

TRANSPORT NOTE
PROPOSED RESIDENTIAL DEVELOPMENT
LAND OFF STORRINGTON ROAD,
THAKEHAM, PULBOROUGH RH20 3EN
REF: 22/118/24A, JULY 2023

1.0 Introduction

- 1.1 Magna Transport Planning Ltd have been appointed by Cygnature Homes Ltd to prepare this Transport Note in support of a Full Planning Application for a proposed residential development comprising five dwellings on land at South Hill, Storrington Road, Thakeham, Pulborough RH20 3EN.
- 1.2 This TN has been prepared in accordance with the Department for Transport's (DfT) Overarching principles on Travel Plans, Transport Assessments and Statements, the National Planning Policy Framework (2019), Horsham District Council's (HDC) Planning Framework and West Sussex County Council's (WSCC) Local Design Guide – Supplementary Guidance for Residential Development Proposals (March 2010) and Guidance on Parking at New Developments (September 2020).
- 1.3 The purpose of this report is to describe the proposed scheme in terms of parking and traffic impact. The report concludes that the proposed development will not have any severe traffic impact on the local road network.

2.0 Site and Local Highway Network

- 2.1 The site is located within the settlement of Thakeham in Chanctonbury ward of Horsham local authority. The site currently comprises a small polytunnel / nursery unit. The site location in its wider context is shown in Figure 2A below.

Figure 2A Site Location in Local Context



2.2 The site is bound by the B2139 Duke's Hill (Storrington Road) to the north, South Hill Farmhouse (a residential dwellings) to the immediate east and a field to the south and west.

Local Highway Network

2.3 The site and South Hill Farmhouse share an access onto the B2139. The B2139 is a single carriageway link road, approximately 4.8 metres wide and subject to a 40 mph speed limit in the vicinity of the site.

2.4 The south side of the B2139 where the access to the site is taken from is characterised by a stepped level bank (approximately two metres wide) followed by a rising embankment towards the site.

2.5 The stepped level bank provides a pathway for pedestrians to use, as observed during site visits. This bank also imparts good visibility at the site access in both directions.

2.6 In order to inform the access arrangements, speed surveys (in the form of Automatic Traffic Counters or ATCs) on the B2139 adjacent to the site access were undertaken from 10th December 2022 for a period of one week.

2.7 The speed data is provided as Appendix 1 and the results are summarised in Table 2A.

Table 2A ATC Speed Data

	Northwestbound	Southeastbound
Average Speed	28.6 mph	28.9 mph
85 th percentile Speed	33.0 mph	33.6 mph

2.8 Table 3A shows that the recorded 85th percentile speeds are 33.0 mph (northwestbound) and 33.6 mph (southeastbound). The speeds were below 37 mph (or 60 kph) and hence Manual for Streets (MfS) criteria for visibility splay calculations have been used. Based on the MfS2 visibility splay standards, the visibility splay requirements are as follows:

- To the left (northwest) = 2.4 metres x 53 metres
- To the right (southeast) = 2.4 metres x 52 metres

Accident Analysis

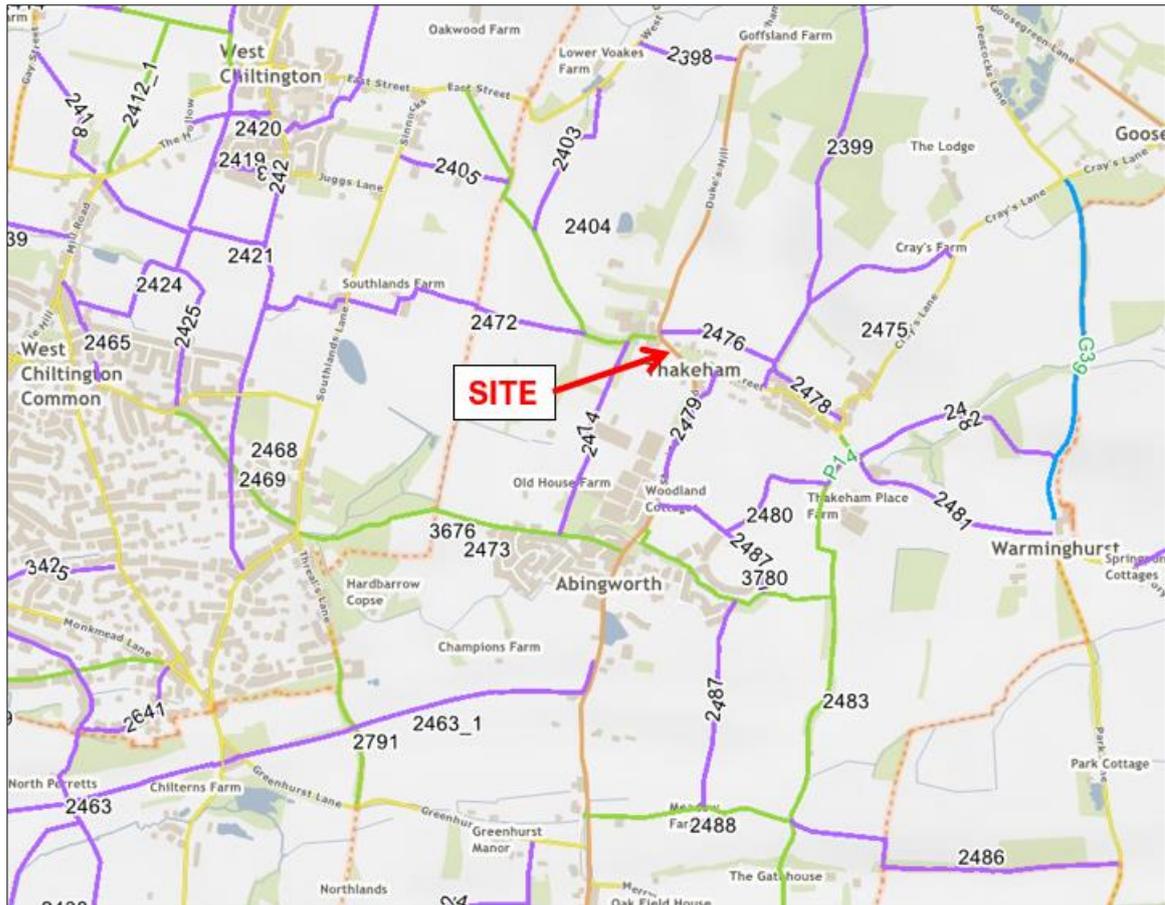
2.9 The Crashmap website has been interrogated to obtain personal injury collision data for the B2139 in the close proximity (within 100 metres) to the vehicular site access. The search revealed that there has been no collision recorded at or in the vicinity of the site access. Hence, there are no known highway safety issues that need to be addressed as part of this planning application.

3.0 Accessibility by Non-Car Modes of Transport

3.1 There are currently no footways or designated cycle routes in the vicinity of the site. However, as discussed previously, there is a stepped level bank on south side of the B2139 adjacent to the site that provides a path for pedestrians to use.

3.2 At approximately 32 metres west of the site, a public right of way (Bridleway ref: 2404) runs along the southern boundary of Town House Farm. This connects to a network of footpaths which lead to Abingworth to the south and West Chilton Common to the west. There is also a network of footpaths to the east of the site. This is shown in Figure 3A.

