

TRANSPORT STATEMENT

Cedar Cottage, Sandygate Lane, Lower Beeding, West Sussex, RH13 6LR



Prepared for: BlackOnyx Becketts Limited
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Document History

Issue	Date	Description	Prepared By	Checked By
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1.0 Introduction

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Black Onyx Becketts Limited to accompany a planning application for a residential development of 24 dwellings at Cedar Cottage, Sandygate Lane, Lower Beeding, West Sussex RH13 6LR (herein 'the site').
- 1.2 Due to the scale and nature of the development proposals, it is appropriate for the planning application to be accompanied by a Transport Statement, rather than a full Transport Assessment.
- 1.3 This report describes the existing site, its context, accessibility and sustainability, and the scale of the proposals, as well as matters pertaining to access, car and cycle parking, servicing and refuse collection, traffic generation, highway impact and road safety.
- 1.4 This Transport Statement has been prepared in accordance with Central Government policies set out in the National Planning Policy Framework (December 2024) and in line with planning practice guidance, Travel Plans, Transport Assessments and Statements (March 2014).

Pre-Application Advice

- 1.5 Pre-application transport and highways advice was sought from West Sussex County Council (WSCC) acting in its role as Local Highway Authority (LHA) in relation to the proposals. Pre-application advice was received from WSCC on 12 September 2025. A full copy of the advice is provided at Appendix A, and a summary of the key points is provided below:
 - WSCC is satisfied with the approach taken to calculate the visibility splays.
 - The proposed access design is in accordance with the expected design standards.
 - A Stage 1 Road Safety Audit should be submitted with any planning application. The RSA1 should consider the proximity of the proposed site access to the access associated with the nearby consented development (DC/22/0708).
 - Internal site swept path analysis with the largest vehicle anticipated to access the site will be required to support a planning application.
 - An informal dropped kerb should be provided on the eastern footway connecting into the development opposite. Whilst it is acknowledged there is an informal crossing further towards the east which links into a footway connecting this development there is a desire line from this site directly over into the other development which will occur, and the provision of an informal crossing would provide a safe place to cross. WSCC acknowledges the provision of footway on the other side of the road may determine if this can be achieved.
 - The WSCC database holds data on recorded incidents over the last 5 years. This has been cross referenced with the data provided in the pre-application report, and the LHA are satisfied there are no patterns attributing to any highway layout or defect which would require any mitigation.
 - The 'Inclusive Mobility' guidance should be considered in the development of the site layout, particularly with regards to transitions into shared surface layouts, road hierarchy and dropped kerbs and tactile paving.
 - WSCC is supportive of the provision of EV charging.
 - Lower Beeding is in Parking Behaviour Zone 1 which requires the following parking standards: 1.7 spaces for 2 beds, 2.2 spaces for 3 beds and 2.7 spaces for 4 beds.

- Visitor parking as per WSCC guidance is to allow for additional demand for visitor parking of 0.2 spaces per dwelling (DCLG, 2007, Residential Car Parking Research).
- The trip generation and assignment is acceptable to assess the proposals.
- Any future submission should provide details of how access will be managed during construction with a Construction Management Plan.



2.0 Existing Site Context

Site Location and Description

- 2.1 The site falls within the property boundary of Cedar Cottage and is located to the south of Sandygate Lane, which runs in a northeast to southwest alignment through the village of Lower Beeding in the Horsham district of West Sussex. The site is located approximately 6.5km to the southeast of Horsham and 12km to the southwest of Crawley. A site location plan is provided at Appendix B.
- 2.2 A development of 23 residential dwellings has been permitted (ref: DC/22/0708) and is under construction on the northern side of Sandygate Lane, close to the application site. Figure 1 below shows the site in the context of the permitted site that can be seen to be under construction.



Figure 1: Application Site and Permitted Site

Local Highway Network

- 2.3 Cedar Cottage is accessed from B2115 Sandygate Lane via a private driveway, which also serves the property 'Sandygate' to the immediate west. The site is bound by existing residential dwellings to the east and west, Sandygate Lane to the north.
- 2.4 Within the immediate vicinity of the site, Sandygate Lane currently operates under 30mph and 40mph. The change in speed limit occurs to the immediate east of the existing site access, meaning that to the east of the site, Sandygate Lane is subject to a speed limit of 30mph, and to the west of the site, Sandygate Lane is subject to a speed limit of 40mph.
- 2.5 A plan showing the extent of highway maintainable at public expense along Sandygate Lane is provided at Appendix C. The plan demonstrates that Sandygate Lane is public highway.

Speed Surveys on Sandygate Lane

- 2.6 Surveys were undertaken on Sandygate Lane to establish approach speeds across the frontage of the development site to determine appropriate stopping sight distances (visibility splay 'y' distances).
- 2.7 Automatic Traffic Counts were undertaken at two locations, either side of the frontage. The survey locations and the results are provided in Appendix D. The relevant 85th percentile approach speeds towards the site are summarised in the table below, together with the appropriate stopping sight distances (SSD) calculated in accordance with guidance in Manual for Streets (speeds <37mph) and the Design Manual for Roads and Bridges (DMRB) (speeds >37mph).

Table 1: Recorded Speeds and Stopping Sight Distances

Approach / Direction	85 th Percentile Speed	Stopping Sight Distance
Sandygate Lane, eastbound	44.0mph	120.7m
Sandygate Lane, westbound	33.7mph	50.7m

Road Safety

- 2.8 A review of recorded road collisions resulting in personal injury has been undertaken via the CrashMap website (www.crashmap.co.uk). This revealed that there have been two collisions along Sandygate Lane within a 500m radius of the site during the past 5 years for which data is available, as follows:
- The first collision occurred on 08/02/2023 approximately 170m to the east of the site at the junction between Sandygate Lane, Handcross Road and Leechpond Hill. The accident was classed as 'serious' in terms of severity, involved 2 vehicles and resulted in 1 casualty.
 - The second collision occurred on 31/10/2021 approximately 190m to the west of the site at the edge of the village. The accident was classed as 'slight' in terms of severity, involved 1 vehicle and resulted in 1 casualty.
- 2.9 The above data indicates that there is no collision frequency or pattern on the local highway network that would suggest a pre-existing road safety problem. As such, it is not anticipated that the development proposals will exacerbate any existing issues or have an adverse impact on the local highway network in terms of road safety.
- 2.10 WSCC confirmed in their pre-application response that the above collision information was reviewed internally by the LHA against their own collision records, and that the information presented reflected the data which they held on record. WSCC confirmed that they were therefore satisfied that there are no patterns attributing to any highway layout or defect which would require any mitigation.

Accessibility

Walking and Cycling

- 2.11 It is generally considered that 2km is a reasonable upper limit for those travelling on foot, whilst 5km is considered a reasonable distance for cycling. Therefore, the village of Lower Beeding is accessible within walking distance of the site, and the villages of Mannings Heath, Warninglid, Crabtree and Handcross, as well as the southernmost extents of Horsham are accessible within cycling distance of the site.

- 2.12 Sandygate Lane benefits from a footway on the development (southern) side of the carriageway which varies in width along its length. The footway extends westwards, terminating where Sandygate Lane meets the A281 and eastwards into the village centre.
- 2.13 The consented development on the northern side of Sandygate Lane will provide a footway on the eastern side of the development's access road. This footway will extend eastwards to the southeastern corner of the site and will include dropped kerbs and tactile paving on both sides of Sandygate Lane to facilitate pedestrians crossing. A copy of the consented development's access arrangement is provided at Appendix E.
- 2.14 The nearest Public Right of Way (PRoW) to the site is a footpath (ref: LOB-1709) accessible off the B2115, which connects to Church Lane.
- 2.15 The nearest nationally designated cycle route to the site is National Cycle Network (NCN) Route 223, which runs in a north-south direction through Southwater to the west, accessible within a 25-minute cycle. Route 223 extends northwards to Cranleigh and southwards to Partridge Green and Henfield.
- 2.16 Horsham District Council has designated cycle routes across the district. Route 18 is classified as an intermediate route and runs between Copsale and Nuthurst, passing through the western end of Sandygate Lane near Lower Beeding. Figure 2 below shows the route map in the context of the site.

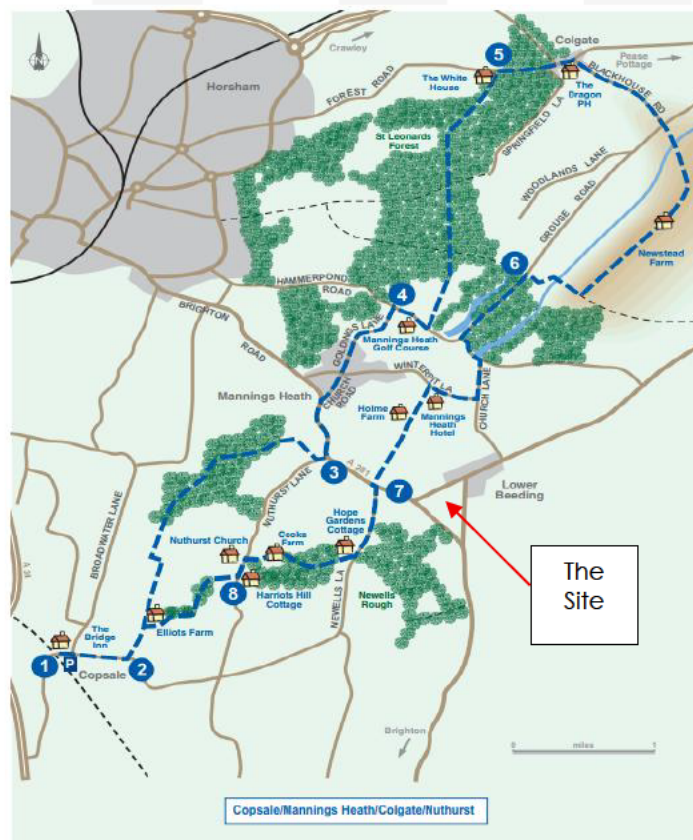


Figure 2: Horsham District Council Cycle Route 18

- 2.17 Table 2 lists the key destinations which are accessible either by walking or cycling from the site, along with the corresponding journey distances and times. This demonstrates that the site is near to several local facilities and amenities accessible by active travel modes.

Table 2: Local Services and Facilities Accessible by Walking and Cycling

Destination	Journey Distance	Journey Duration	
		Walking	Cycling
Holy Trinity Church	210m	3-minutes	1-minute
Sandygate Lane bus stops	210m	3-minutes	1-minute
The Plough Inn	220m	3-minutes	1-minute
Horsham Aesthetics (beauty salon)	300m	4-minutes	1-minute
The Old Posthouse bus stops	350m	5-minutes	1-minute
Holy Trinity C of E Primary School	450m	6-minutes	2 minutes
Rabbit Patch Day Nursery	650m	9-minutes	2-minutes
Gatley's Country Store	700m	10-minutes	2-minutes
Comptons Tennis Club	900m	12-minutes	4-minutes
Lower Beeding Day Nursery & Pre-School	1.0km	14-minutes	4-minutes
All Makes Service Centre (garage)	1.1km	15-minutes	3-minutes
The Sussex Swim School	1.2km	17-minutes	4-minutes
Leonardslee Lakes & Gardens	1.8km	20-minutes	5-minutes
The Wheatsheaf public house	2.4km	33-minutes	7-minutes
The Crabtree public house	2.6km	30-minutes	7-minutes
Mannings Heath Village Hall	3.5km	-	11-minutes
The Half Moon public house	4.4km	-	15-minutes

Public Transport – Bus

- 2.18 The nearest bus stops to the site are the 'Sandygate Lane' and 'The Old Posthouse' bus stops which are located approximately 200m to the west and 350m to the east of the site respectively (both of which are accessible within a short 5-minute walk). The 'Pronger's Corner' bus stops are also located some 650m to the west of the site (accessible within a 9-minute walk or 2-minute cycle).
- 2.19 The 'Sandygate Lane' bus stops and 'Pronger's Corner' bus stops are both unmarked. The 'Old Posthouse' bus stop on the northern side of the carriageway is unmarked, whilst the bus stop on the southern side of the carriageway includes a shelter and relevant route timetables.
- 2.20 Services operating from the above bus stops include routes 1, 4, 17 and 89. A summary of these services is provided in the table below. The hourly service means that route 17 could be used by commuters to employment destinations in Horsham and Brighton, for example.

Table 3: Local Bus Services

No.	Route	Frequency (peak)			Operator
		Weekday	Saturday	Sunday	
1	Balcombe – Handcross – Horsham	Mondays only, single service	-	-	Handcross Community Bus
4	Pease Pottage – Handcross – Villages – Horsham	Fridays only, single service	-	-	Handcross Community Bus
17	Horsham – Henfield – Brighton	Hourly	Hourly	Hourly	Stagecoach
89	Horsham – Warninglid – Cuckfield – Haywards Heath – Franklands Village	Approx. every 3 hours	-	-	Compass Travel

Public Transport – Rail

- 2.21 The nearest railway station to the site is Horsham, which is located approximately 7km to the northwest of the site and is accessible within a 23-minute cycle, 17-minute bus journey (via route 17) or a 10-minute drive. Horsham Station benefits from 220 parking spaces and 253 cycle parking spaces. A summary of train services available from Horsham Station is provided in Table 4.

Table 4: Local Train Services

Destination	Peak Hour Frequency	Journey Duration
Crawley	5	14 minutes
Bognor Regis	3	46 minutes
Portsmouth	2	1 hour 15 minutes
London Victoria	7	1 hour 35 minutes
Peterborough	6	2 hours 39 minutes

- 2.22 The above demonstrates that the site lies in a sustainable location in terms of accessibility to local services and facilities, in addition to access to public transport services, some of which are suitable for commuting.

Summary

- 2.23 In summary, it is considered that the proposed development is appropriately located to enable travel by a wide variety of means other than the private car. The site is conveniently located in proximity to a number of local facilities and amenities within reasonable walking and cycling distances.

3.0 Proposed Development

- 3.1 The development proposals are for the erection of 24 residential dwellings, with associated access, parking and landscaping. A copy of the proposed site plan is provided at Appendix F.

Access Proposals

- 3.2 Cedar Cottage is currently accessed via a private drive, which also serves the property called 'Sandygate' to the immediate west. It is proposed to provide a new all-purpose vehicular access in the form of a simple priority T-junction off Sandygate Lane slightly to the east of the existing driveway. The property 'Sandygate' would continue to be accessed via its existing driveway, which will be upgraded to a vehicle crossover. A copy of the proposed site access drawing is provided at Appendix G.
- 3.3 The proposed access has been designed with a 5.5m wide carriageway and a 2.0m wide footway on the eastern side of the carriageway. The footway will tie into the existing footway along Sandygate Lane. Dropped kerbs and tactile paving are provided either side of the access to enable safe pedestrian crossing. An uncontrolled pedestrian crossing (comprising dropped kerbs and tactile paving) on Sandygate Lane to the east of the proposed site access is also proposed, as requested by the LHA during pre-application discussions.
- 3.4 As mentioned previously, the speed limit on Sandygate Lane has recently changed, such that to the east of the access Sandygate Lane is subject to a speed limit of 30mph, and to the west of the access is subject to a speed limit of 40mph.
- 3.5 To establish the existing speeds along Sandygate Lane, an automatic traffic count (ATC) was undertaken at two locations, to the east and west of the site access, for a continuous 7-day period from 15 July 2025, prior to the school summer holidays. The results are provided at Appendix D.
- 3.6 As set out in Table 5, 85th percentile vehicle speeds of 33.7mph westbound and 44.0mph eastbound were recorded on approach to the site access on Sandygate Lane. The higher speed in the eastbound direction is due to the higher limit in place at this point of 60mph. The 85th percentile speeds have been used to calculate the stopping sight distance for the approaches to the site access using the appropriate formula in Manual for Streets (MfS) for speeds less than 37mph and the Design Manual for Roads and Bridges (DMRB) for speeds above 37mph. This gives stopping sight distances of 120.7m eastbound and 50.7m westbound.

Table 5: Recorded Speeds and Stopping Sight Distances

Approach / Direction	85 th Percentile Speed	Stopping Sight Distance
Sandygate Lane, eastbound	44.0mph	120.7m
Sandygate Lane, westbound	33.7mph	50.7m

- 3.7 Therefore, based on the recorded speeds the proposed site access junction on Sandygate Lane would require visibility splays of 2.4m x 120.7m eastbound and 2.4m x 50.7m westbound. As shown on the site access drawing at Appendix G, these visibility splays can be achieved in both directions within land that is highway maintainable at public expense, without the need for third party land. The access is therefore expected to operate safely.

Stage 1 Road Safety Audit

- 3.8 A Stage 1 Road Safety Audit (RSA1) was undertaken in accordance with DMRB Standard GG 119 'Road Safety Audit' of the proposed site access arrangements in April 2026. A copy of the RSA1 is included at Appendix H.
- 3.9 The items raised within the audit were in relation to the swept path analysis and pedestrian safety. Subsequently a response was prepared by Glanville to the items raised by the RSA1; a copy of this is included at Appendix H.
- 3.10 The decision log records that the Design Organisation (Glanville) accepts the Audit team's recommendations. The LHA, as Overseeing Organisation, is asked to confirm acceptance of the design changes and sign the Response Report once satisfied.
- 3.11 Therefore, it is considered that the preliminary design of the proposed access arrangement has been assessed as acceptable in road safety terms.
- 3.12 It is important to note that the RSA1 considered the potential interaction with the consented residential development access to the immediate northeast of the site, which will serve 23 dwellings. The consented access is shown at Appendix E. The RSA1 raised no issues with regards to the proximity of the two accesses and confirms that these junctions should operate safely.

Reduction in Speed Limit

- 3.13 The posted speed limit on Sandygate Lane has recently changed. Sandygate Lane now operates under a speed limit of both 30mph and 40mph. The change in speed limit occurs to the immediate east of the existing site access, meaning that to the east of the site, Sandygate Lane is subject to a speed limit of 30mph, and to the west of the site, Sandygate Lane is subject to a speed limit of 40mph.
- 3.14 Notwithstanding, the visibility splays presented above, which have been calculated using the recorded 85th percentile vehicle speeds in the locality, are in excess of that which would be required by the current speed limit. The access is therefore anticipated to operate safely.

Access to Consented Development to the North of Sandygate Lane

- 3.15 As stated previously, 23 residential dwellings are currently under construction on the northern side of Sandygate Lane under planning permission ref. DC/22/0708. The consented access serving this development is in the form of a simple priority T-junction with a 5.5m wide carriageway. A 2.0m wide footway is proposed on the eastern side of the spine road. This footway includes a dropped kerb with tactile paving on both sides of Sandygate Lane, facilitating pedestrian crossing onto the existing footway on the southern side of the carriageway.
- 3.16 It is important to note that the access serving the development to the north and the proposed development site access are located some 20.5m apart (measured from centreline to centreline). The arrangement of these two accesses also forms the preferred right / left stagger movement. Also, very little or no crossing vehicle movements would be expected between the two sites on opposite sides of Sandygate Lane.
- 3.17 WSCC noted in its pre-application response that the close proximity of the application site to the recently approved access (application DC/22/0708) was not considered to be an issue and that the proposals, in principle, were acceptable. The RSA1 considered the relative locations of these two accesses to be safe. Therefore, access to both developments can be expected to operate safely.

Servicing and Refuse Collection

- 3.18 Refuse collection will take place from the kerb side on the estate road network within the development, with vehicles arriving and departing via the site access from Sandygate Lane. A vehicle tracking exercise has been undertaken to demonstrate that a refuse vehicle would be able to enter and exit the site in forward gear from Sandygate Lane; the resulting swept path drawing is provided at Appendix I.
- 3.19 The swept path drawing shows that it would be necessary for this size of vehicle to use the full width of the carriageway when turning to access or egress the site, which complies with Manual for Streets guidance that advises the design of local roads should accommodate infrequent service vehicles without allowing their turning requirements to dominate the layout.
- 3.20 It is also necessary for a fire tender to safely access the site via the proposed access off Sandygate Lane to ensure it can reach a point within 45m of every dwelling. The drawing included at Appendix I demonstrates that a fire tender would also be able to safely access and exit the site via the proposed access.

Parking

Vehicle Parking

- 3.21 Vehicle parking standards are set out within West Sussex County Council's guidance document titled 'Guidance on Parking at New Developments' (2020). The guidance outlines vehicle parking standards for residential dwellings as summarised in Table 6. The site is located within Zone 1.

Table 6: Residential Vehicle Parking Standards

No. of Bedrooms	Number of habitable rooms	Zone PBZ1	Zone PBZ2	Zone PBZ3	Zone PBZ4	Zone 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

- 3.22 The proposals include the following number of dwellings:
- 7 x 2 bed houses
 - 15 x 3 bed houses
 - 2 x 4 bed houses
- 3.23 Based on the schedule of accommodation and the parking standards outlined above, the development would require 50 residents parking spaces.
- 3.24 With regards to visitor parking, the guidance states that an allowance of 0.2 spaces per dwelling should be made. Based on the 24 units, the development would require a total of 5 visitors parking spaces.
- 3.25 As shown on the site plan at Appendix F, a policy compliant level of parking provision can be achieved within the site.

Electric Vehicle Charging

- 3.26 The above guidance states that:

“‘Active’ charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide ‘passive’ provision for these spaces to be upgraded in future.

As the demand for electric vehicle charging points is expected to change rapidly over time, any standard for electric vehicle charging points is likely to become quickly out of date. Therefore, there is no specific standard for electric vehicle charging points, but developers should consider the Guiding Principles when designing parking provision.”

- 3.27 Based on the above, it is proposed to provide 1 electric vehicle charging point per dwelling.

Cycle Parking

- 3.28 In terms of cycle parking, the 'Guidance on Parking at New Developments' document provides cycle parking standards outlined in Table 7 below.

Table 7: Residential Cycle Parking Standards

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

- 3.29 Based on the proposals, the development will provide a total of 41 cycle parking spaces across the development. This equates to 7 spaces for the 2-bed houses at 1 space per unit, 30 spaces for the 3-bed houses at 2 spaces per unit and 4 spaces for the 4-bed houses at 2 spaces per unit.
- 3.30 Cycle parking will be provided within dedicated storage in rear gardens.

4.0 Traffic Generation & Highway Impact

- 4.1 As described in Section 3, the proposed development comprises 24 dwellings, all of which are presumed to be private for the purposes of a robust assessment.
- 4.2 Trip rates to assess the proposed development's traffic generation have been extracted from the Transport Statement associated with the consented development (ref: DC/22/0708) opposite the site, to the north of Sandygate Lane. These trip rates were accepted by the Local Highway Authority, and therefore they have been used to assess the traffic generation potential of the application site. The use of these trip rates was agreed with the LHA during pre-application discussions.
- 4.3 The agreed trip rates and the resultant traffic generation are shown in Tables 8 and 9 respectively.

Table 8: Vehicle Trip Rates – Houses Privately Owned

Time Period	Vehicle Trip Rates (per dwelling)		
	Inbound	Outbound	Two-way
AM Peak (08:00-09:00)	0.117	0.328	0.445
PM Peak (17:00-18:00)	0.366	0.144	0.510
Daily (07:00-19:00)	2.086	2.123	4.209

Table 9: Vehicle Trip Generation – 24 Houses

Time Period	Vehicle Trip Generation (vehicles)		
	Inbound	Outbound	Two-way
AM Peak (08:00-09:00)	3	8	11
PM Peak (17:00-18:00)	9	3	12
Daily (07:00-19:00)	50	51	101

- 4.4 As shown above, it is estimated that the development proposals would generate a total of 11 two-way trips in the AM peak hour, 12 two-way trips in the PM peak hour and 101 two-way trips across the course of a typical weekday.
- 4.5 The ATC surveys recorded that in the AM peak hour along Sandygate Lane there were 613 two-way vehicle movements, and in the PM peak hour there were 562 two-way vehicle movements. Further, the survey recorded that the daily (07:00-19:00) 5-day weekday average flow was 2,057 two-way vehicle movements.
- 4.6 Putting the proposed development traffic in the context of the above recorded vehicle flows, it can be appreciated that the uplift in traffic as a result of the proposed development will be minimal. In the AM and PM peak hours, the development will result in a 1.9% and 2.3% increase in traffic respectively, and across the course of a typical weekday would result in a 5% increase in traffic.
- 4.7 This level of traffic generation is therefore not considered to be significant in the context of the existing traffic flows on B2115 Sandygate Lane.

Traffic Assignment

- 4.8 The assignment of development traffic on the local highway network has been considered with reference to Census Journey to Work data (2011) for the Super Middle Output Area of 'Horsham 008' in which the site is located. A breakdown of the workplace locations is presented in Table 10.

Table 10: Workplace Destinations for MSOA Horsham 008

Destination	Proportion (%)
Horsham	48.4%
Crawley	19.7%
Mid Sussex	7.3%
Reigate and Banstead	4.1%
Mole Valley	3.8%
Brighton and Hove	2.8%
Worthing	1.9%
Waverley	1.5%
Guildford	1.5%
Hillingdon	1.5%
Chichester	1.4%
Croydon	1.2%
Tandridge	0.9%
Arun	0.8%
Elmbridge	0.7%
Adur	0.7%
Epsom and Ewell	0.7%
Sevenoaks	0.7%
Lewes	0.6%
Total	100%

- 4.9 Traffic has been assigned onto the local highway network based on the shortest journey time to the above workplace destinations derived from the Google Maps journey planner tool.
- 4.10 The assignment exercise has considered the dispersal of traffic at the key off-site junctions listed below and also shown in Figure 3.
- Junction 1 – Site Access / Sandygate Lane
 - Junction 2 – A281 / B2115 Sandygate Lane
 - Junction 3 – A281 / B2110 Leechpond Hill
 - Junction 4 – B2115 Sandygate Lane / B2110 Leechpond Hill

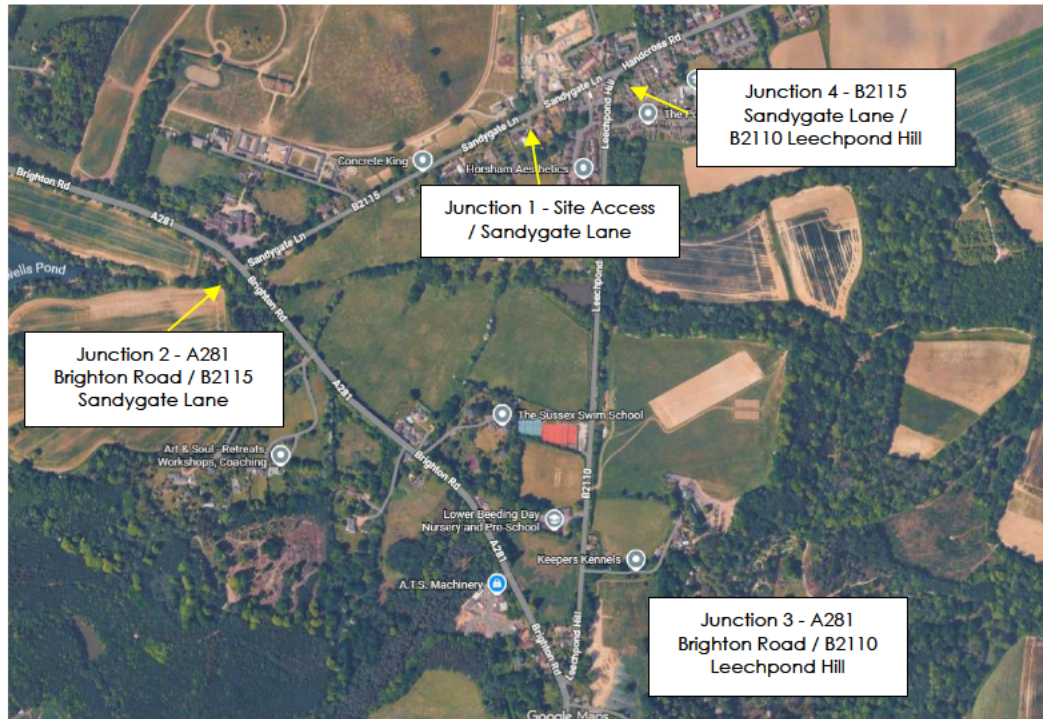


Figure 3: Study Area

- 4.11 The results of the assignment exercise are provided at Appendix J. This demonstrates that approximately 59% of vehicle trips travel to/from the west (equating to 7 two-way trips in the AM peak hour and 7 two-way trips in the PM peak hour) and the remaining 41% of vehicle trips travel to/from the east (equating to 5 two-way trips in the AM peak hour and 5 two-way trips in the PM peak hour). The development traffic therefore distributes relatively evenly onto the local highway network. Network diagrams showing the distribution of vehicle trips through the junctions listed above are provided in Appendix J.

Highway Impact

- 4.12 As demonstrated by the traffic assignment exercise, the offsite junctions within the study area only experience a very modest uplift in traffic as a result of the proposed development. The flow diagrams demonstrate that:
- Junction 2 would experience an increase of 7 two-way trips in the AM peak hour and 7 two-way trips in the PM peak hour;
 - Junction 3 would experience an increase of 0.4 two-way trips in the AM peak hour and 0.5 two-way trips in the PM peak hour; and
 - Junction 4 would experience an increase of 5 two-way trips in the AM peak hour and 5 two-way trips in the PM peak hour.
- 4.13 This increase in trips is negligible. As such, it is not considered necessary to assess the development's traffic impact on the above-mentioned offsite junctions in any further detail.
- 4.14 The site access junction has been modelled to determine its future capacity. The modelling parameters and subsequent results are described below.

Sandygate Lane / Site Access Junction Modelling

Traffic Flows

- 4.15 As described in Section 3, Automatic Traffic Counts (ATC) were undertaken at two locations in the vicinity of the site along Sandygate Lane for a continuous 7-day period commencing Tuesday 15 July 2025. The results are provided at Appendix D. These results provide the baseline traffic flows to be used in the modelling of the site access junction. Development traffic flows will be taken from the traffic generation and assignment exercise described above.

Assessment Years

- 4.16 Modelling of the site access will be undertaken for the anticipated Opening Year of 2030 and Future Year of 2035, giving a 10-year design horizon in line with accepted practice.
- 4.17 TEMPro Version 8.1 has been used to calculate the growth rates to apply to the baseline traffic from 2025 to increase flows to the opening and future years. The resultant growth rates are presented below:

2025 – 2030

- AM = 1.0622
- PM = 1.0632

2025 – 2035

- AM = 1.1138
- PM = 1.1161

Committed Developments

- 4.18 The West Sussex County Council planning portal has been interrogated to identify any significant committed developments within the vicinity of the site. Application DC/22/0708, which received planning consent for 23 residential dwellings, was identified. The associated Transport Statement set out traffic generation for the proposed development but did not provide any details on distribution.
- 4.19 The Transport Statement for the above development stated that the proposed development would generate 11 two-way vehicle trips in the AM and PM peak hours. Given that no distribution information is provided, and the fact that the traffic generation is very low, it is not considered necessary to include this site as committed development in modelling of the site access.
- 4.20 Notwithstanding the above, the growth rates outlined in this report already account for an increase in traffic due to planned future growth in the local area.

