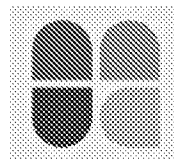


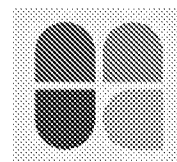
Figure 2.2: Existing Access Arrangement

2.3 Local Road Network

- 2.3.1 The site fronts on to Arundel Road which serves residential properties. The road has a c.5.8m wide carriageway, flanked by a c.1.5m wide footway on its western side. Arundel Road is subject to the national speed limit (60.0mph) with no parking restrictions. Arundel Road's highway features are shown in **Figure 2.3**.



Figure 2.3: Arundel Road Highways Features



2.4 Wider Highway Network

- 2.4.1 Arundel Road adjoins to the A27 c.130m to the north of the site. The A27 provides an east-west route along the south coast providing access to Southampton, Portsmouth, Chichester, Worthing, and Brighton. The site's location in the context of the wider highway network is shown in **Figure 2.4**.

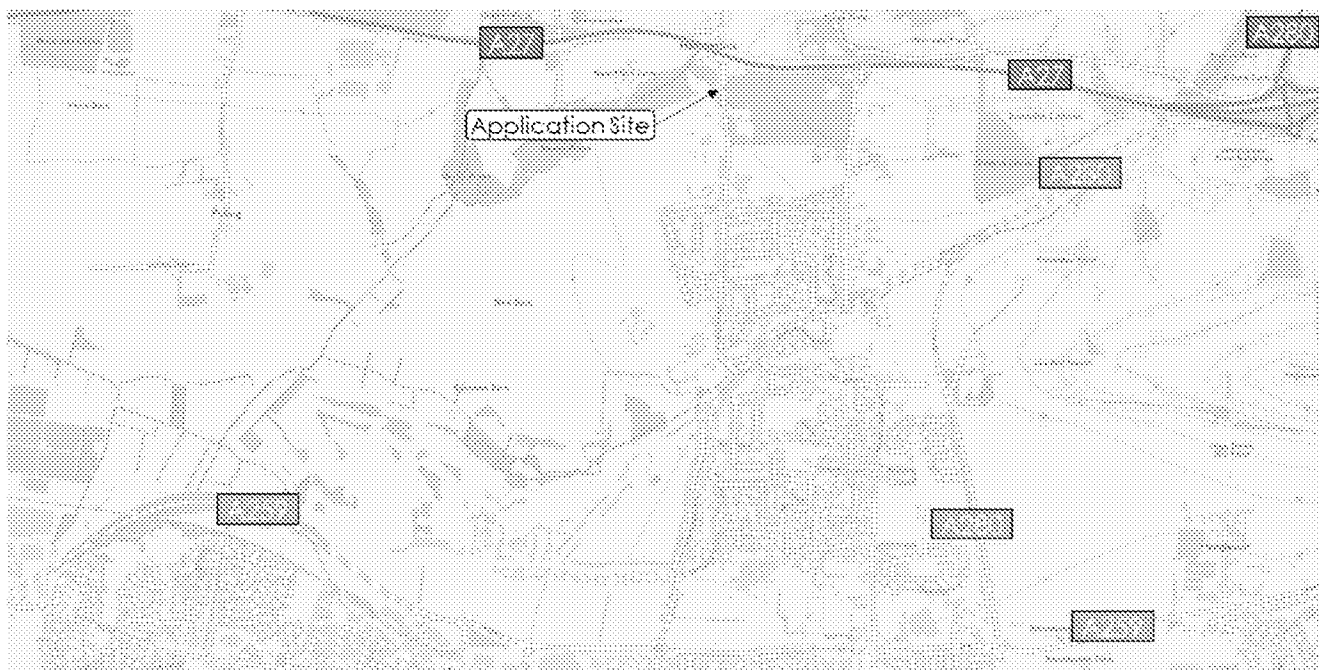
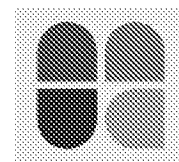


Figure 2.4: Wider Highway Network

2.5 Accessibility Credentials

Pedestrian Accessibility

- 2.5.1 Arundel Road is flanked by a c.1.5m wide footway on the western side of the carriageway. The footways connect with the wider footway network in Angmering providing continuous pedestrian access throughout the local area including to services and amenities in the village centre. The existing footways on Arundel Road are shown in **Figure 2.3**.
- 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 range of local services and amenities, including local bus stops, are situated within 1km of the application site and are therefore accessible on foot.



Cycle Accessibility

- 2.5.3 Arundel Road connects a local cycle route c.130m to the north of the site which provides a direct route to Arundel. Several other local cycles routes are available within the vicinity of the site and provide access to the surrounding areas. The existing cycle infrastructure is shown in **Figure 2.5**.

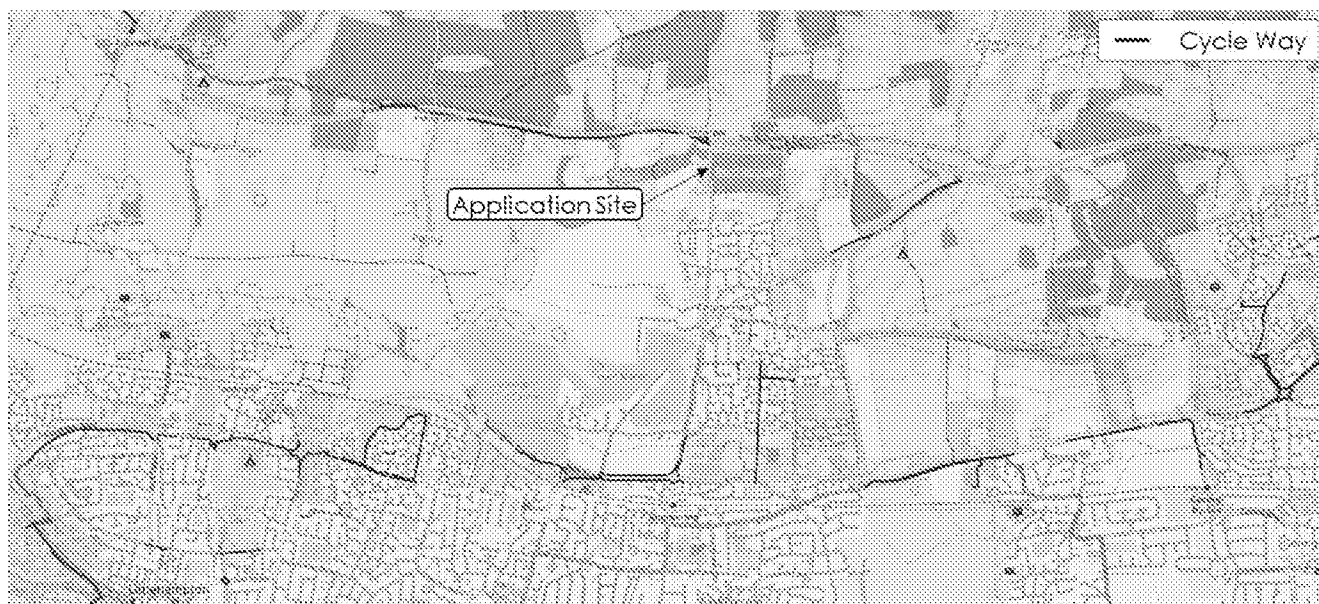


Figure 2.5: Local Cycleways

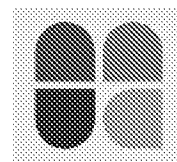
- 2.5.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. The full extent of Angmering, Littlehampton, and Goring-By-Sea is therefore accessible from the site by cycle.

2.6 Accessibility by Bus

- 2.6.1 'The Avenue' bus stop is situated on Arundel Road c.500m to the south of the site. The stops serve the no.9 service which provides a service between Shoreham-by-Sea and Arundel. Details of the services are provided in **Figure 2.6**.

Service No.	Route Summary	Typical Frequency	Typical Operating Hours
9	Shoreham – Lancing – Worthing – Maybridge – Angmering – Littlehampton – Arundel	Every hour	Mon – Fri: 06:35 – 19:23

Figure 2.6: Services Available from 'The Avenue' Bus Stops



Accessibility by Train

- 2.6.2 Angmering railway station is situated c.2.5km to the south of the site and is accessible by cycle. The station provides regular services to a range of locations including Portsmouth, Brighton, London Victoria, and Southampton. A summary of services available is provided in **Figure 2.7**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Portsmouth and Southsea	Angmering – Littlehampton – Ford – Barnham – Chichester – Havant – Fratton – Portsmouth, and Southsea	1 hour 11 mins	Every 20 mins
Southampton Central	Angmering – Littlehampton – Ford – Barnham – Chichester – Havant – Cosham – Fareham – Swanwick – Southampton Central	1 hour 14 mins	Every 15 mins
London Victoria	Angmering – Goring-by-Sea – Worthing – Lancing – Portslade – Hove – Hassocks – Burgess Hill – Three Bridges – Gatwick Airport – Clapham Junction – London Victoria	1 hour 36 mins	Every 30 mins
Brighton	Angmering, Worthing, Southwick, Hove, Brighton	34 mins	Every 30 mins

Figure 2.7: Services Available from Angmering Railway Station

2.7 Accident Data

- 2.7.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) within 500.0m of the proposed development site has been undertaken for a 5-year period from January 2015 to December 2020 using the Crash Map online data portal.
- 2.7.2 Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity, and the cause of the incident to establish if any underlying highways design issues 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 are displayed in **Figure 2.8**.

