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Transport Statement

Proposed Glasshouse Development at

**Lower Farm, Yapton Lane, Walberton,
West Sussex**

On behalf of

John Hall Consulting

October 2020

Document History and Status

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1 Non Technical Summary

- 1.1 This Transport Statement has been undertaken in accordance with the National Planning Policy Framework on behalf of John Hall Consulting in support of a Full Planning Application for the construction of 5 hectares of commercial glasshouse with associated irrigation reservoir, access roads and car parking on existing farmland located to the north of the West Coastway railway line and immediately east of the B2132 Yapton Lane, Walberton, West Sussex.
- 1.2 This Transport Statement is to be read in conjunction with all planning, architectural and other reports that accompany the Planning Application for the proposed development.
- 1.3 This Statement addresses the following areas:
- Audit of existing travel Infrastructure
 - Assessment of highway safety
 - Site access
 - Cycle and car parking provision
 - Trip generation and traffic impact
 - Travel planning
- 1.4 This Statement concludes that the site is in a highly sustainable location with excellent existing transport links and that the development proposals will not have a material impact on those facilities or the local highway network.
- 1.5 In terms of traffic impact and sustainable transport the development proposals are appropriate in this location.

2 Policy

2.1 National Planning Policy Framework

2.1.1 The National Planning Policy Framework was adopted in 2012 with a revised version published in July 2018 and updated in June 2019.

2.1.2 With regard to promoting sustainable transport the policy framework states that *'transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

2.1.3 The Policy Framework states that *'in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

2.1.4 The Policy Framework states that *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

2.1.5 Within that context the Policy Framework states that *'development should:*

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

2.1.6 With regard to transport planning the Policy Framework states that *'all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*

2.2 Arun District Council Emerging Local Plan 2011–2031

2.2.1 Arun District Council adopted the 2011–2031 Local Plan on 18 July 2018. This replaces the saved policies within the 2003 Local Plan.

2.2.2 All documents have been reviewed in the preparation of this report.

2.3 Arun Local Plan 2011–2031

2.3.1 The following policies of the adopted Local Plan of relevance to this Transport Statement are as follows:

2.3.2 **Policy SD SP1** Sustainable Development states that *'to ensure that growth within Arun does not have a detrimental impact on the natural environment,*

strain any natural resources, and to ensure that it will have a positive impact on the achievement of the social, economic and environmental elements for maintaining its sustainable future, all development will be required to comply with the following policy:

Sustainable development When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work pro-actively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions south of the National Park through to the coast and throughout its settlements (both coastal and inland). This presumption will not be applicable where development requires an Appropriate Assessment or where consideration of the need for one is being undertaken.'

2.3.3 Policy T SP1 Transport and Development states that *'to ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low-emission fuels, public transport improvements and the cycle, pedestrian and bridleway network. The Council will support transport and development which:*

- a) Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;*
- b) Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;*
- c) Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;*
- d) Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design*

Guide taking into consideration the impact of development upon on-street parking and;

- e) Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;*
- f) Explains how the development has been designed to:
 - i. accommodate the efficient delivery of goods and supplies;*
 - ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities;*
 - iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;*
 - iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and*
 - v. consider the needs of people with disabilities by all modes of transport.**
- g) Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford.'*

2.3.4 Policy T DM1 Sustainable Travel and Public Rights of Way states that 'new development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community. Proposals for all new development must:

- a) Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;*
- b) Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;*
- c) Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure*

cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;

- d) *Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and;*
- i. places of work, education, leisure and food retail;*
 - ii. the South Downs National Park,*
 - iii. along the coast particularly between Bognor Regis and Littlehampton,*
 - iv. along the coast to Chichester,*
 - v. Bognor Regis to Arundel, and*
 - vi. Littlehampton to Goring.'*

2.4 Parking Standards

- 2.4.1 West Sussex County Council Parking Standards are based on type of use.
- 2.4.2 The development proposals are in planning terms *sui generis* and not covered by West Sussex County Council standards.

3 The Existing Site and Surrounding Area

3.1 Site Location

- 3.1.1 The development site is located on farmland which forms part of Binsted Farm to the east of the B2132 Yapton Lane, Walberton, West Sussex at Ordnance Survey reference SU 981 045. The nearest postcode is BN18 0DN.



Image 1: Site Location

- 3.1.2 A copy of the site location plan is located in Appendix 1 at the rear of this report.
- 3.2 Site Description**
- 3.2.1 The site is bound to the north by agricultural farmland, to the south by agricultural farmland beyond which is the Little Torrington and West Coastway railway line, to the west by the B2132 Yapton Lane and to the east by a PV solar installation and agricultural farmland.
- 3.2.2 The site is approximately 9.3ha in area and currently comprises undeveloped agricultural land.
- 3.2.3 The site is approximately 2km from the centre of Barnham which, together with Walberton, provides access to a range of facilities and services.
- 3.2.4 Access to the site is currently via a 3.5m access track from the B2132 Yapton Lane on the western boundary of the site and is suitable for, and currently used by, HGVs and agricultural tractors and trailers.
- 3.2.5 A copy of the existing site layout plan is located in Appendix 2 at the rear of this report.

4 Audit of Existing Travel Infrastructure

4.1 Pedestrians and Cyclists

- 4.1.1 Pedestrian infrastructure is limited in the wider locality and although access by foot is not impossible there are no pedestrian footways on either side of the B2132 Yapton Lane adjacent to the site.
- 4.1.2 There is a footway present on the eastern side of the B2132 Yapton Lane / North End Road approximately 460m to the south of the site which extends to the villages of North End, Yapton and Burndell.
- 4.1.3 There are several Public Rights of Way through farmland in the surrounding area which include Footpaths 356, 357 and 358 which link North End to Burndell, Footpath 326 which links North End to Walberton and Footpath 200-1 which links Yapton to Barnham.
- 4.1.4 A plan extracted from the West Sussex County Council Public Rights of Way iMap showing all the available Public Right of Way routes in the area follows:

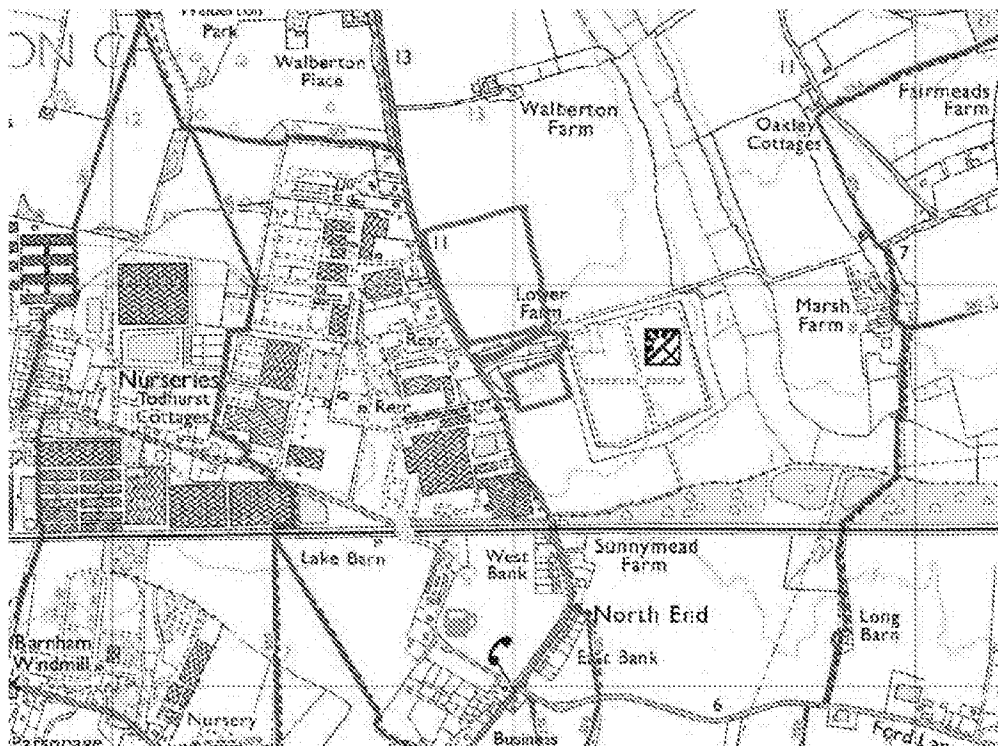


Image 2: West Sussex County Council Public Rights of Ways iMap

- 4.1.5 There are no dedicated cycle facilities in the surrounding area however cycling is available on the local highway network alongside other road users.
- 4.1.6 Access to National Cycle Route 2 is available on the A259 Southcoast Road approximately 3.2km to the south of the site which provides cycle access along the south coast.

