

Transport Statement

Denhams,
Andrews Hill,
Billingshurst
RH14 9JT



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Issue	Issue Date	Compiled	Checked	Authorised
Draft	22-12-21	SH	LNS	LNS
1	06-01-22	SH	LNS	LNS

Executive Summary

The site is located on Andrews Hill, Billingshurst, West Sussex. The existing site comprises an existing dwelling and garden area.

The proposed development is for the construction of 3 No. 3-bed dwellings with associated parking and landscaping. The proposal includes a new access onto the A29.

This Transport Statement summarizes the existing situation, local and national transport policy, the local highway network and modal choices available to future residents and considers the likely transport impact of the proposed development through a trip forecasting exercise.

The proposals are in accordance with current policies and guidance provided by Horsham District Council and West Sussex County Council and are compliant with national guidance documents such as Manual for Streets, Design Manual for Roads and Bridges (DMRB) and the National Planning Policy Framework 2021 (NPPF).

A trip forecasting exercise was undertaken using the TRICS database for the proposed development. This demonstrated that the estimated level of trips generated by the development will not have a detrimental impact on the surrounding highway network.

Overall, there are no material highway or transport impacts as a result of the proposed development.

1 Introduction

- 1.1 This Transport Statement (TS) has been prepared for Chris & Rona Williamson in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Limited has been commissioned by Chris & Rona Williamson to prepare a Transport Statement in connection with the proposed residential development with associated parking and landscaping at Denhams, Andrews Hill, Billingshurst.
- 1.3 Specifically, the report has been prepared to investigate and advise on the impacts of the proposed residential development on the local transport network.

2 Policy Context

2.1 This Transport Statement has been written in accordance with the following policy documents:

- 2021 National Planning Policy Framework (NPPF);
- 2014 National Planning Policy Guidance (NPPG);
- 2007 Manual for Streets;
- Design Manual for Roads and Bridges (DMRB).
- West Sussex County Council Local Transport Plan (2011);
- West Sussex County Council Guidance Parking at New Developments (2020);
- Horsham District Planning Framework (2015):

National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework, first published in 2012 and last revised in July 2021, sets out the Government's planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally prepared plans for housing and other development can be produced.

2.3 NPPF supports sustainable development, with a 'presumption in favour of sustainable development', as set out in paragraph 10 and 11:

*"At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**:*

*For **plan-making** this means that:*

- a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;*
- b) strategic policies should as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

 - i. the application of policies in this Framework that protect areas or assets of particular importance produces a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;**

*For **decision-taking** this means:*

- c) approving development proposals that accord with an up-to-date development plan without delay; or*

- d) *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
- e) *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- f) *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

2.4 In the context of sustainable transport and in considering development proposals the NPPF states in paragraphs 110-113:

Paragraph 110, "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of the development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- *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.*

Paragraph 111, "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."

Paragraph 112, "Within this context, applications for 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."*

Paragraph 113, "All developments that will generate significant 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."

National Planning Practice Guidance (NPPG)

- 2.5 National Planning Practice Guidance (NPPG) is supplementary advice intended to expand on and support the principals and practices of the National Planning Policy Framework (NPPF). It is managed and maintained by the Department of Communities & Local Government. Amongst other things, NPPG provides advice on the need for, and the preparation of, Travel Plans, Transport Statements and Transport Assessments.
- 2.6 NPPG states that Travel Plans, Transport Assessments and Transport Statements can positively contribute to:
- Encouraging sustainable travel;
 - Lessening traffic generation and its detrimental impacts;
 - Reducing carbon emissions and climate impacts;
 - Creating accessible, connected, inclusive communities;
 - Improving health outcomes and quality of life;
 - Improving road safety; and
 - Reducing the need for new development to increase existing road capacity or provide new roads.
- 2.7 NPPG advises that the key transport issues to be considered in a transport evidence base should:
- Assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms;
 - And consider the cumulative impacts of existing and proposed development on transport networks.

Manual for Streets (MfS)

- 2.8 MfS and MfS2 were published in 2007 and 2010 respectively and are referred to throughout the report.
- 2.9 The 'Department for Transport' and 'Department for Communities and Local Government' support the guidance provided in the manuals, though importantly, they do not outline any new policies or legal requirements.
- 2.10 Some of the key aims for streets in the introduction, are as follows:
- help build and strengthen the communities they serve;

- meet the needs of all;
- form part of a well-connected network;

It also discourages designs that:

- primarily meet motor traffic needs;
- are difficult to serve by public transport.

2.11 MfS 2 applies the same principles to a wider variety of situations including both rural and urban. Both aim to deliver contextually sensitive designs, which involves understanding the unique landscape and role of individual modes of transport in the area.

Design Manual for Roads and Bridges (DMRB)

2.12 DMRB is used for roads with speeds above 39mph where MfS does not apply. Visibility splays have been determined based on actual speeds of traffic and distance set out in DMRB CD 109.

West Sussex County Council Local Transport Plan

2.13 The Local Transport Plan (LTP3) for West Sussex covers the period 2011 to 2026 and was adopted by the County Council on March 2011.

The 4 main objectives of LTP3 are:

- Promoting Economic Growth;
- Tackling a Changing Climate;
- Providing Access to Services, Employment and Housing;
- Improving Safety, Security and Health.

Under each of these main objectives are the LTP3 strategies as shown below in **Table 2.1**:

Table 2.1 LTP3 Themes and Objectives

LTP3 Objectives	LTP3 Strategies
Promoting Economic Growth	<ul style="list-style-type: none"> • Maintain or improve the reliability of journey times on key routes; • Improve connectivity and access to local labour markets and key centres; • Deliver transport improvements to support and facilitate sustainable growth; • Ensure local transport networks are resistant and adaptable to shocks and impacts including climate change.
Tackling a Changing Climate	<ul style="list-style-type: none"> • Adapt transport infrastructure to increase its resilience to the effects of climate change; • Support new low emission fuels, infrastructure and technologies; • Reduce unnecessary trips by motorised vehicles and encourage the use of more sustainable modes of transport;

	<ul style="list-style-type: none"> • Reduce the need to travel at all by encouraging provision of local services; • Reduce the carbon footprint of the County Council’s own operations; • Maximise reuse and recycling of materials in construction and maintenance.
Providing Access to Services, Employment and Housing	<ul style="list-style-type: none"> • Identify problem areas by using survey approaches and accessibility mapping techniques where appropriate; • Work in partnership with service providers and stakeholders to set priorities; • Ensure that accessibility is a central consideration when planning local services; • Seek to ensure that places of work, education, leisure and food retail opportunities are located close together in new development; • Enable disadvantage people to access employment opportunities, key services, social networks and goods; • Encourage local delivery of services so that people have to travel less.
Improving Safety, Security and Health	<ul style="list-style-type: none"> • Reduce the risk of death or injury due to transport incidents through engineering, training and publicity particularly targeted at vulnerable road users; • Reduce crime, fear of crime and anti-social behaviour on the transport network; • Reduce the negative impacts of transport on public health; • To encourage and to enable physically active travel such as walking and cycling through behaviour change initiatives and provision of information and education; • Invest in new infrastructure which improves the County and creates safer conditions for all, and particularly vulnerable road users.

2.14 The West Sussex Transport Plan is currently being reviewed. This is to update the strategic approach to investment in, and management of the transport network. Until a new plan is adopted the current LTP for West Sussex will be used in planning decisions.

West Sussex Parking Guidance for New Developments (2020)

2.15 Section 1.2 of the West Sussex County Council Guidance on Parking at New Developments (2020) states:

‘The County Council’s overall ambition for parking at new developments is to ensure that sufficient parking is provided to meet the needs of the development while maintaining highway network operations, protecting surrounding communities and pursuing opportunities to encourage use of sustainable modes of transport. This ambition is not intended to replace relevant national and local planning policy on this issue.’

2.16 **Table 2.2** below demonstrates the minimum cycle parking standards for new residential developments set out in table 1 in the WSGPND.

Table 2.2 Minimum Cycle Parking Standards for New Residential Developments

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

2.17 The WSCC Parking Guidance for New Developments has also been used to determine the appropriate parking demand for the proposal.

Horsham District Planning Framework (2015)

2.18 The Horsham District Planning Framework (HDPF) was adopted in November 2015 and is the overarching planning document for Horsham District outside the South Downs National Park (SDNP). This plan identifies six priority themes for the council which include:

- Economic Development: Plan for a successful local economy with high levels of employment;
- Efficiency and Taxation: Delivering excellent value and high performance;
- Arts, Heritage and Leisure: Build an arts, leisure and culture reputation that also supports our economy;
- Living, Working Communities: Working together to support the life of local communities;
- Environment: a better environment for today and tomorrow;
- Safer and Healthier: improving health and wellbeing.

2.19 Policies contained in the HDPF that are relevant to the site include:

Policy 1

Strategic 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 always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions indicate otherwise.