Figure 3A Public Right of Way



Public Transport

3.3 There are bus stops located within 100 metres east of the site access. These bus stops are served by bus services (nos. 71, 74A, 74B). Bus route 71 runs between Storrington and Chichester once a day on Wednesday only in both directions. Bus Routes 74A and 74B run between Storrington and Horsham thrice a day (Monday to Friday) in both directions.

4.0 The Proposal

4.1 The proposed development comprises construction of five dwellings, with five bedrooms each. The proposed site plan is provided in Appendix 2.

Access Arrangements

4.2 The existing site access is retained and widened to accommodate the proposed development. The main access road will be five metres wide for the first approximately 40 metres, and past this point, the width is reduced to 4.8 metres. A two metre wide footway is proposed on the western side of the main access road.

- 4.3 The improved site access achieves visibility splays of 2.4 metres by 61 metres (to the northwest) and 2.4 metres by 59 metres (to the southeast). These splays are shown in Drawing 22-118-SK01 provided in Appendix 3. The access will undergo a detail design at Section 278 stage once the planning permission is granted.
- 4.4 The existing access into South Hill Farmhouse located approximately 30 metres into the main access road will be retained. This access achieves the visibility splay of 2.0 metres x 25 metres in both direction. Given that it is an internal access where the traffic volume and speeds will be very low, these splays are considered to be appropriate.

Car Parking

- 4.5 Each dwelling will be provided with three car parking spaces. This is in line with the WSCC's 2020 car parking standards.
- 4.6 Each dwelling will be provided with an electric vehicle charging point.

Cycle Parking

- 4.7 The dwellings will have sufficient space to accommodate at least two cycles within the curtilage of each property. This is in line with the WSCC's cycle parking standards. The siting and design of the cycle parking provision could be conditioned.

Deliveries and Refuse Collection

- 4.8 The layout has been designed with a turning head at the southern end of the main access road. The turning head is such that it can accommodate manoeuvring of a 11.2 metres long refuse truck. The swept path assessment using such a refuse truck is provided in Appendix 4. A typical delivery van and emergency vehicles are smaller than a 11.2 metres long refuse truck. Hence the development can easily accommodate such vehicles also.

5.0 Traffic Impact

- 5.1 In order to estimate vehicular trip generation associated with the proposed residential development, TRICS v7.10.2 database has been interrogated. Following criteria within TRICS database has been used:

- Land use – Residential
- Sub land use – Houses Privately Owned

- Regions – England (excl. Greater London)
- Location – Suburban, Edge of Town
- Parameter Range – up to 30 houses (in order to get at least 5 surveys)
- Sites with Travel Plan excluded

5.2 The TRICS report is provided in Appendix 5 and the trip generation during typical weekday AM and PM peak hours are summarised in Table 6A.

Table 6A Proposed Trip Generation – 5 Houses

Hour		Trip Rates		Trips (5 Houses)		
		In	Out	In	Out	Two-way
0800-0900	Pedestrians	0.075	0.129	0	1	1
	Cyclists	0.000	0.032	0	0	0
	Public Transport	0.022	0.075	0	0	0
	Vehicles	0.204	0.430	1	2	3
1700-1800	Pedestrians	0.032	0.032	0	0	0
	Cyclists	0.011	0.011	0	0	0
	Public Transport	0.032	0.032	0	0	0
	Vehicles	0.398	0.258	2	1	3

5.3 Table 6A shows that the proposed development has a potential to generate up to one pedestrian trip and no more than three two-way vehicular trips. Such level of trip generation is imperceptible in traffic engineering terms and hence unlikely to result any adverse pressure on the local footway and/or local road network.

6.0 Conclusions

6.1 This Transport Note demonstrates that:

- The proposed site access meets the necessary highway safety standards and as such, a safe and suitable access is provided.
- The car and cycle parking provision are in accordance with the WSCC’s parking standards.
- On-site refuse collection and deliveries would be undertaken. The layout has been designed to accommodate a 11.2 metres long refuse truck.
- The scale of the proposed development is such that it is unlikely to result in significant traffic impact on local road network.

6.2 The NPPF states:

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.

6.3 This Transport Note demonstrates that proposal accords with the National Planning Policy Framework. Hence, there are no highway reasons to refuse this planning application.

Appendix 1. TRAFFIC SURVEY DATA

Pulborough ATC, B2139 Duke's Hill

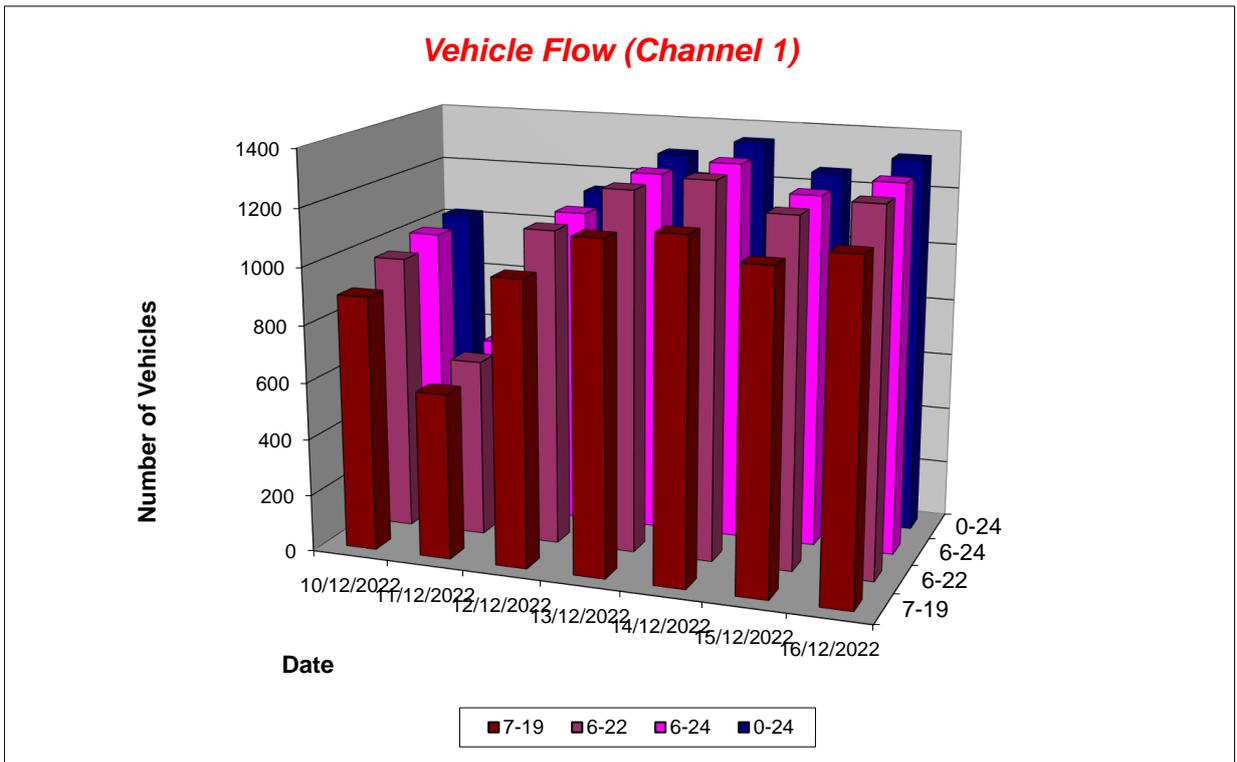
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Channel 1 - Northwestbound