4.1.7 Approximate cycle journey times from the site to likely destinations are as follows:

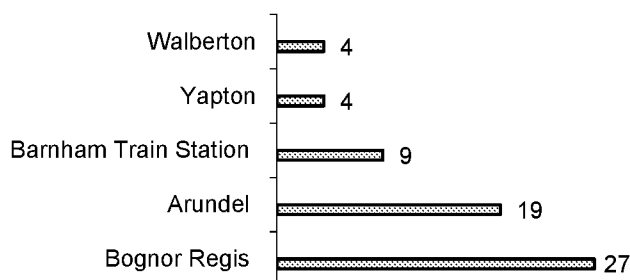


Figure 1: Cycle Journey Times in Minutes

4.2 Buses

4.2.1 The nearest bus stops to the site are the Lake Lane bus stops located on the eastern and western side of the B2132 North End Road approximately 440m to the south of the site access, a 7 minute walk or 2 minute cycle.

4.2.2 There is one route available from the Lake Lane bus stops which is the Compass Travel 66a service which operates between Bognor Regis and Walberton approximately every 60 minutes, 07:24am - 17:40pm, Monday to Saturday.

4.2.3 Approximate bus journey times to likely destinations, including walking to the nearest stop, are as follows:

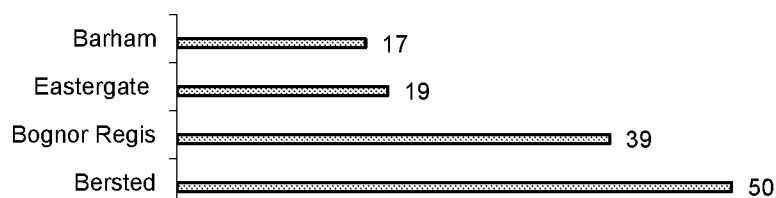


Figure 2: Bus Journey Times in Minutes

4.3 Rail

4.3.1 The nearest railway station is Barnham located 2km west of the site, a 35 minute walk, 9 minute cycle or 17 minute bus journey including walking between stops.

4.3.2 Popular routes from Barnham include Littlehampton and Arundel every 30 minutes and Bognor Regis and Chichester every 15 minutes. Routes to London, Portsmouth and Brighton are also available.

4.3.3 Approximate train journey times to likely destinations are as follows:

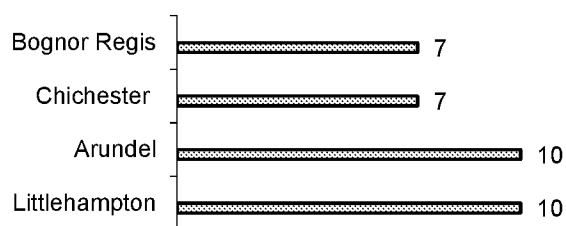


Figure 3: Train Journey Times in Minutes

4.4 Highway Network

- 4.4.1 The B2132 Yapton Lane is subject to a 40mph speed limit in the vicinity of the site and provides direct access to the A27 Arundel Road approximately 2.1km to the north and the A259 Worms Lane via North End, Yapton and Burndell, approximately 3.6km to the south of the site.
- 4.4.2 The A27 Arundel Road provides access to Chichester to the west and Worthing and Brighton to the east.
- 4.4.3 The A259 Worms Lane provides access to Bognor Regis via the B2166 to the west and Littlehampton to the east.
- 4.4.4 Lake Lane is located approximately 440m south along the B2132 Yapton Lane and provides access to Barnham 2km to the west of the site.
- 4.4.5 From Barnham the neighbouring villages of Eastergate and Westergate can be accessed via the B2233 Barnham Road.
- 4.4.6 A copy of the accessibility plan is located in Appendix 3 at the rear of this report.

4.5 Highway Safety

- 4.5.1 Personal Injury Collision (PIC) records for the 5 year period between January 2015 and December 2019 and within 0.5km of the site have been reviewed via crashmap.co.uk.

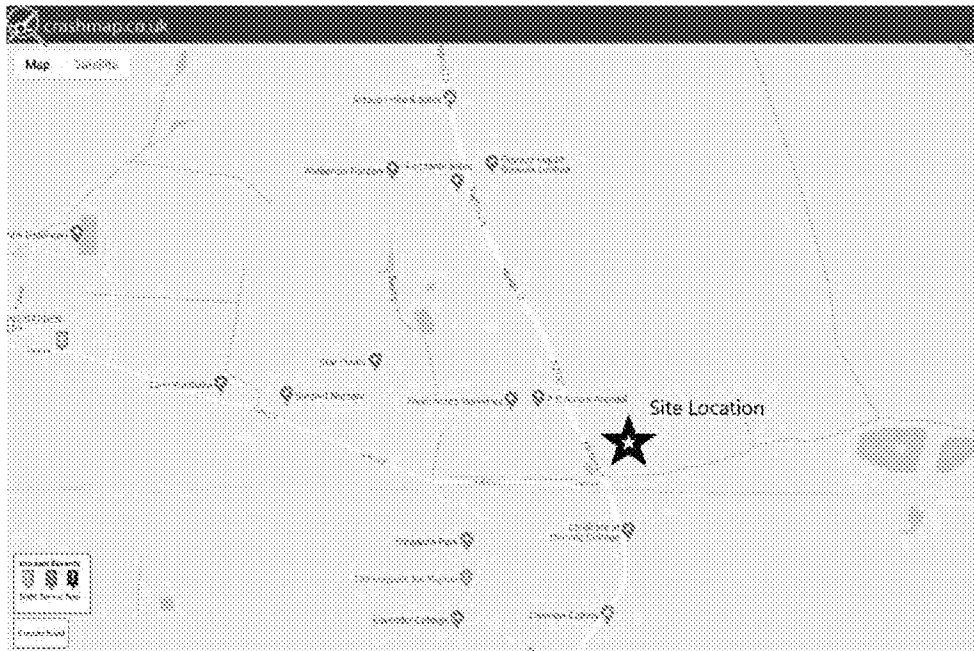


Image 3: Accident Locations

- 4.5.2 During the 5 year period there were no accidents recorded.
- 4.5.3 The absence of any accidents within the analysis suggests there are no highway geometry, visibility or other specific highway safety issues and it is not considered that highway safety in the area will be exacerbated by the development proposals.

5 Proposed Development

5.1 Description of the Proposed Development

- 5.1.1 The development proposals are for the construction of 5 hectares of commercial glasshouse together with associated irrigation reservoir, access and car parking.
- 5.1.2 The new glasshouse is intended to be used for the production of strawberries and replace some of the strawberry crop that is presently imported from around the world.
- 5.1.3 The site will operate on a seasonal basis between April and October each year. Ongoing work will be negligible at the site out of season.

