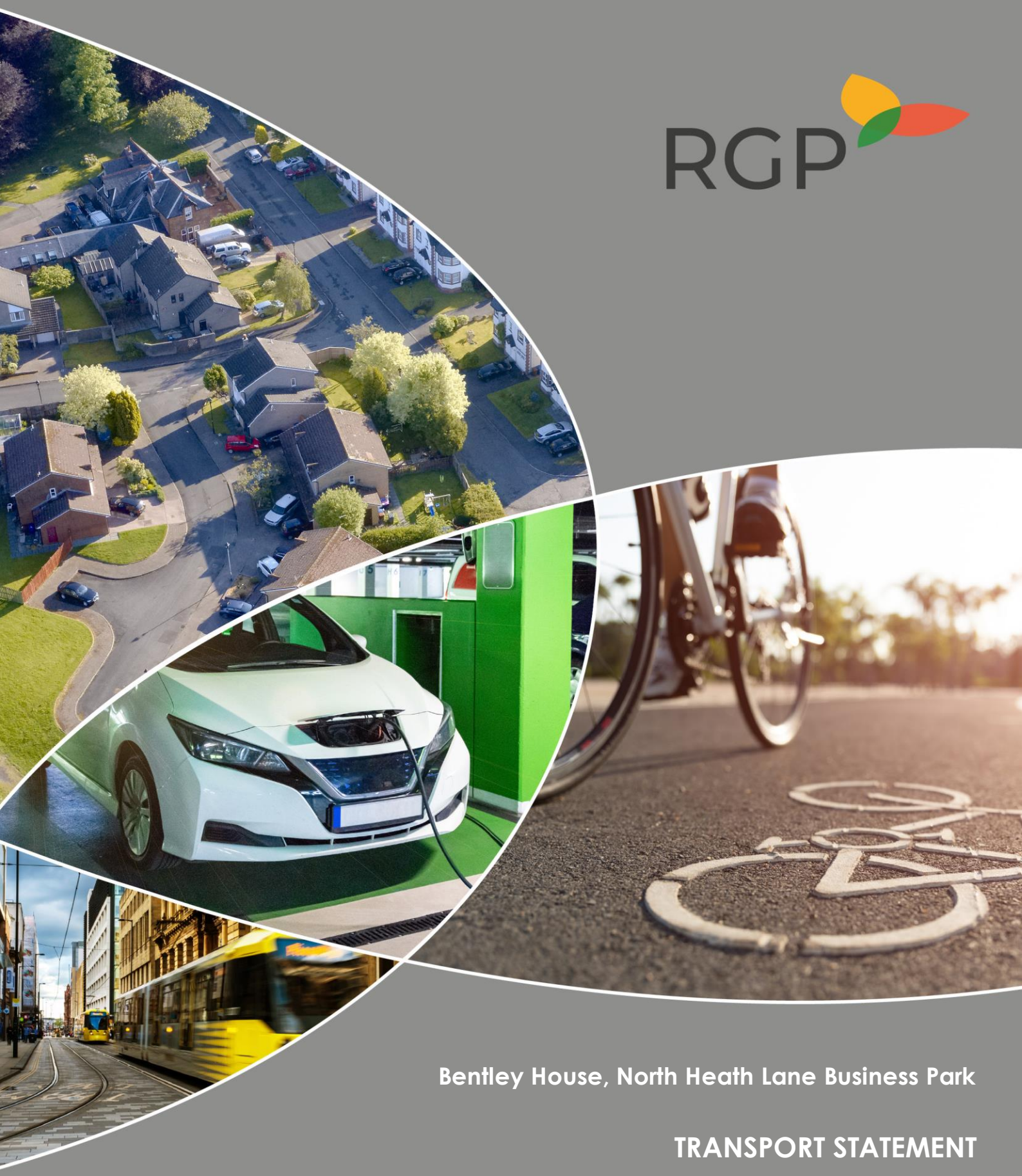

Bentley House, North Heath Lane Business Park

TRANSPORT STATEMENT

for Residential Development

on behalf of Coldunell Limited

2025/7590/TS02

November 2025

www.rgp.co.uk

DOCUMENT CONTROL

Project:	Bentley House, Horsham for Residential Development
Report Type:	Transport Statement
Client:	Coldunell Limited
Reference:	2025/7590/TS02

DOCUMENT REVIEW

Author:	HG	Date:	03/11/2025
Checked by:	CMB	Date:	04/11/2025
Approved by:	CMB	Date:	04/11/2025

DOCUMENT STATUS

Issue	Date	Status	Issued by
1.	06/11/2025	Draft	CMB
2.			
3.			
4.			
5.			

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1 INTRODUCTION

1.1 Report Context

1.1.1 RGP is instructed by Coldunell Ltd to provide transport planning and highways input in support of a proposed residential development at Bentley House, North Heath Lane Business Park, Horsham, ('the site').

1.1.2 The site comprises a two-storey office building known as Bentley House, located within the southern part of North Heath Lane Business Park. It is bounded by other office buildings to the north and west. Vehicular and pedestrian access is taken from North Heath Estate Drive, as shown in **Figure 1** below.

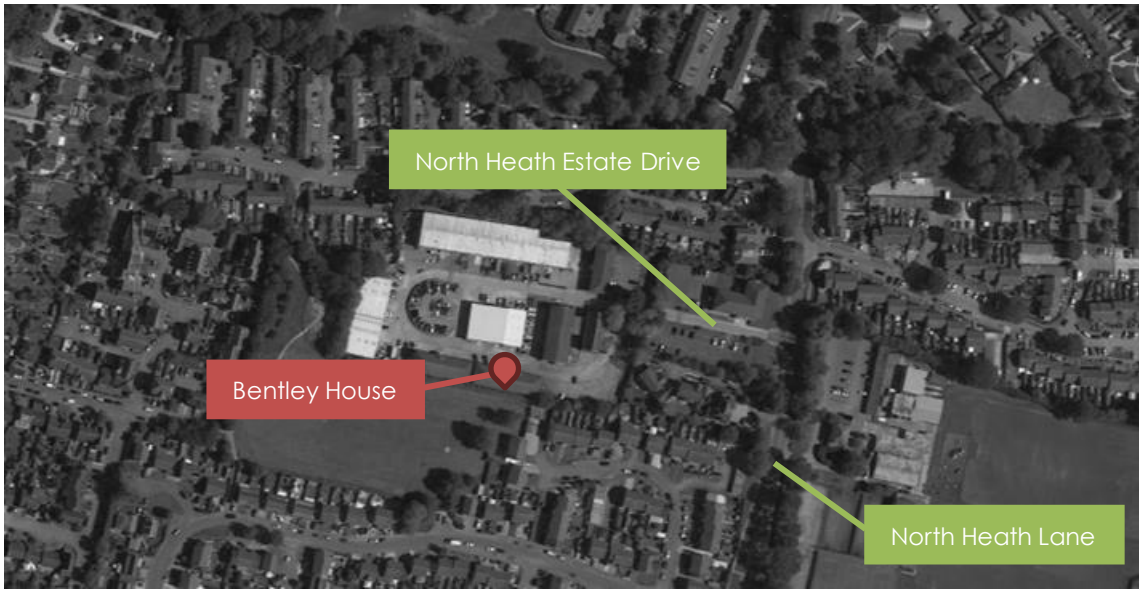


Figure 1 Bentley House

1.1.3 The proposals seek the change of use and conversion of the existing office building to provide nine private residential flats, comprising a mix of one- and two-bedroom units. Vehicular access would be retained via the existing arrangements, with car parking provided to the north and east of the building. Cycle parking will also be provided in accordance with West Sussex County Council's Guidance on Parking at New Developments (September 2020).

