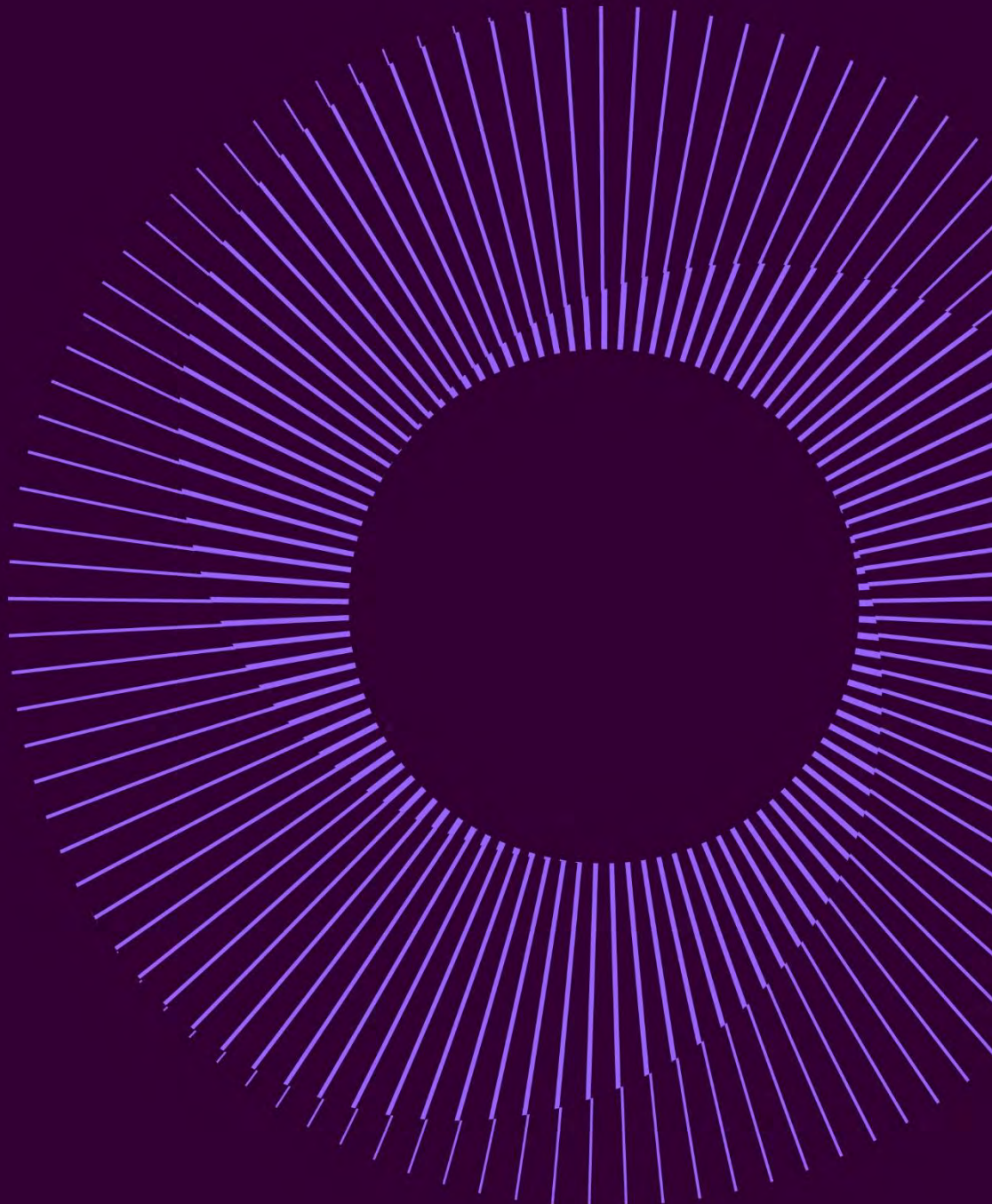


Land West of Ravenscroft, Storrington



Project Reference

Ref: JCB/MSa/ITL-11290-012

Date: 21 September 2026

Client: A2 Dominion

Quality Management

Report	Comment	Date	Author	Authorised
ITL11290-012A	Submission	21/09/2026	MSa	JCB