Vehicle Flow

Week 1

Hr Ending	10/12/2022 Saturday	11/12/2022 Sunday	12/12/2022 Monday	13/12/2022 Tuesday	14/12/2022 Wednesday	15/12/2022 Thursday	16/12/2022 Friday	Weekday Average	Average
1	6	3	1	0	1	1	1	1	2
2	4	2	1	2	1	1	0	1	2
3	1	1	0	1	1	1	1	1	1
4	0	3	3	2	1	2	2	2	2
5	2	4	4	4	5	8	6	5	5
6	6	4	17	15	20	16	22	18	14
7	18	11	54	60	63	51	53	56	44
8	28	9	126	127	139	132	102	125	95
9	62	33	163	164	185	167	173	170	135
10	78	46	91	102	94	104	94	97	87
11	98	65	61	108	95	82	81	85	84
12	103	72	63	67	84	82	92	78	80
13	88	86	64	86	84	88	80	80	82
14	93	68	89	93	89	72	92	87	85
15	73	56	83	80	97	90	110	92	84
16	84	42	98	106	91	94	96	97	87
17	75	45	68	89	104	94	91	89	81
18	53	48	46	69	63	62	92	66	62
19	60	12	47	62	60	40	59	54	49
20	20	14	26	22	30	22	24	25	23
21	11	9	17	16	16	16	8	15	13
22	24	8	11	11	17	19	22	16	16
23	17	2	6	8	10	3	13	8	8
24	17	0	3	0	0	12	8	5	6
7-19	895	582	999	1153	1185	1107	1162	1121	1012
6-22	968	624	1107	1262	1311	1215	1269	1233	1108
6-24	1002	626	1116	1270	1321	1230	1290	1245	1122
0-24	1021	643	1142	1294	1350	1259	1322	1273	1147



Pulborough ATC, B2139 Duke's Hill

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Channel 1 - Northwestbound

Average Speed

Week 1

Hr Ending	10/12/2022 Saturday	11/12/2022 Sunday	12/12/2022 Monday	13/12/2022 Tuesday	14/12/2022 Wednesday	15/12/2022 Thursday	16/12/2022 Friday
1	31.8	28.2	27.6	-	21.6	27.4	18.1
2	27.8	30.0	28.1	22.7	32.3	32.4	-
3	25.3	25.6	-	27.2	27.5	16.1	32.0
4	-	31.5	24.9	32.5	31.4	32.8	29.6
5	23.8	33.8	29.2	26.1	29.9	32.4	27.2
6	30.2	30.1	29.1	29.3	29.8	29.1	30.5
7	30.2	29.4	29.1	29.5	30.8	31.1	29.6
8	29.5	28.2	28.2	28.6	28.0	27.8	29.1
9	28.8	27.7	28.1	28.6	29.8	28.8	29.2
10	28.3	28.1	27.9	27.8	28.9	28.4	28.7
11	28.3	28.1	25.6	28.9	28.4	29.3	29.2
12	29.5	28.5	23.2	28.2	29.4	28.2	28.9
13	28.8	28.1	28.3	28.5	28.9	29.3	27.3
14	30.2	27.9	27.1	29.8	29.1	28.9	29.3
15	29.7	28.0	28.2	29.2	29.3	27.7	29.0
16	27.9	27.2	28.2	27.8	29.4	28.6	28.9
17	29.1	27.8	28.0	27.8	28.7	27.3	30.2
18	28.5	27.5	28.6	28.6	28.1	28.1	28.3
19	28.9	26.6	28.9	29.4	29.2	29.8	30.0
20	31.4	25.9	30.4	29.2	30.4	30.0	28.6
21	31.3	27.4	27.9	29.1	29.1	29.3	30.0
22	28.9	27.2	27.8	27.9	28.6	27.2	27.9
23	26.3	30.0	26.3	27.4	28.3	34.6	29.3
24	26.5	-	29.2	-	-	29.1	27.7
10-12	28.9	28.3	24.4	28.6	28.9	28.8	29.1
14-16	28.7	27.7	28.2	28.4	29.3	28.1	28.9
0-24	29.0	28.0	27.8	28.6	29.1	28.6	29.0

Average (ALL)	28.6
Weekday Inter-Peak	28.4

Channel 1 - Northwestbound

85th Percentile

Hr Ending	10/12/2022 Saturday	11/12/2022 Sunday	12/12/2022 Monday	13/12/2022 Tuesday	14/12/2022 Wednesday	15/12/2022 Thursday	16/12/2022 Friday
1	33.6	33.0	-	-	-	-	-
2	34.8	33.0	-	27.6	-	-	-
3	-	-	-	-	-	-	-
4	-	35.5	26.8	33.0	-	33.0	33.7
5	26.4	35.0	31.9	27.4	37.9	36.1	31.0
6	33.8	35.9	33.0	32.2	34.4	34.2	34.1
7	34.6	33.4	32.9	33.4	34.4	35.5	33.1
8	34.9	34.6	32.0	33.0	32.3	33.1	32.7
9	32.4	31.7	32.7	32.1	33.6	32.4	33.6
10	32.3	31.9	31.6	31.9	32.4	32.4	33.0
11	32.1	32.1	30.2	32.7	33.4	33.7	33.7
12	33.0	32.4	27.4	32.5	33.7	31.8	32.5
13	33.1	31.9	33.0	33.7	32.5	33.9	32.6
14	34.6	31.9	32.8	33.5	33.3	32.9	33.7
15	33.3	32.6	33.4	33.5	33.5	32.2	33.2
16	32.8	31.6	32.8	32.8	33.7	32.2	33.8
17	33.9	32.3	32.4	32.0	32.8	31.1	34.4
18	31.7	30.4	32.1	33.0	32.0	32.5	33.0
19	32.7	30.1	34.1	33.2	33.3	33.5	33.9
20	35.6	30.6	35.5	34.7	34.3	33.1	32.7
21	34.7	32.0	31.8	33.7	33.3	33.5	32.9
22	32.3	31.6	31.1	33.1	33.2	30.9	33.1
23	30.8	32.3	30.6	30.1	34.3	40.3	32.5
24	30.6	-	34.0	-	-	32.4	29.7
10-12	32.6	32.3	29.0	32.6	33.6	32.9	33.1
14-16	33.2	32.2	33.1	33.2	33.5	32.2	33.4
0-24	33.2	32.2	32.5	32.9	33.3	32.9	33.3