1.1.4 A copy of the proposed site plan is attached hereto at **Appendix A**.

1.2 Report Structure

1.2.1 The main purpose of this Transport Statement (TS) is to assess the impact of the development proposals at Bentley House in Horsham. The report comprises the following sections:

(i) Section 2: Policy;

(ii) Section 3: Baseline Conditions;

(iii) Section 4: Development Proposals, including access, delivery arrangements and parking

(iv) Section 5: Trip Generation and Impact; and

(v) Section 6: Summary and Conclusions.

2 POLICY CONTEXT

2.1 Overview

2.1.1 At the national level, the development proposals are considered against the policies of the National Planning Policy Framework (NPPF, December 2024, as amended February 2025). The NPPF emphasises that transport considerations should promote sustainable travel choices, that developments should be located where use of private cars is minimised, and that safe and suitable access to sites can be achieved for all users.

2.1.2 At the county level, the West Sussex Transport Plan 2022–2036 (WSTP) sets out the vision and objectives for the transport network in West Sussex, including the prioritisation of sustainable modes (walking, cycling and public transport), reduced dependence on the private car, and schemes that support healthy and inclusive travel.

2.1.3 At the local level, the site falls within the administrative area of Horsham District Council. The adopted Horsham District Planning Framework (2015) remains the primary development plan, although the emerging Horsham District Local Plan 2023–2040 has been submitted for examination. Both documents seek to promote sustainable development and ensure that new housing is supported by safe and accessible transport infrastructure.

2.1.4 This Transport Statement has therefore been prepared in accordance with the above national, county, and local policy objectives, assessing accessibility, parking, servicing, and highway safety to demonstrate that the proposed development accords with sustainable transport principles.

2.2 National Planning Policy Framework

2.2.1 In respect to the LPA having regard to the NPPF, the relevant sections of NPPF are deemed as follows.

2.2.2 Paragraph 109 confirms transport should be considered from the earliest stages so that impacts are understood, opportunities for walking, cycling and public transport are realised, and environmental impacts are identified and mitigated.

2.2.3 Paragraph 115 sets the test for assessing sites/applications, including that (a) sustainable modes are prioritised, (b) safe and suitable access is achieved for all users, (c) design and standards reflect current national guidance, and (d) significant impacts on capacity or safety can be mitigated to an acceptable degree through a vision-led approach.

2.2.4 Paragraph 116 states development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network—following mitigation—would be severe.

2.2.5 Paragraph 117 expects proposals to:

- *give priority first to pedestrian and cycle movements, and then to access by high-quality public transport;*

- *address the needs of people with disabilities and reduced mobility;*
- *create places that are safe, secure and attractive, minimising conflicts and clutter;*
- *allow for efficient servicing and emergency access; and*
- *be designed to enable EV charging in safe, accessible, convenient locations.*

2.2.6 The findings of this Transport Statement demonstrate that the proposals would not generate an unacceptable impact on highway safety and that the residual cumulative impacts on the road network would not be severe.

2.3 West Sussex County Council Transport Plan 2022-2036

2.3.1 West Sussex County Council published its Transport Plan (WSTP) in April 2022. The document sets out the county's vision for and strategies for transport in the area from 2022 until 2036.

2.3.2 The plan highlights a number of key objectives that it seeks to achieve, they are as follows:

Prosperous West Sussex

- Objective 1: Sustainable economic prosperity
- Objective 2: Accommodate planned development

Healthy West Sussex

- Objective 3: Accommodate demographic change
- Objective 4: Avoid and minimise impacts on public health
- Objective 5: Enable healthy lifestyles
- Objective 6: Ensure access to services

Protected West Sussex

- Objective 7: Achieve net zero carbon emissions by 2050
- Objective 8: Avoid and minimise impacts on the environment
- Objective 9: Enhance biodiversity
- Objective 10: Adapt to climate change

Connected West Sussex

- Objective 11: Reduce the need to travel by car
- Objective 12: Improve road network efficiency
- Objective 13: Minimise impacts of access to Gatwick Airport
- Objective 14: Improve rail services
- Objective 15: Improve bus network efficiency
- Objective 16: Improve bus network coverage
- Objective 17: Extend and improve active travel facilities

2.3.3 With particular focus on Horsham, the plan identifies short, medium and long term objectives based on key issues, these are provided below:

"Our transport strategy for Horsham in the short term is to deliver improvements largely within existing highway land to provide bus priority at signal-controlled junctions and deliver small scale 'tactical' highway improvements on A24 and A264 as development comes forward. The aim of these improvements will be to keep traffic moving to minimise ratrunning on less suitable routes and the nature of these schemes will depend on the impacts of development. The location, scale and timing of strategic improvements to the road network will depend, at least to some extent, on the emerging development strategy".

"We will facilitate the shift to electric vehicles, initially by facilitating the introduction of on-street electric vehicle charging infrastructure in Horsham, Billingshurst, Pulborough, Storrington Southwater, Colgate and Rusper where communities rely on on-street parking followed by other areas. In areas where there are AQMA's such as Storrington and Cowfold, we will work with partners to explore potential solutions (i.e. engineering or behavioural initiatives) and deliver Air Quality Action Plans".

"We will also prioritise active travel modes where development takes place and deliver priority cycle routes such as the Horsham to Crawley cycle 75 route. In the medium and long-term we will work in partnership to deliver priorities identified in the LCWIP".

"In the medium term we will improve public transport services by giving them greater priority (i.e. roadspace) where possible and viable on the strategically important A24 corridor through an A24 junction improvements major scheme. This scheme will provide new active travel facilities as well as bus stop infrastructure improvements. The priority junctions will be connections between routes that form part of the CSRN with improvements at other junctions, if necessary, to mitigate development impacts. 7.105 We will investigate an integrated approach to resolving capacity issues on the A264 and the inappropriate use of parallel rural routes which result from this, seeking an appropriate balance between improved public transport and use of private transport. This is likely to become a major scheme that will come forward in the long term".

"In the medium term and subject to local planning decisions, it is anticipated that a Crawley Western Link Road (CWLR) will come forward as a development-led scheme to unlock potential strategic employment and housing development in Horsham and Crawley. The vision for CWLR is for a multi-modal link road between the A264 and A23 that supports additional Fastway style bus services through extensive bus priority measures alongside active travel facilities. This vision will continue to be developed with local stakeholders to ensure that the scheme is deliverable and performs both transport and place-making roles".

"In the long term we will support the rail industry to provide an improved service on the Arun Valley Line. We will also work with Surrey County Council to identify potential improvements for the Horsham to Dorking corridor on the sustainable travel and road network to come forward in the long term".

2.4 Horsham District Council – Draft Local Plan (2021-2038)

2.4.1 Horsham District Council's Local Plan is currently in the draft stage and is intended to be adopted sometime in 2025, which sets out the vision and objectives for the future development of Horsham for the period of 2021 to 2038. However the plan sets out strategic policies for the district, some of which are highlighted below:

Strategic Policy 14 – Housing Provision

2.4.2 The Local Plan commits to the delivery of a range of homes of different types and sizes are available and tailored to local needs. The aim is for the following:

- *'Provision is made for the development of at least 18,700 homes associated infrastructure within the period 2021-2038 at an average delivery rate of 1,100 homes per year. The target for the first five years of the plan will be 900 homes a year, rising to 1,180 for the remainder of the plan period'.*

Strategic Policy 41 – Sustainable Transport

2.4.3 The Draft Local Plan confirms development should be located where individuals have travel choices, with appropriately sited development able to increase walking, cycling and public transport use. The Local Plan states that:

2.4.4 Development will be supported provided the following is demonstrated:

a) 'For residential development, the need for travel is minimised through provision in all homes for home working, including bespoke-design space within the home and gigabit capable broadband connection';

b) 'The layout, design and location of facilities and infrastructure maximise the potential for residents and workers to safely and conveniently walk and cycle to meet their day-to-day work, shopping and leisure needs';

c) 'Walking and cycling routes are designed to be attractive, direct and legible, have priority over motorised traffic, and integrated with the existing and wider network';

d) 'Where feasible, provision is made for bus travel and infrastructure within the development, to include as appropriate the provision or improvement of bus stops and weather-proof shelters, information on service schedules, and bus priority over other motorised traffic movement';

e) 'All opportunities have been explored to maximise access to passenger rail services, primarily by walking, cycling and bus, but if appropriate by private car including the enhancement of rail station car parking where feasible';

f) 'Innovative approaches to sustainable movement and communication are fully considered, including demand responsive rural transport services where scheduled services are not feasible, on-demand cycle and scooter hire, and electric bus'.