File Ref: L:\PROJECTS\11000 SERIES\11290 - Land at St Joseph's, Storrington\Admin\Report and Tech Notes\012 - Reserved Matters Submission\ITL11290-012A Reserved Matters Transport Statement.docx

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1 Introduction

1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared by i-Transport on behalf of A2 Dominion in relation to the following:

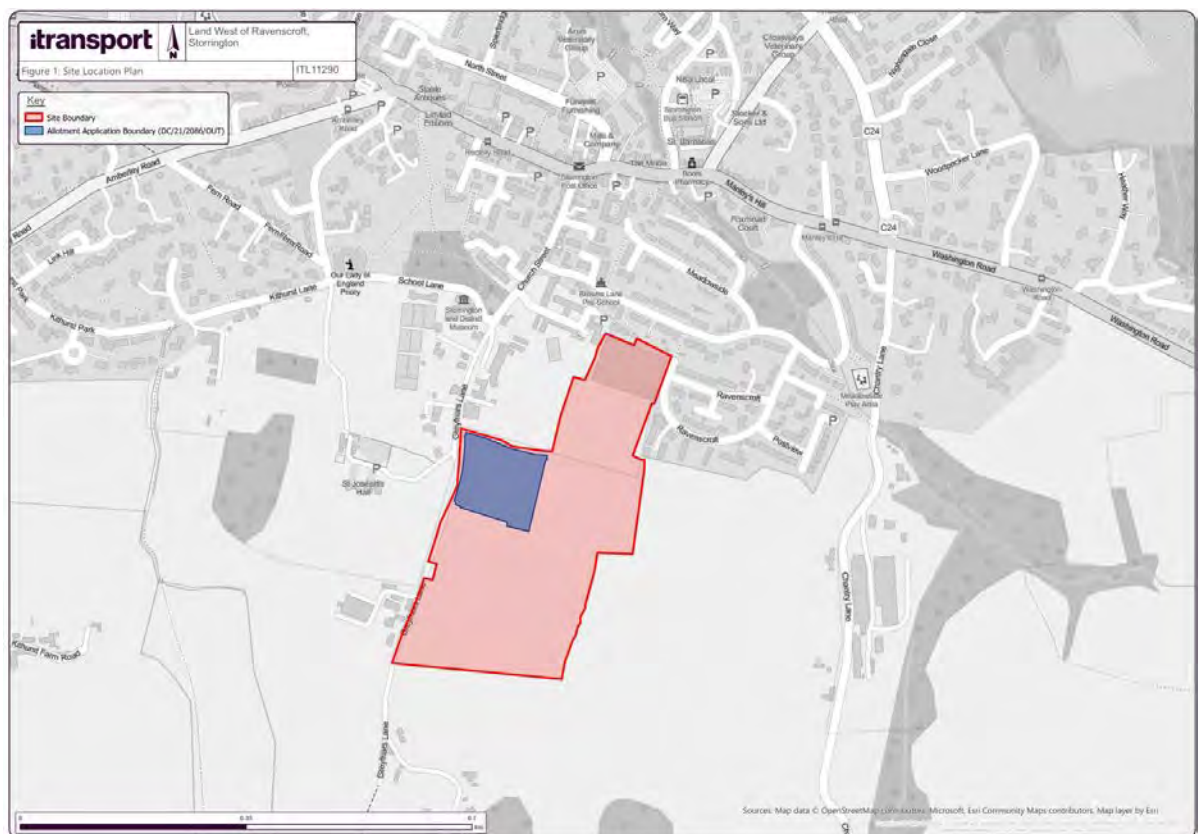
Reserved Matters Submission comprising: Layout; Landscaping; Scale; and Appearance pursuant to Hybrid Consent (References: DC/21/2086 and SDNP/21/04702/OUT)

- 1.1.2 In transport terms, the only matter relevant to the reserved matters submission is the provision for car and cycle parking and the design of internal streets. This TS assesses the reserved matters submission on this basis. This TS only considers the residential and community parkland portion of the proposed development as the associated allotments have been subject to a full previous planning application (DC/21/2086/OUT).