Policy 15

Strategic Policy: Housing Provision

Provision is made for the development of at least 16,000 homes and associated infrastructure within the period 2011-2031, at an average of 800 homes per annum.

Policy 32

Strategic Policy: The Quality of New Development

High quality and inclusive design for all development in the district will be required based on a clear understanding of the local, physical, social, economic, environmental and policy context for development. In particular, development will be expected (1) provide and attractive, functional, accessible, safe and adaptable environment; (2) complement locally distinctive characters and heritage of the district; (3) contribute a sense of place both in the buildings and spaces themselves and in the way they integrate with their surroundings and historic landscape in which they sit; (4) optimise the potential of the site to accommodate development and contribute to the support for sustainable complementary facilities and uses; and (5) help secure a framework of high quality open spaces which meets the identified needs of the community.

Policy 33

Development Principles

Developments should conserve and enhance the natural and built environments.

Policy 40

Sustainable Transport

There is commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with re-balancing in favour of non-car modes as a means of access to jobs, homes services and facilities, will be encouraged and supported.

Policy 41

Parking

(2) Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and mobility impaired.

The Horsham District Local Plan 2019-2036

- 2.20 A new Draft Local Plan for the Horsham District is currently being prepared to replace the existing Local Plan for the area. Once, adopted, the Horsham District Local Plan 2019-2036 will set out how the district will deliver new residential developments in a sustainable way.
- 2.21 The meeting of full council to approve Regulation 19, Pre-Submission Horsham District Local Plan document, has been postponed.

3 Existing Situation

- 3.1 The existing site consists of a single dwelling and garden area at Denhams, Andrews Hill, Billingshurst. The area is administered by Horsham District Council and West Sussex County Council.
- 3.2 The site can be accessed by vehicles directly off the A29 via the existing access at the northwest corner of the site. The existing access will be closed for the proposed development.
- 3.3 An aerial view of the existing site can be seen in **Figure 3.1**, indicated by the red site boundary line.

Figure 3.1 Denhams, Andrews Hill, Billingshurst



4 Local Highway Network

- 4.1 The site lies adjacent to the A29, Andrews Hill, which is subject to a 60mph speed limit with verge along the site frontage and a footway opposite.
- 4.2 The A29 is an A-classified road running north-south past the site connecting the site to the A272 to the north and the A27 to the south. To the north of the site the A29 runs along the western edge of Billingshurst connecting to the A272 at a roundabout junction. The A272 runs east-west connecting to the A24 and also providing links to Haywards Heath to the east. To the west the A272 leads to the A3.
- 4.3 Travelling south from the site the A29 runs through Pulborough and connects to the A27 at Fontwell.
- 4.4 There is a narrow footway that runs along the west side of the A29 providing a pedestrian link to the bus stops south of the site.

Accident Data

- 4.5 Accident records for the local highway network in the site vicinity were reviewed for the 5 years 2016-2020, using Crashmaps.co.uk. There has only been 1 recorded incident over the 5-year period in a 250m radius of the existing site access. The details of this incident can be seen in **Table 4.1** below with the locations seen in **Figure 4.1**.

Figure 4.1 Crash Accident Data on A29

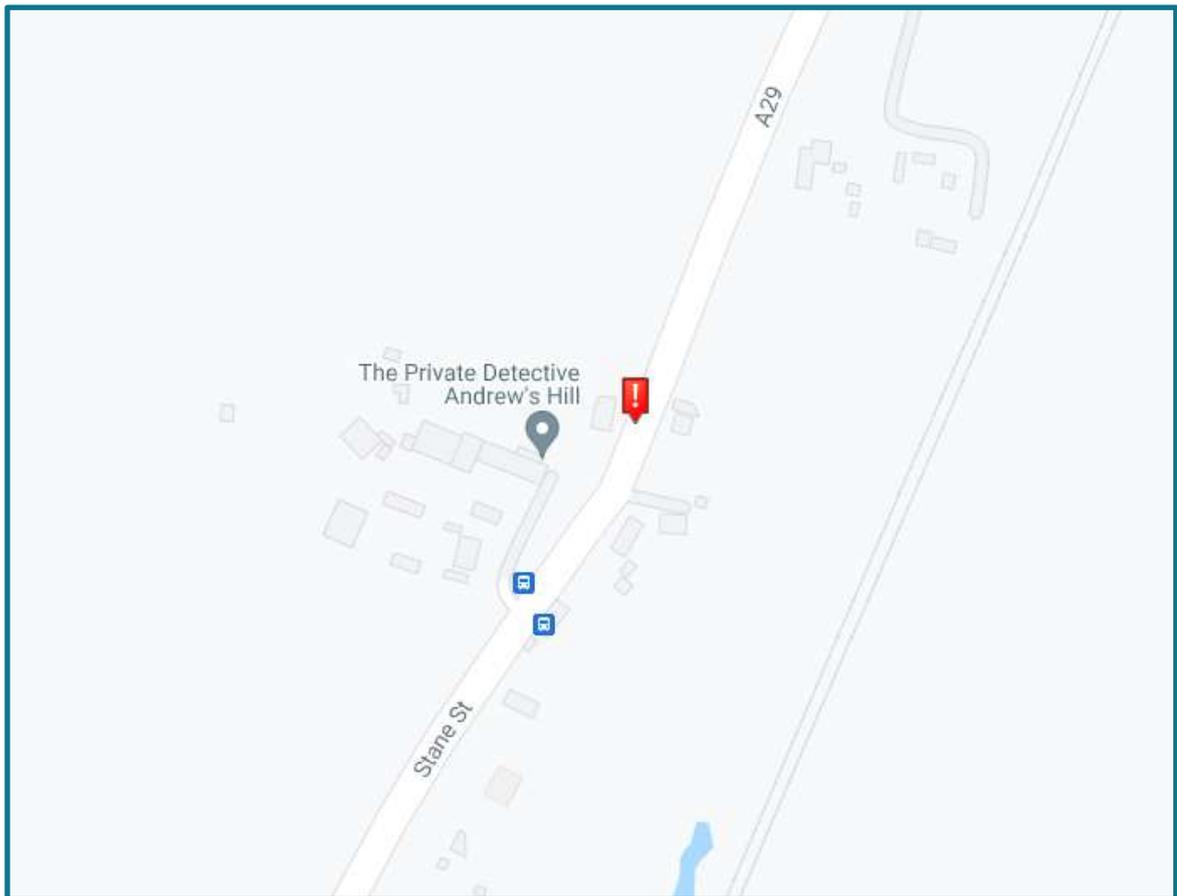


Table 4.1 Recorded Traffic Incidents (2016-2020)

Date	Severity	Location	No. of Vehicles Involved	No. Casualties Involved
02/09/2017	Serious	A29	2	2

4.6 Overall, due to the low severity rate of 1 incident over the past 5 years on the A29, there is no evidence that the proposed access would lead to an increase in the risk of accidents.

5 Modal Choice & Travel Data

Bus Services

- 5.1 The nearest stops are located 70m south of the site for northbound travel and 80m south for southbound travel. These stops provide two services, 69 and 100, run by Compass Travel.
- 5.2 Services during peak hours can be seen below in **Table 5.1**.

Table 5.1 Bus Services from St Andrews Farm Bus Stops

Services	Destinations Served	Weekday Frequency	Saturday frequency	Sunday frequency
69	Alfold - Loxwood - Billingshurst - Pulborough - Arundel - Worthing	Return service Tuesday and Friday Only	-	-
100	Horsham – Billingshurst – Pulborough – Storrington – Steyning – Henfield	Service every hour	Service every hour	-

Rail

- 5.3 The nearest railway station is Billingshurst Railway Station, located approximately 1.8km which represents a 20-minute walk. Footways are provided for the entire route from the site to the station.
- 5.4 Billingshurst Station facilities and services* include:
 - 18 cycle parking spaces with storage CCTV;
 - 84 Car parking spaces operated by APCOA Parking UK;
 - 3 accessible parking spaces;
 - Ticket office including induction loop;
 - Accessible ticket machines;
 - Refreshment facilities;
 - Waiting rooms on both platforms;
 - Accessible toilets and baby change facilities;
 - Ramp for train access; and
 - Step free access (Category B1).

