

Project Name:	Campsfield, Southwater
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Document Name:	Addendum Transport Assessment
Prepared By:	Eleanor Geary (April 2025)
Checked By:	Kim Hammonds (April 2025)
Approved By:	Caroline Duff (April 2025)

Revision Record			
Rev	Date	By	Summary of Changes
2	03.04.25	ERG	Client's comments

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1. INTRODUCTION

1.1 This Addendum Transport Assessment (ATA) has been prepared by Paul Basham Associates on behalf of Miller Homes to support the residential development of up to 82 units at the site known as Campsfield, Southwater, in support of an Outline planning application with all matters reserved (except access). The site location is shown in **Figure 1**, and a site plan is shown in **Appendix A**.

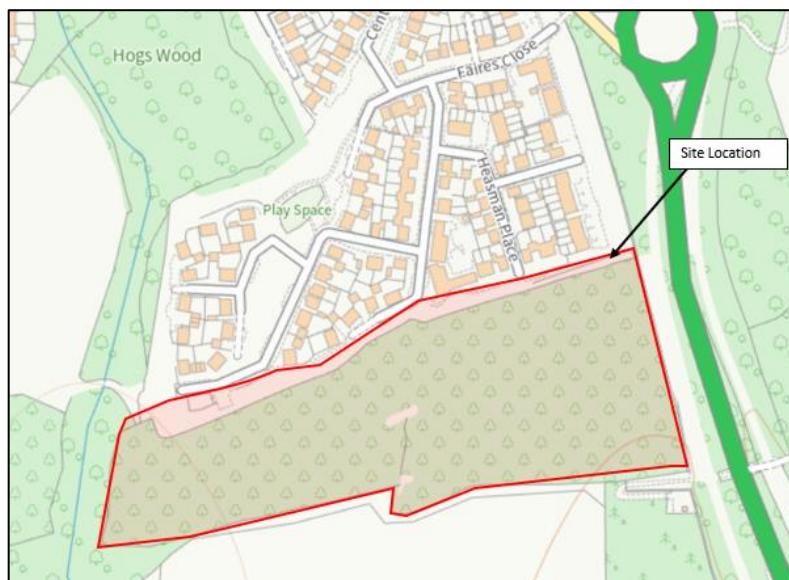


Figure 1: Site Location

1.2 An application was submitted in 2024 (ref: DC/25/0102) to support the development of '*Outline application with all matters reserved except for access for up to 82 dwellings with vehicular and pedestrian accesses, public open space, noise mitigation measures, landscaping, foul and surface water drainage and associated works.*' Following this, West Sussex County Council (WSCC) provided comments on 11th March 2025. It was noted that further information was required to aid the application. The formal highway comments are attached as **Appendix B** and are summarised below:

- Inclusion of the vision-led approach within the TA and TP
- WSCC noted they were satisfied with the access strategy put forward
- WSCC noted no concern regarding the modelling
- Consideration provided regarding layout and parking to consider for the Reserved Matters Application

1.3 The aspect which requires additional information, as requested by WSCC, is regarding the vision-led approach. Following receipt of these comments a meeting was also undertaken with WSCC on the 26th March 2025, to understand their requirements for the vision-led approach.

1.4 This ATA therefore aims to respond to the additional information requested from WSCC and will provide details regarding the changes to the accommodation schedule, resulting from the updated flood mapping.

1.5 In addition, an updated Framework Travel Plan (FTP) will be submitted to reflect the comments made by WSCC regarding the vision-led approach and therefore should be read in conjunction with this report.

2. LAYOUT CHANGES

2.1 The exact unit split proposed for the site will be provided as part of the Reserved Matters Application, although the total units remain at 82. It is noted that following the flood mapping updates the unit mix and their locations have been amended and will now include 1-4 bed units, with the possibility of 4+ units also being included, however this will be confirmed at the reserved matters stage.

2.2 Developing upon this, the road layout of the main spine road for the site has been updated and is shown within the revised site layout plan in **Appendix A**. The access drawings have also been updated to include the red line boundary and these are presented within **Appendix C**.

No other changes have occurred to the access design given that this was agreed by WSCC in their response.

3. HIGHWAY COMMENTS

3.1 Aside from the comments regarding the vision-led approach which will be discussed within this section, WSCC were satisfied in principle with the access and visibility, along with noting that the modelling shows no indication that the site will '*give rise to any increase or material change over and above what has previously been agreed*'.

Comment 1- Vision-Led Approach to the TA

3.2 WSCC noted that a vision-led approach needs to be incorporated within the TA and TP in line with recent changes to the NPPF (Dec 2024) and Local Plan aspirations.

'In line with paragraphs 115 and 118 of the National Planning Policy Framework (NPPF) a vision-led transport planning seeks to set out a preferred future in terms of how people will travel and cater for that vision, promoting active and sustainable travel. It seeks to move away from a Predict & Provide approach. Where future travel forecasts are predicated on historical travel data and the assumption that future travel habits will mirror those in the past. The vision-led approach also incorporates more rigorous monitoring, and potentially additional mitigation, should the monitoring show that forecasts do not materialise as envisaged at application stage. WSCC requires that Transport Assessment and Statements are taking a vision-led approach, as is now required by the NPPF'.

3.3 WSCC asked for additional clarity on how the vision-led approach has been adopted, the key vision and specific targets in the Travel Plan, and additional mitigations methods. Therefore, the Framework Travel Plan has been updated to set out how the vision-led approach is being undertaken at the site and is also set out within this ATA.

3.4 It is understood, with a vision-led approach, that the design should be developed to reflect a desired future, with a focus on sustainable travel and measures, rather than automatically accommodating for an increase in private vehicles. As well as this it is important to allow for adaptation over time, ensuring that uncertainty is accommodated for. Key aspects to consider are:

- Vision driven plan
- Hierarchy users
- Developer responsibility

Vision

3.5 The vision for the site is to create an environmentally aware residential development, which integrates with the surrounding area, prioritising travel for pedestrians, cyclists and those using sustainable modes of travel including public transport. With the aim to reduce the

reliance on private vehicles, and encourage walking, cycling and use of public transport, as the preferred method of travel. To ensure this, routes will be integrated into the development for pedestrians and cyclists, to connect into the neighbouring Mulberry Fields development and the surrounding local area, including local amenities and facilities. Creating a sustainable and connected development, making these modes of transport convenient and appealing to current residents within the area, as well as the residents of this development will be key.