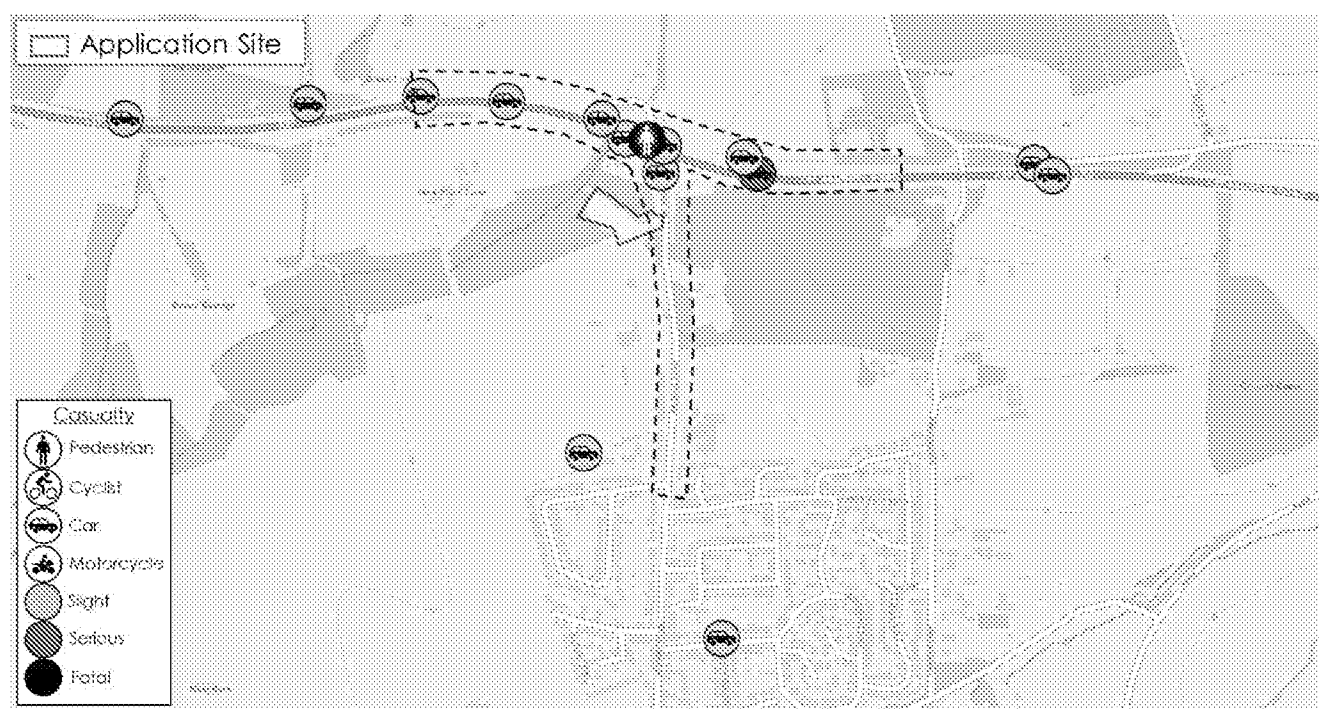
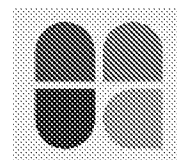
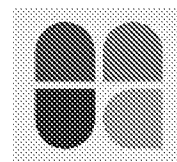


Figure 2.8: PIA Distribution

- 2.7.3 A total of 9 incidents were recorded during the 5-year period, comprised of 1 'fatal' incident, 1 'serious' incident, and 7 'slight' incidents. The fatal incident involved a car proceeding normally along the carriageway colliding with a pedestrian in the centre of the carriageway. The incident is isolated and unrelated to the Arundel Road / A27 junction's operation and design. The full CrashMap report is attached in **Appendix A**.
- 2.7.4 The frequency of incidents is not unusual given the traffic volumes using the A27. The PIA record does not reveal any pattern that in terms of distribution, severity, or cause that would be exacerbated by the proposed development.



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The development would propose the construction of 7 dwellings and associated access. The proposed accommodation schedule is shown in **Figure 3.1** and the site layout is attached in **Appendix B**.

Unit Type	Number of Units
2 Bed Dwelling	2
3 Bed Dwelling	3
4 Bed Dwelling	2
Total	7

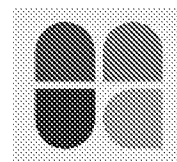
Figure 3.1: Accommodation Schedule

3.2 Vehicle Access

- 3.2.1 Access to the site would be served via a 4.8m wide bellmouth with simple priority working arrangement. The bellmouth would be supported by 6.0m corner radii to facilitate vehicle access/egress and to accord with DMRB CD123 design requirements. The proposed access arrangement is shown in **Drawing 2021-6307-001**.
- 3.2.2 A vehicle swept path analysis has been undertaken reviewing the operation of the proposed site access. The vehicle swept path analysis demonstrates the following vehicle manoeuvres: -
- Concurrent access and egress by a large estate car in **Drawing 2021-6307-002**
 - Access and egress by a large refuse freighter in **Drawing 2021-6307-002**
 - Access by fire tenders in **Drawing 2021-6307-004**
 - Large pumping vehicle access and egress **Drawing 2021-6307-006**

3.3 Visibility Splays

- 3.3.1 Visibility from the site access has been considered in line with the visibility requirements for the adjacent A/122/19/OUT development site. The transport assessment for planning application A/122/19/OUT identifies 85th percentile design speeds of 37mph. WSCC's consultation response for planning application A/122/19/OUT which details the approach to visibility is attached at **Appendix C**.
- 3.3.2 The design speeds require a stopping site distance of 59.0m based on Manual for Streets calculation coefficients. The required primary direction sight line is achievable in the horizontal plain as demonstrated in **Drawing 2021-6307-001**. The required primary direction sight line is also achievable in the vertical plain as demonstrated in **Drawing 2021-6307-001**.



3.3.3 As per WSCC's response for planning application A/122/19/OUT, the maximum achievable visibility has also been determined looking to the hill crest to the south of the access. Visibility in the vertical plain provides up to 82.0m, exceeding the sight lines achieved from the access of permitted for development A/122/19/OUT.

3.3.4 Visibility in the secondary direction has been measured as far as the Arundel Road's junction with the A27 to the north. A sight line of 107.5m is accordingly demonstrated equating to a design speed of 55mph based on MfS requirements – well in excess of the roads speed limit.

3.4 Pedestrian Access

3.4.1 Pedestrian footways are proposed along the site frontage with dropped kerb crossing and tactile paving provided across the access. Pedestrian access would be served via a shared surface arrangement via the proposed access. A shared surface arrangement is appropriate given the access's low intensity of use.

3.4.2 The use of the shared surface arrangement accords with MfS guidance which suggests 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.

3.5 Emergency Access

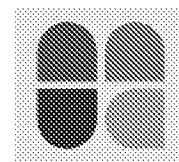
3.5.1 The site would allow fire tenders (the largest emergency vehicle) to comfortably negotiate the proposed access and internal carriageways. In accordance with Building Regulations Part B the following design compliances are met:

- i. Fire tenders would be able to access within 45.0m of all dwellings.
- ii. Fire tenders could achieve an appropriate level of access without requiring reversing distances greater than 20.0m.
- iii. A minimum carriageway width of 3.7m is maintained throughout the site (excluding traffic calming features).

3.5.2 A vehicle swept path analysis has been undertaken demonstrating fire tenders negotiating the site access, internal carriageways, and performing turning manoeuvres in **Drawing 2021-6307-005**.

3.6 Servicing Arrangements

3.6.1 The site's geometries are such that large service vehicles can negotiate the primary access and access all units. A vehicle swept path analysis has been undertaken demonstrating a large refuse freighter negotiating the site access and internal roads, as well as performing turning manoeuvres in **Drawings 2021-6307-002 and 2021-6307-004**.



- 3.6.2 Bin carry distances between properties and refuse collectors would be within the maximum thresholds set out in MfS from all properties (25m for collectors 30m for residents).
- 3.6.3 The site's geometries would also allow for a large pumping vehicle to access the pump station. A vehicle swept path analysis has been undertaken demonstrating a large pump vehicle negotiating the site access and internal roads, as well as performing turning manoeuvres in **Drawing 2021-6307-008**.

3.7 Car Parking

- 3.7.1 Car parking for the proposed dwellings would be provided in accordance with the anticipated demand as determined using Arun District Councils Parking Standards Supplementary Planning Document Jan 2020. A summary of the required and proposed car parking provision for the residential dwellings are shown in **Figure 3.2**.

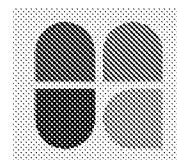
	Arun District Council Standard (Parking Zone 2)	Required	Proposed
2 Bed	2 Spaces per dwelling	4 Spaces	4 Spaces
3 Bed	2 Spaces per dwelling	6 Spaces	9 Spaces
4 bed	3 Spaces per dwelling	6 Spaces	6 Spaces
Visitor	20% of total units	1.4 Spaces	2 Spaces
EV Parking Spaces	20% of total parking provision	(3.4 Spaces)	(4 Spaces)
Total	-	17.4 Spaces (inc. 3.4 EV spaces)	21 Spaces (inc. 4 EV spaces)

Figure 3.2: Car Parking Provision

- 3.7.2 Parking spaces would use minimum dimensions of 2.4m x 4.8m for perpendicular spaces, 2.0m x 6.0m for parallel spaces, and 3.0m x 6.0m for garages in accordance with MfS guidance. A vehicle swept path analysis has been undertaken demonstrating car parking manoeuvres in **Drawing 2021-6307-006**.

3.8 Cycle Parking

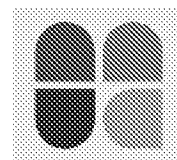
- 3.8.1 Cycle parking for the proposed dwellings would be provided in accordance with the anticipated demand as determined using Arun District Councils Parking Standards Supplementary Planning Document Jan 2020. A summary of the required and proposed car parking provision for the residential dwellings are shown in **Figure 3.2**.



	Arun District Council Standard	Required	Proposed
2 Bed	1 Space per unit	2	2
3 bed	2 Spaces per unit	6	6
4 bed	2 Spaces per unit	4	4
Total	-	12 Spaces	12 Spaces

Figure 3.2: Cycle Parking Provision

- 3.8.2 Cycle parking would be provided within the curtilage of the properties within garages and secure cycle stores.



4 TRIP GENERATION AND TRAFFIC IMPACT

4.1 Vehicle Trip Generation

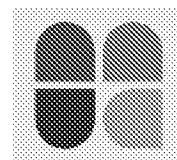
4.1.1 To assess the traffic impact of the proposed development, the TRICS database (7.8.2) has been interrogated to assess the likely traffic volumes generated by the development proposal. The development proposes 7 new dwellings, all trips generated by the new development will be new to the local road network.

4.1.2 To establish the number of trips that could be generated by the proposed residential dwellings, the parameters identified in **Figure 4.1** have been used to filter the TRICS database.

TRICS Version 7.8.2	
Filtering Parameter	Criteria Selected
i. Land Use	Residential, Houses Privately Owned
ii. Selected Regions	England (Excluding Greater London)
iii. No of Dwellings	Range Selected: 6 to 30 Actual Range: 21 to 116 Dwellings
iv. Date Range	01/01/13 to 20/10/2021
v. Selected Days	Weekdays
vi. Selected Locations	1. Suburban Area – 7 Survey days
vii. Sub-categories:	Residential Zone
viii. Population within 1 mile:	1. 1,001 to 5,000 – 1 Survey days 2. 5,001 to 10,000 – 3 Survey days 3. 10,001 to 15,000 – 3 Survey days
ix. Population within 5 miles:	1. 5,001 to 25,000 – 2 survey days 2. 25,001 to 50,000 – 1 survey days 3. 50,001 to 75,000 – 1 survey days 4. 75,001 to 100,000 – 2 survey days 5. 125,001 to 250,001 – 1 survey day

Figure 4.1: TRICS Filtering Parameters

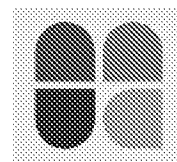
4.1.3 The TRICS output is provided in **Appendix D**, whilst a summary of the weekday peak hour and daily trip rates and vehicle movements associated with the 7 dwellings are provided in **Figure 4.2**.