2.4.5 The proposal and this TS accord with these policy aspirations in respect of maximising opportunities for sustainable travel, particularly via active and sustainable modes given the site's proximity to existing transport infrastructure and retail centres locally.

3 BASELINE CONDITIONS

3.1 Site Location and Local Highway Network

3.1.1 Bentley House is located within the North Heath Lane Business Park, approximately 3 kilometres to the north of Horsham. The application site is bound by other commercial units within the business park to the north and west, whilst Pondtail Park is located to the south. The site location is illustrated in **Figure 2**.

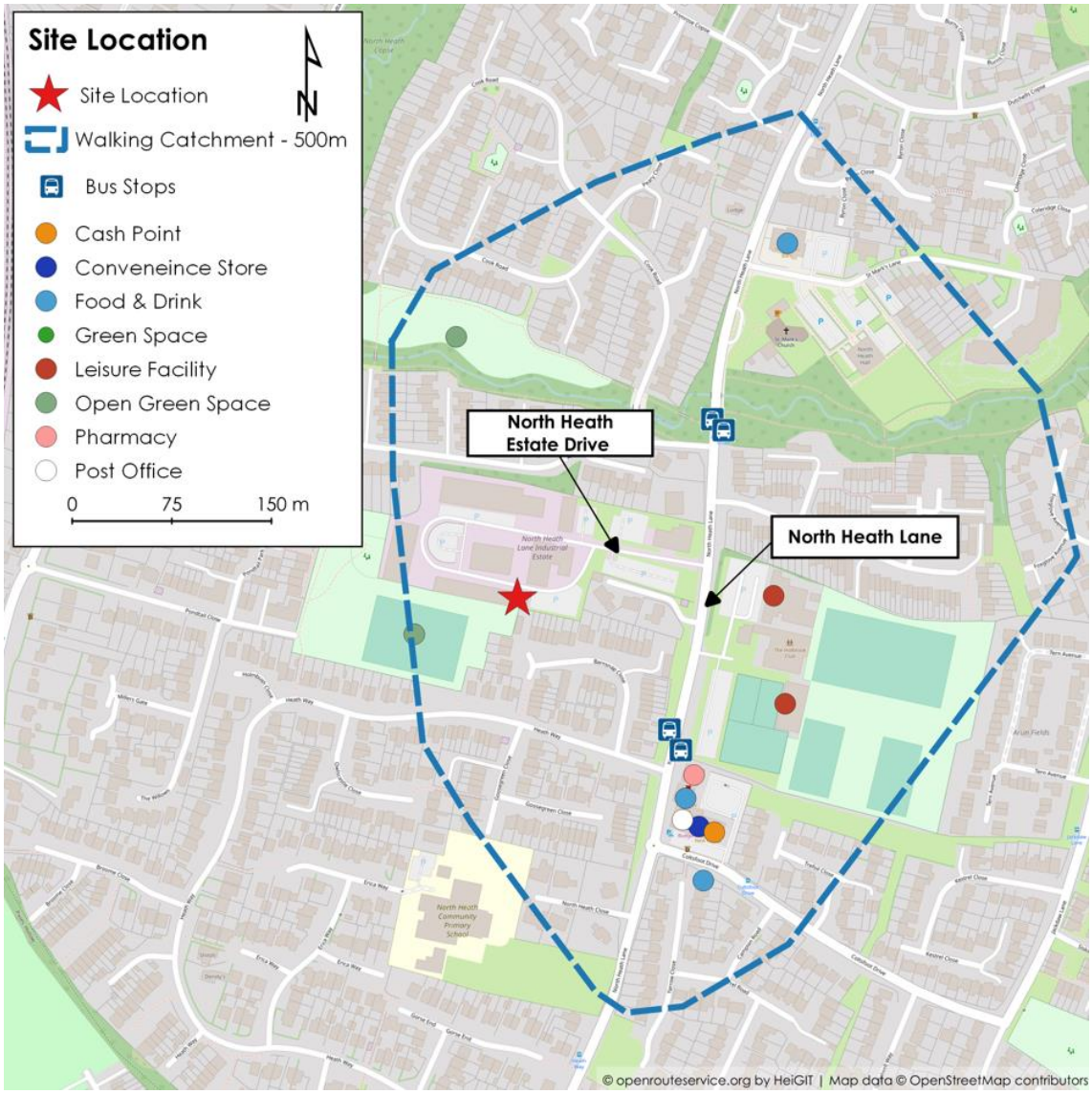


Figure 2 Site Location Plan

3.1.2 The site is accessed by all travel modes via North Heath Estate Drive from North Heath Lane to the east. The entrance to North Heath Estate Drive measures circa 5.3 metres in width which is suitable to accommodate simultaneous HGV and LGV traffic in accordance with MfS table 7.1, as illustrated in **photograph 1** below.

Photograph 1: North Heath Estate Drive

3.1.3 North Heath Estate Drive features a dedicated crossing point with tactile paving and dropped kerbs at its junction with North Heath Lane. There are no footways located along North Heath Estate Drive although the carriageway operates similar to that of a shared surface given the nature of vehicle use and low vehicle speeds through the estate (10 mph speed limit).

3.1.4 Bentley House, and the wider business park, benefits from a number of car parking spaces on both the northern and eastern side of the building, as illustrated in **photographs 2** and **3** below.


Photographs 2 and 3: Business Park Car Parking Arrangements

3.1.5 The site is located some 2.9 kilometres north of Horsham High Street, East Street, Middle Street and West Street which form the main commercial areas in central Horsham and run in broadly east/west alignment for circa 600-metres. Horsham High Street is accessed via North Heath Lane, Wimblehurst Road and The B2237.

3.1.6 In closer vicinity to the site there are several amenities that would support future residents of the site and help to meet their day to day needs, some of which are highlighted further in **Section 3.3** of this report.

3.2 Highway Safety Appraisal

3.2.1 To assess the local highway safety record, collision data has been taken into consideration in line with current Department for Transport guidance, the range of analysis is therefore 2020-2024 inclusive, with data sourced from www.crashmap.com.

3.2.2 **Figure 3** below illustrates the distribution of collisions that have occurred on North Heath Lane across the assessed period.