- 3.6 Moreover, the development will reduce the need for private car ownership not only by providing connections for pedestrians and cyclists, but through providing ample cycle storage, as well as enhancing sustainability through providing electric vehicle charging points. Along with this, as is discussed in detail within the FTP, the development will promote information on active travel, public transport and car-sharing through the site's Travel Plan Coordinator. Therefore, the site will integrate environmentally friendly practices and infrastructure, while also enhancing the overall quality of life for prospective residents and reducing carbon emissions.
- 3.7 Consequently, the development is deeply committed to operating as sustainably as possible, a vision that is thoroughly articulated, with sustainable credentials of the site comprehensively outlined in the submitted TA and summarised within this ATA.
- 3.8 In line with this vision the target for the development will be a 10% reduction in vehicle trips over a 12-hour weekday period, which will be discussed in the following sections, with further clarification provided within the FTP.

Vision Based Travel Planning

- 3.9 Developing on from the vision for the development, at the heart of this sustainable approach is the Framework Travel Plan, submitted in conjunction with this ATA. This plan ensures that all residents are fully informed and aware of the various walking, cycling and public transport offerings available within the site's locale. This strategic document outlines a clear, achievable roadmap for implementing the vision at the site. With a commitment to reducing vehicle trips for residents and visitors at the centre of this plan, through active and sustainable modes of travel becoming the preferred way of travel.

Hierarchy of Users and Sustainable Travel

- 3.10 As noted, within the vision the site will focus on active and sustainable modes of travel, ensuring these are integrated within the development, and promote these as a preferred way of travel over vehicle trips.
- 3.11 The site itself is situated in an accessible location, with Southwater offering a range of facilities and amenities that benefit prospective residents, whilst Horsham is a 30-minute cycle from the site. As, indicated within the previously submitted Transport Assessment the local area provides a number of footways, cycle routes and Public Rights of Way. These routes also aid movement to the nearest bus stops known as Cripplegate Corner, to enable link-trips and allow for onward journeys to Horsham and further afield if required.
- 3.12 Furthermore, within the Mulberry Fields development, footways of 2m wide are provided, with a 3m footway/cycleway provided to the north of Mill Straight Roundabout. This provides a direct link to the signalised toucan crossing which is provided to the west of Mill Straight Roundabout which provides a route onto further footways, the Public Rights of Way network and additional bus stops. As well as this, the site itself will provide footways to connect onto the existing provision within Mulberry Fields and the wider highway network, along with a cycleway proposed adjacent to the northern boundary of the proposed site. Therefore, in line with the vision for the site the locality of the site lends itself to ensuring that direct routes for pedestrians, cyclists and public transport, are provided and can be encouraged. In particular, for the short distance trips through promoting these routes as convenient and accessible for daily errands. This is in line with paragraph 15 of the NPPF and aligns with the vision for the site to encourage active and sustainable modes of travel, as the preferred ways of travel.
- 3.13 Developing upon this, to ensure that active and sustainable modes of travel are at the forefront of residents desired travel modes, as part of the Travel Plan residents will be able to provide feedback on the material provided to them as part of the Travel Plan Works regarding the local area and sustainable modes of travel. Within this feedback residents can note any particular information or routes they would like information on, as well as providing reasoning for their modes of travel. This will provide valuable information to ensure the TP encourages pedestrians, cyclists and public transport as preferred methods of travel for the perspective residents.
- 3.14 It should also be noted that the accessibility of the site was assessed and considered to be acceptable as part of the Mulberry Fields application (planning ref: DC/14/2582).

Target

3.15 Following on from the vision, a review of the TRICS historic data has been undertaken, along with a review of the targets and outcomes for Mulberry Fields, to confirm the existing vehicle trip baseline and support a proposed reduction in vehicle trips associated with the proposed development.

TRICS Historic Data

3.16 In order to support and ensure a suitable percentage reduction in vehicle trips, a review of the historic TRICS data has been undertaken. Vehicle trip rates between 2000-2004, 2005-2009, 2010-2014, 2015-2019 and 2020-2024 have been derived from the TRICS database, to understand the reduction in vehicle trips over the 24-year period. The outputs for this are shown in **Appendix D**.

3.17 Whilst the trip rates used in the Transport Assessment are directly reflective of the neighbouring Mulberry Fields development, as the data was collected as part of the Travel Plan work at the site, a broader residential sample size was required to support the historic review. Therefore, the following parameters were used for the review:

- Land use: 'Residential', 'Mixed private and affordable housing' ;
- Sites in England (Excluding Greater London and Wales);
- 0 – 200 Dwellings;
- No travel plan (Aside from 2021-2024 which only had sites with a travel plan)
- Weekday surveys only; and
- Sites in 'Edge of Town Centre', 'Suburban', 'Neighbourhood Centre' locations.
- The assessment period was set from the 1st January 2000 to the 31st December 2024

3.18 The resultant outputs presented a decrease of 25.85% in 12-hour trips (07:00-19:00) over the 24-year period, this equates to a reduction of approximately 1.07% per year for vehicle trips. Therefore, assuming this trend continues, a 5.35% reduction in vehicle trips for the site over a 5-year monitoring period would be expected given the historic trend.

3.19 Furthermore, as noted within the parameters those surveys included for 2021-2024 all had travel plans, therefore this will have had an impact on vehicle trip rates for these more recently surveyed sites, reflecting an expected reduction in vehicle trips due to the presence of a travel plan.

Travel Plan

3.20 Developing upon the TRICS data, as presented by the accompanying Framework Travel Plan, a Full Travel Plan will be produced for the site prior to its occupation and implemented for a 5-year period. With an overall aim of a 10% reduction in vehicle trips and an increase in sustainable travel by 10% which is deemed achievable given the size of the development, its proximity to footways, cycleways and bus stops and the evidence provided through the Mulberry Fields development, which itself achieved a 10% reduction in vehicle trips, though it focused on single occupancy rather than all vehicle trip. Further clarification on the sites target is provided within accompanying FTP.

3.21 Mulberry Fields undertook 5-years of Travel Plan Coordination (TPC) works which were completed in July 2024. Along, with this their set target for a 10% reduction in single occupancy vehicle trips was achieved and exceeded. The single vehicle trips were noted at baseline to be 1390 trips over a 12-hour weekday period. This reduced to 570 trips over a 12-hour weekday period at the end of Year 5, presenting a reduction of 820 trips or 59%. This exceeded the target of reducing the trips rates to 1251 trips over a 12-hour weekday period.

