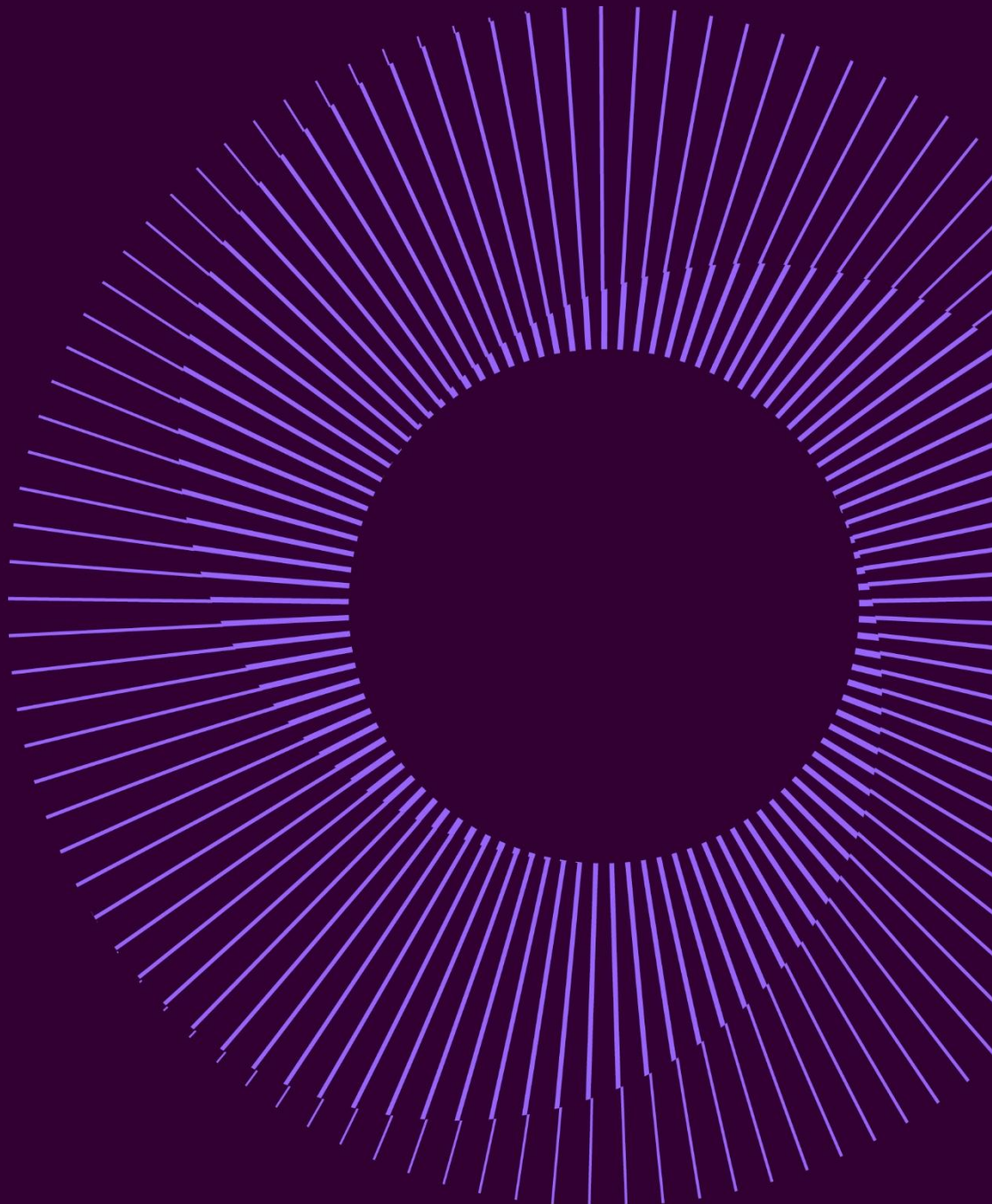


# Nyetimber Pressing Centre



## Project Reference

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Ref: ITB220082

Date: 16 July 2026

Client: Nyetimber

## Quality Management

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| Report         | Comment      | Date       | Author | Authorised |
|----------------|--------------|------------|--------|------------|
| ITB220082-001A | First Issue  | 08/07/2026 | SM     | TW         |
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# Drawings

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| ITB220082-GA-001 | Swept Path Analysis – Articulated HGV                      |
| ITB220082-GA-002 | Swept Path Analysis – Articulated Tanker                   |
| ITB220082-GA-003 | Car Parking Dimensions and Sept Path Analysis – Estate Car |

# 1 Introduction

## 1.1 Preamble

1.1.1 Nyetimber has appointed iTransport to provide highways and transport planning services to support the planning application for a new pressing centre at West Chiltington.

1.1.2 The application is for the construction of a two-storey detached barn to support the vineyard use (Sui Generis), including associated landscape and access alterations. The description of development is:

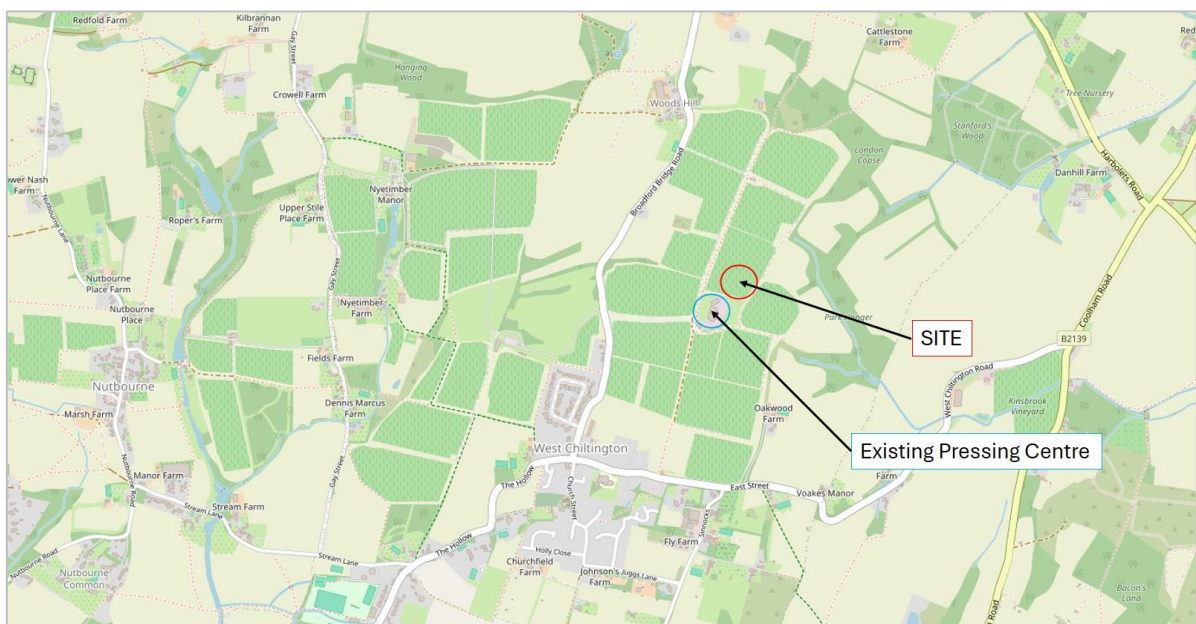
***Construction of a pressing centre building including associated access, hardstanding and landscaping***

1.1.3 This report provides the transport statement for the site and concludes that the proposed development would not have a severe impact on the transport network.

## 1.2 Site location

1.2.1 The location of the site is shown in **Image 1.1**.

**Image 1.1: Site location**



## 1.3 Background

1.3.1 Nyetimber owns a number of vineyards in West Sussex, Kent and Hampshire and currently use two pressing centres to extract the juice from the grapes. The existing pressing centres are located adjacent to the site of the proposed development, and at River Farm Barn, Tillington, Petworth.

1.3.2 Nyetimber require a new pressing centre at West Chiltington as they will no longer be using the pressing centre at River Farm Barn. Relocation of all of their pressing requirements to West Chiltington means that all operations will be consolidated in this location. The proposed development is also surrounded by vineyards as well as being close to the headquarters on Gay Street.

1.3.3 The application for the existing pressing centre in this location was submitted in 2014 and this subsequently achieved consent on 15<sup>th</sup> May 2015. There were pre-application discussions with the highways authority (West Sussex) as part of this application and this raised the following matters:

- Suitability of roads within West Chiltington to accommodate large vehicles.
- The sharp left turn onto Broadford Bridge Road from the B2133 to the north.
- The transport statement submitted as part of the application should include:
  - Review of site location and composition.
  - Assessment of the local highway network and highway safety.
  - Site accessibility and opportunities for sustainable travel.
  - Review and justification of proposed site development in terms of access, internal layout and parking.
  - Forecast trip generation.

1.3.4 These matters have been considered and covered in this transport statement. It is noted that the access to the existing pressing centre was upgraded as part of the consented application. Therefore, the junction geometry of the site access was deemed acceptable and able to accommodate HGVs. The award of planning consent also determined that it is acceptable for HGVs generated by the pressing centre operations to travel to/ from the B2133 via Broadford Bridge Road.

## Structure of report

1.3.5 The structure of the report is as follows:

- Section 2 - Policy context
- Section 3 – Baseline transport conditions
- Section 4 – Proposed development
- Section 5 – Trip generation and assessment
- Section 6 – Summary and conclusions

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## 2 Policy context

### 2.1 Introduction

2.1.1 The site is located in Horsham so the planning authority is Horsham District Council and highway authority is West Sussex County Council.

2.1.2 The following documents have been considered as part of the transport policy review:

- National Planning Policy Framework (NPPF) (updated in February 2025)
- National Planning Practice Guidance (NPPG): Travel Plans, Transport Assessments and Statements (2014)
- Horsham District Planning Framework (2015)
- West Sussex Transport Plan (2022)

### 2.2 National policy

#### National Planning Policy Framework (NPPF)

2.2.1 The NPPF sets out the Government's overarching strategy for planning policy in England. This was revised on 12 December 2024 in response to the proposed reforms to the changes in the planning system consultation.

2.2.2 Paragraph 116 of the current NPPF states 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."*

2.2.3 This transport statement has been prepared to determine whether the proposed development would have a severe impact or unacceptable safety impact on local transport networks.

2.2.4 The proposed development operates only for a six week period each year. Therefore, the operational traffic generated by the scheme does not occur for over 10 months of a year. It is also noted that the new facility at West Chiltington will mean that the pressing centre at River Farm Barn, Tillington, Petworth will no longer be used.

