



TRANSPORT STATEMENT

BURDELL ROAD, YAPTON

Residential Development

2026-05-12-6804-TS01

May 2026

Prepared on Behalf of Edge BP



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2025-6804-003	Fire Tender & Refuse Freighter Access and Egress
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2025-6804-005	Delivery Van Access and Turning
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2025-6804-007	Refuse Freighter Access
2025-6804-008	Refuse Freighter & Estate Car Passing
2025-6804-009	Car Manoeuvres

APPENDICES

Appendix A	WSCC Consultation Response
Appendix B	The Landings Masterplan
Appendix C	ATC
Appendix D	Site Layout
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1 INTRODUCTION

1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared by Bright Plan Ltd on behalf of BP Edge to support a planning application for a residential development on land at Burndell Road, Yapton. The application site is located to the southwest of the Burndell Road approximately 800m from Yapton village centre. The site's location within the context of the local road network is shown in **Figure 1.1**.



Figure 1.1: Site Location

- 1.1.2 The site encompasses an area of c.1.77 hectares, comprised of 2 dwellings known as Meadow Cottage and Paynters Croft, as well as a large open field formerly used as a paddock to keep livestock. The prospective development would involve the demolition of the existing dwellings, and the construction of 40 dwellings.

1.2 Planning History and Context

- 1.2.1 The site was subject to a previous planning application for the construction of 23 dwellings (ADC Ref. F/5/21/PL). The application was subsequently refused, and the Decision Notice cited the following highways related reason for refusal:

"6 The applicant has failed to satisfactorily demonstrate that the proposed development would not adversely affect visibility and highway safety in conflict with policy T SP1 of Arun Local Plan."



- 1.2.2 West Sussex County Council (WSCC) consultation requested more information as set out below:
- i. A Stage 1 RSA and Designers Response.
 - ii. A 7-day ATC survey to ascertain 85th percentile speeds and demonstration of required vehicular and pedestrian visibility splays.
 - iii. Exploration of providing a pedestrian/cycle link from within site to adjacent northern site.
- 1.2.3 Additional information was collected/prepared and provided to WSCC. WSCC provided a revised highways response identifying there are no transport grounds to resist the proposal but the response was not uploaded to the application on the planning portal and was not considered in ADC's decision. Correspondence with WSCC and the updated highways consultation response is attached in **Appendix A**.
- 1.3 Report Structure**
- 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 developments layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the anticipated trip impact on the local road network.
- 1.3.2 The site has been assessed against the background of transport planning policy set out in the National Planning Policy Framework and Arun District Council's (ADC) local transport policies. The site's highways design has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS) and Inclusive Mobility.
- 1.3.3 The remainder of this report is comprised of the following: -
- i. **Section 2** provides an overview of the site's transport planning context including, site accessibility, the local road network conditions, and highway safety;
 - ii. **Section 3** provides an assessment of the proposed development including the proposed access, internal layout, and offsite infrastructure proposals;
 - iii. **Section 4** considers the proposed developments anticipated impact on the local highway network supported by trip generation assessment;
 - iv. **Section 5** provides a summary of the report's main conclusions.

2 SITE CONTEXT

2.1 Existing Site & Access

- 2.1.1 The application site is c.1.77 hectares located southwest of Burndell Road and includes Meadow Cottage and Paynters Croft and land to the rear. The site is bordered by the Yapton View development and Northwood House to the north, undeveloped scrubland to the east, a waste and recycling depot to the south, and agricultural land to the west. The site's context is demonstrated in **Figure 2.1**.



Figure 2.1: Aerial View of Site

- 2.1.2 The existing site is served by a driveway adjoining Burndell Road which serves as a shared access to Northwood House, Meadow Cottage and Paynters Croft. The access takes the form of an unmade drive measuring c.3.2m in width. The site access arrangements are shown in **Figure 2.2**.



Figure 2.2: Existing Access Point

2.2 Local Road Network

- 2.2.1 Burndell Road is a two-way single carriageway subject to a 30mph speed limit in the vicinity of the site, increasing to 40mph c.200m to the southeast of the site. Burndell Road transitions to Yapton Road to the south east of the site access. The carriageway has a 6.2m width in the vicinity of the site and is flanked by a 2.0m wide footway on its northwest side.
- 2.2.2 Burndell Road is not parking restricted however the abundance of off-street parking facilities means parking on-street does not typically occur. The carriageway features in the vicinity of the site are shown in **Figure 2.3**.



Burndell Road Looking Northwest



Burndell Road Looking Southeast

Figure 2.3: Local Carriageway Features

- 2.2.3 The most immediate road junctions to the proposed development site are the Drake Grove loop road which serves 5 dwellings; Fordwater Gardens / Burndell Road junction a residential side road located 130m to the northwest; Rollastone Park / Burndell Road junction a residential side road located 135m to the southeast; access to Northwood Farm located 175m to the southeast which serves the nearby waste and recycling depot. The local road junctions in the vicinity of the site are shown in **Figure 2.4**.

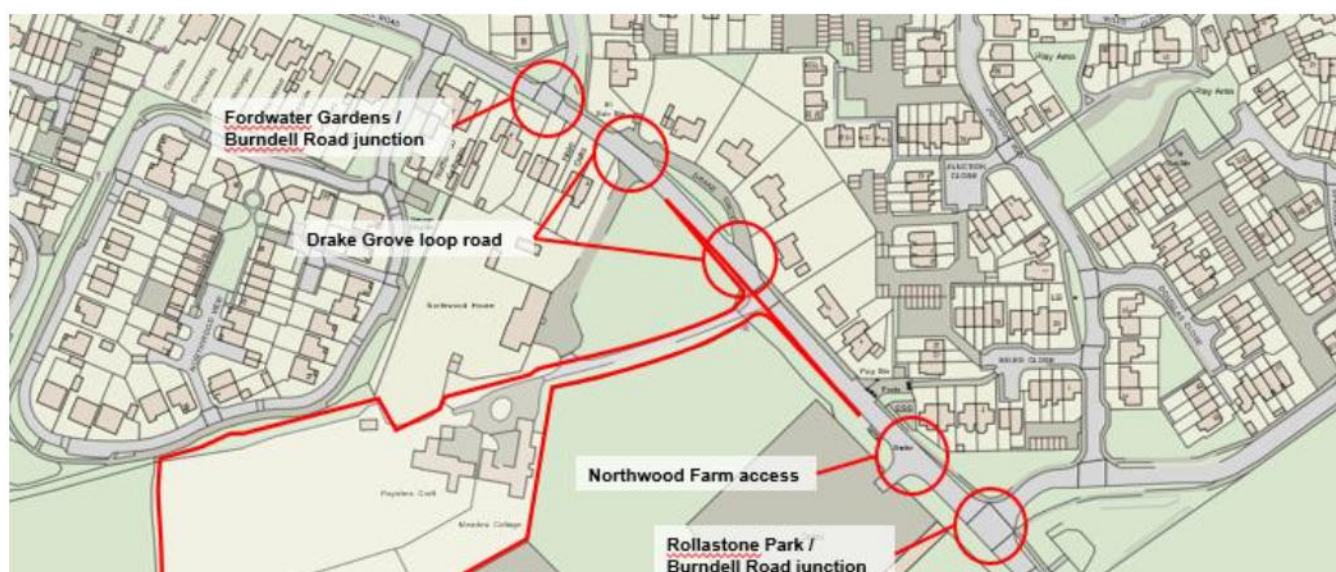


Figure 2.4: Local Road Junctions



2.3 Wider Road Network

2.3.1 The B2330 provides a connection between local settlements of Yapton, Barnham and Eastergate. The B2330 also provides a key link to the B2132 which connects to the A259 and the A27, the latter forming part of National Highways' Strategic Road Network. The A259 and A27 provide links to Chichester, Worthing and Brighton. The wider road network is demonstrated in **Figure 2.5**.

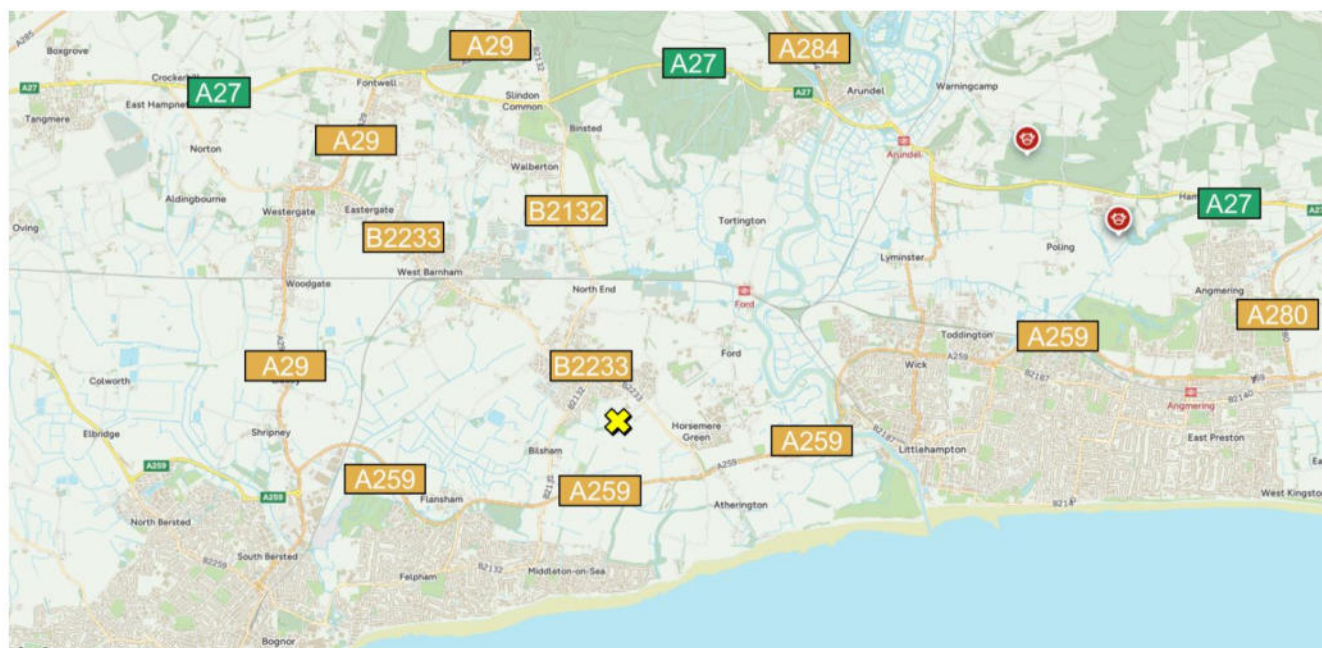


Figure 2.5: Key Road Network

2.4 Accessibility Credentials

2.4.1 The application site is located approximately 800m to the south of Yapton village centre (equating to a 10-minute walk), and c.3km to the south of Barnham. The proximity of public transport, shopping services and other local amenities are demonstrated in **Figure 2.6**.

Destination	Distance from Site	Walk / Cycle Time
Convenience Shop	0.95 km	12mins walk
Post Office	0.95 km	12mins walk
GP	1.5 km	20mins walk
Public House (Oystercatcher)	1.7 km	21mins walk
Bus Stop	0.2 km	3min walk
Train Station (Barnham)	3.6 km	11mins cycle
ATM	0.95 km	12mins walk
Nearest Primary School (Yapton CE Primary School)	1.7 km	22mins walk
Nearest Secondary School (St Philip Howard Catholic School)	4.2 km	13mins cycle

Figure 2.6: Site Proximity to Amenities

Pedestrian Accessibility

- 2.4.2 Burndell Road is supported by lit footways, providing a connection to the local footway network. The footway network provides access to local bus stops, convenience shopping facilities, day-to-day amenities and the established residential areas within Yapton village.
- 2.4.3 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Planning for Walking' (April 2015) identifies that 80% of journeys under 1 mile (1.6km) are made by foot, and 26% of journeys between 1-2 miles (1.6km – 3.2km) are made by foot. A range of services and amenities are available within 1.6km of the site, including bus stops, convenience shops, nurseries, medical centre, recreation facilities, village hall, takeaways, which are therefore accessible on foot. In addition, Yapton Primary School is situated 1.7km of the site and is also realistically accessible on foot.

Cycle Accessibility

- 2.4.4 Burndell Road forms connects with the National Cycle Network (NCN) route 2. NCN route 2 provides a connection to wider destinations including Littlehampton, Felpham and Bognor Regis. The local cycle network is shown in **Figure 2.7**.

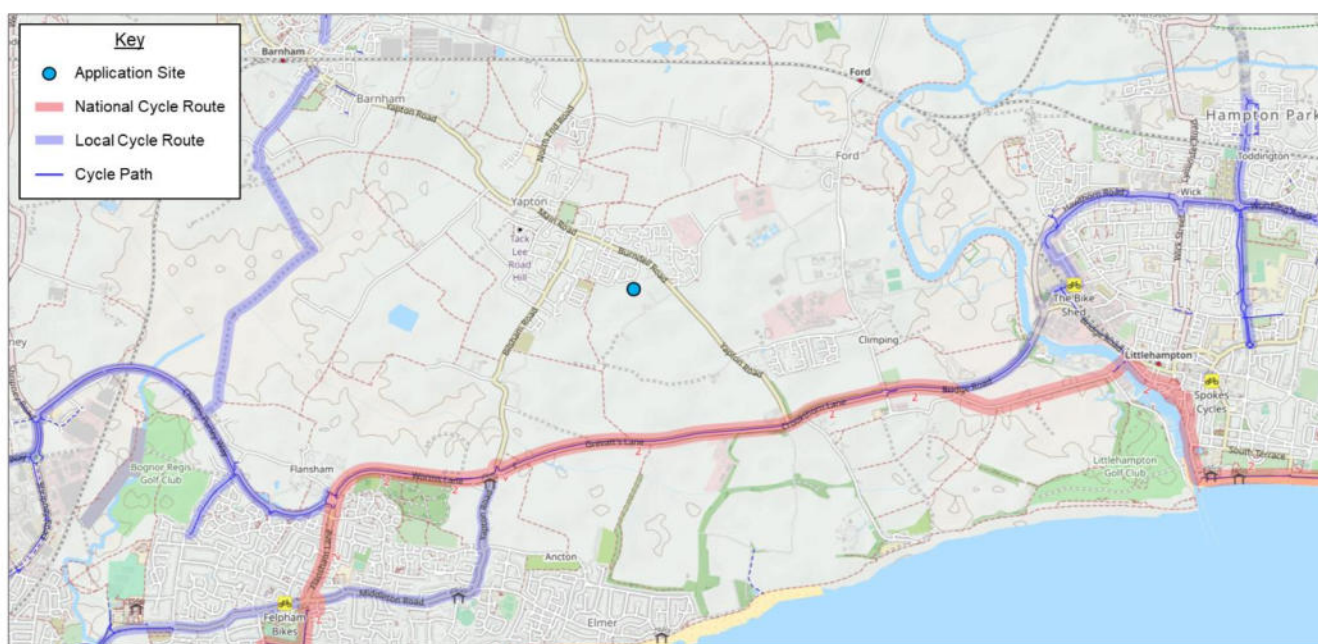


Figure 2.7: Local Cycle Route Network

- 2.4.5 The Department for Transport's (DfT) document 'Cycle Infrastructure Design' (LTN 1/20) (July 2020) states that 5 miles (8km) is an achievable distance to cycle for the majority of people. The surrounding destinations including Barnham (including Barnham railway station), Middleton, Littlehampton and Bognor Regis are therefore accessible by bicycle.



Accessibility by Bus

- 2.4.6 The 'Rollaston Park' bus stops is located in the immediate vicinity of the site on Burndell Road. The bus stop is served by the 500 and 700 Coastliner services which operate on a frequent basis Monday to Sunday, and provide regular buses to Littlehampton and Chichester. A summary of available bus services is provided in **Figure 2.8**.

Service	Route Summary	Typical Frequency	Operating Hours
500	Littlehampton Anchor Springs – Chichester Bus Station	Mon-Sat: 1 every 30 minutes Sun: 1 every hour	Mon-Fri: 05:39 – 00:13 Sat: 06:14 – 00:13 Sun: 07:14 – 00:13
700 Coastliner	Chichester Bus Station – Littlehampton Anchor Springs	Mon-Sun: 1 every 30 minutes	Mon-Fri: 06:54 – 23:49 Sat: 07:20 – 23:49 Sun: 07:15 – 21:09

Figure 2.8: Bus Service Available from Rollaston Park Bus Stop

Accessibility by Train

- 2.4.7 Ford rail station and Barnham railway station are located approximately 2.3km to the northeast and 3km to the northwest of the site respectively. The stations provide access to regular rail services to a range of local and regional destinations as identified in **Figure 2.9**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Chichester	Barnham – Chichester	7 minutes	6 per hour
Bognor Regis	Barnham – Bognor Regis	7 minutes	4 per hour
Portsmouth	Barnham – Chichester – Havant – Portsmouth	28 minutes	3 per hour
Brighton	Barnham – Worthing – Shoreham-by-Sea – Hove – Brighton	42 minutes	4 per hour
Southampton	Barnham – Chichester – Havant – Fareham – Southampton Central	1 hour 6 minutes	2 per hour
London Victoria	Barnham – Arundel – Billingshurst – Horsham – Crawley – Gatwick Airport – Clapham Junction – London Victoria	1 hour 28 minutes	4 per hour

Figure 2.9: Rail Services Available from Barnham Railway Station

2.5 The Landings - F/4/20

- 2.5.1 A major strategic development (Planning Ref: F/4/20) known as 'The Landings' has been permitted c.200m to the south of the proposed development. The site is an outline proposal for up to 1,500 dwellings, a 60-bed care home, up to 9,000 sqm of employment floorspace, local centre of up to 2,350 sqm including up to 900 sqm retail / commercial and 1,450 sqm community / leisure floorspace, land for a primary school, public open space and allotments.

2.5.2 The development would improve the services and amenities available within the local area. A pedestrian connection to the development site is provided via Rollaston Park c250m from our site access and accessible by existing footpaths along Yapton Road and Rollaston Park. The Landings Masterplan is shown in **Appendix B**.

2.6 Accident Data

2.6.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a five-year period between March 2021 and February 2026 using the Sussex Safer Roads Partnership (SSRP) online data portal. The area considered extends along Burndell Road/Yapton Road approximately 400m to the north and south of the site.

2.6.2 Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injury sustained. Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and the cause of incident to identify underlying highways design issues. The distribution of the incidents relative to the site is displayed in **Figure 2.11**.

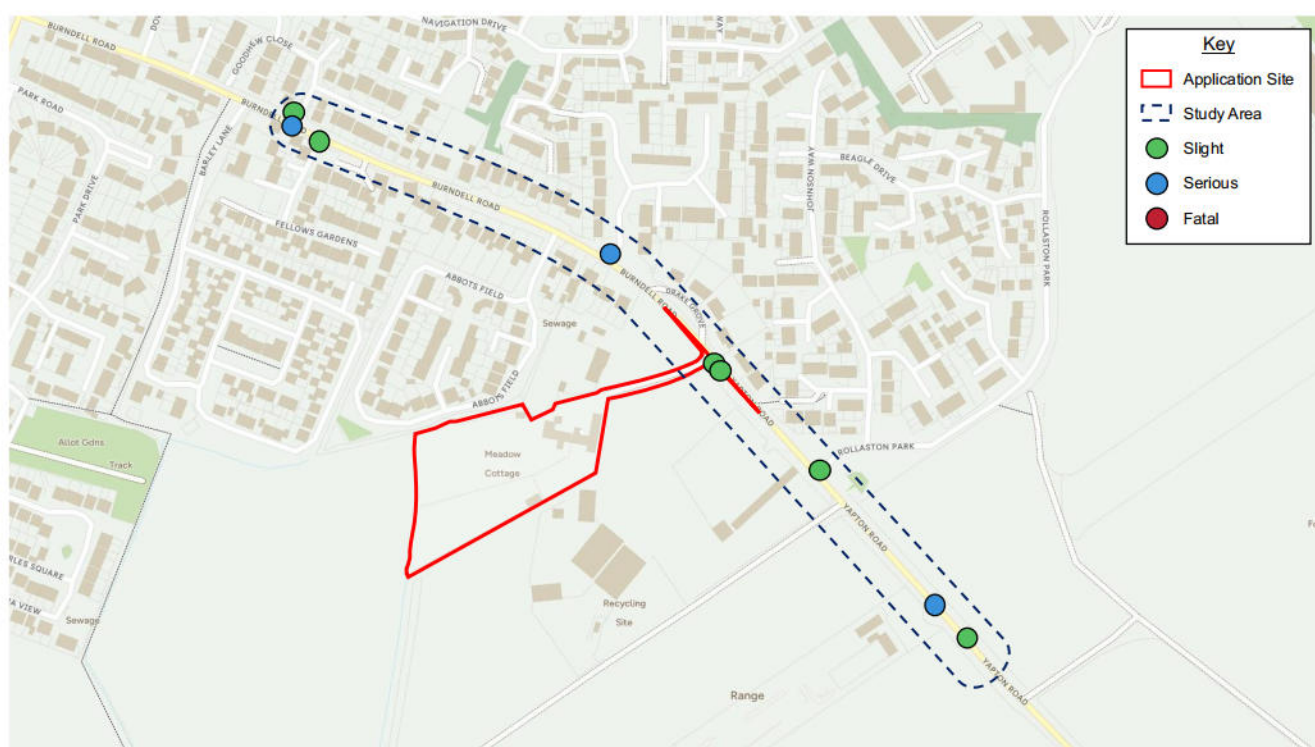


Figure 2.11: PIA Distribution

2.6.3 The study revealed 8 incidents in the study area, comprised of 6 slight and 3 serious incidents. Whilst a single slight incident was recorded in the vicinity of the site access, however, this does not represent statistically significant pattern relative to the flows along Burndell Road / Yapton Road. The prospective development would include the reformation of the existing access point, improving its operation.



- 2.6.4 The PIA assessment does not identify any pattern highway safety concerns that would be exacerbated by the prospective development.

2.7 Traffic Data

- 2.7.1 A 7-day ATC survey was undertaken between 11th July 2021 – 17th July 2021 to establish vehicle speeds and traffic volumes in the vicinity of the site access. A summary of the survey results is provided in **Figure 2.12**, and the full survey data is provided at **Appendix C**.

Direction	AADT	Average Speed	85 th Percentile Speed
Northbound	3504	32.7mph	37.9mph
Southbound	4114	33.4mph	38.5mph

Figure 2.12: Summary of ATC Survey Results



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The planning application proposes the construction of 40 residential dwellings served from a reformed access adjoining Burndell Road. The proposed site layout is attached at **Appendix D** and the site's accommodation schedule is shown in **Figure 3.1**.

Unit Type	No of Dwellings
1-Bed	4
2-Bed	15
3-Bed	17
4-Bed	4
Total	40

Figure 3.1: Accommodation Schedule

3.2 Proposed Access

- 3.2.1 The site would be served from a reformed access located in the existing access position adjoining the B2333 Burndell Road. The prospective access design is consistent with the arrangement proposed as part of application F/5/21/PL, which received no objections from WSCC highways. (**Appendix A**)
- 3.2.2 The existing access would be formalised, taking the form of a T-junction with a simple priority arrangement, flanked by a footway on its southern side. The access would have a combined lane width of 4.8m with a 2.0m footway, 1.0m service margin and 8.0m corner radii. The prospective vehicle access arrangement is shown on **Drawing 2025-6804-001**.

3.3 Visibility Requirements

- 3.3.1 The visibility splay requirements have been previously agreed with WSCC under application F/22/21/PL. Visibility splays measuring 2.4m x 58.0m would be required looking to the South (primary direction) while 2.4m x 60.0m would be required looking to the north (secondary direction) based on recorded 85th percentile design speeds calculated using Manual for Streets coefficients. The ATC survey is provided in **Appendix C** while the visibility splays are demonstrated as achievable in **Drawing 2025-6804-001**.

3.4 Pedestrian Access

- 3.4.1 The proposed development would provide a new 1.5m footway connecting the site to the 'Rollaston Park' bus stop to the southeast of the site. The footway would connect with the existing footways on the B2233 Burndell Road via an uncontrolled crossing facility in the form of dropped kerbs and tactile paving.



- 3.4.2 Pedestrian visibility from the crossing has been demonstrated in accordance with the recorded 85th percentile design speeds with sightlines calculated using Manual for Streets coefficients (see **Paragraph 3.2.4**). The proposed footway, crossing point and pedestrian visibility splays are shown on **Drawing 2025-6804-001**.