3.22 Developing upon this, utilising Mulberry Fields data presents a realistic travel model split for the area given the locality of the site and the access to sustainable modes of travel.

3.23 Therefore, for the overall vision-led approach there could be a total reduction in vehicle trips by around 15% and increase in sustainable travel by 15% based on the TPC works completed at Mulberry Fields and TRICS historic data, however the Framework Travel Plan proposes a 10% reduction for robustness, based on the outcomes noted at Mulberry Fields.

Residual Impact Assessment

3.24 The detailed TRICS trip generation assessment and modelling assessment, indicates that the proposed development is expected to have a minimal impact on the highway network during peak hours, with WSCC accepting the modelling within their response (**Appendix B**). Furthermore, the site will be accessed from the existing Mulberry Fields development which is considered acceptable by WSCC. Therefore, there should be no severe impact in relation to the cumulative impact associated with the development proposals. In line with NPPF paragraph 16 which 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

3.25 Remedial measures will be identified within the Framework Travel Plan and could include additional voucher offers or updated monitoring strategies, if required. The 5-year budget for implementing the Travel Plan would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed. If the five-year target is not achieved, the requirement for remedial measures would be explored with WSCC, based on measures already completed for the site.

Mitigation

3.26 As aforementioned the site will be accessed from the existing Mulberry Fields access. This site undertook 5-years of Travel Plan Coordination (TPC) works which was completed in July 2024. During that time the site had a target to reduce single occupancy vehicle trips by 10%. This was achieved and exceeded, going from 1390 single occupancy trips over a 12-hour weekday period to 570 trips. This assessment provided the baseline upon which the traffic assessment for the proposed site has been created. It is therefore hoped that it presents a robust expectation for the site and that mitigation measures would not be required. Additionally, as aforementioned, the site will implement a Travel Plan which will promote sustainable travel, and should it become apparent that mitigation is required this would be explored with WSCC.

3.27 Furthermore, there is no concern that the development will have a negative impact on the local highway network in accordance with paragraph NPPF 116 and as such mitigation is not expected to be required.

4. SUMMARY AND CONCLUSIONS

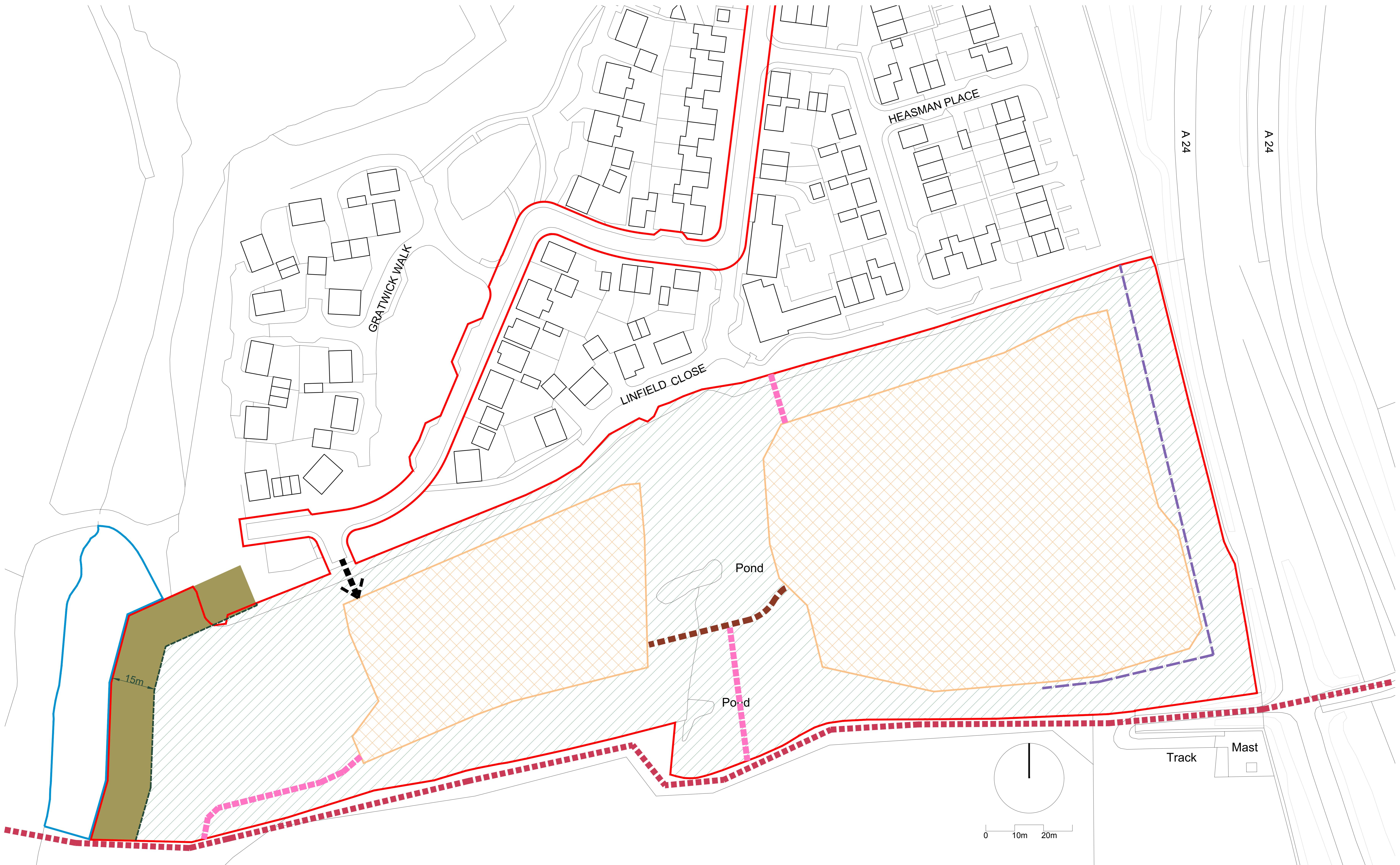
4.1 This Addendum Transport Assessment (ATA) has been prepared by Paul Basham Associates on behalf of Miller Homes to support the residential development of up to 82 units at Campsfield, Southwater, in support of an Outline planning application with all matters reserved (except access).