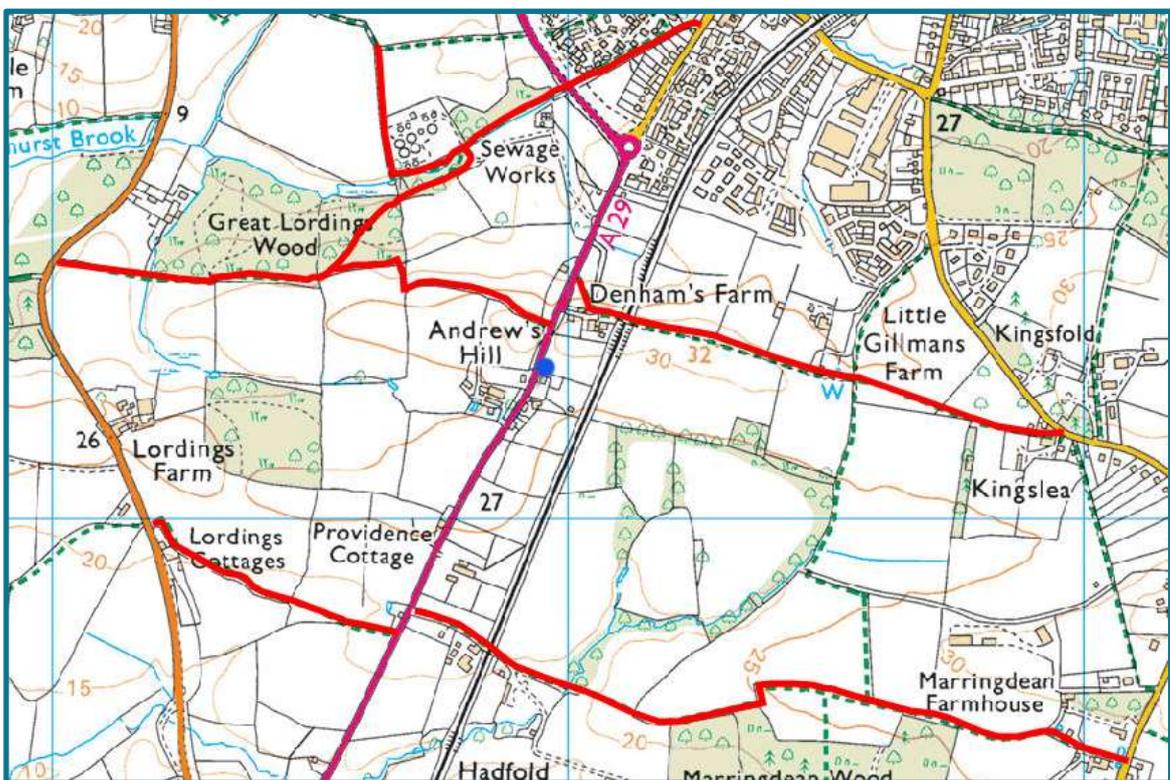
*Source: Nationalrail.co.uk (19/12/21)

5.5 Services from this Station are operated by Southern and provide connections to a number of key destinations including Littlehampton, Portsmouth Harbour, Bognor Regis, London Victoria and London Bridge.

Walking and Cycling

5.6 There is a footway on the west side of the A29 that leads to Billingshurst and there are a number of paths located within 500m of the site. There are some PRoWs that run close to the proposed development site at Denhams. The location of the PRoWs (red) and the site (blue) can be seen below in Figure 5.1.

Figure 5.1 – PRoW within 500m of site access



*Taken from the WSCC Public Rights of Way iMap (19/12/21)

5.7 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).

5.8 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- "Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres' (Paragraph 74)

- ‘Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport’ (Paragraph 77).

5.9 Examples of key destinations and their proximity to the site are listed below in **Table 5.2**. Walking times are based on a walk speed of 1.4m/s as referenced in the IHT (2000) Guidelines for Providing Journeys on Foot.

5.10 Within Billingshurst there are some facilities that will be accessible for the residents of the new development.

Table 5.2 –Accessibility of development site to local amenities

Destination	Distance from site centre (m)	Walk time
The Blacksmiths Arms	1200	14 minutes
Billingshurst Primary School	1500	18 minutes
Billingshurst Tennis Club	1500	18 minutes
Tesco Express	1600	19 minutes
Billingshurst Railway Station	1800	21 minutes
Billingshurst Leisure Centre	1900	23 minutes
The Weald Community School	1900	23 minutes

5.11 Residents of the new development will be able to access some shopping, entertainment, education and community facilities.

6 Proposed Development

Proposed Development

- 6.1 The proposed development consists of 3No. 3-bed residential dwellings with associated parking and landscaping. The proposed layout plan is included in **Appendix A**.

Proposed Access

- 6.2 The proposed access will provide both pedestrian and vehicular access to the site. As per MfS standards, the proposed access has been designed with a width of a 4.5m with a 6m kerbed radii and 1.5m footway on the north side which can link to the existing footway provision. The access road will be 4.5m for the first 10m back from the edge of footway.
- 6.3 A speed survey was undertaken in early March 2020 to demonstrate actual speeds of traffic along the A29. The speed survey shows vehicle speeds are less than 60mph. The 85th percentile speeds are as follows:

Southbound	54mph
Northbound	54mph

The speed survey is included in **Appendix B**.

- 6.4 In accordance with DMRB CD 109 standards, based on desirable minimum sight stopping distances for speeds of 54mph, visibility splays of 2.4m x 160m are required for the proposed access. These splays are achievable within the public highway as shown on the drawing in **Appendix C**.

Proposed Parking

- 6.5 The West Sussex Parking Guidance for New Developments sets out the minimum cycle parking standards for new residential development. The relevant standards to this Transport Statement can be seen below in **Table 6.1**.

Table 6.1 – Minimum Cycle Parking Standards for New Residential Developments

Table 1: Minimum Levels of Cycle Provision		
Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces

- 6.6 In accordance with WSCC cycle parking standards (see **Table 6.1**) set out for new residential developments, a provision of 2 cycle parking spaces will be included for each house. These will be provided in stores in the garden of each property.

6.7 The WSCC parking guidance also sets out vehicle parking requirements for residential dwellings. These are detailed in **Table 6.2** below.

Table 6.2 – Residential Parking Demand for PBZ2 (spaces per dwelling)

No. of bedrooms	No. of habitable rooms	Spaces required for PBZ2	Visitor Parking
3	5 to 6	2.1	0.2

6.8 In line with this and the above guidance, provision has been made for 9 parking spaces for the proposed 3 new houses. This provision is shown on the proposed development plan in **Appendix A**.

6.9 The parking guidance states that *“as the demand for electric vehicle charging points is expected to change rapidly over time, any standard for electric vehicle charging points is likely to become quickly out of date. Therefore, there is no specific standard for electric vehicle charging points”*. The guidance also takes a starting percentage of 20% active EV provision using a linear growth between 2018 and 2030, producing a set of yearly EV provision indexes set out in Appendix B of the document. These values are to be used as a guide to the level of active EV spaces to be provided in the year of construction. Electric vehicle space allocation percentages are shown in **Table 6.3** below.

Table 6.3 – Electric Vehicle Space Allocations

Year	% Growth Index	% Spaces for Active EV Charging Facilities
2022	17	37
2023	21	41
2024	25	45
2025	29	49

6.10 Electric Vehicle charging points will be provided in line with WSCC guidance set out in the above table (**Table 6.3**).

Emergency Access & Servicing

6.11 It is considered the proposed development will be serviced from the A29. Refuse and recycling collection points are located appropriately in a communal bin store to meet the requirements set out in paragraph 6.8.9 of Manual for Streets 1 that vehicles should be able to get to within 25m of the storage point for collection and that residents are not required to carry waste for more than

30m as set out in MfS1. Refuse vehicles will continue to use the A29 where they will stop on street to collect refuse.

- 6.12 All dwellings can be accessed within 45metres of the A29 and therefore can be safely reached by a fire appliance in accordance with Manual for Streets.

7 Proposed Trip Generation

7.1 The TRICS database has been examined for appropriate matches to the proposed uses with the following site selection parameters being applied:

- Post 2011 surveys;
- All regions in England, with the exception of Greater London;
- Weekdays only;
- Edge of Town Centre and Suburban location types;
- Residential use - private houses with a sample size between 5 and 50 units;
- Car Ownership from 0.6 – 1.5.

7.2 **Appendix D** holds details of sites selected and provides a full TRICS output report.

7.3 **Table 7.1** below provides trip rate data for the proposed site, based on the site selection criteria.

Table 7.1 Private Housing Trip Rates

Development Type	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)			Daily (12hr)
	IN	OUT	TOTAL	IN	OUT	TOTAL	
Privately Owned Dwellings (Per Dwelling)	0.151	0.386	0.537	0.340	0.189	0.529	4.949
Privately Owned Dwellings (Per 3 Dwellings)	0.453	1.158	1.611	1.02	0.567	1.587	14.847

7.4 Using the information from the TRICS database, the proposed development is likely to lead to:

- Around, 2 vehicle trips in the morning peak period between 8am to 9am and;
- Around, 2 vehicle trips in the evening peak period from 5pm to 6pm and;
- Overall, around 15 two-way daily weekday vehicle trips are forecast.

7.5 The resultant generated vehicle trips would therefore not have a material impact and could be readily accommodated on the local highway network.

