

A Report for  
**DEVINE HOMES**

In respect of  
**Site 784 Bolney Road,  
ANSTY**

**Technical Note**

November 2021



## Document Management

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### Document Review

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Issued by:

Bristol  
Cambridge  
**London**  
Manchester  
Oxford  
Welwyn Garden City

**Transport Planning Associates**  
1 Giltspur Street  
London  
EC1A 9DD

020 7119 1155  
london@tpa.uk.com  
www.tpa.uk.com

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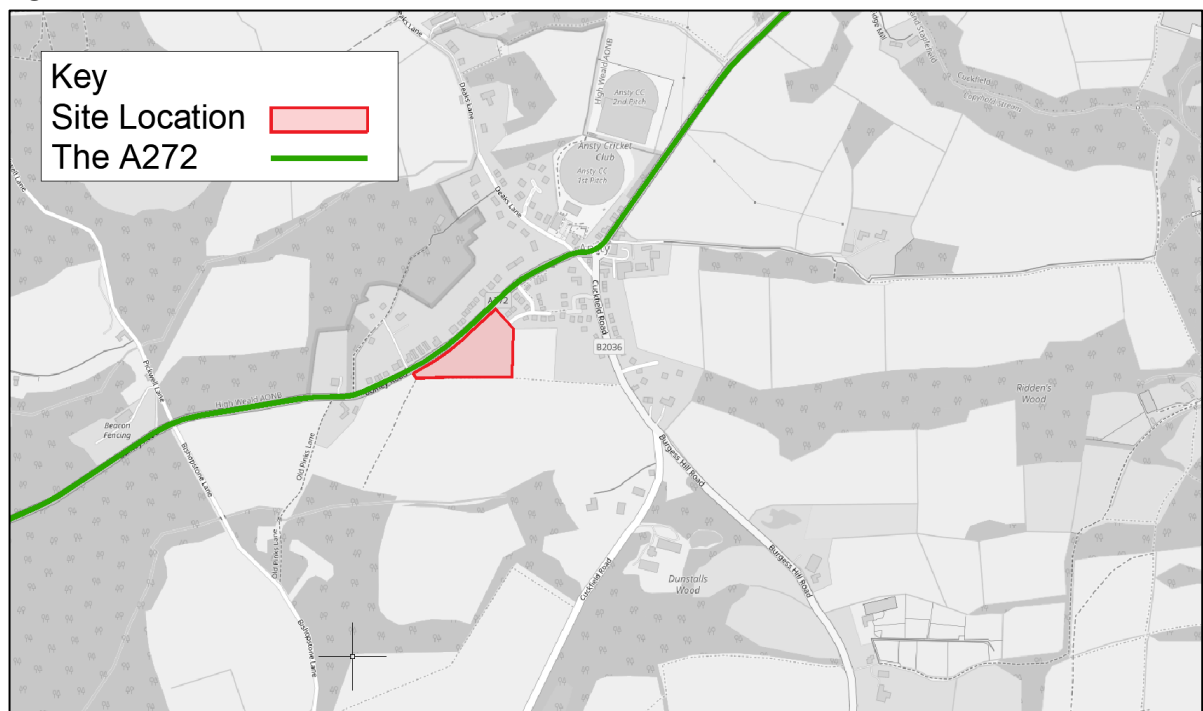
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# 1 Introduction

- 1.1 Transport Planning Associates has been commissioned by Devine Homes to provide transport planning consultancy services in relation to a potential residential development on Bolney Road in Ansty, Mid Sussex. The location of the site is shown in **Figure 1.1**.

**Figure 1.1 Site Location**



Source: © OpenStreetMap contributors

- 1.2 This Technical Note has been prepared to consider the development of site 784<sup>1</sup>, which would be accessed via Upton Drive and Marwick Close. It is understood that Devine Homes has a right of access in place to enable the future development of the parcel of land to the west of Marwick Close.
- 1.3 The Mid Sussex Strategic Housing and Economic Land Availability Assessment (2020) (SHELAA) noted that with respect to highway access:
- “Safe access is unavailable or affected by severe limitations/ restrictions”*
- 1.4 It is understood that the proposed development of the site would provide up to 45 residential units, to be accessed from Bolney Road via Marwick Close.

<sup>1</sup> Mid Sussex Strategic Housing and Economic Land Availability Assessment (2020) site 784

## Relevant planning History

- 1.5 In 2016, an outline planning application<sup>2</sup> was submitted for *"the approval of access details for residential development for up to 20 dwellings with associated external works, landscape and access"*<sup>3</sup>. This application included a Transport Statement (TS)<sup>4</sup> that identified the potential impact of the development on the local highway network. The TS included trip rates, a census distribution of development traffic, and a PICADY analysis of the access junction. Reference will be made to these elements within this Technical Note.