Geometry

- 4.21 The geometry of the site access junction has been taken from the proposed site access drawing provided at Appendix K.

Modelling Results

- 4.22 The results of the junction modelling for the proposed site access on Sandygate Lane are presented in Table 11. A full copy of the Junctions 11 output is included at Appendix L. The results are presented in queues (Veh – vehicles), Delay (seconds) and RFC (Ratio of Flow to Capacity – the amount of traffic using the junction as a proportion of the junction's theoretical capacity).

Table 11: Site Access Capacity Assessment Results

	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2030 Do Something + Development					
Stream B-AC	0.0	7.97	0.02	0.0	0.00	0.00
Stream C-AB	0.0	4.92	0.00	0.0	4.71	0.01
	2035 Do Something + Development					
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2035 Do Something + Development					
Stream B-AC	0.0	8.10	0.02	0.0	0.00	0.00
Stream C-AB	0.0	4.90	0.01	0.0	4.66	0.01

- 4.23 The results show that the proposed site access junction off Sandygate Lane will operate with significant spare capacity in the opening year (2030) and future year (2035) in both the AM and PM peak hours. In the worst-case scenario of the future year of 2035 with development, the site access junction would operate with a maximum RFC of 0.02 on Stream B-AC (the right and left turn movements out of the site access to Sandygate Lane), which is well below the ideal maximum value of 0.85.
- 4.24 Based on the results of the junction capacity assessment presented above, it can be concluded that a simple T-junction as proposed is an appropriate form of junction for the site access from Sandygate Lane, and that it will have significant spare capacity in the Future Year 2035 with the development fully occupied.

Construction Traffic

- 4.25 Any impacts on the local highway network from construction related traffic will be managed and mitigated through a Construction Management Plan (CMP), which will be subject to a planning condition.

5.0 Summary and Conclusion

- 5.1 This Transport Statement has been prepared by Glanville Consultants on behalf of BlackOnyx Becketts Limited in relation to a proposed residential development for 24 dwellings on land at Cedar Cottage, Sandygate Lane, Lower Beeding in West Sussex.
- 5.2 Through pre-application discussions with WSCC, the scope of work and relevant assessment parameters included in this Transport Statement were agreed, including the preliminary design of the site access arrangements.
- 5.3 This Transport Statement demonstrates the following:
- The site lies in a sustainable location to support the scale of development proposed, with access to local facilities and amenities by active travel modes, and access to public transport services. The site is therefore able to accommodate the development without future residents being reliant upon the private car for all journeys.
 - A review of recorded road collisions resulting in personal injury has been undertaken and has not identified a collision frequency or pattern that would suggest a pre-existing road safety problem on the local highway network. WSCC have agreed that there is no pre-existing collision pattern on the local road network.
 - The development proposals are for the erection of 24 residential dwellings with associated access, parking and landscaping.
 - Access to the development is proposed off Sandygate Lane in the form of a priority T-junction, which has been designed with a 5.5m wide carriageway and a 2.0m wide footway on the eastern side of the carriageway. The property 'Sandygate' to the immediate west will continue to be accessed via its own private driveway onto Sandygate Lane, which will be upgraded to a vehicle crossover.
 - It is proposed to provide an uncontrolled pedestrian crossing (comprising dropped kerbs and tactile paving) to the east of the proposed site access to improve pedestrian connectivity and provide safe crossing to the residential development on the opposite side of Sandygate Lane, which is currently under construction.
 - Visibility splays of 2.4m x 120.7m eastbound and 2.4m x 50.7m westbound will be provided in accordance with the recorded 85th percentile recorded speeds. These visibility splays can be achieved in both directions within land that is highway maintainable at public expense. The access is therefore expected to operate safely.
 - Refuse collection will be undertaken from the kerb side within the estate road network, with vehicles arriving and departing from the site access on Sandygate Lane. It has been demonstrated through swept path analysis that a refuse collection vehicle (the largest vehicle anticipated to visit the site regularly) and a fire tender can safely enter and exit the site via the proposed site access.
 - It has been demonstrated that a policy compliant level of car and cycle parking can be achieved within the site.

- The proposed development has been estimated to generate a total of 11 two-way vehicle trips in the AM peak hour, 12 two-way vehicle trips in the PM peak hour and 101 two-way vehicle trips across the course of a typical weekday.
- Traffic generated by the development is of such a small magnitude that there will be minimal to no impact on offsite junctions within the vicinity of the site in terms of operational capacity, queueing or delay.
- Notwithstanding, junction modelling has been undertaken of the proposed site access, which has demonstrated that the junction off Sandygate Lane will operate well within capacity in the future with the development fully occupied.
- Any impacts on the local highway network from construction related traffic will be managed and mitigated through a Construction Management Plan (CMP), which will be subject to a planning condition.

5.4 It is concluded that the proposed development is in accordance with the National Planning Policy Framework (December 2024), which is in favour of sustainable development and advises that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

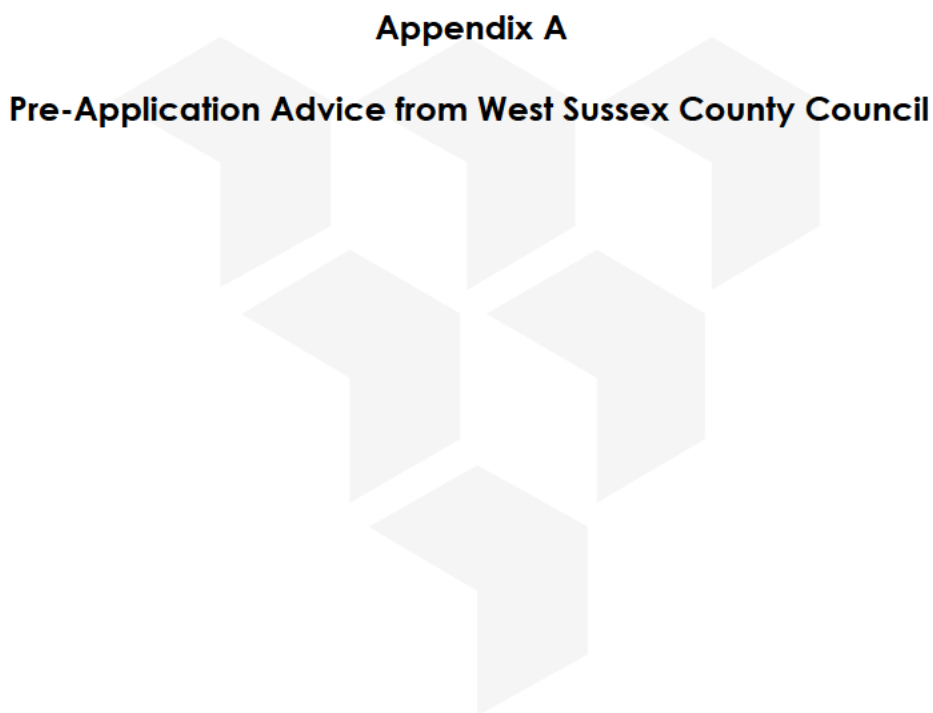
5.5 Additionally, it has been concluded that, in accordance with paragraph 115 of the National Planning Policy Framework (December 2024) the development proposals will ensure that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

5.6 Considering the evidence presented in this report, it is concluded that the development will not have an 'unacceptable impact' on highway safety, and that the transport impacts cannot be regarded as 'severe'. The Local Highway Authority should therefore be able to support the proposals and raise no objections on transport grounds.

Appendices





Appendix A

Pre-Application Advice from West Sussex County Council

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Glanville FAO: John Birch
FROM:	WSCC - Highways Authority
DATE:	12 September 2025
LOCATION:	Cedar Cottage Sandygate Lane Horsham RH13 6LR
SUBJECT:	Internal Reference: PRE-72-25 The development proposals are for the erection of up to 26 dwellings, with associated access, parking and landscaping. Access to the site will take the form of a priority T-junction with a 5.5m wide carriageway with 2.0m wide footway on the eastern side.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a / see comments below

The Highways Authority has been consulted for pre-application advice regarding the proposed development of at Land at:

Cedar Cottage, Sandygate Lane, Lower Beeding

WSCC met in an online meeting on 12th September 2025 to discuss the proposals with John Birch and Jasmine Cooper from Glanville, and Cate Kent from Black Onyx using the following documents:

1. Transport Appraisal produced by Glanville
2. Location Plan 25109-S101
3. Proposed Site Plan 25109-P101

WSCC as the County Highway Authority (CHA) offers the following advice.

Access

A new access will be created onto Sandygate Lane in the same location as the existing access to Cedar Cottage and Sandygate, a residential dwelling. Sandygate Lane has a posted speed limit of 60mph, however this changes to a 30mph approx. 100m from the proposed access in the easterly direction into the village of Lower Beeding.

An existing footway is provided on Sandygate Lane providing access to the village and its primary school, church and bus stops.

The access has been designed to consider the speeds of the road and as such the following visibility splays are proposed which are all within the public highway boundary.

ATC survey results show 85th percentile speeds of 33.7mph westbound and 44mph eastbound. This suggests visibility splays of 2.4m x 120.7m are required on the eastbound splay, and 50.7m on the westbound splay.

WSCC are satisfied with this approach as it also considers Lower Beeding Parish Council's aspirations to extend the 30mph speed limit to include this part of Sandygate lane in the future. Should this eventually be included in the 30mph limit the visibility splays provided will still be acceptable.

A 5.5m wide carriageway with a kerb radius of 8m will also be provided at the access and a 2m footway will wrap around both sides of the access and tie into the existing footway along Sandygate Lane. The access design is in accordance with expected design standards.

Proximity to committed development access under planning ref DC/22/0708

The close proximity of this site to the recently approved access at the above development has been considered. Both access points are 27m apart (measured from centre line to centreline). Vehicle movements have been considered, and it is not likely that vehicles will need to make crossing movements over Sandygate Lane. Trips associated with both developments will be low and visibility at both access points are good. Vehicles can see each other with no obstructions in the visibility splay. Whilst there are no issues with the proximity of this access a Stage 1 RSA should be submitted with any future application.

Stage 1 RSA

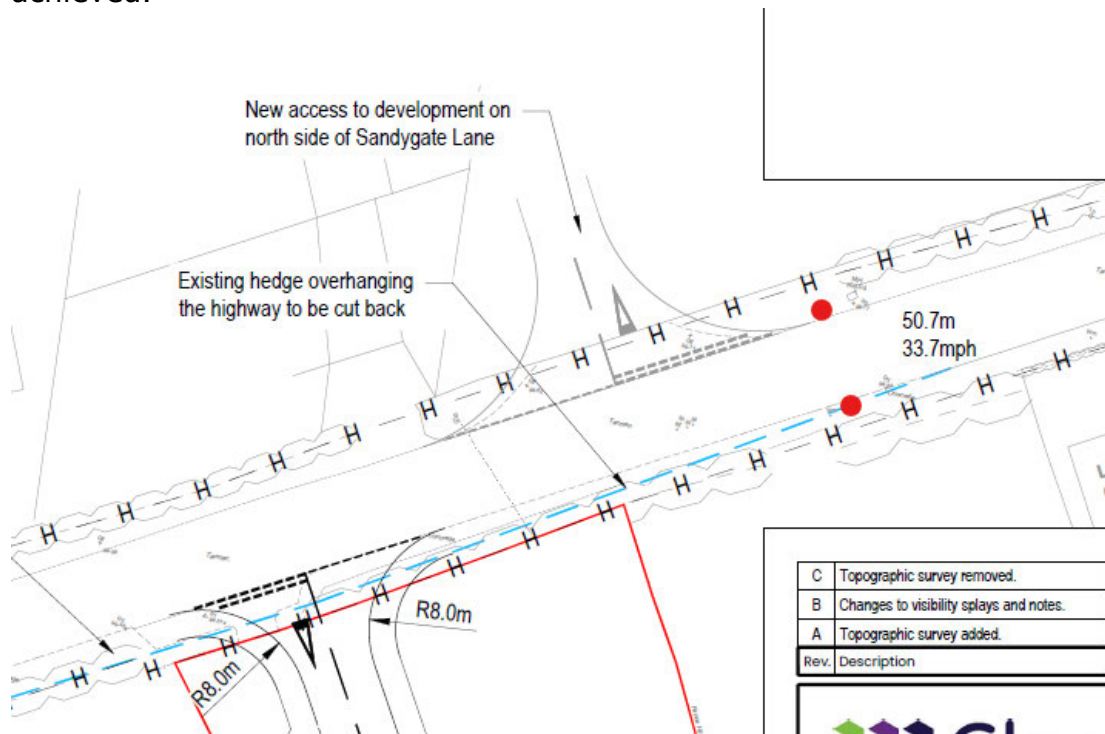
For developer-led works, a Stage 1 RSA (preliminary design) is required for all residential developments of 20 units or greater where there will be a creation of a new access onto the public highway. The applicant should submit an independent RSA alongside a signed and completed designer's response in accordance with GG119.

Refuse Tracking

Tracking plans for an 11.2m refuse vehicle have been submitted to show how the access will be able to accommodate a refuse lorry. However, as part of any full submission a plan showing how the largest sized vehicle can enter, and turn on site, to exit in forward gear would also be required.

Offsite works

WSCC would recommend that the applicant includes the provision of an informal dropped kerb on the eastern footway connecting into the development opposite. Whilst it is acknowledged there is an informal crossing further towards the east which links into a footway connecting this development there is a desire line from this site directly over into the other development which will occur, and the provision of an informal crossing would provide a safe place to cross. WSCC acknowledge the provision of footway on the other side of the road may determine if this can be achieved.



RTCC

As part of any full application the applicant will need to show they have assessed the local roads in the vicinity of the site for any patterns in road traffic collisions. We have looked at the WSCC database which holds data on recorded incidents over the last 5 years and cross referenced this with the data you have provided, and we are satisfied there are no patterns attributing to any highway layout or defect which would require any mitigation.

Internal Layout

WSCC would recommend the designers consult the government's publication called 'Inclusive Mobility' 'making transport accessible for passengers and pedestrians' to ensure the layout of the site is inclusive for all. Whilst it is appreciated this development is at an early stage of advice on the most basic of levels road hierarchy and footway provision is key to access for all and should be considered in detail to ensure safe and level access is provided for residents to be able to move around the site with ease.

Points raised at today's meeting included transitions into share surface layouts, road hierarchy and dropped kerbs and tactile paving.

Car and Cycle Parking

Use of WSCC car parking in new residential developments. Lower Beeding is in Parking behaviour zone 1 and would command 55 car parking spaces based on the following parking standards: -

1.7 for 2 beds, 2.2 for 3 beds and 2.7 for 4 beds. Generating a total of 55 car parking spaces.

Electric vehicle charging provision is not a planning consideration anymore however we are supportive of the inclusion of 20% of all space to be active with EVC and the remaining space to be activated at a later date.

Visitor Parking as per WSCC guidance is to allow for additional demand for Visitor parking of 0.2/spaces per dwelling" (DCLG, 2007, Residential Car Parking Research). $0.2 \times 26 = 5.2$ spaces.

Trips/Distribution/Modelling

The number of trips this development will generate has been considered using the TRICS database. The daily number of two-way trips would equate to 109 which breaks down into 12/13 two-way trips in the AM/PM peak hours.

This equates to 1 car every 5 minutes and is considered to be a small number of movements and would not create any highway capacity impacts.

Additionally, the distribution of trips turning left or right out of the site is evenly distributed and network flow diagrams show the number of trips travelling in and out of the site in the peak hours would still be very low.

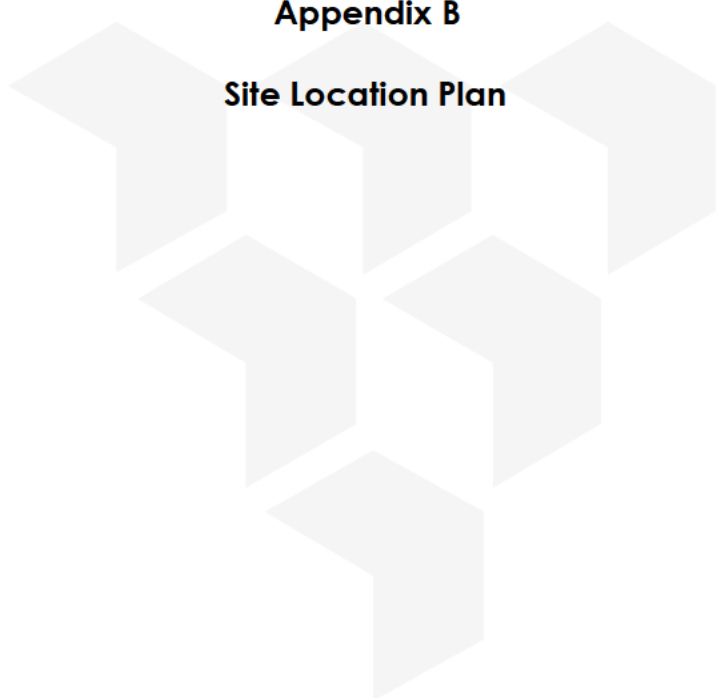
The committed development over the road for 23 residential dwellings under (DC/22/0708) has also been considered and these will generate similar trip rates which would not generate a number of trips which would cause any highway safety or capacity issues.

Construction Access and Management

As the access will be shared with the existing residential property 'Sandygate' any future submission should provide details of how access will be managed during construction with a construction management plan. The submission of this will be dictated by site specific issues which may or may not be known at the time of submission. Either way a CMP will be required as part of this site planning approval.

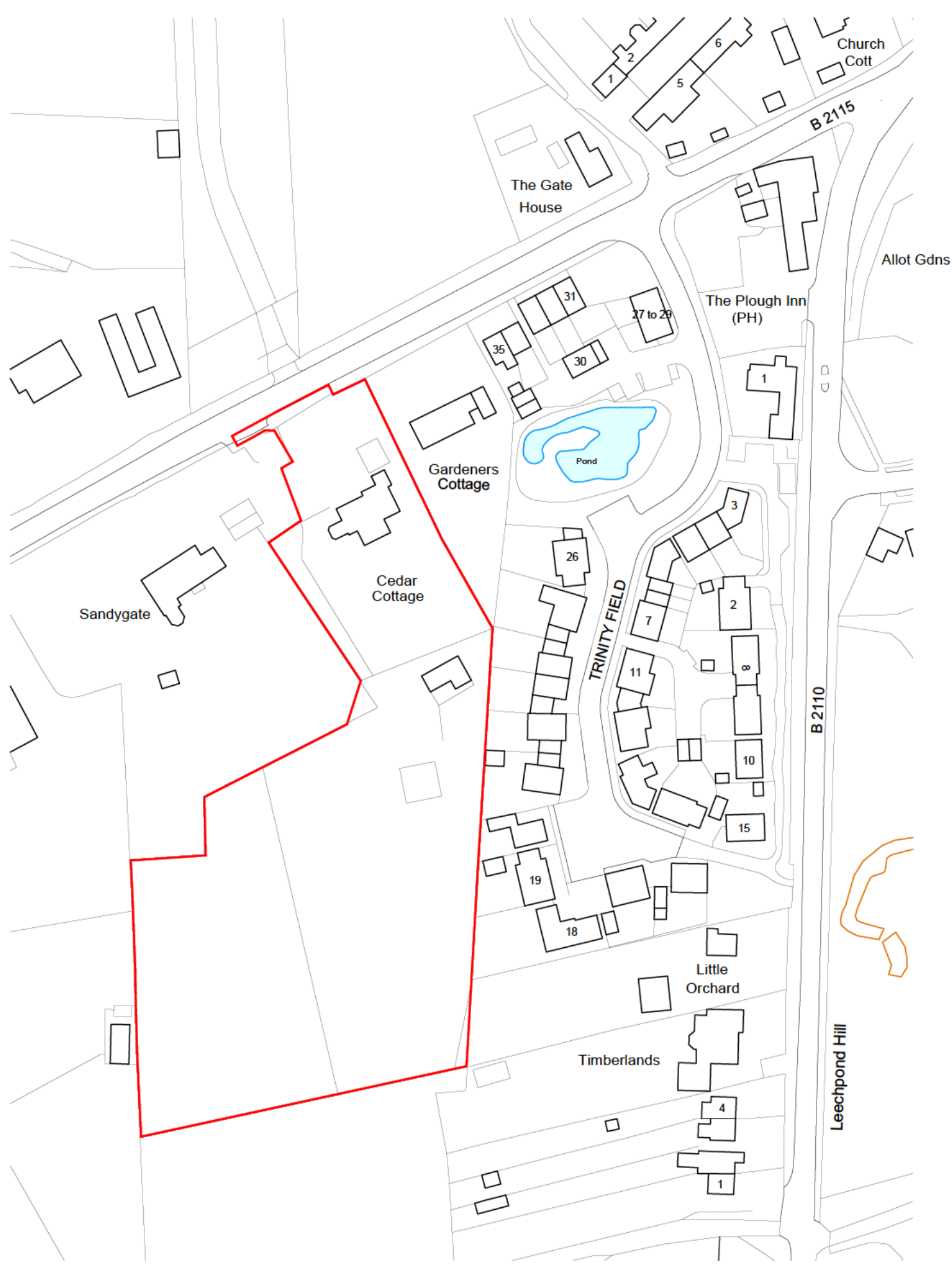
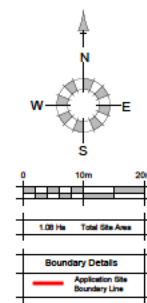
I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Alison Meeus
Planning Services

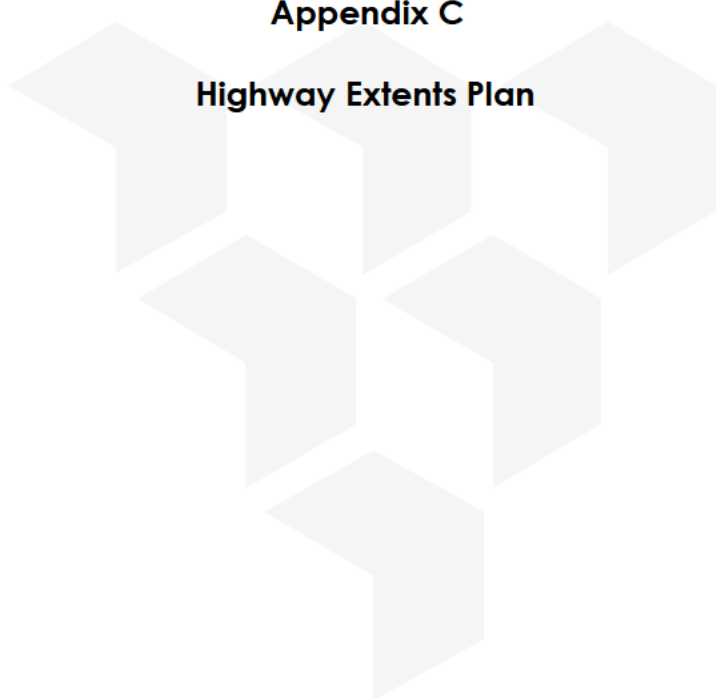


Appendix B

Site Location Plan



REV.	DATE	REVISIONS:	BY	STATUS:	CLIENT: BlackOnyx Becketts Ltd		PROJECT: Cedar Cottage, Sandygate Lane, Lower Beeding		 architecture planning masterplanning 43 North View, Westbury Park Bristol, BS6 7PY info@osparchitecture.com www.osparchitecture.com Tel: 0117 3326753	
				Planning	SCALE: 1:1250 (A3 ORIGINAL)		DRAWING: Location Plan			
					DRAWN: NL	25109	S101	—		
					DATE: 10/03/26					
© COPYRIGHT EXISTS ON THE DESIGNS AND INFORMATION SHOWN ON THIS DRAWING					This drawing may be scaled or cross referenced to the scale bar for planning application purposes only. Do not scale for any other purpose, use figured dimensions only. Subject to site survey and all necessary consents. All dimensions to be checked by user and any discrepancies, errors or omissions to be reported to the Architect before work commences. This drawing is to be read in conjunction with all other relevant materials.					OS Licence No. AC0000851327



Appendix C

Highway Extents Plan

SiteSolutions Highways

Section 1: Roads

	Section 1A: Privately Maintained Roads	NOT IDENTIFIED
	Section 1A: Privately Maintained Footpaths	NOT IDENTIFIED
	Section 1A: Privately Maintained Verges	NOT IDENTIFIED
	Section 1B: Traffic Schemes and Orders	NOT IDENTIFIED

Section 2: Roadworks

	Section 2A: Traffic Alerts	NOT IDENTIFIED
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Section 3: Rights of Access

	Section 3A: Existing Rights of Way	
	Section 3B: Proposed or Amended Rights of Way	NOT IDENTIFIED

The Responsible Authorities for the site are:
West Sussex County Council

This report is issued for the site described as:

**Cedar Cottage
Sandygate Lane
Lower Beeding
HORSHAM
RH13 6LR**

Report Reference
357486486_1_1

National Grid Reference
521880 127180

Customer Reference
SF33122352000_HWS

Report Date
9 September 2024

CONTACT DETAILS

If you require assistance please contact our customer services team on:

0844 844 9966

or by email at:
helpdesk@landmark.co.uk



Understanding This Report

This report identifies matters relating to roads, footpaths and public rights of way within and abutting the site boundary. However, where all immediate areas are privately maintained we will indicate the extent of the nearest adopted highway.

Section 1: Roads

Section 1a: Roads, Footpaths and Verges

Identifies road, footpath and verge orders in the vicinity of the site; states their adoption status and details who is responsible for their maintenance. The reply to this enquiry is restricted to highways maintainable at the public expense as defined by s.36 of the Highways Act 1980. This will include relevant details of trunk roads maintained by National Highways.

Section 1b: Traffic Schemes and Orders

Identifies any road improvement schemes or traffic regulation orders in the vicinity of the site.

Please note that in some circumstances road closure orders can be obtained by third parties from Magistrates Courts or can be made by the Secretary of State without involving the local authority.

Section 2: Roadworks

Section 2a: Traffic Alerts

Identifies temporary road works in the vicinity of the site and describes the anticipated impact.

Section 3: Rights of Access

Section 3a: Existing Rights of Way

There is a statutory duty for certain local authorities known as surveying authorities to maintain a Definitive Map and statement which records all public rights of way in their surveying area. Not all paths which are open for use by the public are rights of way or maintainable at public expense. Anyone can walk on a public right of way, but there may be restrictions on accessing such paths using other forms of transport.

Section 3b: Proposed or Amended Rights of Way

Details any amendments or proposals to amend Public Rights of Way.

Next Steps:

For help with the report contact our Customer Services Team on 0844 844 9966 or email helpdesk@landmark.co.uk

If you would like any further information regarding adoption status or Rights of Access amendments please contact the relevant responsible authority. The authority's contact details can be found in the Useful Contacts section of this report.



Section 1a: Roads, Footpaths and Verges

The following section shows the extent of publicly maintainable roads, footpaths and verges in and about the site.



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 Site Boundary

 Public

Highway maintainable at public expense as defined under S36 of the Highways Act.

 Private

Road has not been adopted as a highway maintainable at public expense.
Members of the public may still have the right to use the road in their vehicles or on foot but the responsibility for and cost of maintenance is held privately.

 PMH/S38

Prospectively Maintainable Highway - Road is not currently adopted as a highway maintainable at public expense but the relevant authority has indicated through proposals, bonds, bond waivers or other means that they may adopt the road for maintenance at a future date.

 Highways Agency

This road is managed and maintained by the Highways Agency.

 Other Maintainable

Where identified please refer to the Notes box on the next page.

Roads investigated are shown coloured on the plan and listed by status in the table. Uncoloured roads have not been checked.

Section 1a: Roads, Footpaths and Verges

Road Name	Road Maintenance Status	Footway Maintenance Status	Verge Maintenance Status
Sandygate Lane, Lower Beeding	Public	Public	None

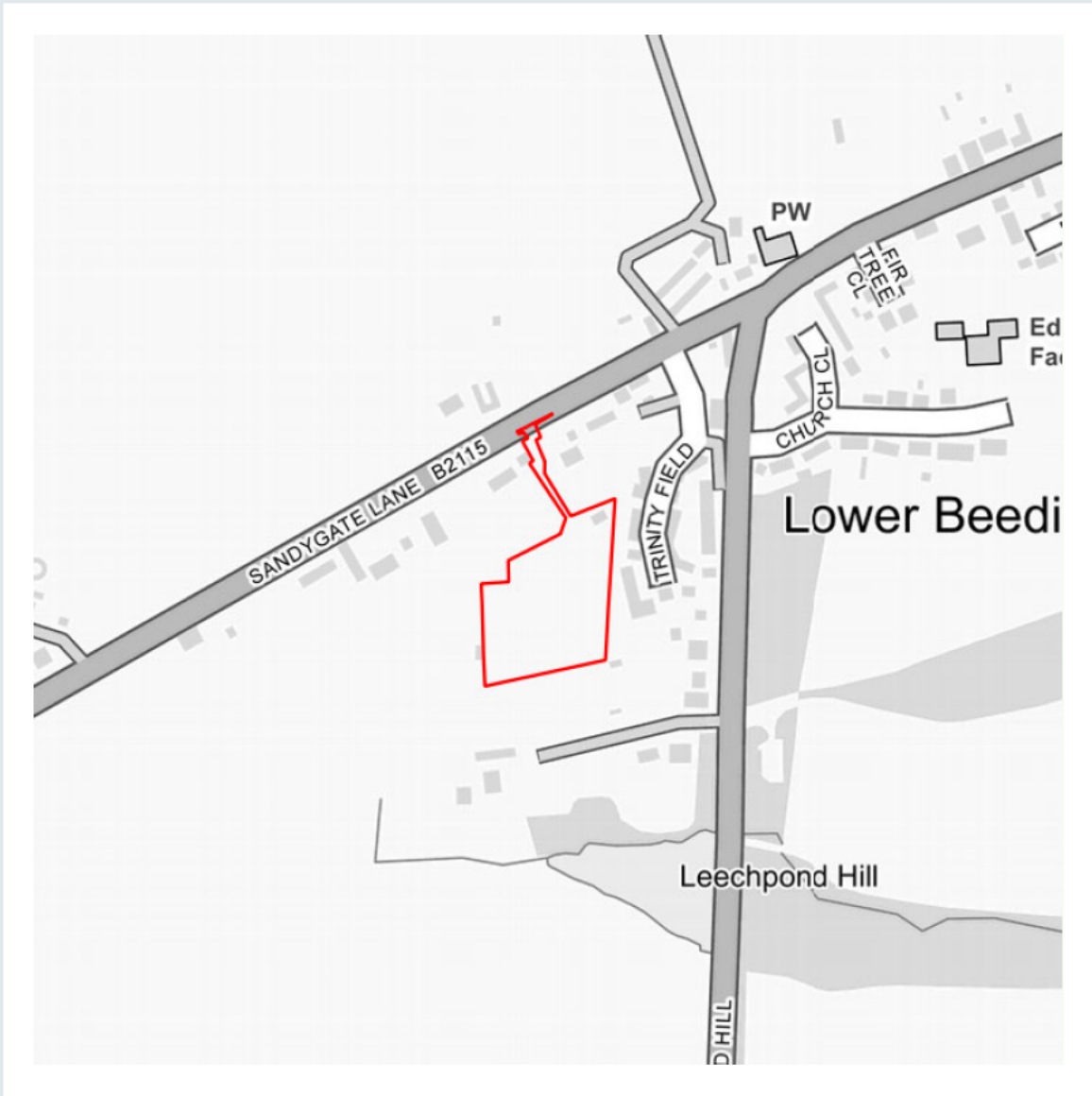
Notes

It should be noted that this information relates to the party responsible for maintenance, and makes no statement regarding ownership.