85th %ile (ALL)	33.0
Weekday Inter-Peak	33.0

Pulborough ATC, B2139 Duke's Hill

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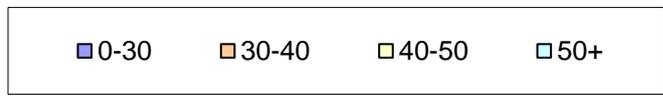
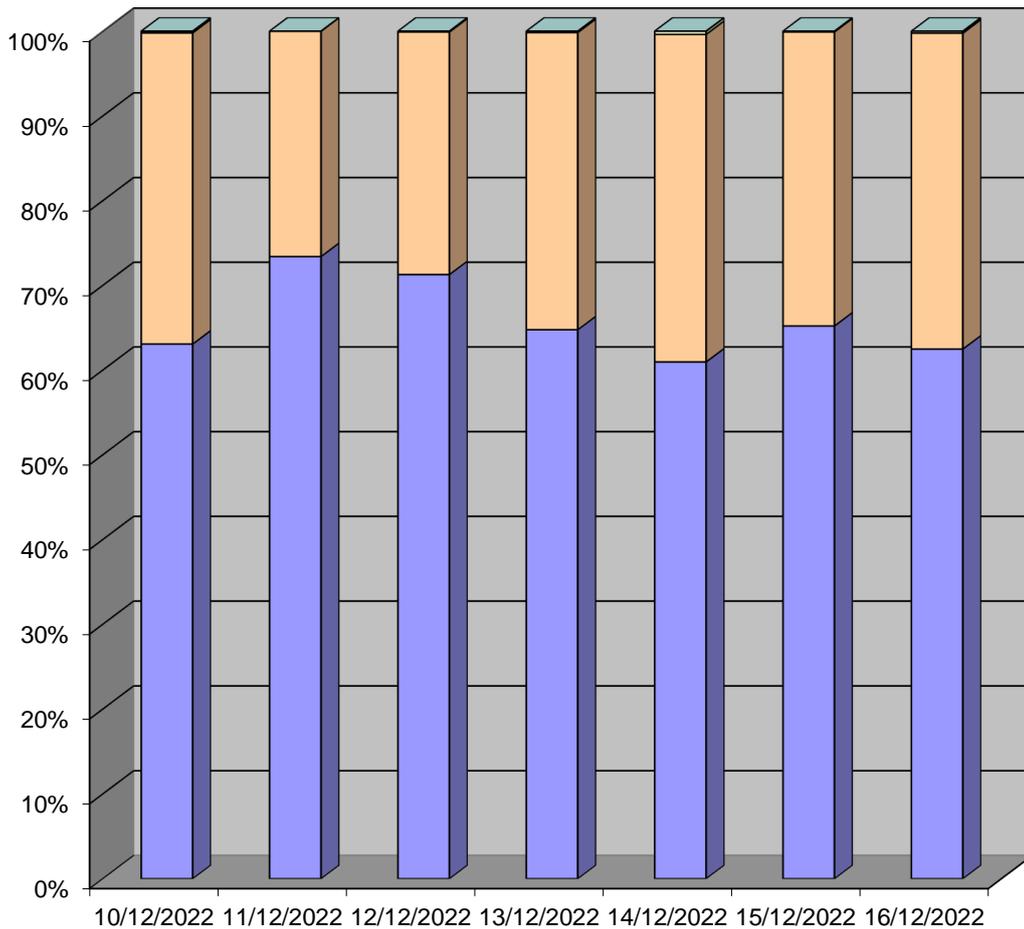
Channel 1 - Northwestbound

Speed Summary

Week 1

Speed (MPH)	10/12/2022 Saturday	11/12/2022 Sunday	12/12/2022 Monday	13/12/2022 Tuesday	14/12/2022 Wednesday	15/12/2022 Thursday	16/12/2022 Friday
0-30	644	472	814	838	823	821	826
30-40	375	171	327	454	522	437	493
40-50	2	0	1	2	5	1	3
50+	0	0	0	0	0	0	0
TOTAL	1021	643	1142	1294	1350	1259	1322

Speed Summary (MPH)



Pulborough ATC, B2139 Duke's Hill

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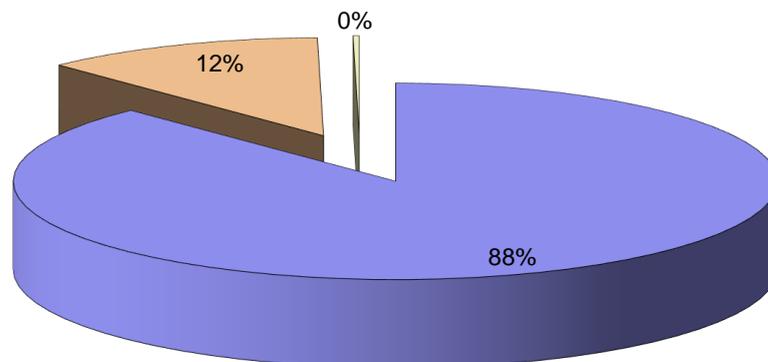
Channel 1 - Northwestbound

Vehicle Class

Week 1

Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
10/12/2022				
7-19	823	71	1	895
6-22	889	78	1	968
6-24	922	78	2	1002
0-24	938	80	3	1021
11/12/2022				
7-19	530	52	0	582
6-22	565	59	0	624
6-24	567	59	0	626
0-24	583	60	0	643
12/12/2022				
7-19	867	129	3	999
6-22	966	138	3	1107
6-24	974	139	3	1116
0-24	996	143	3	1142
13/12/2022				
7-19	989	163	1	1153
6-22	1079	182	1	1262
6-24	1086	183	1	1270
0-24	1104	188	2	1294
14/12/2022				
7-19	1037	146	2	1185
6-22	1146	163	2	1311
6-24	1155	164	2	1321
0-24	1179	168	3	1350
15/12/2022				
7-19	962	142	3	1107
6-22	1050	161	4	1215
6-24	1064	162	4	1230
0-24	1088	166	5	1259
16/12/2022				
7-19	1027	131	4	1162
6-22	1120	145	4	1269
6-24	1141	145	4	1290
0-24	1164	153	5	1322
Average				
7-19	891	119	2	1012
6-22	974	132	2	1108
6-24	987	133	2	1122
0-24	1007	137	3	1147

Total Vehicle Class Distribution



Pulborough ATC, B2139 Duke's Hill

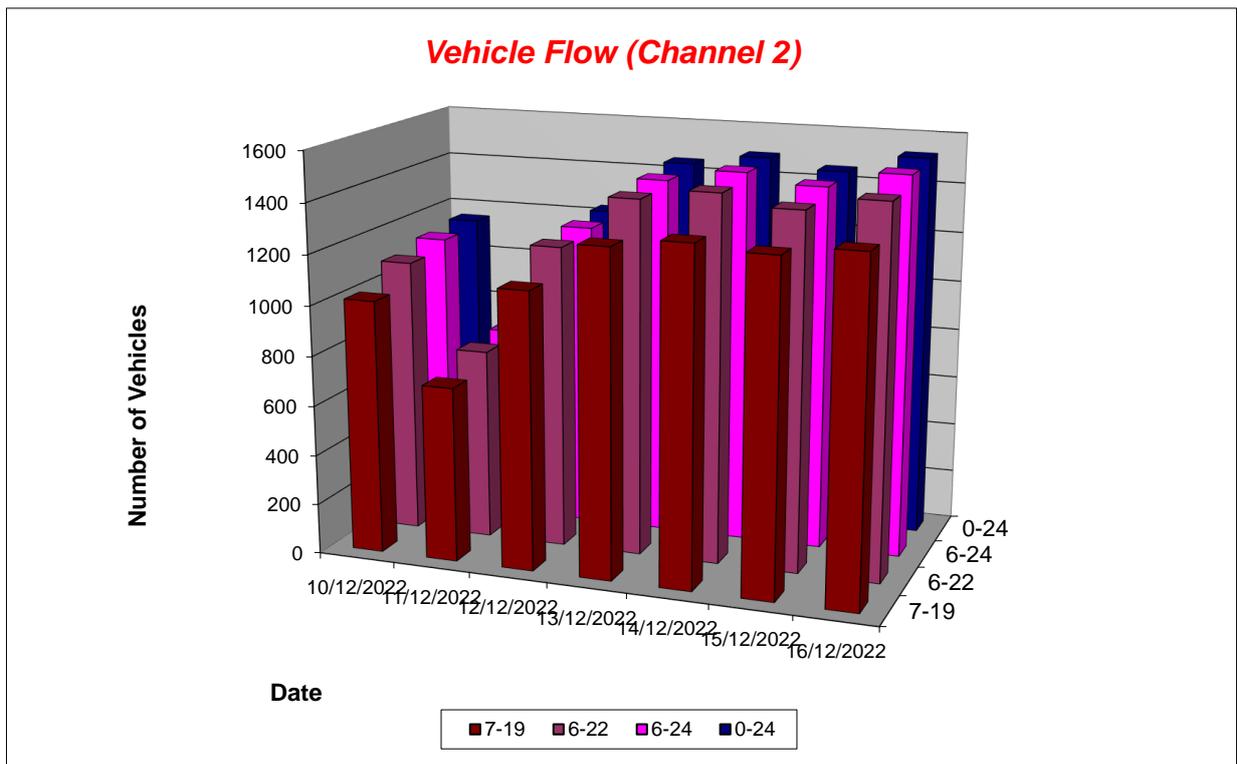
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Channel 2 - Southeastbound