Trip Rate per Dwelling			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.109	0.337	0.446
PM Peak Hour	0.342	0.132	0.474
Daily Traffic	2.076	2.110	4.186
TRICS Vehicle Trip Generation (7 Dwellings)			
AM Peak Hour	1	2	3
PM Peak Hour	2	1	3
Daily Traffic	15	15	29

Figure 4.2: Proposed Trip Generation

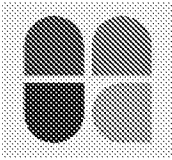
- 4.1.4 The TRICS assessment suggests that the site would generate 29 daily 2-way vehicle movements of which 3 would occur during the network's AM peak traffic hour, and 3 would occur in the network's PM peak traffic hour. The additional daily vehicle trips resulting from the proposed development would have a negligible impact upon the local road network in terms of highway capacity and safety.



5 SUMMARY AND CONCLUSIONS

5.1.1 This Transport Statement has been prepared by Bright Plan Ltd on behalf of Mr & Mrs B Parsons to support a planning application for a residential development comprising 7 new dwellings at Wilmington, Arundel Road, Angmering. The findings from this report are as follows:

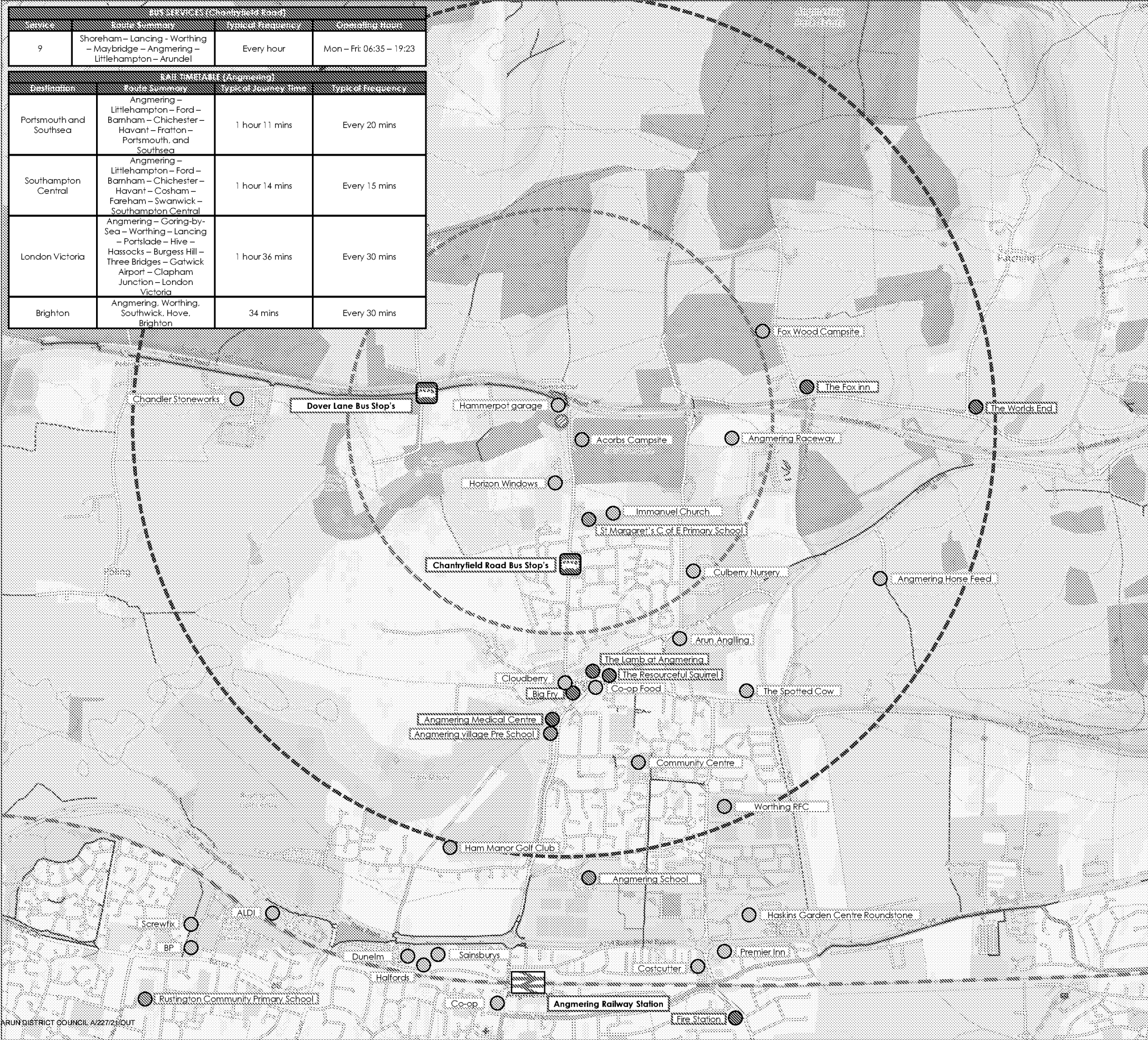
- i. The application site is readily accessible on foot and by cycle using existing footways and cycle routes. Bus stops and Angmering railway station provide further opportunities for sustainable travel from the site.
- ii. The PIA record does not reveal any pattern in terms of distribution, severity, or incident circumstances that would be exacerbated by the proposal.
- iii. Vehicle access to the site would be served from a bellmouth arrangement adjoining Arundel Road in the location of the informal crossover.
- iv. Visibility achieved from the site access is in excess of the visibility requirements for the adjacent permitted A/122/19/OUT development site. Visibility in the vertical plane also exceeds the sight lines achieved from the access of permitted development A/122/19/OUT.
- v. The site's carriageway geometries can accommodate access and turning manoeuvres by large emergency and service vehicles.
- vi. The site would provide car parking in line with ADC's Residential car parking standards. Cycle parking would be provided in line with ADC's residential cycle parking standards.
- vii. A TRICS assessment has been undertaken suggesting that the development would generate 29 additional daily 2-way vehicle movements, of which 3 would occur in the AM peak hour, and 3 would occur in the PM peak hour.
- viii. The number of additional daily vehicle trips resulting from the proposed development would have a negligible impact upon the local road network in terms of highway capacity and safety.



PLANS

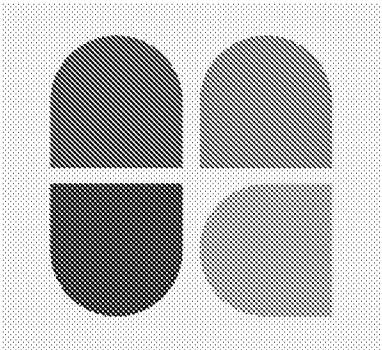
Plan 01 Accessibility Plan

BUS SERVICES (Chantryfield Road)			
Service	Route Summary	Typical Frequency	Operating hours
9	Shoreham – Lancing – Worthing – Maybridge – Angmering – Littlehampton – Arundel	Every hour	Mon – Fri: 06:35 – 19:23
RAIL TIMETABLE (Angmering)			
Destination	Route Summary	Typical Journey time	Typical frequency
Portsmouth and Southsea	Angmering – Littlehampton – Ford – Barnham – Chichester – Havant – Fratton – Portsmouth, and Southsea	1 hour 11 mins	Every 20 mins
Southampton Central	Angmering – Littlehampton – Ford – Barnham – Chichester – Havant – Cosham – Fareham – Swanwick – Southampton Central	1 hour 14 mins	Every 15 mins
London Victoria	Angmering – Goring-by-Sea – Worthing – Lancing – Portslade – Hove – Hassocks – Burgess Hill – Three Bridges – Gatwick Airport – Clapham Junction – London Victoria	1 hour 36 mins	Every 30 mins
Brighton	Angmering, Worthing, Southwick, Hove, Brighton	34 mins	Every 30 mins