Section 1b: Traffic Schemes and Orders

The following section shows improvement schemes and records listed in local authority and National Highways records which affect roads in the vicinity of the site.



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Site Boundary



ID - Schemes in the vicinity



ID - Schemes at this location

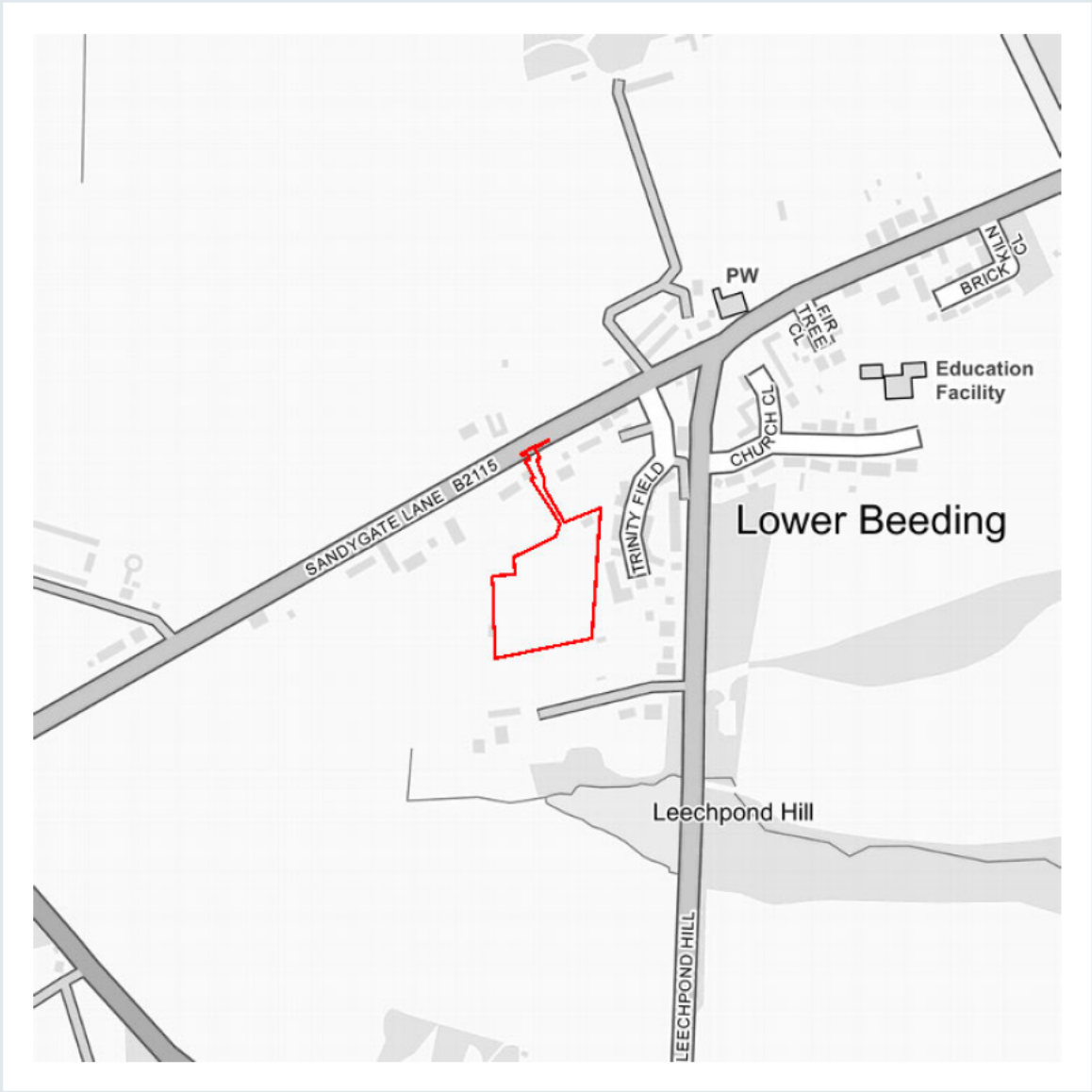
In some circumstances road closure orders can be obtained by third parties from Magistrates Courts or can be made by the Secretary of State without involving the local authority.

There is no Traffic Schemes and Orders data available within the vicinity of the site.



Section 2a: Traffic Alerts

The following section shows roadworks scheduled to take place in the next six months. It shows the types of work planned, the traffic management plan and the potential severity of the delay.



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 Site boundary

Traffic alerts:

 Delays Likely

 Delays Possible

 Delays Unlikely

 Details not supplied

 Works Planned

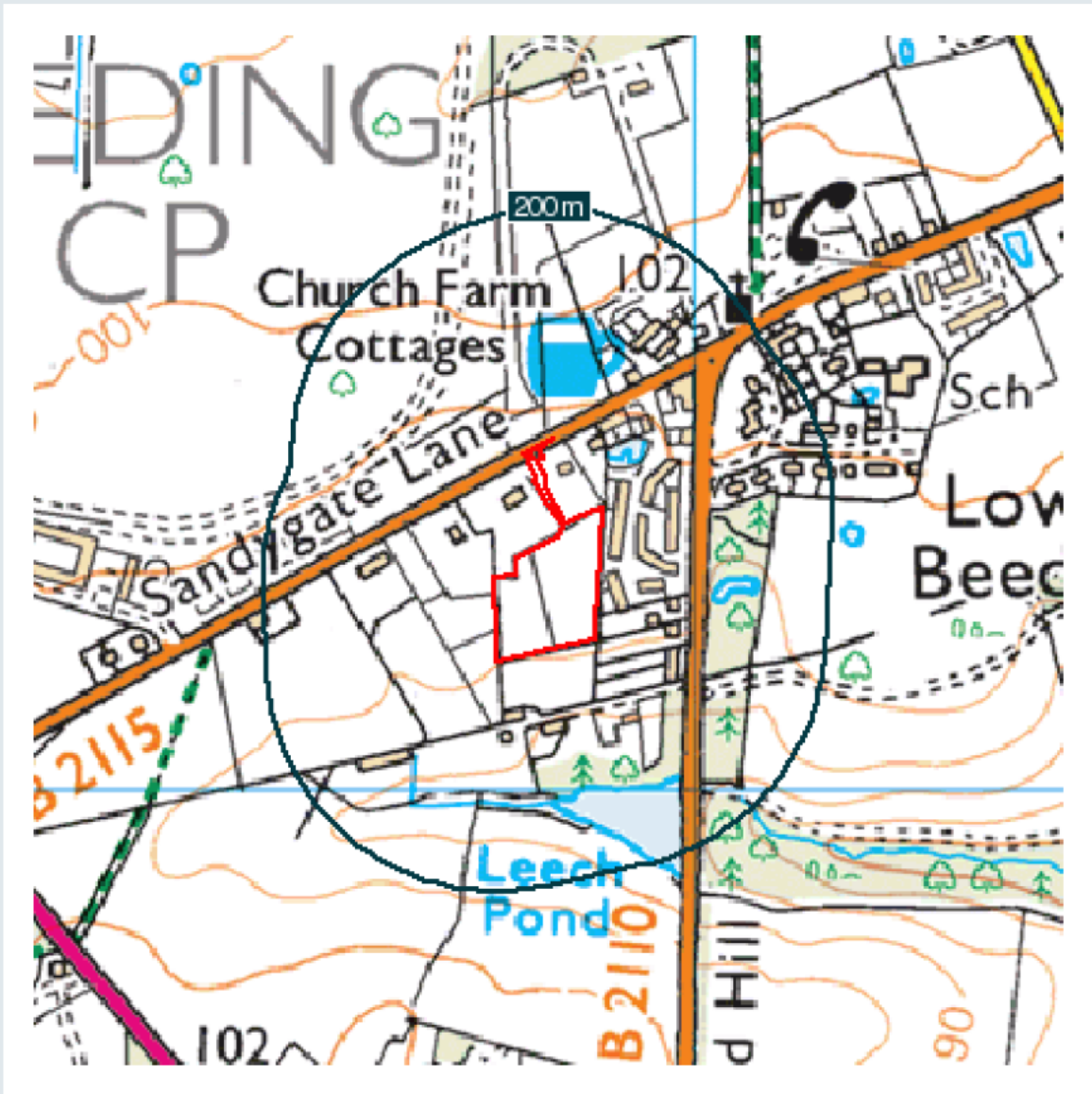
The information is from a live feed and is correct as of the date of publication. The visible mapping area has been searched.

There is no Traffic Alerts data available within the vicinity of the site.



Section 3a: Existing Rights of Way

The following section shows the existing public footpaths, bridleways and byways identified on Ordnance Survey 1:25,000 scale Mapping. Any subsequent amendments to these rights of way will be highlighted in Section 3b.



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Site Boundary Search Buffer	Public Rights of way (Rights of way are not shown on maps of Scotland) Footpath Bridleway Byway open to all traffic
---	---

The representation on this map of any other road, track or path is no evidence of the existence of a right of way. Full list of symbols is shown in the User Guide.

Other Public Access

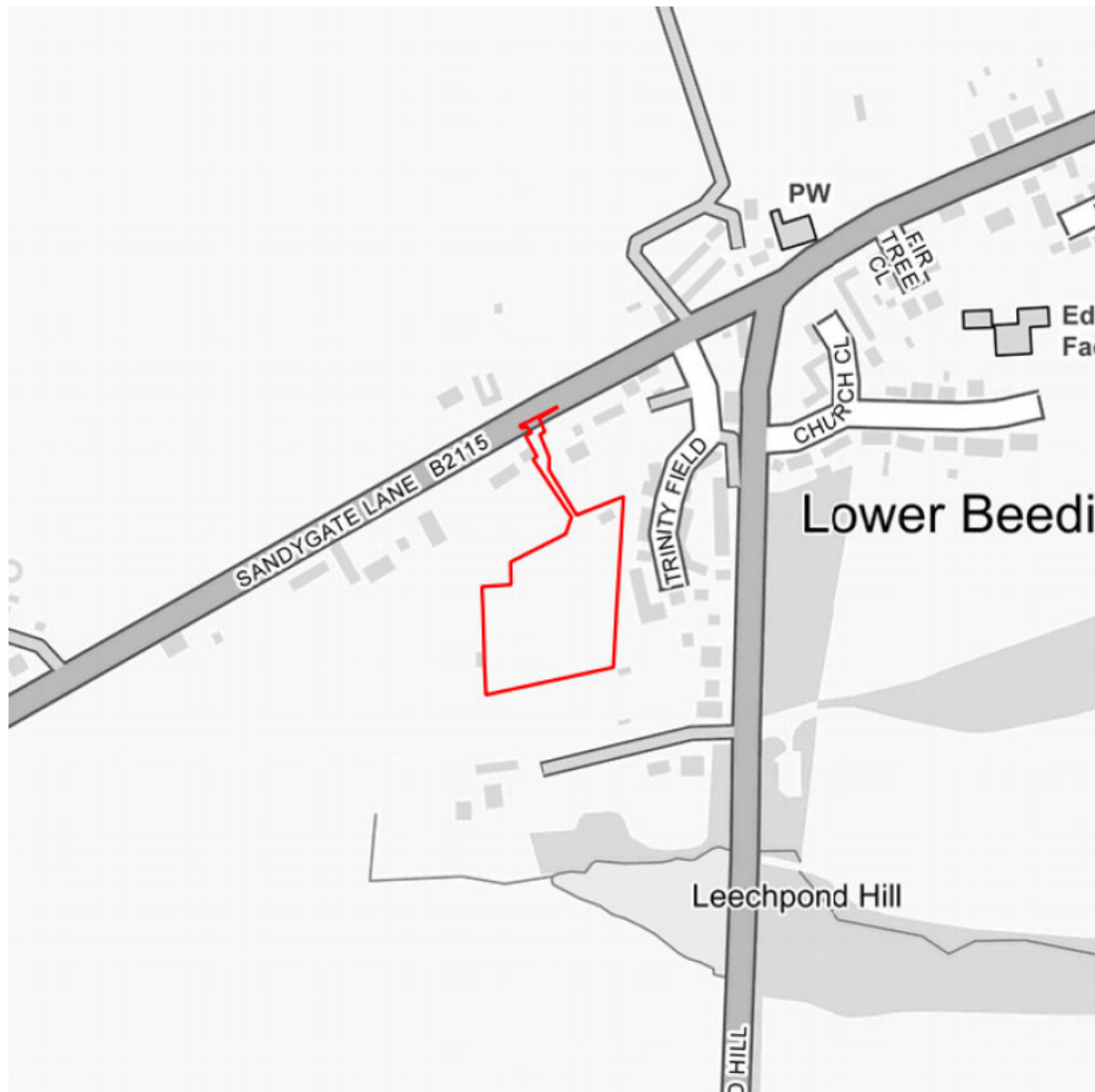
The exact nature of the rights on these routes and the existence of any restrictions may be checked with the local highway authority. Alignments are based on the best information available.

It should be noted that while a route may not show on the Definitive Map, it is not conclusive evidence that a right of way does not exist.



Section 3b: Proposed or Amended Rights of Way

The following section reveals any amendments or proposals to amend Public Rights of Way, including (but not limited to) public path orders, map modification orders, diversions, extinguishments or deemed dedications as highway land.



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Site Boundary



ID - Schemes in the vicinity



Route



Area

There is no Proposed or Amended Rights of Way data available within the vicinity of the site.

Useful Contacts

Please see below the contact details of all those referred to within this report.
For all other queries please contact:

Landmark Information Group
Imperium
Imperial Way
Reading
Berkshire
RG2 0TD

If you require assistance please contact our customer services team on:

0844 844 9966

or by email at:
helpdesk@landmark.co.uk

Contact	Address	Contact Details
	Communities and Infrastructure West Sussex County Council The Grange Tower Street Chichester West Sussex PO19 1RG	E: land.charges@westsussex.gov.uk T: 01243 642105

Useful Information

Terms and Conditions

Full Terms and Conditions can be found on the following links:

Argyll Environmental Ltd:

http://www.landmarkinfo.co.uk/Terms/terms_and_conditions_491421_3.5.pdf

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Tel: 0845 458 5250

Email: argyll@landmark.co.uk

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- Conveyancing Information Executive Members shall act in a professional and honest manner at all times in line with the Conveyancing Information Executive Standards and carry out the delivery of the Search with integrity and due care and skill.
- Compliance with the Conveyancing Information Executive Standards will be a condition within the Conveyancing Information Executive Member's Terms and Conditions.
- Conveyancing Information Executive Members will promote the benefits of and deliver the Search to the agreed standards and in the best interests of the customer and associated parties.
- The standards can be seen here: <http://www.conveyinfoexec.com>

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If you have a query or complaint about your search, you should raise it directly with the search firm, and if appropriate ask for any complaint to be considered under their formal internal complaints procedure. If you remain dissatisfied with the firm's final response, after your complaint has been formally considered, or if the firm has exceeded the response timescales, you may refer your complaint for consideration under The Property Ombudsman scheme (TPOs). The Ombudsman can award up to £5,000 to you if the Ombudsman finds that you have suffered actual financial loss and/or aggravation, distress or inconvenience as a result of your search provider failing to keep to the Standards.

Please note that all queries or complaints regarding your search should be directed to your search provider in the first instance, not to TPO.

TPOs Contact Details:

The Property Ombudsman scheme
Milford House
43-55 Milford Street
Salisbury
Wiltshire SP1 2BP

Tel: 01722 333306

Fax: 01722 332296

Website: www.tpos.co.uk

Email: admin@tpos.co.uk

Complaints Procedure

If you want to make a complaint, we will:

- Acknowledge it within 5 working days of receipt.
- Normally deal with it fully and provide a final response, in writing, within 20 working days of receipt.
- Keep you informed by letter, telephone or e-mail, as you prefer, if we need more time.
- Provide a final response, in writing, at the latest within 40 working days of receipt.
- Liaise, at your request, with anyone acting formally on your behalf.

Complaints should be sent to:

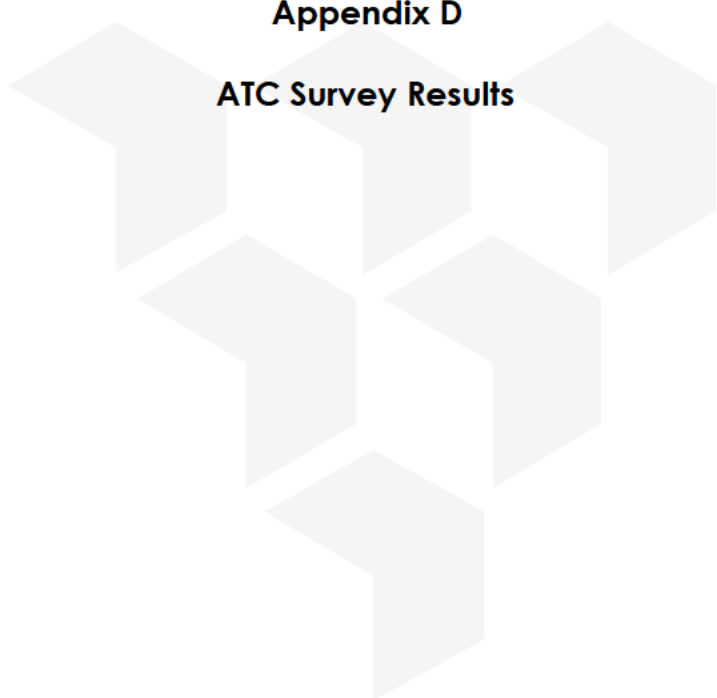
Legal Director
Argyll Environmental Ltd
1st Floor
98 - 99 Queens Road
Brighton
BN1 3XF

Tel: 0845 458 5250
Email: argyll@landmark.co.uk

If you are not satisfied with our final response, or if we exceed the response timescales, you may refer the complaint to The Property Ombudsman Scheme (TPOs):

Tel: 01722 333306
Email: admin@tpos.co.uk

We will co-operate fully with the Ombudsman during an investigation and comply with his final decision.



Appendix D

ATC Survey Results

Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m$ & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, $d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m$ & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m$ & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m, \text{axles}=3$ & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 5 & groups>2		
9	ART6	≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m$ & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18$ & axles=2		

	Eastbound	Westbound
Total	16408	15561
Mean Speed	27	28.7
85%	31.7	33.7

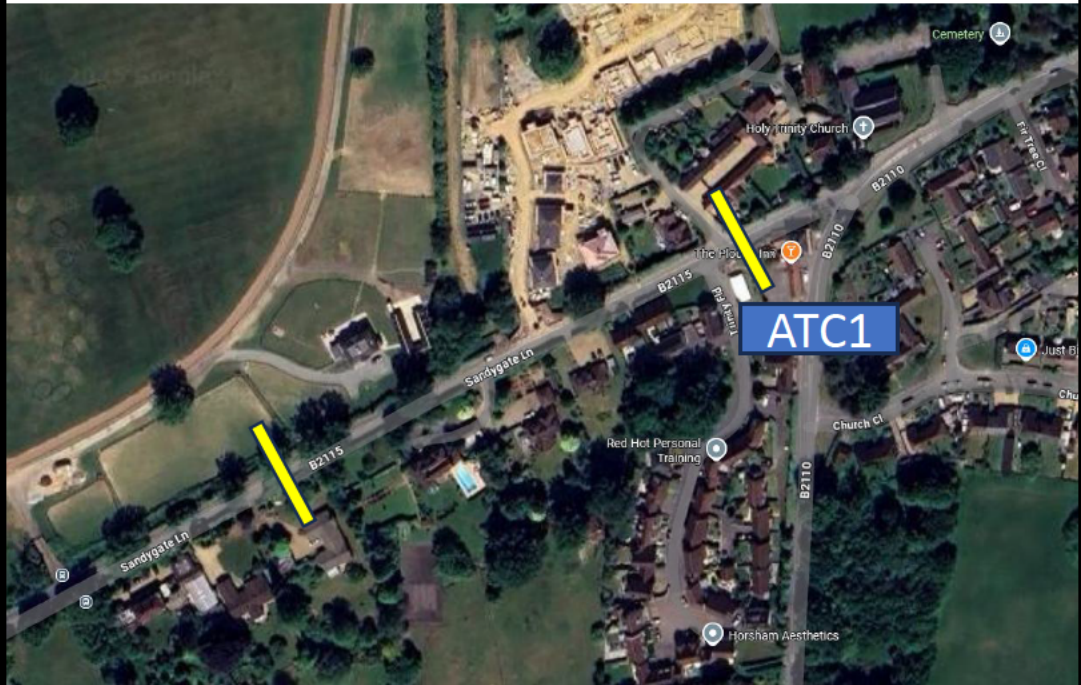
Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m$ & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, $d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m$ & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m$ & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m$, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 5 & groups>2		
9	ART6	≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m$ & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18$ & axles=2		

	Eastbound	Westbound
Total	16258	15039
Mean Speed	38.6	41
85%	44	47.5



Survey Type: Automatic Traffic Counter

Location: Sandygate Lane Horsham



Charge Surveys Ltd

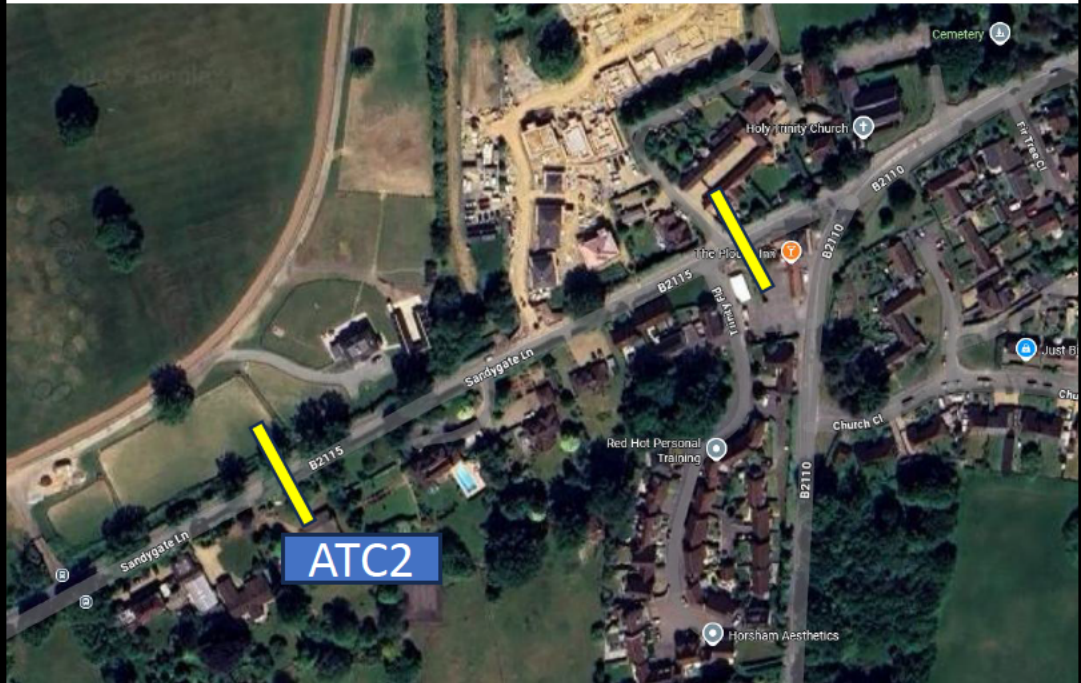
chargesurveys.co.uk





Survey Type: Automatic Traffic Counter

Location: Sandygate Lane Horsham



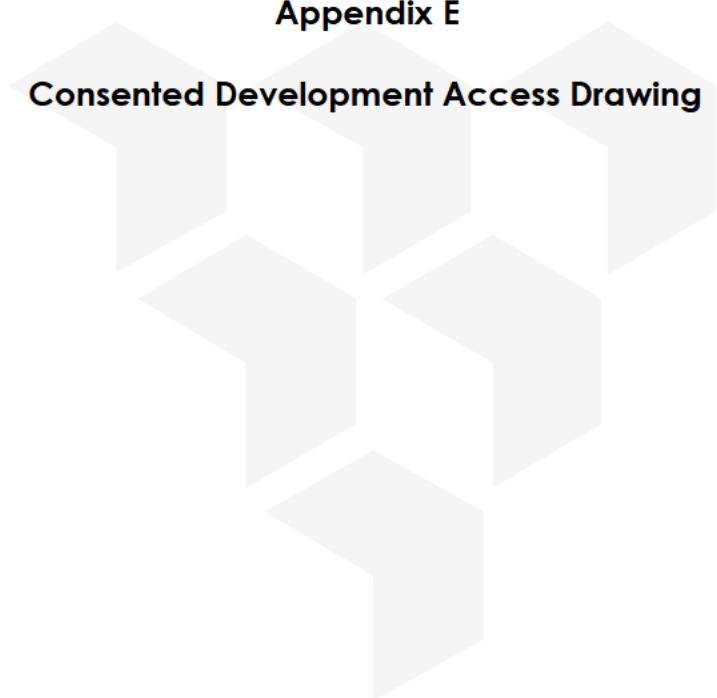
Charge Surveys Ltd

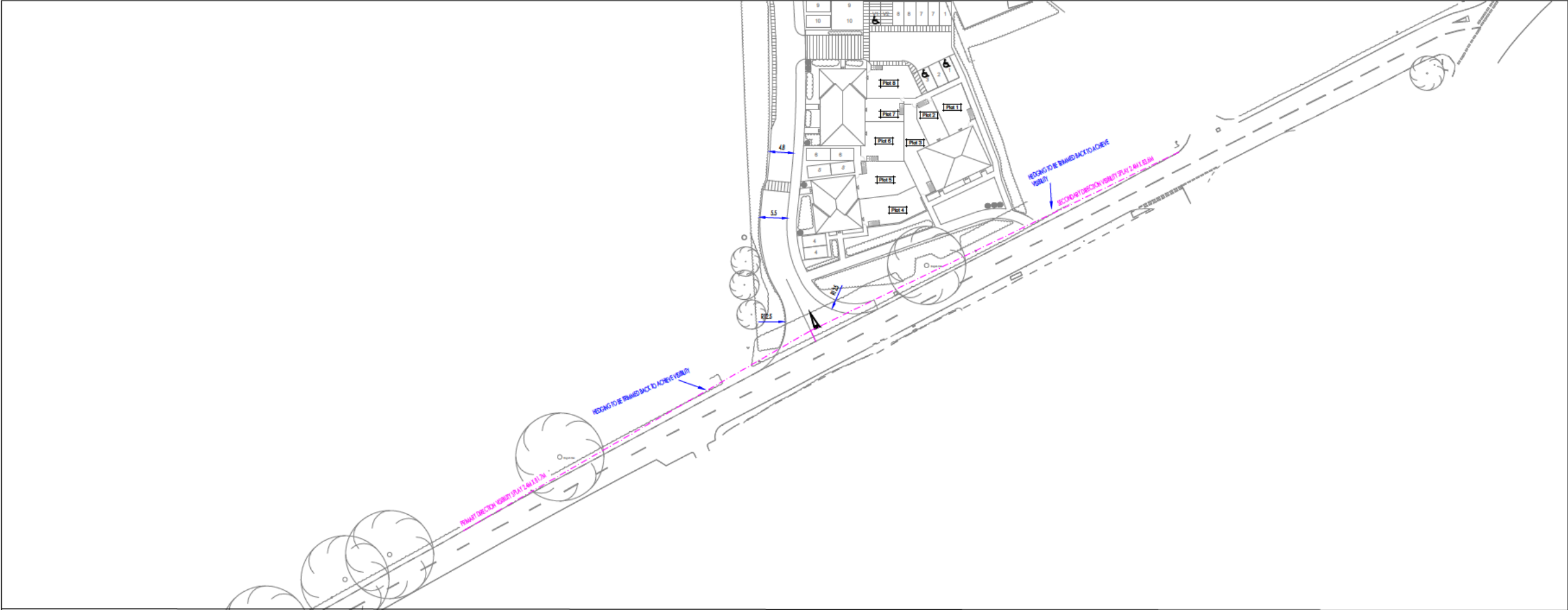
chargesurveys.co.uk



Appendix E

Consented Development Access Drawing





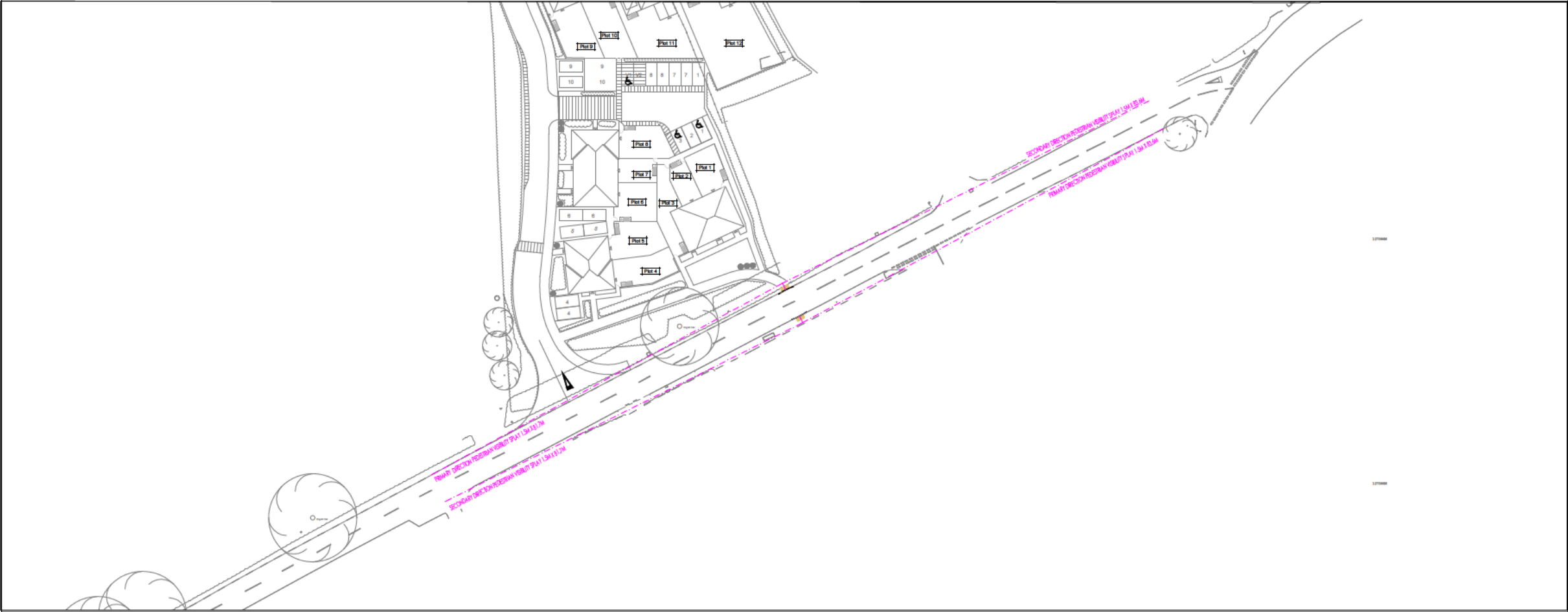
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VISIBILITY SPLAYS

1. VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 42.6MPH NORTHEASTBOUND & 46.9MPH SOUTHWESTBOUND ON SANDYGATE LANE. THE ATC LOCATIONS WERE LOCATED ON THE WESTERN APPROACH TO THE SITE ACCESS.