2.2.5 The vehicle movements associated with the pressing of the grapes are already using the wider highway network, and relocation of all pressing requirements to West Chiltington means that the operations will be consolidated in this location. Therefore, whilst the scheme would increase traffic on Broadford Bridge Road, there is a benefit to other parts of the highway network.

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**National Planning Practice Guidance (NPPG): Travel Plans, Transport Assessments and Statements (2014)**

- 2.2.6 The NPPG provides advice on what transport information should be provided to accompany a planning application.
- 2.2.7 The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the NPPG suggests including the following:
- Information about the proposed development, site layout and access
  - Data about existing public transport provision, including services and frequency
  - A description of the travel characteristics of the proposed development, including movements by all modes
  - An assessment of trips from local committed development
  - An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3 or 5 year period
  - Ways of encouraging environmental sustainability by reducing the need to travel
  - Measures to mitigate the residual impacts of the development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.
- 2.2.8 The scope of this transport statement is commensurate with the scale and trip generation of the development proposals.

## **2.3 Local policy**

**Horsham District Planning Framework (2015)**

- 2.3.1 The current local plan is called the Horsham District Planning Framework (HDPF). This includes the adopted local plan policies, but it is acknowledged that the district is preparing a new local plan. It is understood that the target date for the adoption of this is January 2027.
- 2.3.2 Objectives are set out within the plan, and Chapter 11 sets out the policies relating to infrastructure, transport and healthy communities to support these.
- 2.3.3 Policy 41 relates to parking, with the most relevant aspect stating that:
- “Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired.”*
- 2.3.4 The proposed development will have 13 staff per shift with these either car sharing or travelling alone to work at the site. The yard area around the building will be able to accommodate the staff parking demand.

- 2.3.5 The design of blue badge parking bays is covered by British Standards and the electric vehicle charging requirements covered in Part S of the building regulations. West Sussex County Council also has a Guidance on Parking at New Developments and this is discussed later in this report.

**West Sussex Transport Plan (2022)**

- 2.3.6 This plan is the county council's main policy on transport and was adopted on 1<sup>st</sup> April 2022. The area strategy for Horsham includes measures defined as short term, medium term and long term. However, none of these specifically refer to the area within the vicinity of the proposed development.

**West Sussex County Council - Guidance on Parking at New Developments (September 2020)**

- 2.3.7 The guidance states that for non-residential developments, the standards set out should only be used as an initial guide for developers. Developers should undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant attracting and retaining staff.
- 2.3.8 The proposed development is a sui generis land use and there is no specific parking standard due to the nature of the proposed development. Therefore, parking provision would be driven by a site specific assessment and the findings from this are set out later in this report. Car parking is considered to be required given the sites rural location and the staff shift patterns (7am to 7pm and 7pm to 7am).
- 2.3.9 HGV parking would be required on site during the unloading of grapes and loading of juice from the pressing operation. The yard area includes provision for this with loading/ unloading areas accessible via banjo and reversing manoeuvres.
- 2.3.10 The Guidance specifies that 5% (or at least one space) of the total parking provision needs to be allocated for blue badge parking. One space is provided in the scheme and this meets the Guidance.
- 2.3.11 The Guidance also sets out that 20% of space should include active charging provision with the remaining bays having the ducting installed to allow additional chargers to be provided later. This would result in a greater number of charging bays when compared to the requirements of Part S of the building regulations, and would be in excess of Nyetimber's operational requirements. Therefore the scheme will provide electric charging in line with the requirements set out in Part S.
- 2.3.12 Nyetimber is a commercial operation with a specialist workforce associated with the processing of grapes. Therefore, staff retention is important to their business and additional chargers would be provided if demand for these eventuated.

### 3 Baseline transport conditions

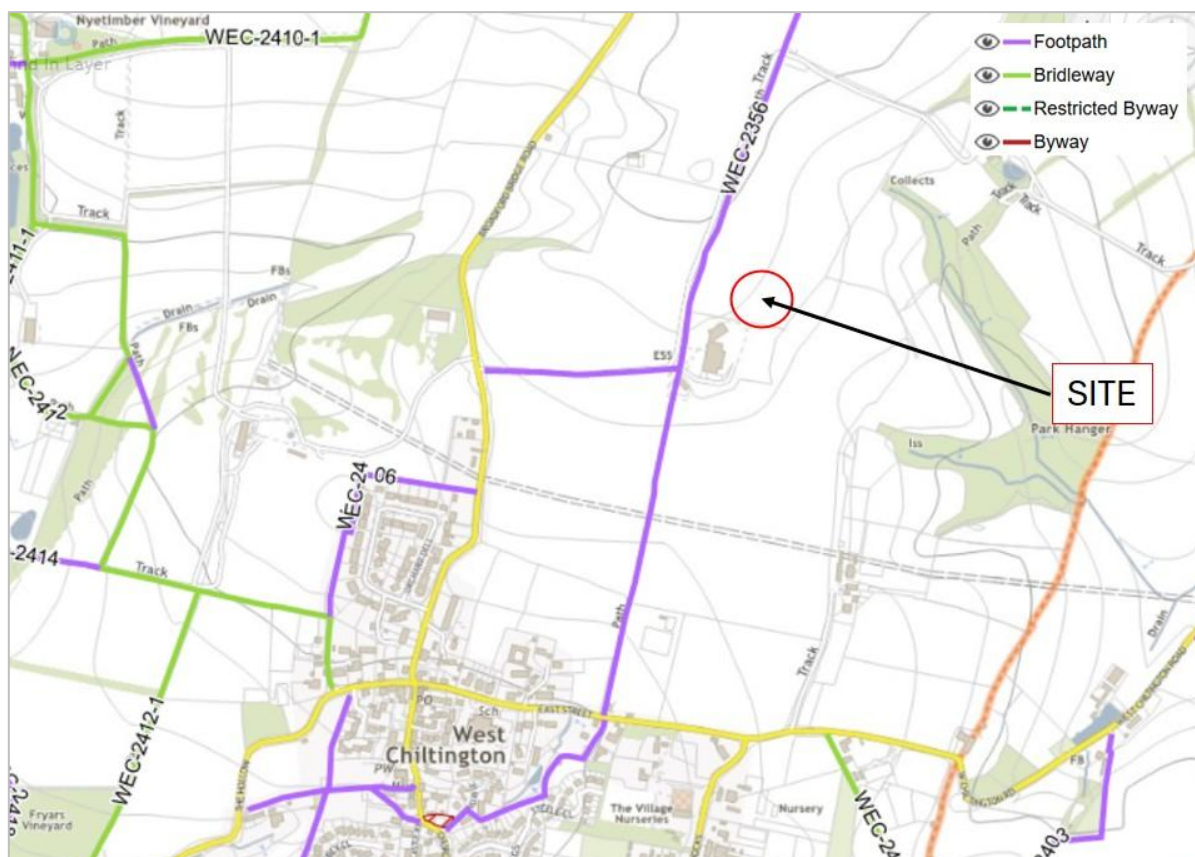
#### 3.1 Introduction

- 3.1.1 This section of the report provides a summary of the baseline transport conditions in the vicinity of the site.

#### 3.2 Walking and cycling

- 3.2.1 The rural nature of the site means that the walking and cycling networks are commensurate with the location. There are some footways in West Chiltington, but the majority of the highways do not have segregated pedestrian or cycle provision.
- 3.2.2 The posted speed limit in the centre of West Chiltington is 20mph. Broadford Bridge Road changes from 20mph to national speed limit north of the village centre in the section between West Chiltington and the site access junction.
- 3.2.3 The local public rights of way map obtained from West Sussex County Council's iMap shows that there is a footpath (WEC 2356) west of the site and this crosses the entrance driveway to the site and passes to the west of the existing pressing centre.

**Image 3.1: Local public rights of way**



**Image 3.2: WEC 2356**



### 3.3 Public transport

- 3.3.1 There are bus services that operate through West Chiltington and the closest stop to the site is located on The Hollow. This stop includes a timetable, seating and shelter.

**Image 3.3: Local bus stop**



3.3.2 Compass Travel operate two routes through West Chiltington (routes 71 and 74). Route 71 operates on a Wednesday only and provides a service to/ from destinations on the route to Chichester. The 71 service departs at 9:44am and arrives at 2 pm. Route 74 provides three bus services on a Tuesday.

3.3.3 There is a railway station located at Billingshurst approximately 6km north of the site. This provides access to Southern Railway services to London Victoria and Bognor Regis.

### 3.4 Highway network

3.4.1 Broadford Bridge Road runs north-south between West Chiltington village and the B2133. In the immediate vicinity of the site entrance, it is approximately 6m in width which is sufficiently wide for two vehicles to pass. The road is subject to the national speed limit but the nature of the road layout means that drivers are travelling well below this speed.

3.4.2 To the south of the site, it reduces in width to a single lane. When it reaches West Chiltington, the speed limit reduces to 20mph. Broadford Bridge Road then forms a priority crossroad junction with The Hollow / East Street forming the priority movement, and Church Street forming the southern minor arm.

3.4.3 To the north of the site entrance, Broadford Bridge Road continues northwards for approximately 2.7km to where it connects with the B2133. Its width varies between single and two lane sections along its length towards the B2133.

3.4.4 Broadford Bridge Road forms the minor arm of a priority junction with the B2133. The junction geometry means that right turns out onto the B2133 and left turns in from the B2133 require larger vehicles to cross into the opposing lanes on the carriageway.

3.4.5 The B2133 runs east-west between the B2139 and the A24 to the east, and the A29 and A272 to the west.

3.4.6 Nyetimber's grape deliveries to the existing pressing centre arrive from the west along the B2133. The grape juice goes via tanker to Crawley for wine making and given the geometry of the Broadford Bridge Road / B2133 junction, tankers to travel to and from the west to access the wider highway network towards Crawley.

3.4.7 A review of the collision and casualty data available on West Sussex's website has been reviewed and the locations of these are shown in **Image 3.4**. (<https://www.westsussex.gov.uk/roads-and-travel/road-safety/collision-locations-map/>). A summary is set out in **Table 3.1**.

3.4.8 This shows that there were five slight and three serious incidents recorded in the five years of data in the West Sussex online reporting tool. Important observations from this data include:

- There is a low frequency of collisions on Broadford Bridge Road, with two slight incidents recorded in the five-year period.
- None of the collisions occurred during the period where the existing pressing centre is operational (for a six-week period in September/ October).

- None of the collisions involved larger HGVs similar to those used by the pressing centre.
- The four incidents at the Broadford Bridge Road/ B2133 junction occurred over a three-year period and involved different types of vehicles.