8 Conclusions

- 8.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed development from a transport perspective.
- 8.2 Key transport-relevant elements of the development, including parking, access, trip generation and the impacts upon the surrounding transport networks, have been considered from a policy context.
- 8.3 A speed survey has been conducted on the A29 which demonstrates speeds of 54mph in both directions.
- 8.4 The proposed access will be laid out in accordance with both national policy such as MfS and local policy. Visibility splays of 160m are achievable in either direction.
- 8.5 Bus services pass the site and there is a footway linking the site with the town and the railway station. There are some amenities located within 2km of the site which will be accessible to future residents of the development.
- 8.6 The sites provision of car / cycle parking complies with WSCC parking standards.
- 8.7 Using the information from the TRICS database, the proposed development is likely to lead to:
- Around, 2 vehicle trips in the morning peak period between 8am to 9am and;
 - Around. 2 vehicle trips in the evening peak period from 5pm to 6pm and;
 - Overall, around 15 two-way daily weekday vehicle trips are forecast.
- 8.8 The resultant generated vehicle trips would therefore not have a material impact and could be readily accommodated on the local highway network. Therefore, the proposed trip generation is not considered to be a reason to refuse the planning application on transport grounds.
- 8.9 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

Appendix A

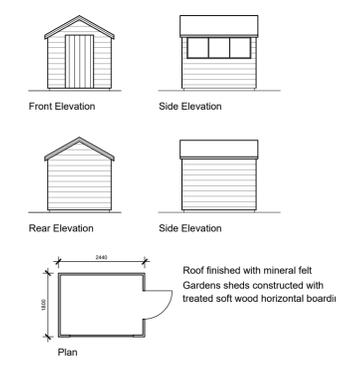
Proposed Development Plan



NOTES

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Proposed Cycle Storage 1:100



REV	DATE	BY	AMENDMENT

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The Old Forge
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CLIENT
Mr & Mrs Williamson

JOB TITLE
**Denhams
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Billingshurst
West Sussex
RH14 9JT**

DRAWING TITLE
**Site Plan as Proposed
Preliminary Issue**

DATE	SCALE	DRAWN BY	RF
SEPT 2021	Shown on A1		
		CHECKED BY	MF

JOB NO.	DRAWING NO.	REVISION
20081	2.01	-



Site Plan As Proposed 1:100

Appendix B

Speed Survey



Site No: 11032001

Site: Site 1 - Billingshurst

DIRECTION: 1 South West Bound

Date	Time	Count	Speed bins [mph]											v15	vm	v85	Length bins [m]				
			1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0	
Thursday	From	To															P/C Bike	Car	MGV	HGV	Artic/Bus
12/03/20	00:00	01:00	18	0	0	0	1	7	7	3	0	0	0	45	52	58	0	17	1	0	0
12/03/20	01:00	02:00	8	0	0	0	1	4	3	0	0	0	0	41	47	56	0	3	3	2	0
12/03/20	02:00	03:00	3	0	0	0	0	2	1	0	0	0	0	42	48	52	0	0	1	1	1
12/03/20	03:00	04:00	2	0	0	0	1	0	1	0	0	0	0	38	46	53	0	1	1	0	0
12/03/20	04:00	05:00	17	0	0	0	1	8	6	2	0	0	0	43	49	55	0	9	2	4	2
12/03/20	05:00	06:00	36	0	0	0	5	16	10	5	0	0	0	41	50	60	0	25	3	2	6
12/03/20	06:00	07:00	127	0	0	0	9	72	42	4	0	0	0	43	49	55	0	96	17	9	5
12/03/20	07:00	08:00	348	0	0	2	57	212	72	4	1	0	0	40	47	53	3	276	42	15	12
12/03/20	08:00	09:00	481	0	5	1	104	314	56	1	0	0	0	39	44	50	1	378	63	20	19
12/03/20	09:00	10:00	360	0	2	3	67	241	45	2	0	0	0	39	45	50	1	270	51	27	11
12/03/20	10:00	11:00	335	14	2	4	120	166	29	0	0	0	0	35	41	49	10	270	24	17	14
12/03/20	11:00	12:00	371	0	0	4	69	250	44	4	0	0	0	39	45	50	0	294	44	22	11
12/03/20	12:00	13:00	342	1	1	5	55	227	50	3	0	0	0	40	45	51	0	248	61	26	7
12/03/20	13:00	14:00	316	0	0	5	76	187	47	1	0	0	0	39	45	51	0	229	54	19	14
12/03/20	14:00	15:00	324	0	0	0	54	226	43	1	0	0	0	40	45	50	2	287	19	12	4
12/03/20	15:00	16:00	445	0	0	1	104	292	45	3	0	0	0	37	45	49	2	361	45	21	16
12/03/20	16:00	17:00	550	0	2	13	70	380	84	1	0	0	0	40	45	51	1	432	98	13	6
12/03/20	17:00	18:00	636	0	4	9	70	442	107	4	0	0	0	41	46	52	1	533	90	10	2
12/03/20	18:00	19:00	391	0	1	2	49	249	82	8	0	0	0	41	47	54	1	346	38	3	3
12/03/20	19:00	20:00	232	0	0	1	34	127	65	5	0	0	0	41	48	54	0	194	33	5	0
12/03/20	20:00	21:00	141	0	0	0	7	74	52	8	0	0	0	44	50	57	0	125	13	1	2
12/03/20	21:00	22:00	85	0	0	0	9	42	31	3	0	0	0	43	49	57	0	72	9	4	0
12/03/20	22:00	23:00	63	0	0	0	8	30	19	5	1	0	0	41	50	57	0	54	8	1	0
12/03/20	23:00	24:00	41	0	0	0	1	15	21	4	0	0	0	46	53	59	0	31	9	1	0
12/03/20		06:00-09:00	956	0	5	3	170	598	170	9	1	0	0	41	47	53	4	750	122	44	36
12/03/20		15:00-19:00	2022	0	7	25	293	1363	318	16	0	0	0	40	46	52	5	1672	271	47	27
12/03/20		06:00-22:00	5484	15	17	50	954	3501	894	52	1	0	0	40	46	52	22	4411	701	224	126
12/03/20		00:00-24:00	5672	15	17	50	972	3583	962	71	2	0	0	41	47	53	22	4551	729	235	135



Site No: 11032001

Site: Site 1 - Billingshurst

DIRECTION: 1 South West Bound

Date	Time	Count	Speed bins [mph]											v15 15%ile	vm mean	v85 85%ile	Length bins [m]				
			1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	1.5 P/C Bike				6.5 Car	8.5 MGV	10.5 HGV	14.0 Artic/Bus	
Friday	From To																				
13/03/20	00:00 01:00	26	0	0	1	1	7	16	1	0	0	0	43	52	59	0	20	4	1	1	
13/03/20	01:00 02:00	9	0	0	0	0	3	5	1	0	0	0	49	55	59	0	6	1	1	1	
13/03/20	02:00 03:00	4	0	0	0	1	0	1	2	0	0	0	53	54	65	0	4	0	0	0	
13/03/20	03:00 04:00	2	0	0	0	0	1	1	0	0	0	0	44	48	52	0	1	0	1	0	
13/03/20	04:00 05:00	12	0	0	0	2	6	3	1	0	0	0	41	47	52	0	9	1	0	2	
13/03/20	05:00 06:00	36	0	0	0	4	17	13	2	0	0	0	44	50	56	1	27	3	2	3	
13/03/20	06:00 07:00	106	0	0	0	12	58	34	1	1	0	0	42	49	57	0	77	15	4	10	
13/03/20	07:00 08:00	299	0	0	5	21	196	74	3	0	0	0	42	48	54	1	235	40	19	4	
13/03/20	08:00 09:00	423	0	1	2	95	254	68	3	0	0	0	39	45	51	0	318	71	15	19	
13/03/20	09:00 10:00	376	0	2	11	72	234	54	3	0	0	0	39	44	51	2	278	61	23	12	
13/03/20	10:00 11:00	384	0	0	1	104	251	26	2	0	0	0	38	44	49	1	284	63	20	16	
13/03/20	11:00 12:00	389	0	0	3	86	255	43	2	0	0	0	39	45	50	1	302	58	13	15	
13/03/20	12:00 13:00	408	0	0	5	72	278	49	4	0	0	0	39	45	50	1	318	58	21	10	
13/03/20	13:00 14:00	404	0	0	0	54	274	73	3	0	0	0	41	46	52	0	315	54	26	9	
13/03/20	14:00 15:00	434	0	1	3	121	253	53	3	0	0	0	38	44	50	2	341	61	19	11	
13/03/20	15:00 16:00	476	0	0	1	75	312	83	5	0	0	0	40	46	52	2	367	78	17	12	
13/03/20	16:00 17:00	556	0	0	0	83	371	93	7	1	1	0	41	46	52	1	445	87	15	8	
13/03/20	17:00 18:00	641	0	0	3	97	442	92	6	1	0	0	40	46	51	2	544	83	9	3	
13/03/20	18:00 19:00	374	0	0	0	97	217	54	6	0	0	0	39	45	51	1	318	50	4	1	
13/03/20	19:00 20:00	211	0	0	0	22	119	56	13	1	0	0	42	49	55	0	185	23	2	1	
13/03/20	20:00 21:00	114	0	0	0	7	59	39	7	0	2	0	42	50	58	0	96	16	2	0	
13/03/20	21:00 22:00	72	0	0	0	8	29	32	3	0	0	0	44	50	58	0	63	7	0	2	
13/03/20	22:00 23:00	72	0	0	0	5	39	27	1	0	0	0	44	49	55	0	64	8	0	0	
13/03/20	23:00 24:00	43	0	0	0	12	18	12	1	0	0	0	38	46	54	0	42	1	0	0	
13/03/20	06:00-09:00	828	0	1	7	128	508	176	7	1	0	0	41	47	54	1	630	126	38	33	
13/03/20	15:00-19:00	2047	0	0	4	352	1342	322	24	2	1	0	40	46	52	6	1674	298	45	24	
13/03/20	06:00-22:00	5667	0	4	34	1026	3602	923	71	4	3	0	40	46	53	14	4486	825	209	133	
13/03/20	00:00-24:00	5871	0	4	35	1051	3693	1001	80	4	3	0	42	48	54	15	4659	843	214	140	