5.2 Vehicular Site Access

- 5.2.1 Vehicular access to the site will be via the retained existing farm access track on the western boundary of the site, which is currently used by farm vehicles accessing the site from the public highway.
- 5.2.2 Visibility splays of 4.5m x 79m in accordance with DMRB Volume 6 Section 2 Part 6 – TD42/95 Table 7/1 for a 40mph design speed are available in both directions.
- 5.2.3 The proposed access is to remain as per existing but will however be upgraded to include 'give way' markings and white lining.

5.3 Pedestrian and Cycle Access

- 5.3.1 Existing cycle and pedestrian access to the site is to be re-used via the existing farm track entrance from the B2132 Yapton Lane on the western boundary of the site.
- 5.3.2 Copies of the proposed site layout plan and swept path analysis are located in Appendix 4 at the rear of this report.

6 Parking

6.1 Policy Based Requirement

6.1.1 As previously noted, the proposed development is in planning terms classified as *Sui Generis* and falls outside the Parking Standards adopted by West Sussex County Council.

6.1.2 The parking provision has therefore been established based on the site's operational needs.

6.2 Proposed Provision

6.2.1 A total of 30 vehicle parking spaces are proposed for the development, 21 for cars including 3 disabled spaces, 3 for motorcycles, 3 for light goods vehicles and 3 for minibuses.

6.2.2 A covered cycle shelter with the provision of 10 cycle spaces is proposed.

7 Travel Demand and Impact on Highway Network

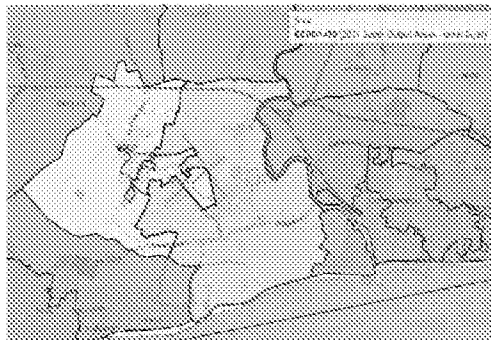
7.1 Existing Travel Demand

- 7.1.1 The site is currently in use as an arable agricultural field with no permanent staff. Occasional short visits are carried out by singular staff members to carry out cultivation, spraying and harvesting requirements.
- 7.1.2 During the harvest season of July and August tractors and trailers access the site frequently on a daily basis.
- 7.1.3 During September and October heavy goods vehicles collect grain from the site up to twice per week.
- 7.1.4 With reference to the low level of operations at the existing site trips generated are deemed to be negligible.

7.2 Staff Travel Demand

- 7.2.1 The TRICS database was investigated to locate appropriate datasets to calculate trip generation for the development. No suitable data is available.
- 7.2.2 The scale of operation and therefore trip generation and associated traffic at the proposed development will mimic that of the approved Wicks Farm, Ford development (Planning Application No. F/8/20/PL).
- 7.2.3 On average there will be 99 picking staff and 16 support staff employed at the facility who will work a single shift starting at 06:00 and finishing at 15:00.
- 7.2.4 A minibus service managed by the development is proposed to transport the picking staff. This service will deliver employees to and from the site calling at key local population centres.
- 7.2.5 Each minibus will have a capacity of 15 passengers which would result in 7 two way minibus trips per day being generated by the picking staff, a total of 14 trips per day.
- 7.2.6 The remaining 16 support staff would be responsible for their own travel to and from work, however there could be scope in the future to allow the support staff to use the minibus service to further reduce the movements in and out of the development.
- 7.2.7 In order to establish an accurate representation of the predicted modal share reflective of the specific area, the local travel to work data for the resident population of the Middle Super Output Area (MSOA) where the site is located is analysed and applied.

- 7.2.8 The travel to work 2011 National Census data for the MSOA area of E01031470 is the most appropriate data set to reference.
- 7.2.9 This approach provides an accurate local vehicle modal share which is influenced by the availability of public transport provision, cycle infrastructure, local car parking restrictions and the vicinity of local amenities.
- 7.2.10 Travel to Work data confirms the modal share is as follows for the locality:



Pedestrians	8.3%
Cyclists	2.3%
Public Transport	8.2%
Vehicle Driver	74.5%
Vehicle	4.7%
Motorcycle	0.8%
Other	1.0%

Table 1: 2011 Census Local Vehicle Modal Share

- 7.2.11 With reference to the available pre-travel plan data approximately 80 percent of support staff would travel to work in a vehicle equating to 13 two way vehicle trips, a total of 26 vehicle trips per day.
- 7.2.12 It is calculated that in total there will be approximately 40 vehicle trips generated by all staff traveling to work at the Lower Farm development.
- 7.2.13 It is calculated that in total there will be approximately 40 vehicle trips generated by all staff traveling to work at the Lower Farm development.
- 7.2.14 A summary of daily vehicle trip generation associated with staff travel for the proposed development is as follows:

	In	Out
Picking Staff	7	7
Support Staff	13	13
Total	20	20

Table 2: Daily Staff Trip Generation

7.3 Operational Travel Demand

- 7.3.1 There is anticipated to be on average 3 two way heavy goods vehicle trips generated by the site during the height of production, a total of 6 heavy goods vehicle trips per day.
- 7.3.2 A copy of the National Census data and trip generation calculations is located in Appendix 5 at the rear of this report.

8 Traffic Impact Prediction

8.1 Pedestrian and Cycling Impact

- 8.1.1 Cyclist and pedestrian trip generation for the development will not have any material impact on the existing infrastructure.

8.2 Public Transport Impact

- 8.2.1 The predicted level of public transport use is not sufficient to require any additional services to complement the existing provision.

8.3 Traffic Impact

- 8.3.1 The proposed development is anticipated to generate an additional 43 two way vehicle network trips per day including up to 3 heavy goods vehicle trips.
- 8.3.2 Shifts start and finish during off-peak network hours and the increase in traffic in the locality is likely to have no significant detrimental effect at either the site entrance or on the wider highway network during the development peak hours.
- 8.3.3 Traffic impact during network peak hours of 8:00 - 9:00 and 17:00 - 18:00 will also be negligible.
- 8.3.4 Goods vehicles collecting produce will operate between mid-afternoon and midnight each day with an impetus on collections being made outside of evening peak hours.
- 8.3.5 Goods vehicles will take on average one hour to load and exit the site.
- 8.3.6 The occasional delivery of plant or other materials may occur during working hours.
- 8.3.7 All heavy goods vehicles will be routed north along the B2132 Yapton Lane to the A27 Arundel Road or south via the B2132 Yapton Lane, Ford Lane and Ford Road to the A259 Crookthorn Lane.
- 8.3.8 The predicted traffic associated with the development proposals is not anticipated to have a measurable impact on the surrounding junctions or the wider highway network.
- 8.3.9 The anticipated peak levels of trip generation are low and further assessment is unnecessary.

9 Travel Planning

9.1 Generally

- 9.1.1 A Travel Plan will be written and coordinated by an appointed Travel Plan Coordinator who will incorporate the existing and proposed travel demand for the site to reduce the number of site users travelling by single occupancy car journeys.
- 9.1.2 The aim of a Travel Plan is to provide a long term strategy for improving transport choices for site users and associated trips generated by the development.
- 9.1.3 The Travel Plan will be committed to by the Developer and West Sussex County Council and will operate for a minimum of 5 years after first occupation. The main objectives will be:
- To provide sustainable transport choice for users at the earliest opportunity
 - To reduce single occupancy car use by 10% over a 5 year period. This can be achieved by a reduction of just 2% each year
- 9.1.4 The Developer, working with West Sussex County Council, aims to raise awareness of the problems associated with unnecessary car use and to help find practical and economical ways of enabling people to reduce car use and find alternative ways to travel.
- 9.1.5 The Developer will make a commitment at the planning stage to appoint a Travel Plan Coordinator to promote the Plan for 5 years.
- 9.1.6 A Travel Plan Coordinator will be appointed prior to occupation of the site.
- 9.1.7 As the travel choices of the end users of this development are not yet known it is not possible to include detailed measures relating to the site specific travel patterns, demand or accurate modal share. These will be included as the Travel Plan evolves.
- 9.1.8 The Travel Plan will be a live document and will be updated and modified to best support the users of the site.