Image 3.4: Extract of collision and casualty data

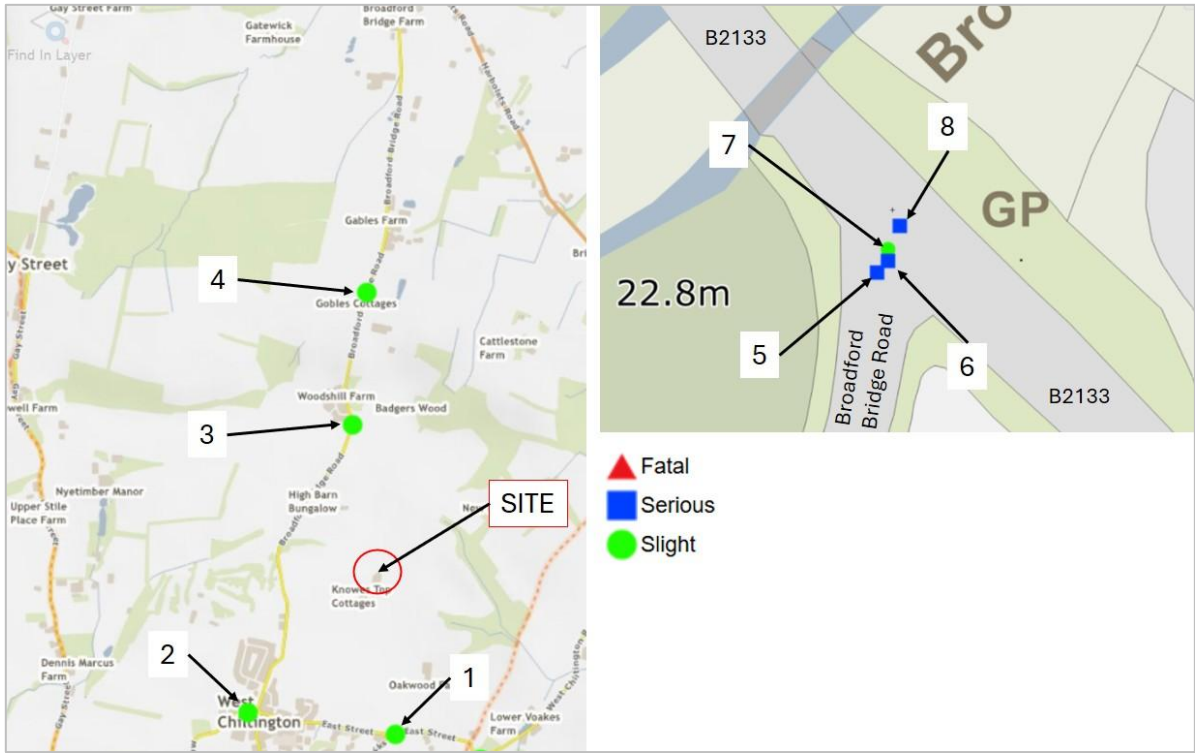


Table 3.1: Summary of collision and casualty data

| iTransport reference | PIC reference | Date       | Severity | Number and type of vehicles involved  | Number of casualties |
|----------------------|---------------|------------|----------|---------------------------------------|----------------------|
| 1                    | 241517833     | 16/11/2024 | Slight   | 1 (car)                               | 1                    |
| 2                    | 231380993     | 29/11/2023 | Slight   | 2 (both cars)                         | 1                    |
| 3                    | 251568661     | 23/03/2025 | Slight   | 2 (both cars)                         | 3                    |
| 4                    | 261699687     | 23/01/2026 | Slight   | 1 (car)                               | 1                    |
| 5                    | 251606224     | 20/06/2025 | Serious  | 3 (two cars and one van <=3.5 tonnes) | 2                    |
| 6                    | 241474498     | 31/07/2024 | Serious  | 2 (car and motorcycle)                | 1                    |
| 7                    | 241454914     | 12/06/2024 | Slight   | 2 (both cars)                         | 1                    |
| 8                    | 221155515     | 20/03/2022 | Serious  | 2 (car and motorcycle)                | 1                    |

## 4 Proposed development

### 4.1 Introduction

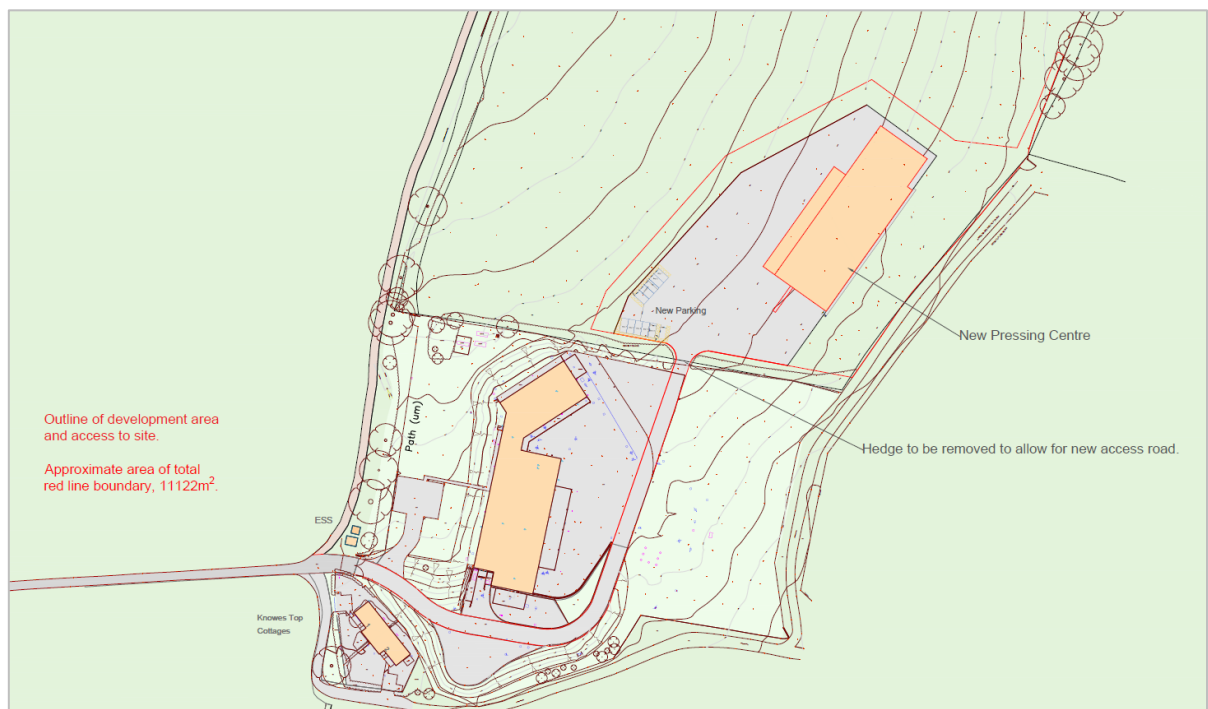
4.1.1 This section of the report sets out the proposed development, including the masterplan, site access, parking, deliveries and servicing, and emergency access.

### 4.2 Masterplan

4.2.1 The site plan and masterplan for the proposed development are shown in **Images 4.1**. The proposed development is a pressing centre for grapes, with the following features:

- Operational hours: 24 hours per day, seven days per week, six weeks of the year. The site is closed for over 10 months of the year.
- 13 staff members per shift during the operational hours. Staff shift patterns are 7am- 7pm & 7pm -7am.
- Ability to accommodate articulated HGVs and tankers on-site during the operation.
- Staff parking to be provided on-site.

**Image 4.1: Site plan**



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### 4.3 Site access

- 4.3.1 The site access will be via the existing pressing centre access road. This junction and access road for the existing centre were approved as part of the planning application for the previous development. The junction with Broadford Bridge Road is shown in **Image 4.2**. The route around the southern and eastern sides of the existing pressing centre are shown in **Image 4.3** and utilises the access route approved and constructed for the existing pressing centre.

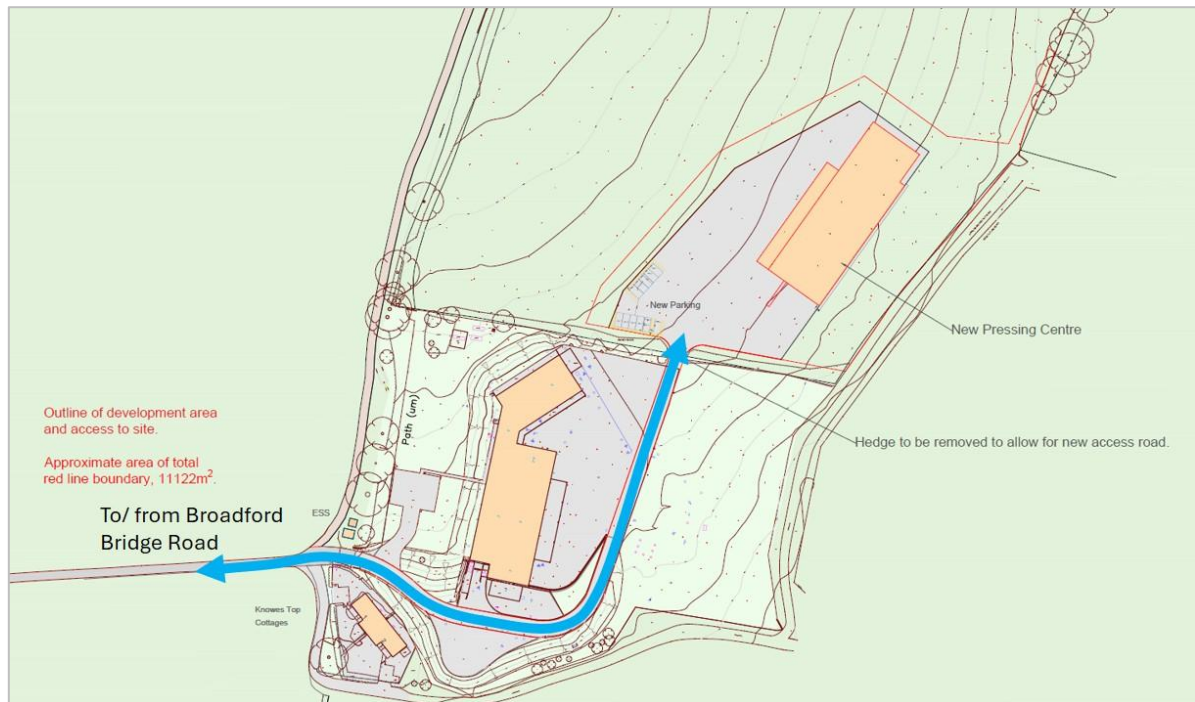
### 4.4 Parking

- 4.4.1 The pressing centre will be delivered under a sui generis planning consent and therefore there is no specific parking standard due to the nature of the proposed development.
- 4.4.2 Car parking is considered to be required given the site's rural location and the staff shift patterns (7am to 7pm and 7pm to 7am).
- 4.4.3 The existing pressing centre achieved consent for 17 car parking spaces when it was approved. The number of staff employed at the existing pressing centre is 20 staff per shift, with two shifts per day. This gives a parking ratio of 0.85 car parking spaces per staff member per shift.