LEGEND

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



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www.bpcivils.co.uk

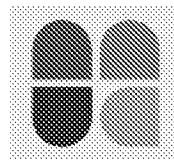
Client: Mr & Mrs B Parsons

Project: Wilmington, Arundel Road

Title: Accessibility Plan

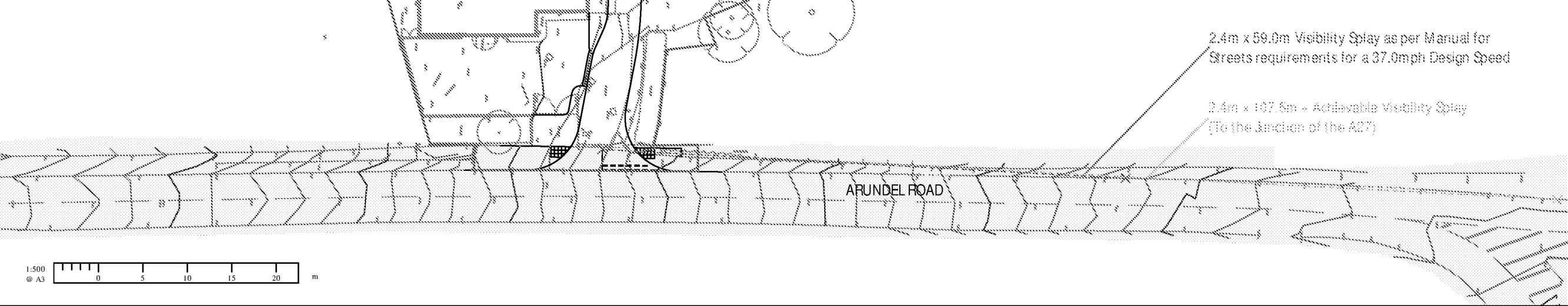
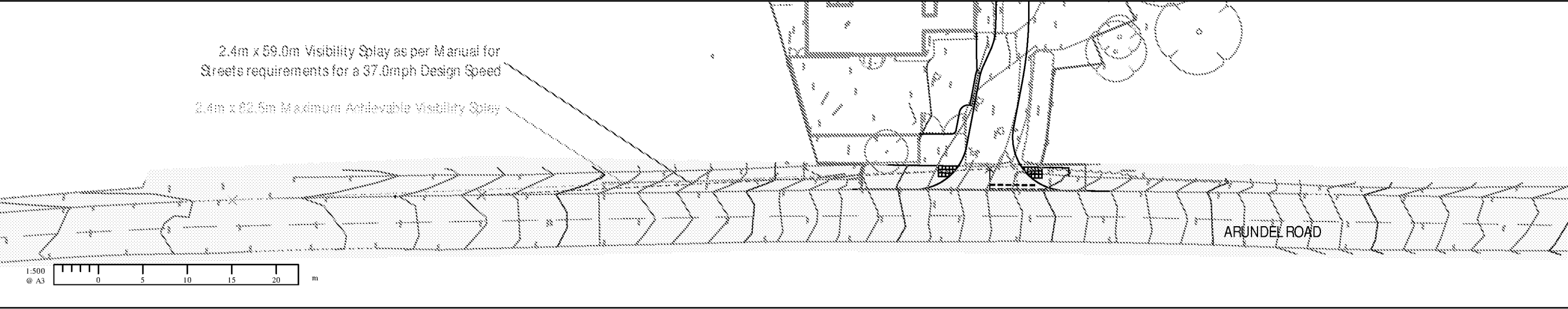
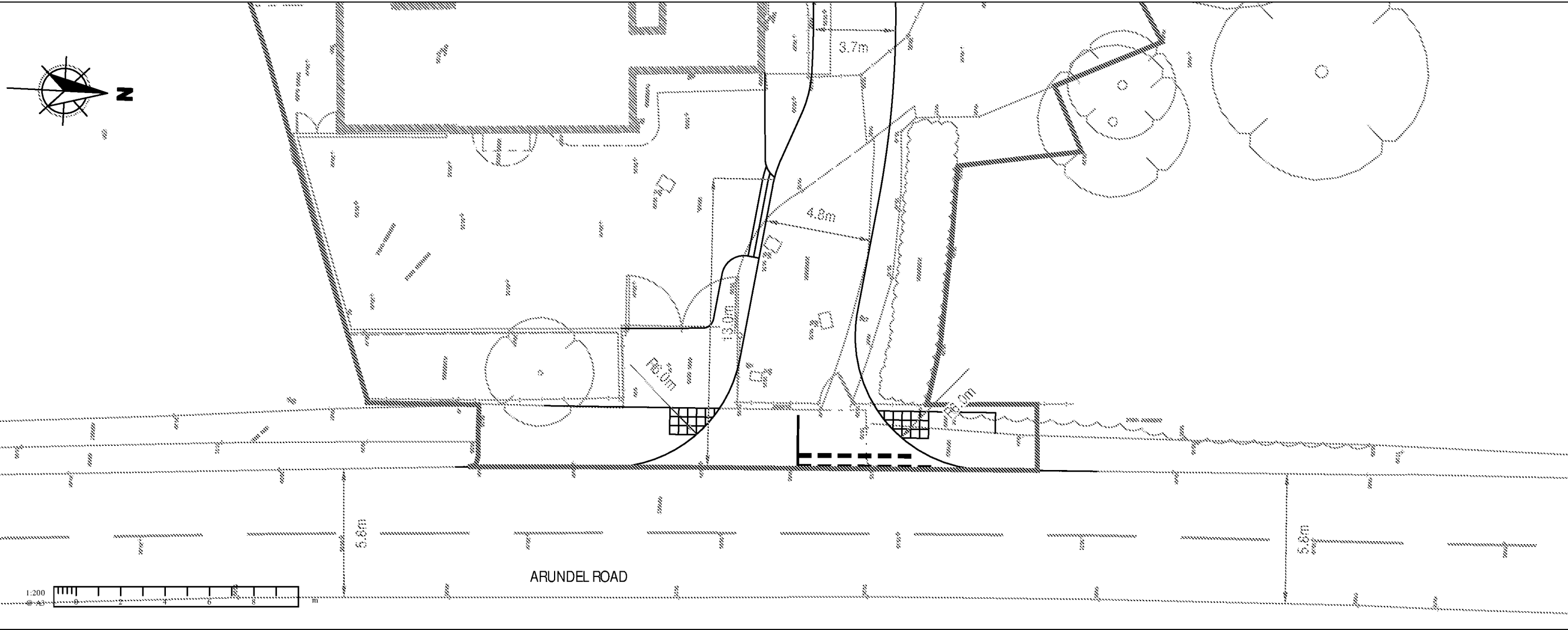
Scale: NTS Date: August 21 Drawn By: SMO Checked By: ALB

Plan No: Plan 01 Job No: 6307 Rev: -



DRAWINGS

2021-6307-001	Access Overview and Visibility Splays
2021-6307-002	Existing Ground Profile and Vertical Splays
2021-6307-003	Proposed Access Swept Path Analysis
2021-6307-004	Site Overview
2021-6307-005	Refuse Vehicle Swept Path Analysis
2021-6307-006	Fire Tender Vehicle Swept Path Analysis
2021-6307-007	Parking Vehicle Swept Path Analysis



NOTES

1.

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2.

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3.

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4.

Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

Site Boundary

Highway Boundary

Existing Road Markings

Service Margin

85th Percentile Visibility Splay

Achievable Visibility Splay

Minor Contour - 0.2m

Major Contour - 1.0m

D

Client Name

31/08/2021

C

Revised Layout

17/08/2021

B

Revised Layout

02/08/2021

A

Revised Layout

27/07/2021

-

Original Issue

08/07/2021

Rev.

Amendments

Date

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Transport Planning and Civil Engineering Consultants
2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF
Tel: 01243 210418 Email: enquiries@bpcivil.co.uk
www.bpcivil.co.uk

Drawing Status

Final

Client

Mr & Mrs B Parsons

Project

Wilmington, Arundel Road,
Angmering, West Sussex, BN16 4ET

Drawing Title

Access Overview and
Visibility Splays

Scale

As Shown

Date

Aug 21

Drawn By

SMO

Checked

ALB

Drawing No.

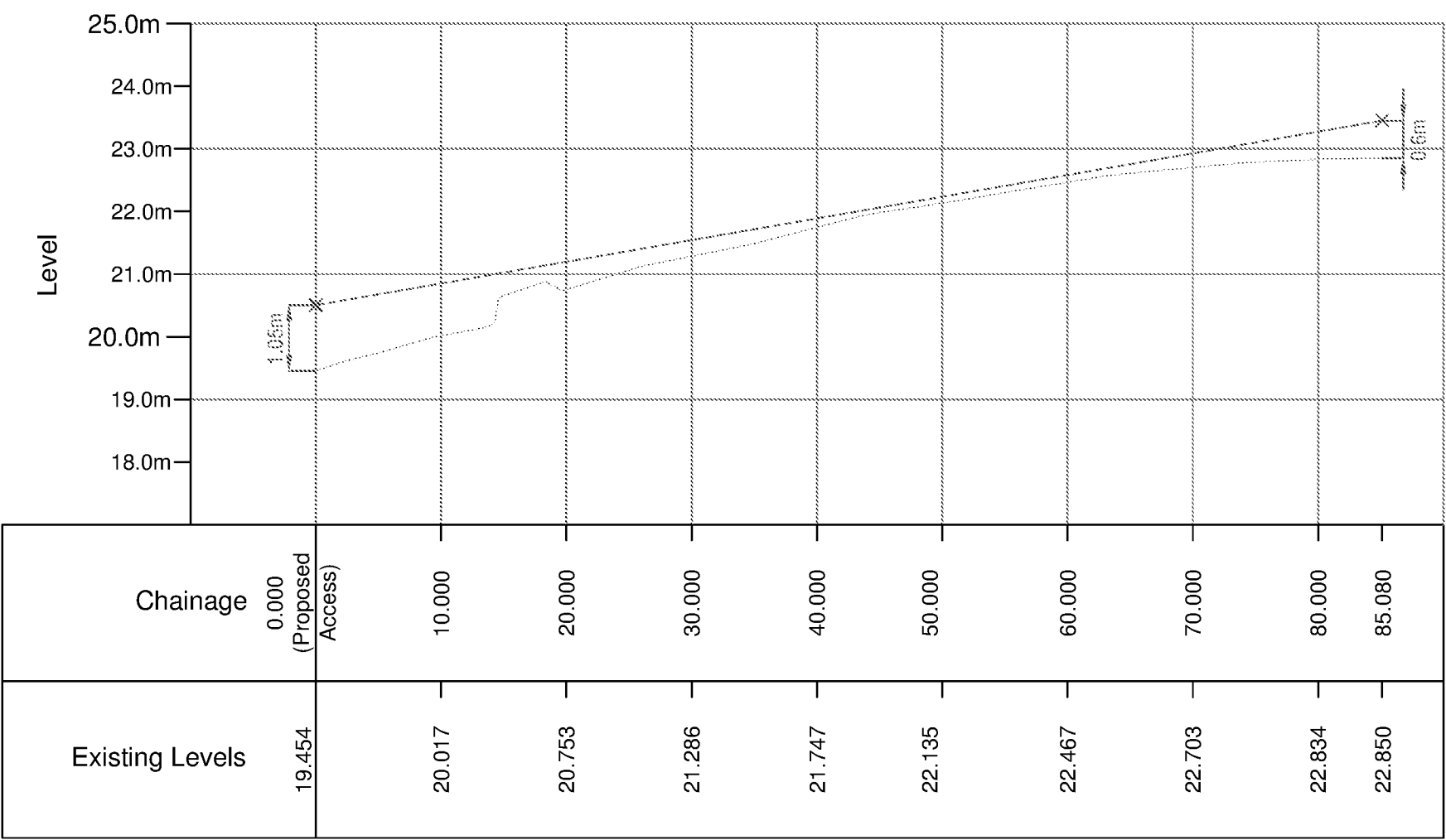
2021-6307-001

Rev.