4.2 An application was submitted in 2024 (ref: DC/25/0102), following this West Sussex County Council (WSCC) provided comments on 11th March 2025. It was noted that further information was required to aid the application with WSCC requesting further details about

the vision-led approach which needed to be included within the Transport Assessment and Travel Plan to reflect changes made to the NPPF in December 2024.

- 4.3 WSCC also advised they were satisfied in principle with the access and visibility, along with noting that the modelling shows no indication that the site will '*give rise to any increase or material change over and above what has previously been agreed*'.
- 4.4 WSCC asked for additional clarity on how the vision-led approach has been adopted, key vision and specific targets in the Travel Plan, and additional mitigations methods.
- 4.5 The vision for the site is to create an environmentally aware residential development, which integrates with the surrounding area, prioritising travel for pedestrians, cyclists and those using sustainable modes of travel including public transport.
- 4.6 Information has been provided on the vision-led approach, including an assessment of the TRICS historic data and the expectation in relation to the Travel Plan.
- 4.7 We hope WSCC and Horsham District Council find this sufficient to agree to the proposed site in regard to highways.

Appendix A



KEY

- Site boundary
- Supporting infrastructure including public open space, Local Area of Play, strategic landscaping and sustainable drainage
- Residential development area including residential use, vehicular routes, pedestrian/cycle routes, car parking, private amenity space and associated landscaping
- Existing Public Right of Way
- Proposed vehicular access
- Proposed pedestrian links
- Proposed link road
- Indicative location of acoustic fencing
- 15m Buffer from Ancient Woodland





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RevA - 13.03.2025 - Red line plan amended to include footpath at site entrance

Key:

Site Boundary

Other Land in Landowners Control



CLIENT:
PROJECT TITLE:
PROJECT NO:
DRAWING TITLE:
DRAWING NO:
SCALE:

MILLER HOMES
SOUTHWATER, CAMPFIELD
02.18.A
SITE LOCATION PLAN
02.40(01)00 RevA
1:1250 @ A2

Appendix B

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Stephanie Bryant
FROM:	WSCC – Highways Authority
DATE:	11 th March 2025
LOCATION:	Land at Campsfield Linfield Close Southwater West Sussex RH13 9FR
SUBJECT:	DC/25/0102 Outline application with all matters reserved except for access for up to 82 dwellings with vehicular and pedestrian accesses, public open space, noise mitigation measures, landscaping, foul and surface water drainage and associated works.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Background

WSCC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access. The development proposals subject to this Outline application are for up to 82 units, of which it is expected that at least 50% will be 2-3 bed units. The site will be accessed from the Mulberry Fields development to the north. This application (DC/14/2582) to the north was a development for 193 units which the LHA raised no objections to in 2014.

The highway aspects of the application are supported by way of a Transport Assessment (TA).

Vision Led Approach to the TA

In line with paragraphs 115 and 118 of the National Planning Policy Framework (NPPF) a vision-led transport planning seeks to set out a preferred future in terms of how people will travel and cater for that vision, promoting active and sustainable travel. It seeks to move away from a Predict & Provide approach. Where future travel forecasts are predicated on historical travel data and the assumption that future travel habits will mirror those in the past. The Vision-led approach also incorporates more rigorous monitoring, and potentially additional mitigation, should the monitoring show that forecasts do not materialise as envisaged at application stage. WSCC requires that Transport Assessment and Statements are taking a vision led approach, as is now required by the NPPF.

The LHA would therefore request some additional clarity from the applicant on the following matters:

- The applicant should demonstrate how the vision led approach has been adopted through the TA.
- Explicit vision and specific targets in the Travel Plan should be provided. It is noted that the standard target of 10% reduction in vehicle trips has been set

within the Travel Plan. However, no vision is included and clarification should be provided as to whether additional targets are to be set.

- How will any additional mitigation be provided, if the target and vision isn't met? What form will this additional mitigation take?

Travel Plan

Notwithstanding the points above, the submitted travel plan is noted. The applicant should note that WSCC apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a s106 agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred

Access and Visibility

The proposed development would be accessed via the neighbouring Mulberry Fields development, with vehicles utilising Centenary Roa. The TA demonstrates visibility splays at the access in line with Manual for Streets (MfS) guidance for a 30mph speed limit in line with the internal speed limit of Centenary Road. Visibility splays from the access appear to be achievable with 2.4m x 43m in the primary direction and to 2.4m x 22m in the secondary direction, reflecting the end of the carriageway.

In terms of servicing delivery, refuse and deliveries will take place from on-site and an internal turning area will be provided to allow access and egress the site in a forward gear within Appendix B of the TA.

In principle the LHA would be satisfied with the access strategy put forward by the applicant.

Network Capacity

Traffic flow information has been provided with the current application within the TS, this has been provided by the applicant on what vehicular activity currently exists at the site. This information considers the permitted and proposed uses. The traffic flow generation is based upon the use of TRICS. TRICS is a database containing surveys of other completed and occupied developments. The database can be refined to use comparably located site uses to forecast potential traffic generation. TRICS is an accepted means of determining traffic generation. Using this data, it is evident that the proposed development would generate 45 AM movements and 29 PM movements.

Junction Modelling

As outlined within the TA Section 6 the applicant has tested the capacity of the following junctions via Junctions 9 software. The assessment takes into account:

- Baseline 2023 (for validation purposes)
- Baseline 2024
- Baseline 2029
- Baseline 2029 + Committed Development
- Baseline 2029 + Proposed Development + Committed Development

The following junctions have been assessed with the Junctions 9 assessment:

- Roman Lane – The modelling highlights the junction would operate within capacity
- Mill Straight South- The modelling highlights the junctions would operate within
- Site Access- The modelling highlights the junction would operate within capacity, there will be a minor increase in queuing however

- Mill Straight North– The modelling highlights the development would have not have an effect on the operation.

Having assessed all the scenario's there is no expectation for this proposal to give rise to any increase or material change over and above what has previously been agreed.