**Image 4.2: Existing site access/ Broadford Bridge Road junction**



**Image 4.3: Route to/ from the proposed pressing centre via the existing pressing centre**

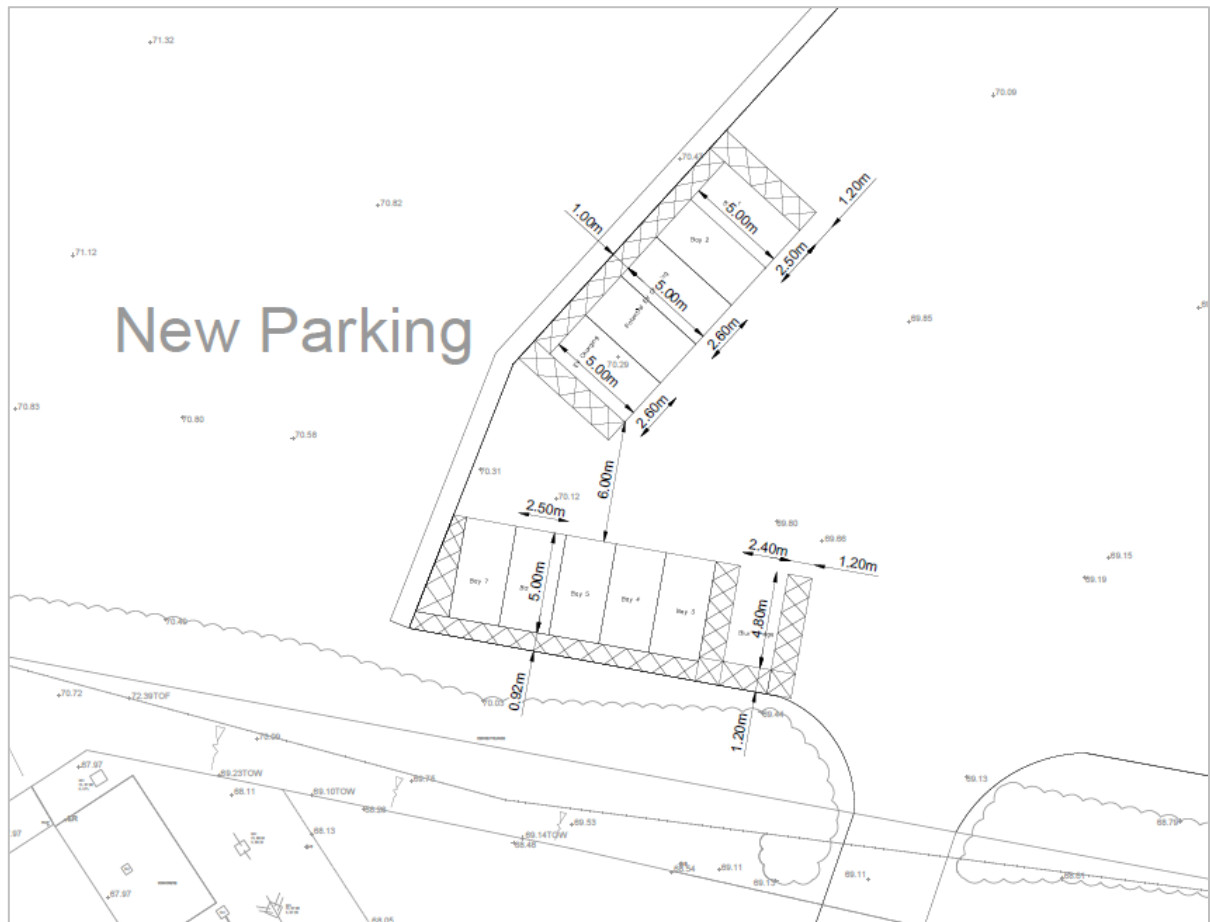


4.4.4 The new pressing centre will have 13 staff per shift and these will travel to/ from the site either as a single occupancy car trip or a car share arrangement. Applying the same parking ratio as the existing centre gives 11 spaces and these can be accommodated within the delivery yard. The parking provided includes:

- One blue badge bay (2.4m x 4.8m with 1.2m strip) in line with West Sussex guidance.
- One electric vehicle charging bay with active provision and two spaces where the ducting will be provided. This is in line with the Building Regulations Part S (2.6m x 5m with 1m strip to rear of the bay).
- Seven standard parking bays (2.5m x 5m)

4.4.5 The locations of the parking bays are shown in masterplan and the configuration of these is shown in **Drawing ITB220082-GA-003**. An extract from this drawing is shown in **Image 4.4**.

**Image 4.4: Locations of the parking bays**



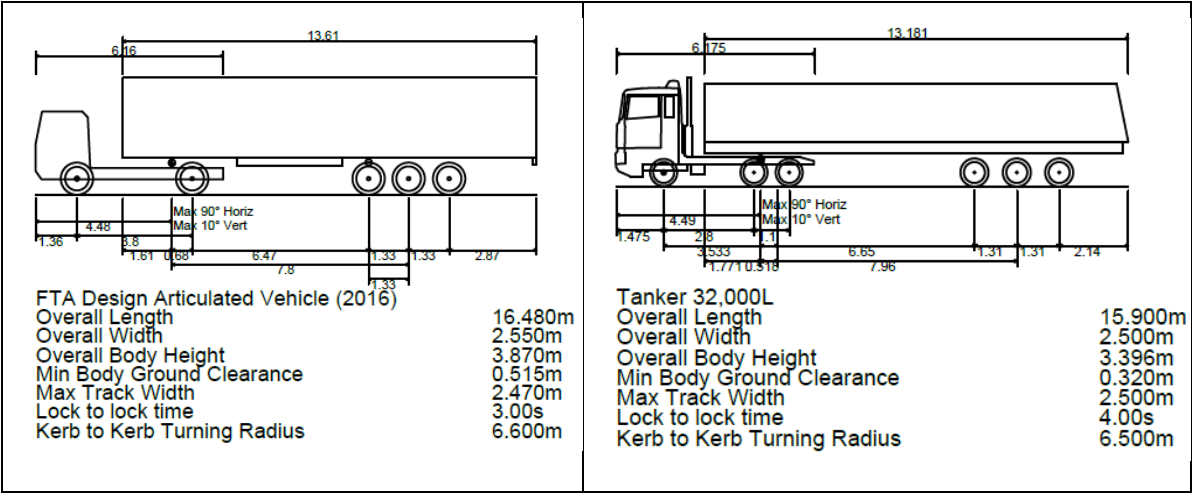
## 4.5 Deliveries and servicing

### 4.5.1 The deliveries and servicing requirements for the pressing centre includes:

- Grapes arriving on five articulated HGVs between 12pm and 10pm during the six week processing period.
- Juice departing to be bottled in four cisterns per day (one every 6 hours)
- Ad hoc maintenances and breakdowns/ repairs when required

### 4.5.2 The yard has been designed to accommodate the delivery and servicing vehicles and swept path analysis is provided in **Drawings ITB220082-GA-001 and ITB220082-GA-002**. Extracts from these drawings are shown in **Images 4.6 and 4.7** for the vehicles shown in **Image 4.5**. It is noted that the delivery and servicing vehicles may ultimately be vehicles of a shorter length but the following have been used for a robust assessment.

Image 4.5: 16.5m articulated HGV and 15.9m articulated tanker



4.6 Emergency access

4.6.1 A fire tender needs to be able to access the proposed development and this would be able to do this via the access proposed. The Building Regulations Part B set out the vehicle access requirements, and the fire tender will be able to access the perimeter along the southern and west sides of the building.