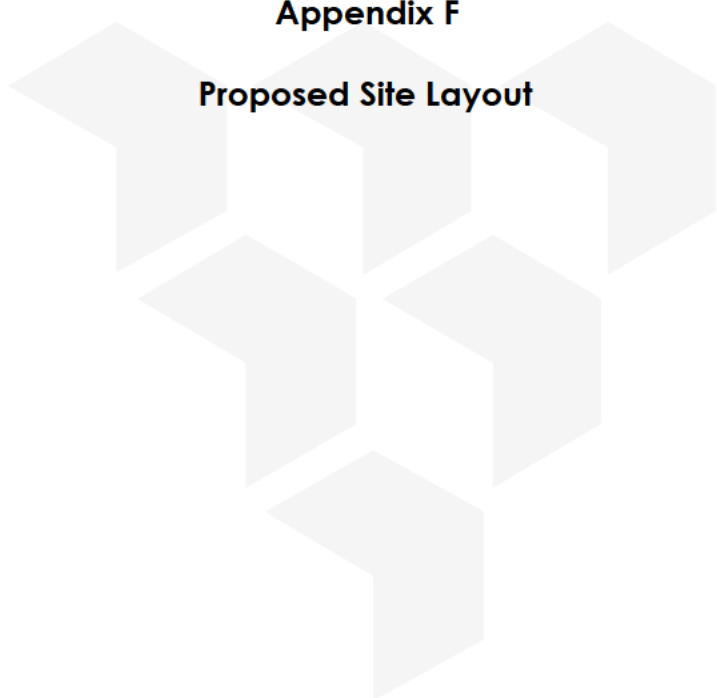
ACCESS DESIGN AND VISIBILITY SPLAY



CROSSING LOCATION AND PEDESTRIAN VISIBILITY

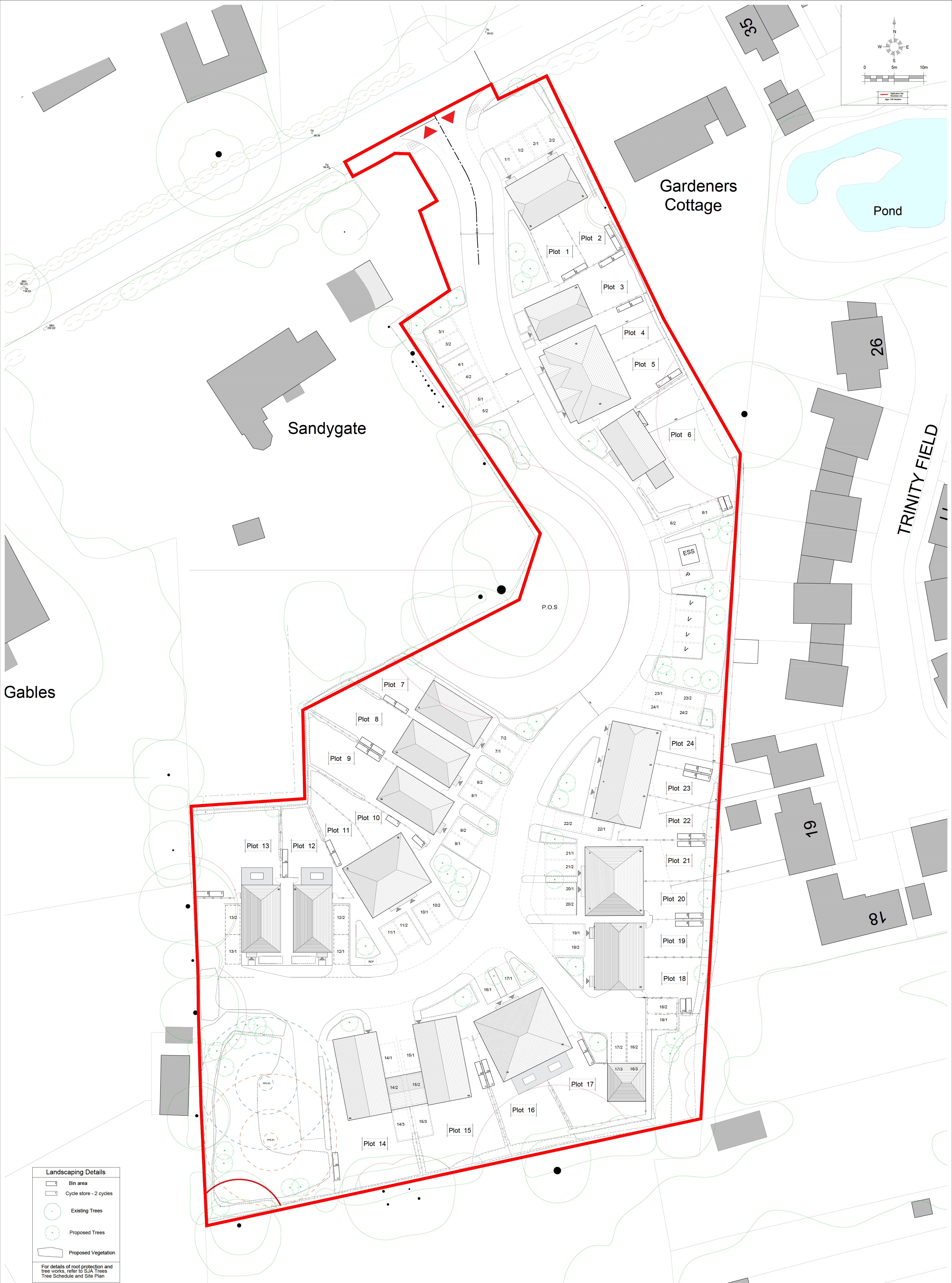
A	UPDATED LAYOUT	15.07.21	AF	CT
Rev	Description	Date	By	Chkd

Project Name SANDYGATE LANE LOWER BEEDING	Title ACCESS DESIGN AND VISIBILITY SPLAY	 Paul Basham Associates Ltd The Botly, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client  DEVINE HOMES PLC builders of fine homes	Checked By CT	Checked Date 09.07.21	Scale 1 : 1000 (AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By AF	Drawn Date 23.06.21	Client Drawing No. -	PBA Drawing No. 067.0002.005	Revision A



Appendix F

Proposed Site Layout



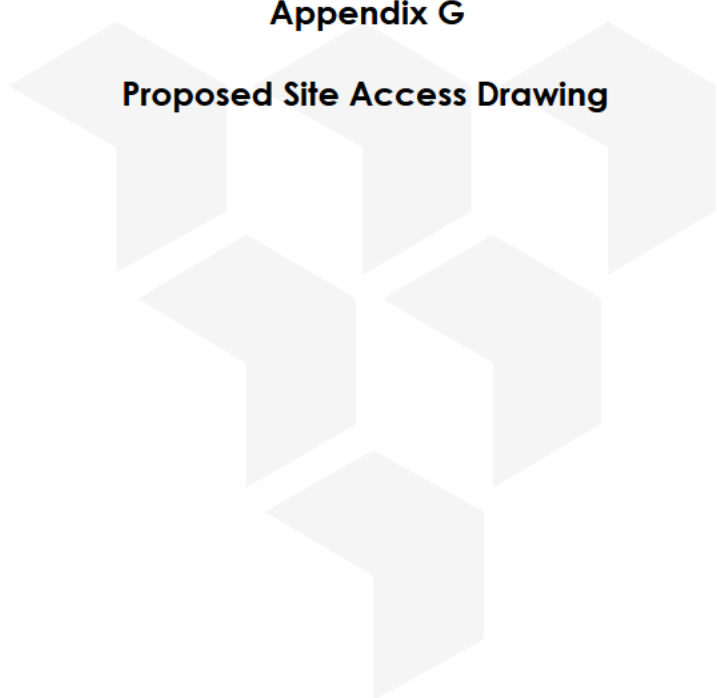
REV. DATE		REVISIONS:	BY		REV. DATE	REVISIONS:	BY		REV. DATE	REVISIONS:	BY		STATUS
A	25/02/26	Minor layout revisions to coordinate with Consultant's comments	NGR				NGR						
B	27/02/26	Minor changes to landscaping	NGR				NGR						
C	18/03/26	Plots 1, 4, 5, 6 amended and associated parking and landscaping. Site boundary revised	NGR				NGR						
D	27/03/26	Plots 1 to 6 inclusive amended and associated parking and landscaping. New house types for Plots 4.5 and 6.	NGR				NGR						

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CL ENT: BlackOnyx Becketts Ltd		PROJECT: Cedar Cottage, Sandygate Lane, Lower Beeding	
SCALE: 1:200 (A0 ORIGINAL)		DRAWING: Proposed Site Layout	
DRAWN: NR		25109	
DATE: 25/02/26		P101	
		D	



architecture planning masterplanning
Broadmead House, Farnham Business Park,
Wyndham Lane, Farnham, Surrey GU10 9ET
info@ospaarchitecture.com www.ospaarchitecture.com
Tel: 01252 207076



Appendix G

Proposed Site Access Drawing

Appendix H

Stage 1 Road Safety Audit & Designer's Response Report



**Development at Cedar Cottage,
Sandygate Lane, Lower Beeding,
West Sussex RH13 6LR**

**Proposed Site Access Arrangements
and Associated Highway Works**

Stage 1 Road Safety Audit

April 2026

Table of Contents

1. Introduction
2. Items raised at this Road Safety Audit
3. Other Observations
4. Audit Team Statement

Appendices

- A. Problem Location Plan

Project / Document Details	
Date:	10/04/2026
Document reference and revision:	AC/GC/1004261
Prepared by:	Alpha Highway Consultants Limited
Client:	Black Onyx Projects
Design Organisation:	Glanville Consultants Limited
Overseeing Organisation:	West Sussex County Council

1. Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out during March/April 2026 at the request of the Design Organisation, Glanville Consultants Limited, Cornerstone House, 62 Foxall Road, Didcot, Oxfordshire OX11 7AD.
- 1.2 The Audit relates to proposed access arrangements and highway works associated with residential development at the site of an existing property, Cedar Cottage, located on Sandygate Lane, Lower Beeding, West Sussex RH13 6LR.
- 1.3 The Audit Team membership was as follows:
- | | |
|------------------------------|-------------------|
| J Bown (Audit Team Leader) | Alpha Consultants |
| B Newiss (Audit Team Member) | Alpha Consultants |
- 1.4 The Audit took place at the offices of Alpha Consultants during March/April 2026 and included an examination of the following:
- Drawing No. 8240636/6101 E
 - Drawing No. 8240636/6203 D
 - Drawing No. 8240636/6204 C
 - Drawing No. 8240636/6205 C
 - Drawing No. 8240636/6206 C
 - Transport Appraisal document dated 11 August 2025
- 1.5 The Audit Team visited the site on the afternoon of 5 March 2026. The weather was sunny and dry. The surfaces were generally dry.
- 1.6 The terms of reference of the Audit are as described in the DMRB GG 119.
- 1.7 The Audit Team has acted independently of the Design Team and has had no prior involvement in the design of the scheme.
- 1.8 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

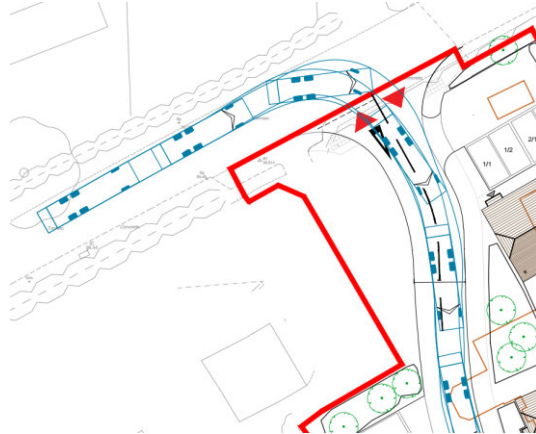
2. Items raised at this Road Safety Audit

LOCAL ALIGNMENT

2.1 Problem

Location: Proposed site access junction

Summary: Provision for opposing vehicle movements



Description:

Although it is common for a larger vehicle to encroach onto the opposite side of the carriageway when turning at junctions of this type, it will be important that an opposing motorist can see the vehicle and stop in a safe place to allow the vehicle to pass. Otherwise, one of the vehicles may need to reverse, which could lead to conflict with other road users.

Recommendation:

It is recommended that an opposing private car is included in the swept path scenarios analysed in the drawings. Localised widening on bends within the access road may be beneficial if conflict appears likely.

WALKING, CYCLING AND HORSE RIDING

2.2 Problem

Location: Proposed crossing point on Sandygate Lane northeast of site access

Summary: Possible conflict between vehicles using private driveway and waiting pedestrians



Description:

A new dropped crossing point is proposed on Sandygate Lane, to the northeast of the proposed site access. It was noted during the site visit that there is an existing private driveway nearby. Whilst it is recognised that usage of the driveway will likely be low, there could be a risk of conflict between turning vehicles and waiting pedestrians if there is a lack of physical separation between the dropped kerbs of the driveway and the dropped crossing point.

Recommendation:

It is recommended that the new crossing point and driveway are separated by a section of raised kerbing.

3. Other Observations

- 3.1 At the request of the Design Organisation, the Audit has considered the relative proximity of the proposed site access and the new access to The Gallops on the opposite side of Sandygate Lane. It is confirmed that the Audit Team does not have any concerns to raise in this regard.
- 3.2 It was observed during the site visit that alterations to the speed limits on Sandygate Lane have been introduced, involving extension of the previous 30mph limit, and a new 40mph limit to the west of this.
- 3.3 Whilst it is noted that suitable visibility splays, based on previously recorded speeds, can be achieved, it may be appropriate to further review the coverage of the 30mph speed limit, in light of the development and associated access junction proposed.

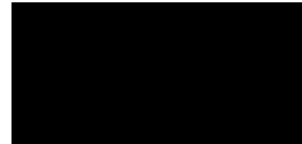
4. Audit Team Statement

We certify that this Audit has been carried out in accordance with the principles of GG 119.

AUDIT TEAM LEADER:

J Bown MBA PGDipMS IEng FIHE MICE MSoRSA
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed:



Date: 10 April 2026

AUDIT TEAM MEMBER

B Newiss MCIHT MSoRSA NH Cert Comp
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

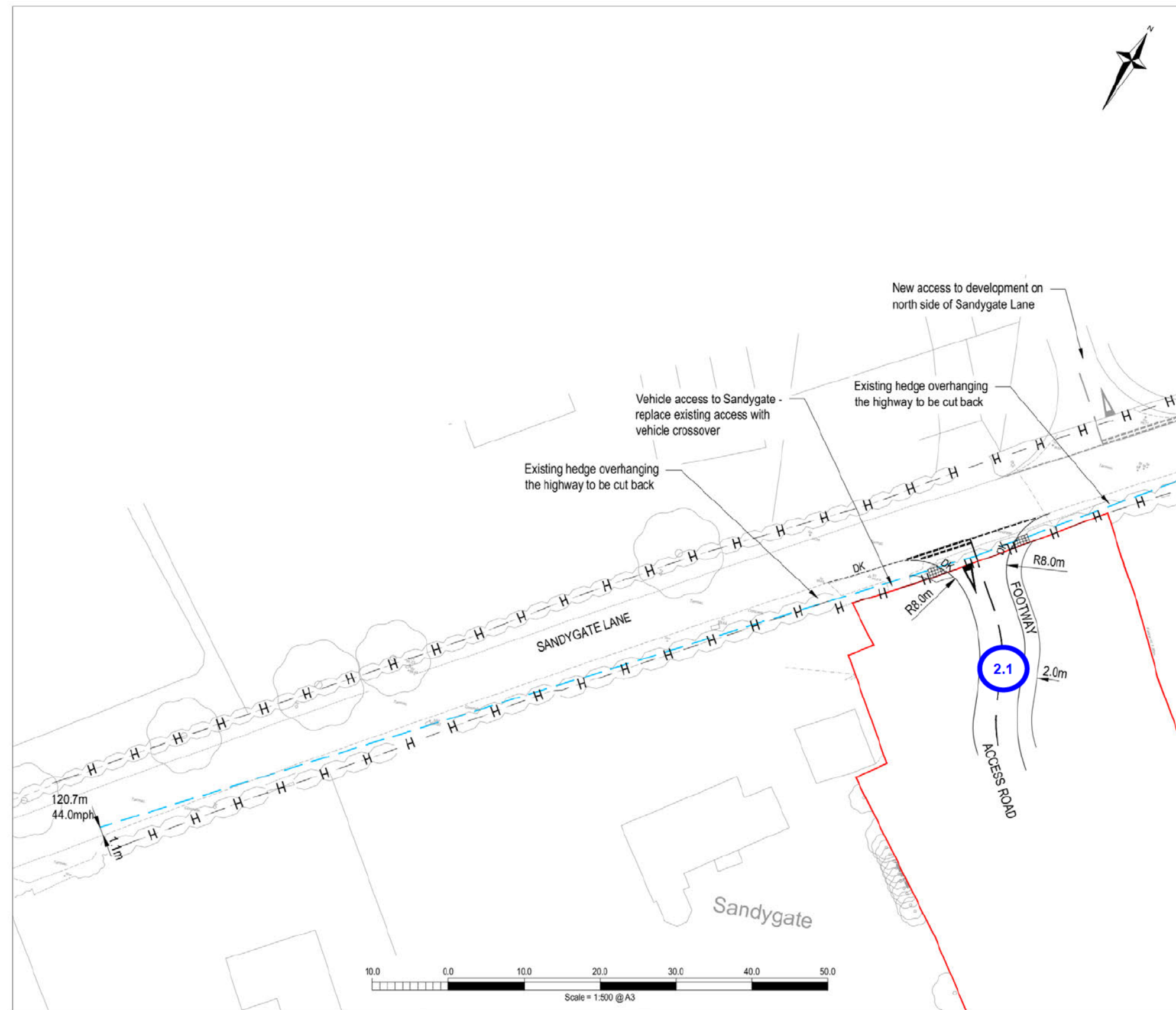
Signed:



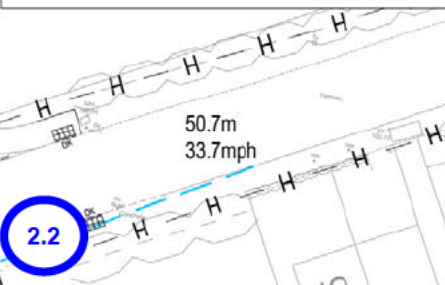
Date: 12 April 2026

Appendix A

Problem Location Plan



- NOTES
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Greenhatch survey drawing 54710_01_P_REVA
- © Crown copyright and database rights 2025 OS 100018363.
- KEY
- 2.4m x 7m visibility splays
 - H Highway boundary interpreted from West Sussex records
 - Site boundary
 - Uncontrolled crossing incorporating tactile paving and dropped kerbs



E	Access revised.	29/03/2026	TH	JB
D	Uncontrolled crossing shown.	11/03/2026	TH	JB
C	Topographic survey removed.	08/08/2025	TH	JB
B	Changes to visibility splays and notes.	06/08/2025	NS	TH
A	Topographic survey added.	25/06/2025	TH	JB
Rev.	Description	Date	By	Chkd

Glanville
Survey > Plan > Engineer

- Civil Engineering
- Structural Engineering
- Transport Planning
- Highways Engineering
- Building Surveying
- Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client:	Black Onyx Projects
Project:	Cedar Cottage, Sandygate Lane, Lower Beeding, West Sussex, RH13 6LR
Title:	Site Access and Visibility Splays
Engineer:	T. Hart
Director:	J. Birch
Status:	PRELIMINARY
Drawing No.	8240636/6101
Rev	E

Project Details

Report title:	Stage 1 Road Safety Audit Response
Date:	13 April 2026
Document reference and revision	009_8240636_Stage 1 RSA Response Report (Issue 2)
Prepared by:	Glanville Consultants
On behalf of:	West Sussex County Council

Authorisation Sheet

Project:	Cedar Cottage, Sandygate Lane, Lower Beeding, Horsham, RH13 6LR
Report title:	Stage 1 Road Safety Audit Response (Issue 2)

Prepared by	
Name:	Jasmine Cooper
Position:	Transport Planner
Signed:	
Organisation:	Glanville Consultants
Date:	13 April 2026
Approved by	
Name:	John Birch
Position:	Director
Signed:	
Organisation:	Glanville Consultants
Date:	13 April 2026

Introduction

This Stage 1 Safety Audit Response has been prepared to provide a designer's response to the Stage 1 Road Safety Audit (dated 10 April 2026) undertaken by Alpha Consultants (document reference AC/GC/1004261) for the proposed access arrangements associated with residential development at Cedar Cottage, Sandygate Lane, Lower Beeding, Horsham, RH13 6LR.

The Road Safety Audit reviewed the proposed access arrangement off Sandygate Lane. The proposed junction takes the form of a priority junction, slightly to the west of the existing access/egress. The access has been designed to a width of 5.5m, with a 2.0m wide footway on the eastern side which will tie into the existing footway on Sandygate Lane. Dropped kerbs and tactile paving are provided either side of the access to enable safe pedestrian crossing. An uncontrolled pedestrian crossing (comprising dropped kerbs and tactile paving) on Sandygate Lane to the east of the proposed site access is also proposed.

Key Personnel

Overseeing Organisation:	Alison Meeus (West Sussex County Council)
RSA Team:	Audit Team Leader – J Bown (Alpha Consultants) Audit Team Member – B Newiss (Alpha Consultants)
Design Organisation:	Jasmine Cooper (Glanville Consultants) John Birch (Glanville Consultants)
Developer's Representative:	N/A



Road Safety Audit Decision Log

RSA Problem Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
1	Although it is common for a larger vehicle to encroach onto the opposite side of the carriageway when turning at junctions of this type, it will be important that an opposing motorist can see the vehicle and stop in a safe place to allow the vehicle to pass. Otherwise, one of the vehicles may need to reverse, which could lead to conflict with other road users.	It is recommended that an opposing private car is included in the swept path scenarios analysed in the drawings. Localised widening on bends within the access road may be beneficial if conflict appears likely.	The Design Organisation agrees with the Audit Recommendation. Drawings 6203 (rev F), 6204, 6205 and 6202 (all rev E) have been updated to include an opposing private car. Updated drawings are provided for reference at the end of this document.		
2	A new dropped crossing point is proposed on Sandygate Lane, to the northeast of the proposed site access. It was noted during the site visit that there is an existing private driveway nearby. Whilst it is recognised that usage of the driveway will likely be low, there could be a risk of conflict between turning vehicles and waiting pedestrians if there is a lack of physical separation between the dropped kerbs of the driveway and the dropped crossing point.	It is recommended that the new crossing point and driveway are separated by a section of raised kerbing.	The Design Organisation agrees with the Audit Recommendation. Drawing 6101 has been updated (to Rev F) to include a section of raised kerb separating the driveway and the proposed crossing point. The updated drawing is provided for reference at the end of this document.		

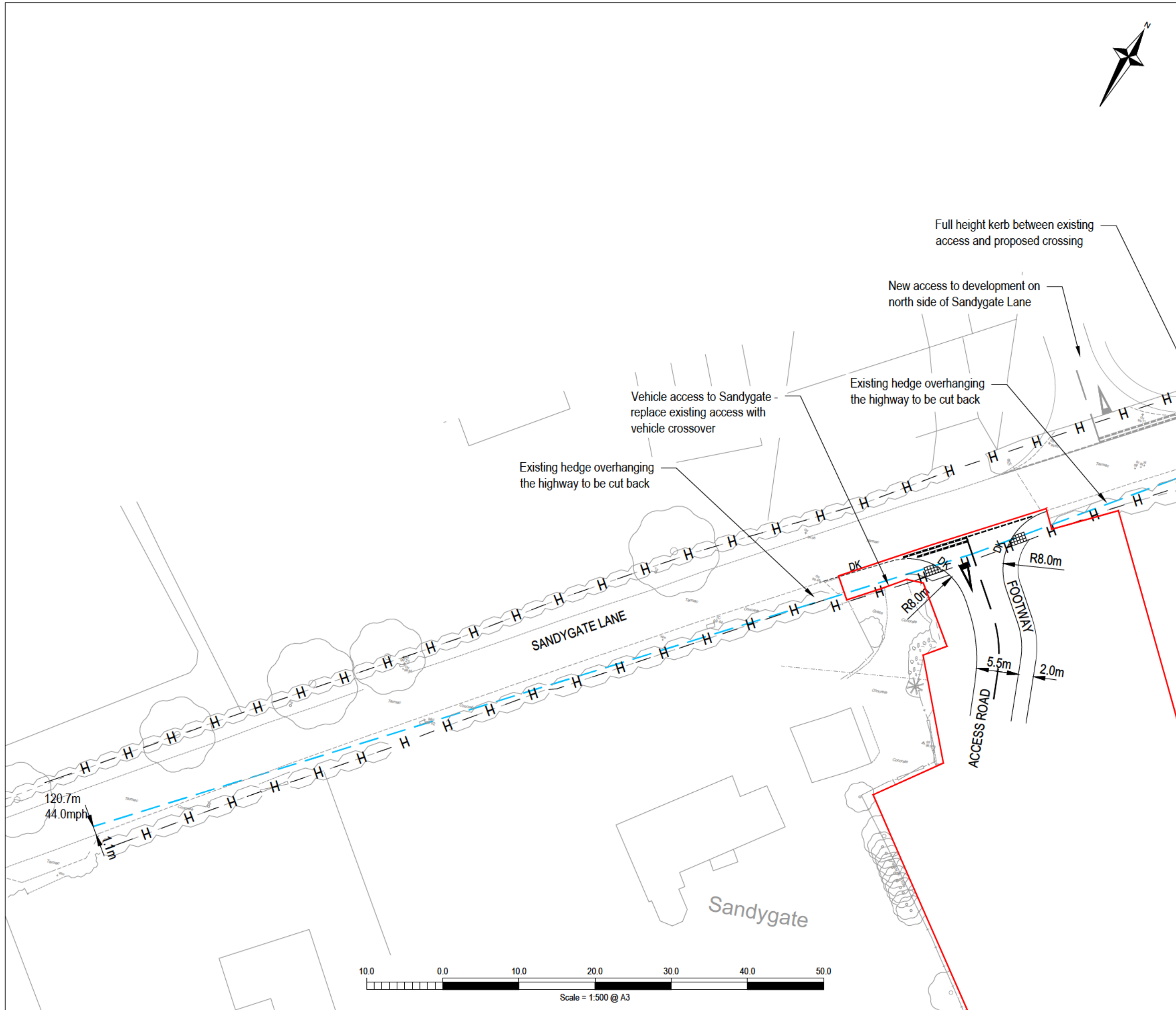
Design Organisation and Overseeing Organisation Statements

Design Organisation Statement

On behalf of the design organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Jasmine Cooper
Signed:	
Position:	Transport Planner
Organisation:	Glanville Consultants
Date:	13 April 2026

Overseeing Organisation Statement

On behalf of Overseeing Organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) the agreed RSA actions will be progressed.	
Name:	Alison Meeus
Signed:	
Position:	West Sussex County Council Planning Services
Organisation:	West Sussex County Council
Date:	



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Greenhatch survey drawing 54710_01_P_REVA
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KEY

- 2.4m x 'y'm visibility splays
- H — Highway boundary interpreted from West Sussex records
- Site boundary
- Uncontrolled crossing incorporating tactile paving and dropped kerbs

F	Full height kerb shown between existing access and proposed crossing.	13/04/2026	TH	JC
E	Access revised.	20/03/2026	TH	JB
D	Uncontrolled crossing shown.	11/03/2026	TH	JB
C	Topographic survey removed.	08/08/2025	TH	JB
Rev.	Description	Date	By	Chkd