Layout and Parking

Whilst it is acknowledged the application is for Outline consent only the LHA has reviewed the indicative drawings submitted within the TA and would offer the following comments to be taken into consideration:

- Walking and cycling connection central path within the site to existing dev north of it (plus link on the existing site to be provided). Consideration should be given to priority for pedestrians and cyclists across the access road possibly incorporated into a speed control, as latter needed given straight alignment of the spine road.
- Service margin missing from northern edge (this could also be put in as a footway).
- Driveways widths for some of the plots look narrow – recommend 6.0m min width to give decent space to open doors.
- Path running along the northern side of the eastern portion of the site, it is suggested that this be widened to permit walking and cycling.
- Fire and refuse collection should be demonstrated as some of the drives/narrower access roads etc. might make it difficult for access by said vehicles.
- What is proposed main spine road width? Ideally the final design should avoid anything less than 4.8m although private drives could be narrower. However, final widths would probably be dictated by refuse and Fire and Rescue requirements.
- EV cables ducting for parking spaces remote from dwellings.
- The TA acknowledges that parking will be in accordance with LHA parameters.

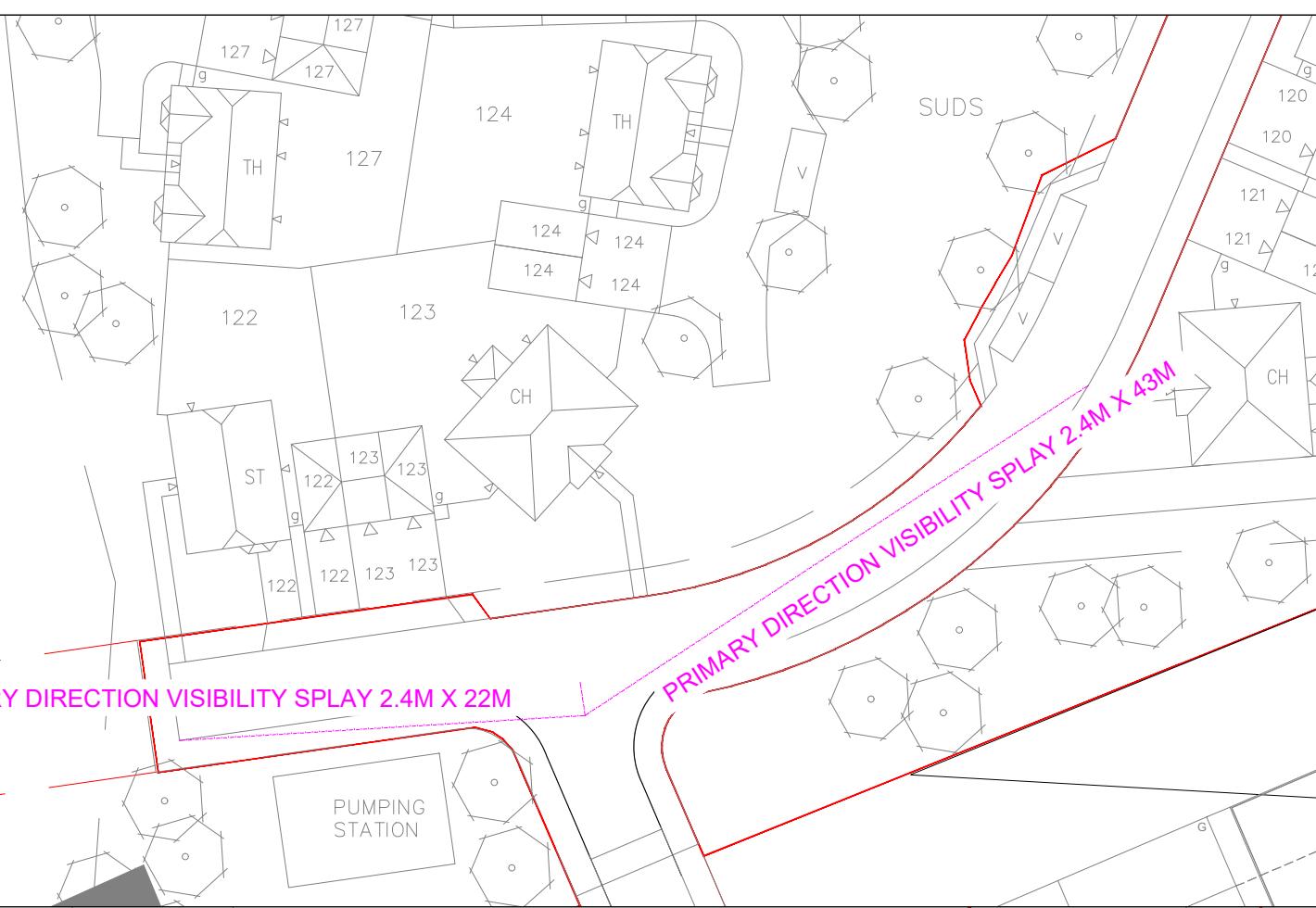
Conclusion

Having assessed the information submitted within the TA the LHA would request some further information on the point regarding the Vision Led Transport Planning approach as outlined in the first stage of this report.

Jamie Brown
West Sussex County Council – Planning Services

Appendix C

VISIBILITY SPLAY AND ACCESS DIMENSIONS (1:500)



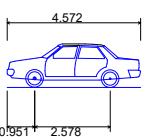
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GENERAL NOTES

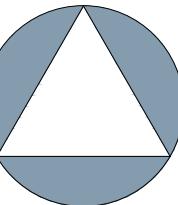
1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
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6. VISIBILITY SPLAY DRAWN IN LINE WITH MANUAL FOR STREETS GUIDANCE FOR A 30MPH SPEED LIMIT (2.4M X 43M).