1.2 Site Location

- 1.2.1 The site is located to the west of Ravenscroft, to the south of central Storrington. The location of the site within the local context is shown in **Image 1.1** below. The plan also shows the differentiation between this application's boundary and the separate allotment planning boundary.

Image 1.1: Site Location Plan



1.3 Policy Overview

1.3.1 Policy TR4 of the NPPF (August 2026) sets out national planning policy for **Street design, access and parking** and is therefore relevant to the reserved matters submission. It has the following requirements:

- Have a movement hierarchy that gives priority to walking, wheeling and cycling, and then to facilitate access to public transport (*ref: TR4(1)(a)*).
- The scheme should incorporate or contribute towards features that support this prioritisation (*ref: TR4(1)(b)*), e.g.:
 - Permeable Street Networks
 - Continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking
 - Layouts that maximise catchments for public transport services
- Provide places that are safe, inclusive and attractive (*ref: TR4(1)(c)*).
- Provide for deliveries and access by service and emergency vehicles in a way that does not compromise place-making principles (*ref: TR4(1)(d)*)
- Provide a suitable number of parking spaces for a range of transport modes where appropriate (*ref: TR4(1)(e)*)

1.3.2 It is noted that the local highway authority (West Sussex County Council - WSCC) applies the *Manual for Streets* DfT (March 2007) and their *Guidance on Parking at New Developments (2020)* to meet these objectives. The design of the site has therefore had particular regard to that guidance.

1.4 Planning History

1.4.1 The original Hybrid Application description of development comprises:

Hybrid application consisting of full permission for the relocation and enhancement of the Ravenscroft Allotment site and outline planning permission for up to 78 homes with all matters reserved except access (excluding internal estate roads) from Ravenscroft, and new community parkland.

1.4.2 Applications DC/21/2086 and SDNP/21/04702/OUT were accompanied by a Transport Assessment (TA) and a Travel Plan Statement (TPS). These assessed the transport impacts of the proposed development and set out how the opportunities for sustainable transport would be taken up appropriately.

1.4.3 The principle of residential development of the site has therefore already been established through the hybrid application, which was allowed at appeal in October 2023 (*ref: APP/Z3825/W/22/3308455 and APP/Y9507/W/22/3308461*).

1.4.4 The reserved matters submission is in accordance with the permitted hybrid application scheme. Matters relating to access, accessibility and traffic impact have therefore all been assessed in detail and found to be acceptable.

1.4.5 The principles of the internal layout were also discussed at the outline stage. The detailed site layout included in the reserved matters submission accords with the illustrative layout provided as part of the hybrid application.

1.5 **Scope of TS**

1.5.1 Therefore, this TS focuses on the transport acceptability of the reserved matters submission in terms of:

- Parking quantum and arrangement;
- Internal highway alignment; and
- Provision for service and emergency vehicles.