3.5 Internal Layout

- 3.5.1 The proposed access road would transition to an internal estate road from which properties, side roads and parking courts are served. The site's internal carriageways would not be offered for adoption by the local highway authority.
- 3.5.2 The site estate road would provide a width of 4.8m enabling two-way movements between cars and allowing a car and refuse freighter to pass along the majority of the estate road. A vehicle swept path analysis demonstrating two-way vehicle movements is shown on **Drawing 2026-6804-004** and **008**.
- 3.5.3 Footways would flank the main estate road providing access to secondary footpaths and shared surface cul-de-sacs facilitating pedestrian movements to dwellings. The use of shared surface arrangements would accord with MfS guidance, which identifies that shared surfaces are appropriate where carriageways form cul-de-sacs, where parking is controlled or takes place in designated areas, and where vehicle flows are below 100 movements per hour.

3.6 Emergency Access

- 3.6.1 The site's access and internal geometries will allow for fire tenders (the largest emergency vehicle) to comfortably negotiate the site. The site's internal layout will accord with MfS by meeting the following standards:
- i. Fire tenders are able to access within 45.0m of all dwellings.
 - ii. Access can be achieved without reversing manoeuvres greater than 20.0m.
 - iii. A minimum carriageway width in excess of 3.7m is maintained throughout the site.
- 3.6.2 A vehicle swept path analysis has been undertaken demonstrating fire tender negotiating the site access in **Drawing 2025-6804-003** and access to plots and turning in **Drawing 2025-6804-006**.

3.7 Servicing Arrangements

- 3.7.1 The site's internal carriageway geometry is such that large service vehicles can appropriately negotiate the site carriageways, and perform turning manoeuvres at turning heads. A vehicle swept path analysis has been undertaken demonstrating a Refuse Freighter negotiating the site access in **Drawing 2025-6804-003** and access to plots and turning in **Drawing 2025-6804-007**.



- 3.7.2 Bin carry distances between properties and refuse collectors will be provided within the maximum thresholds set out in MfS from all properties (25m for collectors 30m for residents). Where distances would exceed this, bin collection points have been provided.

3.8 Car & Cycle Parking

- 3.8.1 Car parking would be provided in accordance with the standards set out in line with ADC's 'Parking Standards Supplementary Planning Document (2020)'. A summary of the parking standards, required provision, and proposed provision is provided in **Figure 3.2**.

	Requirement	Requirement	Provision
4 x 1-bed	2 Spaces	8	8
15 x 2-bed	2 Spaces	30	30
17 x 3-bed	2 Spaces	34	34
4 x 4-bed	3 Spaces	12	12
Visitor Parking	20% of no. of units	8	8
Total	-	92	92

Figure 3.2: Residential Car Parking Standards & Provision

- 3.8.2 As shown in **Figure 3.2**, ADC's parking standards require 92 spaces. A total of 92 spaces would be provided within a mixture of driveways, garages (counted as 0.5 spaces), perpendicular bays and parallel bays. The dimensions of bays would meet the minimum dimensions set out in ADC's Design Guide (February 2024) and MfS. A vehicle swept path analysis has been undertaken demonstrating car parking manoeuvres in **Drawing 2026-6804-008**.
- 3.8.3 Electric vehicle charging will be provided for in accordance with Part S of the Building Regulations 'Infrastructure for the Charging of Electric Vehicles'.

3.9 Cycle Parking

- 3.9.1 Cycle parking would be provided in accordance with the standards set out in with ADC's 'Parking Standards Supplementary Planning Document (2020)'. A summary of the parking standards, required provision, and proposed provision is provided in **Figure 3.3**.

	Requirement	Requirement	Provision
4 x 1-bed	1 Spaces	4	4
15 x 2-bed	1 Spaces	15	15
17 x 3-bed	2 Spaces	34	34
4 x 4-bed	2 Spaces	8	8
Total	-	61	61

Figure 3.3: Residential Cycle Parking Standards & Provision



3.9.2 As shown in **Figure 3.3**, ADC's parking standards require a total 61 spaces. Cycle parking will be provided within garages or secure cycle stores associated with each dwelling.



4 TRIP GENERATION AND TRAFFIC IMPACT

- 4.1.1 To assess the traffic impact of the proposed development, the TRICS database (8.25.12) has been interrogated to assess the likely traffic volumes generated by the existing site and the proposed development.
- 4.1.2 To establish the number of trips generated by the existing industrial units, the parameters identified in **Figure 4.1** have been used to filter the TRICS database.

TRICS Version 7.11.4	
Filtering Parameter	Criteria Selected
i. Land Use	Residential, Houses Privately Owned
ii. Selected Regions	England, Wales and Scotland
iii. No of Dwellings	Range Selected: 1 – 100 dwellings
iv. Date Range	05/05/15 to 26/11/25
v. Selected Days	Weekdays
vi. Selected Locations	1. Edge of Town – 45 Survey days 2. Suburban Area – 18 Survey days

Figure 4.1: TRICS Filtering Parameters

- 4.1.3 The TRICS output is provided in **Appendix E**, whilst a summary of the weekday peak hour and daily trip rates, and resultant vehicle movements associated with the existing industrial units are provided in **Figure 4.2**.

Trip Rate per Dwelling			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.168	0.398	0.566
PM Peak Hour	0.359	0.180	0.539
Daily Traffic	2.485	2.522	5.007
TRICS Vehicle Trip Generation (40 Dwellings)			
AM Peak Hour	7	16	23
PM Peak Hour	14	7	22
Daily Traffic	99	101	200

Figure 4.2: Existing Trip Generation

- 4.1.4 The TRICS assessment suggests that the existing site generates 200 daily 2-way vehicle movements, of which 23 occur during the network's AM peak traffic hour, and 22 in the network's PM peak traffic hour.
- 4.1.5 The number of 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

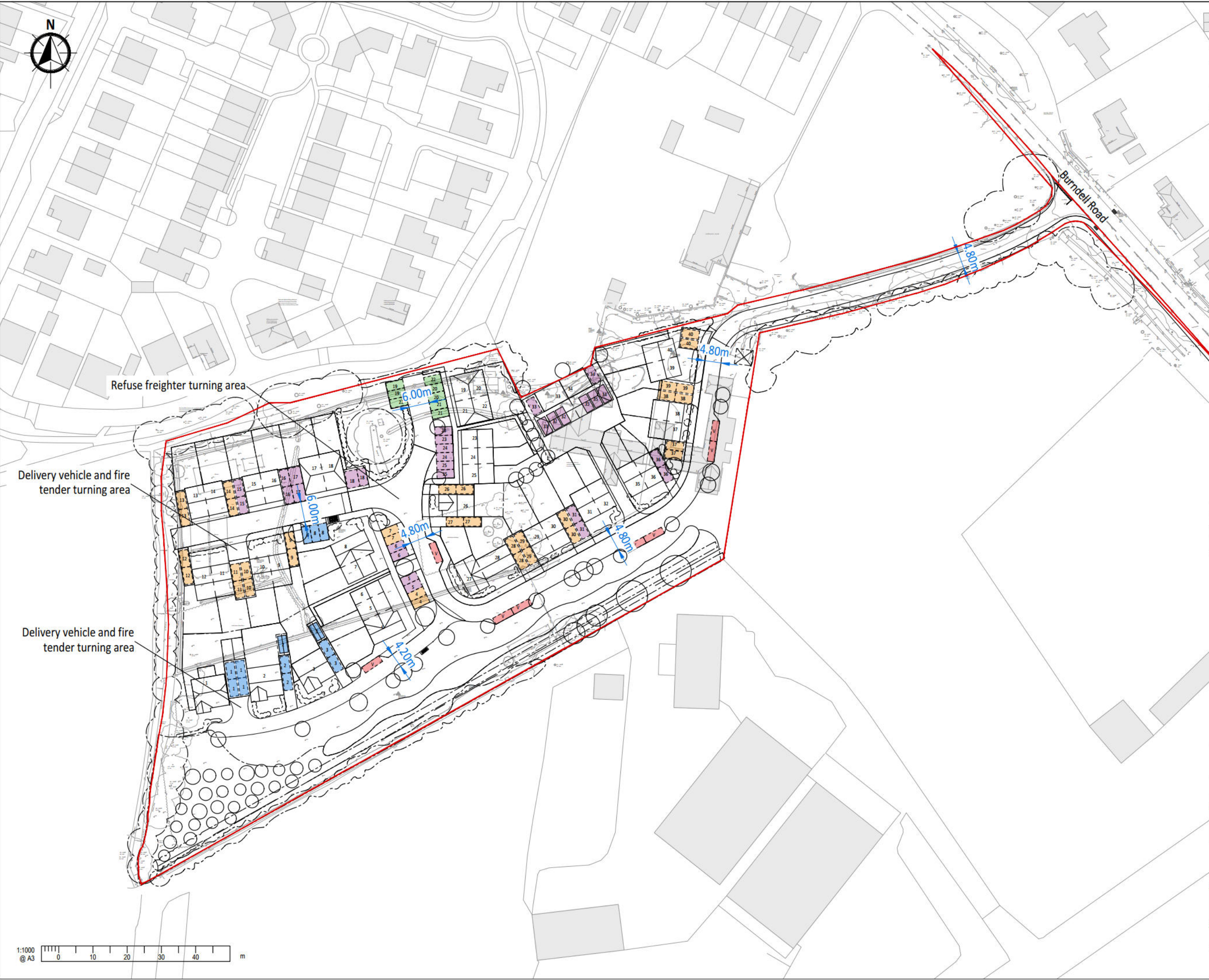
5.1.1 This TS has been prepared by Bright Plan Ltd on behalf of BP Edge to support a planning application for the development of 40 residential dwellings and associated access at Burndell Road, Yapton, West Sussex. The findings from this report are as follows: -

- i. The site is accessibly located within walking distance of local services and amenities within Yapton, and bus stops in the immediate vicinity of the site provide frequent services. Barnham Station is within a cyclable distance of the site.
- ii. A major strategic development (Planning Ref: F/4/20) known as 'The Landings' has been permitted c.200m to the south of the proposed development. The development would improve the services and amenities available within the local area.
- iii. The PIA assessment does not identify any pattern highway safety concerns that would be exacerbated by the prospective development.
- iv. The prospective access would take the form of a priority T-junction arrangement, flanked by a footway on its southern side.
- v. A vehicle swept path analysis has been undertaken demonstrating the negotiation of the access by cars, service vehicles, and emergency vehicles.
- vi. The prospective vehicle access provides visibility splays in accordance with MfS guidance for the 85th percentile design speeds.
- vii. A new 1.5m footway connecting the site to the 'Rollaston Park' bus stop to the southeast of the site would be provided.
- viii. The site estate road would have a 4.8m width enabling two-way movements between cars and allowing a car and refuse freighter to pass along the estate road
- ix. Bin carry distances between properties and refuse collectors will be within the maximum thresholds set out in MfS.
- x. Pedestrian access will be served via footways flanking the site's vehicle access tying in with the existing local footway network to Yapton and The Landings site.
- xi. Car and cycle parking will be provided in accordance with Arun District Council's 'Parking Standards Supplementary Planning Document' (January 2020).
- xii. A vehicle trip assessment has been undertaken using TRICS, suggesting that the development would generate 23 trips in the AM peak hour, and 22 trips in the PM peak hour.
- xiii. The daily vehicle trips resulting from the prospective development would have a negligible impact upon local road network in terms of highway capacity and safety



DRAWINGS

2025-6804-000	Site Overview
2025-6804-001	Access Overview and Visibility Splays
2025-6804-002	Estate Car & 4.6t Light Van Access and Egress
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2025-6804-004	Estate Road Passing
2025-6804-005	Delivery Van Access and Turning
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- A3**
1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
 2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
 3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
 4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
 5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

- Application Boundary
- Existing Road Markings
- Visitor Parking
- 1 Bed Parking
- 2 Bed Parking
- 3 Bed Parking
- 4 Bed Parking

B	Revised Layout	05/05/2026
A	Revised Layout	13/04/2026
-	Original Issue	31/03/2026
Rev.	Amendments	Date



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Drawing Status **Planning**

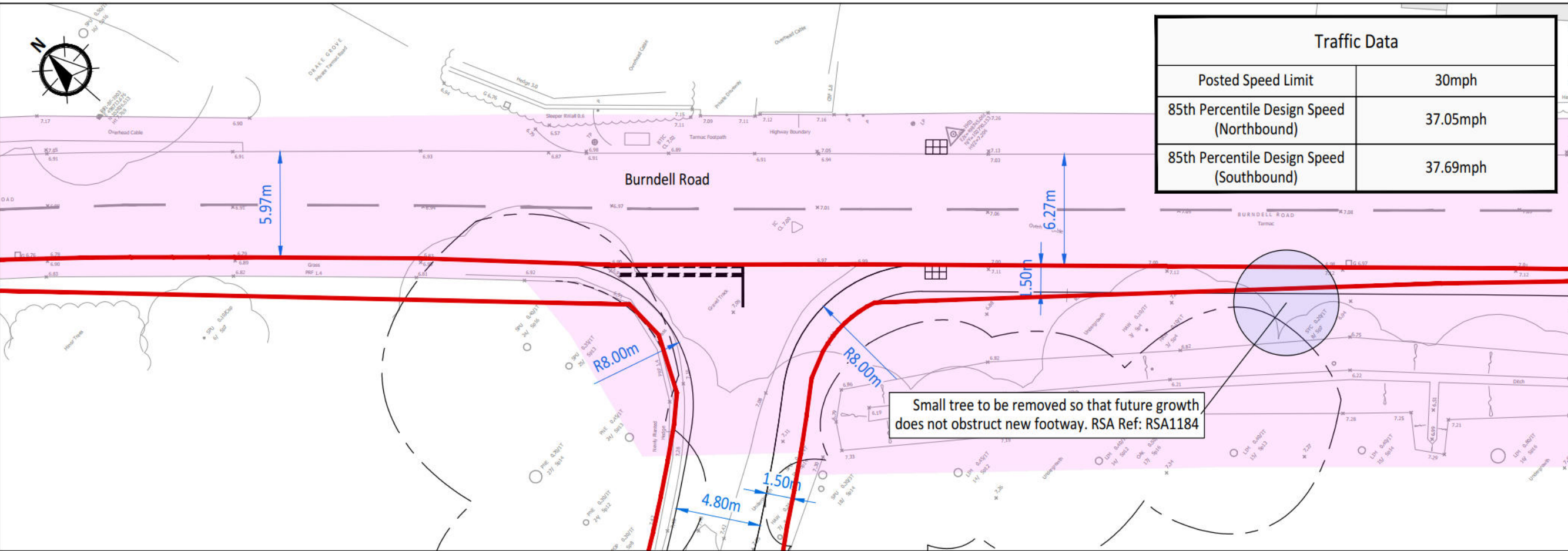
Client **Edge BP**

Project **Burndell Road, Yapton**

Drawing Title **Site Overview**

Scale	Date	Drawn by	Checked by
1:1000	May 26	EMH	EJD

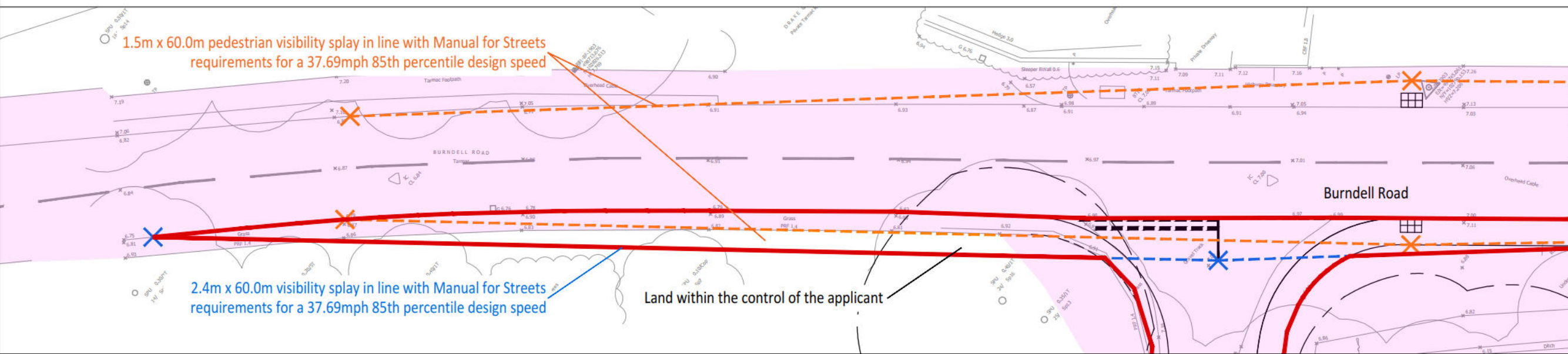
Drawing No.	Rev.
2025-6804-000	B



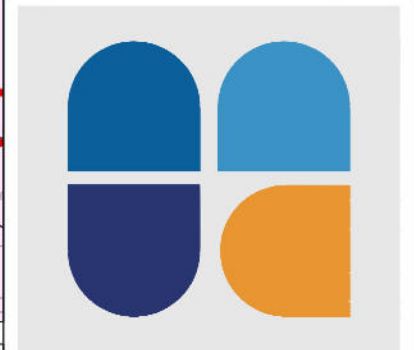
Traffic Data	
Posted Speed Limit	30mph
85th Percentile Design Speed (Northbound)	37.05mph
85th Percentile Design Speed (Southbound)	37.69mph

- A3**
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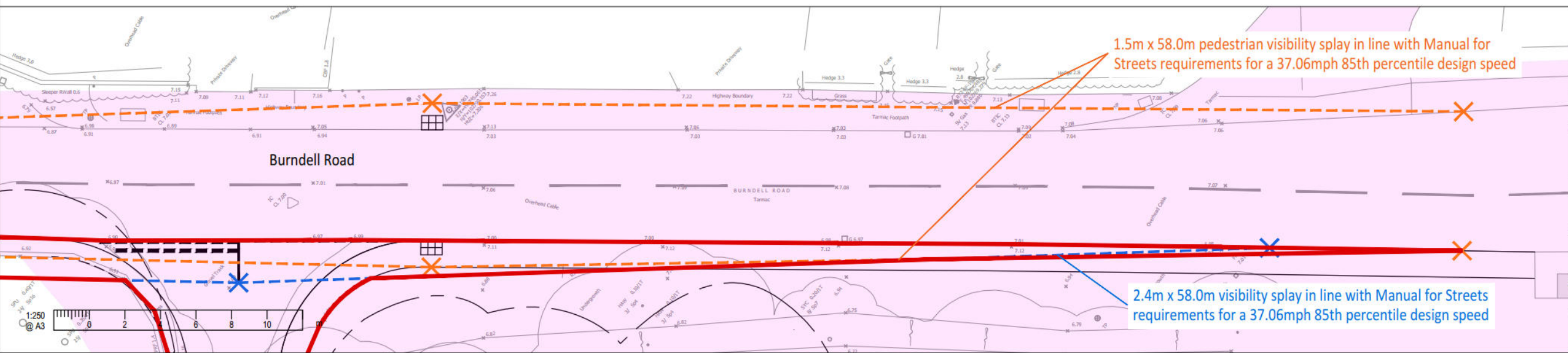
- Application Boundary
- Priority Junction Visibility Splay
- Pedestrian Visibility Splay
- Public Highway
- Approx. Position of Small Tree



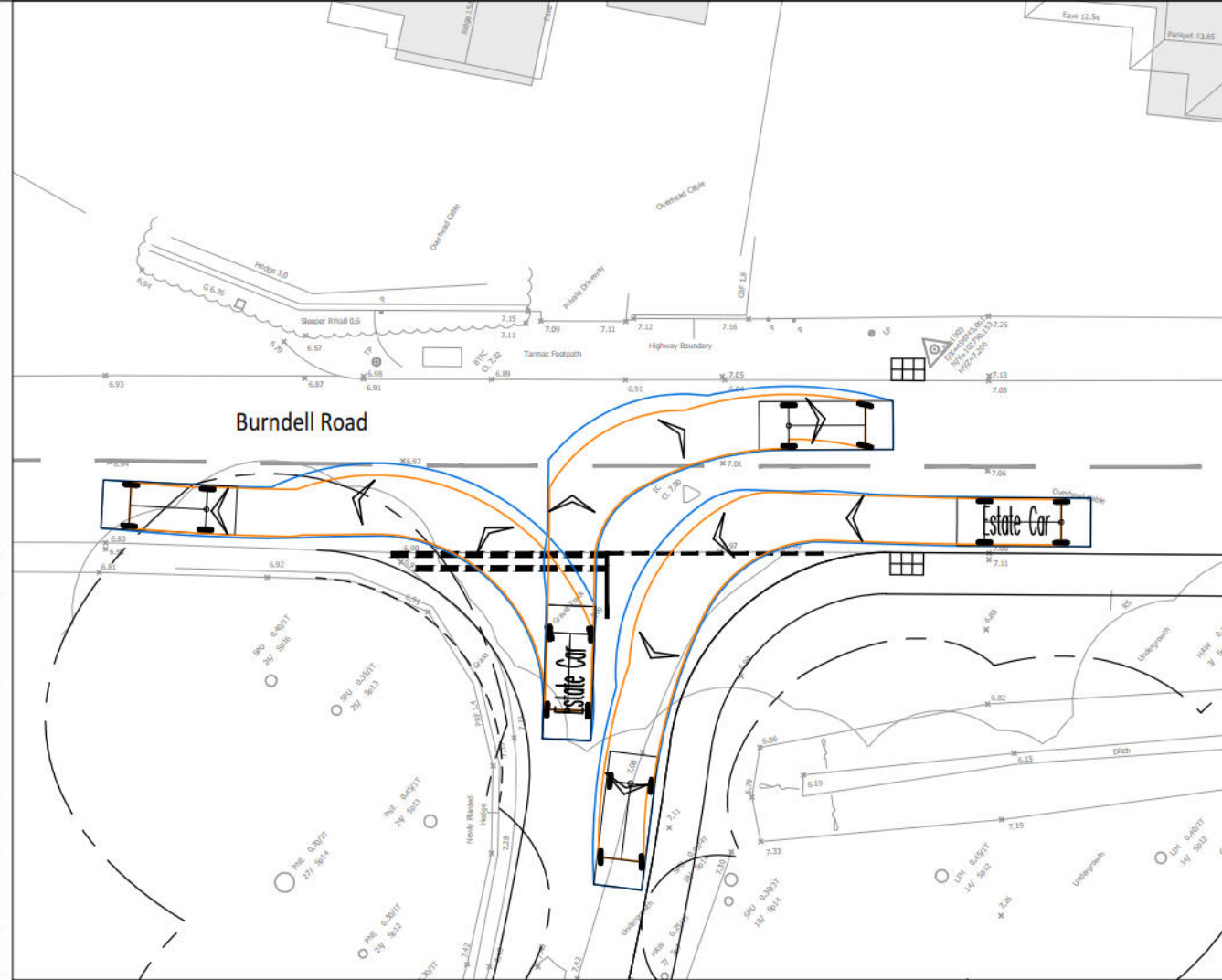
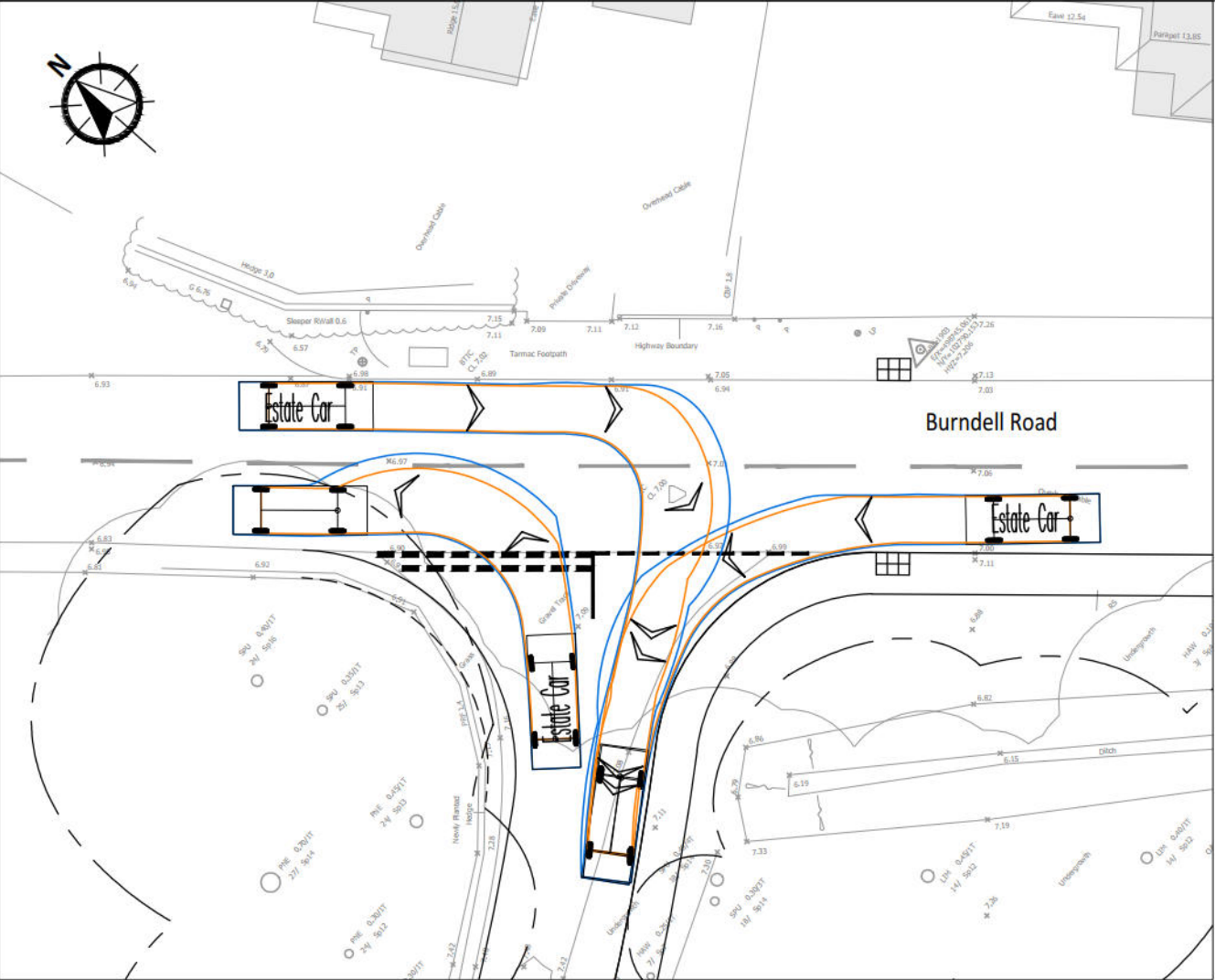
C	Revised Layout	05/05/2026
B	RSA Comments	23/04/2026
A	Revised Layout	30/03/2026
-	Original Issue	07/02/2025
Rev.	Amendments	Date