Image 4.6: 16.5m articulated HGV swept path analysis

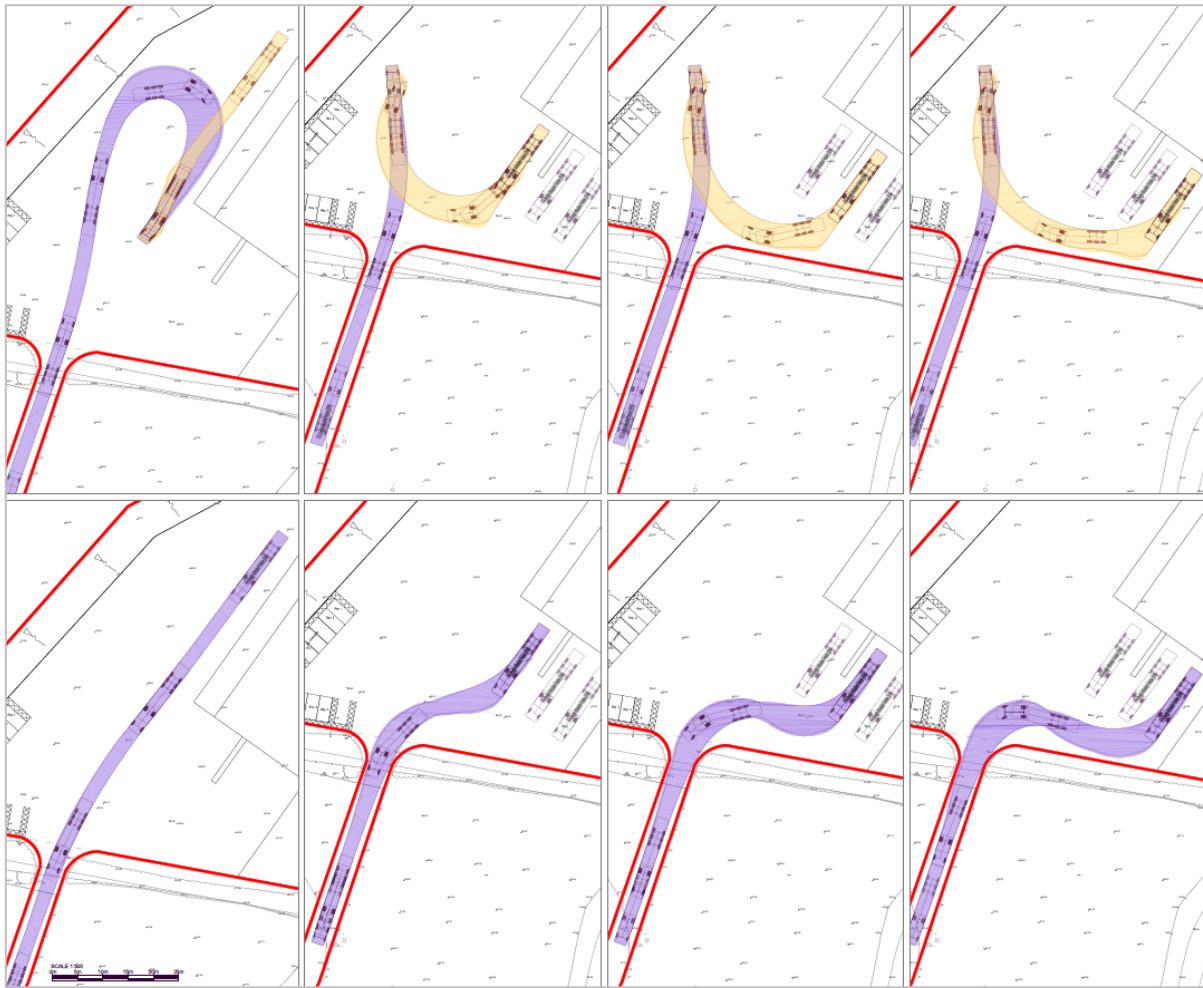
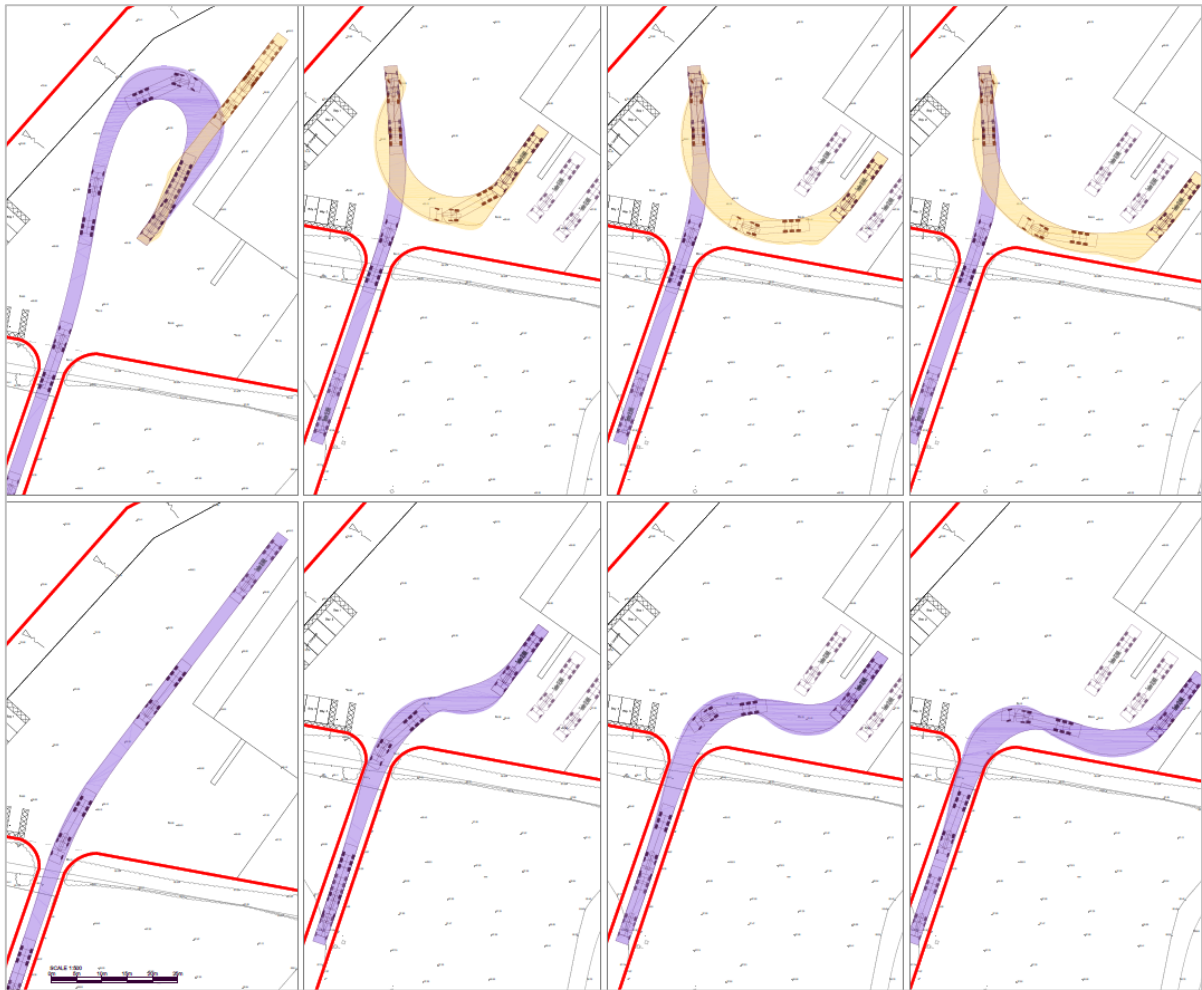


Image 4.7: 15.9m articulated tanker swept path analysis



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## 5 Trip generation and assessment

### 5.1 Introduction

This section of the report sets out the trip generation of the proposed development and provides an assessment of the impact of the proposals.

### 5.2 Trip generation

5.2.1 The proposed development will be replacing the existing pressing centre operation at River Farm Barn, Tillington, Petworth. Therefore, the operational trips will relocate from this to the proposed development, and would be as follows:

- Operational hours: 24 hours per day, seven days per week, six weeks of the year in September and October. The site is closed for over 10 months of the year.
- 13 staff members per shift during the operational hours. Staff shift patterns are 7am- 7pm & 7pm -7am. Staff would typically depart just before their shift ends and arrive just after their shift start.
- The staff will travel by car as a single occupant or car share. 11 car parking spaces are be provided and therefore it is assumed that 11 vehicles would arrive and depart at the start/ end of each shift. This assumes that two staff would be car sharing with other employees. Staff would typically depart just before their shift ends and arrive just after their shift start so the 11 spaces on site will be available for use.
- The source locations of grapes are from the Nyetimber vineyards across Sussex, Hampshire and Kent.
- The breakdown of arrivals and departures of the operational vehicles is:
  - Grapes arriving in five articulated HGVs per day between 12pm and 10pm. These vehicles unload and depart in the hour after arrival.
  - Juice departing in four cisterns a day, one every six hours across the day to the bottling centre in Crawley. These vehicles arrive and then spend three hours onsite before departing.
  - Other deliveries and servicing would be ad hoc maintenance and repairs so there is no formal schedule for this.

5.2.2 This allows a daily profile of vehicle arrivals and departures to be determined for the operational days within the six-week operational period and this is shown in **Table 5.1**. It is reiterated that the site will generate no vehicle movements for over 10 months of a year.

5.2.3 The trip arrival and departure profile shows that:

- There would be no vehicles arriving or departing during the AM peak hour of 8am to 9am.

- There would be one HGV departing during the PM peak hour of 5pm to 6pm.
- There would be 22 cars arrivals and 22 car departures across the 24-hour period.
- There would be nine HGV arrivals and nine HGV departures across the 24-hour period.
- The maximum number of HGVs generated by the proposed development that would be travelling along Broadford Bridge Road is two in an hour.

**Table 5.1: Operational vehicle arrivals and departures**

| Time           | Staff     |            | Grape deliveries |            | Juice departing |            |
|----------------|-----------|------------|------------------|------------|-----------------|------------|
|                | Arrivals  | Departures | Arrivals         | Departures | Arrivals        | Departures |
| 0:00 to 1:00   | -         | -          | -                | -          | 1               | -          |
| 1:00 to 2:00   | -         | -          | -                | -          | -               | -          |
| 2:00 to 3:00   | -         | -          | -                | -          | -               | -          |
| 3:00 to 4:00   | -         | -          | -                | -          | -               | 1          |
| 4:00 to 5:00   | -         | -          | -                | -          | -               | -          |
| 5:00 to 6:00   | -         | -          | -                | -          | -               | -          |
| 6:00 to 7:00   | -         | 11         | -                | -          | 1               | -          |
| 7:00 to 8:00   | 11        | -          | -                | -          | -               | -          |
| 8:00 to 9:00   | -         | -          | -                | -          | -               | -          |
| 9:00 to 10:00  | -         | -          | -                | -          | -               | 1          |
| 10:00 to 11:00 | -         | -          | -                | -          | -               | -          |
| 11:00 to 12:00 | -         | -          | -                | -          | -               | -          |
| 12:00 to 13:00 | -         | -          | 1                | -          | 1               | -          |
| 13:00 to 14:00 | -         | -          | -                | 1          | -               | -          |
| 14:00 to 15:00 | -         | -          | 1                | -          | -               | -          |
| 15:00 to 16:00 | -         | -          | -                | 1          | -               | 1          |
| 16:00 to 17:00 | -         | -          | 1                | -          | -               | -          |
| 17:00 to 18:00 | -         | -          | -                | 1          | -               | -          |
| 18:00 to 19:00 | -         | 11         | 1                | -          | 1               | -          |
| 19:00 to 20:00 | 11        | -          | -                | 1          | -               | -          |
| 21:00 to 22:00 | -         | -          | 1                | -          | -               | -          |
| 22:00 to 23:00 | -         | -          | -                | 1          | -               | 1          |
| 23:00 to 0:00  | -         | -          | -                | -          | -               | -          |
| <b>Total</b>   | <b>22</b> | <b>22</b>  | <b>5</b>         | <b>5</b>   | <b>4</b>        | <b>4</b>   |

## 5.3 Trip distribution and assignment

### 5.3.1 The trip distribution and assignment are determined from the following:

- Staff would be based within commuting distance of the site, so it is assumed that 50% of the trips would arrive/ depart from/ to the south along Broadford Bridge Road and 50% would arrive/ depart from/ to the north.
- Grape deliveries and juice leaving the site would be to/ from the north along Broadford Bridge Road. These vehicles would enter/ exit Broadford Bridge Road from/ to the west along the B2133.

5.3.2 Therefore, 22 two-way vehicle trips would be travelling to/ from the south via Broadford Bridge Road per day and 40 two-way vehicles trips (of which 18 would be HGVs) would be travelling to/ from the north via Broadford Bridge Road per day.

5.3.3 The grape deliveries would be from Nyetimber's vineyards across Sussex, Hampshire and Kent. HGVs would be required to travel to/ from the west along the B2133 with routing beyond this dependant on the source of the grapes.