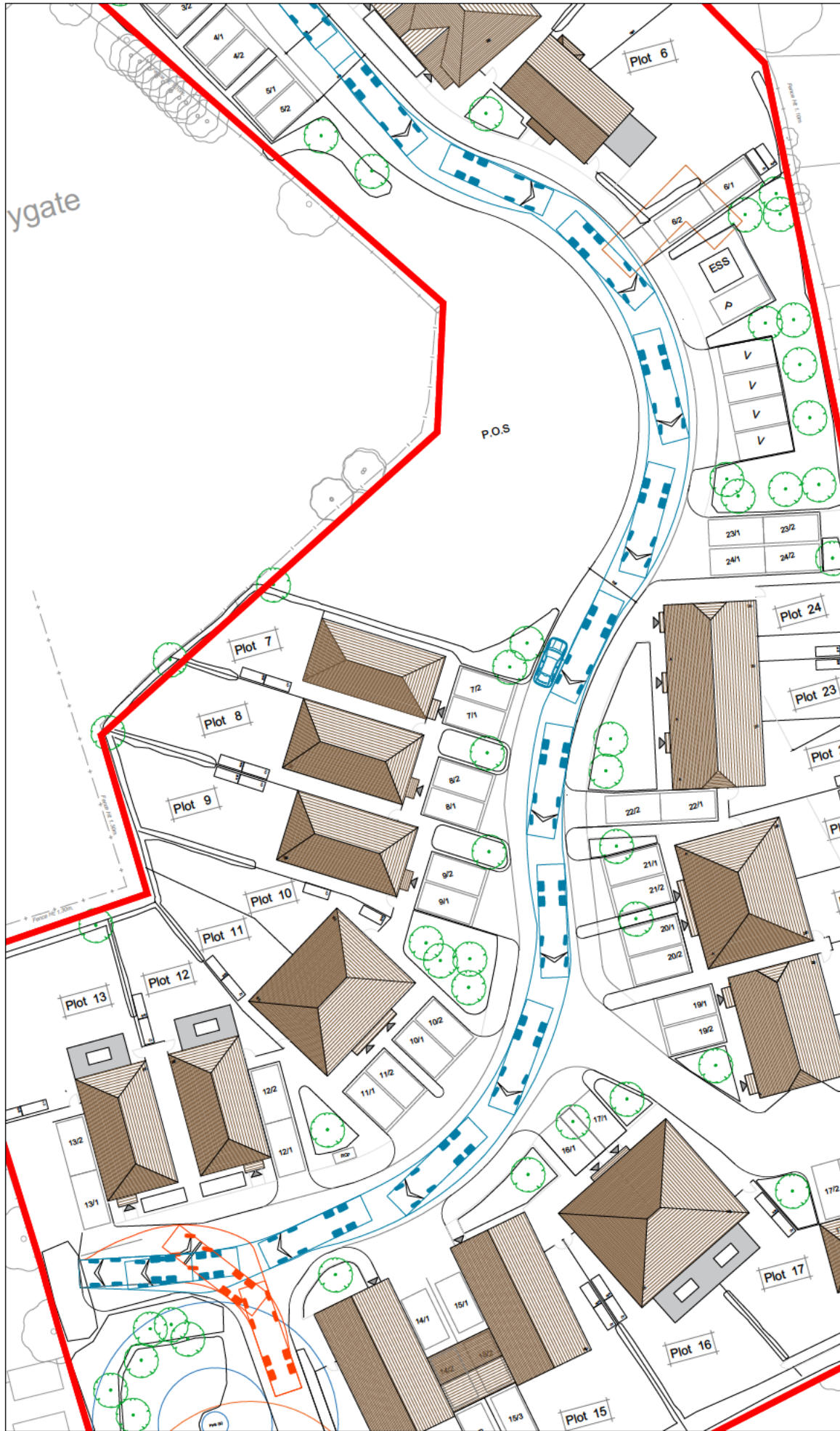
Glanville
Survey > Plan > Engineer

Civil Engineering
Structural Engineering
Transport Planning

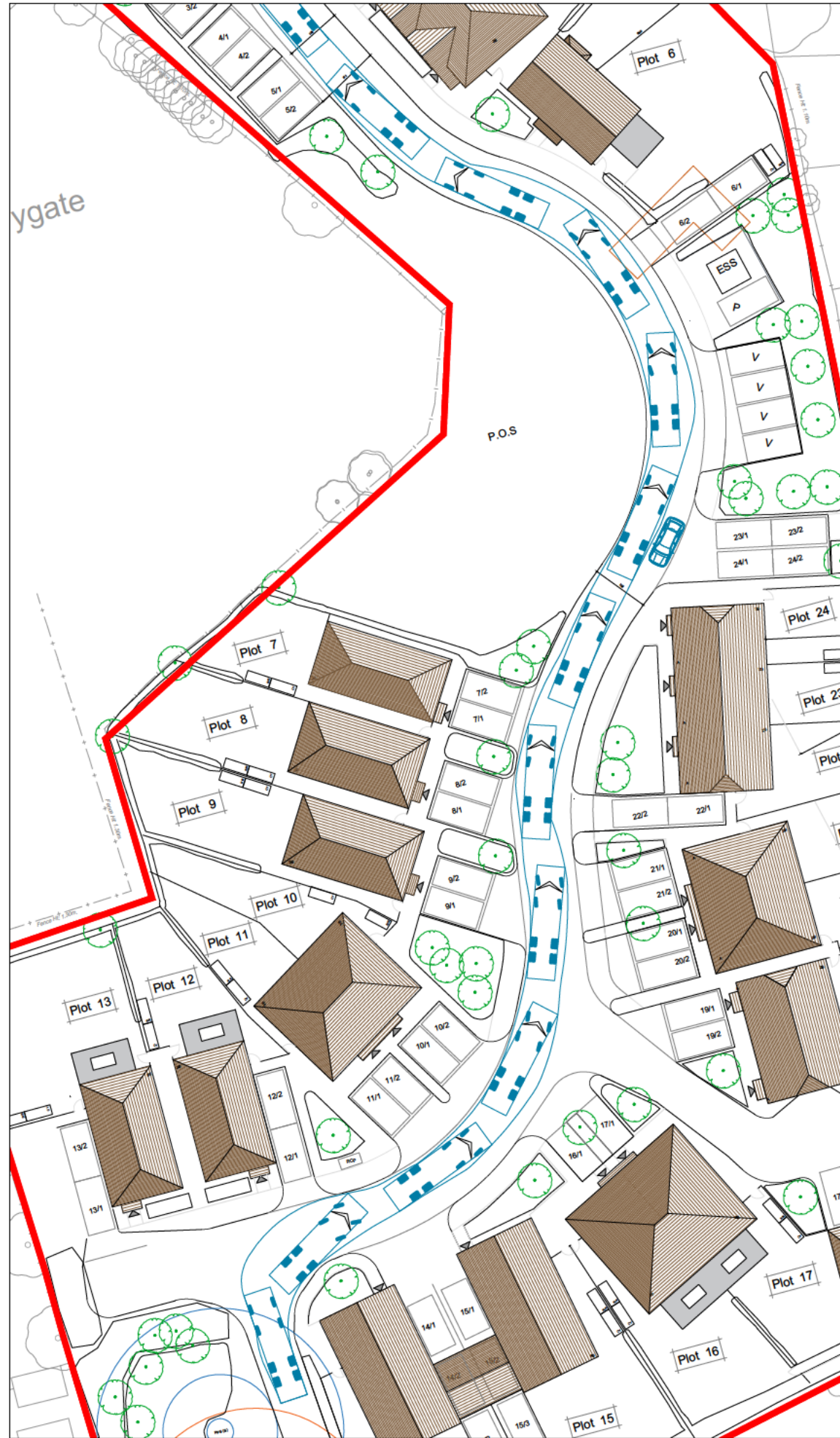
Highways Engineering
Building Surveying
Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :		Black Onyx Projects	
Project :		Cedar Cottage, Sandygate Lane, Lower Beeding, West Sussex, RH13 6LR	
Title :		Site Access and Visibility Splays	
Engineer : T. Hart		Date : April 2025	
Director : J. Birch		Scale : 1:500 @ A3	
Status :		PRELIMINARY	
Drawing No.		8240636/6101	Rev F



TURNING AREA - ENTRY



TURNING AREA - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Greenhatch survey drawing 54710_01_P_REVA
OSP drawing 25109-P101 D
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KEY



10.3m tanker - forward gear



10.3m tanker - reverse gear



Car - forward gear



E	Private vehicles shown.	13/04/26	TH	JC
D	Architect's layout updated.	08/04/26	TH	JC
C	Architect's layout updated. Swept paths revised to suit.	01/04/2026	TH	JC
B	Architect's layout updated.	02/03/26	TH	JC
A	Architect's layout updated.	25/02/26	TH	JC
Rev.	Description	Date	By	Chkd



Glanville

Survey > Plan > Engineer



Civil Engineering



Structural Engineering



Transport Planning



Highways Engineering



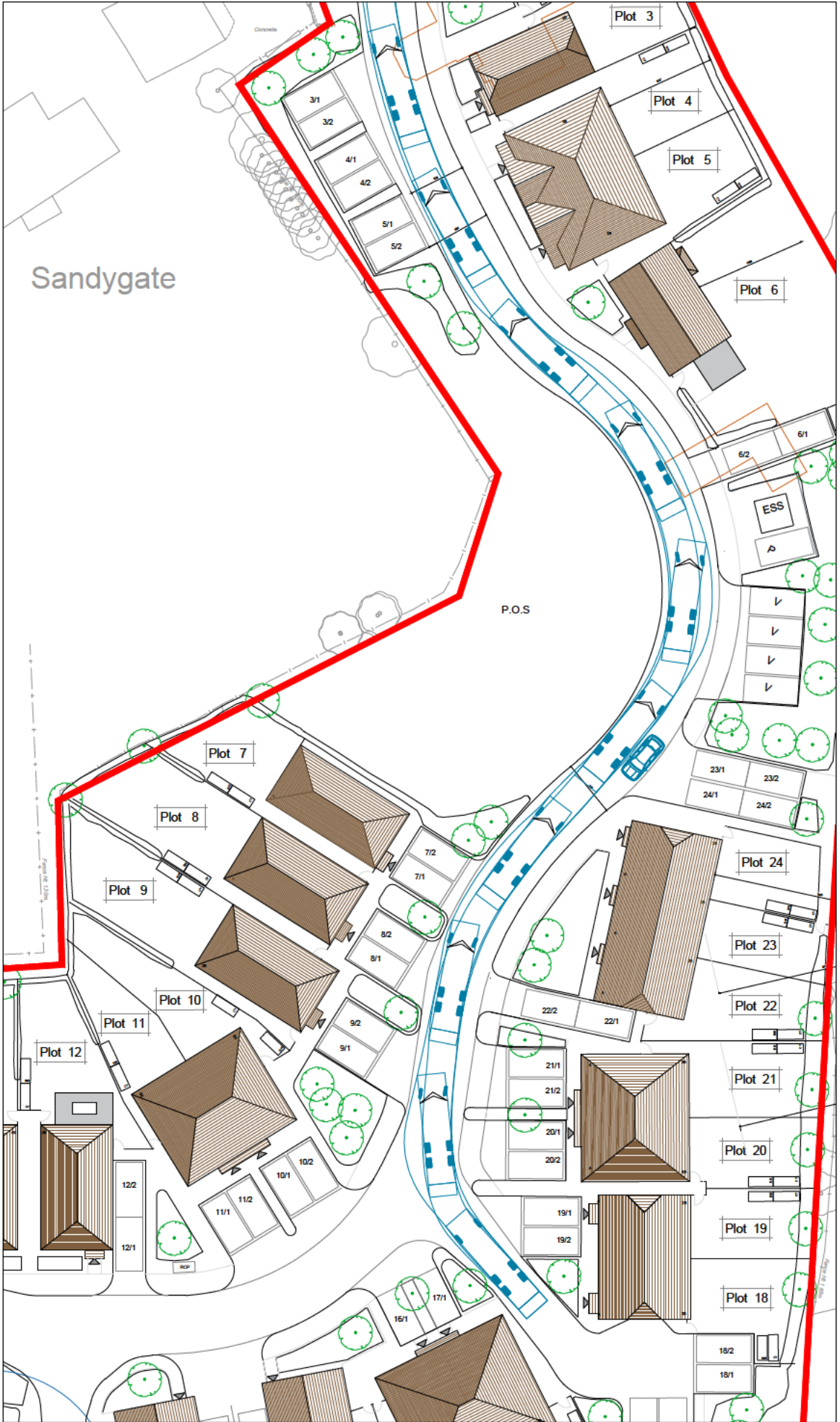
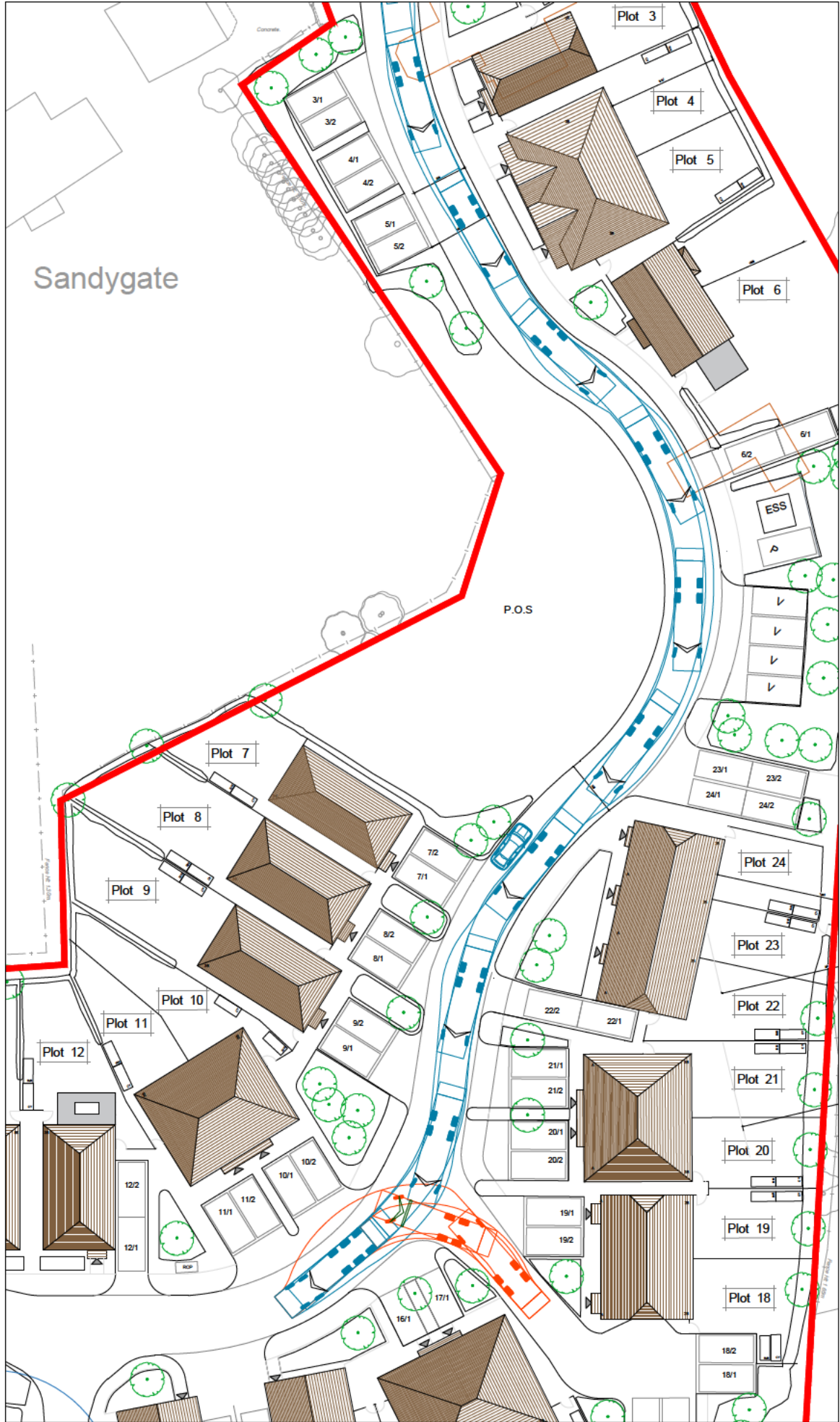
Building Surveying



Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :	Black Onyx Projects		
Project :	Cedar Cottage, Sandygate Lane, Lower Beeding, West Sussex, RH13 6LR		
Title :	Swept Path Analysis 10.3m Tanker		
Engineer : T. Hart	Date : February 2026		
Director : J. Birch	Scale : 1:500 @ A3		
Status :	PRELIMINARY		
Drawing No.	8240636/6206		Rev E



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.

2. Dimensions are not to be scaled.

Source: Greenhatch survey drawing 54710_01_P_REVA
OSP drawing 25109-P101 D

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KEY

11.2m refuse vehicle - forward gear

11.2m refuse vehicle - reverse gear

Car - forward gear

N

E	Private vehicles shown.	13/04/26	TH	JC
D	Architect's layout updated.	08/04/26	TH	JC
C	Architect's layout updated. Swept paths revised to suit.	01/04/2026	TH	JC
B	Architect's layout updated.	02/03/26	TH	JC
A	Architect's layout updated.	25/02/26	TH	JC
Rev.	Description	Date	By	Chkd



Survey > Plan > Engineer



Civil Engineering



Structural Engineering



Transport Planning



Highways Engineering



Building Surveying



Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client:

Black Onyx Projects

Project:

Cedar Cottage, Sandygate Lane,
Lower Beeding, West Sussex, RH13 6LR

Title:

Swept Path Analysis
11.2m Refuse Vehicle

Engineer: T. Hart

Director: J. Birch

Status: PRELIMINARY

Date: February 2026

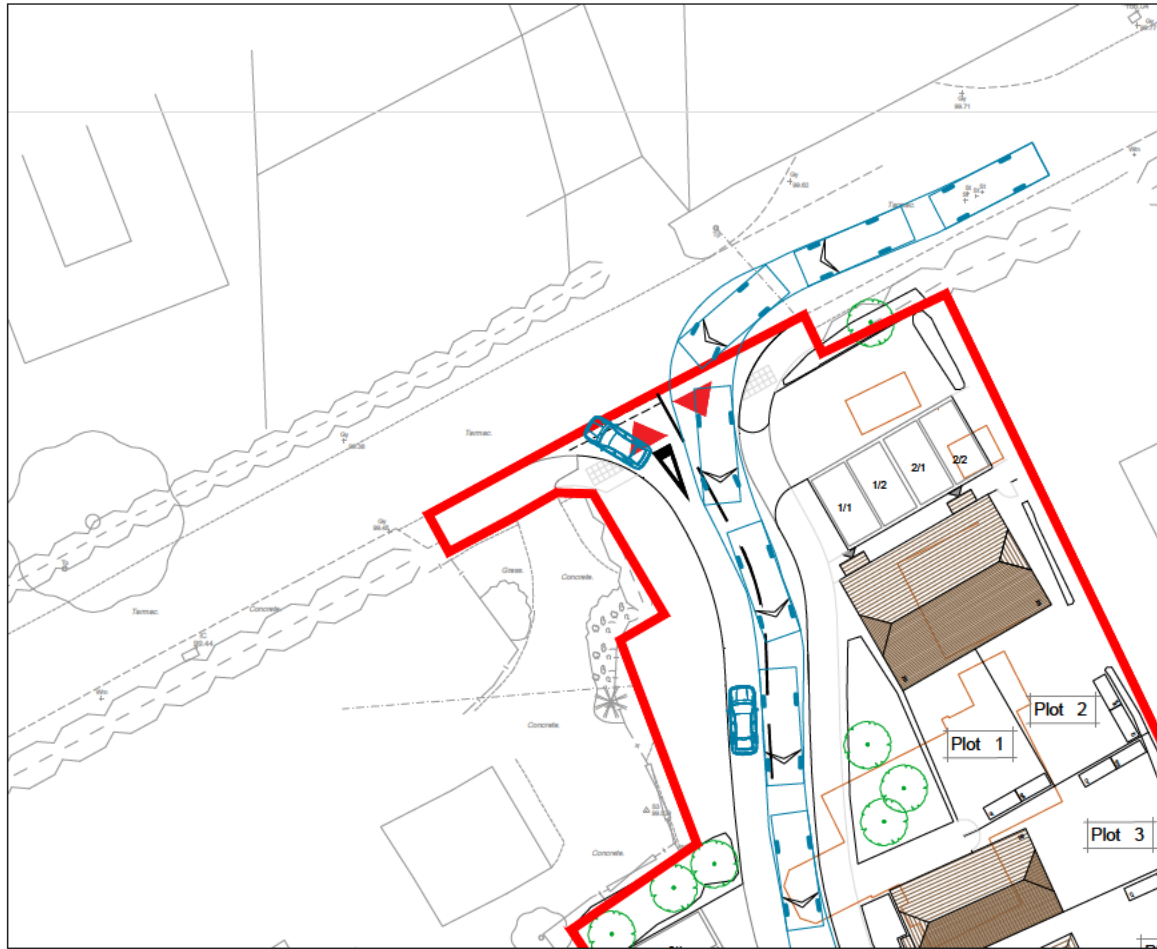
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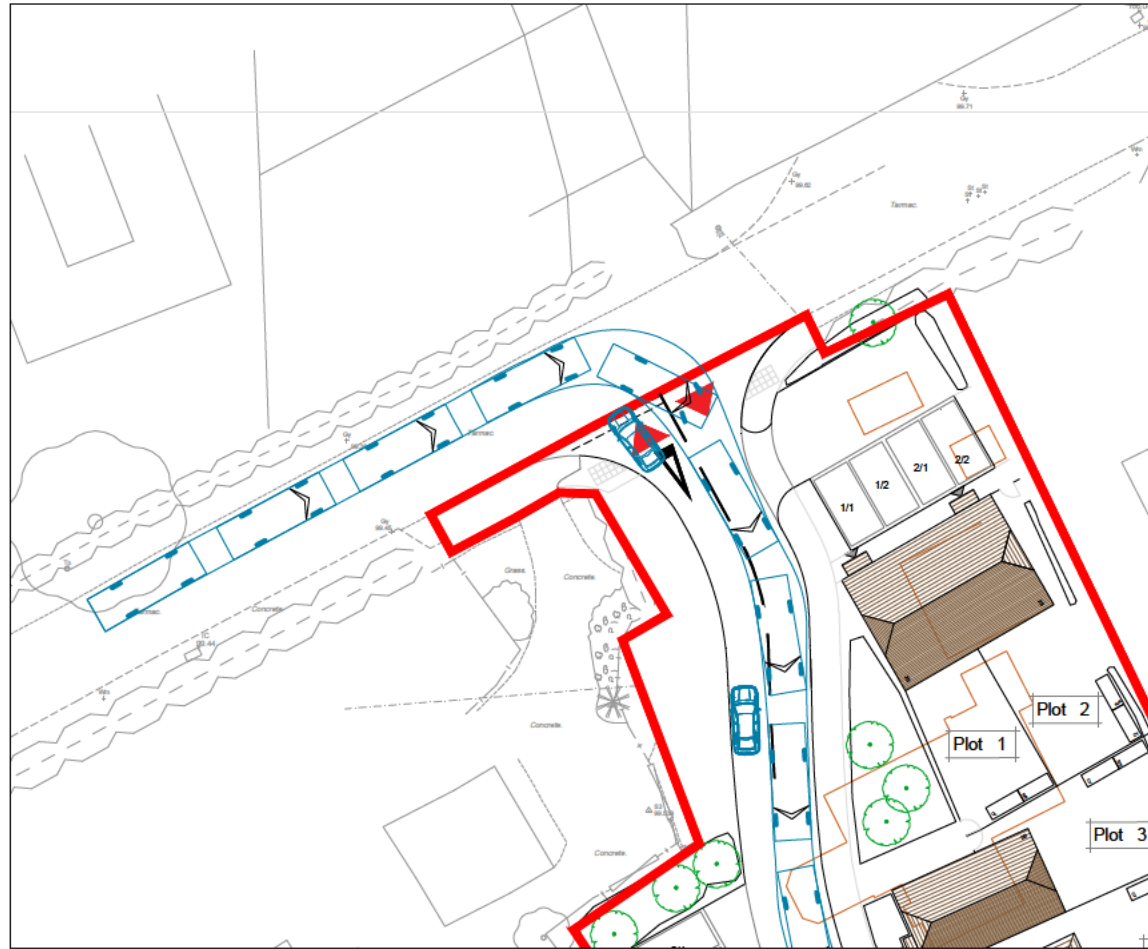
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Rev

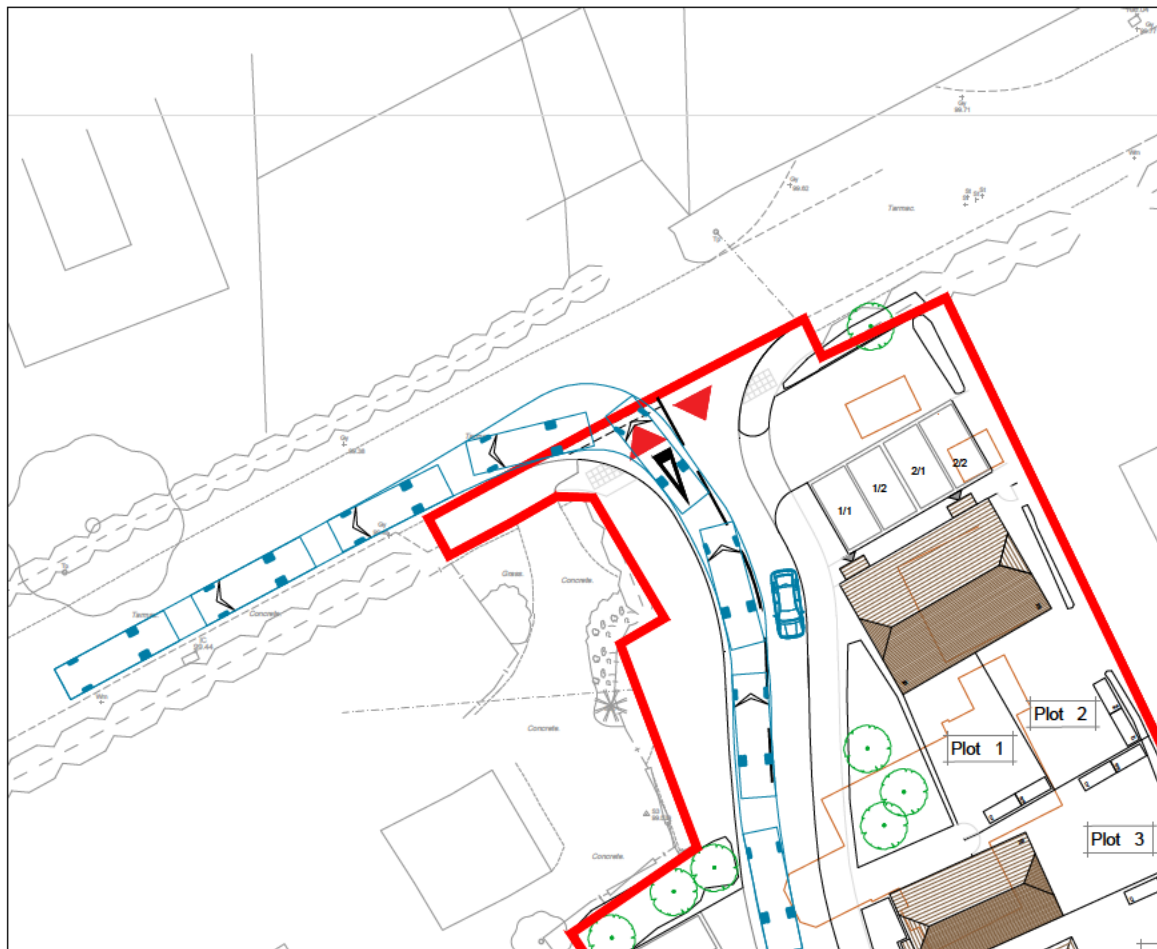
E



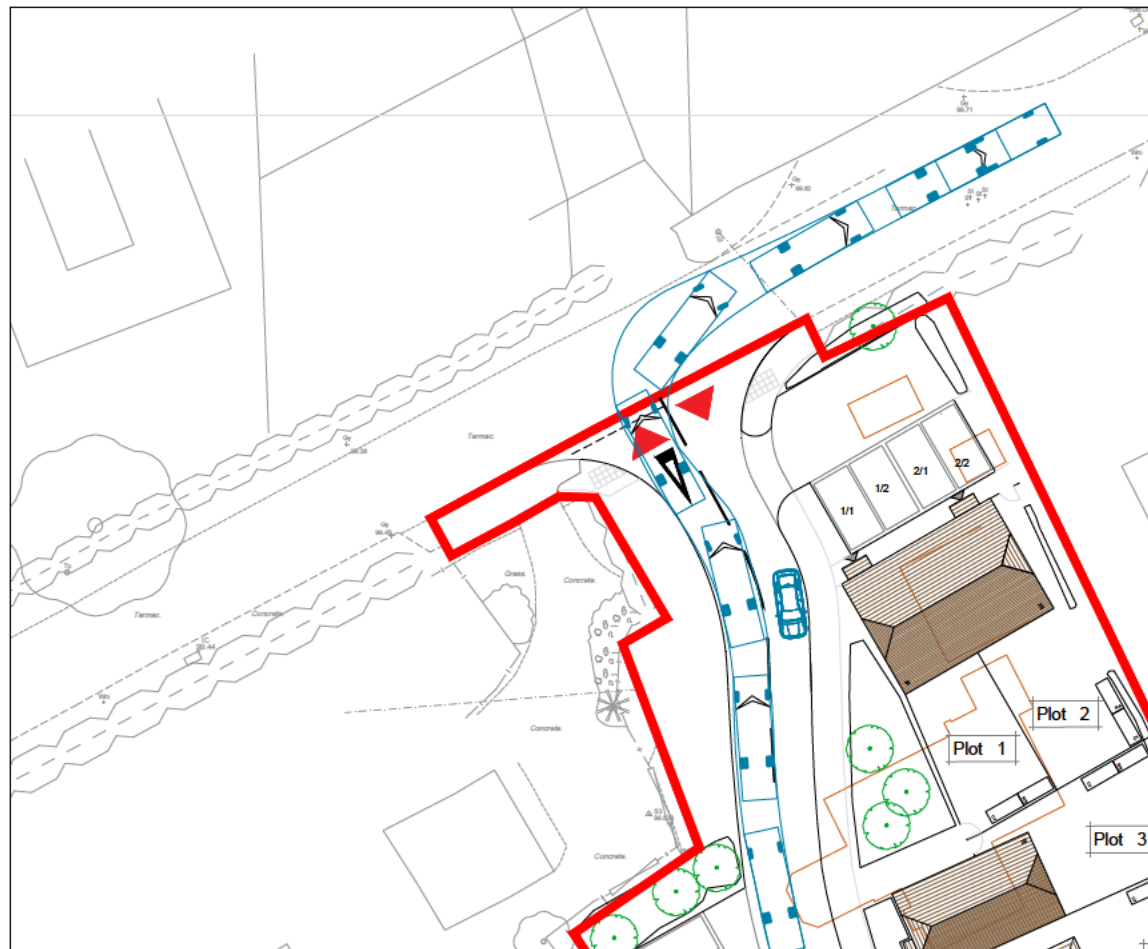
LEFT-TURN - ENTRY



RIGHT-TURN - ENTRY



LEFT-TURN - EXIT



RIGHT-TURN - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Greenhatch survey drawing 54710_01_P_REVA
OSP drawing 25109-P101 D
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KEY