Site No: 11032001

Site: Site 1 - Billingshurst

DIRECTION: 1 South West Bound

Date	Time	Count	Speed bins [mph]											v15 15%ile	vm mean	v85 85%ile	Length bins [m]				
			1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	1.5 P/C Bike				6.5 Car	8.5 MGV	10.5 HGV	14.0 Artic/Bus	
Saturday	From	To																			
14/03/20	00:00	01:00	18	0	0	0	0	8	9	1	0	0	0	47	52	57	0	18	0	0	0
14/03/20	01:00	02:00	15	0	0	0	1	8	5	1	0	0	0	45	50	57	0	14	1	0	0
14/03/20	02:00	03:00	5	0	0	0	0	1	2	2	0	0	0	58	57	62	0	5	0	0	0
14/03/20	03:00	04:00	5	0	0	0	0	3	2	0	0	0	0	42	48	55	0	5	0	0	0
14/03/20	04:00	05:00	9	0	0	0	3	2	4	0	0	0	0	39	46	52	0	5	3	1	0
14/03/20	05:00	06:00	19	0	0	0	2	12	4	1	0	0	0	42	47	53	0	17	1	0	1
14/03/20	06:00	07:00	57	0	0	0	3	29	22	3	0	0	0	45	50	54	0	50	4	1	2
14/03/20	07:00	08:00	120	0	0	0	9	70	38	3	0	0	0	44	49	56	0	109	7	2	2
14/03/20	08:00	09:00	211	0	0	0	17	136	54	2	2	0	0	42	48	54	1	188	12	9	1
14/03/20	09:00	10:00	309	0	0	0	37	221	49	2	0	0	0	41	46	51	2	274	18	9	6
14/03/20	10:00	11:00	467	0	4	3	92	309	54	5	0	0	0	39	45	50	1	427	30	7	2
14/03/20	11:00	12:00	484	0	0	1	100	333	48	2	0	0	0	39	45	50	2	443	31	6	2
14/03/20	12:00	13:00	448	0	0	3	57	332	55	1	0	0	0	41	46	50	1	411	30	4	2
14/03/20	13:00	14:00	377	0	1	0	56	261	52	6	1	0	0	41	46	51	1	341	26	7	2
14/03/20	14:00	15:00	366	0	0	0	57	245	60	4	0	0	0	40	46	52	0	324	33	8	1
14/03/20	15:00	16:00	331	0	0	2	54	213	59	3	0	0	0	39	46	52	0	293	26	10	2
14/03/20	16:00	17:00	308	0	1	2	43	180	77	5	0	0	0	41	47	53	0	270	32	4	2
14/03/20	17:00	18:00	256	0	0	0	20	175	57	3	1	0	0	41	47	53	0	225	25	4	2
14/03/20	18:00	19:00	191	0	0	1	21	125	39	4	1	0	0	41	47	54	0	170	17	3	1
14/03/20	19:00	20:00	143	0	0	0	8	79	50	6	0	0	0	44	50	57	0	122	19	2	0
14/03/20	20:00	21:00	78	0	0	3	7	44	21	3	0	0	0	43	48	58	0	70	6	2	0
14/03/20	21:00	22:00	55	0	0	0	2	26	21	5	0	0	1	44	52	59	0	53	1	1	0
14/03/20	22:00	23:00	50	0	0	0	2	31	14	3	0	0	0	42	49	55	0	48	2	0	0
14/03/20	23:00	24:00	40	0	0	0	1	18	19	2	0	0	0	45	51	56	0	33	7	0	0
14/03/20		06:00-09:00	388	0	0	0	29	235	114	8	2	0	0	44	49	55	1	347	23	12	5
14/03/20		15:00-19:00	1086	0	1	5	138	693	232	15	2	0	0	41	47	53	0	958	100	21	7
14/03/20		06:00-22:00	4201	0	6	15	583	2778	756	57	5	0	1	42	47	53	8	3770	317	79	27
14/03/20		00:00-24:00	4362	0	6	15	592	2861	815	67	5	0	1	43	48	54	8	3915	331	80	28



Site No: 11032001

Site: Site 1 - Billingshurst

DIRECTION: 1 South West Bound

Date	Time	Count	Speed bins [mph]											v15 15%ile	vm mean	v85 85%ile	Length bins [m]				
			1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	1.5 P/C Bike				6.5 Car	8.5 MGV	10.5 HGV	14.0 Artic/Bus	
Day	From	To																			
15/03/20	00:00	01:00	34	0	0	0	4	20	10	0	0	0	0	43	48	54	0	31	2	0	1
15/03/20	01:00	02:00	8	0	0	0	0	4	4	0	0	0	0	47	51	58	0	8	0	0	0
15/03/20	02:00	03:00	5	0	0	0	0	3	2	0	0	0	0	49	52	57	0	5	0	0	0
15/03/20	03:00	04:00	4	0	0	0	0	1	2	1	0	0	0	54	56	60	0	3	1	0	0
15/03/20	04:00	05:00	3	0	0	0	1	1	1	0	0	0	0	38	45	52	0	3	0	0	0
15/03/20	05:00	06:00	9	0	0	0	0	5	3	1	0	0	0	41	50	59	0	8	0	1	0
15/03/20	06:00	07:00	35	0	0	0	2	13	16	3	1	0	0	45	52	58	0	24	8	2	1
15/03/20	07:00	08:00	56	0	1	2	4	18	22	9	0	0	0	43	51	62	0	44	8	2	2
15/03/20	08:00	09:00	92	0	2	1	5	50	28	6	0	0	0	42	49	54	0	84	6	1	1
15/03/20	09:00	10:00	275	0	0	0	22	191	54	7	1	0	0	42	48	52	0	242	30	2	1
15/03/20	10:00	11:00	333	0	0	1	44	226	58	4	0	0	0	41	46	52	2	291	31	7	2
15/03/20	11:00	12:00	411	0	2	1	62	284	58	4	0	0	0	40	45	50	0	366	40	5	0
15/03/20	12:00	13:00	356	0	7	1	44	249	50	5	0	0	0	41	46	51	2	316	34	4	0
15/03/20	13:00	14:00	304	0	1	0	22	214	63	4	0	0	0	42	47	52	0	279	24	1	0
15/03/20	14:00	15:00	289	0	0	1	24	195	64	2	3	0	0	42	47	52	0	254	29	5	1
15/03/20	15:00	16:00	233	0	0	0	12	170	47	4	0	0	0	42	47	52	0	220	13	0	0
15/03/20	16:00	17:00	210	0	0	0	21	141	45	2	1	0	0	42	47	52	0	191	15	2	2
15/03/20	17:00	18:00	196	0	0	1	28	125	33	9	0	0	0	41	47	54	1	185	7	3	0
15/03/20	18:00	19:00	131	0	0	0	21	77	30	3	0	0	0	40	47	54	0	118	9	4	0
15/03/20	19:00	20:00	100	0	0	0	6	54	37	3	0	0	0	43	49	56	0	97	3	0	0
15/03/20	20:00	21:00	87	0	0	0	7	54	22	4	0	0	0	43	49	56	0	83	3	0	1
15/03/20	21:00	22:00	49	0	0	1	2	25	17	3	1	0	0	44	51	57	0	47	2	0	0
15/03/20	22:00	23:00	27	0	0	0	2	12	11	2	0	0	0	44	50	57	0	25	1	0	1
15/03/20	23:00	24:00	23	0	0	0	2	8	12	1	0	0	0	47	52	60	0	21	1	0	1
15/03/20		06:00-09:00	183	0	3	3	11	81	66	18	1	0	0	43	51	58	0	152	22	5	4
15/03/20		15:00-19:00	770	0	0	1	82	513	155	18	1	0	0	41	47	53	1	714	44	9	2
15/03/20		06:00-22:00	3157	0	13	9	326	2086	644	72	7	0	0	42	48	54	5	2841	262	38	11
15/03/20		00:00-24:00	3270	0	13	9	335	2140	689	77	7	0	0	43	49	55	5	2945	267	39	14