Vehicle Flow

Week 1

Hr Ending	10/12/2022 Saturday	11/12/2022 Sunday	12/12/2022 Monday	13/12/2022 Tuesday	14/12/2022 Wednesday	15/12/2022 Thursday	16/12/2022 Friday	Weekday Average	Average
1	8	10	1	7	2	1	4	3	5
2	4	5	0	1	0	0	1	0	2
3	3	0	1	2	1	1	0	1	1
4	2	1	1	1	0	0	2	1	1
5	1	1	2	1	1	2	1	1	1
6	2	0	3	4	4	3	6	4	3
7	3	1	10	12	15	7	10	11	8
8	12	6	49	54	50	67	50	54	41
9	40	16	80	132	106	102	104	105	83
10	87	29	64	98	64	90	93	82	75
11	82	62	69	91	70	74	77	76	75
12	95	79	59	94	94	86	88	84	85
13	132	95	89	92	108	98	106	99	103
14	114	93	77	80	91	96	100	89	93
15	116	80	106	95	116	132	118	113	109
16	95	79	123	141	154	123	164	141	126
17	95	63	144	174	185	160	202	173	146
18	73	60	177	151	206	188	158	176	145
19	73	37	69	93	87	94	86	86	77
20	41	19	46	51	64	50	49	52	46
21	18	25	23	32	33	25	33	29	27
22	23	19	23	26	16	23	30	24	23
23	19	5	10	12	21	21	27	18	16
24	15	4	6	7	5	12	18	10	10
7-19	1014	699	1106	1295	1331	1310	1346	1278	1157
6-22	1099	763	1208	1416	1459	1415	1468	1393	1261
6-24	1133	772	1224	1435	1485	1448	1513	1421	1287
0-24	1153	789	1232	1451	1493	1455	1527	1432	1300



Pulborough ATC, B2139 Duke's Hill

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Channel 2 - Southeastbound

Average Speed

Week 1

Hr Ending	10/12/2022 Saturday	11/12/2022 Sunday	12/12/2022 Monday	13/12/2022 Tuesday	14/12/2022 Wednesday	15/12/2022 Thursday	16/12/2022 Friday
1	32.1	29.3	20.1	27.6	29.5	28.6	30.9
2	34.5	30.9	-	29.6	-	-	31.9
3	25.6	-	32.1	31.5	32.8	38.0	-
4	33.2	27.4	20.2	34.7	-	-	26.1
5	24.1	21.2	23.7	22.3	26.6	28.5	25.9
6	28.0	-	30.2	31.2	33.4	33.8	30.8
7	28.3	28.7	29.8	29.0	32.1	33.5	30.5
8	30.4	30.8	27.0	25.7	27.5	24.6	27.8
9	29.4	28.7	27.8	27.9	28.9	28.4	28.4
10	28.6	29.6	28.3	26.5	28.1	27.3	27.9
11	29.0	29.6	23.5	28.3	28.8	28.5	29.5
12	30.0	29.4	23.7	28.7	29.6	27.9	29.3
13	30.0	29.2	28.4	28.9	28.2	28.6	28.0
14	29.4	28.6	27.9	29.8	29.8	30.6	29.0
15	29.5	28.8	28.3	29.3	28.8	28.9	29.8
16	28.9	29.3	28.1	29.1	29.6	28.7	30.0
17	29.3	27.2	28.1	28.4	28.2	28.4	28.6
18	28.9	27.2	29.6	28.7	29.0	29.6	29.6
19	29.0	27.1	29.7	30.3	30.6	29.6	29.6
20	30.6	27.9	30.3	30.4	30.4	31.2	32.5
21	31.1	29.1	29.5	29.2	31.0	32.0	30.1
22	31.1	28.2	28.0	31.1	31.9	29.8	31.4
23	32.4	29.8	28.0	32.5	29.7	30.9	30.4
24	28.6	30.5	39.3	31.7	31.0	31.3	29.2
10-12	29.5	29.5	23.6	28.5	29.3	28.2	29.4
14-16	29.3	29.1	28.2	29.2	29.3	28.8	29.9
0-24	29.5	28.7	28.1	28.7	29.2	28.9	29.3

Average (ALL)	28.9
Weekday Inter-Peak	28.7

Channel 2 - Southeastbound

85th Percentile

Hr Ending	10/12/2022 Saturday	11/12/2022 Sunday	12/12/2022 Monday	13/12/2022 Tuesday	14/12/2022 Wednesday	15/12/2022 Thursday	16/12/2022 Friday
1	36.1	32.7	-	30.5	31.9	-	35.2
2	40.2	35.4	-	-	-	-	-
3	31.4	-	-	34.2	-	-	-
4	38.4	-	-	-	-	-	26.8
5	-	-	24.5	-	-	30.2	-
6	29.9	-	32.7	34.5	39.4	37.8	36.6
7	31.9	-	32.9	35.6	36.3	36.5	34.3
8	35.4	34.0	30.9	31.6	32.0	30.1	31.4
9	33.9	34.1	31.8	33.1	34.1	33.0	33.6
10	33.3	35.0	32.8	32.4	33.9	31.0	32.5
11	33.0	34.0	30.1	33.0	33.3	32.9	33.8
12	33.9	34.0	29.3	32.7	34.3	32.5	34.1
13	34.5	34.4	33.7	33.8	32.5	32.2	32.5
14	33.3	32.6	34.4	34.2	33.4	34.7	34.1
15	33.5	32.9	32.8	34.4	32.7	32.9	34.3
16	33.2	33.6	32.8	33.2	33.3	32.9	34.2
17	33.4	30.9	32.2	32.7	32.3	32.9	33.5
18	33.6	32.6	33.4	33.2	33.5	33.8	33.3
19	32.9	31.5	34.6	35.2	35.2	34.3	33.7
20	35.2	31.4	33.5	35.3	34.1	36.9	38.2
21	35.4	32.2	34.0	33.2	35.4	38.0	35.3
22	34.7	32.5	32.7	35.2	35.4	35.4	35.2
23	35.5	32.0	33.1	36.1	34.3	35.2	34.7
24	32.1	33.7	46.8	35.2	35.0	34.1	32.4
10-12	33.5	34.0	29.8	32.9	34.0	32.7	33.9
14-16	33.5	33.3	32.8	33.8	33.1	32.9	34.2
0-24	33.8	33.2	33.2	33.6	33.7	33.6	34.0