5.3.4 The juice will be bottled at Nyetimber's facility at Manor Royal Business Park, Gatwick Road, Crawley. The tankers transporting the juice would travel to/ from the bottling facility via the A29 which is connected to the B2133 west of the site.

## 5.4 Impact assessment

5.4.1 The trip generation set out previously confirmed that there will be no vehicles arriving or departing in the AM peak hour and there will only be one vehicle (HGV) arriving or departing in the PM peak hour. There would be 62 two-way vehicle movements per day.

5.4.2 As set out previously, the site would be operational for six weeks each year in September and October, with no activity generating vehicle trips during the rest of the year (over 10 months of the year).

5.4.3 There is an existing pressing centre next to the proposed development which generates HGV trips during the same operational period in September and October each year. The review of the collision and casualty data showed that there is a low frequency and number of collisions on Broadford Bridge Road, none of the collisions occurred during the period (within the year) when the existing pressing centre is operational, and none of the collisions involved larger HGVs similar to those used by the pressing centre.

5.4.4 Therefore, there is no evidence to suggest that the existing pressing centre has affected highway safety on Broadford Bridge Road. An additional two HGV trips in an hour would not represent a significant increase.

5.4.5 Nyetimber also currently coordinate their logistics with a staff member on each shift being tasked with remaining in contact with HGV drivers throughout their journeys. This allows them to ensure that HGV arrivals and departures do not coincide along Broadford Bridge Road.

5.4.6 The proposed development would therefore not have a severe impact on the operation of the highway network.

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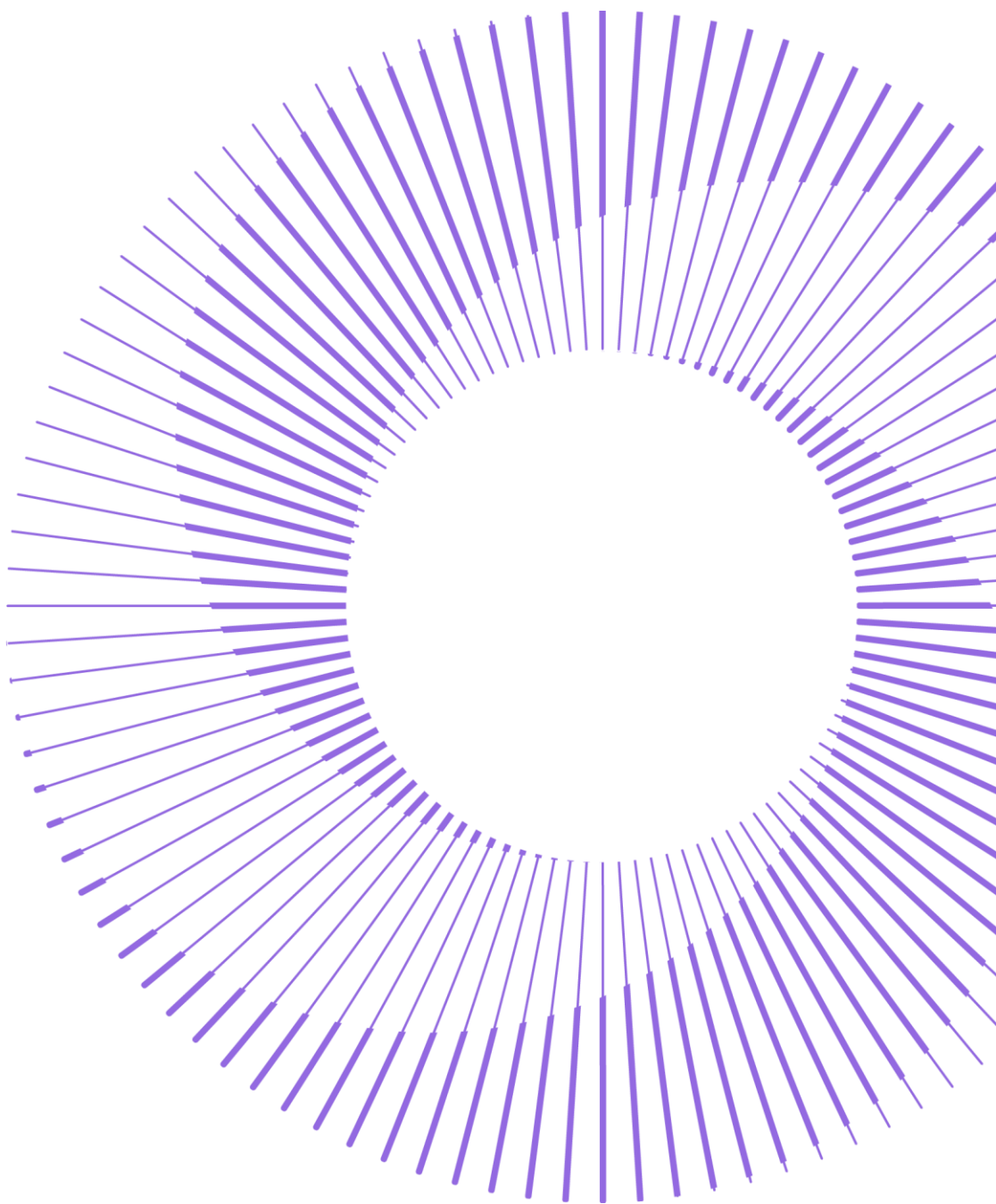
## 6 Summary and conclusions

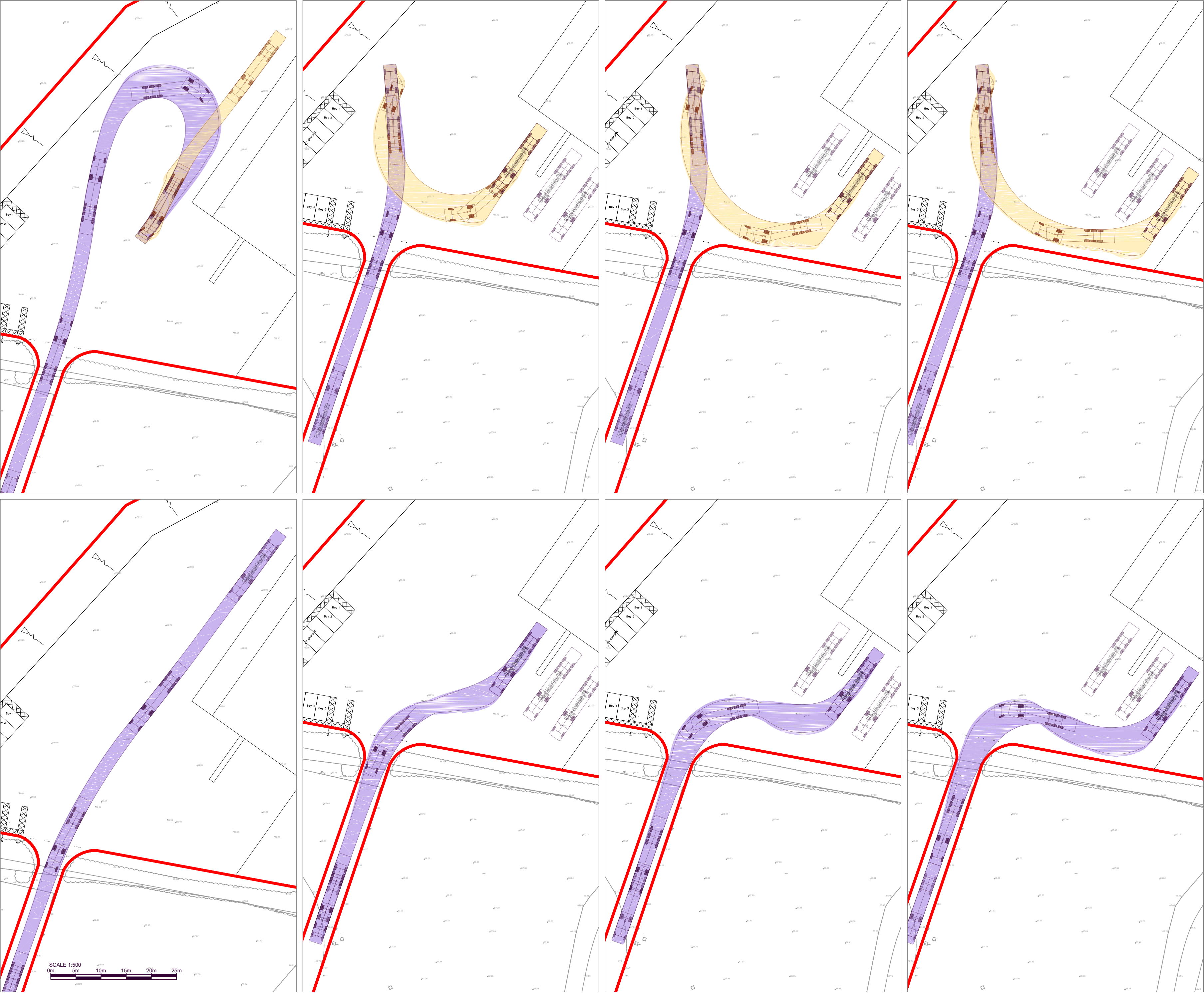
- 6.1.1 Nyetimber has appointed iTransport to provide highways and transport planning services to support the planning application for a new pressing centre at West Chiltington. The application is for the construction of a two-storey detached barn to support the vineyard use (Sui Generis), including associated landscape and access alterations.
- 6.1.2 Nyetimber owns a number of vineyards in West Sussex, Kent and Hampshire and currently use two pressing centres to extract the juice from the grapes. The existing pressing centres are located adjacent to the site of the proposed development and at River Farm Barn, Tillington, Petworth.
- 6.1.3 Nyetimber require a new pressing centre at West Chiltington as they will no longer be using the pressing centre at River Farm Barn, Tillington, Petworth. Relocation of all of their pressing requirements to West Chiltington means that all of these operations will be consolidated in this location. The proposed development is also surrounded by vineyards as well as being close to the headquarters on Gay Street.
- 6.1.4 The site plan and masterplan for the proposed development have been provided and the proposed development is a pressing centre for grapes, with the following features:
- Operational hours: 24 hours per day, seven days per week, six weeks of the year. The site is closed for over 10 months of the year.
  - 13 staff members per shift during the operational hours. Staff shift patterns are 7am- 7pm & 7pm -7am.
  - Ability to accommodate articulated HGVs and tankers on-site during the operation.
  - Staff parking to be provided on-site. This is based on standards derived from the precedent set at the existing pressing centre next to the proposed development.
- 6.1.5 The trip generation set out previously confirmed that there will be no vehicles arriving or departing in the AM peak hour and there will only be one vehicle (HGV) arriving or departing in the PM peak hour. There would be 62 two-way vehicle movements per day.
- 6.1.6 The site would be operational for six weeks each year in September and October, with no activity generating vehicle trips during the rest of the year (over 10 months of the year).
- 6.1.7 There is an existing pressing centre next to the proposed development which generates HGV trips during the same operational period in September and October each year. The review of the collision and casualty data showed that there is a low frequency and number of collisions on Broadford Bridge Road, none of the collisions occurred during the period where the pressing centre is operational, and none of the collisions involved larger HGVs similar to those used by the pressing centre.
- 6.1.8 Therefore, there is no evidence to suggest that the existing pressing centre has affected highway safety on Broadford Bridge Road. An additional two HGV trips in an hour would not represent a significant increase.
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- 6.1.9 Nyetimber also currently coordinate their logistics with a staff member on each shift being tasked with remaining in contact with HGV drivers throughout their journeys. This allows them to ensure that HGV arrivals and departures do not coincide along Broadford Bridge Road.
- 6.1.10 The proposed development would therefore not have a severe impact on the operation of the highway network.