Site No: 11032001

Site: Site 1 - Billingshurst

DIRECTION: 1 South West Bound

Date	Time	Count	Speed bins [mph]											v15 15%ile	vm mean	v85 85%ile	Length bins [m]				
			1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	1.5 P/C Bike				6.5 Car	8.5 MGV	10.5 HGV	14.0 Artic/Bus	
Monday	From To																				
16/03/20	00:00 01:00	13	0	0	0	1	6	5	0	1	0	0	0	47	52	59	0	12	1	0	0
16/03/20	01:00 02:00	5	0	0	1	2	1	1	0	0	0	0	33	40	50	1	3	1	0	0	
16/03/20	02:00 03:00	8	0	0	0	1	6	1	0	0	0	0	43	46	49	0	6	2	0	0	
16/03/20	03:00 04:00	3	0	0	0	0	2	1	0	0	0	0	43	48	53	0	3	0	0	0	
16/03/20	04:00 05:00	9	0	0	0	0	3	6	0	0	0	0	44	52	57	0	8	0	0	1	
16/03/20	05:00 06:00	33	0	0	0	10	8	12	3	0	0	0	35	47	59	1	23	2	2	5	
16/03/20	06:00 07:00	110	0	0	0	14	50	41	5	0	0	0	42	49	57	0	92	8	5	5	
16/03/20	07:00 08:00	328	0	0	4	41	222	57	3	1	0	0	41	46	51	0	261	43	12	12	
16/03/20	08:00 09:00	437	0	0	1	93	255	87	1	0	0	0	39	45	52	1	349	50	22	15	
16/03/20	09:00 10:00	386	8	23	33	80	206	35	1	0	0	0	29	40	50	2	308	39	22	15	
16/03/20	10:00 11:00	381	41	91	105	63	75	5	0	1	0	0	13	27	42	13	309	30	18	11	
16/03/20	11:00 12:00	342	0	0	1	79	214	47	1	0	0	0	39	45	50	1	257	49	23	12	
16/03/20	12:00 13:00	374	0	0	5	57	243	65	2	2	0	0	40	46	52	0	308	41	14	11	
16/03/20	13:00 14:00	365	0	3	4	65	243	45	4	1	0	0	39	45	50	1	279	54	20	11	
16/03/20	14:00 15:00	369	0	0	0	61	244	57	7	0	0	0	40	46	52	1	282	58	18	10	
16/03/20	15:00 16:00	433	0	0	1	99	266	63	4	0	0	0	39	45	51	3	331	65	17	17	
16/03/20	16:00 17:00	510	0	1	0	68	349	87	4	1	0	0	41	46	52	0	405	77	14	14	
16/03/20	17:00 18:00	589	0	4	5	31	445	98	6	0	0	0	42	47	52	1	501	74	7	6	
16/03/20	18:00 19:00	361	0	2	0	43	235	77	3	1	0	0	41	47	52	0	311	46	3	1	
16/03/20	19:00 20:00	171	0	0	1	24	89	50	7	0	0	0	41	48	57	0	143	23	5	0	
16/03/20	20:00 21:00	94	0	0	0	4	58	24	7	1	0	0	43	50	57	0	81	11	1	1	
16/03/20	21:00 22:00	59	0	1	0	3	29	24	2	0	0	0	43	50	57	1	50	8	0	0	
16/03/20	22:00 23:00	38	0	0	0	1	19	16	2	0	0	0	45	51	59	0	35	3	0	0	
16/03/20	23:00 24:00	20	0	0	0	1	6	12	1	0	0	0	46	52	59	0	18	2	0	0	
16/03/20	06:00-09:00	875	0	0	5	148	527	185	9	1	0	0	41	47	53	1	702	101	39	32	
16/03/20	15:00-19:00	1893	0	7	6	241	1295	325	17	2	0	0	41	46	52	4	1548	262	41	38	
16/03/20	06:00-22:00	5309	49	125	160	825	3223	862	57	8	0	0	38	45	52	24	4267	676	201	141	
16/03/20	00:00-24:00	5438	49	125	161	841	3274	916	63	9	0	0	40	46	53	26	4375	687	203	147	



Site No: 11032001

Site: Site 1 - Billingshurst

DIRECTION: 1 South West Bound

Date	Time	Count	Speed bins [mph]											v15 15%ile	vm mean	v85 85%ile	Length bins [m]				
			1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	1.5 P/C Bike				6.5 Car	8.5 MGV	10.5 HGV	14.0 Artic/Bus	
Tuesday	From To																				
17/03/20	00:00 01:00	11	0	0	0	0	8	2	1	0	0	0	48	50	51	0	9	1	0	1	
17/03/20	01:00 02:00	10	0	0	0	1	5	4	0	0	0	45	49	55	0	8	2	0	0		
17/03/20	02:00 03:00	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0		
17/03/20	03:00 04:00	3	0	0	0	0	3	0	0	0	0	49	49	50	0	2	1	0	0		
17/03/20	04:00 05:00	10	0	0	0	1	6	2	1	0	0	42	49	57	0	8	0	0	2		
17/03/20	05:00 06:00	31	0	0	0	3	14	11	3	0	0	42	50	59	0	19	8	2	2		
17/03/20	06:00 07:00	112	0	0	0	18	42	44	8	0	0	40	50	58	0	89	10	5	8		
17/03/20	07:00 08:00	313	0	0	7	61	188	55	2	0	0	39	45	52	2	231	56	16	8		
17/03/20	08:00 09:00	455	0	0	3	74	313	62	3	0	0	39	45	50	1	347	68	20	19		
17/03/20	09:00 10:00	351	0	3	5	65	223	54	1	0	0	39	45	51	1	263	59	16	12		
17/03/20	10:00 11:00	364	0	1	3	93	227	37	3	0	0	39	44	50	1	268	63	15	17		
17/03/20	11:00 12:00	352	0	0	0	75	233	41	3	0	0	39	45	50	2	275	44	18	13		
17/03/20	12:00 13:00	358	0	1	1	67	244	42	3	0	0	39	45	50	0	280	52	21	5		
17/03/20	13:00 14:00	322	0	0	0	51	224	44	3	0	0	40	46	50	0	251	47	13	11		
17/03/20	14:00 15:00	328	0	0	0	57	203	65	3	0	0	39	46	52	0	243	57	18	10		
17/03/20	15:00 16:00	452	0	0	0	72	311	66	2	1	0	40	46	51	1	349	65	17	20		
17/03/20	16:00 17:00	501	0	4	2	74	348	69	3	1	0	40	45	50	1	389	80	13	18		
17/03/20	17:00 18:00	529	0	0	0	51	356	113	9	0	0	41	47	52	1	457	59	9	3		
17/03/20	18:00 19:00	270	0	1	2	22	161	75	8	1	0	41	48	55	0	229	37	3	1		
17/03/20	19:00 20:00	162	0	0	0	15	88	49	10	0	0	42	50	56	0	140	20	1	1		
17/03/20	20:00 21:00	88	0	0	0	6	50	27	4	1	0	42	50	57	1	78	6	1	2		
17/03/20	21:00 22:00	50	0	0	0	5	26	14	4	0	1	43	51	57	2	43	4	1	0		
17/03/20	22:00 23:00	35	0	0	0	3	20	10	1	1	0	44	49	57	0	32	2	1	0		
17/03/20	23:00 24:00	17	0	0	0	3	9	3	2	0	0	41	48	56	0	15	2	0	0		
17/03/20	06:00-09:00	880	0	0	10	153	543	161	13	0	0	39	47	53	3	667	134	41	35		
17/03/20	15:00-19:00	1752	0	5	4	219	1176	323	22	3	0	41	47	52	3	1424	241	42	42		
17/03/20	06:00-22:00	5007	0	10	23	806	3237	857	69	4	1	40	47	53	13	3932	727	187	148		
17/03/20	00:00-24:00	5124	0	10	23	817	3302	889	77	5	1	41	48	53	13	4025	743	190	153		