2 Parking

2.1 Parking Quantum

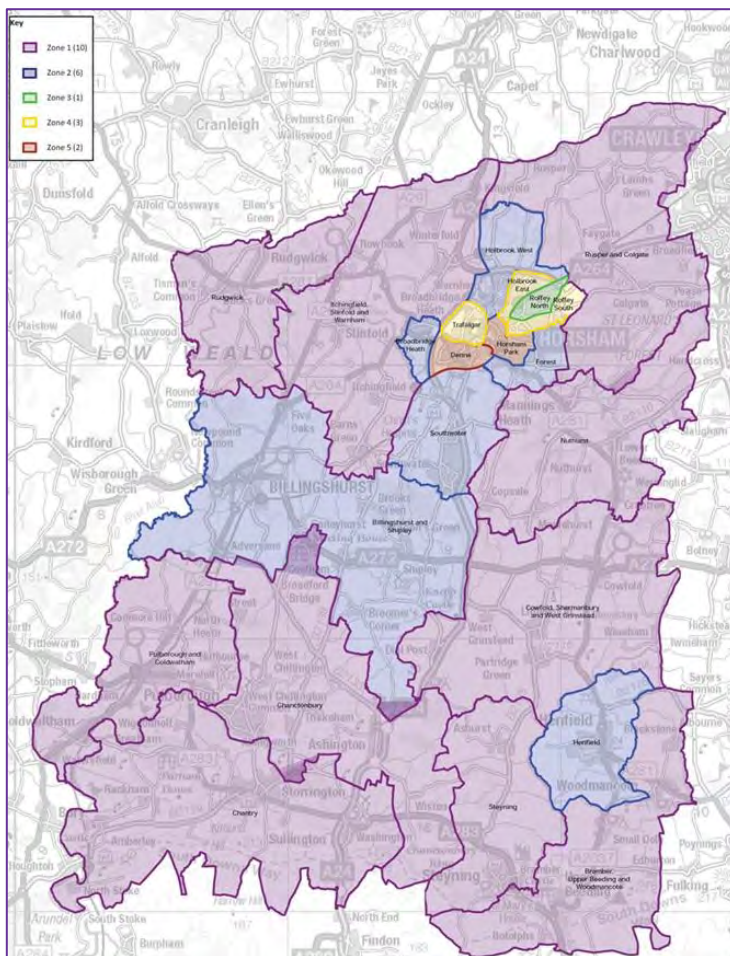
- 2.1.1 The parking quantum for the reserved matters submission has been derived using WSCC's 'Guidance on Parking at New Developments' (2020), which states the expected parking demand at new residential developments in Table 2, which is shown below in **Image 2.1**.

Image 2.1: WSCC Residential Parking Demand (spaces per dwelling)

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

- 2.1.2 Residential parking demand is calculated using the number of bedrooms based on its location within WSCC's Parking Behaviour Zones (PBZ). The proposed development is located within PBZ 1, which as shown above, estimates the highest level of parking provision required at new developments of all the PBZs. Generally, the PBZs are assigned based on the sustainability of the locations, with better connected areas allocated within the higher bands, and therefore lower estimated parking demand.
- 2.1.3 WSCC have also published a series of PBZ maps, which an excerpt of the map including Storrington is shown in **Image 2.2** below, which demonstrates how neighbouring PBZs are assigned to the PBZ 1 classification, reinforcing the site's rural location and by extension, the higher expected parking demand.

Image 2.2: WSCC PBZ Map



2.1.4 Based on WSSC guidance, the expected parking demand based on the proposed unit mix is outlined in **Table 2.1** below.

Table 2.1: Expected parking demand (WSCC Guidance)

Unit Type	Number of Units	WSCC Parking Standard	Expected Parking Demand
1-bed stacked apartment	6	1.5	9
1-bed, 2-person apartment	5	1.5	7.5
1-bed, 2 person M4(3) apartment	1	1.5	1.5
2-bed, 3-person apartment	11	1.7	18.
2-bed, 4-person apartment	7	1.7	11.9
2-bed, 4-person house	13	1.7	22.1
3-bed, 5-person house	28	2.2	61.6
4-bed, 7-person house	3	2.7	8.1
4-bed, 8-person house	4	2.7	10.8
Visitor Parking	78	0.2	15.6

Unit Type	Number of Units	WSCC Parking Standard	Expected Parking Demand
Total	78	-	166.8

- 2.1.5 The above table shows that the total number of parking required at the site is 167 spaces, of which 16 spaces should be provided as unallocated parking.
- 2.1.6 However, this is a high level of parking provision and does not represent the site's sustainable location, i.e. within easy walking distance of central Storrington and local buses.
- 2.1.7 Therefore, further analysis of local car ownership data has been undertaken using the 2021 census data (TS045). This demonstrates that the site is unlikely to generate the expected level of parking demand. The results of this analysis are shown in **Table 2.2** below.