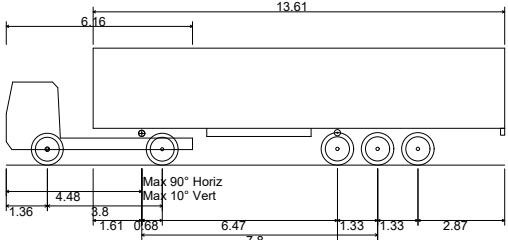
# DRAWINGS

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KEY:  
SITE BOUNDARY



FTA Design Articulated Vehicle (2016)  
Overall Length 16.480m  
Overall Width 2.550m  
Overall Body Height 3.870m  
Min Body Ground Clearance 0.515m  
Max Track Width 2.470m  
Lock to lock time 3.00s  
Kerb to Kerb Turning Radius 6.600m

|   |          |    |                     |    |    |
|---|----------|----|---------------------|----|----|
| B | 16.07.26 | JD | SITE LAYOUT UPDATED | JB | SM |
| A | 06.07.26 | JD | SITE LAYOUT UPDATED | JB | SM |
| - | 11.06.26 | JD | INITIAL ISSUE       | SM | SM |

| REV | DATE | BY | DESCRIPTION | CHK | APD |
|-----|------|----|-------------|-----|-----|
|-----|------|----|-------------|-----|-----|

**itransport**

The Square, Basing View,  
Basingstoke, Hampshire, RG21 4EB  
Tel: 01256 896366

www.itransport.co.uk

TITLE:

SWEPT PATH ANALYSIS -  
ARTICULATED VEHICLE

PROJECT:

NYETIMBER PRESSING CENTRE

CLIENT:

NYETIMBER

DESIGN STATUS:  
FOR INFORMATION

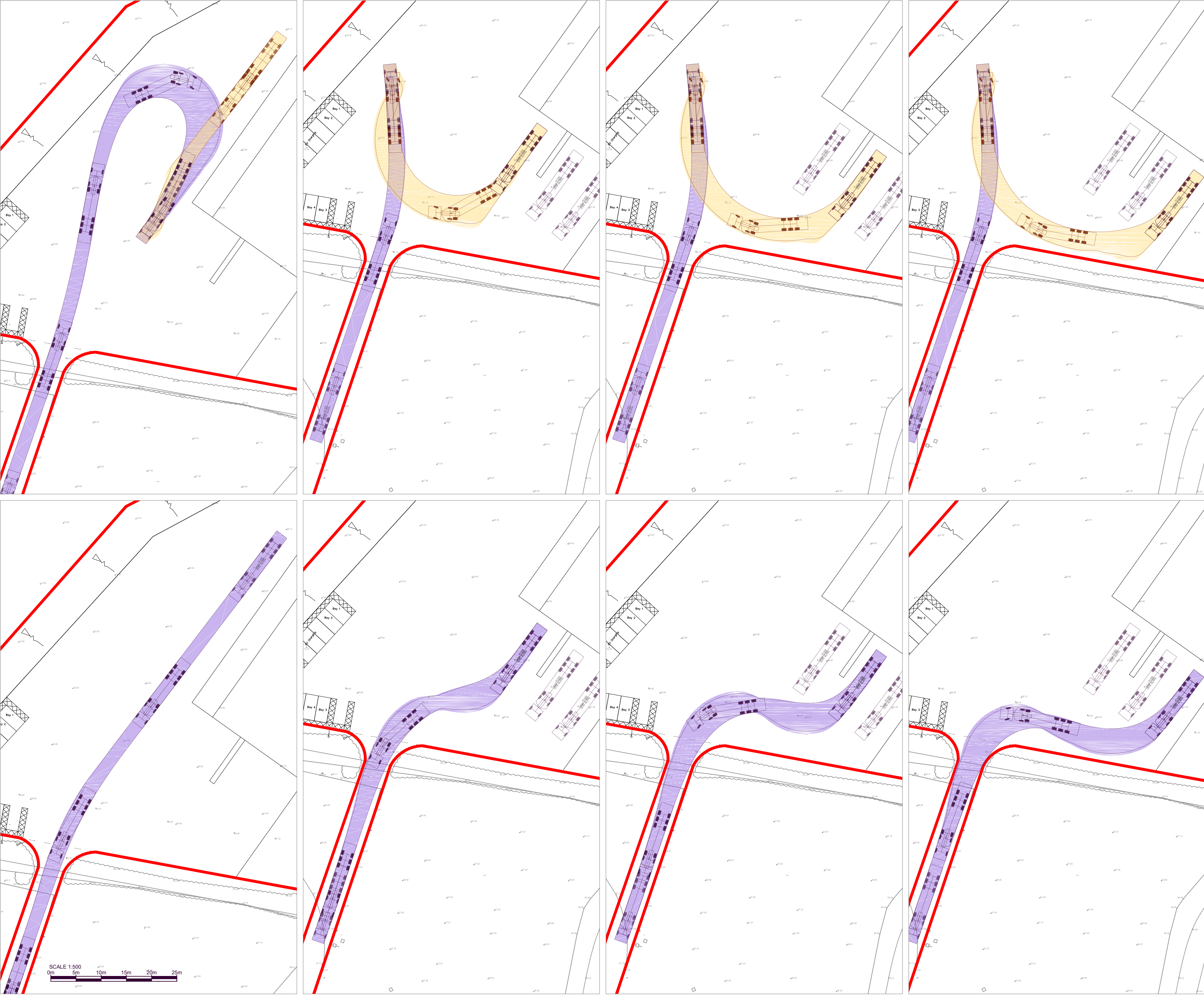
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PRELIMINARY

SCALE @ A2:  
1:500

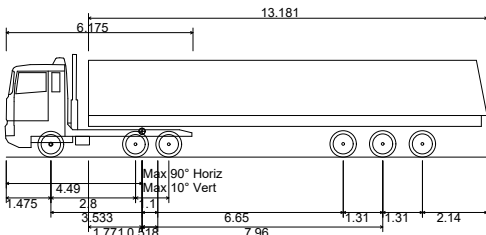
PROJECT No:  
ITB220082

DRAWING No:  
ITB220082-GA-001

REV:  
B



KEY:  
SITE BOUNDARY



Tanker 32,000L  
Overall Length 15.900m  
Overall Width 2.500m  
Overall Body Height 3.396m  
Min Body Ground Clearance 0.320m  
Max Track Width 2.500m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 6.500m

|   |          |    |                     |    |    |
|---|----------|----|---------------------|----|----|
| B | 16.07.26 | JD | SITE LAYOUT UPDATED | JS | SM |
| A | 06.07.26 | JD | SITE LAYOUT UPDATED | JS | SM |
| - | 11.06.26 | JD | INITIAL ISSUE       | SM | SM |

| REV | DATE | BY | DESCRIPTION | CHK | APD |
|-----|------|----|-------------|-----|-----|
|-----|------|----|-------------|-----|-----|

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Basingstoke, Hampshire, RG21 4EB  
Tel: 01256 896366  
[www.itransport.co.uk](http://www.itransport.co.uk)

TITLE:

SWEPT PATH ANALYSIS -  
TANKER 32,000L

PROJECT:

NYETIMBER PRESSING CENTRE

CLIENT:

NYETIMBER

DESIGN STATUS:  
FOR INFORMATION

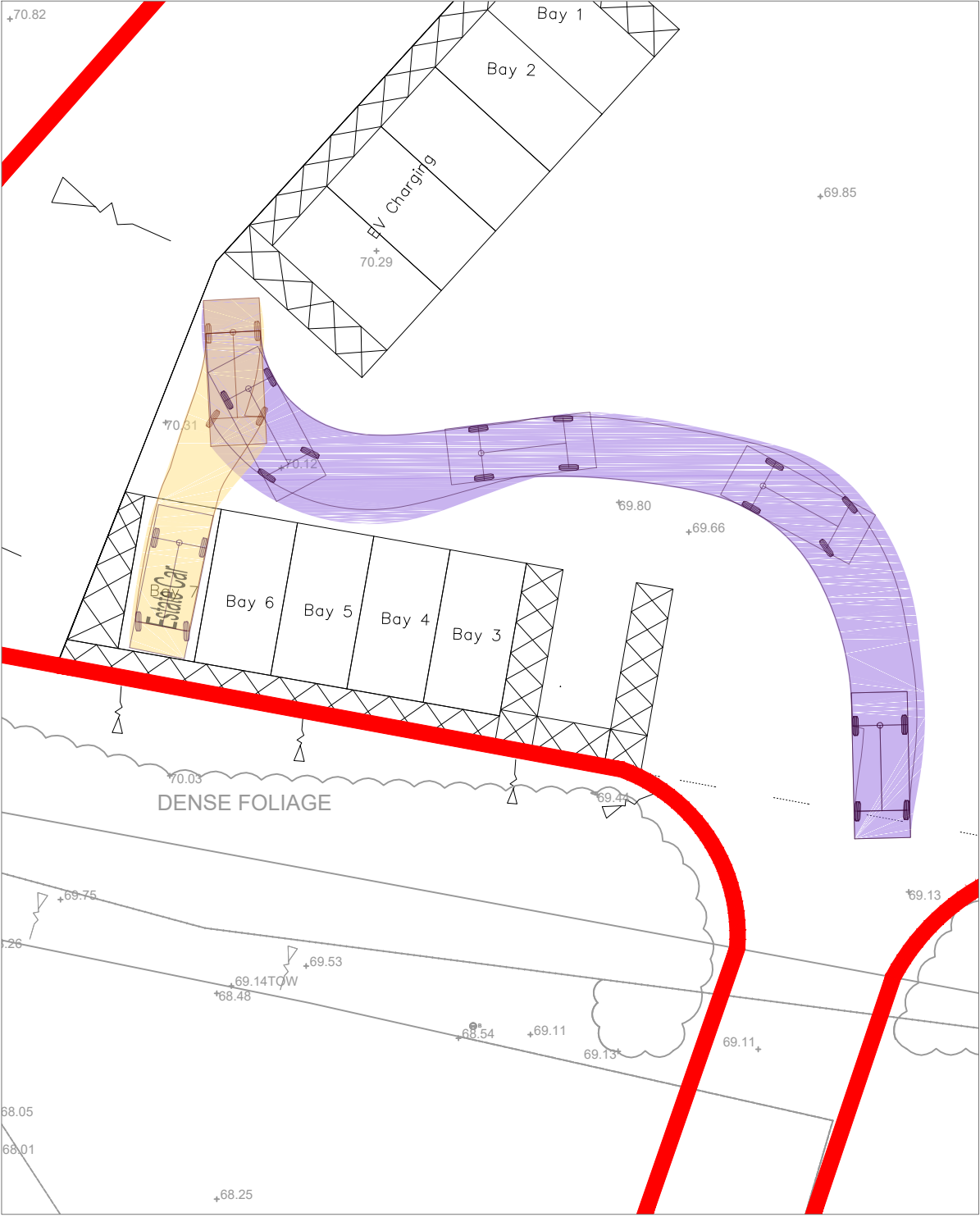
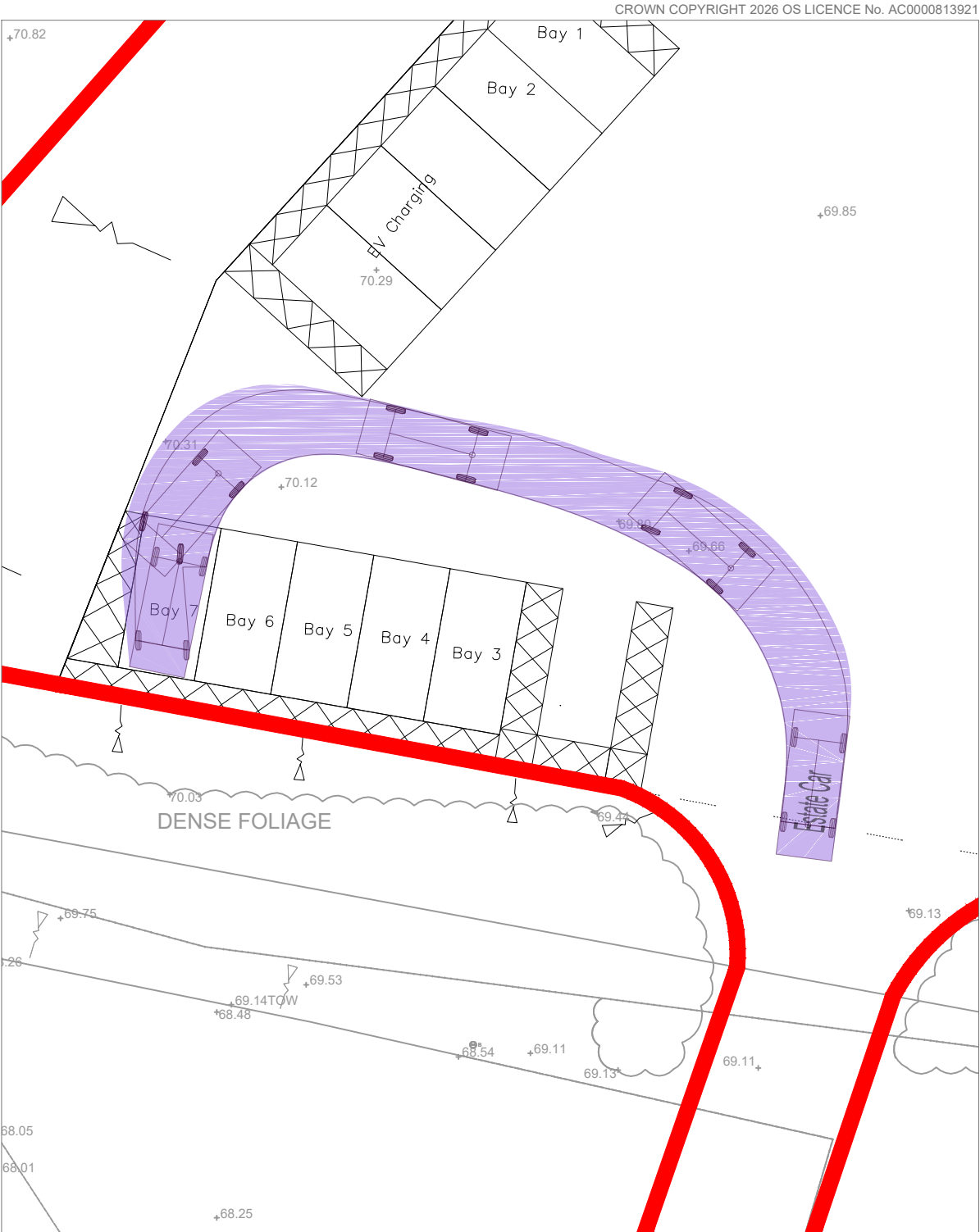
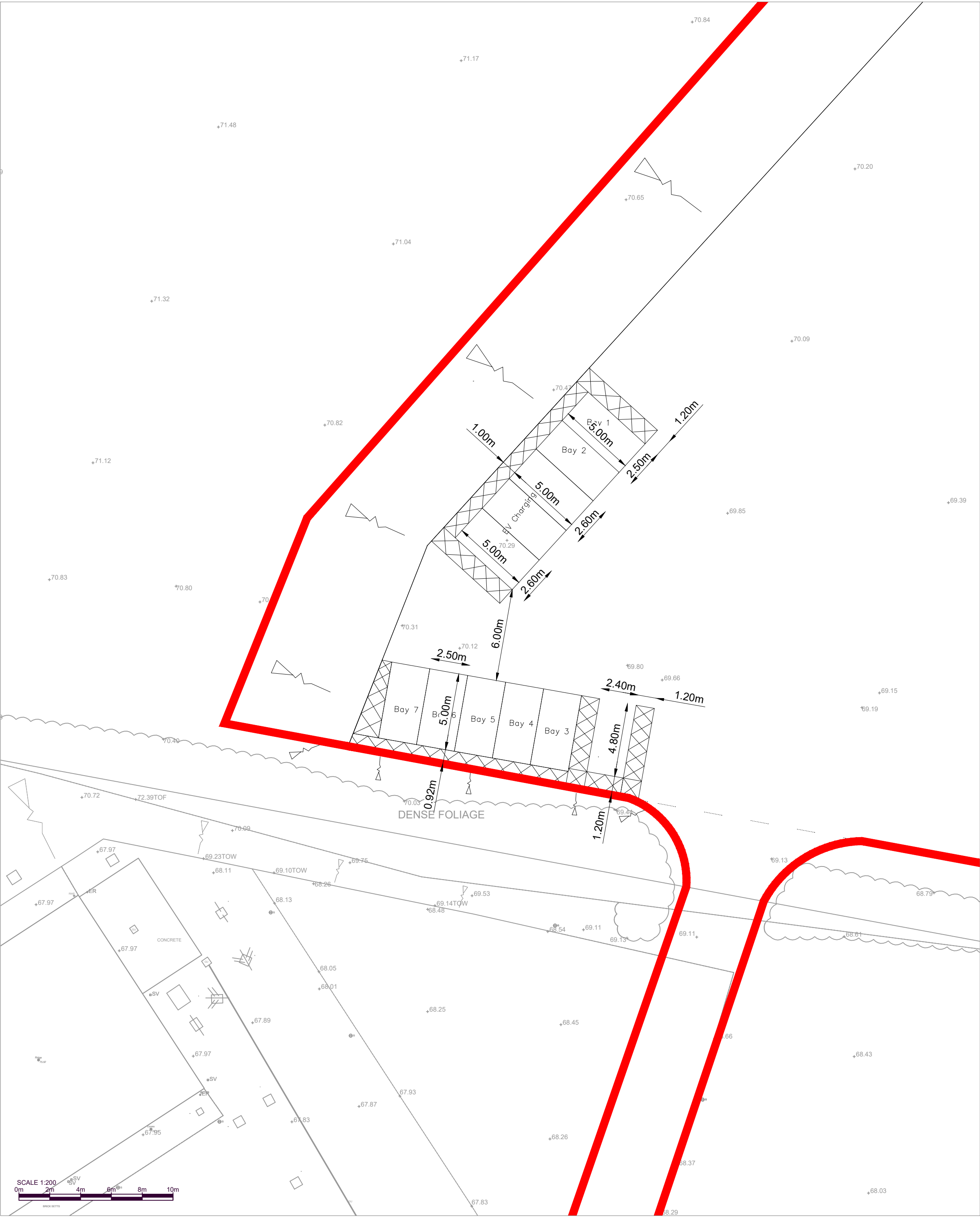
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PRELIMINARY

SCALE @ A2:  
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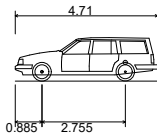
PROJECT No:  
ITB220082

DRAWING No:  
ITB220082-GA-002

REV:  
B



KEY:  
SITE BOUNDARY



Estate Car  
Overall Length 4.71m  
Overall Width 1.804m  
Overall Body Height 1.442m  
Min Body Ground Clearance 0.207m  
Max Track Width 1.756m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 5.950m

| REV | DATE     | BY | DESCRIPTION         | CHK | APP |
|-----|----------|----|---------------------|-----|-----|
| A   | 16.07.26 | JD | SITE LAYOUT UPDATED | JB  | SM  |
| -   | 06.07.26 | JD | INITIAL ISSUE       |     |     |

**itransport**

The Square, Basing View,  
Basingstoke, Hampshire, RG21 4EB  
Tel: 01256 896366

www.itransport.co.uk

TITLE:  
CAR PARKING DIMENSIONS AND  
SWEEP PATH ANALYSIS - ESTATE CAR

PROJECT:  
NYETIMBER PRESSING CENTRE

CLIENT:  
NYETIMBER

DESIGN STATUS:  
FOR INFORMATION

DRAWING STAGE:  
CONCEPT

SCALE @ A2:  
1:200

PROJECT No:  
ITB220082

DRAWING No:  
ITB220082-GA-003

REV:  
A