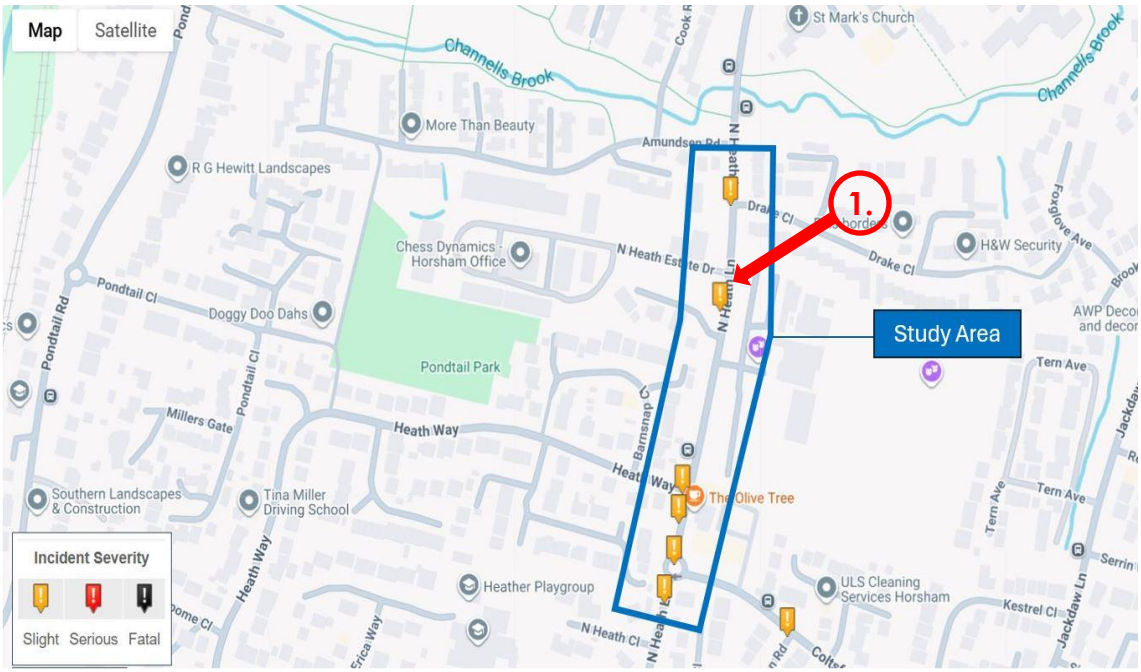


Figure 3 North Heath Lane - Collision Distribution

3.2.3 As illustrated in **Figure 3**, 6 'slight' collisions have taken place across the assessed study area within the latest five year period, all of which were vehicle based collisions with none of the incidents including pedestrians or cyclists. It is also worth noting that there are no clusters of incidents apparent within the study area but instead all accidents have taken place sporadically along the local highway network.

3.2.4 **Figure 3** illustrates the distribution of collisions that have occurred on North Heath Lane across the assessed period.

3.2.5 Collision "1" In the above figure was looked into for more detail as it is located just south of the site access. It can be confirmed that this collision was 'slight' in nature, involved a single vehicle colliding with a central refuge/crossing point located on North Heath Lane. Therefore, this incident did not relate to the site access junction and does not present any safety issues currently and this would not be exacerbated by the proposed development given that the proposals would reduce traffic through the junction.

3.2.6 In light of the collision data presented, it can be concluded that the local highway network does not exhibit an inherent road safety issue. It is also worth considering that the proposals would offer a reduction in traffic when compared with the existing office use, thereby offering a betterment in terms of highway safety in this regard and the proposals would certainly not offer any impact deemed detrimental to road safety.

3.3 Accessibility Credentials

3.3.1 As illustrated in **Figure 4**, the site is in a highly accessible location and therefore conducive to active and sustainable travel.

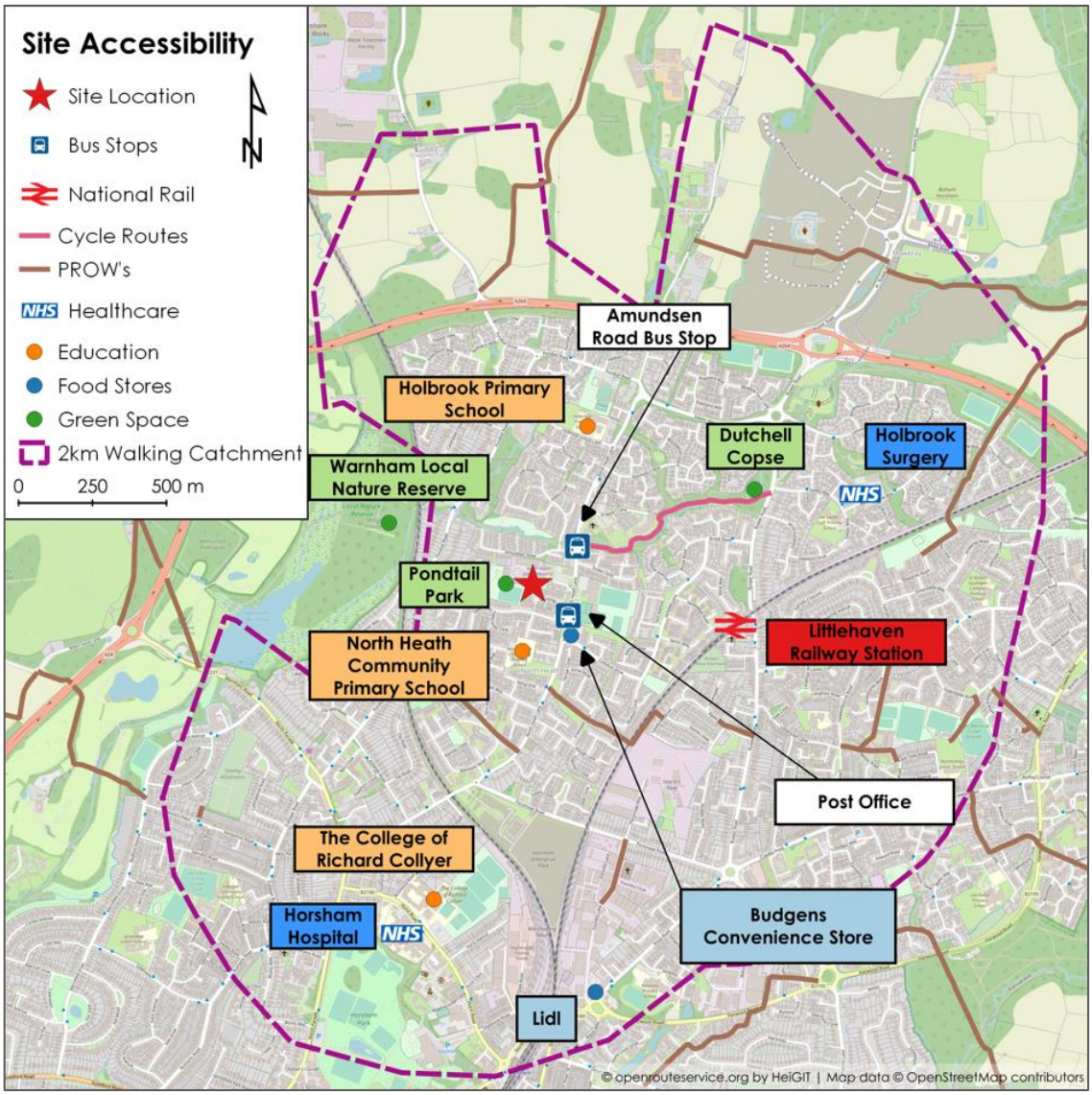


Figure 4 Site Accessibility – 2km Walking Catchment

3.3.2 The site benefits from good access to nearby amenities on and around North Heath Lane and beyond, as well as public transport infrastructure including bus and rail services, both of which likely to meet the day-to-day needs of residents of the proposals.

3.4 Walking and Cycling

3.4.1 Walking and cycling are the most important modes of travel at the local level, offering the greatest potential to replace short car trips. Active travel yields numerous personal benefits such as health and fitness improvement, complementing a positive impact from an environmental standpoint.

3.4.2 Footways are provided along both sides of the North Heath Lane, with features conducive to pedestrian travel to include well maintained surfaces, tactile paving, formal and informal transition points and lighting. These footways allow for connectivity to Horsham High Street to the south and the outer extents of Horsham itself to the north.

3.4.3 An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity has increased demand for cycling. The local highway network is considered conducive to cycling, with low vehicle speeds providing safe opportunities for cyclists of all abilities.

3.4.4 West Sussex County Council has produced a county wide map to indicate cycleways and public rights of way that future residents could utilise to commute or for leisure, **Figure 5** below shows the availability of these within the vicinity of the site.