Table 2.2: Local Car Ownership Data (Census 2021)

2021 Output Area	Description	Households	Cars	Average cars per dwelling	% of Storrington and Sullington Average
E00161303	Ravenscroft North	162	148	0.914	59%
E00161304	Rural area that includes site	189	263	1.392	89%
E00161305	Ravenscroft South	136	145	1.066	68%
Storrington and Sullington Average		4,236	6,601	1.558	100%

- 2.1.8 The data shows that all of the nearby Census Middle Super Output Areas (MSOAs) have lower recorded car ownership than the average across Storrington and Sullington. Furthermore, the proposed residential scheme is far more likely to emulate the car ownership seen within Ravenscroft North and Ravenscroft South, which is closer to one car per dwelling.
- 2.1.9 Section 5.3 of WSCC's parking standards it states:
- “To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs. In order to determine whether or not this is acceptable, the applicant will need to provide justification through, for example, the provision of parking beat surveys.”***
- 2.1.10 As demonstrated by the census data above, existing car ownership in the local area is significantly lower than the expected parking demand calculated from WSCC guidance. Therefore, a lower level of parking is justified at the proposed development.

2.2 **Proposed Parking**

2.2.1 In line with the above, the proposed parking at the development is shown in

2.2.2 **Table 2.3** below with the site masterplan found in **Appendix A**. This parking also includes five car parking spaces that replace lost on-street parking spaces along Ravenscroft to facilitate the proposed site access points; and four parking spaces for the replacement allotments to the southwest.

Table 2.3: Proposed Development Parking

Parking Type	Quantum
Allocated	135
Garage Parking	1.5
Unallocated	10
Allotment Parking	4
Replacement Parking for Ravenscroft	5
Total	155.5

- 2.2.3 The proposal provides 155.5 car parking spaces, which is broadly in line with the WSCC standards less the 10% reduction allowed by the WSCC guidance. As per WSCC guidance, garage spaces have been included at the recommended 0.5 spaces per garage.
- 2.2.4 The allotment parking spaces will be available for use by visitors during regular allotment operation hours. Those spaces will be managed to prevent use by residents during regular visiting hours (06:00 to 18:00). Outside these hours, the spaces will be available for visitor parking associated with the wider residential development, ensuring adequate parking provision for site visitors.
- 2.2.5 EV charging will be provided at the site in line with Building Regulations requirements, i.e. one space with a charger per dwelling.

3 Site Layout

3.1 Vehicular Access

3.1.1 The internal site layout can be seen in the associated masterplan found in **Appendix A**, with an excerpt shown in

3.1.2 Image 3.1 below.

Image 3.1: Proposed Site Layout



Source: HNW Architects Drawing: 26025-HNW-ZZ-ZZ-DR-A-2100-P05

3.1.3 This layout includes the permitted access arrangements on to Ravenscroft shown in **Drawing ITL11290-GA-002** and **Drawing ITL11290-GA-003**, which are provided in **Appendix B**.

- 3.1.4 The layout features relatively and appropriately narrow carriageways of 5m in accordance with Manual for Streets requirements. This width is adequate for a car and larger (e.g. refuse) to pass, whilst resulting in slow and safe vehicle speeds – the Manual for Streets identifies that carriageway width is one of two *stand out* factors that influence vehicle speeds.

Servicing and Emergency Vehicles

- 3.1.5 Swept path analysis of the internal site layout has been undertaken to demonstrate that both a refuse collection vehicle (**DWG: ITB11290-GA-006A**) and fire tender (**DWG: ITB11290-GA-007A**) can safely access, service and egress the site safely in forward gear.
- 3.1.6 Excerpts of the drawings can be seen in **Image 3.2** and **Image 3.3** below.