85th %ile (ALL)	33.6
Weekday Inter-Peak	33.4

Pulborough ATC, B2139 Duke's Hill

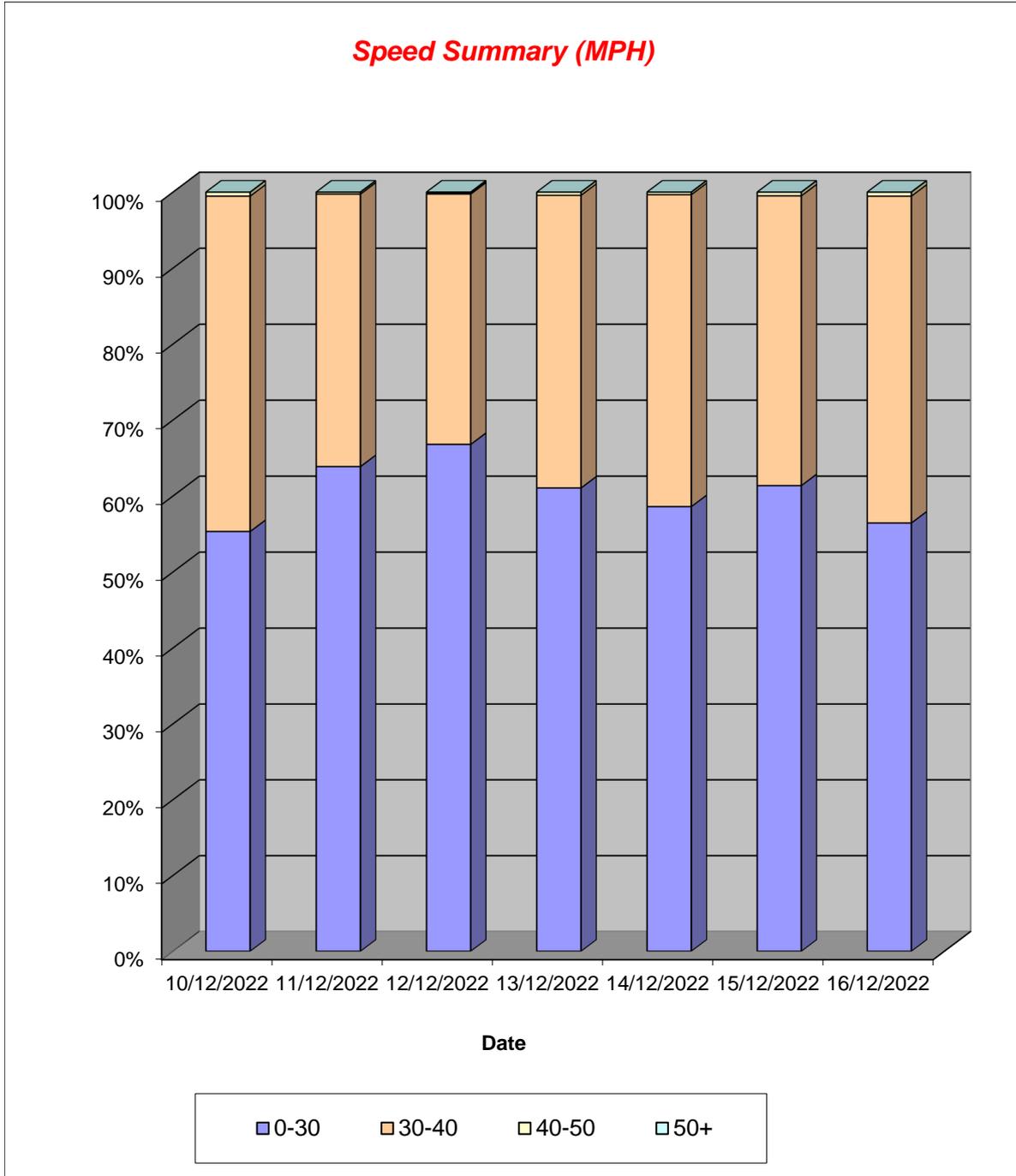
Produced by Road Data Services Ltd.

Channel 2 - Southeastbound

Speed Summary

Week 1

Speed (MPH)	10/12/2022 Saturday	11/12/2022 Sunday	12/12/2022 Monday	13/12/2022 Tuesday	14/12/2022 Wednesday	15/12/2022 Thursday	16/12/2022 Friday
0-30	638	504	823	886	875	893	862
30-40	509	283	406	559	613	555	657
40-50	6	2	2	6	5	7	8
50+	0	0	1	0	0	0	0
TOTAL	1153	789	1232	1451	1493	1455	1527



Pulborough ATC, B2139 Duke's Hill

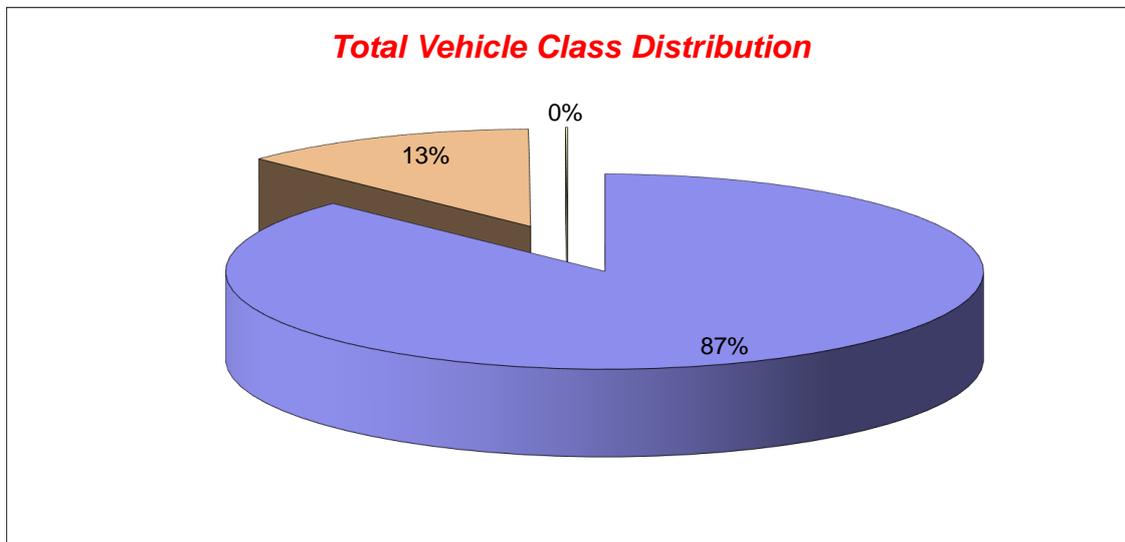
Produced by Road Data Services Ltd.