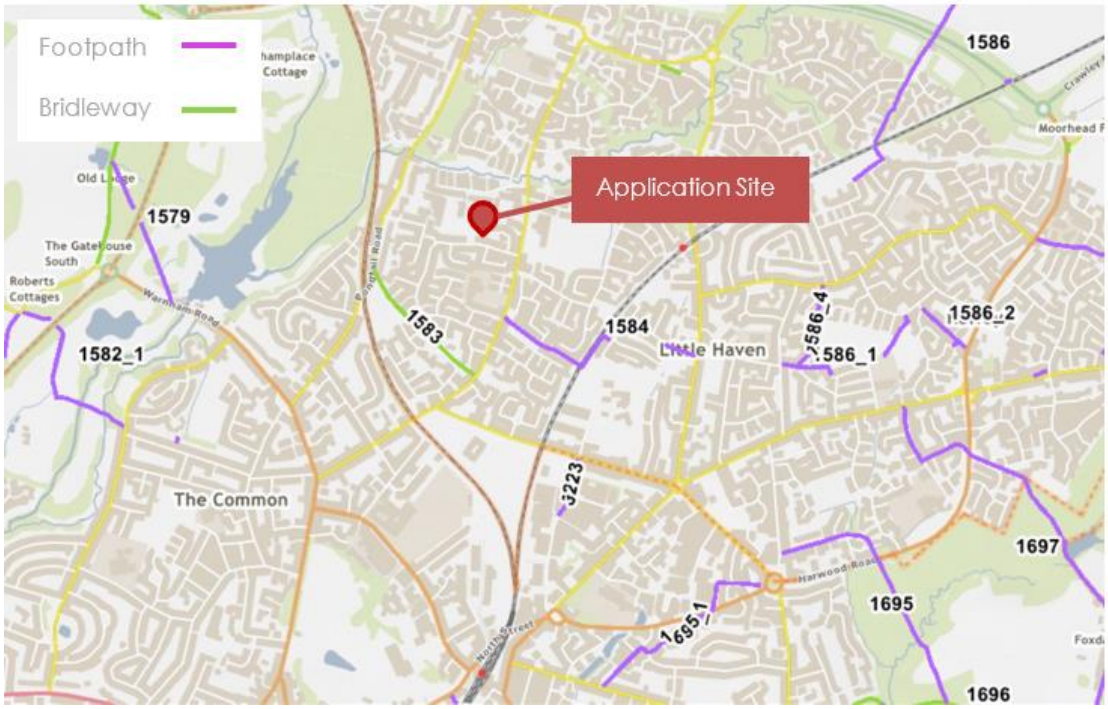


Figure 5 WSCC Public Rights of Way Map

3.5 Bus

3.5.1 The closest bus stops are located approximately 250 metres north of the site on Amundsen Road facilitating both northbound and southbound routes. The southbound bus stop benefits from sheltered seating, printed timetable and local route information and a refuse bin. **Figure 6** summarises the route information of these bus stops.

Amundsen Road Bus Services		
Route Number	Route	Typical Frequency
200	Gatwick, North Terminal - Horsham Bus Station	Every 30-minutes
	Horsham Bus Station - Gatwick, North Terminal	Every 30-minutes
51	Horsham Bus Station - Merryfield Drive, The Coot	Three Services
	Merryfield Drive, The Coot - Horsham Bus Station	Three Services
61	Ashleigh Road, Fay Road - Horsham Bus Station	Hourly
	Horsham Bus Station - Ashleigh Road, Fay Road	Hourly
89	Horsham to Princess Royal Hospital / Franklands	Four Services
	Princess Royal Hospital / Franklands to Horsham	Four Services

Figure 6 Bus Service Summary

3.5.2 As summarised in **Figure 6**, the bus services from the Amundsen Road stops would facilitate local travel, to a number of key destinations, to meet the day to day needs of residents of the proposals as well as provide onward connectivity to other destinations.

3.6 Raill

3.6.1 Littlehaven Railway Station is the closest rail facility to the site, located approximately 900 metres (around a 13-minute walk) to the east. The station benefits from step-free access and provides six covered cycle storage spaces.

3.6.2 **Figure 7** summarises the route information of the station.

Littlehaven Station Services		
Destination	**Route**	**Typical Frequency**
Peterborough	Horsham, Littlehaven, Faygate, Ifield, Crawley, Three Bridges, Gatwick Airport, Horley, Redhill, Merstham, Coulsdon South, East Croydon, London Bridge, London Blackfriars, City Thameslink, Farringdon, London St Pancras, Finsbury Park, Stevenage, Hitchin, Arlesey, Biggleswade, Sandy, St Neots, Huntingdon, Peterborough.	Every 10 to 30 minutes
Portsmouth & Southsea	Littlehaven, Horsham, Barnham, Chichester, Southbourne, Emsworth, Havant, Fratton, Portsmouth & Southsea.	Every 30 minutes
Bognor Regis	Littlehaven, Horsham, Christ's Hospital, Billingshurst, Pulborough, Arundel, Barnham, Bognor Regis.	Every 30 minutes

Figure 7 Rail Service Summary

3.6.3 As summarised in **Figure 7**, Littlehaven Station provides frequent and reliable rail services to a wide range of destinations, including Central London, Gatwick Airport, and the south coast. The accessibility of the station offers residents an attractive and sustainable alternative to car travel.

3.7 Summary

3.7.1 The accessibility credentials of the site are particularly good with the site being accessible via a variety of active and sustainable modes of transport which reduce the need for prospective residents to travel away from the site by private car and would provide attractive alternative modes of transport to the private car.

4 TRIP GENERATION

4.1 Trip Assessment Methodology

4.1.1 A trip generation assessment has been undertaken to understand both the existing and proposed trip generation for the site using the industry standard Trip Rate Information Computer System (TRICS 7.10.3). The TRICS database has therefore been interrogated to identify similar sites to the existing office space and proposed residential development, as based on the following selection criteria:

- *Main Land Use: Office / Residential;*
- *Sub Land Use: A – Office / C – Flats Privately Owned;*
- *Regions: All excluding Greater London, Scotland & Ireland; and*
- *Location Types: Edge of Town Centre, Suburban Area & Edge of Town.*

4.1.2 The TRICS outputs are attached hereto at **Appendix B** and summarised below.

4.2 Existing Trip Generation - Office

4.2.1 **Figure 8** summarises the proposed peak hours and total daily vehicle trip generation for the existing office use comprising 624 sqm.

Time	Daily		
	Arr.	Dep.	Total
AM Peak (0800-0900)	14	2	16
PM Peak (1700-1800)	3	13	16
Daily (12 hours)	52	52	104

Figure 8 Existing Trip Generation - Office

4.2.2 As summarised in **Figure 8**, the trip generation of the existing land use could generate in the order of 16 two-way movements during both peak hours and a total of 104 two-way vehicle movements over the course of a typical 12-hour weekday period.

4.3 Proposed Trip Generation – Residential Dwellings

4.3.1 **Figure 9** below summarises the proposed peak hours and total daily vehicle trip generation for the proposed residential units (9 flats).

Time	Daily		
	Arr.	Dep.	Total
AM Peak (0700-0800)	1	4	5
PM Peak (1700-1800)	3	1	4
Daily (12 hours)	21	20	40

Figure 9 Proposed Trip Generation – Residential Dwellings

4.3.2 As summarised in **Figure 9**, the trip generation of the proposed land use could result generate in the order of 5 two-way movements during the morning peal hour, 4 two-way vehicle movements during the evening peak hour and a total of 40 two-way vehicle movements over the course of a typical weekday.

4.4 Net Traffic Impact

4.4.1 Using the data set out above in **Figure 8** and **Figure 9**, it is possible to establish the net traffic impact of the proposed change of use at Bentley House. **Figure 10** below presents the net traffic impact.