9.2 Travel Plan Coordinator

- 9.2.1 The Travel Plan Coordinator's responsibilities will include:
- Making all users aware of the Travel Plan and providing all new users with an Introductory Travel Pack
 - Implementing and promoting the schemes and initiatives of the Travel Plan

- Commissioning Travel Surveys on behalf of the Developer
- Supplying West Sussex County Council with survey data
- Monitoring the effectiveness of the Travel Plan
- Updating the Travel Plan
- Informing all residents and West Sussex County Council of progress and any new or revised targets

9.3 Introductory Travel Pack

9.3.1 The Travel Plan Coordinator will be committed to supply a Travel Welcome Pack to be given to site users and will include but is not limited to, the following information:

- Introduction to the Travel Plan's aims and objectives
- Details of car share schemes and local car clubs
- Information on electric vehicle ownership and local EV charging locations
- A plan showing pedestrian infrastructure and distances to public transport stops, shops and local amenities
- A plan showing the local cycle infrastructure and quiet road routes
- Information on bicycle maintenance and bike shops offering discounts to site users
- Internet links to Local Authority road safety information relating to walking and cycling
- Details of local businesses providing delivery services
- Contact details and information on local taxi firms and services
- Community transport for Arun

9.4 Monitoring, Review and Updating

9.4.1 The Travel Plan will be monitored annually for 5 years following the occupation of 50% of the site using a Travel Questionnaire which will be commissioned directly by the Travel Plan Coordinator on behalf of the Developer.

9.4.2 The Travel Plan Coordinator will produce monitoring reports and will inform users and West Sussex County Council of progress and any new or revised targets for the subsequent years.

9.4.3 The Travel Plan Coordinator will listen to feedback and ideas from users and encourage them to play an active role in the evolution and progression of the Travel Plan for the benefit of all the users.

- 9.4.4 The Travel Plan Coordinator will also hold discussions with West Sussex County Council and will make users aware of any developments or alterations to the Travel Plan prompted by those discussions.
- 9.4.5 Targets will be updated at each review but are based on an overall target of a 10% reduction in car journeys over 5 years. The targets will be monitored by the Travel Plan Coordinator every 2 years and where appropriate will set new modal choice targets.
- 9.4.6 This Travel Plan is a strategy for the indefinite future and will evolve over time although the key objectives and principles of the Travel Plan to inform site users and to facilitate travel by sustainable modes will not change.
- 9.4.7 The Travel Plan will be updated every 2 years if required by progress, new ideas, feedback and travel surveys.

10 Conclusions

- 10.1 The development proposals are for the construction of 5 hectares of commercial glasshouse together with associated irrigation reservoir, access and car parking at Lower Farm, Yapton Lane, Walberton, West Sussex.
- 10.2 The site is in a sustainable location with links to existing transport networks. The development proposals will have no material impact on those facilities or the local highway network.
- 10.3 The site benefits from excellent accessibility to the existing highway network within Walberton and the surrounding area.
- 10.4 During the 5 year analysis period there were no accidents recorded within 0.5km of the site.
- 10.5 Vehicular, pedestrian and cycle access to the site will be via the retained existing farm access track on the western boundary of the site onto the B2132 Yapton Lane.
- 10.6 Suitable visibility splays are achievable from the proposed site access.
- 10.7 The operators of the Farm will run a minibus service for picking staff.
- 10.8 A total of 30 vehicle parking spaces are proposed for the development together with 10 cycle spaces which for the proposed development to accommodate all anticipated staff and operational traffic.
- 10.9 The proposed development is anticipated to generate an additional 43 two way vehicle network trips per day including up to 3 heavy goods vehicle trips.
- 10.10 The anticipated level of trip generation suggests any further analysis or assessment of the highway network is unnecessary.
- 10.11 Travel information packs will be provided to site users and a Travel Plan will be implemented by the Management Company for the development who will seek to reduce as much as possible reliance on the use of private cars.
- 10.12 In terms of traffic and transport the development proposals are appropriate in this location.

11 List of Appendices, Images, Figures and Tables

Appendix 1	Site Location Plan
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Table 1	2011 Census Local Vehicle Modal Share
Table 2	Daily Staff Trip Generation