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Drawing Status	Planning		
Client	Edge BP		
Project	Burndell Road, Yapton		
Drawing Title	Access Overview & Visibility Splays		
Scale	Date	Drawn by	Checked by
1:250	May 26	EMH	EJD
Drawing No.	2025-6804-001		Rev.
			C



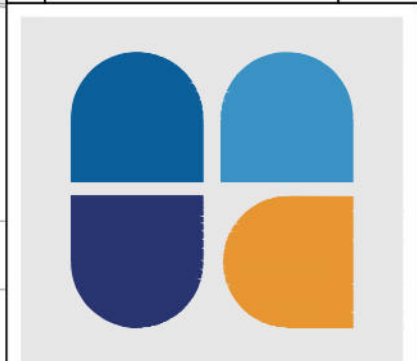
- A3**
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-Swept Path-
Wheel Track
Over Swing

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

4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

B	Revised Layout	05/05/2026
A	Revised Layout	30/03/2026
-	Original Issue	07/02/2025
Rev.	Amendments	Date



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Drawing Status **Planning**

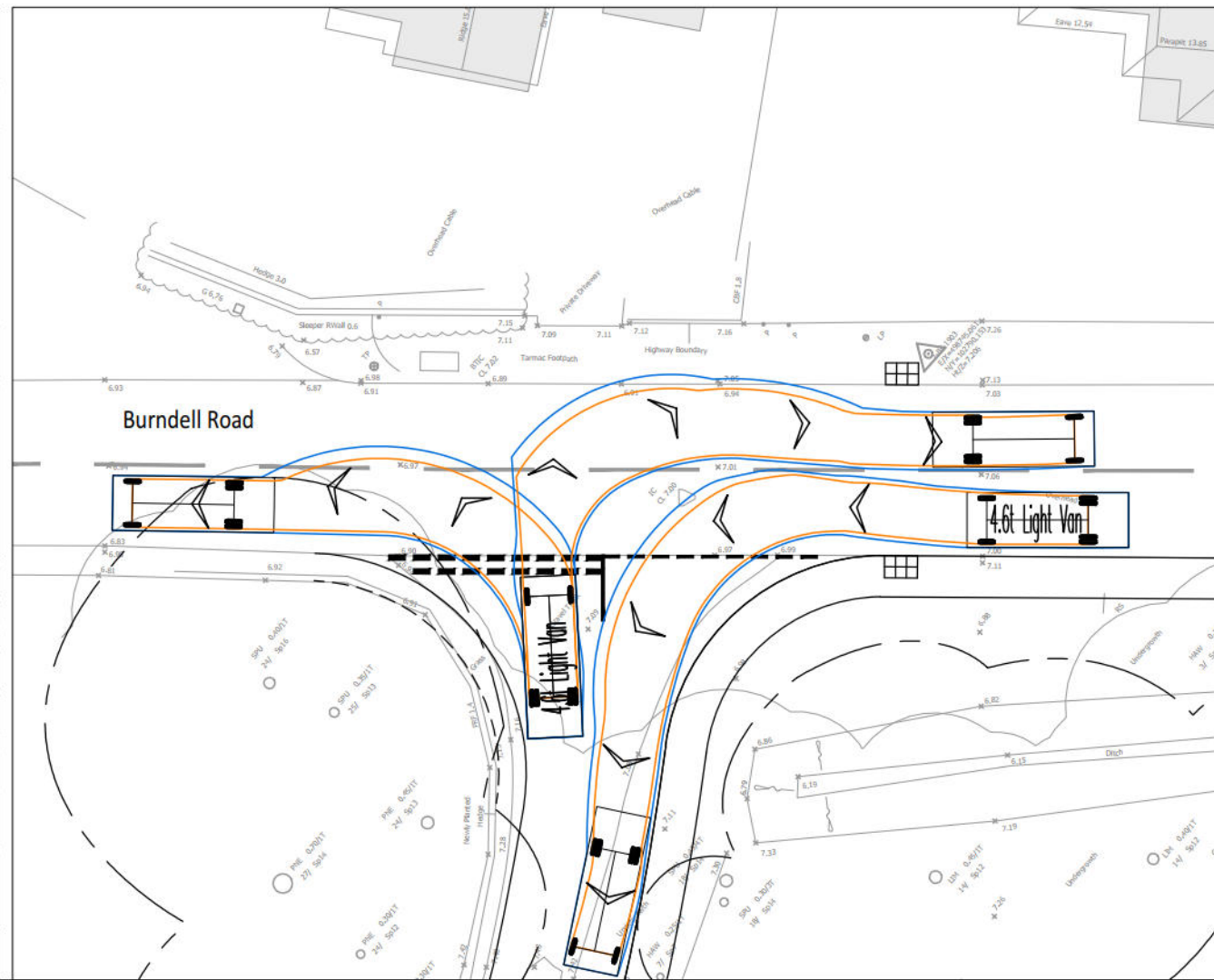
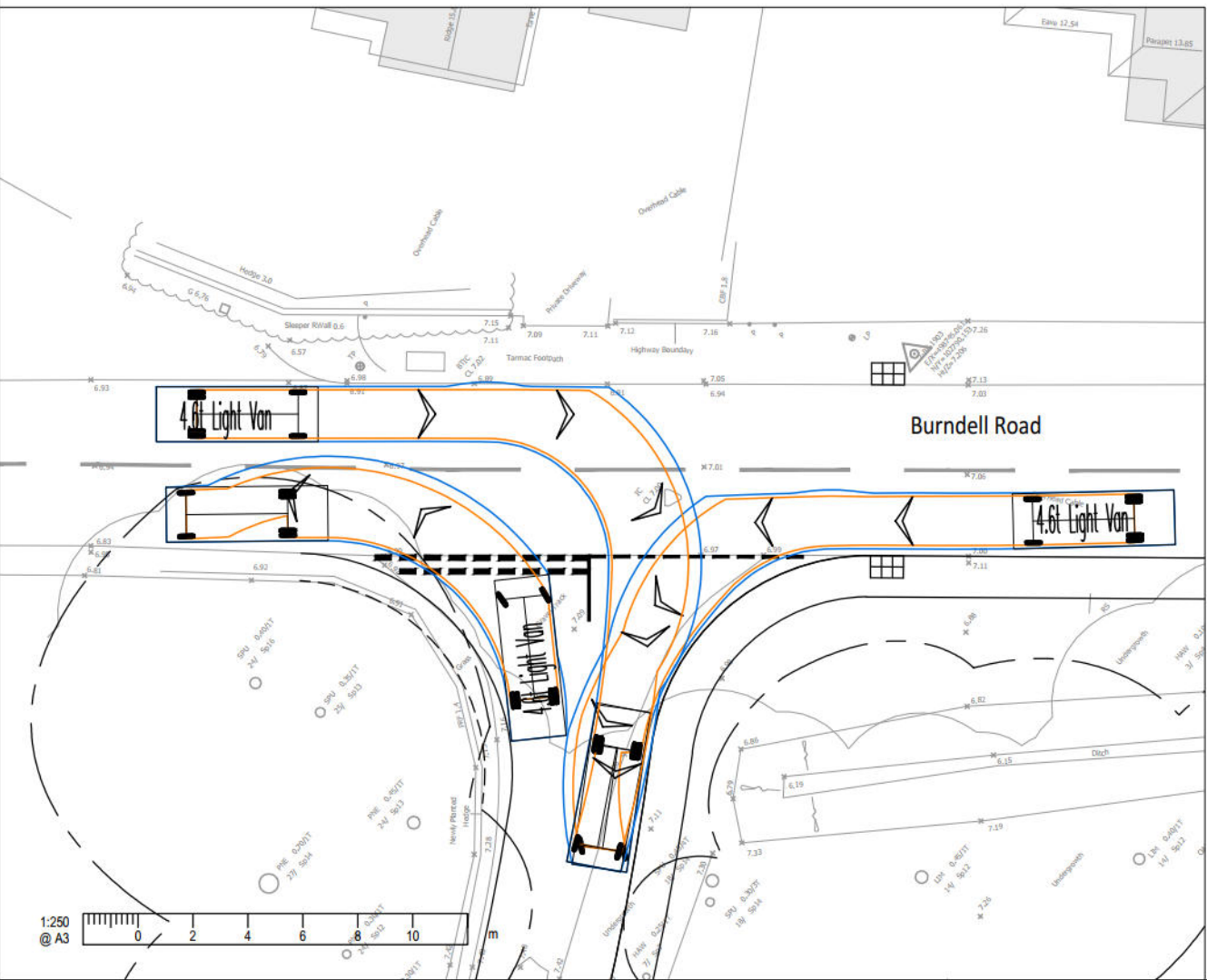
Client **Edge BP**

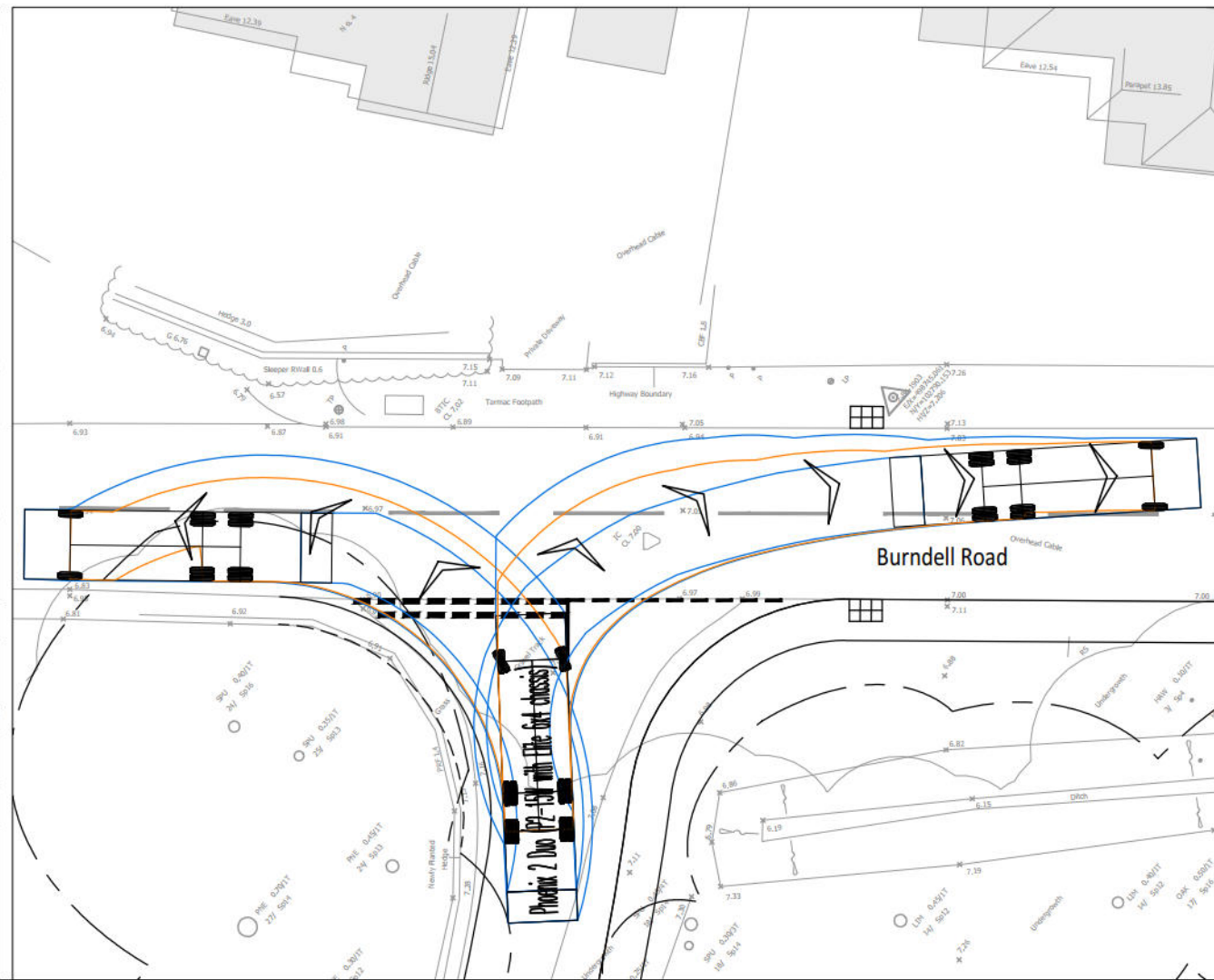
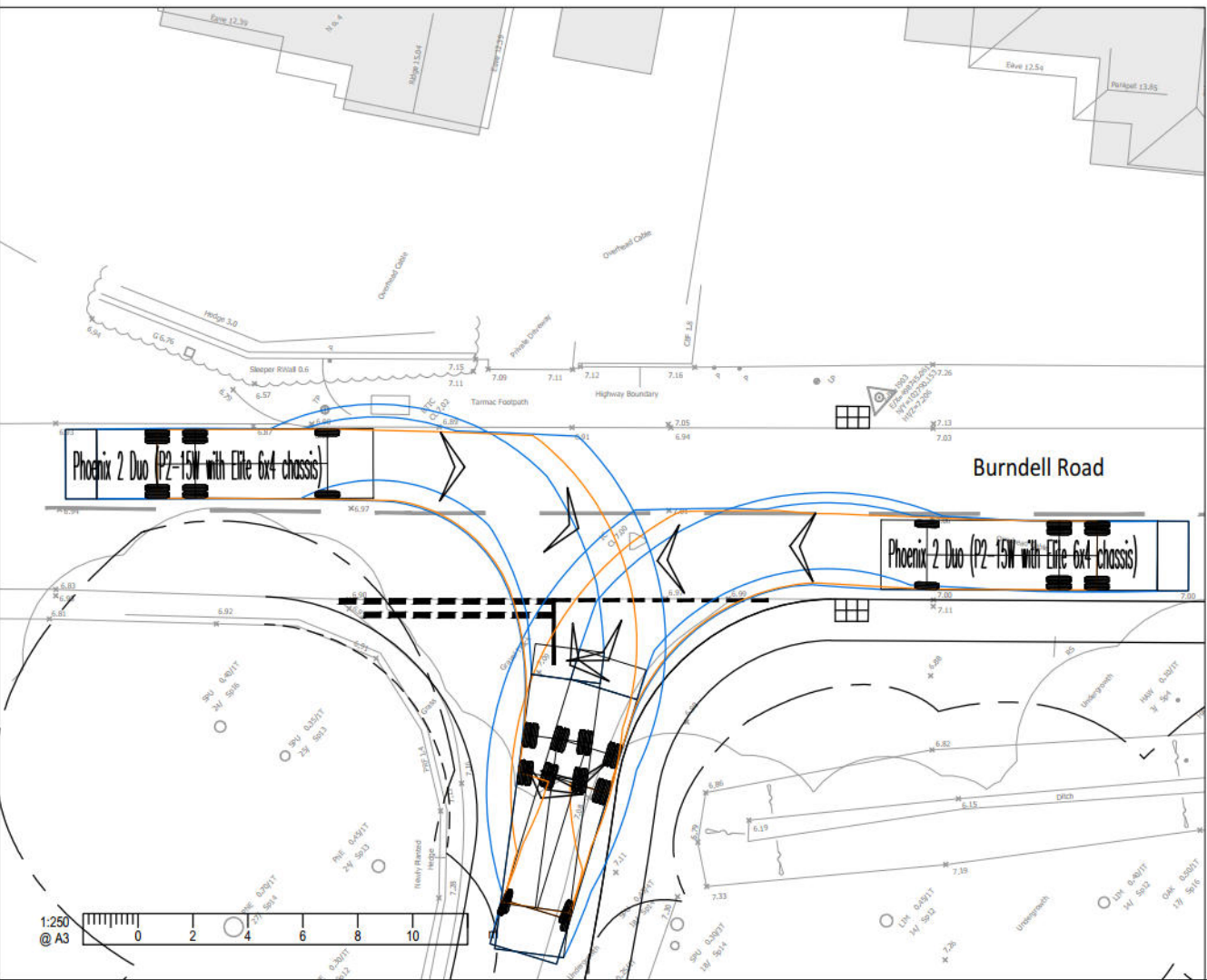
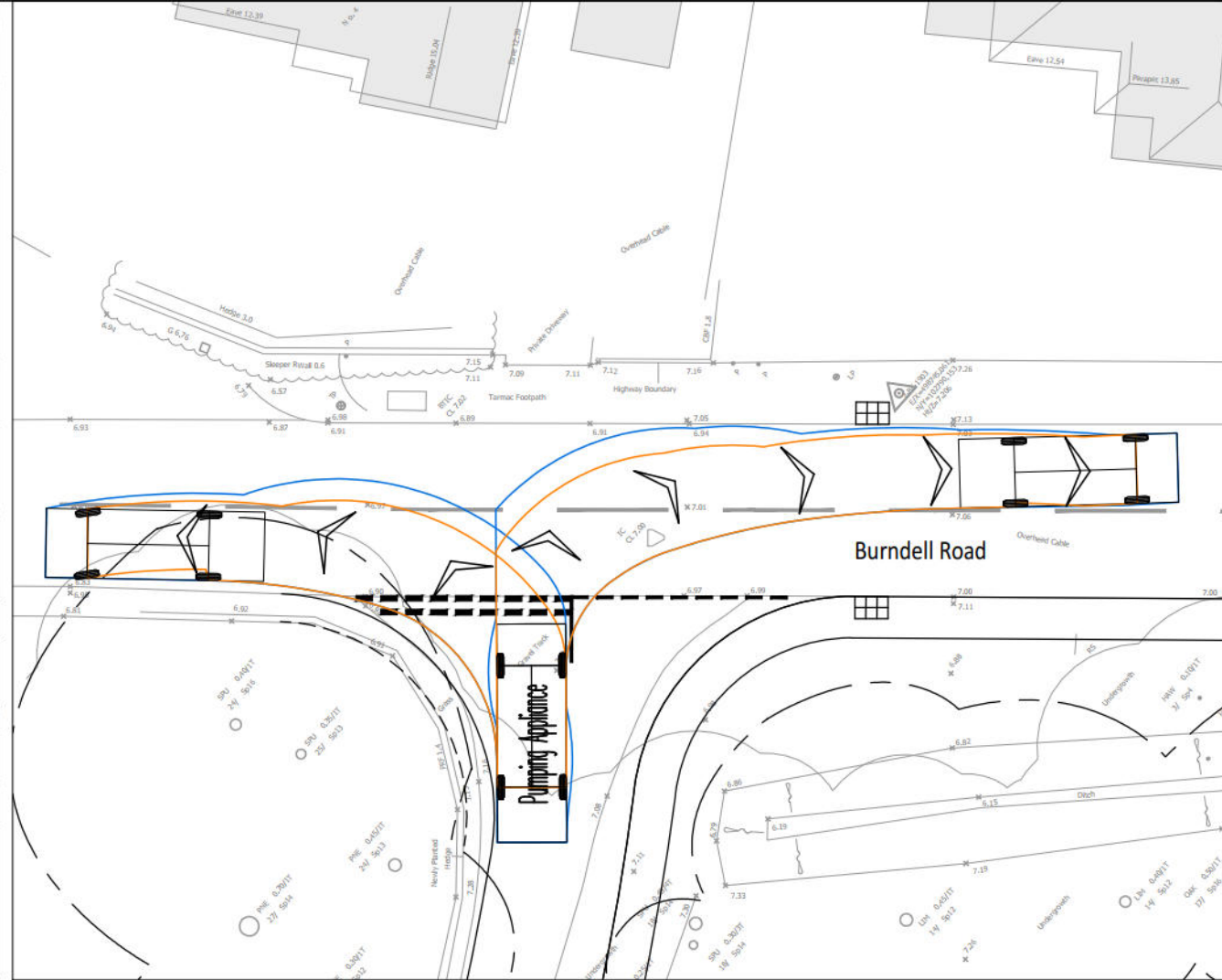
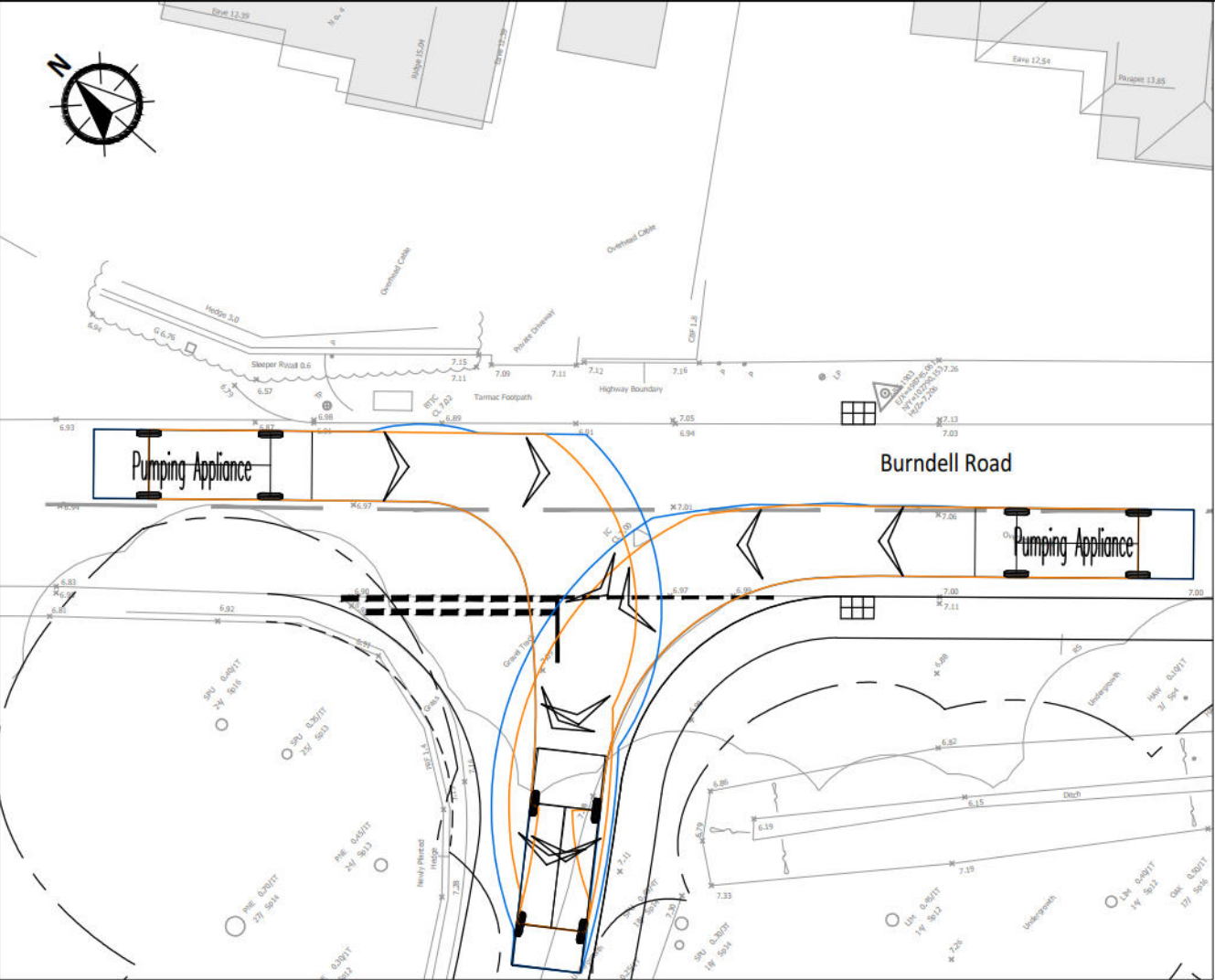
Project **Burndell Road, Yapton**