KEY

- VISIBILITY SPLAY
- SITE BOUNDARY
- VEHICLE PROFILE

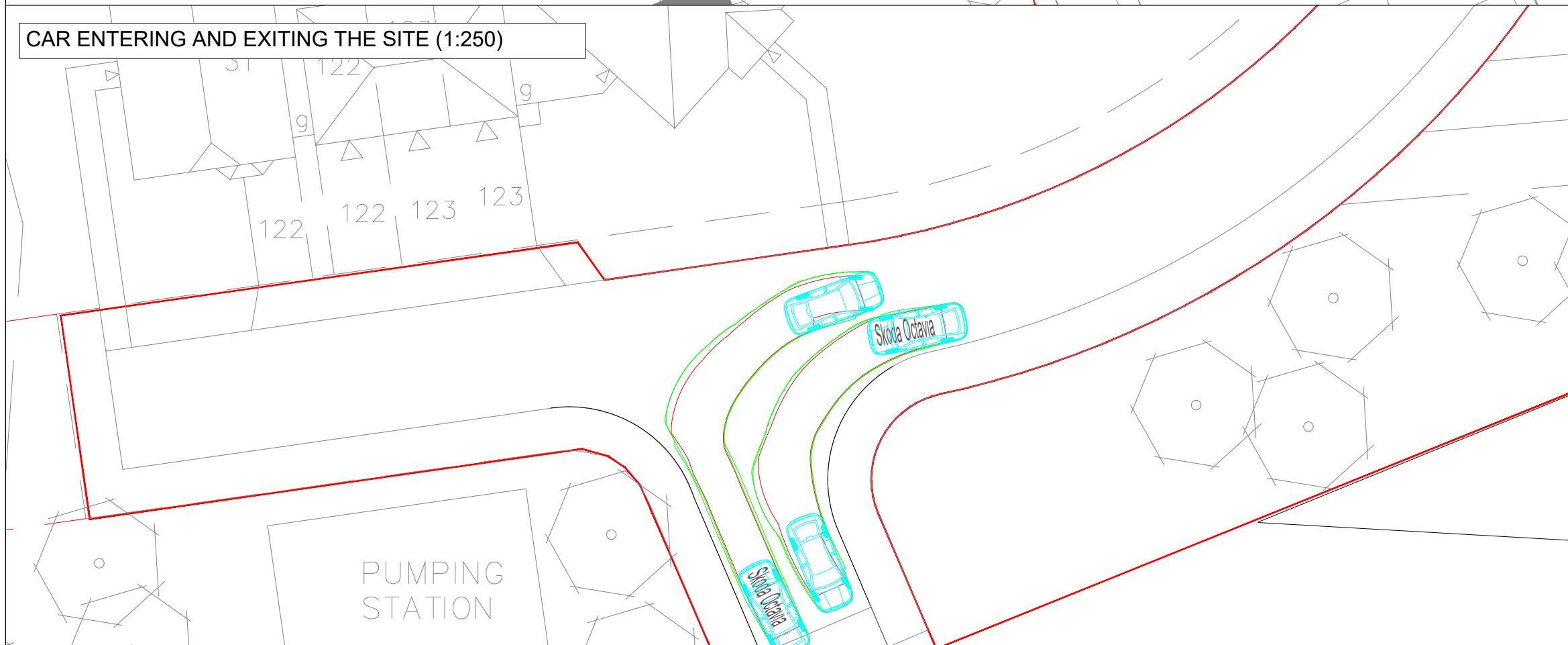


4.572
1.769
1.488
0.249
1.713
4.00s
5.100m



NORTH

CAR ENTERING AND EXITING THE SITE (1:250)



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P03	INCLUSION OF RED LINE BOUNDARY	03.04.25	ERG	CID
P02	CLIENT'S COMMENTS	02.12.24	ERG	CID
P01	FIRST ISSUE	22.11.24	ERG	CID
Rev	Description	Date	By	App'd

Date Created	Drawn By	Approved By	Suitability Code
21.11.24	ERG	CID	-
PBA Project Number	Scale		
091.0018	AS INDICATED		(AT A3)
PBA Drawing No:			
091.0018-0002	Revision		P03