D

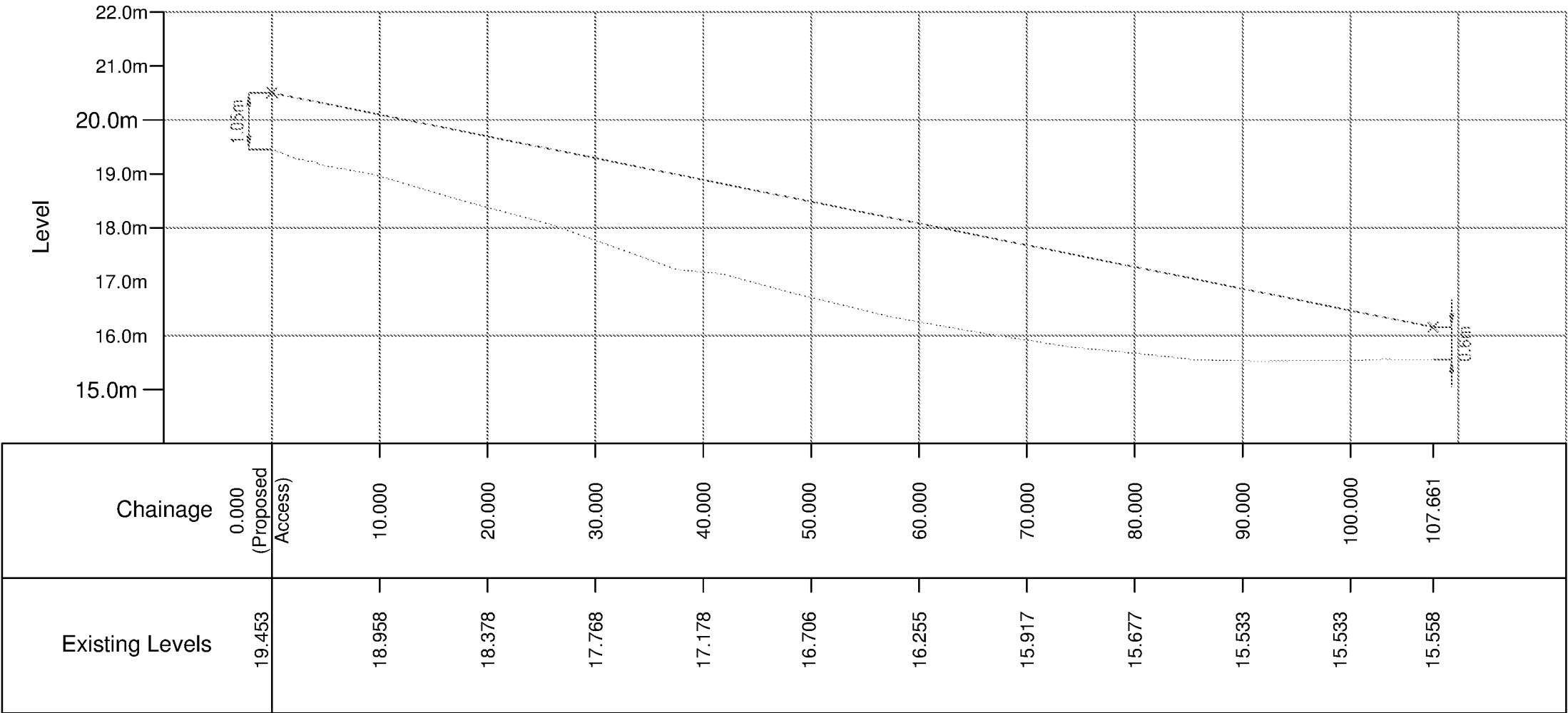
ARUN DISTRICT COUNCIL

Northbound Achievable Visibility Splay
(Looking South)



X Axis = 1:500 @ A3
Y Axis = 1:100 @ A3

Southbound Achievable Visibility Splay
(Looking North)



X Axis = 1:500 @ A3
Y Axis = 1:100 @ A3

NOTES

A3

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-LEGEND-

- Vertical Visibility Splay
- Existing Ground Profile

B	Client Name	31/08/2021
A	Final Issue	27/07/2021
-	Original Issue	08/07/2021
Rev.	Amendments	Date

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Transport Planning and Civil Engineering Consultants
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www.bpcivils.co.uk

Drawing Status	Final
----------------	-------

Client	Mr & Mrs B Parsons
--------	--------------------

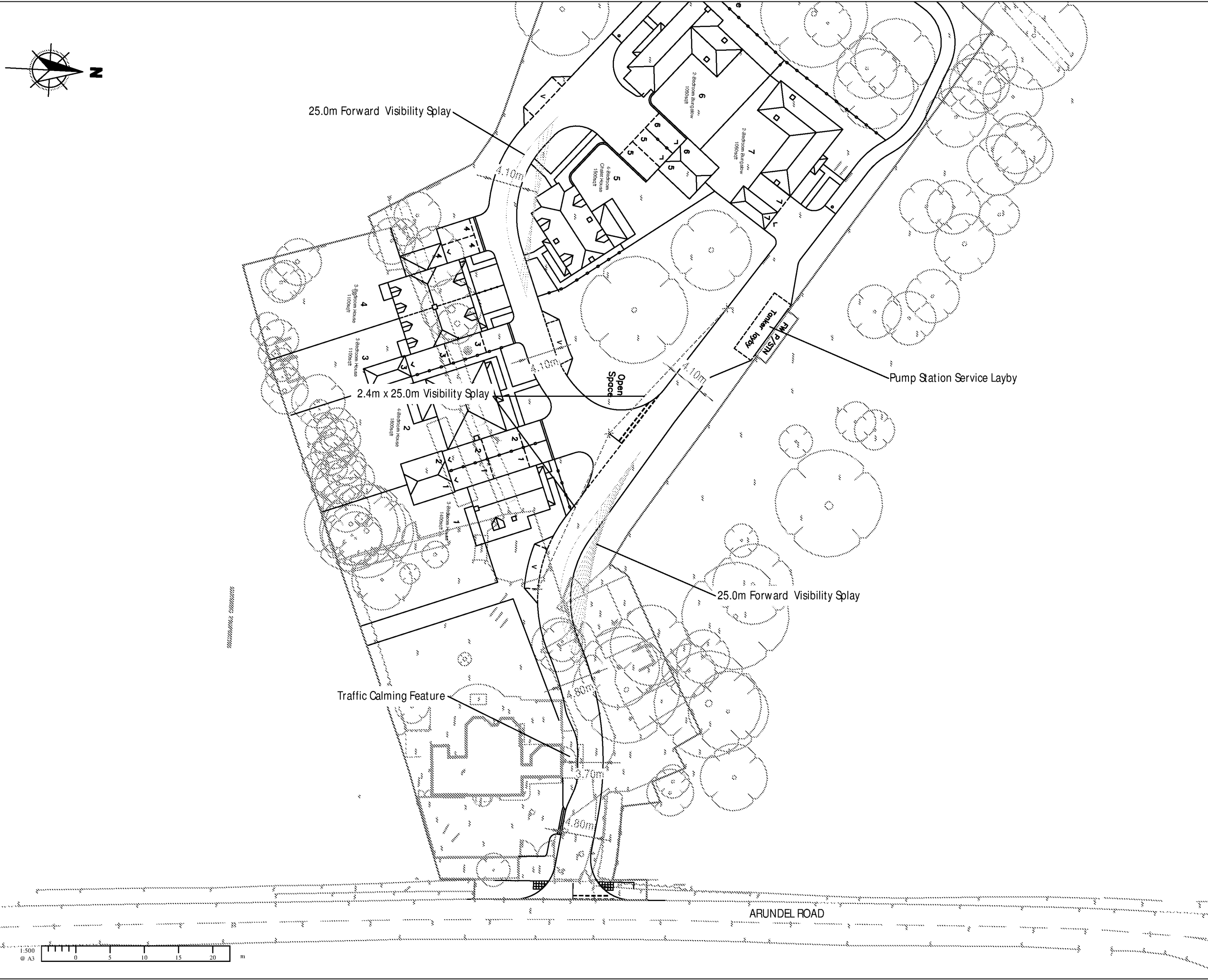
Project	Wilmington, Arundel Road, Angmering, West Sussex, BN16 4ET
---------	--

Drawing Title	Existing Ground Profile and Vertical Visibility Splays
---------------	--

Scale	As Shown	Date	Aug 21	Drawn By	SMO	Checked	ALB
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Drawing No.	2021-6307-002	Rev.	B
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ARUN DISTRICT COUNCIL A4227/21/001



NOTES

A3

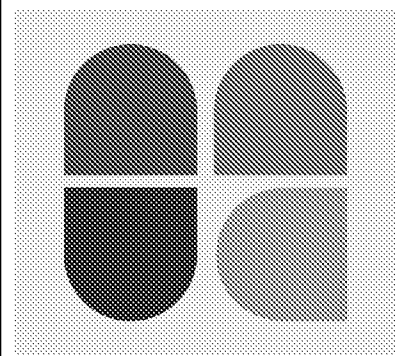
1. This drawing is to be read in conjunction with all other Bright Plan drawings and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
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4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

- Site Boundary
- Existing Road Markings
- Visibility Splay
- Forward Visibility Splay

C	Client Name	31/08/2021
B	Revised Layout	17/08/2021
A	Revised Layout	02/08/2021
-	Original Issue	28/07/2021

Rev.	Amendments	Date
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Drawing Status	Final
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Client	Mr & Mrs B Parsons
--------	--------------------

Project	Wilmington, Arundel Road, Angmering, West Sussex, BN16 4ET
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Drawing Title	Ste Overview
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Scale	1:500	Date	Aug 21	Drawn By	SMO	Checked	ALB
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Drawing No.	2021-6307-004	Rev.	C
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ARUN DISTRICT COUNCIL A/227/21/OUT



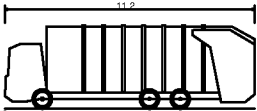
NOTES

A3

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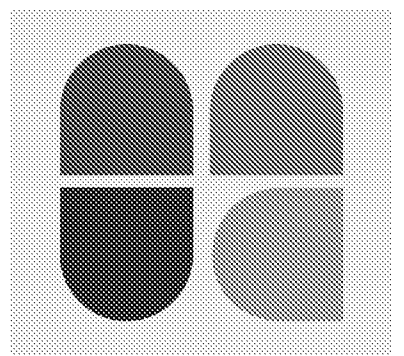
-LEGEND-

- Site Boundary
- Existing Road Markings
- Bin Drag Distance
- Swept Path-
 - Wheel Track
 - Over Swing



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

C	Client Name	31/08/2021
B	Revised Layout	17/08/2021
A	Revised Layout	02/08/2021
-	Original Issue	28/07/2021
Rev.	Amendments	Date



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Drawing Status	Final
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Client	Mr & Mrs B Parsons
--------	--------------------