Drawing Title **Estate Car & 4.6t Light Van Access and Egress**

Scale **1:250** Date **May 26** Drawn by **EMH** Checked by **EJD**

Drawing No. **2025-6804-002** Rev. **B**





- A3**
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**-Swept Path-
Wheel Track
Over Swing**

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

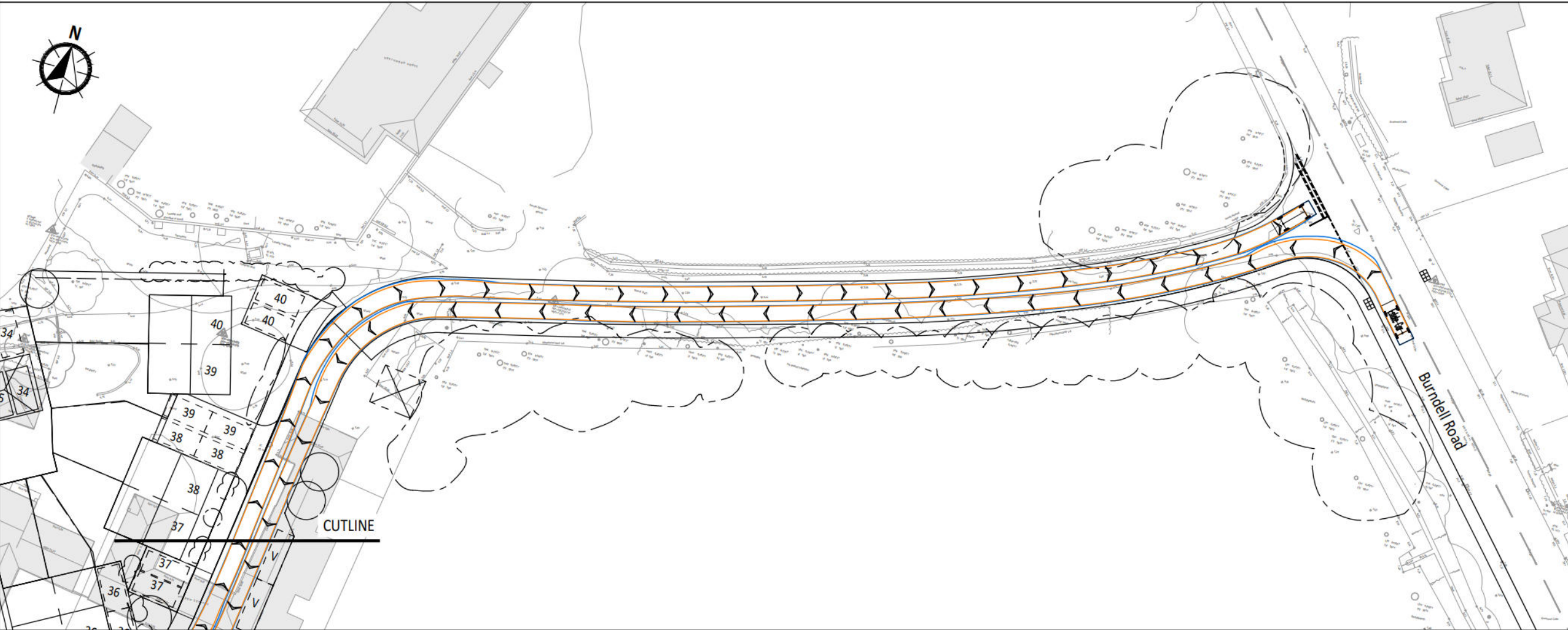
Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

A	Revised Layout	05/05/2026
-	Original Issue	07/02/2025
Rev.	Amendments	Date



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Drawing Status	Draft		
Client	Edge BP		
Project	Burndell Road, Yapton		
Drawing Title	Fire Tender & Refuse Freighter Access and Egress		
Scale	Date	Drawn by	Checked by
1:250	May 26	EMH	EJD
Drawing No.	2025-6804-003		Rev. A



- A3**
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Existing Road Markings

-Swept Path-
Wheel Track
Over Swing

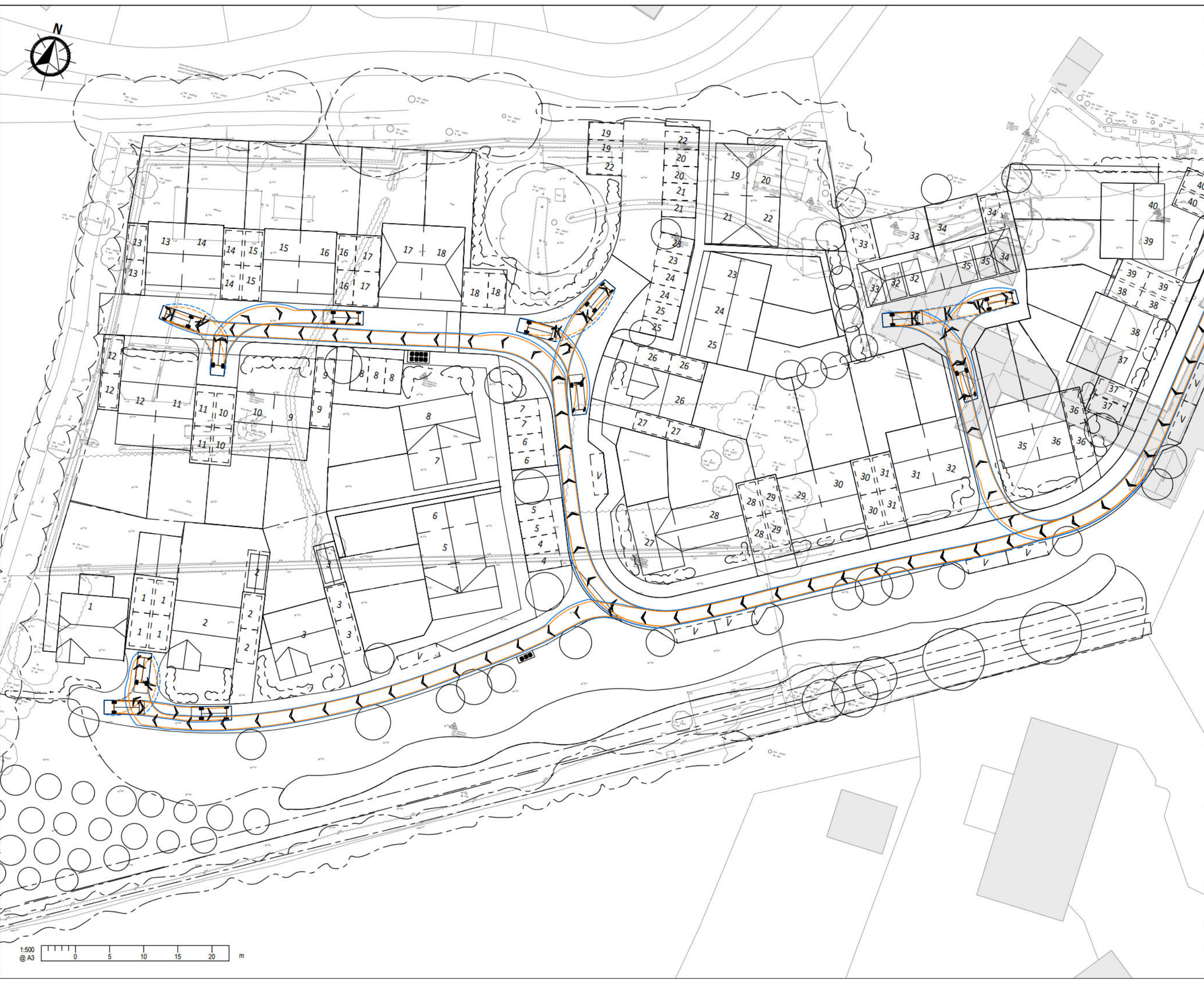
Estate Car
Overall Length 4.845m
Overall Width 1.750m
Overall Body Height 1.424m
Min Body Ground Clearance 0.189m
Max Track Width 1.655m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m

B	Revised Layout	05/05/2026
A	Revised Layout	13/04/2026
-	Original Issue	30/03/2026
Rev.	Amendments	Date



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Drawing Status	Planning		
Client	Edge BP		
Project	Burndell Road, Yapton		
Drawing Title	Estate Road Passing		
Scale	Date	Drawn by	Checked by
1:500	May 26	SMO	ALB
Drawing No.	2025-6804-004		Rev.
			B



- A3**
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Existing Road Markings
-Swept Path-
Wheel Track
Over Swing

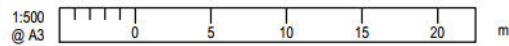
4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

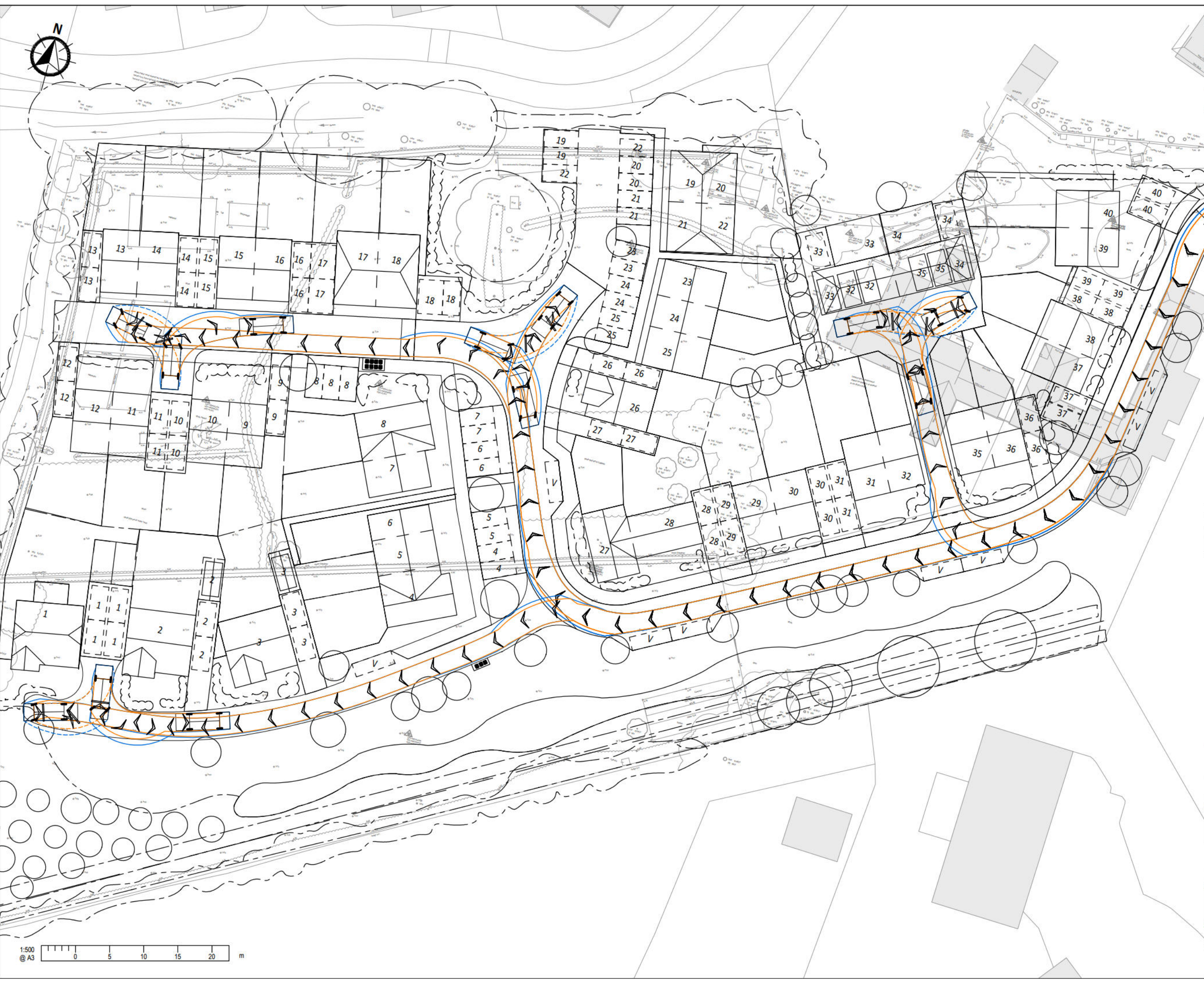
B	Revised Layout	05/05/2026
A	Revised Layout	13/04/2026
-	Original Issue	30/03/2026
Rev.	Amendments	Date



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Drawing Status	Planning		
Client	Edge BP		
Project	Burdell Road, Yapton		
Drawing Title	Delivery Van Access and Turning		
Scale	Date	Drawn by	Checked by
1:500	May 26	SMO	ALB
Drawing No.	2025-6804-005		Rev.
			B





- A3**
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Existing Road Markings

-Swept Path-
Wheel Track
Over Swing

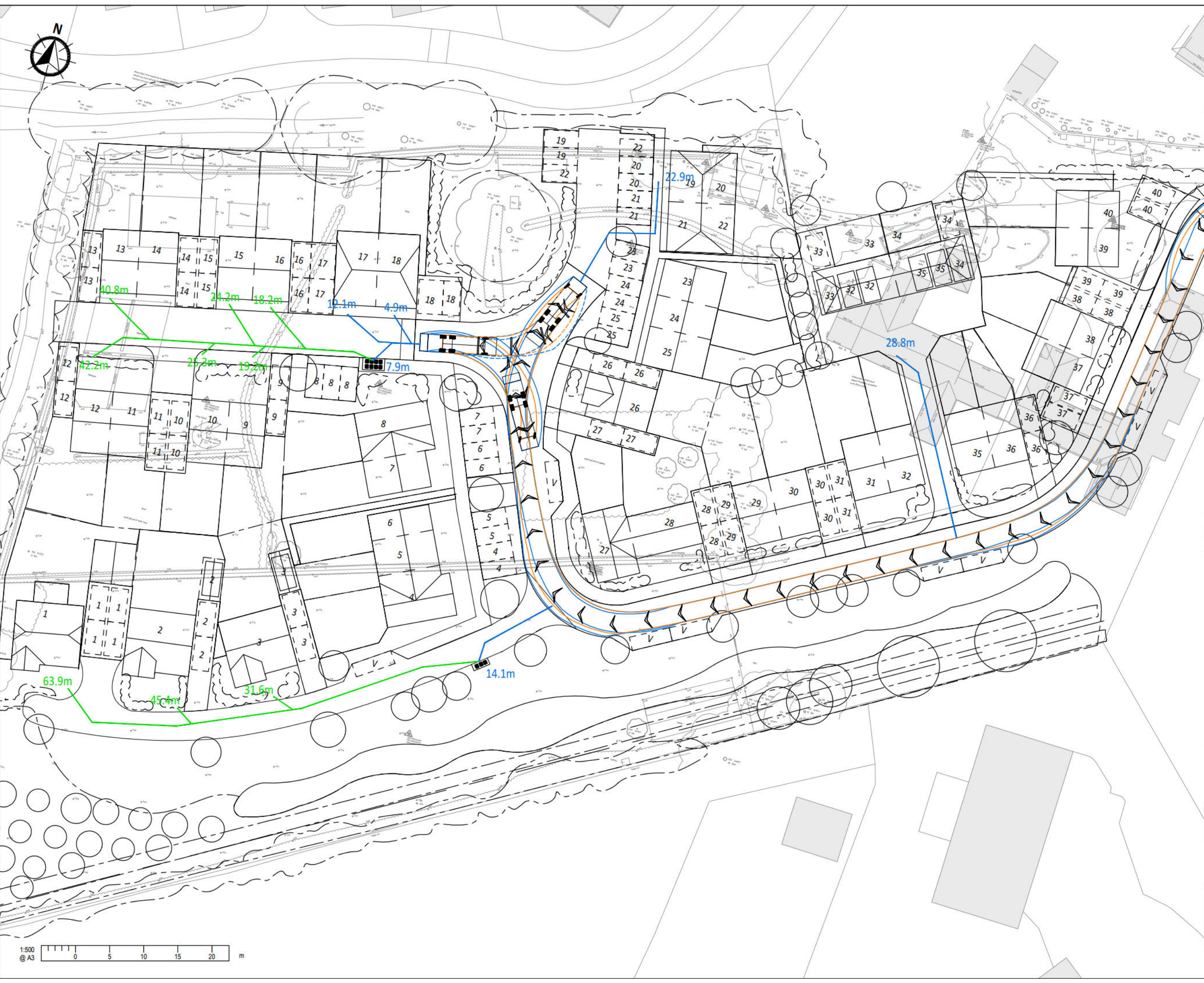
Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

B	Revised Layout	05/05/2026
A	Revised Layout	13/04/2026
-	Original Issue	30/03/2026
Rev.	Amendments	Date



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Drawing Status		Planning	
Client			
Edge BP			
Project			
Burdell Road, Yapton			
Drawing Title			
Emergency Access			
Scale	Date	Drawn by	Checked by
1:500	May 26	SMO	ALB
Drawing No.			Rev.
2025-6804-006			B



- A3**
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Existing Road Markings
Bin Drag Distance
Resident Drag Distance
Swept Path-
Wheel Track
Over Swing

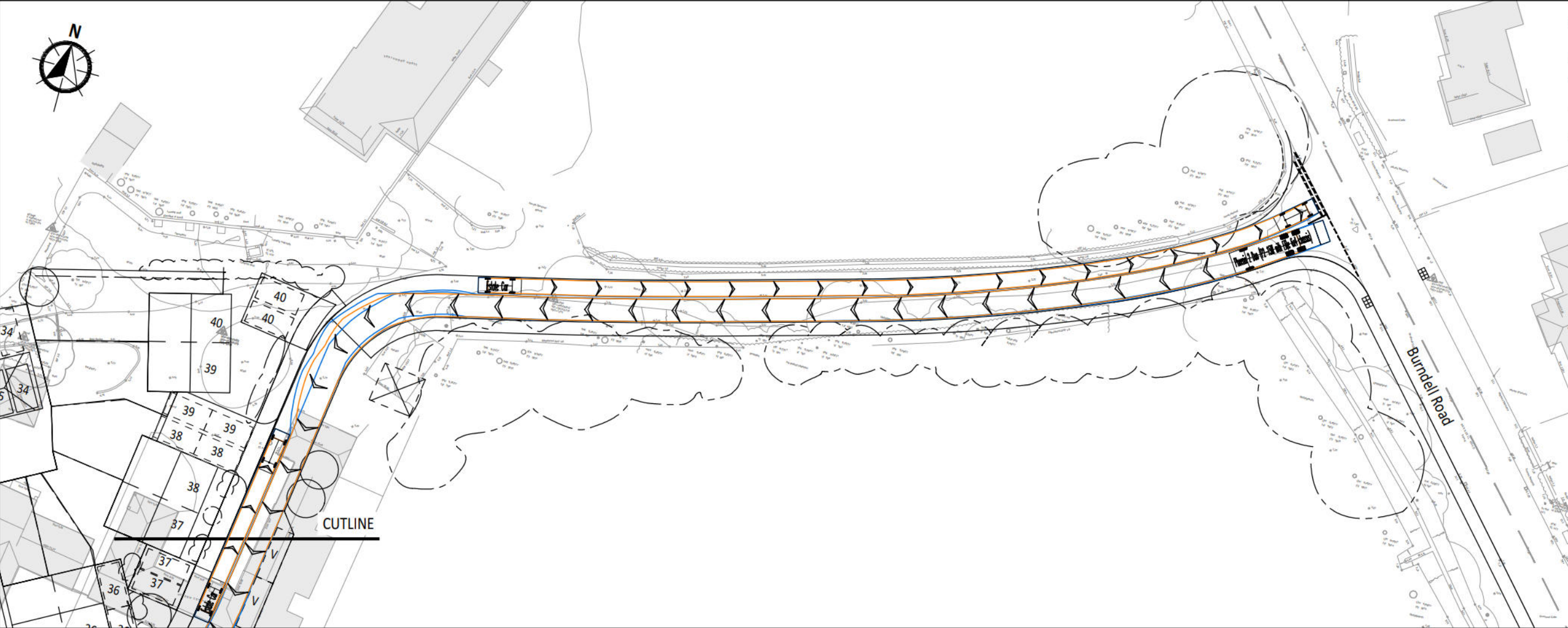
4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

B	Revised Layout	05/05/2026
A	Revised Layout	13/04/2026
-	Original Issue	30/03/2026
Rev.	Amendments	Date



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Drawing Status	Planning		
Client	Edge BP		
Project	Burndell Road, Yapton		
Drawing Title	Refuse Freighter Access		
Scale	Date	Drawn by	Checked by
1:500	May 26	SMO	ALB
Drawing No.	2025-6804-007		Rev.
			B



- A3**
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Existing Road Markings

-Swept Path-

Wheel Track

Over Swing

Estate Car

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

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

B	Revised Layout	05/05/2026
A	Revised Layout	13/04/2026
-	Original Issue	30/03/2026
Rev.	Amendments	Date



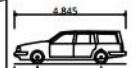
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Drawing Status	Planning		
Client	Edge BP		
Project	Burndell Road, Yapton		
Drawing Title	Refuse Freighter & Estate Car Passing		
Scale	Date	Drawn by	Checked by
1:500	May 26	SMO	ALB
Drawing No.	2025-6804-008		Rev.
			B



- A3**
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Existing Road Markings
-Swept Path-
Wheel Track
Over Swing


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

B	Revised Layout	05/05/2026
A	Revised Layout	13/04/2026
-	Original Issue	30/03/2026
Rev.	Amendments	Date



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Drawing Status		Planning	
Client			
Edge BP			
Project			
Burndell Road, Yapton			
Drawing Title			
Parking Manoeuvres			
Scale	Date	Drawn by	Checked by
1:500	May 26	SMO	ALB
Drawing No.			Rev.
2025-6804-009			B



APPENDICES



Appendix A

WSCC Consultation Response

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	24 May 2021
LOCATION:	Land rear of Paynters Croft, Burndell Road, Yapton, BN18 0HR
SUBJECT:	F/5/21/PL Erection of 23 No. dwellings. This application is a Departure from the Development Plan & is in CIL Zone 3 & is CIL Liable as new dwellings.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for 23 x dwellings on land rear of Paynters Croft.

The site is accessed via Yapton Road/ Burndell Road (B2333), a 'B' classified district distributor road subject to a 30mph speed restriction in this location. To the north of the site is approved development F/7/15 (45 x dwellings) and to the west of this is approved site Y/19/16 (108 x dwellings).

The application is supported by several technical plans and documents including a Transport Statement (TS). The LHA require further information as set out in the following report.

Access Arrangements

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been some recorded injury accidents along B2333 in the vicinity, including at the nearby junction with Rollaston Park which involved right hand turns. However, from an inspection of accident data it is clear that this was not due to any defect with the junction or nearby road layout.