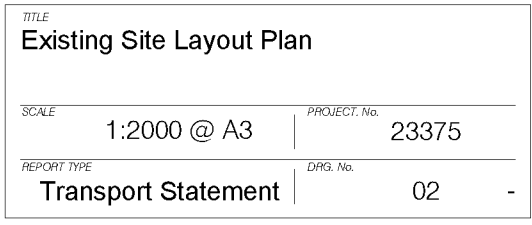
Appendix 1

Site Location Plan



Appendix 2

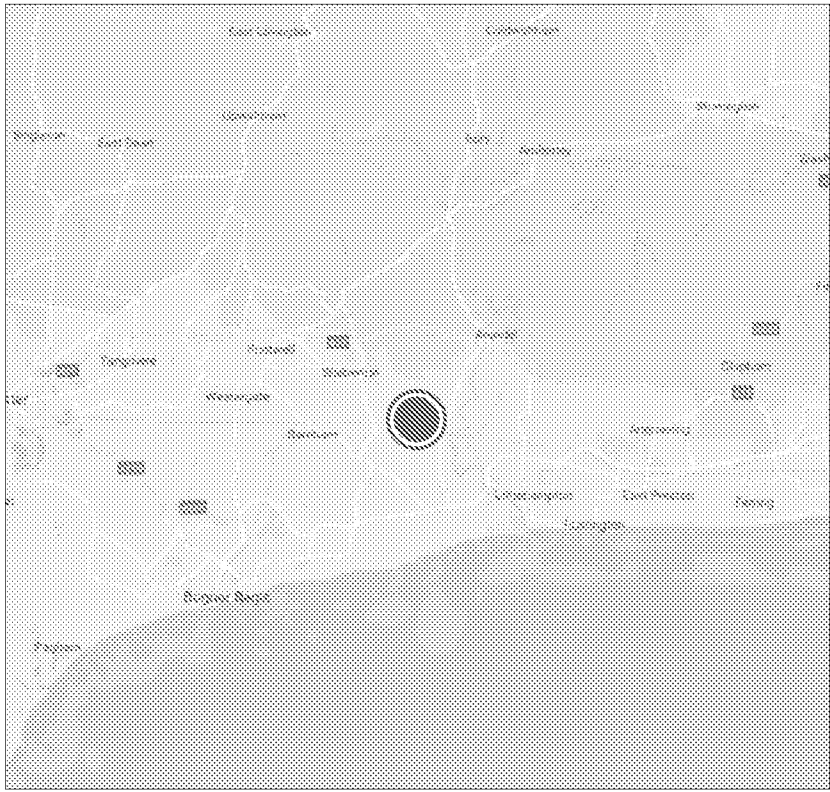
Existing Site Layout Plan



Appendix 3

Accessibility Plan

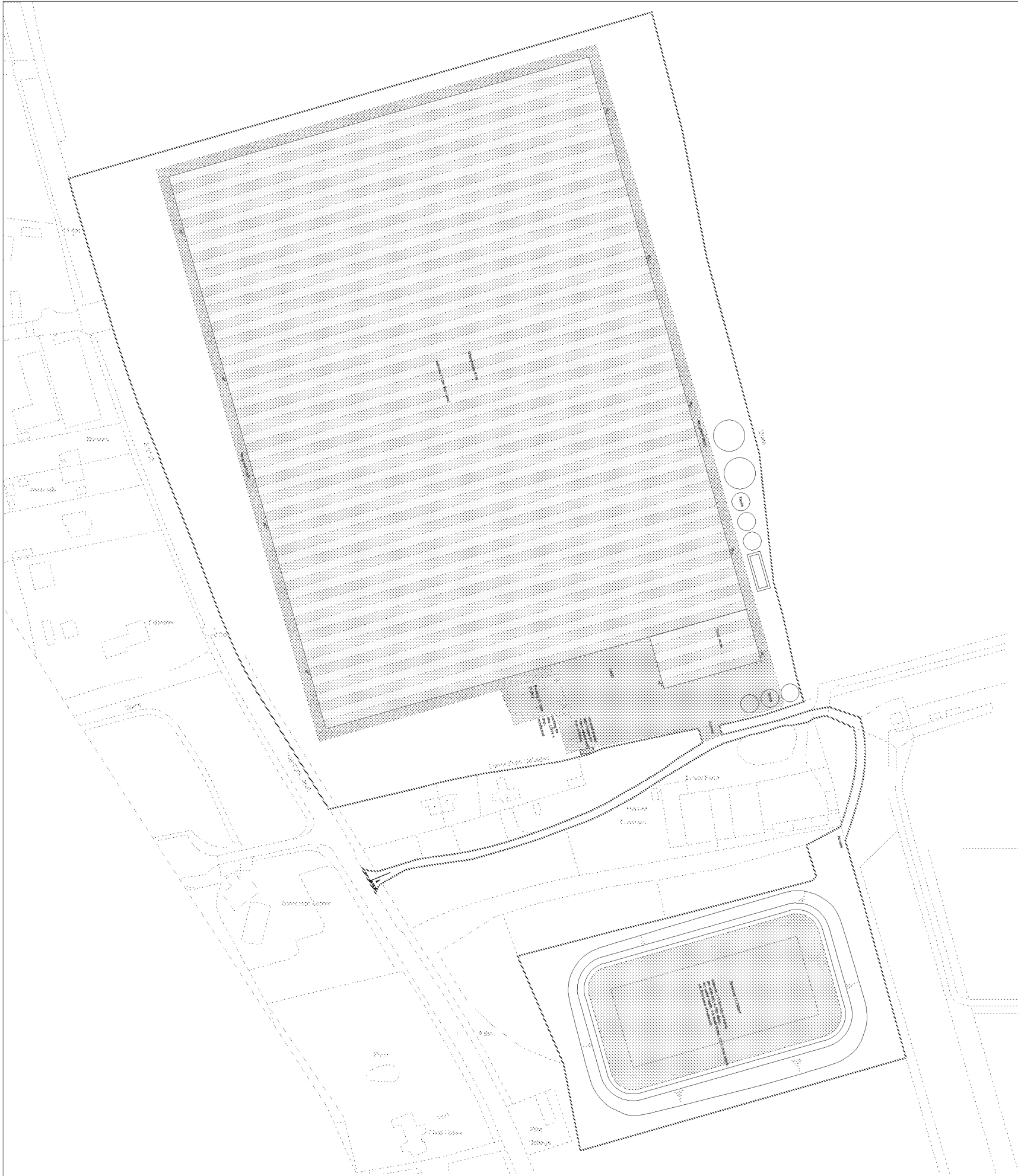
Buses			
No.	Bus Route	Operator	Frequency
66a	Bognor Regis - Walberton	Compass Travel	60 mins
 Bus Stop			
National Cycle Route			
National Cycle Route 2 On Road			
National Cycle Route 2 Traffic Free			
Public Right of Way			
Public Right of Way			
Direct Trains To:			
Littlehampton	(every 30 minutes)		
Bognor Regis	(every 20 minutes)		
Arundel	(every 20 minutes)		



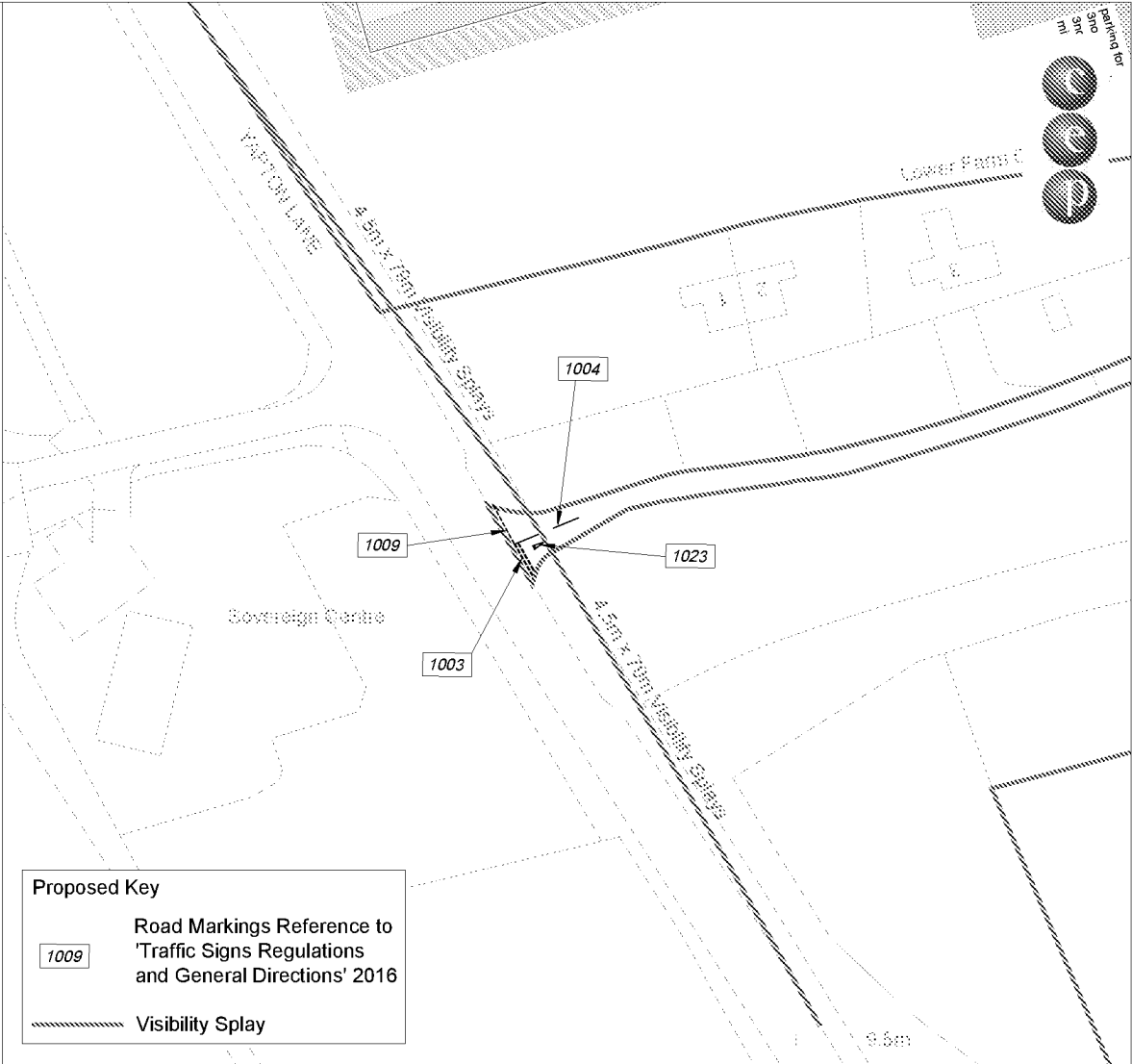
TITLE	
Accessibility Plan	
SCALE	1:20,000 @ A3
PROJECT No.	23375
REPORT TYPE	Transport Statement
DWG. No.	03