Channel 2 - Southeastbound

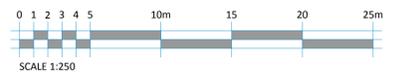
Vehicle Class

Week 1

Day / Time	Classes Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
10/12/2022				
7-19	926	88	0	1014
6-22	1002	97	0	1099
6-24	1035	98	0	1133
0-24	1053	100	0	1153
11/12/2022				
7-19	631	68	0	699
6-22	689	74	0	763
6-24	698	74	0	772
0-24	713	76	0	789
12/12/2022				
7-19	943	162	1	1106
6-22	1035	172	1	1208
6-24	1050	173	1	1224
0-24	1056	175	1	1232
13/12/2022				
7-19	1109	182	4	1295
6-22	1215	197	4	1416
6-24	1234	197	4	1435
0-24	1246	201	4	1451
14/12/2022				
7-19	1145	185	1	1331
6-22	1260	198	1	1459
6-24	1286	198	1	1485
0-24	1293	199	1	1493
15/12/2022				
7-19	1125	184	1	1310
6-22	1219	195	1	1415
6-24	1250	197	1	1448
0-24	1257	197	1	1455
16/12/2022				
7-19	1158	186	2	1346
6-22	1267	199	2	1468
6-24	1310	201	2	1513
0-24	1322	203	2	1527
Average				
7-19	1005	151	1	1157
6-22	1098	162	1	1261
6-24	1123	163	1	1287
0-24	1134	164	1	1300



Appendix 2. PROPOSED SITE PLAN



NOTE
This layout is subject to planning consultant, Highways and Tree Consultant input (RPA's etc).

Notional 3m zone along rear boundary for services relocation. Client to advise if buffer from proposed buildings is required. Exact route tbc and may change to suit tree roots etc.

REV	DATE	REVISIONS	REV	DATE	REVISIONS	CLIENT:	CYGNATURE HOMES LTD	PROJECT:	SOUTH HILL, STORINGTON ROAD, THAKEHAM, PULBOROUGH, RH20 3EN
						SCALE:	1:250 (A1 ORIGINAL)	DRAWING:	PROPOSED SITE PLAN DRAWING
						DRAWN:	CdeO	JOB NO:	2021 / P0173
						DATE:	NOV 21	DRAWING NO:	SK001
								REVISION:	D



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Appendix 3. PROPOSED ACCESS ARRANGEMENTS



NOTE:
 JUNCTION VISIBILITY SPLAYS BASED ON SPEED SURVEYS UNDERTAKEN BETWEEN 10/12/22 AND 16/12/22 RECORDING 85TH PERCENTILE DRY WEATHER SPEEDS OF 33mph NORTHBOUND AND 33.6mph SOUTHBOUND AND DMRB ABSOLUTE MINIMUM PARAMETERS (2secs REACTION TIME AND 0.375g DECELERATION RATE)

Rev	Date	Description	Drn	Chk	App
A	17.07.23	SITE LAYOUT AMENDED	CT		
-	14.06.23	ORIGINAL ISSUE	KI	AP	AP



Client

Project
 STORRINGTON ROAD
 THAKEHAM

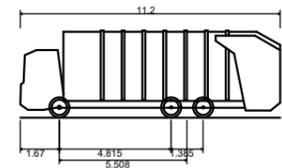
Drawing Title
 PROPOSED SITE ACCESS
 VISIBILITY SPLAYS

Drawing Status
FOR INFORMATION

Drawn KI	Designed	Date JUNE 2023	Scale 1:500	Size A3
Drawing No. 23-118-SK01				Rev A

PLOT DATE: 17 July 2023 16:31:50

Appendix 4. SWEPT PATH ASSESSMENT



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

	17.07.23	ORIGINAL ISSUE	CT		
Rev	Date	Description	Drn	Chk	App



Client

Project
 STORRINGTON ROAD
 THAKEHAM

Drawing Title
 PROPOSED SITE ACCESS
 SWEEP PATH ANALYSIS
 11.200m REFUSE VEHICLE

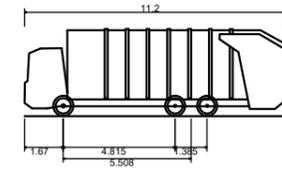
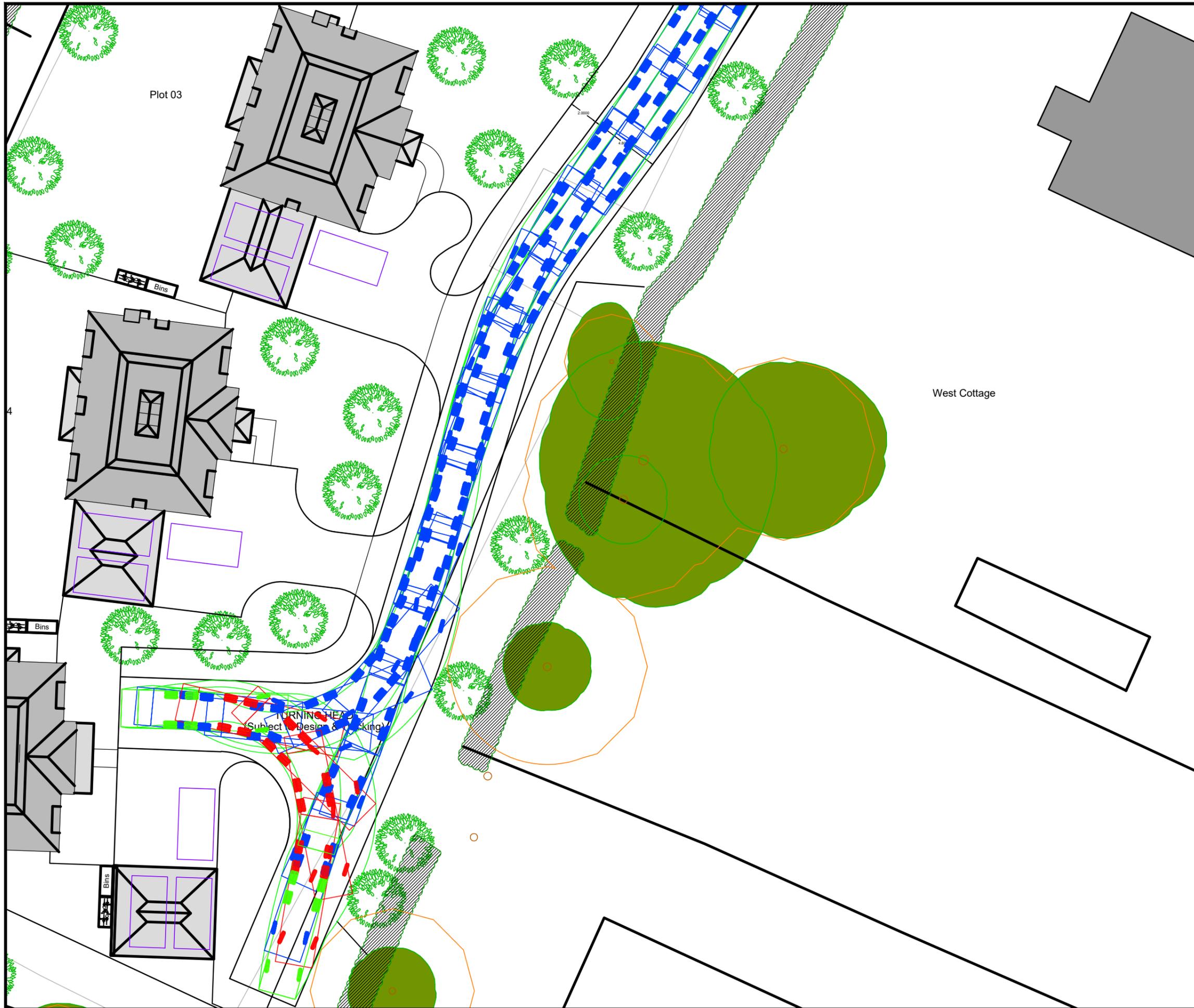
Drawing Status
FOR INFORMATION