The existing private driveway will be widened to min. 4.8m with min 1.5m footway and where the access joins with public highway will take the form of a t-junction bellmouth with 8m corner radii. The footway would adjoin southern side of access road and extend to site access with an uncontrolled pedestrian crossing proposed to reach the existing footway network on opposite side of B2333.

Swept path tracking plans show cars passing in the access and refuse collection vehicle manoeuvring the access point. To reduce vehicle speeds along the 190m long access road, 2 x build-outs are proposed to calm traffic speeds. Tracking plans also show vehicle movement negotiating these priority working arrangements along the access road.

A Stage 1 Road Safety Audit (RSA) with accompanying Designers Response (in the format as set out in table F4 and F5 of GG119) should be provided to cover all proposed highways/ access works and modifications.

Visibility

ATC surveys taken during lockdown periods are acceptable for use in calculating 85th percentile speeds and concurrent visibility splay requirements but should not be used for traffic volume counts. The TS has taken a different approach where splays concurrent to the speed limit of 30mph and to a maximum design speed of 60kph (37.3mph) have been demonstrated. As speeds could be varying and above 37.3mph a 7 day speed survey is required to ascertain the up to date 85th percentile speeds in either direction, in vicinity of the access, along with amended vehicle visibility and pedestrian forward visibility splays in accordance with these recorded speeds.

Internal Layout

The internal access road will feature a segregated footway on southern side (extending from public highway) which will switch to northern side along the access road and in to the site (facilitated by uncontrolled pedestrian crossing). Build outs and give way markings/signing will control vehicle speeds. The Block Plan appears to show footway merging with carriageway prior to entering the site. However, the detailed access plans show this continuing past plot 1 and 2 and merging to shared surface within the cul-de-sac and more lightly trafficked areas. The applicant should confirm and ensure all plans are matching.

Uncontrolled pedestrian crossings are also proposed within the site to facilitate pedestrian movement across the estate road in key areas. As per Manual for Streets (MfS) paragraph 7.2.14, the shared surface areas are considered appropriate in light of the short lengths (or where they form cul-de-sacs), where the volume of motor traffic is below 100 vehicles per hour and where parking is controlled or it takes place in designated areas.

Whilst plots 10 and 9 are not linked by a vehicular access, there is a pedestrian link and this is considered appropriate for the scale of the scheme and extent of estate roads. Furthermore, tracking plans have demonstrated that fire tender, refuse vehicle and cars can turn within the site in order to exit in a forward gear.

There may be benefit to providing a pedestrian/cycle link to the adjacent site to north and the applicant should explore whether this is feasible.

Road Network Traffic Capacity Impact

TRICs has been used to estimate the likely vehicular trip generation from the development. This found that 11 x two-way trips in the AM and 10 x two-way trips in the PM peak hours could result with 102 x vehicular movements over the day. Considering the existing anticipated traffic levels on the immediate road network the LHA does not consider that a 'severe' impact in capacity terms would result.

Car and Bicycle Parking

Parking has been assessed on the basis of 1 x 2-bed, 14 x 3-bed and 8 x 4-bed units being provided. Arun Supplementary Planning Document (SPD) outlines the car parking requirements as 2 x allocated spaces per 2 and 3-bed units and 3 x allocated spaces per 4+ bed unit. Where garages of 3m by 6m are provided this shall count as 0.5 space and visitor parking at 20% of total units.

Plots 4, 5, 6, 7 (3-bed) appear to have 1 space allocated each so each is short by 1 space (4 total). Plots 14, 16, 23 (4-bed) appear to have 2.5 space allocated each so each is short by 0.5 space (1.5 total). A total of 52 x allocated spaces are provided. Under the SPD the requirement is 54 and thus parking provision is short by 2 x spaces. The SPD requires 5 x visitor spaces (8 x visitor spaces are shown). The shortfall in allocated spaces is considered negligible and a highway safety concern is not raised in this respect.

Electric charging points have been indicated in some areas. Where garages are provided they should be supplied and provision should meet with Arun SPD, details of which could be secured via condition.

The SPD requires that the 2-bed units are provided with 1 x cycle spaces and the 3+ bed units are provided with 2 x cycle spaces. These could be in garages and/or sheds per plot, details of which can be secured via condition.

Accessibility

The provision of a crossing of B2333 will provide an onward route for pedestrians to local facilities in Yapton such as grocery store (approx. 0.5 mile walk). The footway is street lit and there is a signalised pedestrian crossing in vicinity of co-op.

The B2333 is part of local cycle route. Whilst there are no segregated facility, it does link with NCNR2 to the south which links Littlehampton and Bognor Regis.

Bus stops are reached within walking distance of the site and provide regular services to Chichester and Littlehampton. Ford and Barnham Train Stations are 2.4 and 2.2 mile cycle ride distant respectively and could be reached by confident cyclists.

Considering this development will result in additional trips along with that from nearby development, the applicant is advised to provide a Travel Plan Statement (TPS). This should aim to reduce single occupancy vehicle trips and increase sustainable transport use through a number of measures such as residents travel information packs, vouchers and target setting. The TPS can be agreed and secured via condition. The LPA should look to secure a fee of £1500 for auditing of the TPS via s106 Agreement/ Unilateral Undertaking.

Conclusion

The following is required:

- Stage 1 RSA and Designers Response.
- Seven day ATC Speed Survey to ascertain 85th percentile speeds and demonstration of required vehicular visibility and pedestrian forward visibility splays in accordance with these.
- Exploration of providing a pedestrian/ cycle link from within site to adjacent northern site and ensure extent of internal footway on Block Plan matches with access plans.

Please ask the applicant for this additional information and re-consult.

Katie Kurek
West Sussex County Council – Planning Services



Appendix B

The Landings Masterplan



Project
FORD AIRFIELD

Drawing Title
Illustrative Masterplan

Date
31.05.19

Scale
1:2500@A1

Drawn by
DS

Check by
D.S.

Project No
23885

Drawing No
RG-M-78

Revision
P





Appendix C ATC





[Burndell Road] Burndell Road, Yapton, Arundel

MetroCount Traffic Executive

OB Individual

CustomList-18 -- English (ENG)

Datasets:

Site: [Burndell Road] Burndell Road, Yapton, Arundel
Attribute: ATC 1
Direction: 7 - North bound A>B, South bound B>A. Lane: 1
Survey Duration: 14:21 10 July 2021 => 12:58 19 July 2021,
Zone:
File: Burndell Road 0 2021-07-19 1258.EC1 (Plus)
Identifier: W262W0A1 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

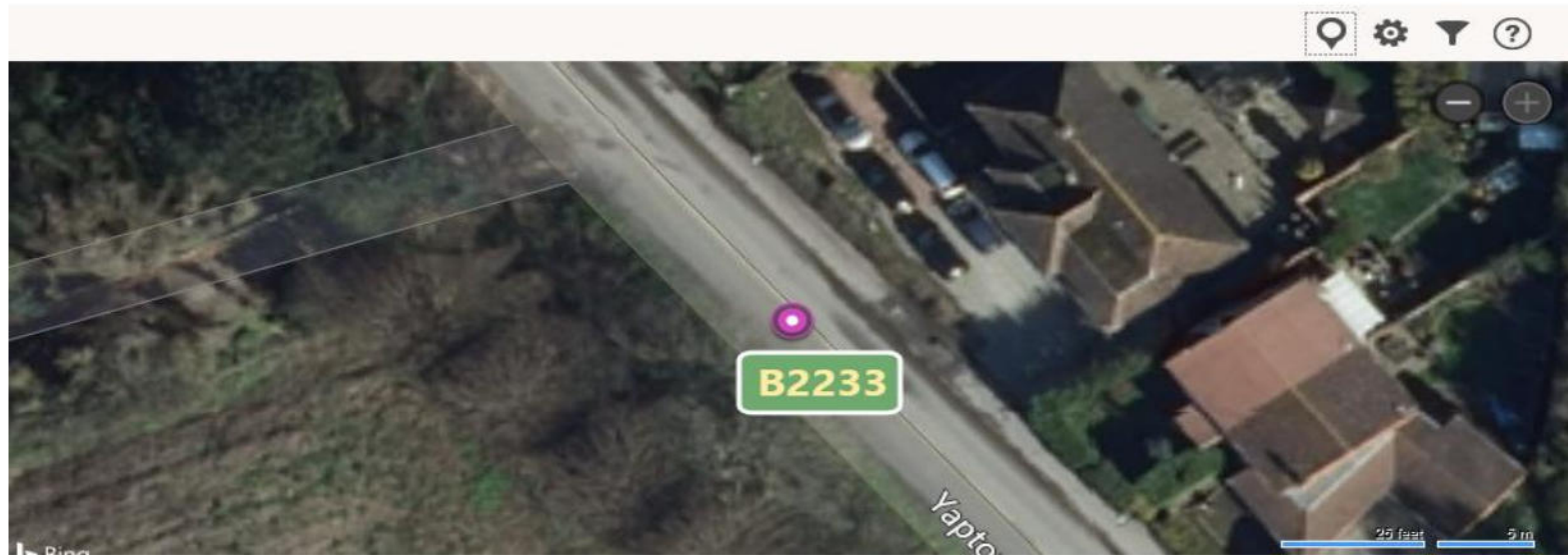
Profile:

Filter time: 00:00 11 July 2021 => 00:00 18 July 2021 (7)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15
Speed range: 0 - 100 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: OB Profile
Scheme: Vehicle classification (VRX)
Units: Part metric (metre, mi, m/s, mph, kg, tonne)



[Burndell Road] Burndell Road, Yapton, Arundel

ATC Location
50.816184, -0.599678



7 Day Weather Report

Below are the prevailing weather conditions for each day during the survey period. This is historical weather forecasting from <https://www.wunderground.com/>

11/07/2021

Fog

12/07/2021

Cloudy

13/07/2021

Sun

14/07/2021

Sun

15/07/2021

Sunny Intervals

16/07/2021

Sun

17/07/2021

Sun



[Burndell Road] Burndell Road, Yapton, Arundel



Light

Class 1	SV	2 axles	Short Vehicle Car or Light Van
Class 2	SVT	3,4 or 5 axle	Short Vehicle Towing Trailer, Caravan, Boat etc



Medium

Class 3	TB2	2 axle	Two axle truck or bus
Class 4	TB3	3 axle	Three axle truck or bus
Class 5	T4	>3 axle	Four axle truck



Heavy

Class 6	ART3	3 axle	Three axle articulated vehicle or rigid vehicle and trailer
Class 7	ART4	4 axle	Four axle articulated vehicle or rigid vehicle and trailer
Class 8	ART5	5 axle	Five axle articulated vehicle or rigid vehicle and trailer
Class 9	RT6	>6 axle	Six (or more) axle articulated vehicle or rigid vehicle and trailer
Class 10	BD	>6 axle	B - Double or Heavy truck and trailer
Class 11	DRT	>6 axle	Double road train or heavy truck and two trailers
Class 12	TRT	>6 axle	Triple road train or heavy truck and three (or more) trailers



Light

Class 14	M/C	2 axle	Motorcycle
Class 15	Cycle	2 axle	Bicycle

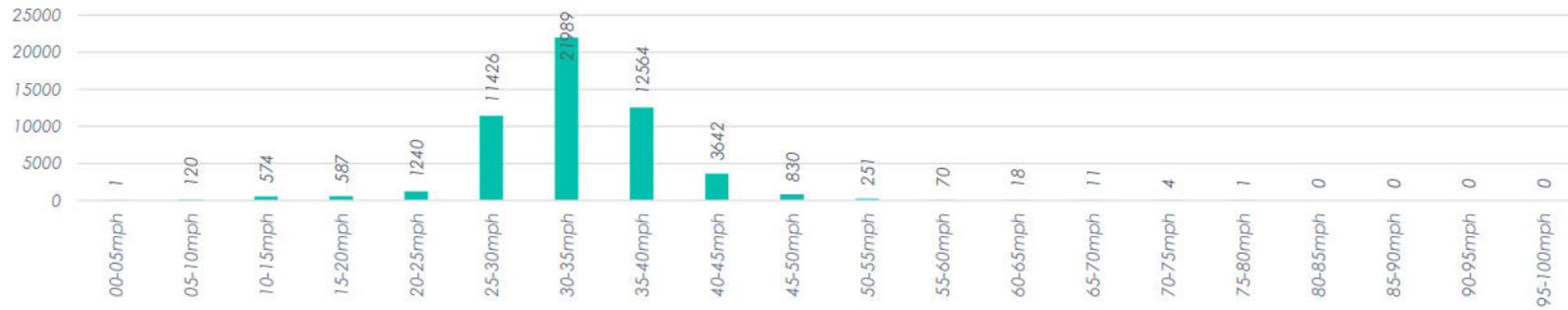


[Burndell Road] Burndell Road, Yapton, Arundel

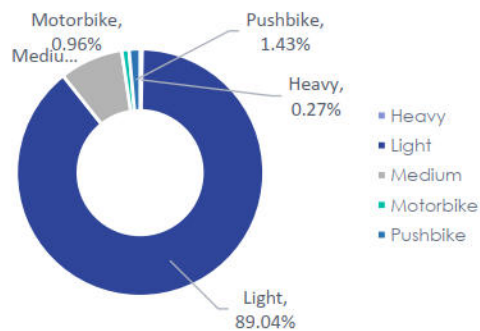
Totals Over 7 Days

	Total Vehicles	Average Speed	85th Percentile		
Southbound	28800	33.39	39.08	Posted Speed Limit	30
Northbound	24528	32.69	38.50		
Combined	53328	33.06	38.82	Total Vehicles Over	39380

Vehicle numbers per speed bin



Traffic Composition Over 7 Days



	Heavy	Light	Medium	Motorbike	Pushbike	Combined
Southbound	0.15%	48.06%	4.51%	0.53%	0.74%	54.01%
Northbound	0.12%	40.98%	3.79%	0.43%	0.68%	45.99%
Combined	0.27%	89.04%	8.30%	0.96%	1.43%	100.00%



[Burndell Road] Burndell Road, Yapton, Arundel

Input Selection

Direction

Northbound
Southbound

Reset

To Multi-Select

Date

11/07/2021
12/07/2021
13/07/2021
14/07/2021
15/07/2021
16/07/2021
17/07/2021

Hour

0 1 2 3
4 5 6 7
8 9 10 11
12 13 14 15
16 17 18 19
20 21 22 23

Class

1 2
3 4
5 6
7 8
9 10
12 14
15

Speed Bins

00-05mph 05-10mph 10-15mph
15-20mph 20-25mph 25-30mph
30-35mph 35-40mph 40-45mph
45-50mph 50-55mph 55-60mph
60-65mph 65-70mph 70-75mph
75-80mph

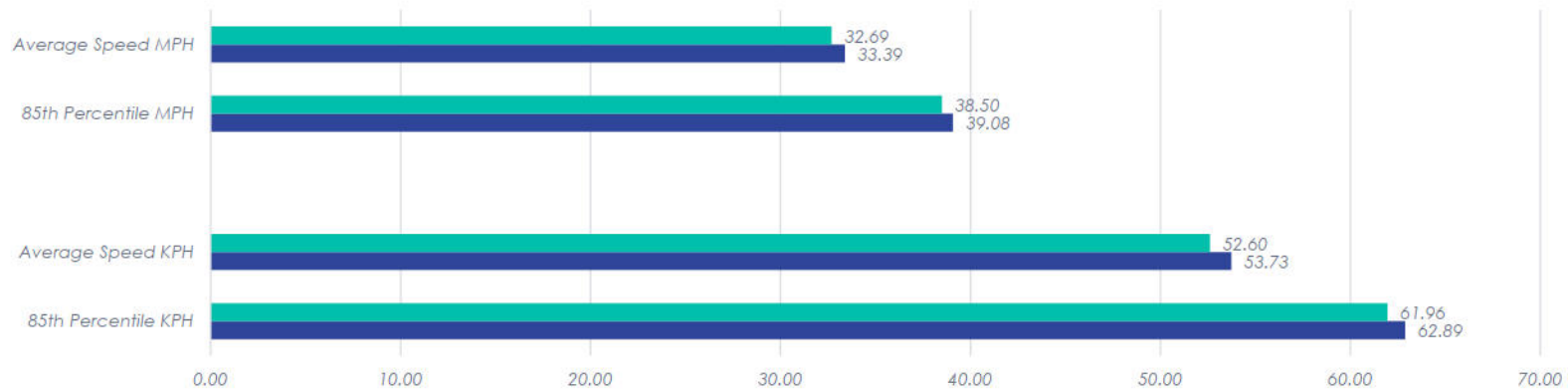
Results by Selection: **53328**

By Selection:

Average Speed **33.06** Mph **53.21** Kph 85th Percentile **38.82** Mph **62.48** Kph
Standard Deviation **5.76**

Average speed and 85th Percentile

Northbound
Southbound





[Burndell Road] Burndell Road, Yapton, Arundel



11 July 2021

Time	C1s		C3s		C4s		C5s		C6s		C7s		C8s		C9s		C10s		C11s		C12s		C14s		C15s		Cd	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpp 85			
	1	2	3	4	5	6	7	8	9	10	11	12	14	15																																							
0000	19	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	24	0	0	0	0	0	3	6	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	42.4	
0000	29	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	36	0	0	0	0	1	9	6	8	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	42.6
0100	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	4	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-		
0100	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	9	0	0	0	0	0	2	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	41.5	-		
0200	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	5	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	48.9	-		
0200	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	5	0	0	0	0	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-		
0300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-		
0300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-		
0400	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	5	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7	-		
0400	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	4	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-	
0500	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	23	0	0	0	0	1	3	5	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	43.7	
0500	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	18	0	0	0	0	2	0	7	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	43.2	
0600	36	3	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	40	0	0	1	1	1	3	12	9	9	1	1	1	0	0	0	0	0	0	0	0	0	0	36	43.9		
0600	23	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	30	0	0	0	0	0	2	7	9	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38	42.4	
0700	62	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	N	76	0	2	5	0	0	11	21	20	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	33.9	42.4	
0700	56	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	S	64	0	0	0	0	3	1	8	18	20	9	4	1	0	0	0	0	0	0	0	0	0	0	0	35.6	41.9		
0800	63	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	N	80	0	0	1	4	6	9	37	12	9	1	0	1	0	0	0	0	0	0	0	0	0	0	32.2	39.2			
0800	122	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	S	141	0	1	2	5	3	21	54	34	13	6	1	1	0	0	0	0	0	0	0	0	0	0	0	33.7	39.9		
0900	123	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	N	145	0	0	5	6	5	33	62	28	5	1	0	0	0	0	0	0	0	0	0	0	0	0	31	36.5			
0900	243	1	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	S	268	0	0	3	5	2	51	117	75	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	37.5		
1000	224	1	21	0	6	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	9	S	253	0	1	1	6	4	8	83	114	34	4	0	0	0	0	0	0	0	0	0	0	0	0	30.7	34.9			
1000	281	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	N	298	0	3	1	4	4	2	80	141	57	9	1	0	0	0	0	0	0	0	0	0	0	0	0	31.8	36.4		
1100	297	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	N	314	0	2	2	2	13	90	127	60	16	2	0	0	0	0	0	0	0	0	0	0	0	0	31.9	36.8			
1100	265	1	6	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4	4	S	282	0	0	5	2	6	65	136	59	7	1	0	0	0	1	0	0	0	0	0	0	0	0	32.2	36.5			
1200	238	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	N	252	0	0	1	1	7	57	110	61	14	0	1	0	0	0	0	0	0	0	0	0	0	0	32.7	37.3			
1200	216	1	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	S	236	0	0	1	2	0	54	119	41	17	2	0	0	0	0	0	0	0	0	0	0	0	0	33	37			
1300	203	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	N	217	0	0	2	1	5	47	95	46	16	0	0	0	0	1	0	0	0	0	0	0	0	0	33	37.9			
1300	208	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	S	223	0	0	3	1	4	39	108	60	7	3	2	0	0	0	0	0	0	0	0	0	0	0	33.2	37.1			
1400	196	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	N	213	0	1	2	2	2	36	106	40	16	0	0	0	0	0	0	0	0	0	0	0	0	0	33	37.9			
1400	200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	S	213	0	0	2	1	1	43	95	52	15	2	1	1	0	0	0	0	0	0	0	0	0	0	33.6	38.5			
1500	171	1	12	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	N	189	0	1	2	1	3	52	68	40	15	4	3	0	0	0	0	0	0	0	0	0	0	0	33.2	38.9			
1500	169	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	S	188	0	2	4	2	1	27	80	53	13	6	0	0	0	0	0	0	0	0	0	0	0	0	33.6	38.6			
1600	163	2	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	N	185	0	2	3	2	3	40	78	40	12	3	2	0	0	0	0	0	0	0	0	0	0	0	32.8	38.4			
1600	180	0	12	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	2	S	201	0	1	2	3	4	30	76	66	12	5	1	1	0	0	0	0	0	0	0	0	0	0	34	40			
1700	143	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	N	157	0	0	2	1	5	32	60	39	13	5	0	0	0	0	0	0	0	0	0	0	0	0	33.5	39.3			
1700	188	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	N	200	0	0	3	2	1	25	73	63	29	2	1	1	0	0	0	0	0	0	0	0	0	0	34.9	40			
1800	139																																																				

Report Id - CustomList-19
Site Name - Burndell Road
Description - Burndell Road, Yapton, Arundel
Direction - North East South West