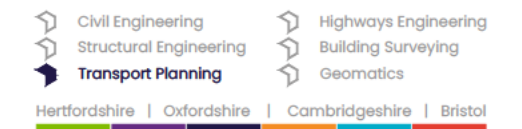
7.7m fire tender - forward gear



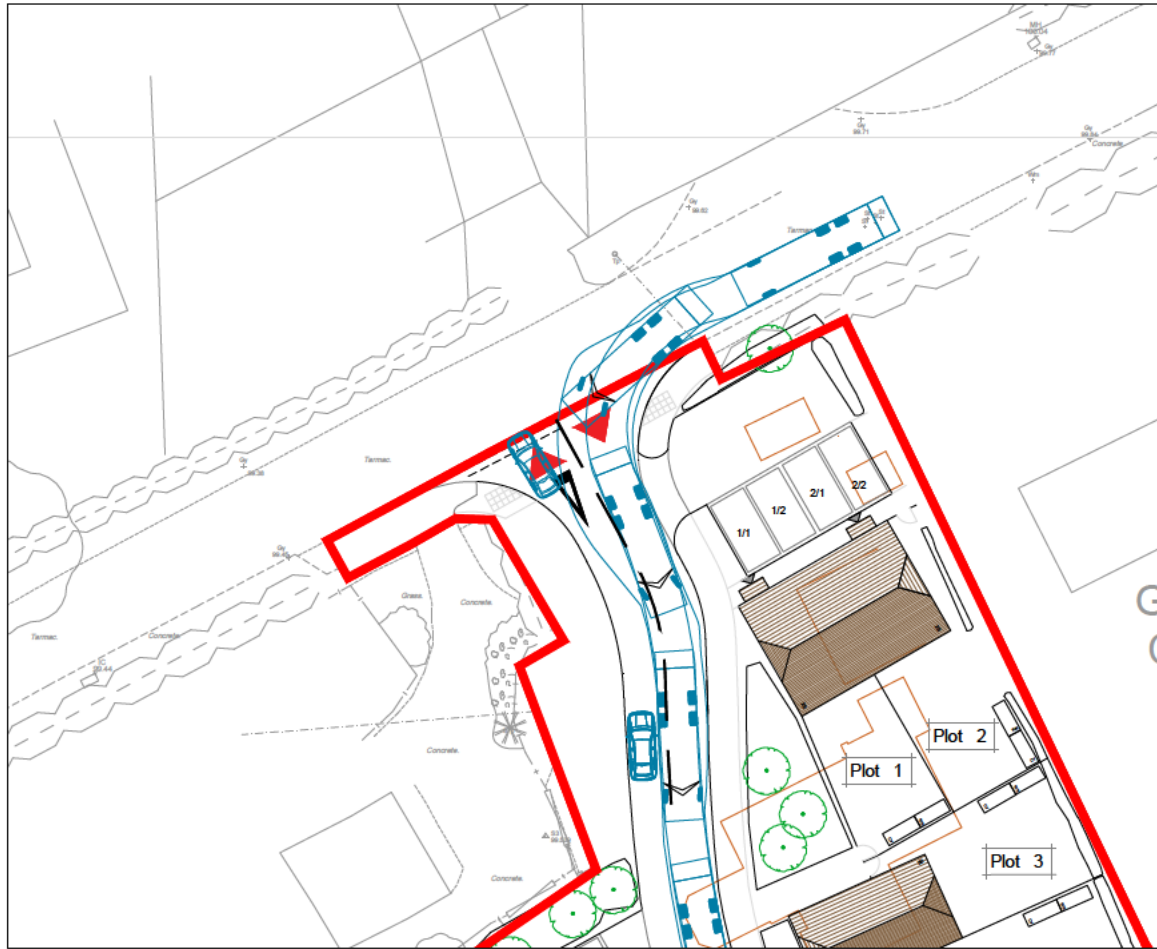
Car - forward gear



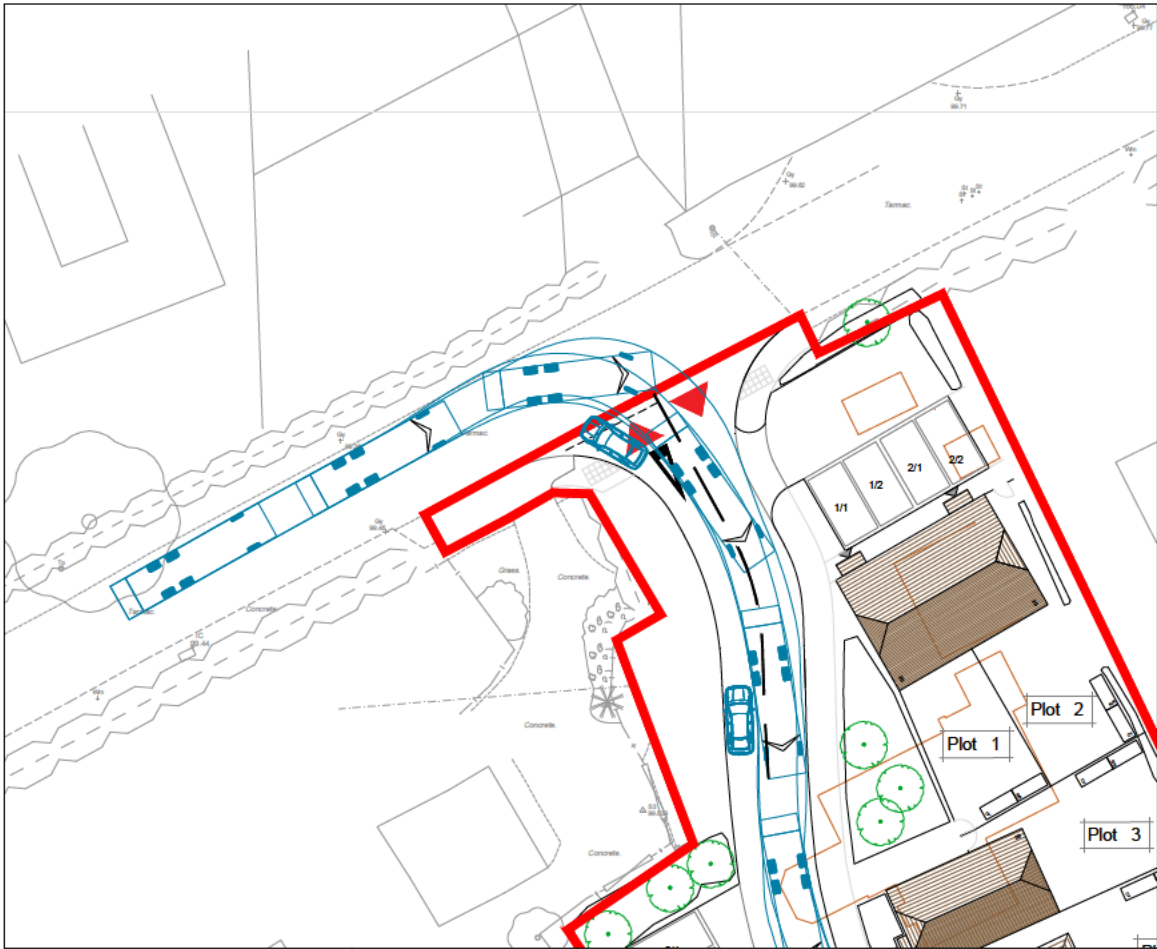
E	Private vehicles shown.	13/04/26	TH	JC
D	Architect's layout updated.	08/04/26	TH	JC
C	Architect's layout updated. Swept paths revised to suit.	01/04/2026	TH	JC
B	Architect's layout added. Swept paths revised to suit.	20/02/2026	TH	AD
A	Topographic survey removed.	08/08/2025	NS	TH
Rev.	Description	Date	By	Chkd



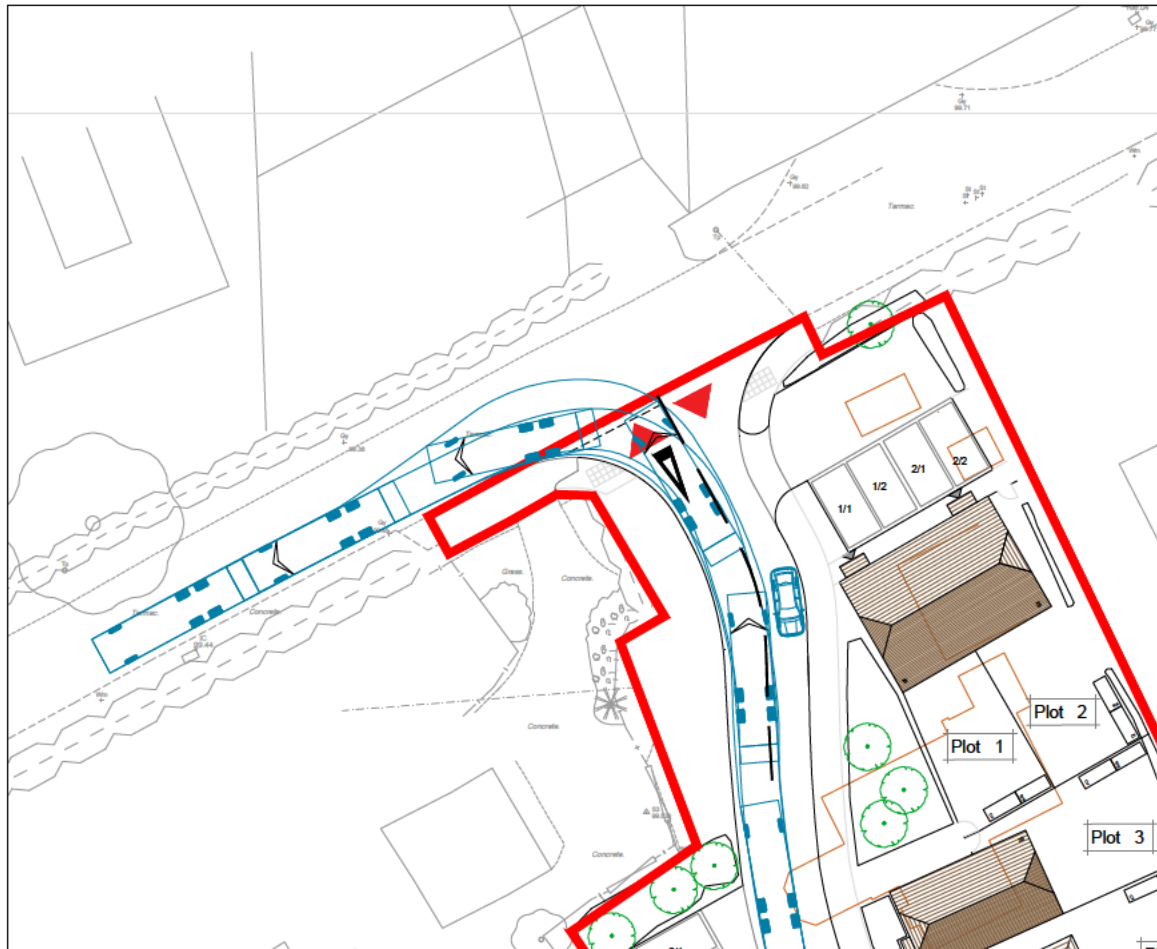
Client:	Black Onyx Projects
Project:	Cedar Cottage, Sandygate Lane, Lower Beeding, West Sussex, RH13 6LR
Title:	Swept Path Analysis 7.7m Fire Tender
Engineer: T. Hart	Date: August 2025
Director: J. Birch	Scale: 1:250 @ A3
Status:	PRELIMINARY
Drawing No.	8240636/6204
Rev	E



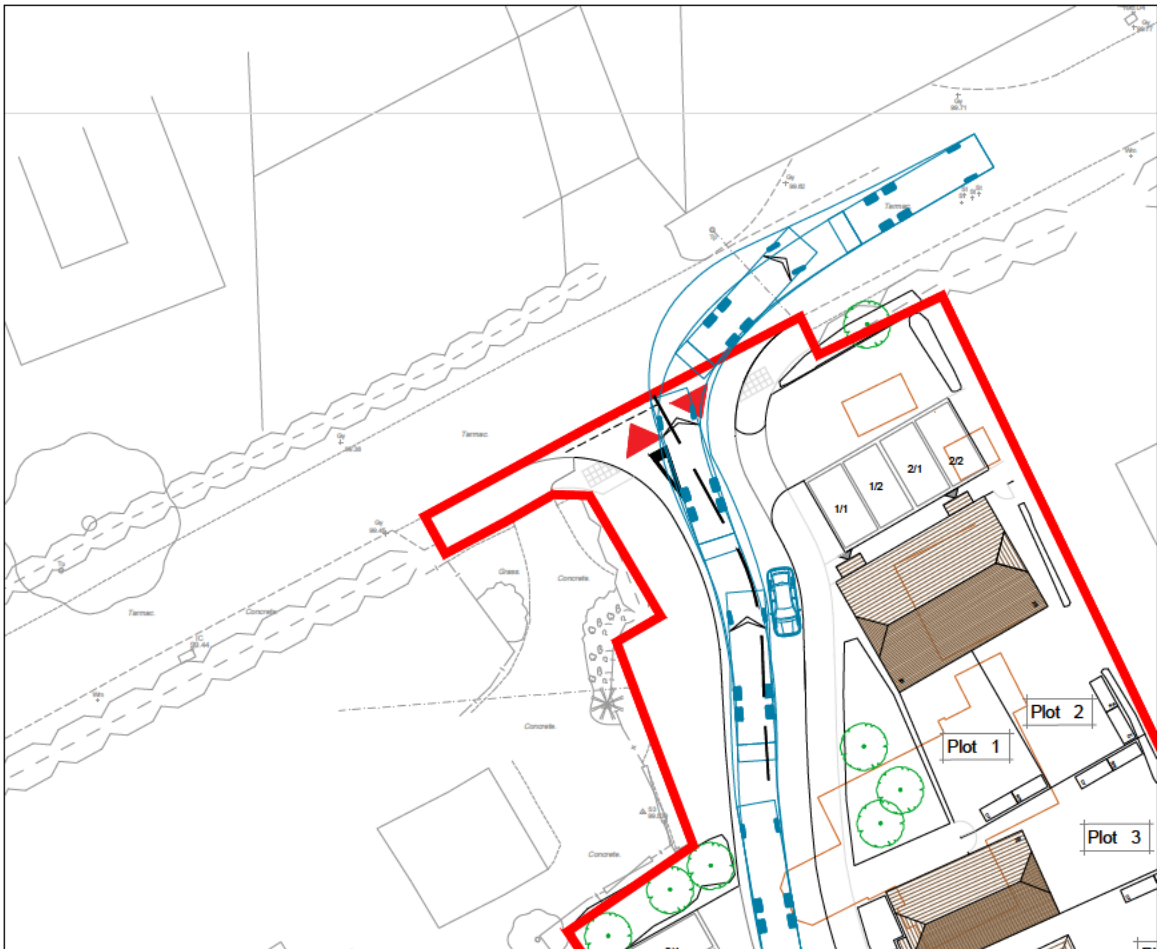
LEFT-TURN - ENTRY



RIGHT-TURN - ENTRY



LEFT-TURN - EXIT



RIGHT-TURN - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.

2. Dimensions are not to be scaled.

Source: Greenhatch survey drawing 54710_01_P_REVA
OSP drawing 25109-P101 D

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KEY

11.2m refuse vehicle - forward gear

Car - forward gear



F	Private vehicles shown.	13/04/26	TH	JC
E	Architect's layout updated.	08/04/26	TH	JC
D	Architect's layout updated. Swept paths revised to suit.	01/04/2026	TH	JC
C	Architect's layout updated.	02/03/2026	TH	JC
B	Architect's layout added. Swept paths revised to suit.	20/02/2026	TH	AD
A	Topographic survey removed.	08/08/2025	NS	TH
Rev.	Description	Date	By	Chkd



Survey > Plan > Engineer

 Civil Engineering

 Structural Engineering

 Transport Planning

 Highways Engineering

 Building Surveying

 Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client:

Black Onyx Projects

Project:

Cedar Cottage, Sandygate Lane,
Lower Beeding, West Sussex, RH13 6LR

Title:

Swept Path Analysis
11.2m Refuse Vehicle

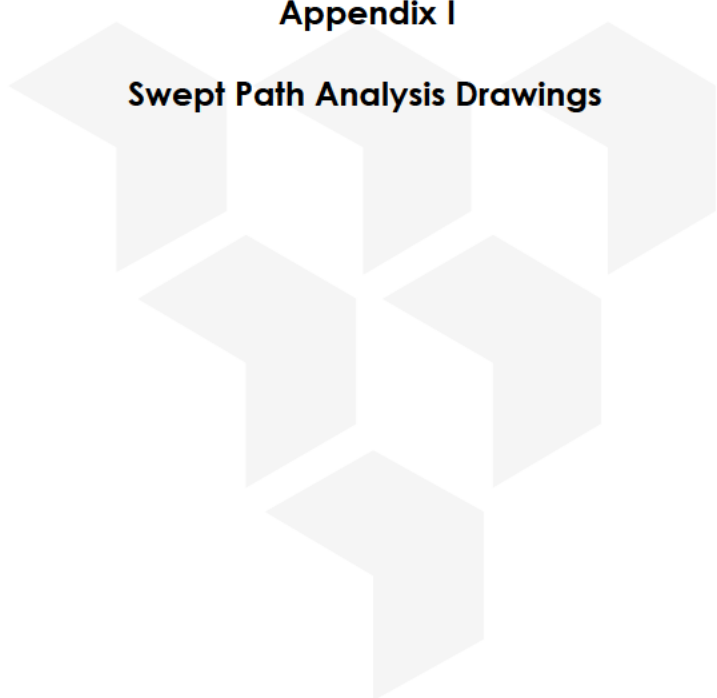
Engineer: T. Hart Date: August 2025

Director: J. Birch Scale: 1:250 @ A3

Status: PRELIMINARY

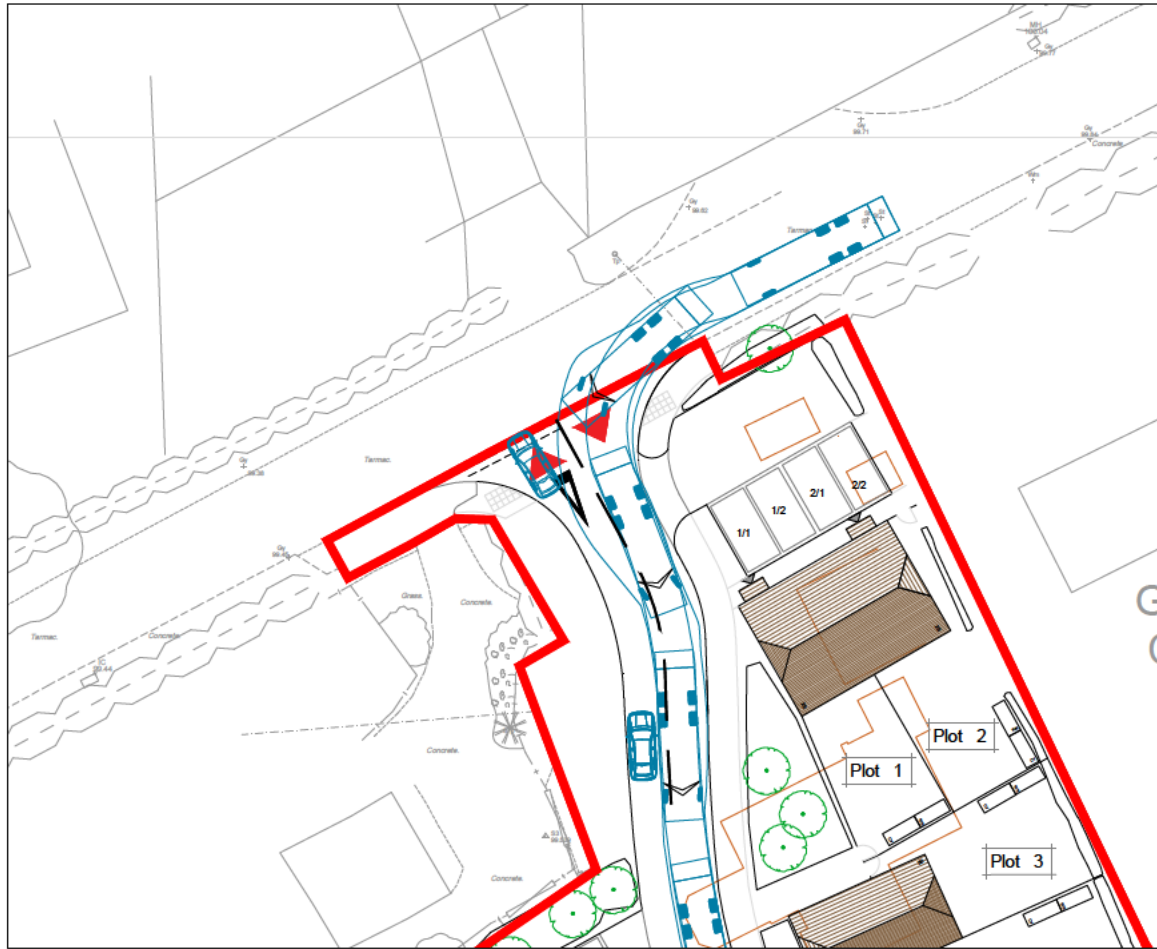
Drawing No. 8240636/6203

Rev F

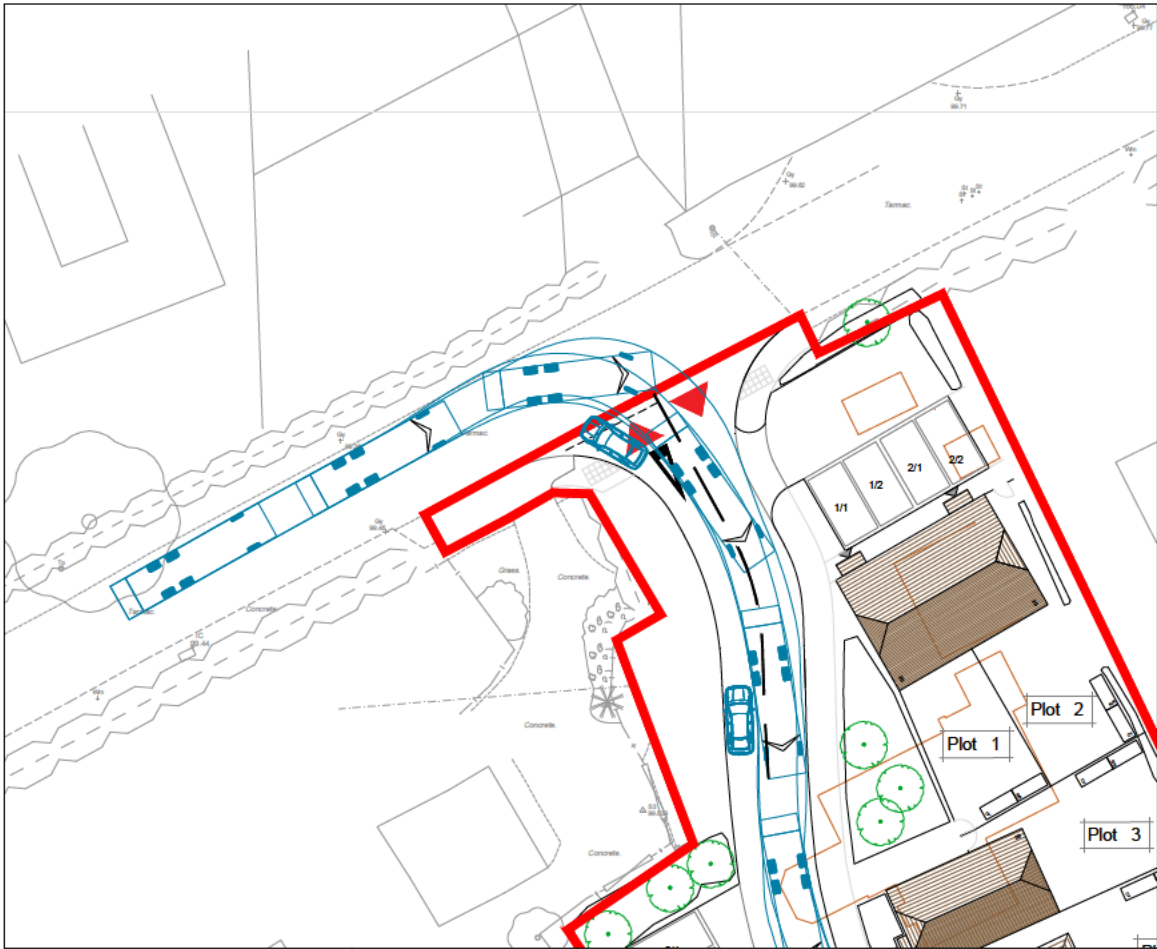


Appendix I

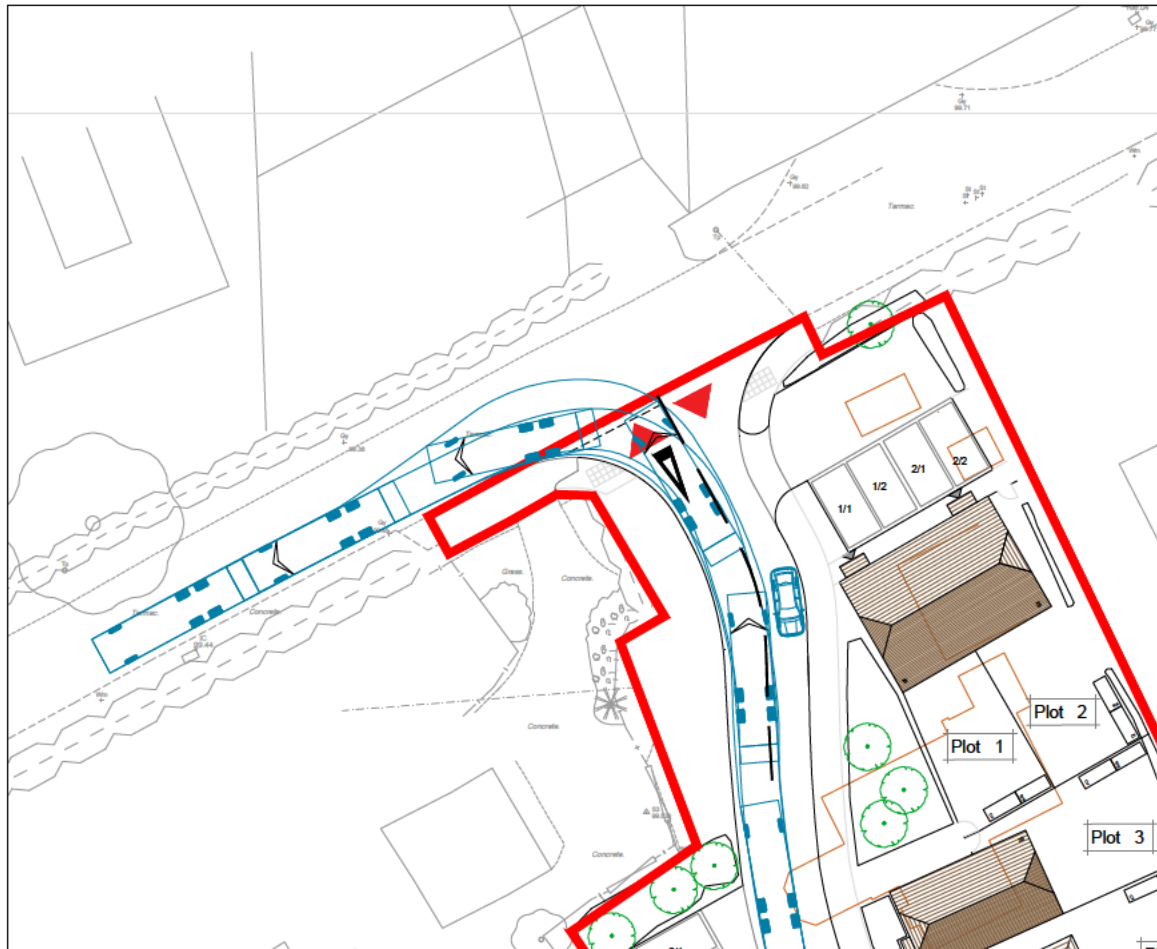
Swept Path Analysis Drawings



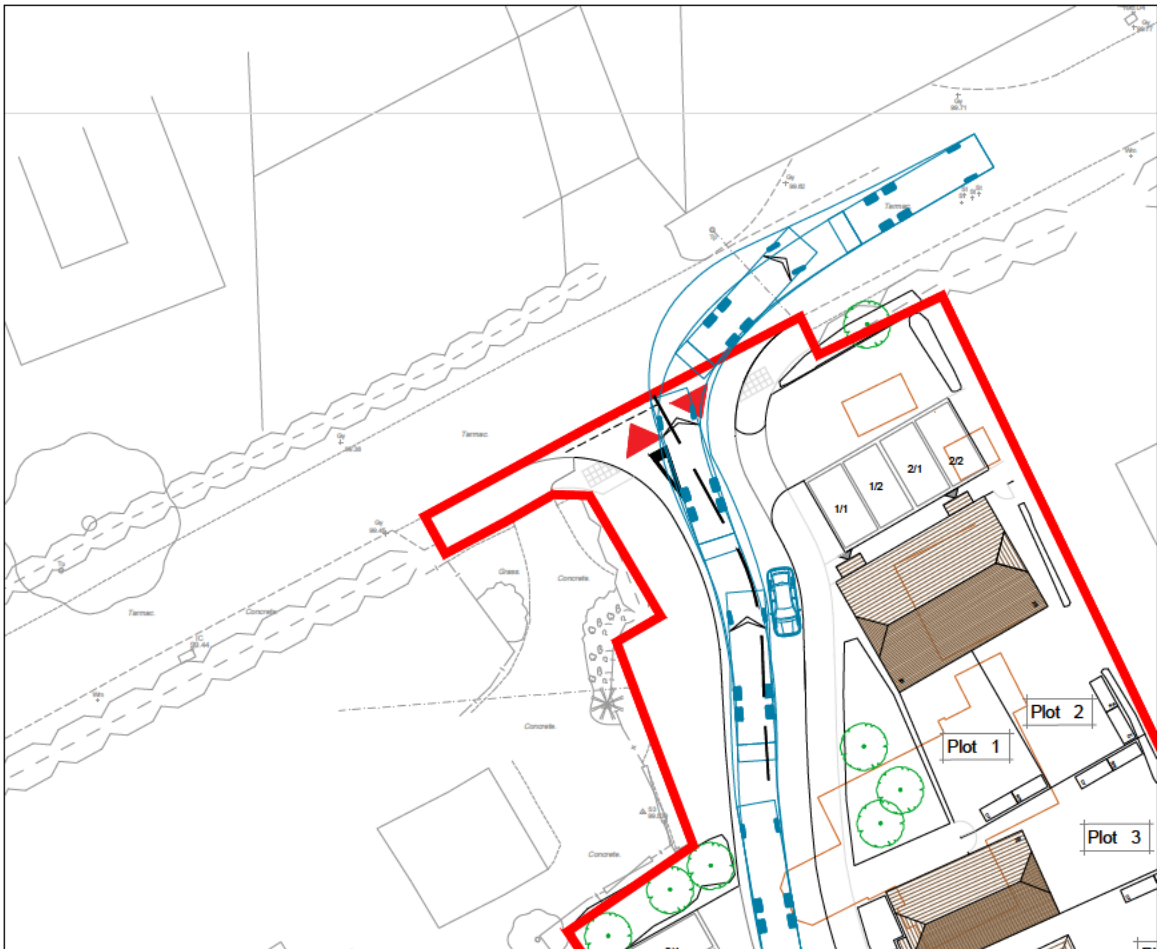
LEFT-TURN - ENTRY



RIGHT-TURN - ENTRY



LEFT-TURN - EXIT



RIGHT-TURN - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.