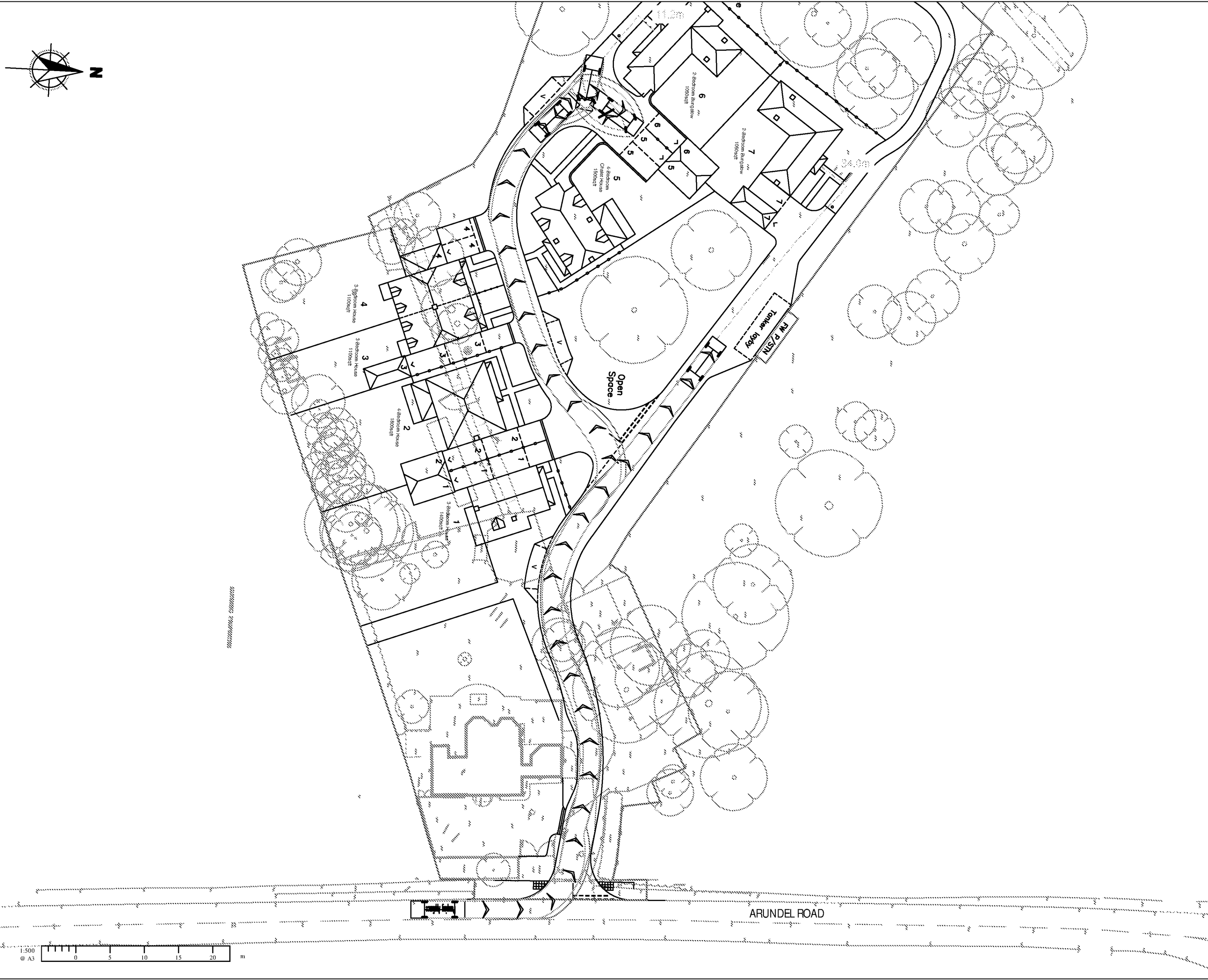
Project	Wilmington, Arundel Road, Angmering, West Sussex, BN16 4ET
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Drawing Title	Refuse Vehicle Swept Path Analysis
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Scale	1:500	Date	Aug 21	Drawn By	SMO	Checked	ALB
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Drawing No.	2021-6307-005	Rev.	C
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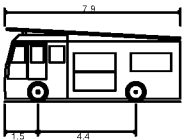
NOTES

A3

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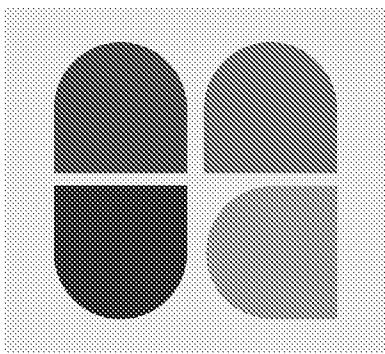
-LEGEND-

- Site Boundary
- Existing Road Markings
- Distance to Building Entrance
- Swept Path-
 - Wheel Track
 - Over Swing



Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

C	Client Name	31/08/2021
B	Revised Layout	17/08/2021
A	Revised Layout	02/08/2021
-	Original Issue	28/07/2021
Rev.	Amendments	Date



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Drawing Status	Final
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Client	Mr & Mrs B Parsons
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Project	Wilmington, Arundel Road, Angmering, West Sussex, BN16 4ET
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Drawing Title	Fire Tender Vehicle Swept Path Analysis
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Scale	1:500	Date	Aug 21	Drawn By	SMO	Checked By	ALB
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Drawing No.	2021-6307-006	Rev.	C
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ARUN DISTRICT COUNCIL A227/21/OUT



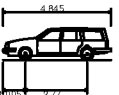
NOTES

A3

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-LEGEND-

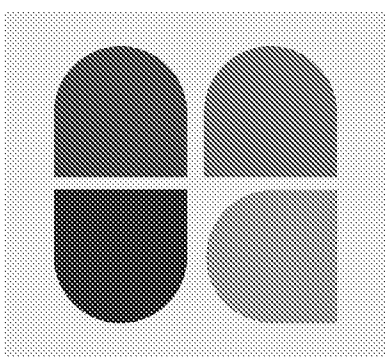
- Site Boundary
- Existing Road
- Markings
- Swept Path-
- Wheel Track
- Over Swing



Estate Car	4.845m
Overall Length	1.750m
Overall Width	1.424m
Overall Body Height	0.189m
Min Body Ground Clearance	1.655m
Max Track Width	4.00s
Lock to lock time	4.950m
Kerb to Kerb Turning Radius	

C	Client Name	31/08/2021
B	Revised Layout	17/08/2021
A	Revised Layout	02/08/2021
-	Original Issue	28/07/2021

Rev.	Amendments	Date
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Drawing Status	Final
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Client	Mr & Mrs B Parsons
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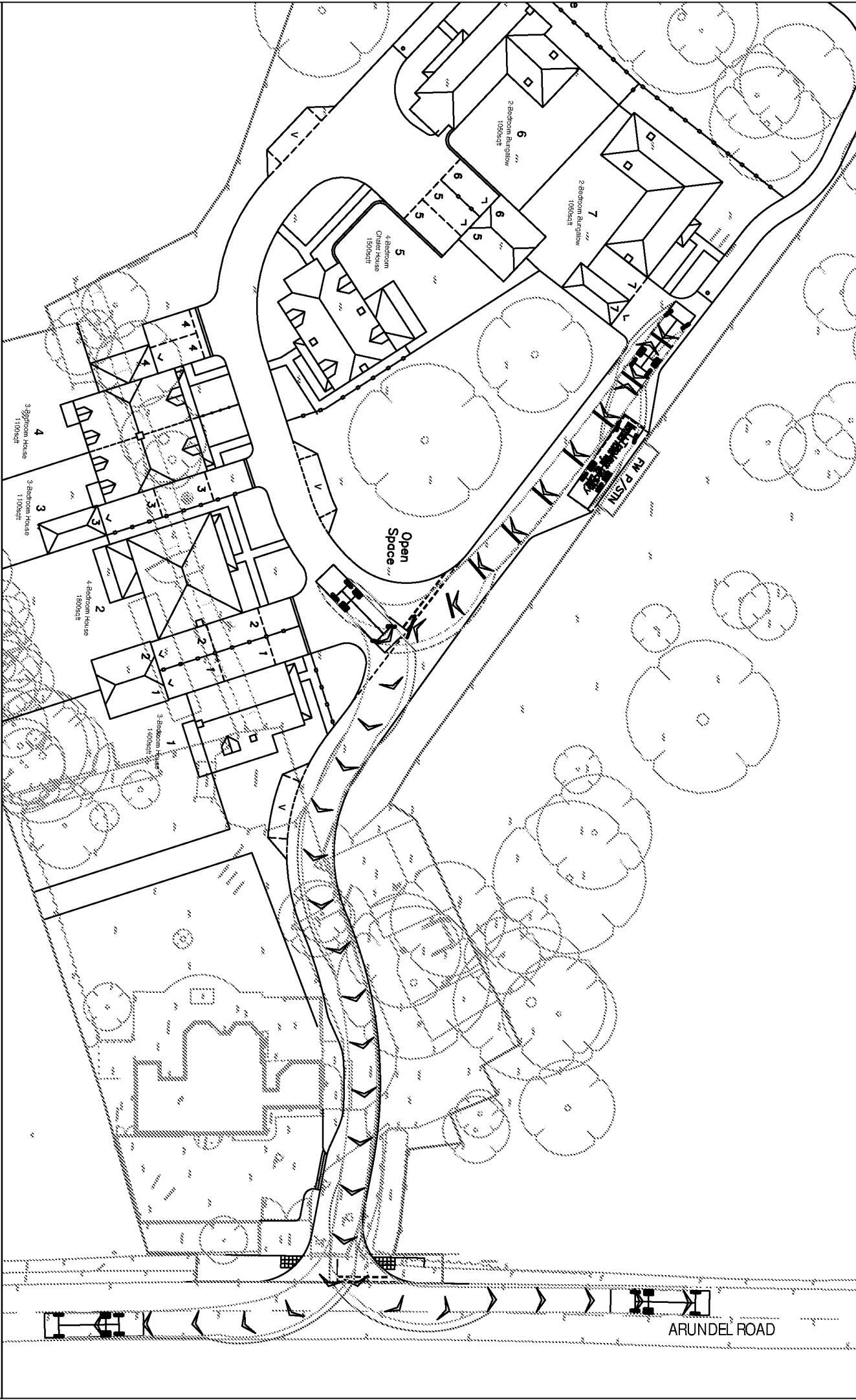
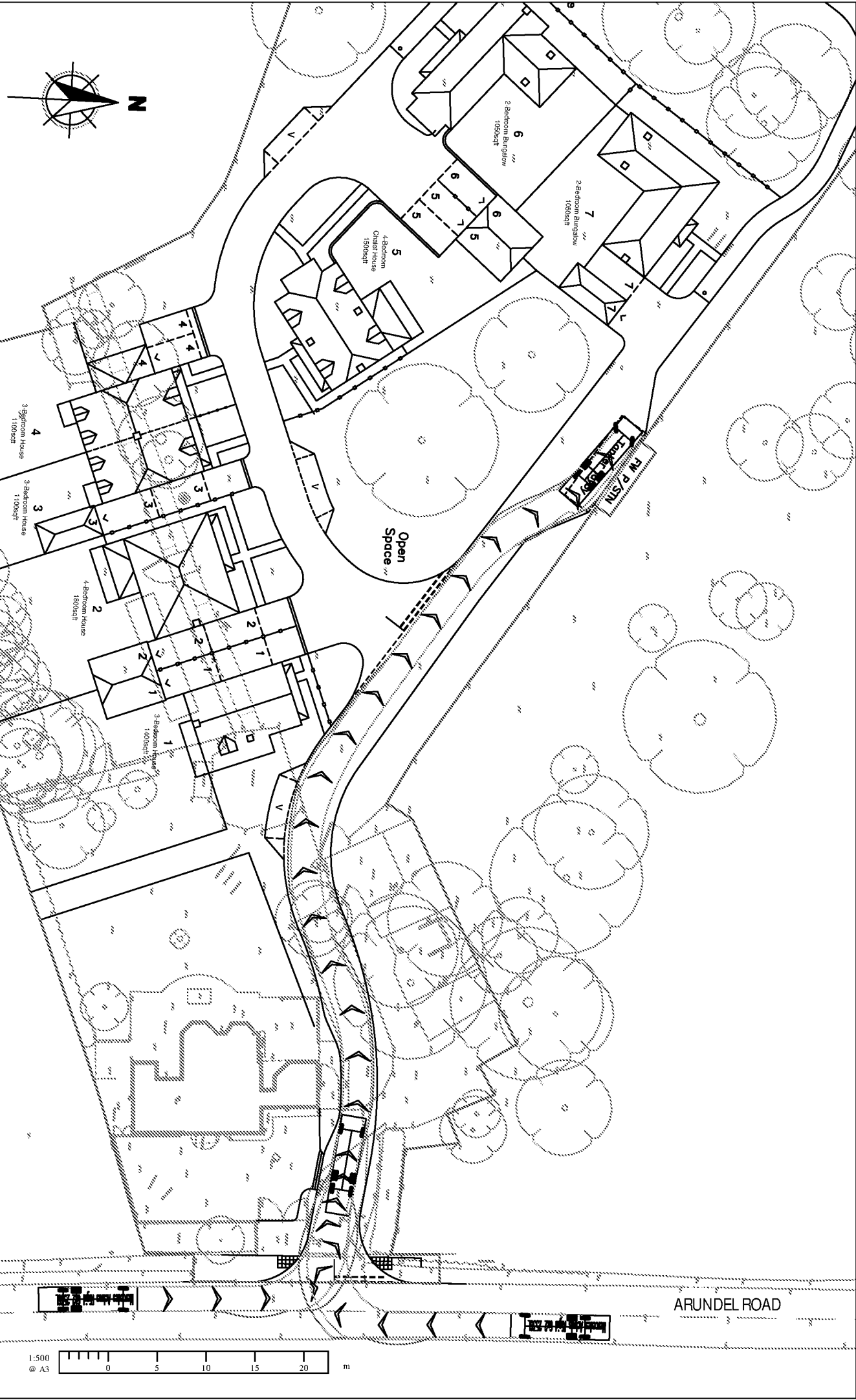
Project	Wilmington, Arundel Road, Angmering, West Sussex, BN16 4ET
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Drawing Title	Parking Vehicle Swept Path Analysis
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Scale	1:500	Date	Aug 21	Drawn By	SMO	Checked	ALB
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Drawing No.	2021-6307-007	Rev.	C
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ARUN DISTRICT COUNCIL