12 July 2021

Time [--]	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Cd	Total	Vbin 0 5 10	Vbin 5 10 15	Vbin 10 15 20	Vbin 15 20 25	Vbin 20 25 30	Vbin 25 30 35	Vbin 30 35 40	Vbin 35 40 45	Vbin 40 45 50	Vbin 45 50 55	Vbin 50 55 60	Vbin 55 60 65	Vbin 60 65 70	Vbin 65 70 75	Vbin 70 75 80	Vbin 75 80 85	Vbin 80 85 90	Vbin 85 90 95	Vbin 90 95 100	Mean	Vpp 85		
0000	16	0	1	0	0	0	0	0	0	0	0	0	0	0	N	17	0	0	0	0	0	2	7	5	1	0	1	1	0	0	0	0	0	0	0	0	34.8	45.6	
0000	19	0	1	0	0	0	0	0	0	0	0	0	0	0	S	20	0	0	0	0	0	3	10	4	3	0	0	0	0	0	0	0	0	0	0	0	34.1	41.1	
0100	6	0	1	0	0	0	0	0	0	0	0	0	0	0	N	7	0	0	0	1	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	32.9	-	
0100	4	0	2	0	0	0	0	0	0	0	0	0	0	0	S	6	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	37	-	
0200	5	0	1	0	0	0	0	0	0	0	0	0	0	0	N	6	0	0	0	0	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	34.8	-	
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	-	
0300	5	0	0	0	0	0	0	0	0	0	0	0	0	0	N	5	0	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	41.2	-	
0300	7	0	1	0	0	0	0	0	0	0	0	0	0	0	S	8	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	35.7	-	
0400	12	0	5	1	0	0	0	0	0	0	0	0	0	0	N	19	0	0	0	1	0	0	4	9	3	0	2	0	0	0	0	0	0	0	0	0	37.8	42.5	
0400	10	0	4	0	0	0	0	0	0	0	0	0	0	0	S	14	0	0	0	0	0	1	1	7	3	0	1	1	0	0	0	0	0	0	0	0	39.7	49.5	
0500	17	0	4	0	0	0	0	0	0	0	0	0	0	0	N	23	0	0	1	0	0	6	6	0	9	0	0	1	0	0	0	0	0	0	0	0	35.7	44	
0500	38	1	1	0	0	0	0	0	0	0	0	0	0	0	S	41	0	0	0	1	0	6	15	8	10	0	1	0	0	0	0	0	0	0	0	0	35.1	41.6	
0600	63	0	6	1	0	0	1	0	0	0	0	0	0	0	N	78	0	1	6	0	2	12	23	25	4	3	2	0	0	0	0	0	0	0	0	0	32.8	39.7	
0600	81	0	8	0	0	0	0	0	0	0	0	0	0	0	S	91	0	0	3	1	0	16	20	30	12	9	0	0	0	0	0	0	0	0	0	0	35.2	43	
0700	202	2	33	1	1	0	0	1	0	0	0	0	0	0	N	246	0	0	6	3	7	52	96	59	18	2	2	1	0	0	0	0	0	0	0	0	0	32.8	37.9
0700	196	2	22	0	0	0	0	1	0	0	0	0	0	0	S	224	0	0	2	1	1	39	99	66	11	2	0	2	1	0	0	0	0	0	0	0	0	33.9	38.7
0800	208	0	25	1	0	0	0	1	0	0	0	0	0	0	N	236	0	0	2	2	6	51	118	47	8	2	0	0	0	0	0	0	0	0	0	0	32.4	36.1	
0800	267	2	20	0	1	0	2	0	2	0	0	0	0	1	S	294	0	0	2	1	6	43	127	68	24	5	2	0	0	0	0	0	0	0	0	0	0	33.3	38.4
0900	153	1	21	1	0	0	0	0	0	0	0	0	0	0	N	180	0	0	2	1	4	55	79	27	8	3	1	0	0	0	0	0	0	0	0	0	32.1	36.8	
0900	207	1	28	0	1	0	0	1	0	0	0	0	0	0	S	239	0	0	1	7	9	54	97	62	8	1	0	0	0	0	0	0	0	0	0	0	32.2	37.6	
1000	168	2	17	0	0	0	0	0	0	0	0	0	0	0	N	188	0	0	2	1	2	62	71	40	10	0	0	0	0	0	0	0	0	0	0	0	32	37.1	
1000	177	1	23	1	0	0	0	0	0	0	0	0	0	0	S	211	0	1	7	3	4	45	88	50	13	0	0	0	0	0	0	0	0	0	0	0	32.2	37.5	
1100	214	2	28	0	0	0	0	2	0	0	0	0	0	1	N	250	0	0	2	2	15	75	93	57	6	0	0	0	0	0	0	0	0	0	0	0	31.5	36.7	
1100	183	1	17	0	3	1	0	0	0	0	0	0	0	0	S	206	0	0	1	1	7	43	100	43	10	1	0	0	0	0	0	0	0	0	0	0	32.4	36.4	
1200	199	2	22	0	0	0	0	0	1	0	0	0	0	3	N	228	0	0	1	4	9	73	88	40	11	1	1	0	0	0	0	0	0	0	0	0	31.6	36.7	
1200	215	0	27	3	0	0	0	0	0	0	0	0	0	2	S	249	0	0	2	2	1	62	110	57	12	3	0	0	0	0	0	0	0	0	0	0	32.7	37	
1300	181	0	19	1	0	0	0	0	0	0	0	0	0	0	N	202	0	0	1	1	3	49	90	47	11	0	0	0	0	0	0	0	0	0	0	0	32.8	37.2	
1300	198	1	27	0	1	0	0	0	0	0	0	0	0	2	S	222	0	1	1	2	8	42	109	57	11	0	1	0	0	0	0	0	0	0	0	0	32.8	37.4	
1400	237	2	29	0	0	0	0	1	0	0	0	0	0	3	N	276	0	2	0	3	8	83	109	54	14	3	0	0	0	0	0	0	0	0	0	0	32.1	37.2	
1400	254	0	27	2	3	0	0	0	0	0	0	0	0	1	S	288	0	0	1	1	6	59	148	60	13	0	0	0	0	0	0	0	0	0	0	0	32.7	36.9	
1500	273	3	28	0	0	0	0	0	0	0	0	0	0	1	N	307	0	0	2	1	8	98	137	47	13	1	0	0	0	0	0	0	0	0	0	0	31.6	35.9	
1500	335	1	41	0	1	0	0	1	0	0	0	0	0	0	S	381	0	0	1	1	13	112	161	74	18	1	0	0	0	0	0	0	0	0	0	0	32	36.9	
1600	229	1	16	0	0	0	0	0	0	0	0	0	0	0	N	247	0	1	1	0	6	74	97	54	12	1	1	0	0	0	0	0	0	0	0	0	32.3	37	
1600	309	1	30	1	1	0	0	0	0	0	0	0	0	0	S	348	0	0	7	2	1	84	174	64	15	1	0	0	0	0	0	0	0	0	0	0	32.2	36.4	
1700	238	0	16	0	0	0	1	0	0	0	0	0	0	0	N	258	0	0	3	1	7	59	102	61	22	3	0	0	0	0	0	0	0	0	0	0	33.1	38.7	
1700	351	0	26	0	0	0	0	1	0	0	0	0	0	1	S	381	0	1	3	1	12	82	169	93	17	2	1	0	0	0	0	0	0	0	0	0	32.7	37.2	
1800	160	0	7	0	0	0	0	0	0	0	0	0	0	0	N	169	0	0	2	0	0	30	80	43	10	3	0	0	0	1	0	0	0	0	0	0	33.7	38	
1800	170	1	18	0	0	0	0	0	0	0	0	0	0	1	S	195	0	3	3	3	5	29	84	44	17	3	4	0	0	0	0	0	0	0	0	33.3	39.6		
1900	139	1	8	0	1	0	0	1	0	0	0	0	0	0	N	151	0	1	1	0	2	29	69	31	14	2	2	0	0	0	0	0	0	0	0	0	33.5	39.6	
1900	122	0	10	0	0	0	0	1	0	0	0	0	0	0	S	133	0	0	0	1	3	20	46	52	9	2	0	0	0	0	0	0	0	0	0	0	34.2	38.9	
2000	82	1	7	0	0	0	0	0	0	0	0	0	0	1	N	93	0	0	2	0	3	17	26	31	9	3	1	0	1	0	0	0	0	0	0	34.3	40		
2000	65	0	4	0	0	0	0	0	0	0	0	0	0	0	S	69	0	0	0	0	0	10	30	21	7	1	0	0	0	0	0	0	0	0	0	34.5	38.7		
2100	88	0	6	0	0	0	0	0	0	0	0	0	0	0	N	95	0	0	1	0	2	21	44	15	9	1	1	1	0	0	0	0	0	0	0	33.4	39.1		
2100	52	0	4	0	0	0	0	0	0	0	0	0	0	0	S	57	0	0	1	2	1	14	19	14	4	1	1	0	0	0	0	0	0	0	0	32.7	38.4		
2200	46	0	4	0	0	0	0	0	0	0	0	0	0	0	N	50	0	0	0	0	0	13	18	14	4	1	0	0	0	0	0	0	0	0	0	33.9	38.8		
2200	22	0	1	0	0	0	0	1	0	0	0	0	0	0	S	24	0	0	0	0	0	1	9	7	4	2	0	0	0	0	0	0	0	0	0	35.7	42.9		
2300	26	0	2	0	0	0	0	0	0	0	0	0	0	0	N	28	0	0	0	0	0	4	8	7	5	3	1	0	0										

13 July 2021

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Cd	Total	Vbin 0 5	Vbin 10 15	Vbin 20 25	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpp 85				
0000	9	0	3	0	0	0	0	0	0	0	0	0	0	0	N	12	0	0	0	0	1	6	3	2	0	0	0	0	0	0	0	0	0	0	34.6	42.5			
0000	14	0	2	0	0	0	0	0	0	0	0	0	0	1	S	18	0	0	1	0	0	1	4	6	3	2	1	0	0	0	0	0	0	0	37.5	45.8			
0100	4	0	1	0	0	0	0	0	0	0	0	0	0	0	N	5	0	0	0	1	0	0	0	2	1	0	1	0	0	0	0	0	0	0	37.1	-			
0100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	35	-			
0200	3	0	0	0	0	0	0	0	0	0	0	0	0	0	N	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	34.3	-			
0200	2	0	1	0	0	0	0	1	0	0	0	0	0	0	S	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	38.3	-		
0300	8	0	3	0	0	0	0	0	0	0	0	0	0	0	N	11	0	0	0	0	0	1	4	3	2	0	1	0	0	0	0	0	0	0	0	36.7	44.8		
0300	4	0	0	0	0	0	0	0	0	0	0	0	0	0	S	4	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	38.7	-			
0400	12	0	3	0	0	0	0	0	0	0	0	0	0	1	N	16	0	0	0	1	1	5	4	4	0	0	0	0	0	0	0	0	0	0	0	41.4	41.7		
0400	9	0	6	0	0	0	0	0	0	0	0	0	0	0	S	15	0	0	0	0	0	0	3	5	5	0	0	0	1	1	0	0	0	0	0	44.5	52.9		
0500	21	0	5	0	0	0	0	0	0	0	0	0	0	0	N	28	0	0	0	1	1	2	5	4	4	5	0	0	0	0	0	0	0	0	0	38.8	50.6		
0500	34	0	2	0	3	4	0	0	0	0	3	8	10	1	S	37	0	0	5	1	3	8	10	11	11	3	0	0	0	0	0	0	0	0	0	37	43.8		
0600	86	1	15	1	2	0	1	0	0	0	0	0	0	0	N	109	0	0	5	1	1	22	28	31	15	4	1	2	0	0	0	0	0	0	0	34.2	41.0		
0600	90	0	15	0	0	0	0	0	0	0	0	0	0	0	S	111	0	0	4	2	0	0	14	29	41	14	5	1	0	0	0	0	0	0	0	34.6	40.9		
0700	220	1	27	1	0	0	0	2	0	0	0	0	0	1	N	265	0	6	4	3	6	57	94	71	18	4	2	0	0	0	0	0	0	0	0	32.7	38.4		
0700	221	1	19	0	0	0	0	0	0	1	0	0	0	0	S	245	0	0	2	2	1	35	92	78	28	5	0	2	0	0	0	0	0	0	0	34.7	39.9		
0800	247	1	31	0	2	0	1	0	0	0	0	0	0	0	N	283	0	0	1	1	7	54	138	63	17	1	1	0	0	0	0	0	0	0	0	32.8	37.2		
0800	286	2	23	0	3	0	3	0	0	0	0	0	0	2	S	323	0	0	2	9	2	51	135	92	29	3	0	0	0	0	0	0	0	0	0	0	33.5	38.4	
0900	154	1	31	0	3	0	2	0	0	0	0	0	0	0	N	196	0	0	1	6	14	54	81	29	8	3	0	0	0	0	0	0	0	0	0	31.3	36.7		
0900	212	3	26	0	1	0	1	0	0	0	0	0	0	2	S	253	0	0	4	2	10	61	100	58	14	2	2	0	0	0	0	0	0	0	0	32.5	37.5		
1000	171	3	26	0	2	0	0	0	0	0	0	0	0	3	N	210	0	0	3	1	59	94	43	12	0	0	0	0	0	0	0	0	0	0	0	32.3	37.3		
1000	198	2	27	3	1	1	0	0	0	0	0	0	0	1	S	235	0	0	1	2	6	54	104	56	7	4	1	0	0	0	0	0	0	0	0	0	32.7	37	
1100	188	0	25	1	1	0	0	0	0	0	0	0	0	0	N	216	0	0	1	0	1	72	95	33	11	3	0	0	0	0	0	0	0	0	0	0	32.4	37	
1100	196	2	29	1	2	1	0	0	0	0	0	0	0	2	S	240	0	0	4	6	4	60	106	48	9	2	1	0	0	0	0	0	0	0	0	0	32	37	
1200	191	1	17	2	1	0	0	0	0	0	0	0	0	1	N	215	0	1	2	2	4	62	96	34	10	3	1	0	0	0	0	0	0	0	0	0	32	36.5	
1200	232	2	27	3	2	0	0	0	0	0	0	0	0	2	S	270	0	0	3	4	9	42	135	60	14	3	0	0	0	0	0	0	0	0	0	0	32.7	37.4	
1300	184	2	31	1	0	0	0	0	0	0	0	0	0	0	N	221	0	2	1	1	0	59	90	59	9	0	0	0	0	0	0	0	0	0	0	0	32.6	37.7	
1300	197	1	26	0	1	0	0	0	0	0	0	0	0	2	S	232	0	0	1	3	2	52	98	59	13	4	0	0	0	0	0	0	0	0	0	0	33.2	38.3	
1400	230	1	22	0	1	0	2	0	0	0	0	0	0	0	N	242	0	1	2	2	7	60	133	47	7	1	1	0	0	0	0	0	0	0	0	0	32.2	36.6	
1400	242	1	27	2	2	0	0	0	0	1	0	0	0	1	S	279	0	1	4	3	7	52	138	62	9	1	2	0	0	0	0	0	0	0	0	0	32.4	34.4	
1500	244	0	26	0	0	0	0	0	0	0	0	0	0	3	N	277	0	1	4	4	14	83	89	60	19	2	0	0	1	0	0	0	0	0	0	0	31.8	37.8	
1500	301	2	38	0	1	0	0	0	0	0	0	0	0	2	S	345	0	0	1	2	2	85	158	75	20	2	0	0	0	0	0	0	0	0	0	0	32.8	37.5	
1600	258	0	25	0	0	0	0	0	0	0	0	0	0	3	N	287	0	0	1	1	3	64	127	66	20	4	1	0	0	0	0	0	0	0	0	0	33.3	38.4	
1600	326	2	37	0	0	0	0	1	0	0	0	0	0	4	S	375	0	0	1	7	7	71	164	90	29	5	1	0	0	0	0	0	0	0	0	0	0	33.2	38
1700	265	2	21	0	0	0	0	0	0	0	0	0	0	3	N	298	0	1	4	3	5	77	119	64	19	4	2	0	0	0	0	0	0	0	0	0	32.5	37.6	
1700	335	1	26	0	1	0	0	0	0	0	0	0	0	3	S	348	0	0	5	10	6	68	164	80	31	6	0	0	0	0	0	0	0	0	0	0	33.9	37.9	
1800	211	1	14	0	0	0	0	1	0	0	0	0	0	3	N	215	0	0	5	0	2	52	83	47	18	7	1	0	0	0	0	0	0	0	0	0	33.2	39.1	
1800	194	0	14	0	0	0	0	1	0	0	0	0	0	2	S	238	0	2	6	1	5	47	88	57	27	2	2	1	0	0	0	0	0	0	0	0	33.2	39.7	
1900	166	1	8	0	0	0	0	0	0	0	0	0	0	1	N	178	0	1	1	0	6	35	67	39	24	3	0	2	0	0	0	0	0	0	0	33.9	40.2		
1900	134	0	10	0	0	0	0	0	0	0	0	0	0	2	S	147	0	0	1	1	1	18	56	46	17	2	4	1	0	0	0	0	0	0	0	0	35.3	40	
2000	124	1	8	0	0	0	0	0	0	0	1	0	0	0	N	135	0	1	0	1	0	35	40	40	14	4	0	0	0	0	0	0	0	0	0	0	33.8	39.7	
2000	138	1	10	0	0	0	0	0	0	0	0	0	0	1	S	156	0	0	2	4	0	32	58	44	10	3	1	1	1	0	0	0	0	0	0	0	33.9	38.7	
2100	76	0	5	0	0	0	0	0	0	1	0	0	0	1	N	84	0	0	1	1	2	19	28	23	8	1	0	1	0	0	0	0	0	0	0	0	33.6	39.5	
2100	97	0	11	0	0	0	0	0	0	0	0	0	0	2	S	110	0	0	0	0	29	44	22	10	3	1	0	0	0	0	0	0	0	0	0	0	33.3	38.9	
2200	56	2	0	0	0	0	0	0	0	0	0	0	0	1	N	62	0	0	1	0	0	15	21	15	6	2	1	1	0	0	0	0	0	0	0	0	34.1	40.2	
2200	113	0	5	0	0	0	0	0	0	1	0	0	0	3	S	122	0	0	0	0	2	34	60	23	0	1	1	1	0	0	0	0	0	0	0	0	32.2	35.7	
2300	39	0	2	0	0	0	0	0	0	0	0	0	0	0	N	42	0	0	1	0	1	12	8	10	4	2	1	1	0	1	1	0	0	0	0	36.1	44.9		
2300	48	0	5	0	0	0	0	0	0	0	0	0	0	0	S	53	0	0	0	0	0	10	9	22	8	1	3	0	0	0	0	0	0	0	0	0	36.5	41.4	
01-05	27	0	7	0	0	0	0	0	0	0	0	0	0																										

Report Id - CustomList-19
Site Name - Burndell Road
Description - Burndell Road, Yapton, Arundel
Direction - North East South West

14 July 2021

Time [--]	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Cd	Total	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Vbin 95	Vbin 100	Mean	Vpp 85
0000	10	0	3	0	0	0	0	0	0	0	0	0	0	0	N	13	0	0	0	0	1	3	1	5	2	0	1	0	0	0	0	0	0	0	0	0	35.9	41.4
0000	66	0	2	0	0	0	0	0	0	0	0	0	0	0	S	74	0	0	2	0	0	15	24	27	4	2	0	0	0	0	0	0	0	0	0	0	33.7	39.4
0100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	N	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0100	6	0	2	0	0	0	0	0	0	0	0	0	0	0	S	8	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-
0200	5	0	2	0	0	0	0	0	0	0	0	0	0	0	N	7	0	0	0	0	0	1	2	1	2	1	0	0	0	0	0	0	0	0	0	0	38.2	-
0200	12	0	3	0	0	0	0	0	0	0	0	0	0	0	S	16	0	1	0	0	0	2	6	3	2	2	0	0	0	0	0	0	0	0	0	0	34.8	44.6
0300	9	0	0	0	0	0	0	1	1	0	0	0	0	0	N	11	0	0	0	0	0	1	4	4	2	0	0	0	0	0	0	0	0	0	0	0	35.9	44.4
0300	13	0	2	0	0	0	0	0	0	0	0	0	0	0	S	16	0	0	1	0	1	2	3	6	2	1	0	0	0	0	0	0	0	0	0	0	34.4	43.5
0400	13	0	3	0	0	0	0	0	0	0	0	0	0	0	N	17	0	0	0	1	1	2	5	5	1	1	0	1	0	0	0	0	0	0	0	0	35.1	43.1
0400	12	0	5	0	0	0	0	0	0	0	0	0	0	1	S	19	0	0	1	0	0	1	3	7	2	3	2	0	0	0	0	0	0	0	0	0	37.8	46.1
0500	27	0	7	0	0	0	0	0	0	0	0	0	0	1	N	35	0	0	0	0	1	9	6	4	10	5	0	0	0	0	0	0	0	0	0	0	34.5	45.3
0500	39	0	1	0	0	0	0	1	0	0	0	0	0	1	S	44	0	0	1	1	0	4	13	11	5	3	6	0	0	0	0	0	0	0	0	0	37.6	49.2
0600	97	0	11	2	0	0	0	0	0	0	0	0	0	1	N	117	0	2	3	2	3	14	40	34	11	5	3	0	0	0	0	0	0	0	0	0	33.8	40.1
0600	94	0	15	0	0	0	0	0	0	0	0	0	0	1	S	112	0	0	1	2	0	8	31	39	17	8	6	0	0	0	0	0	0	0	0	0	36.9	43.2
0700	219	1	30	4	0	0	0	0	0	0	0	0	0	3	N	269	0	1	6	5	4	37	96	87	30	2	1	0	0	0	0	0	0	0	0	0	33.7	39.6
0700	217	2	24	0	0	0	1	0	1	0	0	0	0	3	S	252	0	0	1	3	1	31	103	86	20	6	1	0	0	0	0	0	0	0	0	0	34.7	39.4
0800	226	1	24	0	1	0	0	0	0	0	0	0	0	0	N	253	0	1	1	0	6	49	124	51	19	2	0	0	0	0	0	0	0	0	0	0	33	37.7
0800	308	2	27	2	0	0	0	0	0	0	0	0	0	0	S	343	0	1	3	7	15	46	146	96	26	2	1	0	0	0	0	0	0	0	0	33.2	38.1	
0900	199	0	23	1	0	0	1	0	0	0	0	0	0	0	N	226	0	1	2	0	8	40	100	45	10	0	0	0	0	0	0	0	0	0	0	32	37	
0900	229	0	20	5	0	0	2	1	0	0	0	0	0	1	S	265	0	0	5	13	2	50	106	65	22	2	0	0	0	0	0	0	0	0	0	0	32.6	38.6
1000	194	2	22	1	1	0	0	0	0	0	0	0	0	2	N	225	0	0	3	4	7	70	94	36	9	1	1	0	0	0	0	0	0	0	0	31.7	36.1	
1000	190	3	32	1	1	1	0	0	0	0	0	0	0	2	S	236	0	0	5	3	4	61	112	43	6	2	0	0	0	0	0	0	0	0	0	31.8	36.2	
1100	198	1	27	1	0	0	0	0	0	0	0	0	0	1	N	231	0	0	4	4	22	77	87	30	5	1	1	0	0	0	0	0	0	0	0	30.2	35.2	
1100	199	1	24	0	0	0	1	0	0	0	0	0	0	3	S	231	0	1	1	6	8	64	102	37	11	1	0	0	0	0	0	0	0	0	0	31.4	36.2	
1200	199	3	24	3	0	0	0	0	0	0	0	0	0	3	N	234	0	0	4	2	19	70	93	30	15	1	0	0	0	0	0	0	0	0	0	30.9	36.6	
1200	243	0	28	2	1	1	0	0	1	0	0	0	0	2	S	280	0	0	1	8	8	90	124	39	6	2	2	0	0	0	0	0	0	0	0	31.2	35.9	
1300	226	1	18	0	1	1	0	0	0	0	0	0	0	3	N	252	0	2	1	1	5	72	123	41	6	1	0	0	0	0	0	0	0	0	0	31.6	36	
1300	212	2	26	1	4	0	0	0	0	0	0	0	0	0	S	248	0	1	5	5	7	50	119	52	8	1	0	0	0	0	0	0	0	0	31.8	35.8		
1400	257	1	21	1	1	0	1	0	0	0	0	0	0	4	N	287	0	0	1	0	4	84	142	41	13	2	0	0	0	0	0	0	0	0	0	32.2	36.1	
1400	241	1	24	3	2	1	0	0	0	0	0	0	0	8	S	283	0	1	5	4	7	49	142	61	14	0	0	0	0	0	0	0	0	0	32.3	36.6		
1500	235	4	21	0	2	0	1	0	0	0	0	0	0	0	N	267	0	0	3	2	6	65	134	46	9	2	0	0	0	0	0	0	0	0	32	36.2		
1500	278	1	30	4	0	0	2	0	1	0	0	0	0	1	S	317	0	0	0	5	7	72	133	86	13	1	0	0	0	0	0	0	0	0	32.8	37.2		
1600	232	1	23	0	0	0	0	0	0	0	0	0	0	2	N	263	0	1	9	8	11	67	100	57	8	2	0	0	0	0	0	0	0	0	31.1	37		
1600	336	2	40	0	2	0	0	0	0	0	0	0	0	5	S	394	0	1	4	9	18	109	151	74	25	3	0	0	0	0	0	0	0	0	31.6	37.1		
1700	272	4	16	0	0	0	0	0	0	0	0	0	0	3	N	301	0	0	2	6	10	61	146	65	8	3	0	0	0	0	0	0	0	0	32.1	36.3		
1700	365	1	27	1	1	0	0	0	1	0	0	0	0	4	S	406	0	0	3	4	8	65	199	103	21	2	1	0	0	0	0	0	0	0	33	37.1		
1800	188	2	9	2	2	0	1	0	0	0	0	0	0	1	N	211	0	1	6	3	4	43	72	62	19	1	0	0	0	0	0	0	0	0	32.7	38.1		
1800	219	0	15	0	2	0	0	0	1	0	0	0	0	1	S	244	0	2	4	5	1	39	96	71	18	6	2	0	0	0	0	0	0	33.5	38.9			
1900	157	0	9	1	0	1	0	0	0	0	0	0	0	1	N	172	0	0	3	2	3	24	85	43	8	4	0	0	0	0	0	0	0	33.2	38.4			
1900	121	0	6	1	0	1	0	0	0	0	0	0	0	1	S	135	0	3	1	0	4	13	43	47	17	5	1	0	0	1	0	0	0	34.9	40.4			
2000	125	0	8	1	0	0	0	0	0	0	0	0	0	1	N	135	0	0	0	0	1	19	42	50	17	4	0	1	0	1	0	0	0	35.7	40.6			
2000	174	0	6	0	1	0	1	1	0	0	0	0	0	6	S	190	0	0	0	2	3	36	64	56	23	4	2	0	0	0	0	0	0	34.4	40			
2100	90	1	6	0	0	0	1	1	0	0	0	0	0	1	N	101	0	0	1	0	3	25	42	20	5	3	1	1	0	0	0	0	0	33.1	38.5			
2100	145	0	11	0	0	0	0	1	0	0	0	0	0	9	S	169	0	0	1	1	2	32	79	38	11	4	1	0	0	0	0	0	0	33.7	38.3			
2200	48	1	2	0	0	0	0	0	0	0	0	0	0	2	N	53	0	0	0	0	2	14	16	10	5	3	3	0	0	0	0	0	34.6	43.7				
2200	125	0	8	0	0	0	0	0	0	0	0	0	0	5	S	138	0	0	0	0	1	30	67	23	14	1	1	1	0	0	0	0	33.5	38.7				
2300	33	0	2	0	0	0	0	0	0	0	0	0	0	1	N	36	0	0	0	0	0	10	11	10	2	3	0	0	0	0	0	0	34.8	40.4				
2300	53	0	4	0	0	0	0	0	0	0	0	0	0	1	S	59	0	0	0	0	3	17	18	14	5	1	0	0	0	0	0	32.7	37.9					
01-05	29	0	5	0	0	0	1	1	0	0	0	0	0	1	N	37	0	0	0	2	1	5	11</															