Time	Daily		
	Arr.	Dep.	Total
AM Peak (0700-0800)	-13	+2	-11
PM Peak (1700-1800)	0	-12	-12
Daily (12 hours)	-31	-32	-64

Figure 10 Net Traffic Impact

4.4.2 It is clear that the proposed change of use would offer a significant reduction in the level of traffic and betterment in terms of highway safety and capacity in this regard.

4.4.3 In light of the above assessment, the proposals would not create a '*severe*' impact on the local highway network, as stipulated in the National Planning Policy Framework (NPPF), and hence should be considered acceptable in these terms.

5 PARKING, ACCESS AND DELIVERY AND SERVICING

5.1 Car Parking

5.1.1 Car parking standards have been calculated in relation to WSCC's Guidance on Parking at New Developments (September 2020) document. The site is located within Parking Behaviour Zone 2 (PBZ), although it is within 50 metres or so of PBZ 4, as identified on the PBZ Boundary Plan below (red star). The parking quantum has been assessed via Table 2: Residential Parking Demand (spaces per dwelling) and is also stated below.

Table 2: Residential Parking Demand (spaces per dwelling)

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

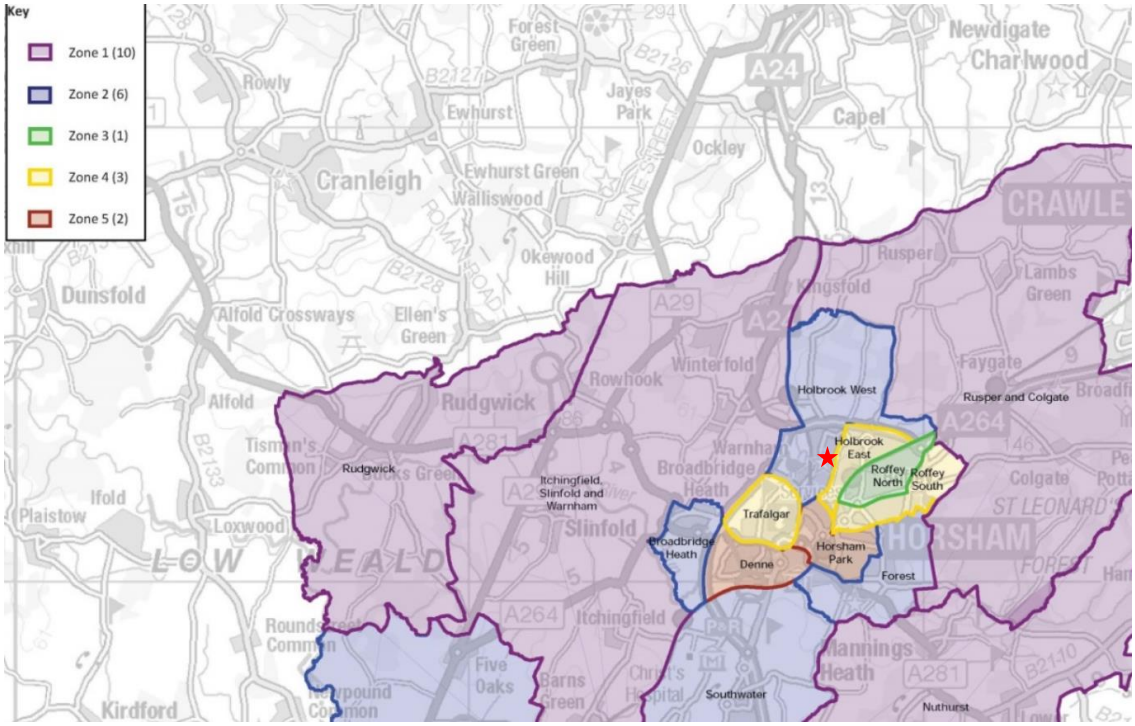


Figure 11 WSCC's Parking Guidance

5.1.2 The site lies within PBZ 2 (on its border with PBZ 4) and based on the PBZ 2 standard outline above and the mix of units proposed (3 x 1 beds and 6 x 2 beds and 1 x 3 beds), the site would generate demand for a total of 15 car parking spaces.

5.1.3 As shown on the proposed site plan at **Appendix A**, the site provides sufficient capacity to the north of the building to accommodate 14 cars for Bentley House, which would be allocated to the development as appropriate.

5.1.4 It is notable that WSCC's parking guidance states at paragraph 5.3:

"To meet with current and emerging guidance on the promotion of sustainable travel modes and choices, consideration could also be given to reducing the expected level of parking demand by 10%".

5.1.5 As outlined in Section 3 of this report, it is clear that the site displays good accessibility credentials, particularly when one considers the proximity of the site to frequent and reliable public transport services locally and to local day-to-day facilities, which reduce the need for residents to travel away from the site by car. On this basis, it is reasonable to suggest that the proposals could generate a reduced demand from 14 spaces (less 10% of the required provision).

5.1.6 Furthermore, the site lies within 50 metres of being within PBZ 4 where the parking requirements are further reduced (i.e. the site would generate a requirement for 10 spaces), to reflect the proximity to Littlehaven Rail Station and other transport nodes, for example, which are highly accessible via non-car modes. However, it is reasonable to suggest that many residents of the proposed site would not be deterred by walking an additional 50 metres or so to reach frequent public transport services or retail centres, for example.

5.1.7 It is therefore concluded that the proposed provision of 14 car parking spaces is particularly robust in this instance and would be sufficient to accommodate the likely demand from the proposed development in the context of its location.

5.1.8 WSCC's guidance doesn't state an exact provision for electric vehicle parking bays but that developers should consider the 'guiding principles' when designing parking provision. The proposals would provide dedicated EVCPs as part of the scheme.

5.2 Cycle Parking

5.2.1 Car parking standards have been calculated in relation to WSCC's Guidance on Parking at New Developments (September 2020) document. Table 1 states that cycle parking provision should be in the following quantum:

- Flats - ([Up to 3 rooms] 1 & 2 bed)
    - Provision Per Unit - 0.5 spaces (if communal storage, otherwise same as 1 & 2 bed house)
- Flats (3 bed)
    - Provision Per Unit – 1 space

5.2.2 In accordance with this guidance, a minimum of 6 cycle parking spaces would be required. A total of 10 cycle parking spaces (5 stands) are proposed within a secure and covered area, which represents an uplift on the policy requirement and will further encourage sustainable travel to and from the site.

5.3 Access

5.3.1 The existing office building is presently accessed on foot and by vehicle from North Heath Estate Drive which operates similar to that of a shared surface within the business park. The proposals will continue to be accessed and serviced in line with existing operations.

5.3.2 It has been demonstrated that the proposed change of use would offer a significant reduction in vehicle traffic when compared with the existing office operation, thereby offering a betterment in terms of highway safety and capacity through the site access junction and along North Heath Estate Drive.

5.4 Delivery and Servicing

5.4.1 All delivery and servicing activity would continue to be undertaken from North Heath Estate Drive outside the site frontage, in the same manner as the existing and established servicing arrangements throughout the estate.

5.4.2 **Drawing 7590-BHH-RGP-XX-XX-DR-T-001**, attached, provides a swept path assessment of a large 3-axle refuse vehicle, representing the largest vehicle anticipated to require access to the site on a regular basis. The attached drawing demonstrates a large refuse vehicle manoeuvring through the estate safely, turning around and egressing in a forward gear, in the same manner as servicing vehicles would take place currently.

5.4.3 Residential units typically generate deliveries of an ad-hoc nature, to include general postal services and occasional internet and supermarket-based deliveries, for example. Based on RGP's experience of similar proposals, the vast majority of deliveries to the residential units would be carried out using 3.5 tonne or Sprinter vans, which would be comfortably accommodated on North Heath Estate Drive and would comfortably manoeuvre within the turning zone of a large refuse vehicle.

6 SUMMARY AND CONCLUSIONS

6.1.1 RGP is commissioned to provide transport planning and highways input in support of proposed change of use at Bentley House, North Heath Lane Business Park, Horsham ('the site').