Project Name
CAMPSFIELD, SOUTHWATER

Title
VISIBILITY SPLAY AND CAR
TRACKING AT ACCESS

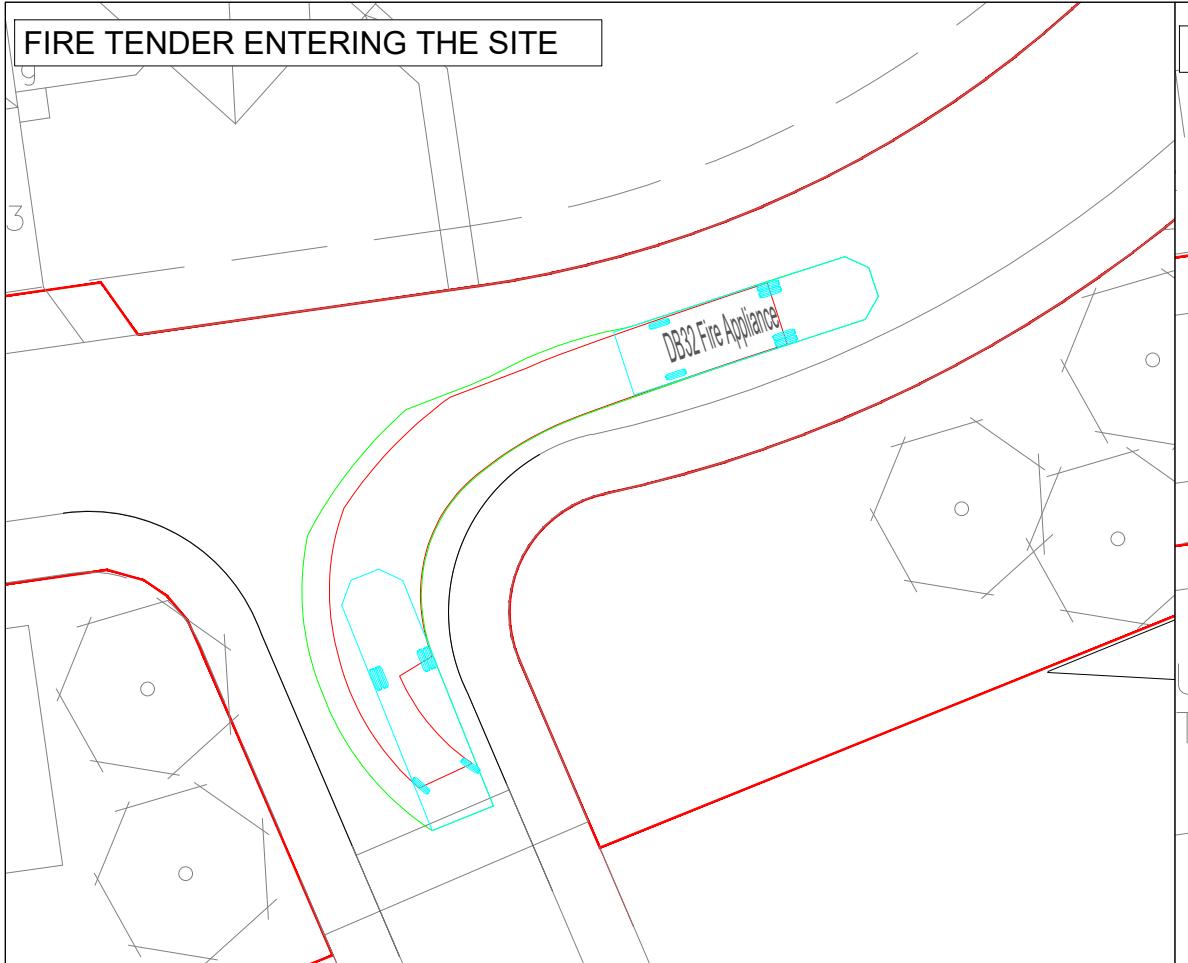
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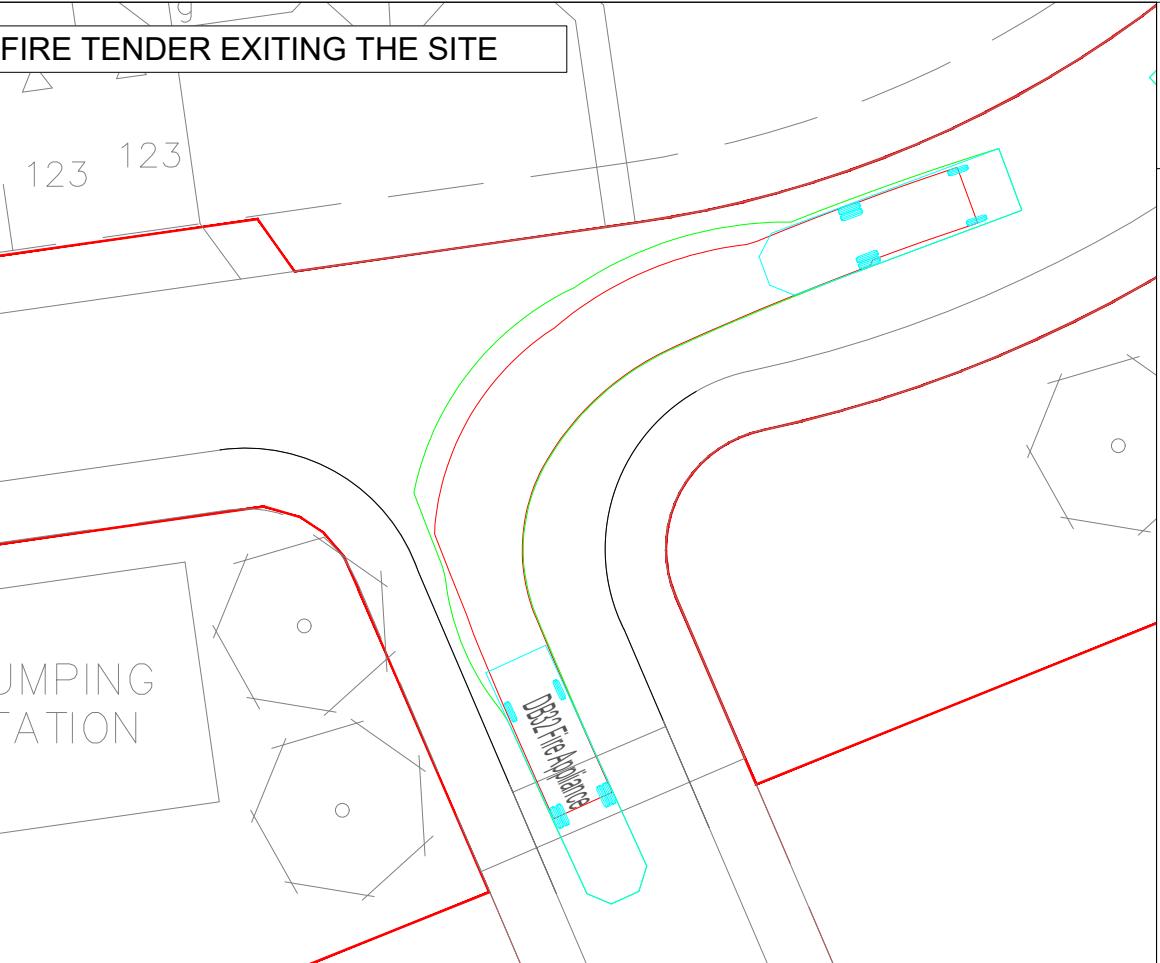
miller homes

Project Phase
PRELIMINARY

FIRE TENDER ENTERING THE SITE



FIRE TENDER EXITING THE SITE

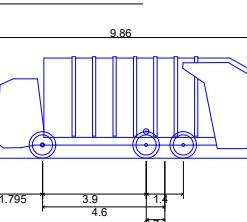


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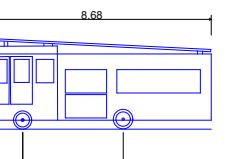
VEHICLE PROFILE



KEY
— SITE BOUNDARY

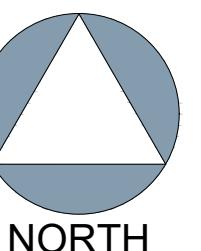
Large Refuse Vehicle (3 axle)
Overall Length 9.860m
Overall Width 2.450m
Overall Body Height 3.814m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

9.860m
2.450m
3.814m
0.366m
2.450m
4.00s
9.500m



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

8.680m
2.180m
3.452m
0.337m
2.121m
6.00s
7.910m



NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P03	INCLUSION OF RED LINE BOUNDARY	03.04.25	ERG	CID
P02	CLIENT'S COMMENTS	02.12.24	ERG	CID
P01	FIRST ISSUE	22.11.24	ERG	CID
Rev	Description	Date	By	App'd
21.11.24	ERG	CID		
PBA Project Number	Scale			
091.0018	1:250			(AT A3)
PBA Drawing No:	091.0018-0003	Revision	P03	

Project Name
CAMPSFIELD, SOUTHWATER

Title
FIRE AND REFUSE
TRACKING AT ACCESS

 paulbasham
associates

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com



Project Phase
PRELIMINARY

Appendix D

TRICS Licence No.: 700101 Organisation Name: Bureau Service
TRICS Version Used: TRICS 7.9.1 User Site Street Name: TRICS Consortium Ltd
User Site Town/City: Bureau Service