Report Id - CustomList-19
Site Name - Burndell Road
Description - Burndell Road, Yapton, Arundel
Direction - North East South West

15 July 2021

Time [--]	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Cd	Total	Vbin 0 5 5	Vbin 10 15	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpp 85		
0000	14	0	1	0	0	0	0	0	0	0	0	0	0	0	N	15	0	0	0	0	0	1	7	3	0	0	0	0	0	0	0	0	0	0	0	35.5	42.8	
0000	52	0	4	0	0	0	0	0	0	0	0	0	0	1	S	58	0	0	1	0	1	7	15	16	7	7	3	1	0	0	0	0	0	0	0	37.1	46.1	
0100	6	0	1	0	0	0	0	0	0	0	0	0	0	0	N	7	0	0	0	0	1	0	4	0	2	0	0	0	0	0	0	0	0	0	0	34.1	-	
0100	11	0	2	0	0	0	0	0	0	0	0	0	0	0	S	13	0	0	0	0	0	2	5	0	5	0	1	0	0	0	0	0	0	0	0	37.2	43.4	
0200	7	0	1	0	0	0	0	0	0	0	0	0	0	0	N	8	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	33.1	-	
0200	13	0	1	0	1	0	0	1	0	0	0	0	0	0	S	16	0	0	0	0	1	3	6	3	2	1	0	0	0	0	0	0	0	0	0	34.3	42.7	
0300	6	0	3	0	0	0	0	0	0	0	0	0	0	0	N	9	0	0	0	0	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	35.5	-	
0300	7	0	1	0	0	0	0	0	0	0	0	0	0	0	S	8	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	0	0	0	0	33.5	-	
0400	13	0	2	1	0	0	0	0	0	0	0	0	0	1	N	17	0	0	0	2	0	1	2	10	2	0	0	0	0	0	0	0	0	0	0	34.2	40.3	
0400	10	0	8	1	0	0	0	0	1	0	0	0	0	0	S	21	0	0	1	0	0	0	4	7	4	3	2	0	0	0	0	0	0	0	0	38.2	45.5	
0500	17	0	3	1	0	0	0	0	0	1	0	0	0	0	N	24	0	0	2	0	0	4	6	2	6	1	3	0	0	0	0	0	0	0	0	34.2	49.2	
0500	45	0	1	0	1	0	0	0	0	0	0	0	0	1	S	49	0	0	1	1	0	2	7	18	11	5	3	1	0	0	0	0	0	0	0	38.9	47.2	
0600	83	0	15	0	2	0	0	0	0	0	0	0	0	2	N	107	0	2	5	0	2	7	27	37	18	5	4	0	0	0	0	0	0	0	0	35.2	41.9	
0600	102	1	21	0	0	0	0	0	0	0	0	0	0	0	S	127	0	0	3	1	0	12	41	42	21	3	4	0	0	0	0	0	0	0	0	35.7	41.5	
0700	222	3	29	4	1	0	0	1	0	0	0	0	0	1	N	269	0	0	8	3	9	56	104	70	13	5	1	0	0	0	0	0	0	0	0	0	32.5	37.7
0700	228	1	28	0	0	0	1	0	0	0	0	0	0	2	S	264	0	0	3	5	7	32	100	86	23	5	2	1	0	0	0	0	0	0	0	34	39	
0800	228	3	20	0	1	0	0	0	0	0	0	0	0	1	N	253	0	0	1	2	12	47	129	51	6	4	1	0	0	0	0	0	0	0	0	0	32.6	36.8
0800	395	0	34	1	0	0	0	1	0	0	0	0	0	1	S	489	0	1	4	7	19	74	211	98	22	2	1	0	0	0	0	0	0	0	0	32.5	37.5	
0900	219	0	18	0	0	0	0	0	0	0	0	0	0	2	N	246	0	3	5	3	7	82	102	32	12	0	0	0	0	0	0	0	0	0	0	30.6	35.9	
0900	302	1	24	1	0	0	1	1	0	0	0	0	0	1	S	334	0	0	3	4	4	73	151	74	22	3	0	0	0	0	0	0	0	0	0	32.8	37.8	
1000	222	3	22	0	2	0	0	0	0	0	0	0	0	2	N	256	0	2	2	4	7	74	120	39	8	0	0	0	0	0	0	0	0	0	0	31.2	35.8	
1000	237	0	21	2	1	0	0	0	0	0	0	0	0	5	S	271	0	0	4	1	2	49	126	68	19	2	0	0	0	0	0	0	0	0	0	33.4	37.6	
1100	231	1	27	1	0	0	0	0	0	0	0	0	0	4	N	271	0	1	4	3	9	84	107	51	10	2	0	0	0	0	0	0	0	0	0	31.7	37.1	
1100	205	2	30	1	2	0	0	0	0	0	0	0	0	5	S	249	0	0	2	3	6	59	108	52	16	3	0	0	0	0	0	0	0	0	0	0	32.7	37.6
1200	191	0	20	0	0	0	0	1	1	0	0	0	0	1	N	218	0	2	5	6	12	74	84	25	8	1	1	0	0	0	0	0	0	0	0	30.4	35.5	
1200	206	0	35	0	1	0	1	0	0	0	0	0	0	1	S	248	1	0	7	4	2	44	115	52	21	1	1	0	0	0	0	0	0	0	0	32.6	38.7	
1300	232	1	28	1	0	0	0	0	1	0	0	0	0	3	N	272	0	2	5	1	12	73	95	58	24	1	1	0	0	0	0	0	0	0	0	32.2	38.2	
1300	191	1	18	3	0	0	0	1	1	0	0	0	0	5	S	225	0	0	4	3	1	37	95	24	7	2	0	0	1	0	0	0	0	0	0	33	37.5	
1400	274	1	24	1	1	0	0	0	0	0	0	0	0	2	N	305	0	1	2	0	5	75	141	58	18	4	1	0	0	0	0	0	0	0	0	32.7	37.7	
1400	267	0	31	1	0	0	0	0	0	0	0	0	0	0	S	301	0	0	1	4	2	66	159	56	10	1	2	0	0	0	0	0	0	0	0	32.5	36.3	
1500	242	0	24	0	1	0	0	0	0	0	0	0	0	0	N	270	0	1	4	1	5	85	107	55	11	0	0	0	1	0	0	0	0	0	0	31.9	37.1	
1500	310	1	40	1	7	0	1	0	0	0	0	0	0	0	S	363	0	0	4	6	7	75	158	90	17	3	1	0	0	1	0	1	0	0	0	33	37.7	
1600	220	2	18	0	1	0	0	0	0	0	0	0	0	1	N	244	0	0	4	1	7	72	93	51	15	0	1	0	0	0	0	0	0	0	0	32.1	37.6	
1600	336	1	34	1	1	0	1	0	0	0	0	0	0	5	S	381	0	0	1	2	3	95	171	86	18	5	0	0	0	0	0	0	0	0	0	0	32.9	37.6
1700	239	1	23	0	1	0	1	0	0	0	0	0	0	7	N	278	0	2	2	4	13	74	102	60	18	2	0	0	1	0	0	0	0	0	0	0	32.1	37.6
1700	336	3	21	1	0	0	0	1	0	0	0	0	0	1	S	371	0	5	3	4	5	68	175	82	25	4	0	0	0	0	0	0	0	0	0	0	32.8	37.8
1800	195	0	14	0	0	1	0	0	0	0	0	0	0	2	N	216	0	0	2	2	6	60	73	49	16	5	3	0	0	0	0	0	0	0	0	0	33.2	39.4
1800	208	1	14	0	0	0	0	1	1	0	0	0	0	4	S	237	0	2	6	3	7	47	88	60	19	5	0	0	0	0	0	0	0	0	0	0	32.5	38.1
1900	150	1	11	0	0	0	0	0	0	0	0	0	0	1	N	164	0	0	1	1	1	20	72	43	19	5	2	0	0	0	0	0	0	0	0	0	34.7	40.5
1900	137	0	12	0	0	0	0	0	0	0	0	0	0	0	S	152	0	0	0	1	3	16	71	43	10	3	5	0	0	0	0	0	0	0	0	34.8	39.1	
2000	126	1	9	0	0	0	0	0	0	0	0	0	0	2	N	138	0	0	0	2	0	44	38	41	9	3	1	0	0	0	0	0	0	0	0	33.4	38.9	
2000	159	0	13	0	0	0	0	0	0	0	0	0	0	5	S	179	0	0	1	2	2	18	74	57	17	4	1	2	0	1	0	0	0	0	0	35	39.8	
2100	107	0	5	0	0	0	0	0	0	0	0	0	0	2	N	116	0	0	2	1	2	34	37	31	7	1	1	0	0	0	0	0	0	0	0	32.5	37.9	
2100	163	1	10	0	0	0	0	0	0	1	0	0	0	2	S	180	0	0	2	0	2	45	61	53	11	5	1	0	0	0	0	0	0	0	0	0	33.6	38.7
2200	62	0	4	0	0	0	0	0	0	0	0	0	0	0	N	66	0	0	0	1	1	17	31	11	5	0	0	0	0	0	0	0	0	0	0	32.3	37.9	
2200	100	0	2	0	0	0	0	0	0	0	0	0	0	7	S	110	0	0	0	1	0	27	55	22	4	0	1	0	0	0	0	0	0	0	0	32.5	37.1	
2300	27	0	3	0	0	0	0	0	0	0	0	0	0	2	N	32	0	0	1	0	3	6	11	4	1	2	2	2	0	0	0	0	0	0	0	34.6	47.1	
2300	54	0	4	0	0	0	0	0	0	0	0	0	0	3	S	61	0	0	0	0	0	11	22	18	8	2</												

Report Id - CustomList-19
Site Name - Burndell Road
Description - Burndell Road, Yapton, Arundel
Direction - North East South West

16 July 2021

Time [--]	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Cd	Total	Vbin 0 5 5	Vbin 5 10 15	Vbin 10 15 20	Vbin 15 20 25	Vbin 20 25 30	Vbin 25 30 35	Vbin 30 35 40	Vbin 35 40 45	Vbin 40 45 50	Vbin 45 50 55	Vbin 50 55 60	Vbin 55 60 65	Vbin 60 65 70	Vbin 65 70 75	Vbin 70 75 80	Vbin 75 80 85	Vbin 80 85 90	Vbin 85 90 95	Vbin 90 95 100	Mean	Vpp 85			
0000	18	0	1	0	0	0	0	0	0	0	0	0	0	0	N	19	0	0	0	0	0	4	3	8	1	2	0	0	1	0	0	0	0	0	0	0	38.1	46.9		
0000	41	0	2	0	1	0	0	0	0	0	0	0	0	1	S	46	0	0	2	0	0	3	14	15	7	3	2	0	0	0	0	0	0	0	0	0	35.9	42.9		
0100	7	0	0	0	0	0	0	0	0	0	0	0	0	0	N	7	0	0	0	1	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-		
0100	21	0	4	0	0	0	0	0	0	1	0	0	0	0	S	26	0	0	0	0	0	4	7	9	3	2	0	0	1	0	0	0	0	0	0	0	37.5	43.9		
0200	10	0	1	0	0	0	0	0	0	0	0	0	0	0	N	11	0	0	0	0	0	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	32.4	38.3		
0200	9	0	1	0	0	0	0	0	0	0	0	0	0	0	S	11	0	0	1	0	0	2	2	0	3	2	1	0	0	0	0	0	0	0	0	0	36.6	46.5		
0300	7	0	2	0	0	0	0	0	0	0	0	0	0	0	N	9	0	0	0	0	0	1	3	1	3	1	0	0	0	0	0	0	0	0	0	0	37.4	-		
0300	8	0	3	0	0	0	0	0	0	0	0	0	0	0	S	11	0	0	0	0	0	2	4	2	0	1	0	0	0	0	0	0	0	0	0	0	36.9	45.2		
0400	18	0	4	0	0	0	0	1	0	0	0	0	0	1	N	24	0	0	0	1	0	1	2	11	5	2	1	1	0	0	0	0	0	0	0	0	39.3	48		
0400	5	0	6	1	0	0	0	0	0	0	0	0	0	0	S	13	0	0	1	0	0	0	1	2	5	2	1	1	0	0	0	0	0	0	0	0	40.8	50		
0500	19	0	7	0	0	0	0	1	0	0	0	0	0	1	N	31	0	1	2	0	1	3	10	5	3	4	0	2	0	0	0	0	0	0	0	0	34.3	46.3		
0500	36	0	3	0	0	0	0	0	0	0	0	0	0	0	S	39	0	0	0	0	0	1	8	17	7	0	4	2	0	0	0	0	0	0	0	0	39.4	49.9		
0600	75	0	14	0	0	0	0	0	0	0	0	0	0	3	N	98	0	1	4	2	2	13	34	22	10	7	2	1	0	0	0	0	0	0	0	0	34.1	41.8		
0600	82	0	12	0	0	1	0	0	0	0	0	0	0	2	S	99	0	0	1	2	0	4	26	33	18	10	4	1	0	0	0	0	0	0	0	0	0	37.6	45.1	
0700	212	3	22	1	0	0	1	0	0	0	0	0	0	1	N	243	0	0	2	4	4	46	82	73	21	8	3	0	0	0	0	0	0	0	0	0	0	34	39.6	
0700	210	2	23	0	0	0	0	0	0	0	0	0	0	2	S	242	0	0	2	3	0	28	80	74	40	12	2	1	0	0	0	0	0	0	0	0	0	35.8	41.3	
0800	220	2	26	0	0	0	0	1	0	0	0	0	0	2	N	251	0	0	0	0	8	66	113	47	11	4	2	0	0	0	0	0	0	0	0	0	0	32.7	36.8	
0800	268	1	19	1	2	0	1	0	0	0	0	0	1	3	S	300	0	0	5	4	11	52	120	89	35	3	1	0	0	0	0	0	0	0	0	0	35.6	39.4		
0900	200	0	18	1	0	0	0	0	0	0	0	0	0	5	N	227	0	1	1	1	9	76	86	40	11	2	0	0	0	0	0	0	0	0	0	0	0	31.7	36.3	
0900	244	0	30	0	1	0	0	1	0	0	0	0	0	2	S	282	0	1	3	8	5	55	123	63	16	7	1	0	0	0	0	0	0	0	0	0	0	32.8	37.7	
1000	207	3	26	0	1	0	0	0	1	0	0	0	0	3	N	244	0	3	1	5	5	53	99	56	16	5	1	0	0	0	0	0	0	0	0	0	0	32.6	38.1	
1000	236	1	22	0	0	0	0	0	0	0	0	0	0	2	S	263	0	0	2	2	4	36	116	83	15	3	1	1	0	0	0	0	0	0	0	0	0	33.8	37.8	
1100	194	0	29	1	2	0	1	0	0	0	0	0	0	3	N	230	0	1	0	3	9	55	86	56	16	4	0	0	0	0	0	0	0	0	0	0	0	32.8	38.7	
1100	291	2	31	1	1	0	1	0	0	0	0	0	0	4	S	334	0	0	4	3	2	43	146	100	31	2	1	2	0	0	0	0	0	0	0	0	0	34.1	38.7	
1200	273	3	32	2	0	1	0	0	0	0	0	0	0	2	N	317	0	0	4	5	8	74	136	73	15	2	0	0	0	0	0	0	0	0	0	0	0	32.4	37.3	
1200	305	3	38	0	2	0	0	0	0	0	0	0	0	6	S	361	0	1	4	8	16	75	142	90	18	6	1	0	0	0	0	0	0	0	0	0	0	32.5	37.7	
1300	390	4	31	0	2	0	0	0	0	0	0	0	0	4	N	432	0	1	2	3	18	195	144	57	11	1	0	0	0	0	0	0	0	0	0	0	0	30.4	35.1	
1300	315	0	34	1	4	0	0	0	0	1	0	0	0	7	S	366	0	1	2	13	13	98	152	65	20	2	0	0	0	0	0	0	0	0	0	0	0	31.7	36.9	
1400	312	2	27	0	4	0	1	1	0	0	0	0	0	3	N	362	0	0	4	4	35	118	125	58	5	2	1	0	0	0	0	0	0	0	0	0	0	30.5	35.7	
1400	378	1	39	2	2	0	1	1	0	0	0	0	0	3	S	429	0	0	2	12	25	130	181	68	7	3	0	1	0	0	0	0	0	0	0	0	0	31	35.6	
1500	274	2	28	1	0	0	1	1	0	0	0	0	0	5	N	314	0	0	0	2	4	79	147	59	20	3	0	0	0	0	0	0	0	0	0	0	0	32.8	36.6	
1500	383	0	38	0	0	0	1	1	1	0	0	0	0	5	S	432	0	0	2	4	3	60	196	134	26	6	1	0	0	0	0	0	0	0	0	0	0	33.9	38.3	
1600	244	2	19	0	0	1	0	0	0	0	0	0	0	2	N	271	0	0	4	1	2	65	120	54	19	4	0	1	0	0	0	1	0	0	0	0	0	33.2	37.9	
1600	411	0	34	1	2	0	0	0	0	0	0	0	0	5	S	465	0	1	1	0	8	76	174	158	27	9	1	0	0	0	0	0	0	0	0	0	0	34.1	38.9	
1700	239	0	8	0	0	0	2	0	0	0	0	0	0	0	N	261	0	0	1	0	7	43	93	75	25	3	4	0	0	0	0	0	0	0	0	0	0	34.3	39.4	
1700	364	2	25	0	1	0	0	0	1	0	0	0	0	3	S	401	0	1	4	3	4	48	192	115	27	4	3	0	0	0	0	0	0	0	0	0	0	0	33.7	38.4
1800	232	0	11	0	0	0	1	0	1	0	0	0	0	4	N	252	0	0	2	0	7	54	111	51	22	4	1	0	0	0	0	0	0	0	0	0	0	33.3	38.3	
1800	233	0	15	0	0	0	0	0	0	0	0	0	0	4	S	256	0	1	3	0	7	44	118	55	19	7	1	0	1	0	0	0	0	0	0	0	35.4	39.1		
1900	168	0	13	0	0	0	0	1	0	0	0	0	0	0	N	186	0	0	3	1	0	36	65	61	13	4	3	0	0	0	0	0	0	0	0	0	34.1	39.3		
1900	161	1	10	0	0	0	1	0	0	0	0	0	0	0	S	173	0	0	2	0	1	23	53	59	20	10	4	0	1	0	0	0	0	0	0	0	35.8	41.7		
2000	143	0	7	1	0	0	0	1	1	0	0	0	0	1	N	155	0	0	1	0	2	31	59	40	17	3	0	1	0	0	1	0	0	0	0	0	34.1	39.5		
2000	167	0	8	0	0	0	0	0	0	0	0	0	0	0	S	176	0	0	1	1	0	28	51	62	25	6	1	1	0	0	0	0	0	0	0	0	35.7	41		
2100	108	0	4	0	0	0	0	0	0	0	0	0	0	0	N	112	0	0	0	0	1	19	39	36	11	3	2	1	0	0	0	0	0	0	0	0	35.1	40.1		
2100	194	1	14	0	0	0	0	0	0	2	0	0	0	2	S	217	0	0	4	0	1	59	88	46	14	3	2	0	0	0	0	0	0	0	0	0	0	32.8	37.6	
2200	72	0	4	0	0	0	0	0	0	0	0	0	0	0	N	76	0	0	0	0	1	30	27	13	5	0	0	0	0	0	0	0	0	0	0	0	31.8	36.7		
2200	126	0	9	0	0	0	0	0	0	0	0	0	0	1	S	136	0	0	0	0	0	23	74	32	5	1	0	0	0											