6.1.2 The proposals seek the change of use and conversion of the existing office building to provide 9 residential flats, with associated car and cycle parking, landscaping, and access retained via the existing estate road.

6.1.3 This Transport Statement draws the following pertinent conclusions:

- The location of the proposals would benefit from active and sustainable modes of travel, thereby reducing the need to travel by car;
- There are currently no underlying road safety issues with the design or layout of the local highway network based on recent accident data;
- The proposed change of use would offer a significant reduction in traffic during both peak hours and over the course of a typical weekday, thereby offering a betterment in terms of highway safety and capacity;
- Vehicle access would be retained via the existing arrangements;
- Car and cycle parking will be provided in line with West Sussex County Council's standards stated; and
- Delivery and servicing will be completed from North Heath Lane Drive, consistent with existing arrangements for the site and all other properties within the estate.

6.1.4 In light of the evidence presented within this Transport Statement, it is concluded that the proposed development would have no material impact on the operation or safety of the local highway network, and that the application should therefore not be resisted on transport or highways grounds.

APPENDIX A

This drawing is only to the stated scale if it is printed correctly. MPLLP cannot accept responsibility for the incorrect scaling of drawings printed by third parties.

All dimensions are in mm unless otherwise stated.

If this drawing forms part of an application for planning permission on behalf of the applicant named below, it shall not be used for any other purpose without the express permission of Mountford Pigott LLP.

This drawing may incorporate information from other professionals. Mountford Pigott LLP cannot accept responsibility for the integrity and accuracy of such information. Any clarification and/or additions that are required appertaining to such information should be sought from the relevant profession or their appointment representative as listed below.

This drawing is not suitable for construction. Design development is required in order to comply with Building Regulations requirements.

LIST OF INFORMANTS :
ORDNANCE SURVEY
TOPOGRAPHIC SURVEY
-
-
-

REVISIONS	DATE	DRN	REV
INITIAL ISSUE	09.10.25	DR	P01

NORTH HEATH ESTATE DRIVE

NORTH HEATH LANE

CYCLE STORE FOR 10 CYCLES
BIN STORE

BENTLEY HOUSE

BARNSNAP CLOSE

APPLICATION SITE BOUNDARY

North

0 5m 10m 15m 20m

MountfordPigott

BENTLEY HOUSE
HORSHAM - NORTH HEATH

SITE PLAN
AS PROPOSED

PROJECT	ORIGINATOR	TYPE	NUMBER	REVISION
2286	A13	MP	DR-P001	P01

2286-A13-MP-DR-P001-P01

1:500 @ A3 10.25
DRAWN BY DR

APPENDIX B

Calculation Reference: AUDIT-728001-231109-1123

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 days
	ES	EAST SUSSEX	1 days
	HF	HERTFORDSHIRE	1 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
10	WALES		
	BG	BRIDGEND	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:	Gross floor area
Actual Range:	178 to 1294 (units: sqm)
Range Selected by User:	118 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 23/11/22

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	3 days
Tuesday	2 days
Wednesday	4 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	12 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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:

Industrial Zone	3
Commercial Zone	2
Residential Zone	2
Built-Up Zone	3
No Sub Category	2

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	10 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 12 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	4 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
75,001 to 100,000	3 days
100,001 to 125,000	3 days
125,001 to 250,000	5 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	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	12 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	12 days

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

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

LIST OF SITES relevant to selection parameters

1 AK-02-A-01 OFFICES WAKEFIELD
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY 23/05/17 *Survey Type: MANUAL*

2 BG-02-A-01 HAULAGE COMPANY BRIDGEND
KENT ROAD
BRIDGEND

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 300 sqm
Survey date: THURSDAY 06/05/21 *Survey Type: MANUAL*

3 BO-02-A-01 OFFICES BEDFORD
BROMHAM ROAD
BEDFORD

Edge of Town Centre
No Sub Category
Total Gross floor area: 1469 sqm
Survey date: MONDAY 14/10/13 *Survey Type: MANUAL*

4 CU-02-A-02 OFFICE CUMBERLAND
PORT ROAD
CARLISLE

Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
Survey date: FRIDAY 24/06/16 *Survey Type: MANUAL*

5 ES-02-A-09 HOUSING COMPANY EAST SUSSEX
THE SIDINGS
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 186 sqm
Survey date: WEDNESDAY 19/12/12 *Survey Type: MANUAL*

6 HF-02-A-03 OFFICE HERTFORDSHIRE
60 VICTORIA STREET
ST ALBANS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 610 sqm
Survey date: WEDNESDAY 16/10/13 *Survey Type: MANUAL*

7 NF-02-A-02 FINANCIAL PLANNERS NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 894 sqm
Survey date: MONDAY 11/09/17 *Survey Type: MANUAL*

8 NF-02-A-04 BUILDING CONSULTANT NORFOLK
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY 13/11/19 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS	NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	178 sqm	
	Survey date: THURSDAY	*04/10/18*	*Survey Type: MANUAL*
10	WK-02-A-02 WHITEHALL ROAD RUGBY	OFFICES	WARWICKSHIRE
	Edge of Town Centre Residential Zone		
	Total Gross floor area:	540 sqm	
	Survey date: MONDAY	*14/11/22*	*Survey Type: MANUAL*
11	WK-02-A-03 BUDBROOKE ROAD WARWICK	ENGINEERING CONSULTANTS	WARWICKSHIRE
	Edge of Town Industrial Zone		
	Total Gross floor area:	796 sqm	
	Survey date: WEDNESDAY	*23/11/22*	*Survey Type: MANUAL*
12	WS-02-A-05 NORTH STREET WORTHING	SOCIAL HOUSING COMPANY	WEST SUSSEX
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	830 sqm	
	Survey date: TUESDAY	*17/05/22*	*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 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	11	709	0.205	11	709	0.038	11	709	0.243
07:30 - 08:00	11	709	0.693	11	709	0.026	11	709	0.719
08:00 - 08:30	12	664	1.179	12	664	0.100	12	664	1.279
08:30 - 09:00	12	664	1.041	12	664	0.201	12	664	1.242
09:00 - 09:30	12	664	0.790	12	664	0.351	12	664	1.141
09:30 - 10:00	12	664	0.376	12	664	0.238	12	664	0.614
10:00 - 10:30	12	664	0.364	12	664	0.263	12	664	0.627
10:30 - 11:00	12	664	0.226	12	664	0.188	12	664	0.414
11:00 - 11:30	12	664	0.125	12	664	0.226	12	664	0.351
11:30 - 12:00	12	664	0.213	12	664	0.288	12	664	0.501
12:00 - 12:30	12	664	0.226	12	664	0.477	12	664	0.703
12:30 - 13:00	12	664	0.314	12	664	0.564	12	664	0.878
13:00 - 13:30	12	664	0.351	12	664	0.339	12	664	0.690
13:30 - 14:00	12	664	0.577	12	664	0.263	12	664	0.840
14:00 - 14:30	12	664	0.238	12	664	0.188	12	664	0.426
14:30 - 15:00	12	664	0.163	12	664	0.188	12	664	0.351
15:00 - 15:30	12	664	0.213	12	664	0.288	12	664	0.501
15:30 - 16:00	12	664	0.063	12	664	0.276	12	664	0.339
16:00 - 16:30	12	664	0.138	12	664	0.376	12	664	0.514
16:30 - 17:00	12	664	0.176	12	664	0.903	12	664	1.079
17:00 - 17:30	12	664	0.213	12	664	1.204	12	664	1.417
17:30 - 18:00	12	664	0.226	12	664	0.778	12	664	1.004
18:00 - 18:30	10	657	0.107	10	657	0.381	10	657	0.488
18:30 - 19:00	10	657	0.076	10	657	0.198	10	657	0.274
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.293			8.342			16.635

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.*

Parameter summary

Trip rate parameter range selected:	178 - 1294 (units: sqm)
Survey date date range:	01/01/10 - 23/11/22
Number of weekdays (Monday-Friday):	12
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.