Appendix 4

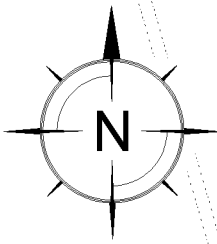
Proposed Site Layout Plan and Swept Path Analysis



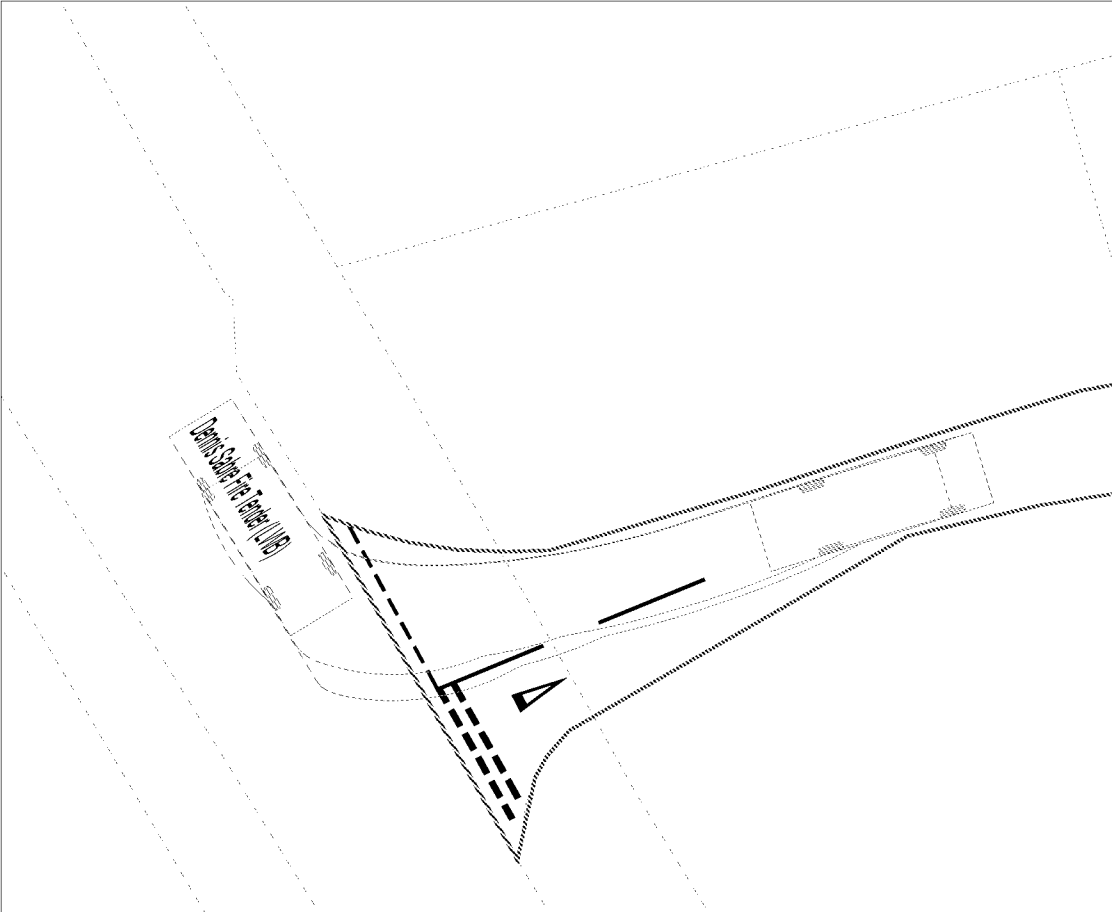
MAIN PLAN
(Scale 1:2,000)



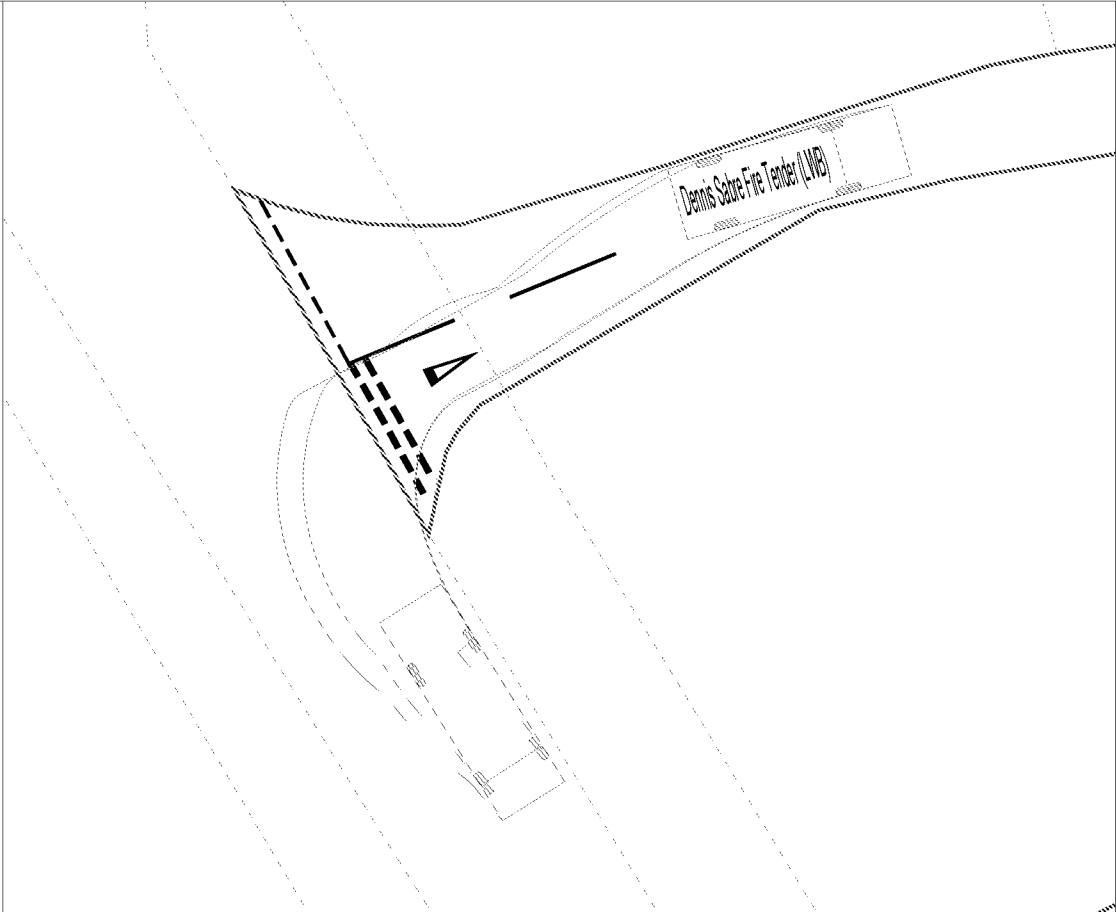
INSET PLAN
(Scale 1:1,000)