2. Dimensions are not to be scaled.

Source: Greenhatch survey drawing 54710_01_P_REVA
OSP drawing 25109-P101 D

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KEY


11.2m refuse vehicle - forward gear


Car - forward gear



F	Private vehicles shown.	13/04/26	TH	JC
E	Architect's layout updated.	08/04/26	TH	JC
D	Architect's layout updated. Swept paths revised to suit.	01/04/2026	TH	JC
C	Architect's layout updated.	02/03/2026	TH	JC
B	Architect's layout added. Swept paths revised to suit.	20/02/2026	TH	AD
A	Topographic survey removed.	08/08/2025	NS	TH
Rev.	Description	Date	By	Chkd



Glanville
Survey > Plan > Engineer

 Civil Engineering

 Structural Engineering

 Transport Planning

 Highways Engineering

 Building Surveying

 Geomatics

Hertfordshire

Oxfordshire

Cambridgeshire

Bristol

Client:

Black Onyx Projects

Project:

Cedar Cottage, Sandygate Lane,
Lower Beeding, West Sussex, RH13 6LR

Title:

Swept Path Analysis
11.2m Refuse Vehicle

Engineer: T. Hart

Date: August 2025

Director: J. Birch

Scale: 1:250 @ A3

Status:

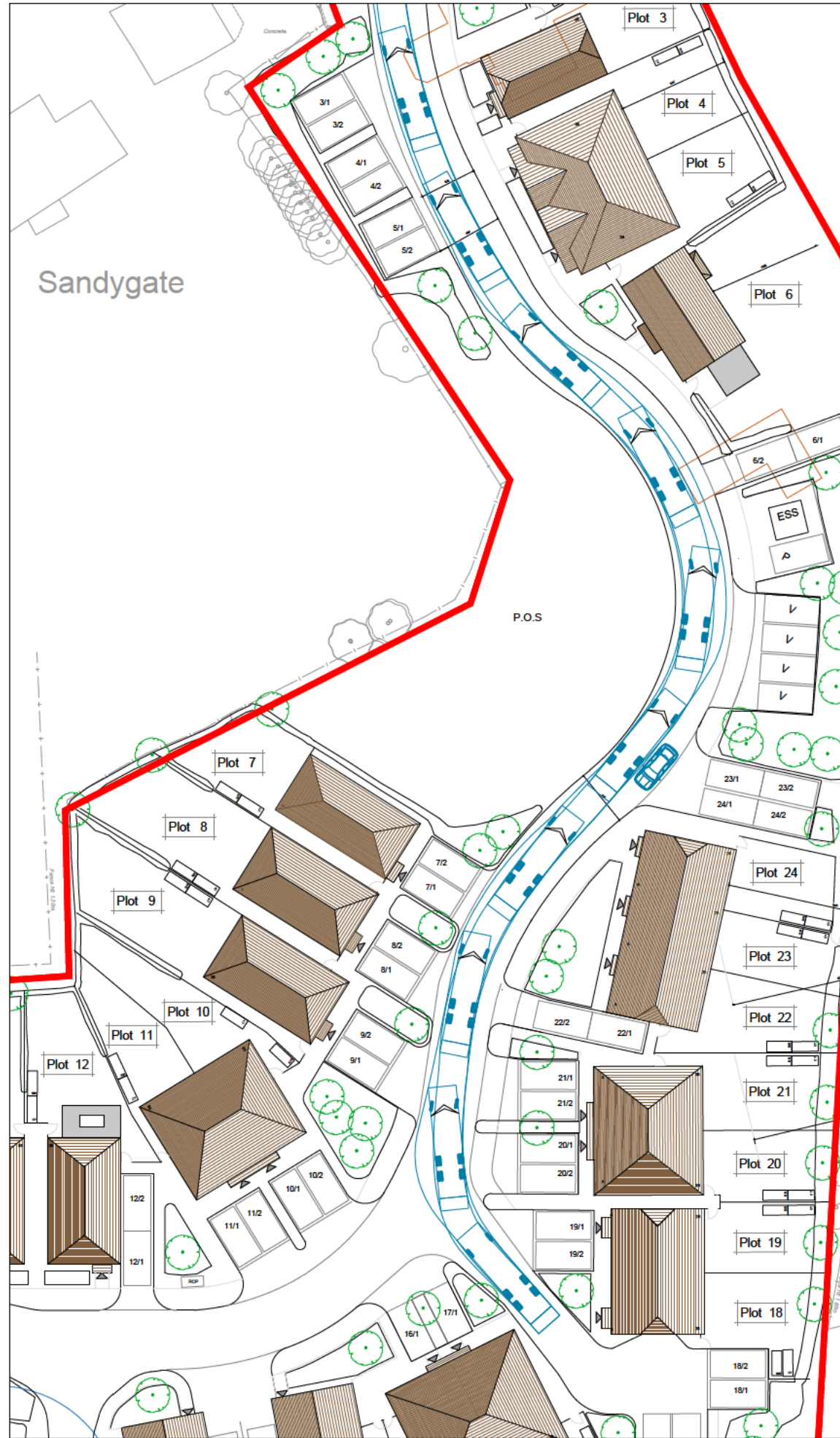
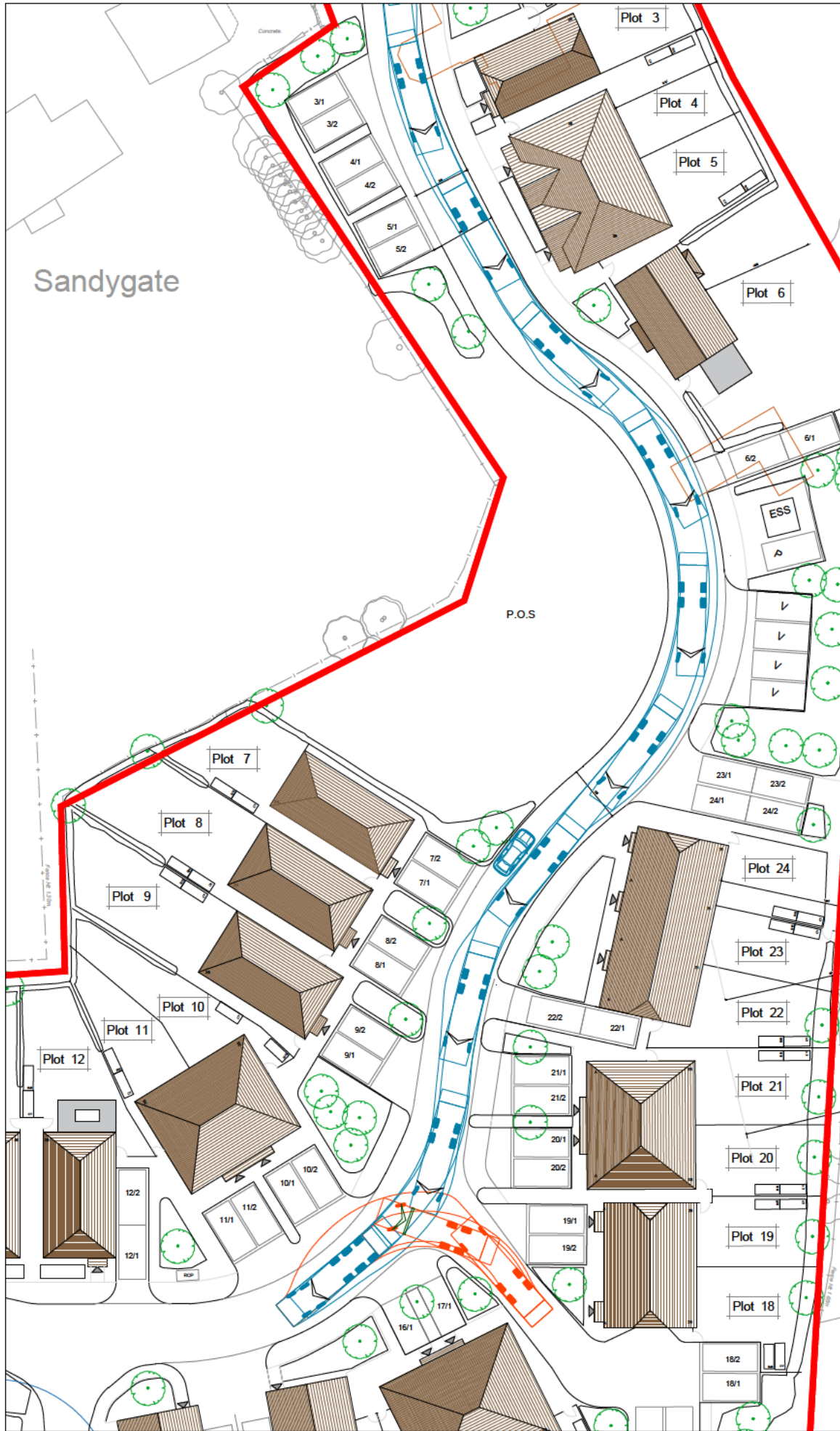
PRELIMINARY

Drawing No.

8240636/6203

Rev

F



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Greenhatch survey drawing 54710_01_P_REVA
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KEY



11.2m refuse vehicle - forward gear



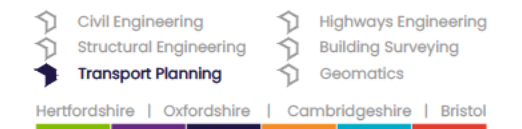
11.2m refuse vehicle - reverse gear



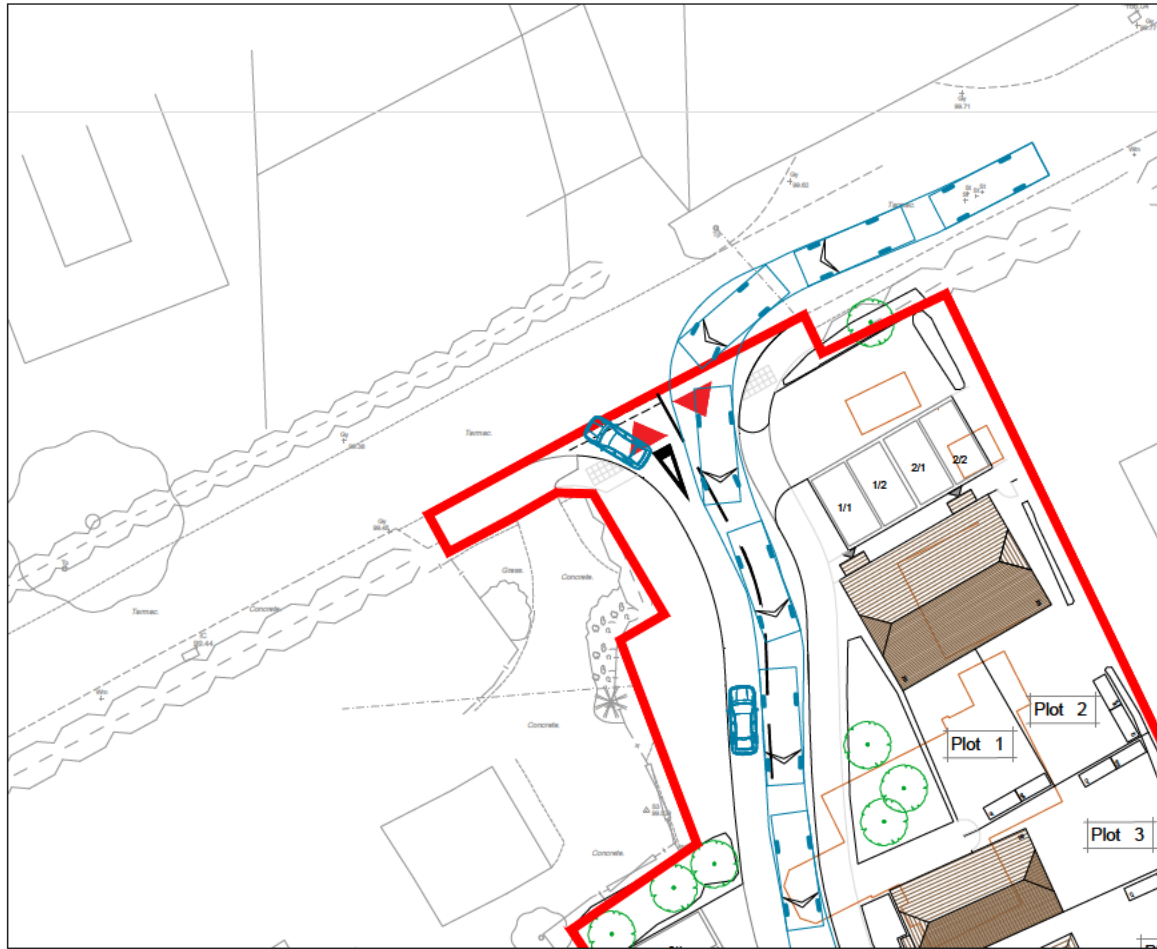
Car - forward gear



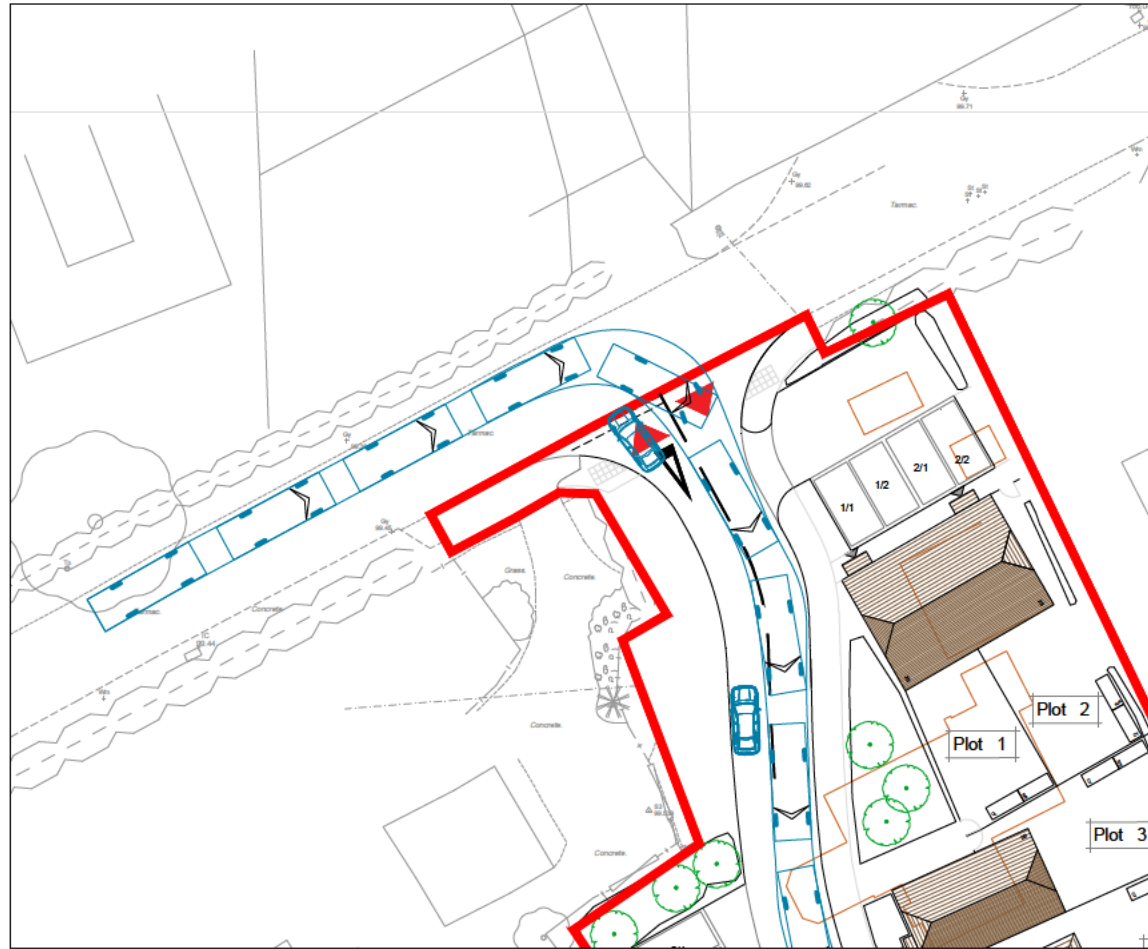
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D	Architect's layout updated.	08/04/26	TH	JC
C	Architect's layout updated. Swept paths revised to suit.	01/04/2026	TH	JC
B	Architect's layout updated.	02/03/26	TH	JC
A	Architect's layout updated.	25/02/26	TH	JC
Rev.	Description	Date	By	Chkd



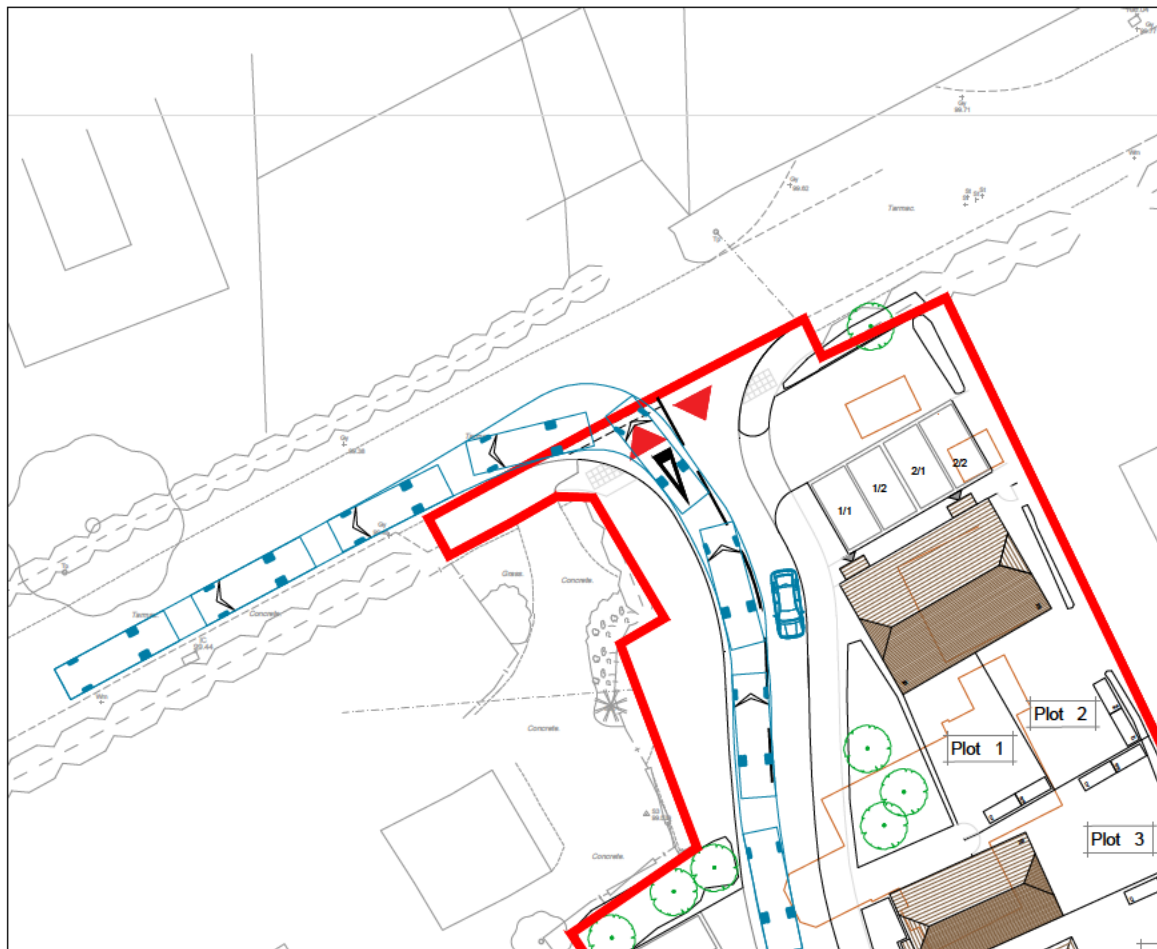
Client:	Black Onyx Projects		
Project:	Cedar Cottage, Sandygate Lane, Lower Beeding, West Sussex, RH13 6LR		
Title:	Swept Path Analysis 11.2m Refuse Vehicle		
Engineer:	T. Hart	Date:	February 2026
Director:	J. Birch	Scale:	1:500 @ A3
Status:	PRELIMINARY		
Drawing No.	8240636/6205		Rev E



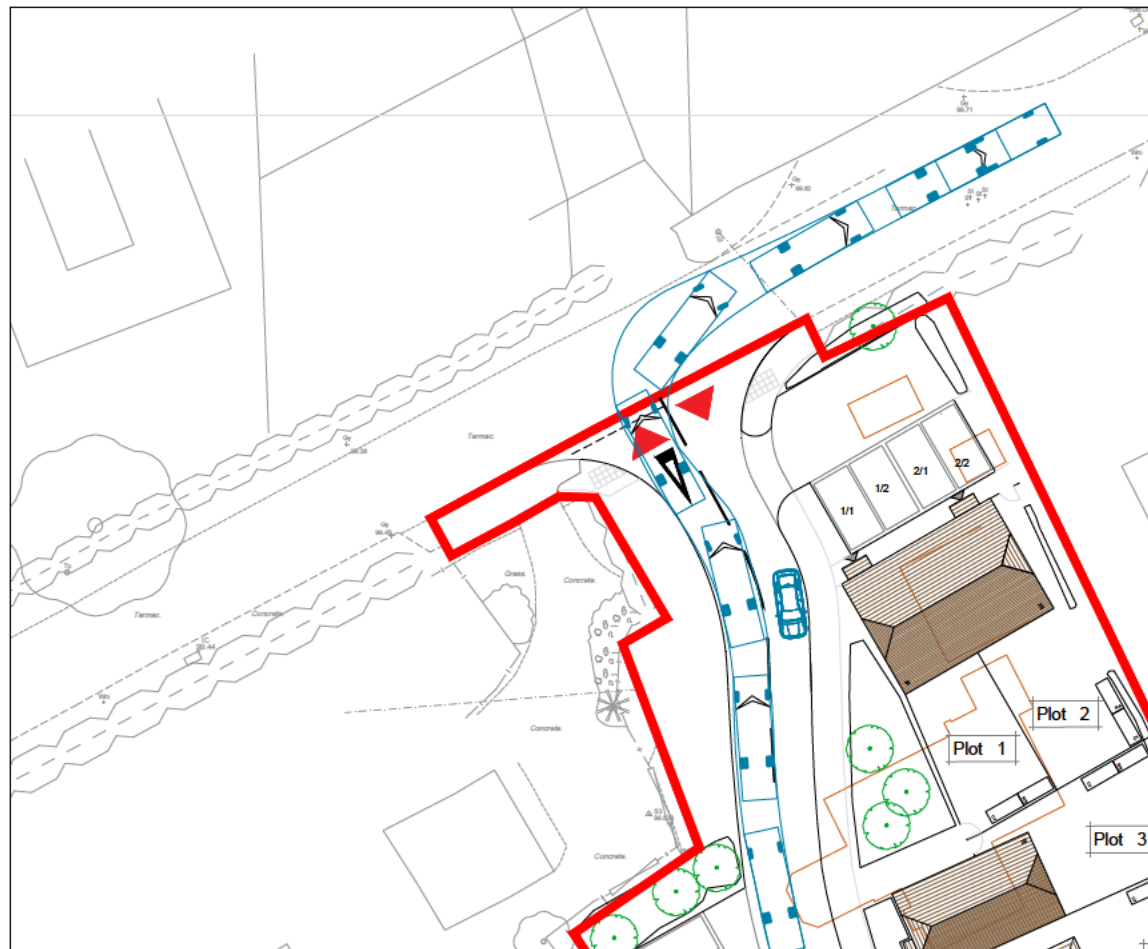
LEFT-TURN - ENTRY



RIGHT-TURN - ENTRY



LEFT-TURN - EXIT



RIGHT-TURN - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Greenhatch survey drawing 54710_01_P_REVA
OSP drawing 25109-P101 D
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KEY



7.7m fire tender - forward gear



Car - forward gear



E	Private vehicles shown.	13/04/26	TH	JC
D	Architect's layout updated.	08/04/26	TH	JC
C	Architect's layout updated. Swept paths revised to suit.	01/04/2026	TH	JC
B	Architect's layout added. Swept paths revised to suit.	20/02/2026	TH	AD
A	Topographic survey removed.	08/08/2025	NS	TH
Rev.	Description	Date	By	Chkd

**Glanville**
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 Civil Engineering

 Structural Engineering

 Transport Planning

 Highways Engineering

 Building Surveying

 Geomatics

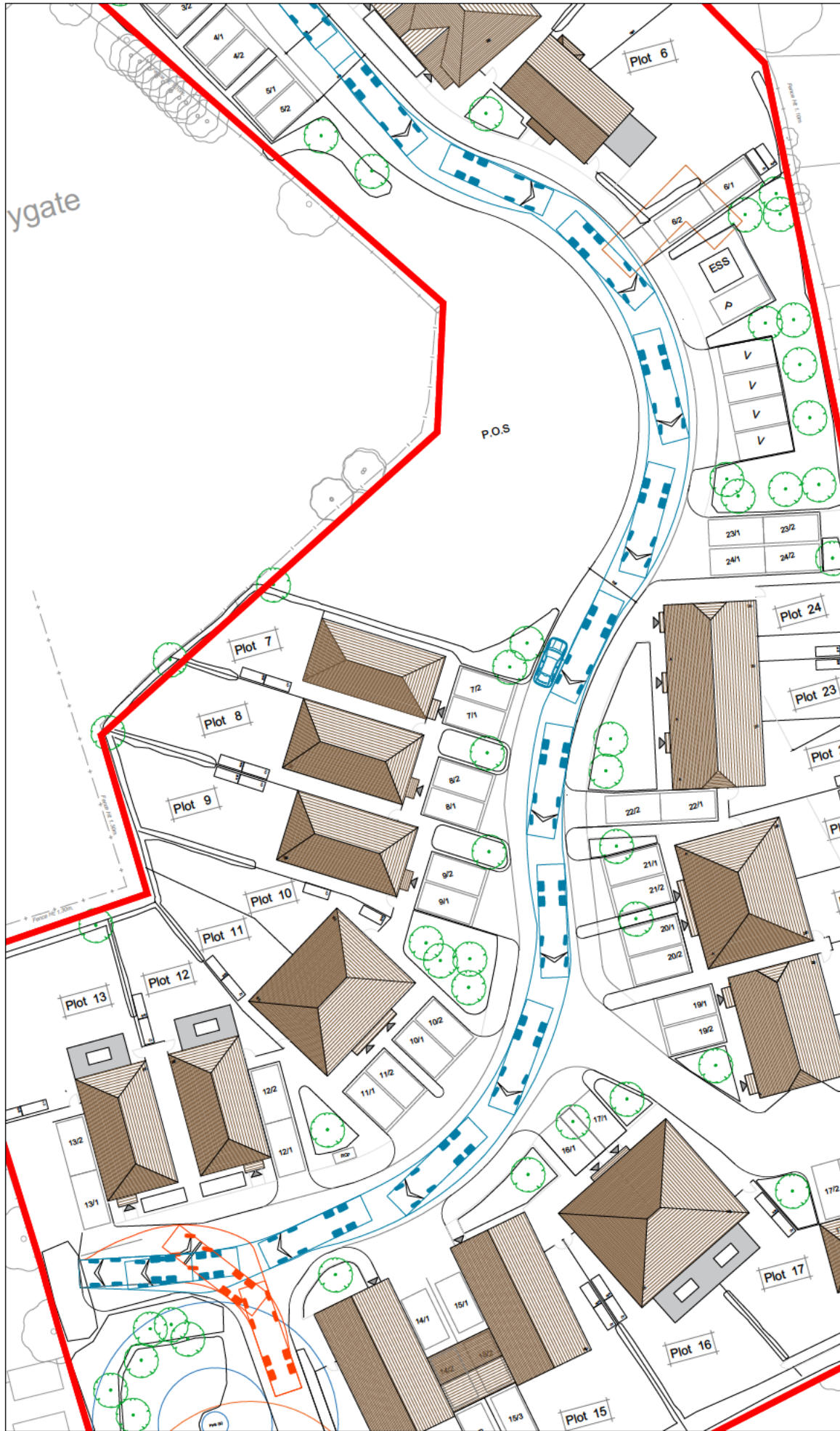
Hertfordshire

Oxfordshire

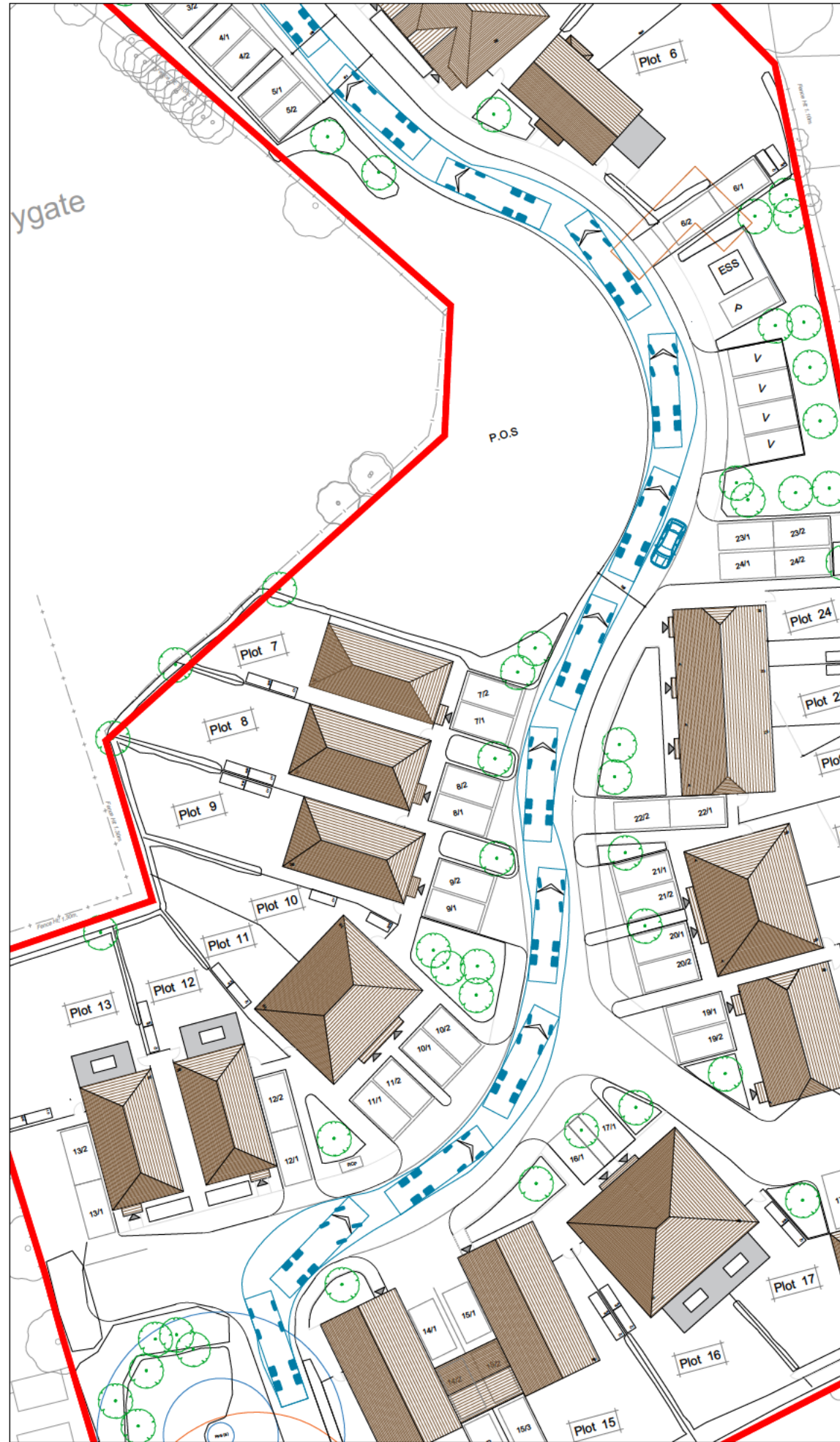
Cambridgeshire

Bristol

Client:	Black Onyx Projects		
Project:	Cedar Cottage, Sandygate Lane, Lower Beeding, West Sussex, RH13 6LR		
Title:	Swept Path Analysis 7.7m Fire Tender		
Engineer:	T. Hart	Date:	August 2025
Director:	J. Birch	Scale:	1:250 @ A3
Status:	PRELIMINARY		
Drawing No.	8240636/6204		Rev E



TURNING AREA - ENTRY



TURNING AREA - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Greenhatch survey drawing 54710_01_P_REVA
OSP drawing 25109-P101 D
- © Crown copyright and database rights 2025 OS 100018363.