Image 3.2: Swept Path Analysis: Refuse Vehicle



Image 3.3: Swept Path Analysis: Fire Tender



- 3.1.7 The use of the full width of the carriageway is appropriate given that these vehicles will be infrequent. In line with the Manual for Streets, their requirements have not been allowed to dominate and, in line with Policy TR4(d) of the NPPF, access by service and emergency vehicles will be provided in a way that does not compromise key place-making principles.
- 3.1.8 Furthermore, the layout has been designed to ensure that residents retain a means of egress, even if servicing or emergency vehicles are present on site and temporarily obstructing the road

Forward Visibility

- 3.1.9 Forward visibility splays based on a 15-mph design speed are shown in **Image 3.4** below (**DWG: ITB11290-GA-008A**). A 15mph design speed is appropriate given the narrow carriageway width and tight (90-degree) bends.
- 3.1.10 The assessment demonstrates that sufficient visibility is achievable along the internal site layout, with no significant obstructions identified that would adversely affect highway safety, consistent with the recommendations of Manual for Streets.

Image 3.4: Forward Visibility



4 Provision for Active Travel Modes

- 4.1 The proposed internal site layout has been designed in accordance with the principles set out in Manual for Streets and provides an appropriate environment for all users, including pedestrians, cyclists and vehicles.
- 4.2 A continuous network of 2m wide footways is provided throughout the development. These footways offer a safe and accessible route for pedestrians, including those wishing to walk to the associated allotments.
- 4.3 Sections of the development are proposed as shared-surface streets, which is appropriate and complies with the Manual for Streets criteria for where shared surfaces work well, i.e.:
- Vehicle movements will be well below 100 vehicles per hour during peak periods
 - Parking is accommodated within designated parking bays.
 - The shared-surface areas are located within cul-de-sac arrangements, thereby limiting through traffic and maintaining a low-speed, pedestrian-friendly environment.
- 4.4 The internal road layout has also been designed to ensure that cycling can be safely accommodated within the carriageway. Given the low traffic volumes and low vehicle speeds anticipated within the development, dedicated cycling infrastructure is not required, with cyclists able to comfortably share the carriageway with motor vehicles.
- 4.5 The layout has also been designed to facilitate movement to nearby sustainable transport infrastructure, such as nearby Public Rights of Way (PRoW) footpaths and bus stops along Manley's Hill and West Street. As outlined within the previous application the site is well located to promote active travel, with over 20 local facilities within a comfortable 800m distance.
- 4.6 The layout also offers an effective access route towards the associated community parkland. As per HDC and SDNP comments for the outline application, there were no objections to the proposed access route towards the community parkland.
- 4.7 Accordingly, the proposed internal road network provides a safe, accessible and appropriately designed environment for pedestrians, cyclists and vehicles, and is fully consistent with the objectives and recommendations of the Manual for Streets.

5 Summary

- 5.1 This Transport Statement (TS) has been prepared on behalf of A2 Dominion for the Reserved Matters Submission comprising: ***Layout; Landscaping; Scale; and, Appearance pursuant to Hybrid Consent (References: DC/21/2086 and SDNP/21/04702/OUT).*** The permitted hybrid application scheme comprises ***full permission for the relocation and enhancement of the Ravenscroft Allotment site and outline planning permission for up to 78 homes with all matters reserved except access (excluding internal estate roads) from Ravenscroft, and new community parkland.***
- 5.2 The reserved matters submission is in accordance with the permitted hybrid application scheme. Matters relating to access, accessibility and traffic impact have therefore all been assessed in detail and found to be acceptable.
- 5.3 The principles of the internal layout were also discussed at the outline stage. The detailed site layout included in the reserved matters submission accords with the illustrative layout provided as part of the hybrid application.
- 5.4 The only transport matter relevant to the reserved matters submission is the provision for car and cycle parking and the design of internal streets. This TS demonstrates:
- That the proposed 153 parking spaces will meet the expected demand of the development and is compliant with WSCC's 'Guidance on Parking at New Developments'. That parking includes re-provision for displaced parking on Ravenscroft and parking for the replacement allotments.
 - The highway geometry of the internal site layout is acceptable and meets the requirements of the Manual for Streets including allowing occasional refuse and emergency service vehicles to access and egress the site safely and efficiently.
 - Appropriate provision for pedestrians and cyclists has been made in accordance with Manual for Streets guidance.
- 5.5 The reserved matters submission is therefore acceptable in transport terms.