Site No: 11032001

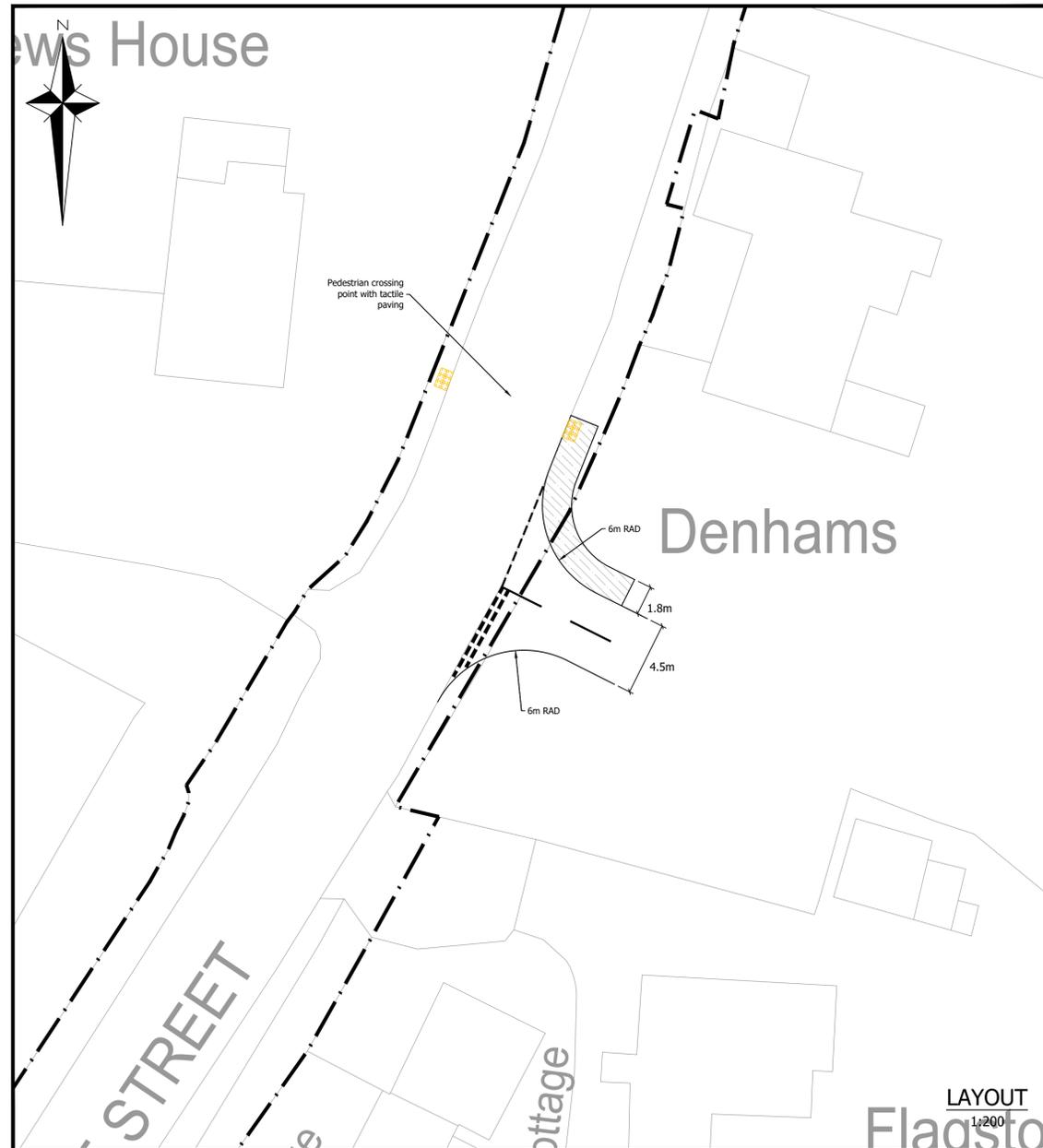
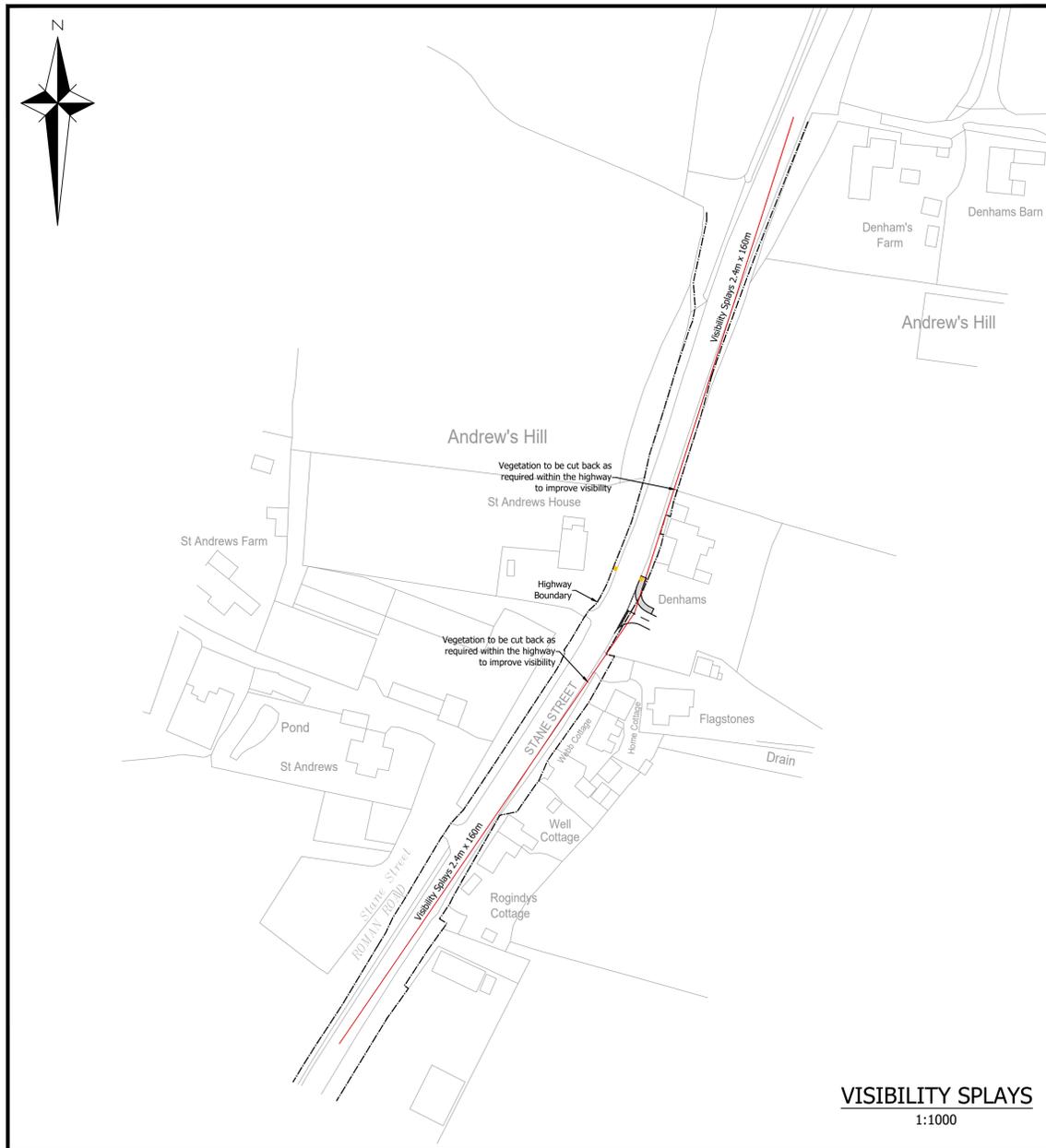
Site: Site 1 - Billingshurst