KEY



10.3m tanker - forward gear



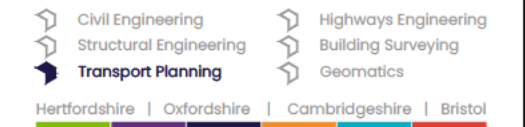
10.3m tanker - reverse gear



Car - forward gear



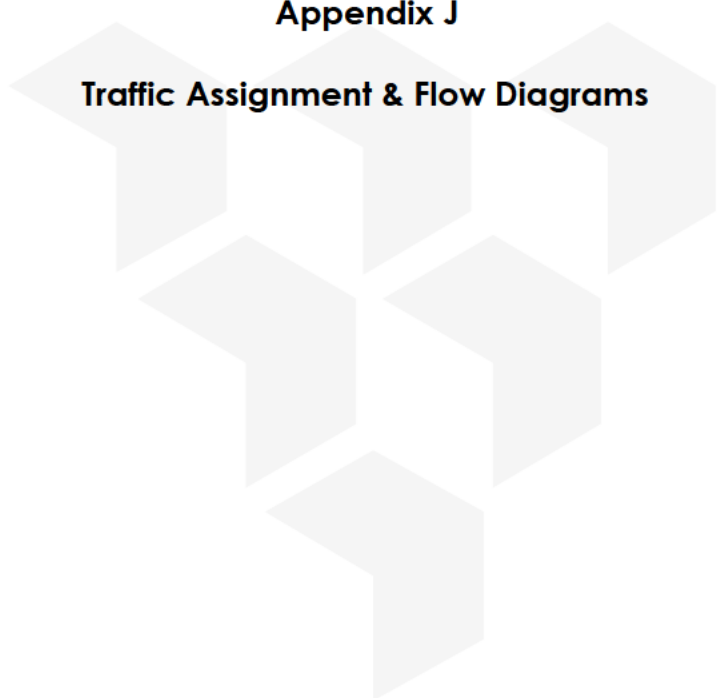
E	Private vehicles shown.	13/04/26	TH	JC
D	Architect's layout updated.	08/04/26	TH	JC
C	Architect's layout updated. Swept paths revised to suit.	01/04/2026	TH	JC
B	Architect's layout updated.	02/03/26	TH	JC
A	Architect's layout updated.	25/02/26	TH	JC
Rev.	Description	Date	By	Chkd



Client :	Black Onyx Projects		
Project :	Cedar Cottage, Sandygate Lane, Lower Beeding, West Sussex, RH13 6LR		
Title :	Swept Path Analysis 10.3m Tanker		
Engineer : T. Hart	Date : February 2026		
Director : J. Birch	Scale : 1:500 @ A3		
Status :	PRELIMINARY		
Drawing No.	8240636/6206		Rev E

Appendix J

Traffic Assignment & Flow Diagrams



Traffic Distribtuion

Traffic Generation 25 Dwellings			
	Arrivals	Departures	Total
AM	3	8	11
PM	9	3	12
DAILY	50	51	101

J1	Site Access
J2	A281 / B2115
J3	A281 / B2110 Leechpond Hill
J4	B2115 / B2110

MSOA Locations	No Trips	% Within Zone	AM Departures	AM Arrivals	PM Departures	PM Arrivals
Horsham	883	48.4%	3.9	1.5	1.5	4.4
Crawley	360	19.7%	1.6	0.6	0.6	1.8
Mid Sussex	133	7.3%	0.6	0.2	0.2	0.7
Reigate and Banstead	75	4.1%	0.3	0.1	0.1	0.4
Mole Valley	69	3.8%	0.3	0.1	0.1	0.3
Brighton and Hove	51	2.8%	0.2	0.1	0.1	0.3
Worthing	35	1.9%	0.2	0.1	0.1	0.2
Waverley	28	1.5%	0.1	0.0	0.0	0.1
Guildford	27	1.5%	0.1	0.0	0.0	0.1
Hillingdon	27	1.5%	0.1	0.0	0.0	0.1
Chichester	25	1.4%	0.1	0.0	0.0	0.1
Croydon	21	1.2%	0.1	0.0	0.0	0.1
Tandridge	16	0.9%	0.1	0.0	0.0	0.1
Arun	14	0.8%	0.1	0.0	0.0	0.1
Elmbridge	13	0.7%	0.1	0.0	0.0	0.1
Adur	12	0.7%	0.1	0.0	0.0	0.1
Epsom and Ewell	12	0.7%	0.1	0.0	0.0	0.1
Severnooks	12	0.7%	0.1	0.0	0.0	0.1
Lewes	11	0.6%	0.0	0.0	0.0	0.1
Total	1,824	100%	8	3	3	9

Access	Departure Matrix	Arrival Matrix
BA	J1BC-J2BA	J2AB-J1CB
BA	J1BA-J4BC	J4CB-J1AB
BC	J1BA-J4BC	J4CB-J1AB
BA	J1BA-J4BC	J4CB-J1AB
BA	J1BC-J2BA	J2AB-J1CB
BC	J1BA-J4BC	J4CB-J1AB
BC	J1BC-J2BC-J3AC	J3CA-J2CB-J1CB
BC	J1BC-J2BA	J2AB-J1CB
BA	J1BC-J2BA	J2AB-J1CB
BC	J1BA-J4BC	J4CB-J1AB
BA	J1BC-J2BC-J3AC	J3CA-J2CB-J1CB
BC	J1BA-J4BC	J4CB-J1AB
BA	J1BC-J2BC-J3AC	J3CA-J2CB-J1CB
BC	J1BA-J4BC	J4CB-J1AB
BA	J1BA-J4BC	J4CB-J1AB
BA	J1BA-J4BC	J4CB-J1AB
BA	J1BA-J4BC	J4CB-J1AB

Site Access

Hourly
08:00-09:00

From / To	A	B	C
A		1.2	
B	3.3		4.7
C		1.8	

11

6.5 59.3% west
4.5 40.7% east

Site Access

Hourly
17:00-18:00

From / To	A	B	C
A		3.7	
B	1.2		1.8
C		5.3	

12

7.1 59.3% west
4.9 40.7% east

J2

Hourly
08:00-09:00

From / To	A	B	C
A		1.7	
B	4.4		0.3
C		0.1	

Hourly
17:00-18:00

From / To	A	B	C
A		5.0	
B	1.7		0.1
C		0.4	

J3

Hourly
08:00-09:00

From / To	A	B	C
A			0.3
B			
C	0.1		

Hourly
17:00-18:00

From / To	A	B	C
A			0.1
B			
C	0.4		

J4

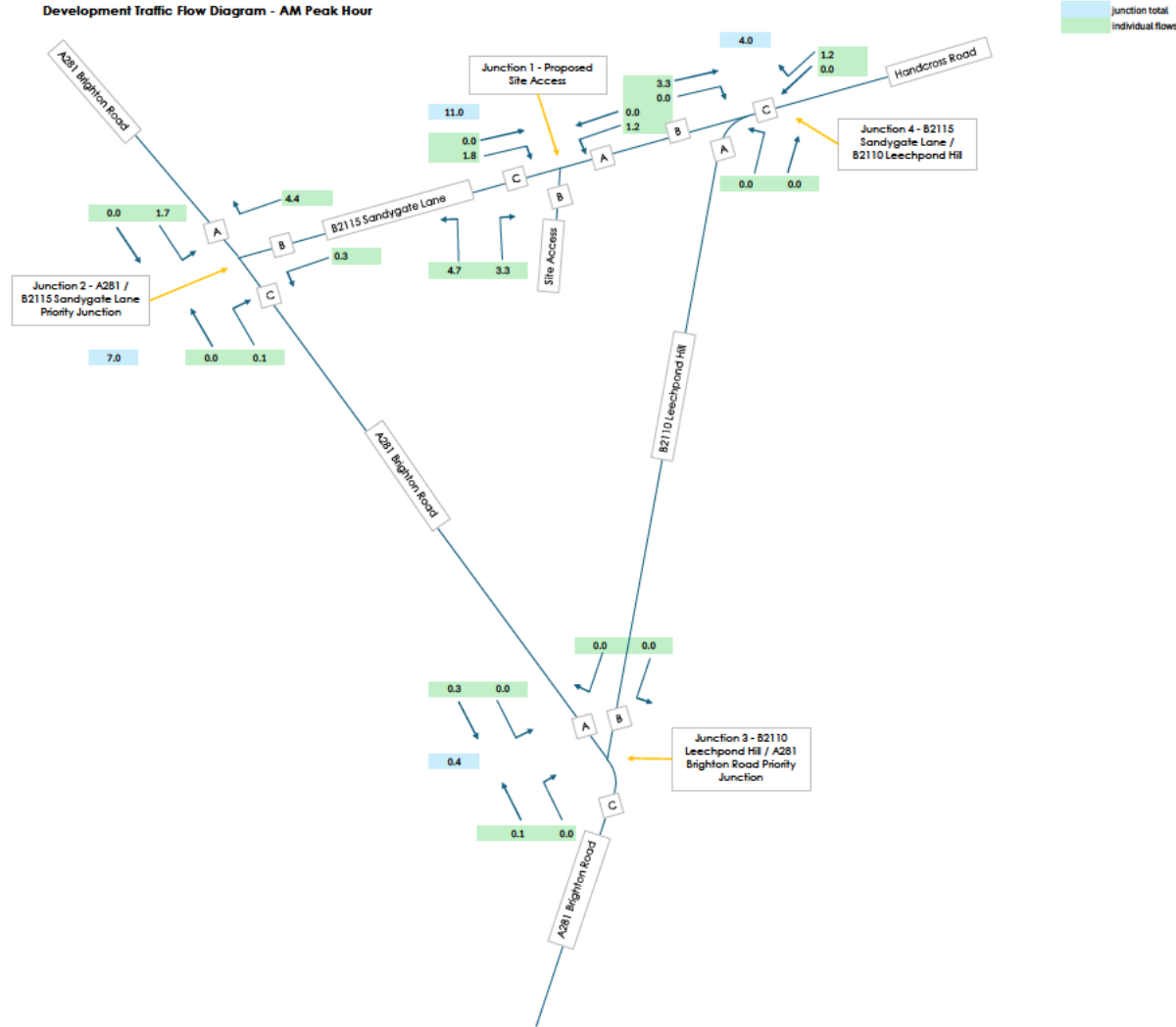
Hourly
08:00-09:00

From / To	A	B	C
A			
B			3,3
C		1,2	

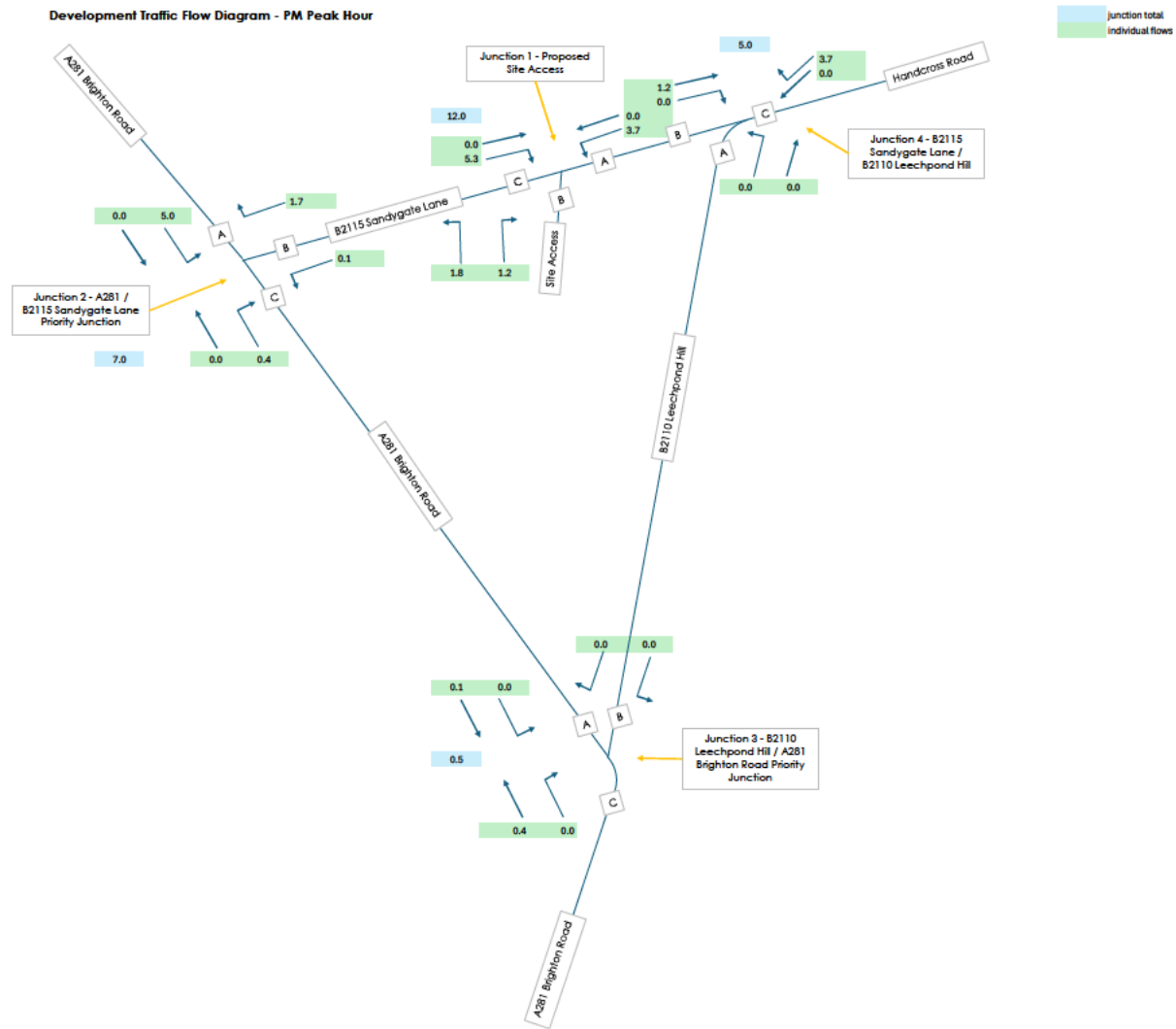
Hourly
17:00-18:00

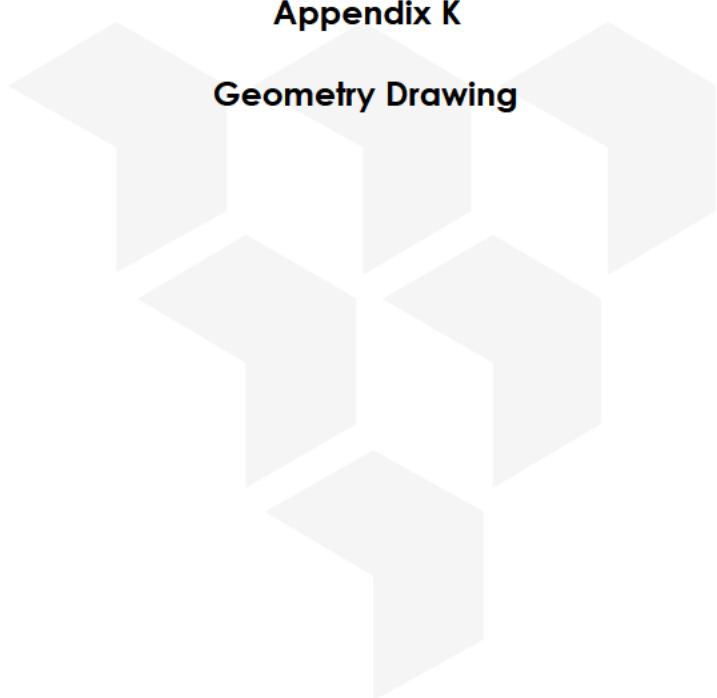
From / To	A	B	C
A			
B			1,2
C		3,7	

Development Traffic Flow Diagram - AM Peak Hour



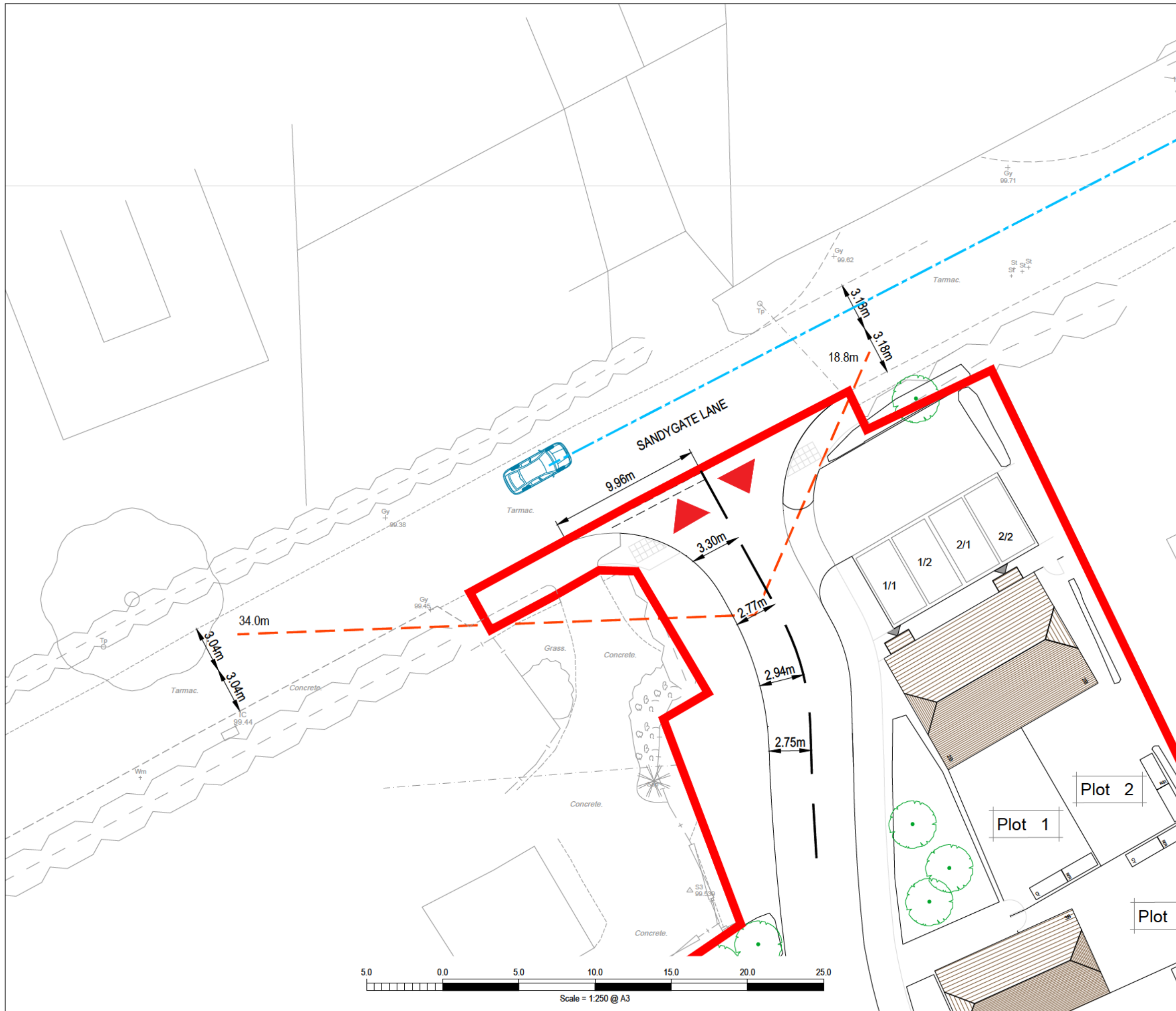
Development Traffic Flow Diagram - PM Peak Hour





Appendix K

Geometry Drawing



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Greenhatch survey drawing 54710_01_P_REVA
OSP drawing 25109-P101 D

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KEY

- 10m x 'y'm visibility splays
- 160m forward visibility splay from right turning vehicle
- H Highway boundary interpreted from West Sussex records
- Site boundary - to be confirmed

Rev. Description Date By Chkd

C	Architect's layout updated.	08/04/26	TH	JC
B	Access geometry revised based on Architect's layout.	01/04/26	TH	JC
A	Access geometry revised based on Architect's layout.	11/03/26	TH	JC

Glanville
Survey > Plan > Engineer

- Civil Engineering
- Structural Engineering
- Transport Planning
- Highways Engineering
- Building Surveying
- Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client: Black Onyx Projects

Project: Cedar Cottage, Sandygate Lane, Lower Beeding, West Sussex, RH13 6LR

Title: Site Access Model Geometry

Engineer: T. Hart **Date:** August 2025

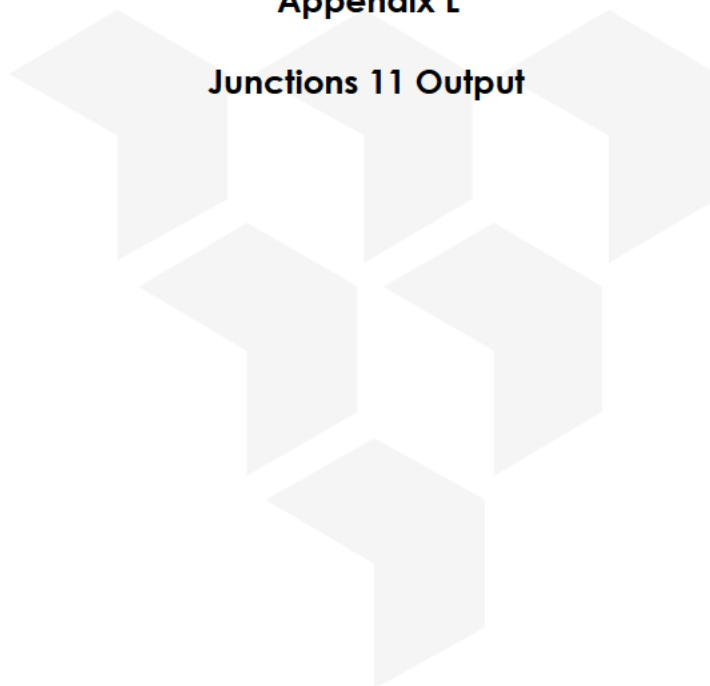
Director: J. Birch **Scale:** 1:250 @ A3

Status: PRELIMINARY

Drawing No. 8240636/6001 **Rev** C

Appendix L

Junctions 11 Output



Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.1.0.2307									
© Copyright TRL Software Limited, 2024									
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: Site Access.j11

Path: \\gc-did-fs01\CAD\2024\8240636\3)_Transport\1)_Planning\1)_Traffic Analysis\Modelling

Report generation date: 01/04/2026 15:02:56

- »D1 - 2030 | Opening Year | AM
- »D2 - 2030 | Opening Year | PM
- »D3 - 2035 | Future Year | AM
- »D4 - 2035 | Future Year | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2030 - Opening Year									
Stream B-AC	D1	0.0	7.97	0.02	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	4.92	0.00	A		0.0	4.71	0.01	A
	2035 - Future Year									
Stream B-AC	D3	0.0	8.10	0.02	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	4.90	0.01	A		0.0	4.66	0.01	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	01/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	UKJCooper
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
PICADY 4.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Opening Year	AM	ONE HOUR	08:00	09:30	15	✓
D2	2030	Opening Year	PM	ONE HOUR	17:00	18:30	15	✓
D3	2035	Future Year	AM	ONE HOUR	08:00	09:30	15	✓
D4	2035	Future Year	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2030 | Opening Year | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.11	A

Arms

Arms

Arm	Name	Description	Arm type
A	Sandygate Lane (E)		Major
B	Site Access		Minor
C	Sandygate Lane (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.22			160.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.35	34	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	515	0.094	0.236	0.149	0.338
B-C	658	0.099	0.251	-	-
C-B	667	0.256	0.256	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Opening Year	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	350	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	1	349
	B	3	0	5
	C	302	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	9
	B	0	0	0
	C	13	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	7.97	0.0	A	7	11
C-AB	0.00	4.92	0.0	A	3	4
C-A					276	414
A-B					0.92	1
A-C					320	480

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	0.00	504	0.012	6	0.0	0.0	7.223	A
C-AB	2	0.54	0.00	736	0.003	2	0.0	0.0	4.906	A
C-A	227	57	0.00			227				
A-B	0.75	0.19	0.00			0.75				
A-C	263	66	0.00			263				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	0.00	486	0.015	7	0.0	0.0	7.518	A
C-AB	3	0.70	0.00	752	0.004	3	0.0	0.0	4.793	A
C-A	270	68	0.00			270				
A-B	0.90	0.22	0.00			0.90				
A-C	314	78	0.00			314				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	0.00	460	0.019	9	0.0	0.0	7.974	A
C-AB	4	1	0.00	775	0.005	4	0.0	0.0	4.652	A
C-A	331	83	0.00			331				
A-B	1	0.28	0.00			1				
A-C	384	96	0.00			384				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	0.00	460	0.019	9	0.0	0.0	7.974	A
C-AB	4	1	0.00	775	0.005	4	0.0	0.0	4.668	A
C-A	331	83	0.00			331				
A-B	1	0.28	0.00			1				
A-C	384	96	0.00			384				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	0.00	486	0.015	7	0.0	0.0	7.521	A
C-AB	3	0.71	0.00	752	0.004	3	0.0	0.0	4.830	A
C-A	270	68	0.00			270				
A-B	0.90	0.22	0.00			0.90				
A-C	314	78	0.00			314				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	0.00	504	0.012	6	0.0	0.0	7.224	A
C-AB	2	0.55	0.00	736	0.003	2	0.0	0.0	4.925	A
C-A	227	57	0.00			227				
A-B	0.75	0.19	0.00			0.75				
A-C	263	66	0.00			263				

D2 - 2030 | Opening Year | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030	Opening Year	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	271	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	336	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	4	267
	B	1	0	2
	C	331	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	6
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.71	0.0	A	8	11
C-A					301	451
A-B					4	6
A-C					245	368

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	499	0.000	0	0.0	0.0	0.000	A
C-AB	6	1	0.00	771	0.007	6	0.0	0.0	4.703	A
C-A	247	62	0.00			247				
A-B	3	0.75	0.00			3				
A-C	201	50	0.00			201				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	483	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	0.00	793	0.009	7	0.0	0.0	4.575	A
C-A	295	74	0.00			295				
A-B	4	0.90	0.00			4				
A-C	240	60	0.00			240				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	461	0.000	0	0.0	0.0	0.000	A
C-AB	10	2	0.00	824	0.012	10	0.0	0.0	4.411	A
C-A	360	90	0.00			360				
A-B	4	1	0.00			4				
A-C	294	73	0.00			294				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	461	0.000	0	0.0	0.0	0.000	A
C-AB	10	2	0.00	824	0.012	10	0.0	0.0	4.420	A
C-A	360	90	0.00			360				
A-B	4	1	0.00			4				
A-C	294	73	0.00			294				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	483	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	0.00	793	0.009	7	0.0	0.0	4.592	A
C-A	295	74	0.00			295				
A-B	4	0.90	0.00			4				
A-C	240	60	0.00			240				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	499	0.000	0	0.0	0.0	0.000	A
C-AB	6	1	0.00	771	0.007	6	0.0	0.0	4.714	A
C-A	247	62	0.00			247				
A-B	3	0.75	0.00			3				
A-C	201	50	0.00			201				

D3 - 2035 | Future Year | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.11	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2035	Future Year	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	367	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	318	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	1	366
	B	3	0	5
	C	316	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	9
	B	0	0	0
	C	13	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	8.10	0.0	A	7	11
C-AB	0.01	4.90	0.0	A	3	5
C-A					289	433
A-B					0.92	1
A-C					336	504

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	0.00	500	0.012	6	0.0	0.0	7.290	A
C-AB	2	0.55	0.00	739	0.003	2	0.0	0.0	4.882	A
C-A	237	59	0.00			237				
A-B	0.75	0.19	0.00			0.75				
A-C	276	69	0.00			276				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	0.00	481	0.015	7	0.0	0.0	7.604	A
C-AB	3	0.72	0.00	756	0.004	3	0.0	0.0	4.764	A
C-A	283	71	0.00			283				
A-B	0.90	0.22	0.00			0.90				
A-C	329	82	0.00			329				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	0.00	453	0.019	9	0.0	0.0	8.095	A
C-AB	4	1	0.00	781	0.005	4	0.0	0.0	4.617	A
C-A	346	87	0.00			346				
A-B	1	0.28	0.00			1				
A-C	403	101	0.00			403				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	0.00	453	0.019	9	0.0	0.0	8.095	A
C-AB	4	1	0.00	781	0.005	4	0.0	0.0	4.635	A
C-A	346	87	0.00			346				
A-B	1	0.28	0.00			1				
A-C	403	101	0.00			403				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	2	0.00	481	0.015	7	0.0	0.0	7.605	A
C-AB	3	0.72	0.00	756	0.004	3	0.0	0.0	4.803	A
C-A	283	71	0.00			283				
A-B	0.90	0.22	0.00			0.90				
A-C	329	82	0.00			329				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	2	0.00	500	0.012	6	0.0	0.0	7.293	A
C-AB	2	0.56	0.00	739	0.003	2	0.0	0.0	4.904	A
C-A	237	59	0.00			237				
A-B	0.75	0.19	0.00			0.75				
A-C	276	69	0.00			276				

D4 - 2035 | Future Year | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035	Future Year	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	284	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	4	280
	B	1	0	2
	C	347	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.66	0.0	A	8	12
C-A					315	473
A-B					4	6
A-C					257	385

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	498	0.000	0	0.0	0.0	0.000	A
C-AB	6	1	0.00	779	0.007	6	0.0	0.0	4.654	A
C-A	259	65	0.00			259				
A-B	3	0.75	0.00			3				
A-C	211	53	0.00			211				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	482	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	0.00	803	0.009	7	0.0	0.0	4.519	A
C-A	309	77	0.00			309				
A-B	4	0.90	0.00			4				
A-C	252	63	0.00			252				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	459	0.000	0	0.0	0.0	0.000	A
C-AB	10	3	0.00	837	0.012	10	0.0	0.0	4.347	A
C-A	377	94	0.00			377				
A-B	4	1	0.00			4				
A-C	308	77	0.00			308				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	459	0.000	0	0.0	0.0	0.000	A
C-AB	10	3	0.00	837	0.012	10	0.0	0.0	4.357	A
C-A	377	94	0.00			377				
A-B	4	1	0.00			4				
A-C	308	77	0.00			308				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	482	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	0.00	803	0.009	7	0.0	0.0	4.538	A
C-A	309	77	0.00			309				
A-B	4	0.90	0.00			4				
A-C	252	63	0.00			252				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	498	0.000	0	0.0	0.0	0.000	A
C-AB	6	1	0.00	779	0.007	6	0.0	0.0	4.665	A
C-A	259	65	0.00			259				
A-B	3	0.75	0.00			3				
A-C	211	53	0.00			211				



Glanville
Survey > Plan > Engineer