FIGURES

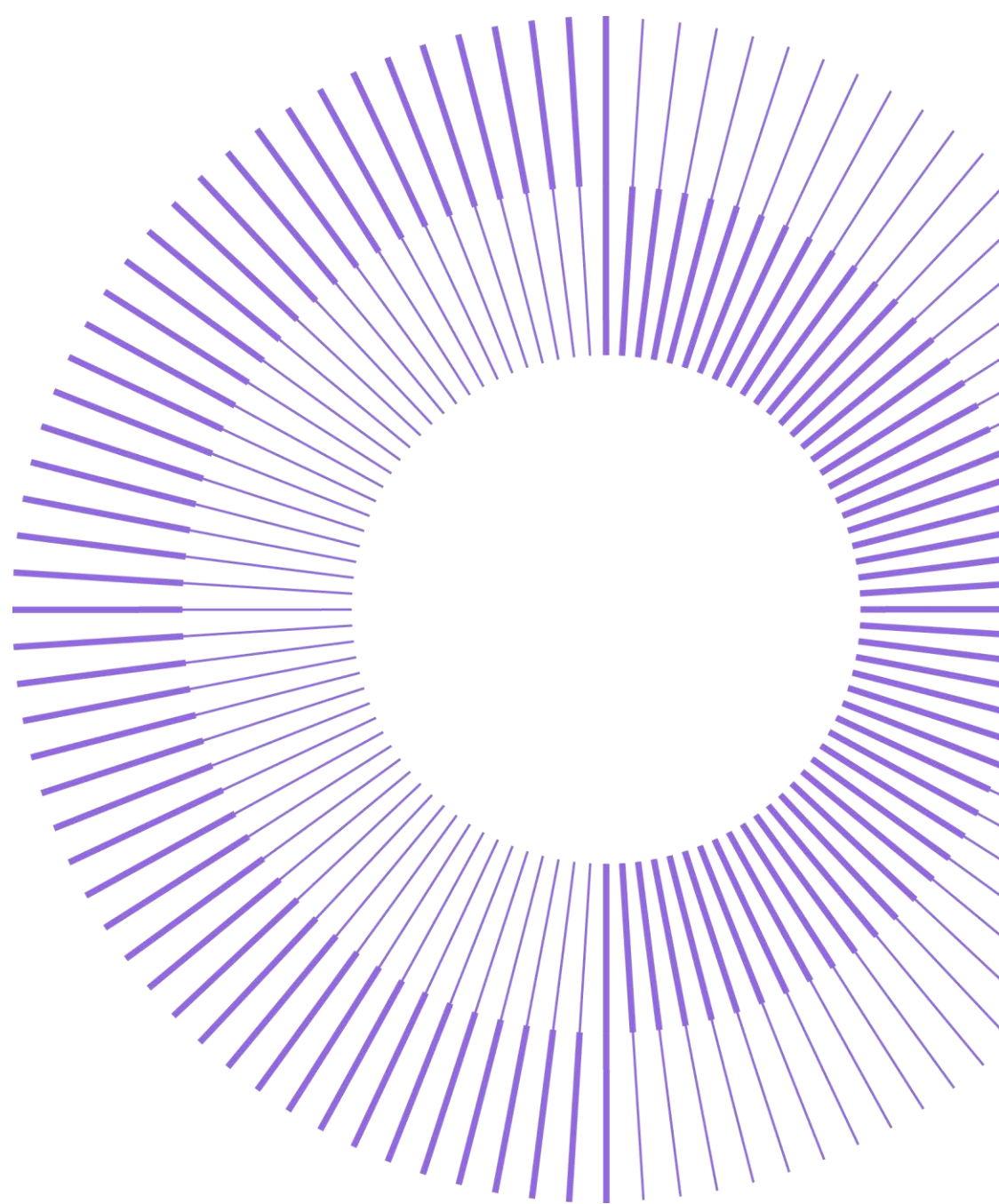
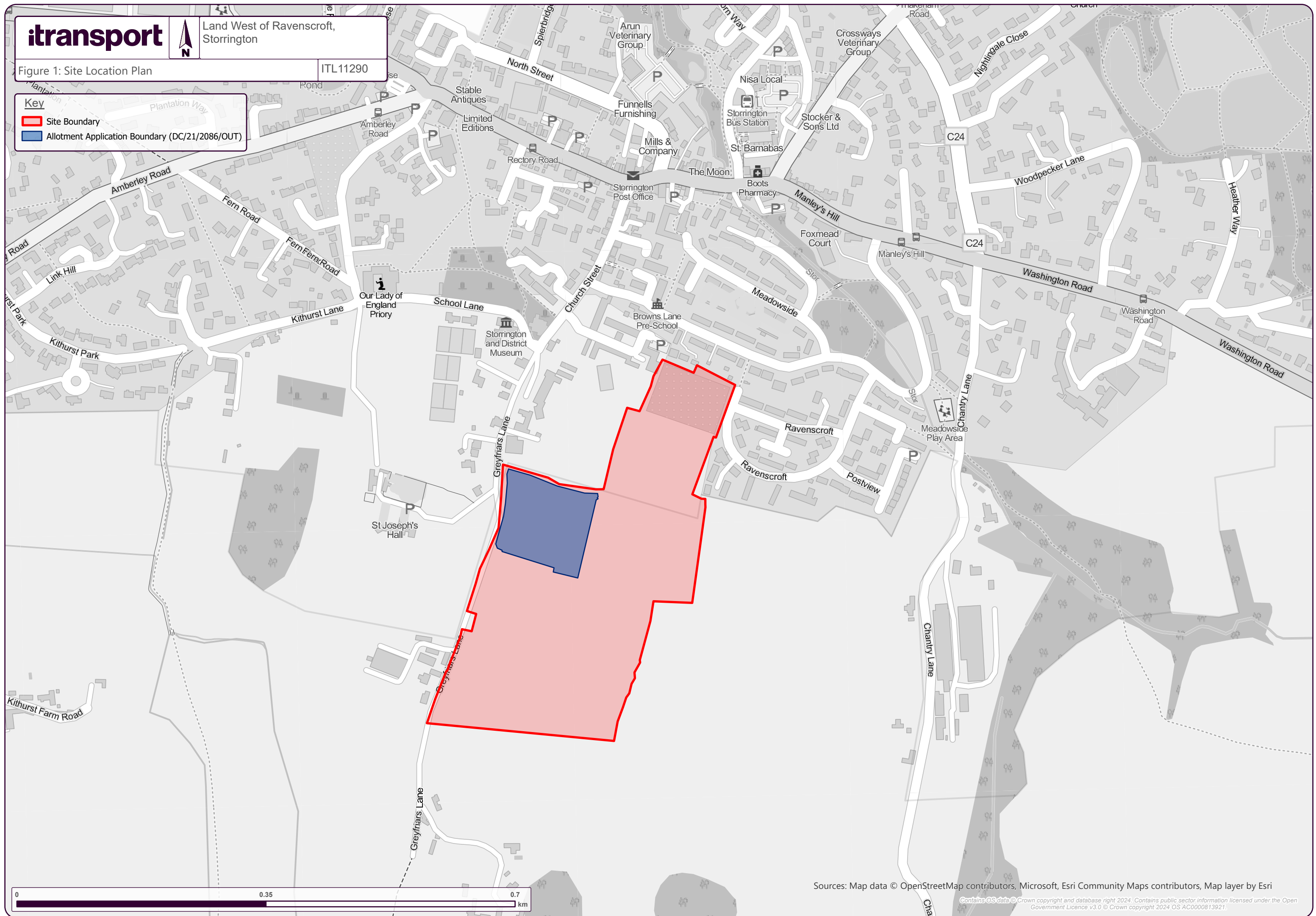


Figure 1: Site Location Plan

ITL11290

 Site Boundary

Allotment Application Boundary (DC/21/2086/OUT)



Sources: Map data © OpenStreetMap contributors, Microsoft, Esri Community Maps contributors, Map layer by Esri

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DRAWINGS