DIRECTION: 1 South West Bound

Date	Time	Count	Speed bins [mph]											v15	vm	v85	Length bins [m]				
			1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0	
Wednesday	From	To															P/C Bike	Car	MGV	HGV	Artic/Bus
18/03/20	00:00	01:00	17	0	0	0	3	8	5	1	0	0	0	44	48	54	0	7	6	3	1
18/03/20	01:00	02:00	10	0	0	0	2	3	5	0	0	0	39	48	57	0	7	3	0	0	
18/03/20	02:00	03:00	6	0	0	0	0	3	2	0	1	0	45	54	57	0	3	2	0	1	
18/03/20	03:00	04:00	6	0	0	0	0	0	4	2	0	0	54	59	63	0	5	0	1	0	
18/03/20	04:00	05:00	9	0	0	0	0	3	4	2	0	0	50	55	62	0	9	0	0	0	
18/03/20	05:00	06:00	26	0	0	0	4	11	10	0	1	0	41	49	58	0	18	2	3	3	
18/03/20	06:00	07:00	107	0	1	0	10	56	34	6	0	0	41	49	59	0	81	16	3	7	
18/03/20	07:00	08:00	289	0	0	2	27	170	82	5	3	0	42	48	54	0	224	40	18	7	
18/03/20	08:00	09:00	407	0	0	1	72	259	69	4	2	0	39	46	52	0	305	58	27	17	
18/03/20	09:00	10:00	316	0	0	4	78	186	48	0	0	0	39	45	51	1	217	55	26	17	
18/03/20	10:00	11:00	315	0	0	0	64	208	42	1	0	0	39	45	50	0	242	43	16	14	
18/03/20	11:00	12:00	351	0	0	0	64	253	33	1	0	0	39	45	49	3	260	57	18	13	
18/03/20	12:00	13:00	375	8	10	9	86	216	41	5	0	0	39	43	50	4	279	54	29	9	
18/03/20	13:00	14:00	334	0	1	0	59	223	46	4	0	1	40	46	51	0	265	40	17	12	
18/03/20	14:00	15:00	313	0	0	0	36	207	65	5	0	0	41	47	52	0	243	52	9	9	
18/03/20	15:00	16:00	461	0	0	0	69	317	70	4	1	0	41	46	51	3	362	68	11	17	
18/03/20	16:00	17:00	503	0	0	1	120	314	65	2	1	0	39	45	50	1	389	92	8	13	
18/03/20	17:00	18:00	481	0	0	2	79	295	99	5	1	0	39	46	52	2	404	67	2	6	
18/03/20	18:00	19:00	266	0	0	0	37	156	67	5	1	0	41	48	55	0	229	31	3	3	
18/03/20	19:00	20:00	142	0	0	0	27	65	42	7	1	0	39	48	57	0	123	13	3	3	
18/03/20	20:00	21:00	85	0	0	0	3	50	26	5	1	0	44	50	59	0	79	5	0	1	
18/03/20	21:00	22:00	47	0	1	0	1	22	19	3	1	0	46	51	59	0	44	3	0	0	
18/03/20	22:00	23:00	44	0	0	0	0	22	20	2	0	0	45	51	57	0	38	5	1	0	
18/03/20	23:00	24:00	24	0	0	0	0	10	11	1	2	0	44	53	60	0	18	4	2	0	
18/03/20		06:00-09:00	803	0	1	3	109	485	185	15	5	0	41	48	55	0	610	114	48	31	
18/03/20		15:00-19:00	1711	0	0	3	305	1082	301	16	4	0	40	46	52	6	1384	258	24	39	
18/03/20		06:00-22:00	4792	8	13	19	832	2997	848	62	12	1	41	47	53	14	3746	694	190	148	
18/03/20		00:00-24:00	4934	8	13	19	841	3057	909	70	16	1	42	49	55	14	3851	716	200	153	
Total			34671	72	188	312	5449	21910	6181	505	48	5	1	42	48	54	103	28321	4316	1161	770

Appendix C

Access Plan



GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the file. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. Any discrepancies shall be notified to gta prior to works commencing.
2. Tender or billing drawings shall not be used for construction or the ordering of materials.
3. Do not scale. All dimensions and levels to be site confirmed.
4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

PS	Updated to show footway	20.12.2020	JMW	LS
P4	Updated visibility	14.07.2020	JMW	LS
P3	Updated visibility	20.05.2020	JMW	LS
P2	Updated to show highway boundary	05.05.2020	JMW	LS
P1	INITIAL ISSUE	27.04.2020	JMW	LS
Rev	Amendments	Date	Dsn	Chk

Status **FOR PLANNING**

Client **MR C.K AND MRS R.J WILLIAMSON**

Architect

Project **DENHAMS, ANDREWS HILL
BILLIGSHURST**

Title **ACCESS PLAN**

Date **APRIL 2020** Scale @ A1 **as shown**

Clients Ref Project Ref **10244**



Drawing Number **10244/101** Rev. **P5**

Appendix D

TRICS Output Data

Calculation Reference: AUDIT-349901-200601-0639

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC HAMPSHIRE		1 days
	WS WEST SUSSEX		1 days
03	SOUTH WEST		
	DV DEVON		1 days
	WL WILTSHIRE		1 days
04	EAST ANGLIA		
	CA CAMBRIDGESHIRE		1 days
	NF NORFOLK		1 days
	SF SUFFOLK		1 days
05	EAST MIDLANDS		
	LN LINCOLNSHIRE		1 days
06	WEST MIDLANDS		
	WK WARWICKSHIRE		1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY NORTH YORKSHIRE		3 days
08	NORTH WEST		
	CH CHESHIRE		2 days
	LC LANCASHIRE		1 days
	MS MERSEYSIDE		1 days
09	NORTH		
	CB CUMBRIA		1 days
	DH DURHAM		1 days
	TW TYNE & WEAR		1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 7 to 50 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

Selected survey days:

Monday	3 days
Tuesday	7 days
Wednesday	4 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	16

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

Selected Location Sub Categories:

Residential Zone 19

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

Secondary Filtering selection:

Use Class:

C3 19 days

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

Population within 1 mile:

5,001 to 10,000	7 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	9 days

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

Travel Plan:

Yes	3 days
No	16 days

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

PTAL Rating:

No PTAL Present	19 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRI D G E S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>		
2	CB-03-A-05 MACADAM WAY PENRITH	DETACHED/TERRACED HOUSING	CUMBRIA
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 <i>Survey date: TUESDAY 21/06/16</i>		
3	CH-03-A-08 WHITCHURCH ROAD CHESTER	DETACHED	C H E S H I R E
	BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>		
4	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES	C H E S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>		
5	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>		
6	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	D E V O N
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>		
7	HC-03-A-17 CANADA WAY LIPHOOK	HOUSES & FLATS	H A M P S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 36 <i>Survey date: THURSDAY 12/11/15</i>		
8	LC-03-A-30 WATSON ROAD BLACKPOOL	SEMI -DETACHED	L A N C A S H I R E
	Edge of Town Centre Residential Zone Total No of Dwellings: 24 <i>Survey date: FRIDAY 14/06/13</i>		
9	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM	SEMI DETACHED	L I N C O L N S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 22 <i>Survey date: TUESDAY 18/09/12</i>		

LIST OF SITES relevant to selection parameters (Cont.)

10	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 15 <i>Survey date: FRIDAY 21/06/13</i>	DETACHED	MERSEYSIDE	<i>Survey Type: MANUAL</i>
11	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 <i>Survey date: TUESDAY 16/10/12</i>	SEMI DET. & BUNGALOWS	NORFOLK	<i>Survey Type: MANUAL</i>
12	NY-03-A-08 NICHOLAS STREET YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 21 <i>Survey date: MONDAY 16/09/13</i>	TERRACED HOUSES	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
13	NY-03-A-12 RACECOURSE LANE NORTHALLERTON Edge of Town Centre Residential Zone Total No of Dwellings: 47 <i>Survey date: TUESDAY 27/09/16</i>	TOWN HOUSES	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
14	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>	TERRACED HOUSES	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
15	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7 <i>Survey date: TUESDAY 23/10/12</i>	DETACHED & BUNGALOWS	SUFFOLK	<i>Survey Type: MANUAL</i>
16	TW-03-A-02 WEST PARK ROAD GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 16 <i>Survey date: MONDAY 07/10/13</i>	SEMI-DETACHED	TYNE & WEAR	<i>Survey Type: MANUAL</i>
17	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 <i>Survey date: WEDNESDAY 25/09/19</i>	DETACHED HOUSES	WARWICKSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	WL-03-A-02	SEMI DETACHED		WILTSHIRE
	HEADLANDS GROVE			
	SWINDON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		27	
	Survey date:	THURSDAY	22/09/16	Survey Type: MANUAL
19	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		48	
	Survey date:	WEDNESDAY	18/04/12	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	19	28	0.086	0.000	19	28	0.279	0.000	19	28	0.365	0.000
08:00 - 09:00	19	28	0.151	0.000	19	28	0.386	0.000	19	28	0.537	0.000
09:00 - 10:00	19	28	0.168	0.000	19	28	0.172	0.000	19	28	0.340	0.000
10:00 - 11:00	19	28	0.147	0.000	19	28	0.143	0.000	19	28	0.290	0.000
11:00 - 12:00	19	28	0.164	0.000	19	28	0.153	0.000	19	28	0.317	0.000
12:00 - 13:00	19	28	0.189	0.000	19	28	0.203	0.000	19	28	0.392	0.000
13:00 - 14:00	19	28	0.178	0.000	19	28	0.189	0.000	19	28	0.367	0.000
14:00 - 15:00	19	28	0.184	0.000	19	28	0.233	0.000	19	28	0.417	0.000
15:00 - 16:00	19	28	0.262	0.000	19	28	0.193	0.000	19	28	0.455	0.000
16:00 - 17:00	19	28	0.315	0.000	19	28	0.208	0.000	19	28	0.523	0.000
17:00 - 18:00	19	28	0.340	0.000	19	28	0.189	0.000	19	28	0.529	0.000
18:00 - 19:00	19	28	0.241	0.000	19	28	0.176	0.000	19	28	0.417	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.425	0.000			2.524	0.000			4.949	0.000

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: 7 - 50 (units:)
Survey date range: 01/01/12 - 25/09/19
Number of weekdays (Monday-Friday): 19
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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



Civil Engineering - Transport Planning - Flood Risk

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