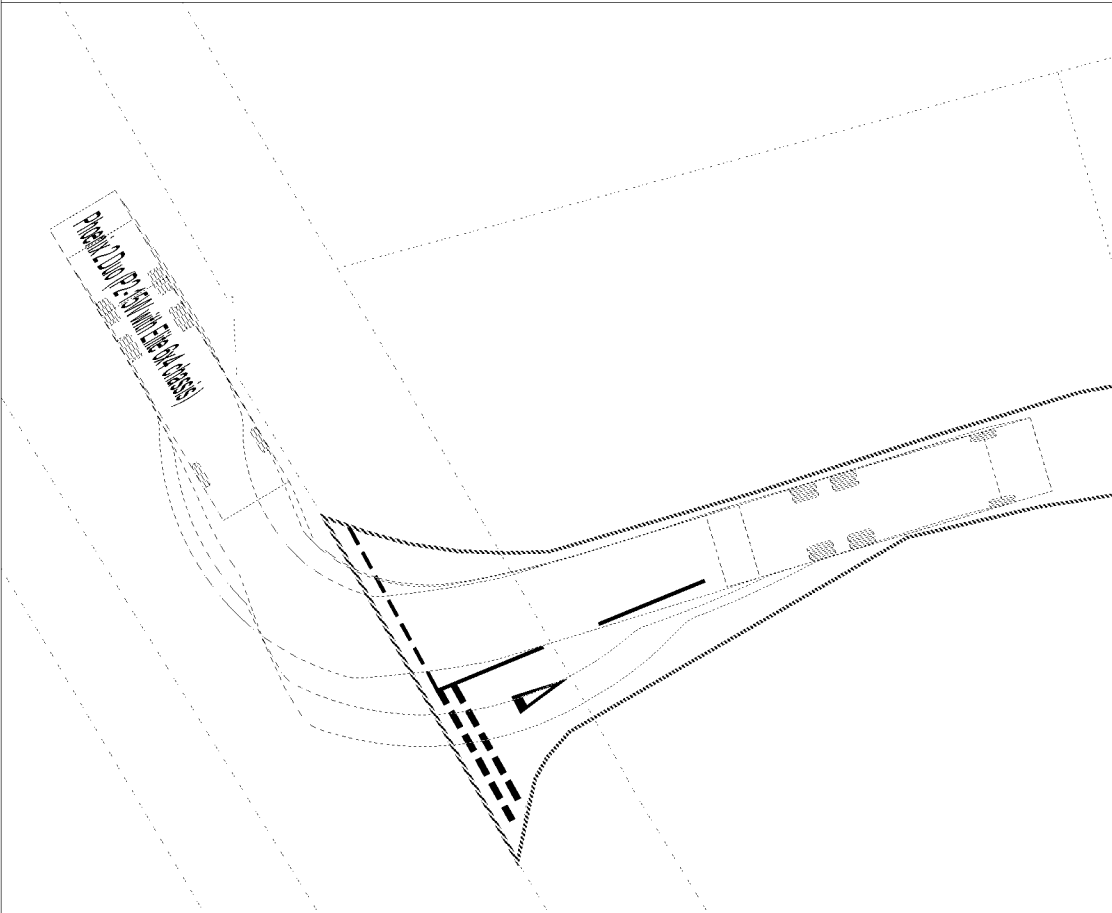
TITLE	
Proposed Site Layout Plan	
SCALE	As shown @ A3
PROJECT No.	23375
REPORT TYPE	Transport Statement
DRG. No.	04



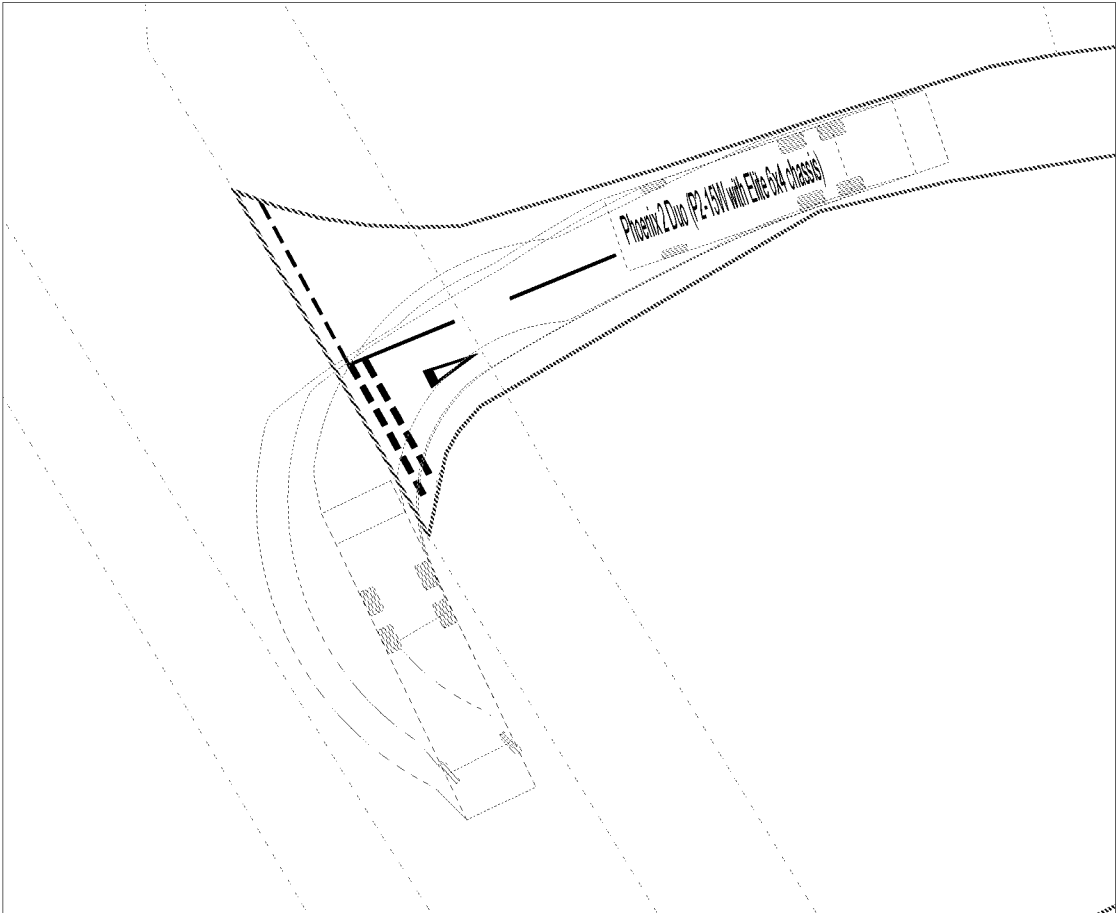
FIRE TENDER INTO SITE



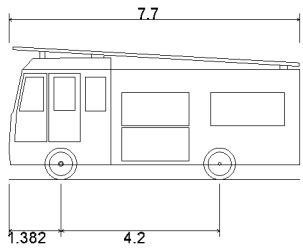
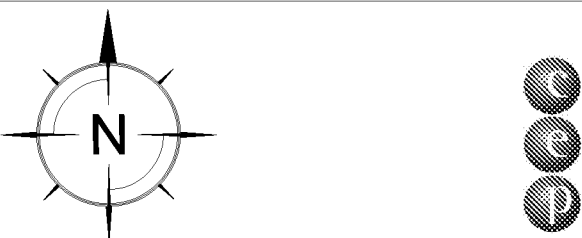
FIRE TENDER OUT OF SITE



REFUSE VEHICLE INTO SITE



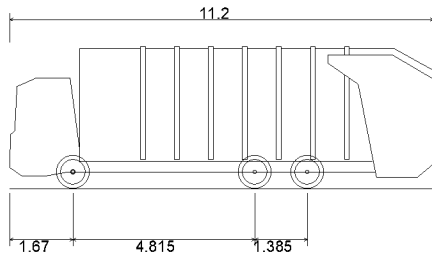
REFUSE VEHICLE OUT OF SITE



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

Key:

- Wheel track (Forward manoeuvre)
Shows outer limit of wheel entirely within the carriageway. Not encroaching on any kerbs
- Wheel track (Reverse manoeuvre)
Shows outer limit of wheel entirely within the carriageway. Not encroaching on any kerbs
- Body track - Shows the outer limit of body generally within carriageway, may overhang the verge when turning where necessary



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

TITLE Swept Path Analysis	
SCALE 1:250 @ A3	PROJECT No. 23375
REPORT TYPE Transport Statement	DWG. No. 05

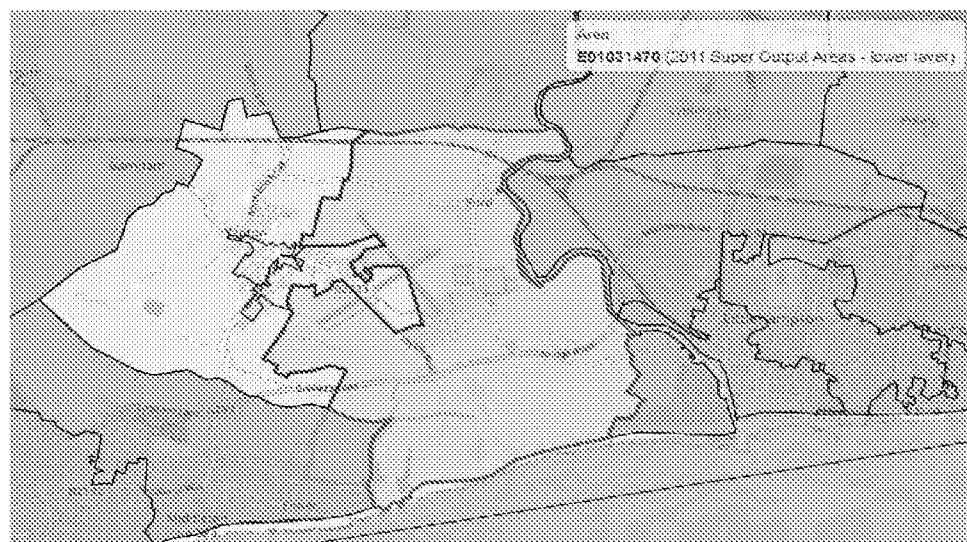
Appendix 5

National Census Data and Trip Generation Calculations

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 25 May 2018]

Population	All usual residents aged 16 to 74
Units	Persons
Date	2011
Rural Urban	Total
Area Ref#	E01031470



Method of Travel to Work	E01031470	Total
All categories: Method of travel to work	18,445	18,445
Work mainly at or from home	1,087	1,087
Train	770	770
Bus, minibus or coach	130	130
Taxi	14	14
Motorcycle, scooter or moped	90	90
Driving a car or van	8,343	8,343
Passenger in a car or van	524	524
Bicycle	253	253
On foot	930	930
Other method of travel to work	113	113
Not in employment	6,166	6,166
		18,420

All People	18445
Not currently working	6166
Working Population	12279
Work from home	1087
Travelling Work Population	11192

Pedestrians	930	8.3%
Cyclists	253	2.3%
Rail	770	6.9%
Bus	130	1.2%
Taxi	14	0.1%
Vehicle Driver	8343	74.5%
Vehicle Passenger	524	4.7%
Motorcycle	90	0.8%
Other	113	1.0%

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 13 December 2018]

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	ualad09:Arun	Isoa2011:E01031471 : Arun 006B	Isoa2011:E01031470 : Arun 006A	gor:South East
All categories: Method of tra	106,071	969	1,466	6,274,341
Work mainly at or from hom	4,133	22	57	279,656
Underground, metro, light ra	94	0	1	15,338
Train	3,101	31	52	311,895
Bus, minibus or coach	1,646	15	14	189,926
Taxi	239	1	2	16,750
Motorcycle, scooter or mope	608	11	4	36,467
Driving a car or van	43,621	546	518	2,590,701
Passenger in a car or van	4,199	38	28	200,386
Bicycle	2,497	14	22	127,614
On foot	6,848	24	100	463,662
Other method of travel to wo	457	6	12	28,328
Not in employment	38,628	261	656	2,013,618

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 13 December 2018]

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Urban (total)

Method of Travel to Work	ualad09:Arun	Isoa2011:E01031471 : Arun 006B	Isoa2011:E01031470 : Arun 006A	gor:South East
All categories: Method of tra	87,626	0	0	5,005,940
Work mainly at or from hom	3,046	0	0	189,522
Underground, metro, light ra	69	0	0	12,467
Train	2,331	0	0	253,245
Bus, minibus or coach	1,516	0	0	173,364
Taxi	225	0	0	15,156
Motorcycle, scooter or mope	518	0	0	29,851
Driving a car or van	35,278	0	0	2,021,181
Passenger in a car or van	3,675	0	0	166,929
Bicycle	2,244	0	0	113,725
On foot	5,918	0	0	399,714
Other method of travel to wo	344	0	0	21,873
Not in employment	32,462	0	0	1,608,913

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 13 December 2018]

population All usual residents aged 16 to 74
units Persons
date 2011
rural urban Rural (total)

Method of Travel to Work	ualad09:Arun	Isoa2011:E01031471 : Arun 006B	Isoa2011:E01031470 : Arun 006A	gor:South East
All categories: Method of tra	18,445	0	0	1,268,401
Work mainly at or from hom	1,087	0	0	90,134
Underground, metro, light ra	25	0	0	2,871
Train	770	0	0	58,650
Bus, minibus or coach	130	0	0	16,562
Taxi	14	0	0	1,594
Motorcycle, scooter or mope	90	0	0	6,616
Driving a car or van	8,343	0	0	569,520
Passenger in a car or van	524	0	0	33,457
Bicycle	253	0	0	13,889
On foot	930	0	0	63,948
Other method of travel to wo	113	0	0	6,455
Not in employment	6,166	0	0	404,705

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Staff and Operational Travel Demand and Trip Generation
Base Data received from DM Planning

Picking Staff	
Meters Square	50000
Yield per Metre Square	22.72
Total Yield	1,136,000
Picking Rate per Hour	15
Picking Hours total	75,733
Hours per Day	8
Total Picker Days	9,467
Number of Weeks Cropping	16
Picker Days per Week	592
Days per Week	6
Pickers per Day	99

Non-Picking Staff	Number of Staff	In/Out Trips per Day	Single Trips per Day
Picker Minibus (15 seater)	99	7	14
Service Engineer	1	1	2
Admin Staff	3	3	6
Management	2	2	4
Supervisor	4	4	8
Maintenance Team	2	2	4
Machine Operators	4	4	8
Total	16	16	32

Vehicles (Goods)	Produce	In/Out Trips per Day	Single Trips per Day	In/Out Trips per Year
Trucks Delivering Biomass				71
Fruit Collection	1136000			
Fruit Collection per week	71000			
Fruit Collection per Day	11833			
Fruit Collection per Crate	3			
Kgs per Pallet	175			
Pallets per Day	68			
Pallets per Vehicle	24	3	6	484
Plant delivery				10

Non-Picking Staff Trip Generation Adjusted to Local Census Data

Transport Mode			In/Out Trips per day	Single Trips per Day
Pedestrians	930	8.3%	1	3
Cyclists	253	2.3%	0	1
Rail	770	6.9%	1	2
Bus	130	1.2%	0	0
Taxi	14	0.1%	0	0
Vehicle Driver	8343	74.5%	12	24
Vehicle Passenger	524	4.7%	1	1
Motorcycle	90	0.8%	0	0
Other	113	1.0%	0	0

Total Staff and Operational Vehicle Only Trip Generation

Transport Mode	In/Out Trips per Day	Single Trips per Day
Vehicle Driver	12	24
Vehicle Passenger	1	1
Minibus	7	14
Heavy Vehicle	3	6
Total	23	45