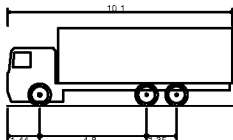
NOTES

A3

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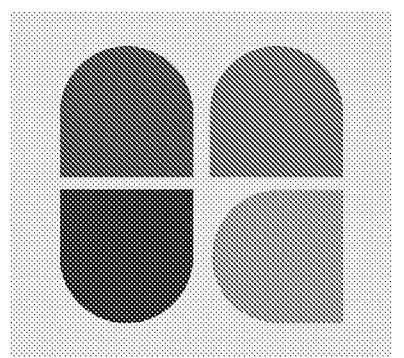
-LEGEND-

- Site Boundary
- Existing Road Markings
- Swept Path-
 - Wheel Track
 - Over Swing



Mercedes Actros Rigid 6x2 2536L
Overall Length 10.100m
Overall Width 2.494m
Overall Body Height 3.495m
Min Body Ground Clearance 0.200m
Max Track Width 2.494m
Lock to lock time 5.00s
Wall to Wall Turning Radius 10.100m

A	Client Name	31/08/2021
-	Original Issue	19/08/2021
Rev.	Amendments	Date



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Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status	Final
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Client	Mr & Mrs B Parsons
--------	--------------------

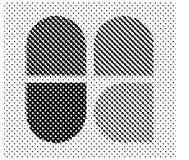
Project	Wilmington, Arundel Road, Angmering, West Sussex, BN16 4ET
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Drawing Title	Pumping Vehicle Vehicle Swept Path Analysis
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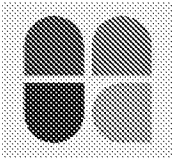
Scale	1:500	Date	Aug 21	Drawn By	SMO	Checked By	ALB
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Drawing No.	2021-6307-008	Rev.	A
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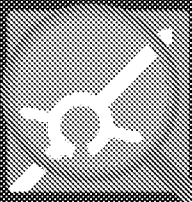
ARUN DISTRICT COUNCIL A227/21/OUT



APPENDICES



Appendix A Crash Map Report



Validated Data

Crash Date: Friday, March 11, 2016

Time of Crash: 7:12:00 PM

Crash Reference: 2016471601476

Highest Injury Severity: Fatal

Road Number: A27

Number of Casualties: 1

Highway Authority: West Sussex

Number of Vehicles: 1

Local Authority: Arun District

OS Grid Reference: 506714 105654

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 70

Light Conditions: Darkness: no street lighting

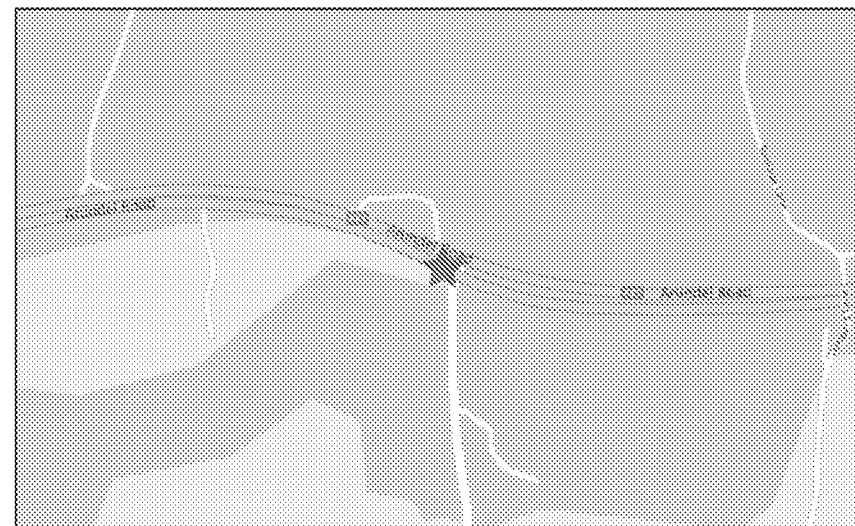
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Central refuge - no other controls

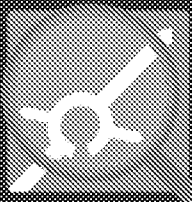
Road Type: Dual carriageway

Junction Control: Stop sign



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

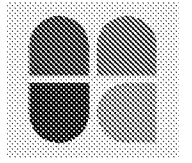
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

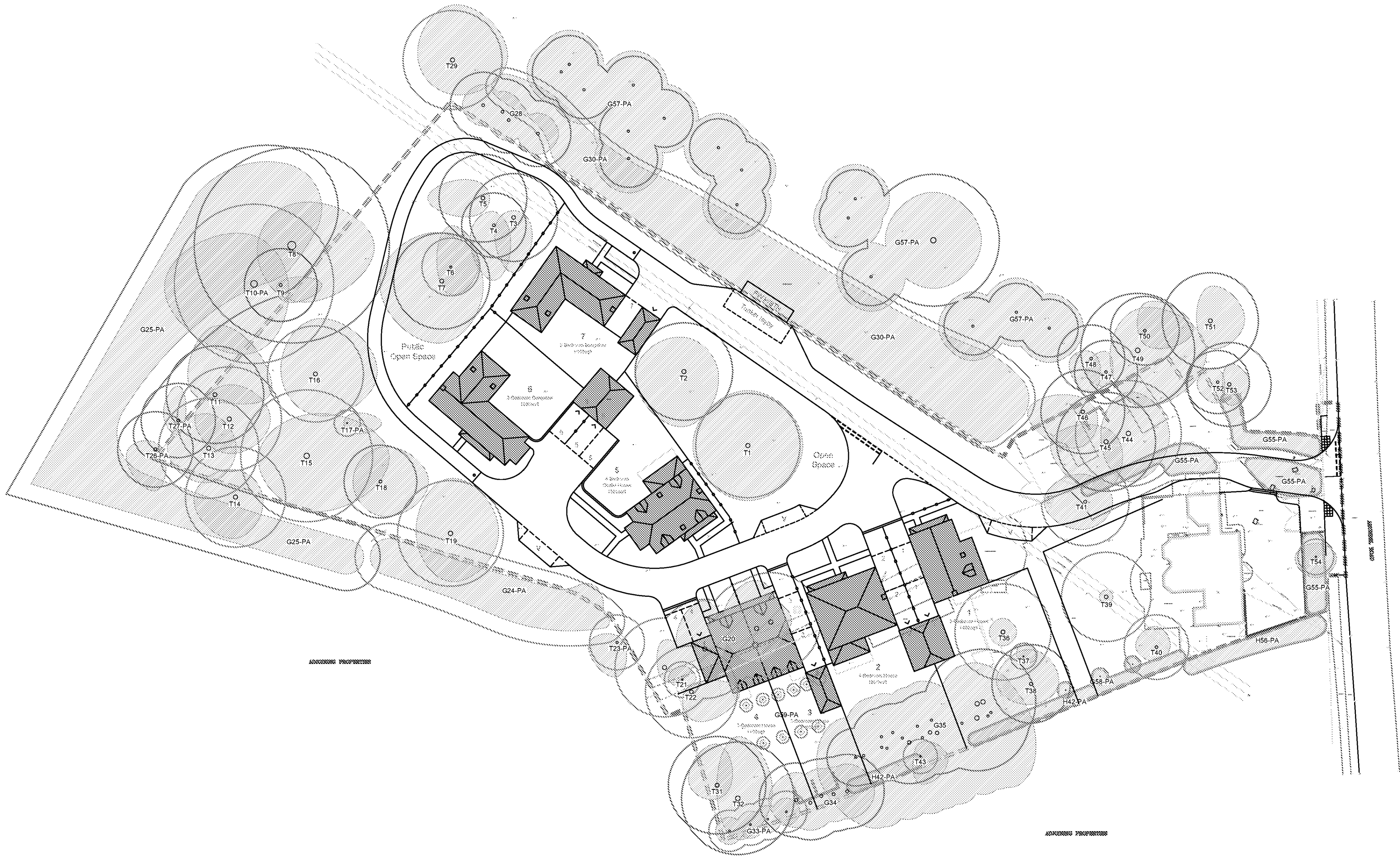
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Pedestrian	Female	66 - 75	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Appendix B Proposed Site Layout