Header 1: TRICS 7.9.1
Header 2: Bureau Service, TRICS

Land Use Residential: Mixed private/affordable housing

Trip Rate Parameter: Dwelling Calculation Factor: Dwelling Dwelling

Primary Filtering Dwelling From: 0 To: 200
Day: Weekday Locations: Suburban, Edge of Town, Neighbourhood Centre

January December

Time Slice 1 1990 1994

Time Slice 2 1995 1999

Time Slice 3 2000 2004

Time Slice 4 2005 2009

Time Slice 5 2010 2014

Time Slice 6 2015 2020

Time Slice 7 2021 2024

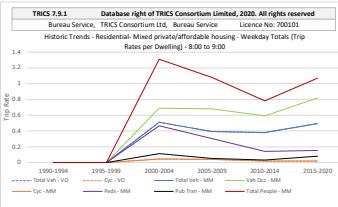
Time Slice 8

Historic Trends: Residential - Mixed private/affordable housing - Weekday Totals (Trip Rates per Dwelling) - 0:00 to 9:00

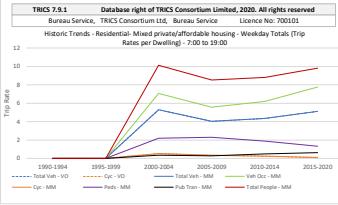
Time Period	08:00		09:00		Flow:	Totals		J		
	1	2	3	4		5	6			
Historic Trends: Residential - Mixed private/affordable housing - Weekday Totals (Trip Rates per Dwelling) - 0:00 to 9:00										
Vehicles Only Data Multi-Modal Data										
Time Slices	Total Veh - VO	Cyc - VO	Total Veh - MM	Cyc - MM	Veh Occ - MM	Peds - MM	Pub Tran - MM	Total People - MM		
1990-1994	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!		
1995-1999	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!		
2000-2004	0.511	0.046	0.511	0.046	0.688	0.466	0.117	1.311		
2005-2009	0.394	0.041	0.394	0.041	0.681	0.305	0.051	1.079		
2010-2014	0.379	0.038	0.379	0.038	0.692	0.211	0.049	1.023		
2015-2020	0.493	0.019	0.493	0.019	0.818	0.152	0.082	1.071		
2021-2024	0.487	0.031	0.487	0.031	0.733	0.195	0.05	1.013		
atn/A	atn/A	atn/A	atn/A	atn/A	atn/A	atn/A	atn/A	atn/A		



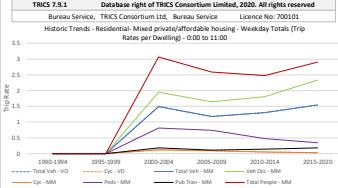
Time Period	17:00		18:00		Flow:	Totals		J		
	1	2	3	4		5	6			
Historic Trends: Residential - Mixed private/affordable housing - Weekday Totals (Trip Rates per Dwelling) - 17:00 to 18:00										
Vehicles Only Data Multi-Modal Data										
Time Slices	Total Veh - VO	Cyc - VO	Total Veh - MM	Cyc - MM	Veh Occ - MM	Peds - MM	Pub Tran - MM	Total People - MM		
1990-1994	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!		
1995-1999	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!		
2000-2004	0.73	0.06	0.73	0.06	0.87	0.24	0.14	1.210		
2005-2009	0.475	0.057	0.475	0.057	0.664	0.178	0.048	0.947		
2010-2014	0.449	0.035	0.449	0.035	0.72	0.16	0.033	0.951		
2015-2020	0.601	0.012	0.601	0.012	0.919	0.151	0.046	1.129		
2021-2024	0.412	0.014	0.412	0.014	0.562	0.097	0.039	0.712		
atn/A	atn/A	atn/A	atn/A	atn/A	atn/A	atn/A	atn/A	atn/A		



Time Period	07:00		19:00		Flow:	Totals		J		
	1	2	3	4		5	6			
Historic Trends: Residential - Mixed private/affordable housing - Weekday Totals (Trip Rates per Dwelling) - 7:00 to 19:00										
Vehicles Only Data Multi-Modal Data										
Time Slices	Total Veh - VO	Cyc - VO	Total Veh - MM	Cyc - MM	Veh Occ - MM	Peds - MM	Pub Tran - MM	Total People - MM		
1990-1994	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!		
1995-1999	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!		
2000-2004	4.029	0.334	4.029	0.334	5.886	1.311	0.294	8.524		
2005-2009	4.338	0.241	4.338	0.241	6.811	1.601	0.241	8.874		
2010-2014	5.121	0.241	5.121	0.241	7.762	1.336	0.643	9.833		
2015-2020	3.924	0.168	3.924	0.168	5.286	1.187	0.357	6.998		
atn/A	atn/A	atn/A	atn/A	atn/A	atn/A	atn/A	atn/A	atn/A		



Time Period	00:00		11:00		Flow:	Totals		J		
	1	2	3	4		5	6			
Historic Trends: Residential - Mixed private/affordable housing - Weekday Totals (Trip Rates per Dwelling) - 0:00 to 11:00										
Vehicles Only Data Multi-Modal Data										
Time Slices	Total Veh - VO	Cyc - VO	Total Veh - MM	Cyc - MM	Veh Occ - MM	Peds - MM	Pub Tran - MM	Total People - MM		
1990-1994	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!		
1995-1999	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!		
2000-2004	1.497	0.122	1.497	0.122	1.863	0.36	0.165	2.389		
2005-2009	1.581	0.094	1.581	0.094	1.642	0.739	0.136	2.589		
2010-2014	1.306	0.054	1.306	0.054	1.806	0.477	0.147	2.48		
2015-2020	1.546	0.028	1.546	0.028	2.339	0.351	0.185	2.903		
atn/A	1.342	0.067	1.342	0.067	1.815	0.424	0.133	2.439		
atn/A	atn/A	atn/A	atn/A	atn/A	atn/A	atn/A	atn/A	atn/A		



8am-9am	17-18	24-hour	12-hour (07:00-19:00)
0.511	0.73	1.497	5.292
0.394	0.475	1.181	4.036
0.379	0.406	1.206	4.238
0.493	0.601	1.546	5.121
0.487	0.412	1.342	3.924
0.034	0.338	0.155	1.368
4.7%	43.6%	10.4%	25.85%
0.2%	1.8%	0.4%	1.08%

Difference years per year amount