RGP Mill Pool House Godalming Licence No: 728001

Calculation Reference: AUDIT-728001-231109-1113

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	OX	OXFORDSHIRE	1 days
	SS	SOUTHEND ON SEA	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	RI	EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	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: 6 to 24 (units:)
Range Selected by User: 6 to 25 (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: 01/01/10 to 11/05/22

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
Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

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	6

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	3 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	2 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:

50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 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	3 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	6 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	6 days

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

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

LIST OF SITES relevant to selection parameters

1 DC-03-C-02 FLATS IN BLOCKS DORSET
PALM COURT
WEYMOUTH
SPA ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *28/03/14* *Survey Type: MANUAL*

2 HC-03-C-02 FLATS HAMPSHIRE
WORTING ROAD
BASINGSTOKE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *21/10/10* *Survey Type: MANUAL*

3 MS-03-C-04 BLOCK OF FLATS MERSEYSIDE
HOY DRIVE
NEWTON-LE-WILLOWS
EARLESTOWN
Edge of Town Centre
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *12/04/21* *Survey Type: MANUAL*

4 OX-03-C-01 BLOCK OF FLATS OXFORDSHIRE
OXFORD ROAD
OXFORD
COWLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *20/10/10* *Survey Type: MANUAL*

5 RI-03-C-01 FLATS EAST RIDING OF YORKSHIRE
465 PRIORY ROAD
HULL

Edge of Town
Residential Zone
Total No of Dwellings: 20
Survey date: TUESDAY *13/05/14* *Survey Type: MANUAL*

6 SS-03-C-01 FLATS SOUTHEND ON SEA
WESTCLIFF PARADE
SOUTHEND-ON-SEA
WESTCLIFF
Edge of Town Centre
Residential Zone
Total No of Dwellings: 6
Survey date: TUESDAY *22/10/13* *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/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6	16	0.064	6	16	0.234	6	16	0.298
08:00 - 09:00	6	16	0.138	6	16	0.394	6	16	0.532
09:00 - 10:00	6	16	0.149	6	16	0.181	6	16	0.330
10:00 - 11:00	6	16	0.096	6	16	0.128	6	16	0.224
11:00 - 12:00	6	16	0.191	6	16	0.117	6	16	0.308
12:00 - 13:00	6	16	0.117	6	16	0.117	6	16	0.234
13:00 - 14:00	6	16	0.085	6	16	0.085	6	16	0.170
14:00 - 15:00	6	16	0.106	6	16	0.096	6	16	0.202
15:00 - 16:00	6	16	0.117	6	16	0.128	6	16	0.245
16:00 - 17:00	6	16	0.160	6	16	0.149	6	16	0.309
17:00 - 18:00	6	16	0.319	6	16	0.106	6	16	0.425
18:00 - 19:00	6	16	0.170	6	16	0.149	6	16	0.319
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.278			2.217			4.495

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.*

Parameter summary

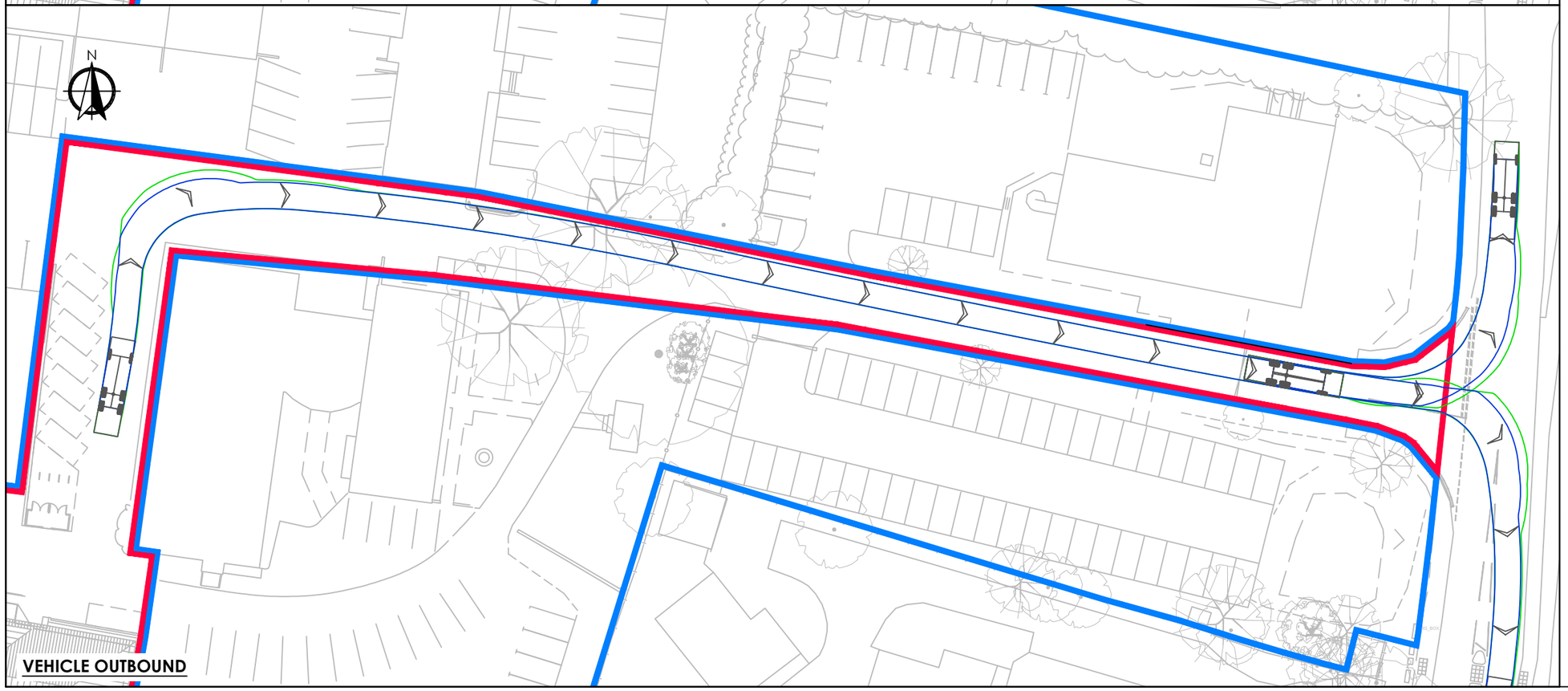
Trip rate parameter range selected:	6 - 24 (units:)
Survey date date range:	01/01/10 - 11/05/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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.

APPENDIX C

N

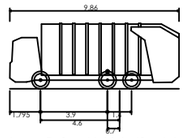
VEHICLE INBOUND



Notes:

1. Do not scale from this drawing.
2. All dimensions are in metres unless noted otherwise.
3. All levels are in metres above ordnance datum (AOD).
4. This drawing should be printed in colour.
5. This drawing is to be read in conjunction with all other engineer's drawings.

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

Rev	Details	Date	By	Chkd	Appd
P01	FIRST IUSSE	06.11.25	DH	HG	WT

Godalming Office
Old Mill Studios, Fry's Yard,
37-40 Bridge Street, Godalming
GU7 1HP

T: 01483 861 681
E: enquiries@rgp.co.uk
www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

Status: INFORMATION

Client: Coldunell Limited

Project: Bentley House, North Heath Lane Business Park

Drawing Title: Swept Path Analysis - Refuse Vehicle

Scale @ A3:	Date:	Drawn:	Designed:	Checked:	Approved:
1:500	06.11.25	DH	DH	HG	CMB

Project No:	Drawing No:	Revision:
7590	BHH-RGP-XX-XX-DR-T-001	P01