17 July 2021

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Cd	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Vbin 95	Vbin 100	Mean	Vpp 85	
0000	23	0	1	0	0	0	0	0	0	0	0	0	0	0	N	24	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	35.6	41.5	
0000	65	1	3	0	0	0	0	0	0	0	0	0	0	1	N	70	0	0	1	0	0	6	34	14	8	5	1	0	0	0	1	0	0	0	0	0	0	0	35.4	42
0100	8	0	2	0	0	0	0	1	1	0	0	0	0	0	N	12	0	0	0	1	0	0	1	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	37.4	45.6
0100	26	0	0	0	0	0	0	0	0	0	0	0	0	0	S	24	0	0	0	0	0	3	6	8	5	3	0	0	0	0	0	0	0	0	0	0	0	37.8	46.4	
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	N	4	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	45.7	-	
0200	13	0	1	0	0	0	0	0	0	0	0	0	0	0	N	14	0	0	0	0	0	0	1	7	2	0	1	0	1	0	0	0	0	0	0	0	0	39.3	48.6	
0300	7	0	0	0	0	0	0	0	0	0	0	0	0	0	N	7	0	0	0	0	0	0	1	3	1	0	2	0	0	0	0	0	0	0	0	0	0	40.7	-	
0300	7	0	2	1	0	0	0	0	0	0	0	0	0	0	N	10	0	0	0	0	0	0	0	4	5	0	0	1	0	0	0	0	0	0	0	0	0	41.4	-	
0400	10	0	2	0	0	0	0	0	0	0	0	0	0	0	N	12	0	0	0	0	0	0	2	5	2	2	1	0	0	0	0	0	0	0	0	0	0	40.7	47.2	
0400	5	0	3	0	0	0	0	0	0	0	0	0	0	1	N	9	0	0	1	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-	
0500	13	0	1	0	0	0	0	0	0	0	0	0	0	3	N	17	0	0	0	0	0	0	3	7	2	4	0	1	0	0	0	0	0	0	0	0	0	36.3	44	
0600	9	0	0	0	0	0	0	0	0	0	0	0	0	1	N	11	0	0	0	0	0	1	4	2	2	4	0	0	0	0	0	0	0	0	0	0	0	37	44.1	
0600	35	0	3	0	0	0	0	0	0	0	0	0	0	2	N	40	0	1	1	2	1	5	9	11	6	3	3	1	0	0	0	0	0	0	0	0	0	34.4	43.6	
0600	55	0	5	0	0	0	0	0	0	0	0	0	0	0	N	61	0	0	1	0	0	2	13	19	17	6	2	1	0	0	0	0	0	0	0	0	0	38.7	44.8	
0700	70	1	11	0	0	0	0	0	0	0	0	0	0	1	S	86	0	1	5	0	3	15	26	27	4	4	1	0	0	0	0	0	0	0	0	0	0	32.8	38.5	
0700	126	2	14	0	0	0	0	0	0	0	0	0	0	1	S	148	0	0	3	6	3	17	42	50	20	3	2	2	0	0	0	0	0	0	0	0	0	34.7	40.9	
0800	127	1	10	0	0	0	0	0	0	0	0	0	0	1	N	143	0	0	2	2	5	31	61	30	8	3	1	0	0	0	0	0	0	0	0	0	0	32.8	38.2	
0800	221	1	15	0	0	0	0	0	0	0	0	0	0	1	N	247	0	1	6	5	2	34	104	75	19	0	1	0	0	0	0	0	0	0	0	0	0	33.2	38.2	
0900	215	0	15	0	0	0	0	0	0	0	0	0	0	1	N	235	0	0	1	5	6	61	110	47	4	1	0	0	0	0	0	0	0	0	0	0	0	31.7	36.1	
0900	322	1	13	0	0	0	0	0	0	0	0	0	0	1	S	350	0	1	2	10	8	56	180	95	17	1	0	0	0	0	0	0	0	0	0	0	32.9	38.1		
1000	252	0	16	0	0	0	0	0	0	0	0	0	0	4	S	277	0	0	5	4	3	78	126	47	12	2	0	0	0	0	0	0	0	0	0	0	31.9	36.2		
1000	293	2	18	0	0	0	0	0	0	0	0	0	0	4	S	321	0	1	1	2	2	40	184	59	28	3	1	0	0	0	0	0	0	0	0	0	0	33.6	37.4	
1100	292	1	14	0	0	0	0	0	0	0	0	0	0	0	N	310	0	0	5	1	7	76	141	64	11	3	1	1	0	0	0	0	0	0	0	0	32.3	36.8		
1100	297	0	18	0	2	0	0	0	0	0	0	0	0	6	S	327	0	0	6	4	4	57	145	91	16	4	0	0	0	0	0	0	0	0	0	0	0	33	38	
1200	264	3	14	0	3	0	0	0	0	0	0	0	0	13	S	304	0	1	1	5	18	66	115	78	14	3	2	1	0	0	0	0	0	0	0	0	32.5	37.6		
1200	275	2	10	0	0	0	0	0	0	0	0	0	0	4	S	296	0	0	4	4	5	32	140	82	24	5	0	0	0	0	0	0	0	0	0	0	33.8	38		
1300	191	2	13	0	1	0	1	0	0	0	0	0	0	4	N	216	0	0	2	1	2	29	92	66	19	2	3	0	0	0	0	0	0	0	0	0	0	34.4	39.1	
1300	245	2	10	0	0	0	0	0	0	0	0	0	0	8	S	272	0	0	2	0	1	26	112	100	22	8	0	0	0	0	0	0	0	0	0	0	34.8	39		
1400	220	1	10	0	0	0	0	0	0	0	0	0	0	5	N	219	0	1	2	5	5	20	96	46	15	2	6	0	0	0	0	0	0	0	0	0	34	39.5		
1400	199	2	8	0	0	0	0	0	0	0	0	0	0	3	S	216	0	0	2	4	2	33	87	60	24	3	1	0	0	0	0	0	0	0	0	0	34	39.5		
1500	199	0	9	0	0	0	0	0	0	0	0	0	0	3	N	219	0	1	4	5	7	54	84	45	16	3	0	0	0	0	0	0	0	0	0	0	32.1	37.9		
1500	204	2	12	0	1	0	1	0	0	0	0	0	0	6	S	233	0	0	3	7	7	34	107	59	10	4	0	1	1	0	0	0	0	0	0	0	32.9	37.8		
1600	200	1	9	0	0	0	0	0	0	0	0	0	0	4	N	215	0	0	1	0	7	49	88	53	15	2	0	0	0	0	0	0	0	0	0	0	33	38.4		
1600	192	1	9	0	1	0	0	0	0	0	0	0	0	1	N	206	0	0	2	3	3	46	93	38	14	5	2	0	0	0	0	0	0	0	0	0	33.1	38.5		
1700	225	2	4	0	0	0	0	0	0	0	0	0	0	4	N	237	0	0	2	0	1	51	110	45	20	8	0	0	0	0	0	0	0	0	0	0	33.5	38.9		
1700	198	0	8	1	0	0	1	0	0	0	0	0	0	1	S	212	0	3	1	0	2	31	84	63	20	3	0	0	0	0	0	0	0	0	0	0	34.3	39.4		
1800	179	1	7	0	0	0	0	0	0	0	0	0	0	3	N	192	0	2	1	1	1	35	66	45	17	4	0	0	0	0	0	0	0	0	0	0	34.1	39.4		
1800	170	0	10	0	0	0	0	0	0	0	0	0	0	2	S	184	0	0	3	1	0	34	71	48	21	5	1	0	0	0	0	0	0	0	0	0	34.1	40		
1900	150	0	5	0	0	0	0	0	0	0	0	0	0	1	S	161	0	0	5	1	0	35	51	44	21	2	0	2	0	0	0	0	0	0	0	0	33.9	40.2		
1900	136	0	8	0	0	0	0	0	0	0	0	0	0	1	S	146	0	0	0	0	1	18	48	54	17	6	1	0	1	0	0	0	0	0	0	35.9	40.9			
2000	130	0	5	0	1	0	0	0	0	0	0	0	0	0	N	136	0	0	0	0	2	31	46	37	11	2	4	1	0	0	0	0	0	0	0	34	39.3			
2000	121	0	4	0	0	0	0	0	0	0	0	0	0	1	S	127	0	0	0	0	1	2	17	51	28	14	8	6	0	0	0	0	0	0	0	35.4	42.4			
2100	87	0	5	0	0	0	0	0	0	0	0	0	0	0	N	92	0	0	0	0	1	19	33	27	8	3	0	0	1	0	0	0	0	0	0	34.7	39.4			
2100	88	0	0	0	0	0	0	0	0	0	0	0	0	2	N	87	0	0	0	0	2	14	28	30	8	2	1	1	0	0	0	0	0	0	35	39.6				
2200	56	0	0	0	0	0	0	0	0	0	0	0	0	0	N	67	0	2	4	0	1	15	21	16	3	0	0	0	0	0	0	0	0	0	0	33.8	38.1			
2200	62	0	3	0	0	0	0	0	0	0	0	0	0	2	N	67	0	0	0	0	2	11	25	12	11	2	3	0	1	0	0	0	0	0	0	35.7	43.2			
2300	48	0	4	0	0	0	0	0	0	0	0	0	0	0	S	53	0	0	1	0	1	10	22	13	4	2	0	0	0	0	0	0	0	0	0	33.5	39.1			
2300	39	0	1	0	0	0	0	0	0	0	0	0	0	0	N	40																								

Report Id - CustomList-19
Site Name - Burndell Road
Description - Burndell Road, Yapton, Arundel
Direction - North East South West

Grand Total

Time [--]	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Cd	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Vbin 95	Mean	Vpp 85
--	21736	116	1925	45	52	5	25	18	13	1	0	0	227	365	N	24528	0	5	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	32.7	37.9
--	25529	102	2263	62	81	8	27	22	21	2	0	1	285	397	S	28800	1	48	291	361	497	5328	12136	7341	2108	473	160	38	11	6	0	1	0	0	0	0	33.4	38.5



Appendix D

Site Layout



Romsey T: 01794 367703
Portishead T: 01275 407000
London T: 01794 367703

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Rev	Description
P1	Preliminary Issue
P2	Amendments to layout to accommodate parking requirements
P3	Updated to Latest Layout
P4	Updated to Latest Layout

Date	Au	Ch
07.03.25	GR/SP	~/-/
12.03.25	GR/SP	CW
23.02.26	IW/BC	AL
14.04.26	IW/BC	

Project Burndell Road, Yapton
Drawing Illustrative Masterplan - 01

Client	EDGE BP	Date	07.03.25
Job no.	EDGE240620	Rev.	P3
Dwg no.	IMP-01	Scale	1:500@A1
Author	GR/SP	Checked	CW
Status	PRELIMINARY	Office	Romsey
Client ref.	-		





Appendix E

TRICS

Audit Code: c23bd066-7c43-4f90-8e68-234213c92ad5

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	5 days
	HC	HAMPSHIRE	7 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	2 days
	MW	MEDWAY	1 day
	SC	SURREY	1 day
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	3 days
	DV	DEVON	1 day
	GS	GLOUCESTERSHIRE	1 day
	SD	SWINDON	1 day
	SM	SOMERSET	1 day
	TB	TORBAY	1 day
04	EAST ANGLIA		
	NF	NORFOLK	9 days
	PB	PETERBOROUGH	1 day
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 day
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 day
	WO	WORCESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 day
	LC	LANCASHIRE	1 day
09	NORTH		
	DH	DURHAM	2 days
	IM	ISLE OF MAN	2 days
10	WALES		
	PS	POWYS	1 day
	VG	VALE OF GLAMORGAN	1 day
11	SCOTLAND		
	HI	HIGHLAND	1 day
13	MUNSTER		
	TI	TIPPERARY	1 day
14	LEINSTER		
	CC	CARLOW	1 day
	ME	MEATH	1 day
	WC	WICKLOW	1 day
15	GREATER DUBLIN		
	DL	DUBLIN	1 day
16	ULSTER (REPUBLIC OF IRELAND)		
	MG	MONAGHAN	1 day

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

Audit Code: c23bd066-7c43-4f90-8e68-234213c92ad5

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:	DWELLS
Actual Range:	6 to 99 (units:DWELLS)
Range Selected by User:	6 to 100 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/05/15 to 26/11/25

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:	
Friday	5 days
Monday	13 days
Thursday	10 days
Tuesday	14 days
Wednesday	21 days

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

Selected survey types:	
Manual count	60
Direction ATC Count	3

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:	
Edge of Town	45 days
Suburban Area	18 days

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:	
No Sub Category	3 days
Out of Town	2 days
Residential Zone	58 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	7 days
Servicing vehicles Included	12 days
Servicing vehicles Unknown	44 days

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Secondary Filtering Selection:

Use Class:

C3	63 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

214 - 8064

Population within 1 mile:

1,001 to 5,000	5 surveys
10,001 to 15,000	20 surveys
15,001 to 20,000	11 surveys
20,001 to 25,000	5 surveys
25,001 to 50,000	4 surveys
5,001 to 10,000	18 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	19 surveys
25,001 to 50,000	13 surveys
5,001 to 25,000	10 surveys
50,001 to 75,000	13 surveys
75,001 to 100,000	7 surveys

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	18 surveys
1.1 to 1.5	43 surveys
1.6 to 2.0	2 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	37 surveys
No	1 surveys
No	1 surveys
Yes	24 surveys

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	63 surveys
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This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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



Audit Code: c23bd066-7c43-4f90-8e68-234213c92ad5

1 LONDON ROAD NORTHWICH LEFTWICH Suburban Area Residential Zone Number of dwellings: 24.00 DWELLS Survey date: Thursday 06/06/2019	AC-03-A-04	TOWN HOUSES	CHESHIRE WEST & CHESTER	Survey Type: Manual
2 R417 ANTHY ROAD CARLOW Edge of Town Residential Zone Number of dwellings: 23.00 DWELLS Survey date: Wednesday 25/05/2016	CC-03-A-01	DETACHED HOUSES	CARLOW	Survey Type: Manual
3 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Number of dwellings: 73.00 DWELLS Survey date: Tuesday 27/06/2023	CT-03-A-03	MIXED HOUSES	CENTRAL BEDFORDSHIRE	Survey Type: Manual
4 A350 SHAFTESBURY Edge of Town No Sub Category Number of dwellings: 50.00 DWELLS Survey date: Friday 19/11/2021	DC-03-A-09	MIXED HOUSES	DORSET	Survey Type: Manual
5 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Number of dwellings: 26.00 DWELLS Survey date: Wednesday 09/11/2022	DC-03-A-10	MIXED HOUSES	DORSET	Survey Type: Manual
6 RYLANDS AVENUE WEYMOUTH WYKE REGIS Suburban Area Residential Zone Number of dwellings: 17.00 DWELLS Survey date: Tuesday 06/05/2025	DC-03-A-12	PRIVATELY OWNED HOUSES	DORSET	Survey Type: Manual
7 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area Residential Zone Number of dwellings: 50.00 DWELLS Survey date: Tuesday 28/03/2017	DH-03-A-01	SEMI DETACHED	DURHAM	Survey Type: Manual
8 PILGRIMS WAY DURHAM Edge of Town Residential Zone	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM	

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Number of dwellings: 57.00 DWELLS
Survey date: Friday 19/10/2018

Survey Type: Manual

9 DL-03-A-10 SEMI DETACHED & DETACHED DUBLIN
R124
MALAHIDE
SAINT HELENS
Edge of Town
Residential Zone
Number of dwellings: 65.00 DWELLS
Survey date: Wednesday 20/06/2018

Survey Type: Manual

10 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON
Suburban Area
Residential Zone
Number of dwellings: 70.00 DWELLS
Survey date:

Survey Type: Manual

11 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Number of dwellings: 99.00 DWELLS
Survey date: Wednesday 05/06/2019

Survey Type: Manual

12 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Number of dwellings: 91.00 DWELLS
Survey date: Thursday 07/11/2019

Survey Type: Manual

13 ES-03-A-13 DETACHED HOUSES EAST SUSSEX
A265
HEATHFIELD
Edge of Town
Residential Zone
Number of dwellings: 36.00 DWELLS
Survey date:

Survey Type: Manual

14 ES-03-A-20 DETACHED & SEMI-DETACHED EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Number of dwellings: 13.00 DWELLS
Survey date: Wednesday 06/11/2024

Survey Type: Manual

15 ES-03-A-22 MIXED HOUSES EAST SUSSEX
THE FAIRWAY
NEWHAVEN
Edge of Town
Residential Zone
Number of dwellings: 85.00 DWELLS
Survey date: Tuesday 22/04/2025

Survey Type: Manual

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16 GREEN LANE TEWKESBURY Suburban Area Residential Zone Number of dwellings: 24.00 DWELLS Survey date: Thursday 10/10/2024	GS-03-A-03	PRIVATLEY OWNED HOUSES	GLOUCESTERSHIRE	Survey Type: Manual
17 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Number of dwellings: 39.00 DWELLS Survey date: Tuesday 13/11/2018	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE	Survey Type: Manual
18 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Number of dwellings: 40.00 DWELLS Survey date: Wednesday 31/10/2018	HC-03-A-22	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
19 CANADA WAY LIPHOOK Suburban Area Residential Zone Number of dwellings: 62.00 DWELLS Survey date: Tuesday 19/11/2019	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
20 DAIRY ROAD ANDOVER Edge of Town Residential Zone Number of dwellings: 73.00 DWELLS Survey date: Tuesday 16/11/2021	HC-03-A-27	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
21 KILN ROAD LIPHOOK Edge of Town Residential Zone Number of dwellings: 44.00 DWELLS Survey date: Friday 07/10/2022	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
22 REDFIELDS LANE FLEET CHURCH CROOKHAM Edge of Town Residential Zone Number of dwellings: 50.00 DWELLS Survey date: Wednesday 27/03/2024	HC-03-A-37	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
23 FINKLEY FARM ROAD ANDOVER Edge of Town	HC-03-A-45	MIXED HOUSES & FLATS	HAMPSHIRE	



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Residential Zone

Number of dwellings: 68.00 DWELLS

Survey date:

Survey Type: Manual

24	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
HOLMSIDE RISE			
WATFORD			
SOUTH OXHEY			
Edge of Town			
Residential Zone			
Number of dwellings: 8.00 DWELLS			
Survey date:			
Survey Type: Manual			

25	HF-03-A-07	MIXED HOUSES & BUNGALOWS	HERTFORDSHIRE
BAKER STREET			
POTTERS BAR			
Suburban Area			
Residential Zone			
Number of dwellings: 92.00 DWELLS			
Survey date:			
Survey Type: Manual			

26	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
KING BRUDE ROAD			
INVERNESS			
SCORGUIE			
Suburban Area			
Residential Zone			
Number of dwellings: 40.00 DWELLS			
Survey date: Wednesday 23/03/2016			
Survey Type: Manual			

27	IM-03-A-04	MIXED HOUSES	ISLE OF MAN
NEW CASTLETOWN ROAD			
DOUGLAS			
Suburban Area			
Residential Zone			
Number of dwellings: 73.00 DWELLS			
Survey date:			
Survey Type: Manual			

28	IM-03-A-05	MIXED HOUSES	ISLE OF MAN
SCARLETT ROAD			
CASTLETOWN			
Edge of Town			
Residential Zone			
Number of dwellings: 45.00 DWELLS			
Survey date: Tuesday 21/05/2024			
Survey Type: Manual			

29	KC-03-A-03	MIXED HOUSES & FLATS	KENT
HYTHE ROAD			
ASHFORD			
WILLESBOROUGH			
Suburban Area			
Residential Zone			
Number of dwellings: 51.00 DWELLS			
Survey date: Thursday 14/07/2016			
Survey Type: Manual			

30	KC-03-A-16	MIXED HOUSES & FLATS	KENT
A20			
ASHFORD			
ORCHARD HEIGHTS			
Edge of Town			
Residential Zone			
Number of dwellings: 61.00 DWELLS			
Survey date: Wednesday 15/10/2025			
Survey Type: Manual			

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31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Number of dwellings: 32.00 DWELLS Survey date: Friday 17/11/2017	LC-03-A-31	DETACHED HOUSES	LANCASHIRE	Survey Type: Manual
32 R155 RATOATH Edge of Town Residential Zone Number of dwellings: 42.00 DWELLS Survey date: Wednesday 30/10/2024	ME-03-A-01	PRIVATELY OWNED HOUSES	MEATH	Survey Type: Manual
33 ORIEL WAY MONAGHAN Suburban Area Residential Zone Number of dwellings: 49.00 DWELLS Survey date: Tuesday 12/10/2021	MG-03-A-01	SEMI-DETACHED HOUSES	MONAGHAN	Survey Type: Manual
34 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Number of dwellings: 19.00 DWELLS Survey date:	MW-03-A-02	MIXED HOUSES	MEDWAY	Survey Type: Manual
35 HALING WAY THETFORD Edge of Town Residential Zone Number of dwellings: 10.00 DWELLS Survey date: Wednesday 16/09/2015	NF-03-A-03	DETACHED HOUSES	NORFOLK	Survey Type: Manual
36 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Number of dwellings: 17.00 DWELLS Survey date: Wednesday 12/09/2018	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
37 WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Number of dwellings: 55.00 DWELLS Survey date: Tuesday 21/09/2021	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
38 HEATH DRIVE HOLT Edge of Town Residential Zone	NF-03-A-26	MIXED HOUSES	NORFOLK	

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Number of dwellings: 91.00 DWELLS
Survey date: Wednesday 22/09/2021

Survey Type: Manual

39	NF-03-A-34	MIXED HOUSES	NORFOLK
NORWICH ROAD SWAFFHAM Edge of Town Out of Town Number of dwellings: 80.00 DWELLS Survey date: Tuesday 27/09/2022			
			Survey Type: Manual
40	NF-03-A-36	MIXED HOUSES	NORFOLK
LONDON ROAD WYMONDHAM Edge of Town No Sub Category Number of dwellings: 75.00 DWELLS Survey date: Thursday 29/09/2022			
			Survey Type: Manual
41	NF-03-A-37	MIXED HOUSES	NORFOLK
GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Number of dwellings: 44.00 DWELLS Survey date: Tuesday 27/09/2022			
			Survey Type: Manual
42	NF-03-A-50	MIXED HOUSES	NORFOLK
BRANDON ROAD SWAFFHAM Edge of Town Residential Zone Number of dwellings: 75.00 DWELLS Survey date: Friday 14/10/2016			
			Survey Type: Manual
43	NF-03-A-51	SEMI-DETACHED	NORFOLK
CITY ROAD NORWICH LAKENHAM Suburban Area Residential Zone Number of dwellings: 34.00 DWELLS Survey date: Tuesday 13/09/2022			
			Survey Type: Manual
44	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
WIGHAY ROAD HUCKNALL Edge of Town Residential Zone Number of dwellings: 36.00 DWELLS Survey date:			
			Survey Type: Manual
45	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area Residential Zone Number of dwellings: 10.00 DWELLS Survey date: Wednesday 10/05/2017			
			Survey Type: Manual
46	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE
PALACE ROAD			



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RIPON Edge of Town Residential Zone Number of dwellings: 45.00 DWELLS Survey date: Wednesday 18/05/2022				Survey Type: Manual
47	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH	
EASTFIELD ROAD PETERBOROUGH Suburban Area Residential Zone Number of dwellings: 28.00 DWELLS Survey date:				Survey Type: Manual
48	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS	
GUNROG ROAD WELSHPOOL Suburban Area Residential Zone Number of dwellings: 28.00 DWELLS Survey date:				Survey Type: Manual
49	SC-03-A-11	MIXED HOUSES	SURREY	
FOLLY HILL FARNHAM Edge of Town Residential Zone Number of dwellings: 96.00 DWELLS Survey date: Tuesday 14/05/2024				Survey Type: Manual
50	SD-03-A-01	SEMI DETACHED	SWINDON	
HEADLANDS GROVE SWINDON Suburban Area Residential Zone Number of dwellings: 27.00 DWELLS Survey date: Thursday 22/09/2016				Survey Type: Manual
51	SF-03-A-05	DETACHED HOUSES	SUFFOLK	
VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Number of dwellings: 18.00 DWELLS Survey date: Wednesday 09/09/2015				Survey Type: Manual
52	SF-03-A-07	MIXED HOUSES	SUFFOLK	
FOXHALL ROAD IPSWICH Suburban Area Residential Zone Number of dwellings: 73.00 DWELLS Survey date: Thursday 09/05/2019				Survey Type: Manual
53	SF-03-A-11	BUNGALOWS	SUFFOLK	
WHITTON CHURCH LANE IPSWICH WHITTON Edge of Town Residential Zone Number of dwellings: 44.00 DWELLS Survey date: Wednesday 06/11/2024				Survey Type: Manual

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54 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Number of dwellings: 33.00 DWELLS Survey date: Thursday 24/09/2015	SM-03-A-01	DETACHED & SEMI	SOMERSET	Survey Type: Manual
55 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Number of dwellings: 26.00 DWELLS Survey date: Wednesday 22/11/2017	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE	Survey Type: Manual
56 BRONSHILL ROAD TORQUAY Suburban Area Residential Zone Number of dwellings: 37.00 DWELLS Survey date: Wednesday 30/09/2015	TB-03-A-01	TERRACED HOUSES	TORBAY	Survey Type: Manual
57 BRITTAS ROAD THURLES Edge of Town Out of Town Number of dwellings: 76.00 DWELLS Survey date: Thursday 17/06/2021	TI-03-A-01	MIXED HOUSES	TIPPERARY	Survey Type: Manual
58 ARTHUR STREET BARRY Edge of Town Residential Zone Number of dwellings: 12.00 DWELLS Survey date:	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN	Survey Type: Manual
59 STATION ROAD WICKLOW CORPORATION MURRAGH Edge of Town No Sub Category Number of dwellings: 50.00 DWELLS Survey date:	WC-03-A-01	DETACHED HOUSES	WICKLOW	Survey Type: Manual
60 RYE GRASS LANE REDDITCH Edge of Town Residential Zone Number of dwellings: 47.00 DWELLS Survey date: Thursday 01/10/2020	WO-03-A-07	MIXED HOUSES & FLATS	WORCESTERSHIRE	Survey Type: Manual
61 TODDINGTON LANE LITTLEHAMPTON WICK	WS-03-A-10	MIXED HOUSES	WEST SUSSEX	

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Edge of Town
Residential Zone
Number of dwellings: 79.00 DWELLS
Survey date: Wednesday 07/11/2018

Survey Type: Manual

62 WS-03-A-17 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER
Edge of Town
Residential Zone
Number of dwellings: 86.00 DWELLS
Survey date: Wednesday 01/03/2023

Survey Type: Manual

63 WS-03-A-19 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD
Edge of Town
Residential Zone
Number of dwellings: 92.00 DWELLS
Survey date:

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-03-A-10 07-06-2024	07-06-2024	Ireland
BO-03-A-01 15-10-2020	15-10-2020	Covid
CL-03-A-02 25-10-2024	25-10-2024	Ireland
CV-03-A-02 22-05-2017	22-05-2017	Ireland
CV-03-A-03 22-05-2017	22-05-2017	Ireland
CV-03-A-04 26-11-2025	26-11-2025	Ireland
DE-03-A-04 19-05-2022	19-05-2022	Ireland
DE-03-A-05 20-05-2022	20-05-2022	Ireland
DN-03-A-06 10-10-2018	10-10-2018	Ireland
DN-03-A-08 30-09-2020	30-09-2020	Ireland
KC-03-A-09 09-06-2021	09-06-2021	Covid
MA-03-A-03 03-10-2025	03-10-2025	Ireland

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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	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	63	49	0.090	0.297	0.387
08:00-09:00	63	49	0.168	0.398	0.566
09:00-10:00	63	49	0.164	0.191	0.355
10:00-11:00	63	49	0.147	0.173	0.320
11:00-12:00	63	49	0.151	0.161	0.312
12:00-13:00	63	49	0.192	0.179	0.371
13:00-14:00	63	49	0.186	0.188	0.374
14:00-15:00	63	49	0.186	0.208	0.394
15:00-16:00	63	49	0.286	0.209	0.495
16:00-17:00	63	49	0.292	0.175	0.467
17:00-18:00	63	49	0.359	0.180	0.539
18:00-19:00	63	49	0.264	0.163	0.427
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.485	2.522	5.007

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:	6 - 100 (units: DWELLS)
Survey date date range:	11/05/2015 - 10/11/2025
Number of weekdays (Monday-Friday):	63
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	21
Surveys manually removed from selection:	0

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



BRIGHT PLAN



Bright Plan Ltd – Transport Planning | Civil Engineering | Landscape Design

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