Drawn CT	Designed	Date 17.07.23	Scale 1:250	Size A3
-------------	----------	------------------	----------------	------------

Drawing No. 23-118-TR01	Rev -
----------------------------	----------

South Hill Farm

PLOT DATE: 17 July 2023 15:08:05



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

Rev	Date	Description	Drn	Chk	App
-	17.07.23	ORIGINAL ISSUE	CT		



Client

Project
STORRINGTON ROAD
THAKEHAM

Drawing Title
PROPOSED SITE ACCESS
SWEPT PATH ANALYSIS
11.200m REFUSE VEHICLE

Drawing Status
FOR INFORMATION

Drawn CT	Designed	Date 17.07.23	Scale 1:250	Size A3
Drawing No. 23-118-TR02				Rev -

PLOT DATE: 17 July 2023 15:07:19

Appendix 5. TRICS: HOUSES

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	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: 10 to 28 (units:)
 Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

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	1 days
Wednesday	3 days
Thursday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

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	5
------------------	---

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected

Secondary Filtering selection:

Use Class:

C3 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	2 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	3 days
1.1 to 1.5	2 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:

No 5 days

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

PTAL Rating:

No PTAL Present 5 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>16/09/15</i>	<i>Survey Type: MANUAL</i>
2	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone	TERRACED HOUSES		NORTH YORKSHIRE
	Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>10/05/17</i>	<i>Survey Type: MANUAL</i>
3	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>17/10/16</i>	<i>Survey Type: MANUAL</i>
4	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	<i>Survey date: THURSDAY</i>		<i>22/09/16</i>	<i>Survey Type: MANUAL</i>
5	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>

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
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.69

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	19	0.129	5	19	0.290	5	19	0.419
08:00 - 09:00	5	19	0.204	5	19	0.430	5	19	0.634
09:00 - 10:00	5	19	0.151	5	19	0.226	5	19	0.377
10:00 - 11:00	5	19	0.280	5	19	0.215	5	19	0.495
11:00 - 12:00	5	19	0.194	5	19	0.194	5	19	0.388
12:00 - 13:00	5	19	0.258	5	19	0.280	5	19	0.538
13:00 - 14:00	5	19	0.258	5	19	0.258	5	19	0.516
14:00 - 15:00	5	19	0.247	5	19	0.280	5	19	0.527
15:00 - 16:00	5	19	0.398	5	19	0.419	5	19	0.817
16:00 - 17:00	5	19	0.419	5	19	0.355	5	19	0.774
17:00 - 18:00	5	19	0.398	5	19	0.258	5	19	0.656
18:00 - 19:00	5	19	0.280	5	19	0.194	5	19	0.474
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.216			3.399			6.615

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: 10 - 28 (units:)
 Survey date date range: 01/01/15 - 09/11/22
 Number of weekdays (Monday-Friday): 5
 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	19	0.043	5	19	0.054	5	19	0.097
08:00 - 09:00	5	19	0.000	5	19	0.032	5	19	0.032
09:00 - 10:00	5	19	0.011	5	19	0.000	5	19	0.011
10:00 - 11:00	5	19	0.000	5	19	0.000	5	19	0.000
11:00 - 12:00	5	19	0.000	5	19	0.022	5	19	0.022
12:00 - 13:00	5	19	0.032	5	19	0.011	5	19	0.043
13:00 - 14:00	5	19	0.000	5	19	0.000	5	19	0.000
14:00 - 15:00	5	19	0.011	5	19	0.011	5	19	0.022
15:00 - 16:00	5	19	0.022	5	19	0.000	5	19	0.022
16:00 - 17:00	5	19	0.011	5	19	0.000	5	19	0.011
17:00 - 18:00	5	19	0.011	5	19	0.011	5	19	0.022
18:00 - 19:00	5	19	0.011	5	19	0.000	5	19	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.152			0.141			0.293

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	19	0.032	5	19	0.129	5	19	0.161
08:00 - 09:00	5	19	0.075	5	19	0.129	5	19	0.204
09:00 - 10:00	5	19	0.032	5	19	0.054	5	19	0.086
10:00 - 11:00	5	19	0.086	5	19	0.129	5	19	0.215
11:00 - 12:00	5	19	0.054	5	19	0.065	5	19	0.119
12:00 - 13:00	5	19	0.032	5	19	0.086	5	19	0.118
13:00 - 14:00	5	19	0.054	5	19	0.140	5	19	0.194
14:00 - 15:00	5	19	0.118	5	19	0.054	5	19	0.172
15:00 - 16:00	5	19	0.151	5	19	0.097	5	19	0.248
16:00 - 17:00	5	19	0.043	5	19	0.011	5	19	0.054
17:00 - 18:00	5	19	0.032	5	19	0.032	5	19	0.064
18:00 - 19:00	5	19	0.054	5	19	0.043	5	19	0.097
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.763			0.969			1.732

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	19	0.043	5	19	0.032	5	19	0.075
08:00 - 09:00	5	19	0.022	5	19	0.075	5	19	0.097
09:00 - 10:00	5	19	0.000	5	19	0.011	5	19	0.011
10:00 - 11:00	5	19	0.032	5	19	0.022	5	19	0.054
11:00 - 12:00	5	19	0.011	5	19	0.011	5	19	0.022
12:00 - 13:00	5	19	0.022	5	19	0.032	5	19	0.054
13:00 - 14:00	5	19	0.000	5	19	0.000	5	19	0.000
14:00 - 15:00	5	19	0.000	5	19	0.011	5	19	0.011
15:00 - 16:00	5	19	0.032	5	19	0.022	5	19	0.054
16:00 - 17:00	5	19	0.011	5	19	0.000	5	19	0.011
17:00 - 18:00	5	19	0.032	5	19	0.032	5	19	0.064
18:00 - 19:00	5	19	0.032	5	19	0.000	5	19	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.237			0.248			0.485

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.69

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	19	0.290	5	19	0.570	5	19	0.860
08:00 - 09:00	5	19	0.290	5	19	0.860	5	19	1.150
09:00 - 10:00	5	19	0.215	5	19	0.387	5	19	0.602
10:00 - 11:00	5	19	0.484	5	19	0.462	5	19	0.946
11:00 - 12:00	5	19	0.280	5	19	0.344	5	19	0.624
12:00 - 13:00	5	19	0.387	5	19	0.484	5	19	0.871
13:00 - 14:00	5	19	0.366	5	19	0.452	5	19	0.818
14:00 - 15:00	5	19	0.473	5	19	0.398	5	19	0.871
15:00 - 16:00	5	19	0.753	5	19	0.699	5	19	1.452
16:00 - 17:00	5	19	0.656	5	19	0.473	5	19	1.129
17:00 - 18:00	5	19	0.667	5	19	0.430	5	19	1.097
18:00 - 19:00	5	19	0.505	5	19	0.258	5	19	0.763
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.366			5.817			11.183

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.*