Accommodation Schedule			
Existing Dwelling	Wilmington	4-Bedroom House	
Plot 1	New-Build	3-Bedroom House	c. 1400sqft
Plot 2	New-Build	4-Bedroom House	c. 1800sqft
Plot 3	New-Build	3-Bedroom House	c. 1100sqft
Plot 4	New-Build	3-Bedroom House	c. 1100sqft
Plot 5	New-Build	4-Bedroom House	c. 1500sqft
Plot 6	New-Build	2-Bedroom Bungalow	c. 1050sqft
Plot 7	New-Build	2-Bedroom Bungalow	c. 1050sqft
Total:		7 Dwellings	
Car Parking:		2 spaces per 2-Bedroom Dwelling 3 spaces per 3 / 4-Bedroom Dwelling (incl. garages) 5 visitor spaces	

Rev

Date

Revision Details

Dr

Ch



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Sussex:

Brooklyn Chambers, 11 Goring Road
Worthing, West Sussex, BN12 4AP
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Bristol:

Westworks, Colston Tower
Colston Street, Bristol, BS1 4XE
T 0117 214 1101 E bristol@eceworks.com

ECE Architecture
www.ecearchitecture.com

Client's Name
Mr C Wiggins

Job Title
Land at Wilmington,
Arundel Road, Angmering

Drawing Title
Illustrative Site Plan

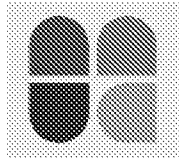


Drawn	Checked	Date
AK	AK	20.05.21

Job No	Drawing No	Rev
MP/CW/MM	001	-

Status
PRELIMINARY

CAD Plot Date: 24/08/2021 - 10:56:31
wilmington_angmering_west.dwg



Appendix C WSCC's Consultation Response for Planning Application A/122/19/OUT

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	3 October 2019
LOCATION:	Land off Arundel Road Angmering BN16 4ET
SUBJECT:	A/122/19/OUT Outline application with some matters reserved for the erection of up to 160 dwellings with public open space, landscaping and sustainable drainage systems (SuDs), vehicular access point from Arundel Road together with up to 557 square metres of B1/B2 units with associated parking provision & vehicular access point from Arundel Road & land made available for expansion of current sports pitch provision to form a sports-hub (following the demolition of existing commercial units and one bungalow) (resubmission following A/36/18//OUT). This application is a Departure from the Development Plan.
DATE OF SITE VISIT:	
RECOMMENDATION:	Objection / More Information
S106 CONTRIBUTION TOTAL:	TBA

Background

The application is for the erection of upto 160 dwellings and 557m² of B1/B2 units at Land off Arundel Road, Angmering. The application is a resubmission of A/36/18/OUT which was refused on 5 reasons including insufficient information being provided to enable an assessment of the ability of the highway network to accommodate the development without adding to the hazards of highway users to an unacceptable degree.

Access

Northern Access

A new site access is to be provided to the north eastern boundary of the site with Arundel Road, This section is within the derestricted 60mph speed limit. The site access would provide a 5.5m carriageway with 2m footways on both sides and a corner radii of 6 meters. The design proposes 3m wide running lanes and a 3m right hand turn ghost island.

The TA states visibility splays can be provided of 2.4m x 59m in line with Manual for Streets guidance for 85th% vehicle speeds of 37mph that include a wet weather adjustment. It is noted that the speed survey provided with application A/131/16/OUT (an approved development that infills between the two site accesses onto Arundel Road) recorded higher 85th% speeds of 43.8mph northbound and 40.3mph southbound as the speed survey was carried out further to the north (nearer the new northern access) than that supporting this application, however wet weather adjustments have not been applied.

From the drawing ref 2020-F01 it is apparent the visibility splays to the south (where northbound vehicles record a higher 85th% speed) could be provided in excess of 59m and MfS requirements if vertical alignment allows. The applicant should clarify if any additional length can be provided.

Consideration should also be provided to widening the running lanes.

Southern Access

The existing southern access is within a 30mph speed limit and provides access to the commercial buildings would be modified to provide 2m wide footways.

Road Safety Audit

Stage 1 Road Safety Audits have been undertaken on the two proposed site accesses; both of these audits highlight two items. A designers response has been prepared with one item for both accesses regarding (refuse) vehicle encroachment into adjoining lanes that has not been agreed with, either an exception report should be prepared or a revised designers response provided that allows an overseeing organisation response and agreed RSA action in line with Appendix F4 of GG119.

Trip Generation/ Distribution / Assignment

The TRICS database has been utilised to establish that the residential element of the development is predicted to generate 88 AM peak two way vehicle trips and 92 PM peak two way vehicle trips. The commercial element has the potential to generate 10 AM peak trips and 8 PM peak trips. No discounting has been made for the existing trip generation potential of the site.

Trips have distributed according to census travel to work information and assigned according to online journey planning tools.

Junction Modelling

- Site Access / Arundel Road – The modelling highlights the junction would operate within capacity
- Arundel Road / Water Lane / Station Road /High Street – The modelling highlights the junctions would operate within capacity.
- A280 / Water Lane – The modelling highlights the junction would operate over capacity in a future year scenario with its existing layout, however improvements to the junction are to be secured from A/99/17 and A/40/18 to deliver a roundabout junction (or signalised junction should A/40/18 not be developed) The roundabout junction has been tested and would operate within capacity.
- A259/ Station Road Rbt – The modelling highlights the development would increase queues and delay on the junction in a 2031 scenario. WSCC are currently developing a scheme to improve the junctions of the A259 and as such a contribution to mitigate the effects of the development would be appropriate.
- A259 / A280 Rbt - The modelling highlights the development would increase queues and delay on the junction in a 2031 scenario. WSCC are currently developing a scheme to improve the junctions of the A259 and as such a contribution to mitigate the effects of the development would be appropriate.
- A280 / A27 / Titnore Lane - The modelling highlights the junction would operate over capacity in a future year scenario with its existing layout, however improvements to the junction are to be secured from A/99/17 and A/40/18 which would accommodate the impact of the development without a severe impact.
- A280 Long Furlong / A27 – The modelling highlights the junction would operate within capacity in a future year scenario. The junction is highlighted for an improvement within the Arun Transport Study (stage 3) and as such a contribution to mitigate the effects of the development would be considered appropriate.
- A27/ Arundel Road – The modelling highlights the junctions would operate within capacity.

Mitigation

The transport assessment proposes the following mitigation

- Signalised crossing along Arundel Road outside St Margaret's School - It is noted that a stage 1 RSA has not been provided
- From the applicants modelling it has been identified that the development would have a severe impact on a number of local junctions, Many of these junctions have pre identified schemes within the local plan for improvement or have had schemes drawn up by alternative developments or by WSCC. As such WSCC are open to a contribution to be put towards improvement schemes at the junctions along the A259 inc Station Road Rbt and A280 Rbt and at the A27/ A280 Long Furlong Rbt;
- Contributions towards cycle improvements along Arundel Road as per section 5.17 of highways technical note – September 2018 – whilst it would be WSCC preference for the applicant to deliver the route a contribution would be an acceptable approach; and
- Pedestrian improvements at A27/Arundel Road junction which should be agreed with Highways England.

Sustainable Transport

The site is located within 600m of bus stops serving the hourly service no 9 which provides onward connections to destinations such as Angmering Railway station, Worthing and Littlehampton.

The TA identifies the potential for a cycle route along the length of Arundel Road as detailed within the WSCC walking and cycling study, some information is included within highways technical note – September 2018.

Links through the development to the southern access would be a key consideration in any reserved matter application as the majority of trips by sustainable modes would be southbound to the school and village centre.

The design and access statement details *"A future aspiration would be to provide two additional pedestrian links to the south of the development, within the potential sports hub. These links would provide safe and convenient routes to Arundel Road and the surrounding settlement."* As such any reserved matters application would require links to be made to the site boundary. It is also noted that the potential for a future sports hub could provide parking to allow a park and stride facility for the school and thus alleviate some parking pressure on Arundel Road at school drop off and pick up times however this is not part of this planning application being considered.

Travel Plan

An updated travel plan has been provided with the application and would be conditioned.

Layout

No vehicle tracking has been provided within the site and will need to be considered as part of any reserved matters applications.

Parking

Parking should be considered with regard to the new 2019 WSCC parking standards. It is also noted that Arun District Council have consulted on updated parking standards and these should be considered as and when the SPD is adopted.

Construction Management Plan

The TA confirms the applicant is agreeable to a condition securing a CMP.

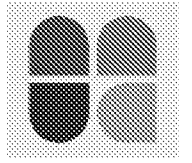
Conclusion

In conclusion an objection is currently raised as insufficient information has been provided to assess the application. Further information should be provided to allow an assessment of the proposals and mitigation to be provided.

Further information is requested upon

- Confirmation of maximum achievable visibility splay at Northern access to the south;
- Consideration of widening the running lanes along Arundel Road in the vicinity of the site access;
- Exception report or designers response incorporating F4 of GG119;
- Stage 1 Road Safety Audit to be provided on the proposed signalised pedestrian crossing of Arundel Road.

Stephen Gee
West Sussex County Council – Planning Services



Appendix D TRICS Assessment - Residential Dwelling

Calculation Reference: AUDIT-305901-210825-0855

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 21 to 116 (units:)
 Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 20/10/20

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

Selected survey days:

Monday	3 days
Tuesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C3 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

5,001 to 10,000 3 days

10,001 to 15,000 3 days

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

Population within 5 miles:

5,001 to 25,000 2 days

25,001 to 50,000 1 days

50,001 to 75,000 1 days

75,001 to 100,000 2 days

125,001 to 250,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 2 days

No 5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 7 days

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

Bright Plan 2 West Barn Chichester

Licence No: 305901

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

TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	56	0.046	7	56	0.251	7	56	0.297
08:00 - 09:00	7	56	0.109	7	56	0.337	7	56	0.446
09:00 - 10:00	7	56	0.187	7	56	0.180	7	56	0.367
10:00 - 11:00	7	56	0.129	7	56	0.203	7	56	0.332
11:00 - 12:00	7	56	0.132	7	56	0.147	7	56	0.279
12:00 - 13:00	7	56	0.187	7	56	0.149	7	56	0.336
13:00 - 14:00	7	56	0.154	7	56	0.129	7	56	0.283
14:00 - 15:00	7	56	0.134	7	56	0.177	7	56	0.311
15:00 - 16:00	7	56	0.218	7	56	0.129	7	56	0.347
16:00 - 17:00	7	56	0.238	7	56	0.144	7	56	0.382
17:00 - 18:00	7	56	0.342	7	56	0.132	7	56	0.474
18:00 - 19:00	7	56	0.200	7	56	0.132	7	56	0.332
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.076			2.110			4.186

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

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

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Parameter summary

Trip rate parameter range selected:	21 - 116 (units:)
Survey date range:	01/01/13 - 20/10/20
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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