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<sup>2</sup> Planning reference DM/16/2347

<sup>3</sup> Planning reference DM/16/2347

<sup>4</sup> DHA Transport reference JSL/10839

## 2 Site 784 Review

- 2.1 This chapter considers the means of access to the proposed site, the predicted traffic generation of the residential development and the anticipated distribution of the development traffic.

### Access

#### *Pedestrian / cycle*

- 2.2 As part of the agreed rights of access, it is considered that pedestrian / cycle access to plot 784 could be taken through the neighbouring site<sup>5</sup> via Upton Drive and Marwick Close. This would make use of the shared surface layout shown in the TS for the site.
- 2.3 An alternate pedestrian / cycle access on Bolney Road could be provided at the location of the existing field access. This possible access arrangement is illustrated in **Appendix A**.
- 2.4 A suitable location for a crossing on Bolney Road would be determined with reference to available stopping sight distances on Bolney Road and to the results of a traffic speed survey.

#### *Vehicular Access*

- 2.5 A review of the approved and constructed neighbouring site road layout that would provide access to the development site has been undertaken based on measurements of the access width and a swept path analysis of the route. This analysis is contained within **Appendix B** and demonstrates that two large cars would be able to pass along the access road to the site.
- 2.6 With regard to access by larger vehicles, such as a fire tender or a refuse collection vehicle, these would be infrequent visitors and thus would be unlikely to conflict with cars accessing and egressing the site. The existing carriageway has a minimum width of 4.9m as shown in **Appendix B**, which is in excess of the 4.8m typically required to allow a heavy goods vehicle to pass a car<sup>6</sup>.

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<sup>5</sup> Planning reference DM/16/2347

<sup>6</sup> As set out in Figure 7.1 of Manual for Streets

## Predicted Traffic Generation

- 2.7 The predicted vehicular trip generation of the site, based on a maximum of 45 dwellings, has been calculated utilising the trip rates that were agreed as part of the 2016 planning application for the neighbouring site. This calculation is set out in Table 2.1.

Table 2.1 Vehicular Trip Generation (45 dwellings)

Time Period		Arrivals	Departures	Total
<b>AM Peak</b> <b>(08:00-09:00)</b>	<b>Trip Rates</b>	0.202	0.347	0.549
	<b>Trips</b>	9	16	25
<b>PM Peak</b> <b>(17:00-18:00)</b>	<b>Trip Rates</b>	0.303	0.180	0.483
	<b>Trips</b>	14	8	22
<b>Daily</b> <b>(07:00-19:00)</b>	<b>Trip Rates</b>	2.583	2.524	5.107
	<b>Trips</b>	116	114	230

Notes: Trip rates based on those used for Planning reference DM/16/2347

- 2.8 As shown above, the proposed maximum development of 45 dwellings is predicted to generate approximately 25 vehicular movements in the morning peak hour, and approximately 22 vehicular movements in the evening peak hour.
- 2.9 The effect of the proposed development on the existing site access on Bolney Road is shown in the following table that shows the existing and proposed flows. As can be seen, the development would result in a two way AM peak hour flow of 36 vehicles and a two way PM peak hour flow of 32 vehicles. The additional development traffic would result in a total predicted flow of approximately 1 vehicle every two minutes, which would have no significant impact on the capacity or operation of the site access.

Table 2.2 Vehicular Trip Attraction

Time Period		Arrivals	Departures	Total
<b>AM Peak</b> <b>(08:00-09:00)</b>	<b>Existing</b>	4	7	11
	<b>Proposed</b>	9	16	25
	<b>Total</b>	13	23	36
<b>PM Peak</b> <b>(17:00-18:00)</b>	<b>Existing</b>	6	4	10
	<b>Proposed</b>	14	8	22
	<b>Total</b>	20	12	32
<b>Daily</b> <b>(07:00-19:00)</b>	<b>Existing</b>	52	50	102
	<b>Proposed</b>	116	114	230
	<b>Total</b>	168	164	332

Notes: Trip Attraction for existing (the neighbouring site) based on Planning reference DM/16/2347

## Trip Distribution

- 2.10 The distribution of development trips onto the highway network has been assumed to be a 50:50 split, based on a similar proportion used in the TS for the neighbouring site. The resultant distribution is set out in Table 2.3.

Table 2.3 Distribution of Development Trips

	Direction	Arrival	Departure
<b>AM Peak</b> <b>(08:00-09:00)</b>	East (50%)	5	8
	West (50%)	5	8
<b>PM Peak</b> <b>(17:00-18:00)</b>	East (50%)	7	4
	West (50%)	7	4
<b>Daily</b> <b>(07:00-19:00)</b>	East (50%)	58	57
	West (50%)	58	57

Notes: Any arithmetic error due to rounding

- 2.11 The addition of a maximum two-way flow of 13 vehicles (i.e. less than 1 vehicle every 20 minutes) is unlikely to have any noticeable impact on the adjacent highway network.



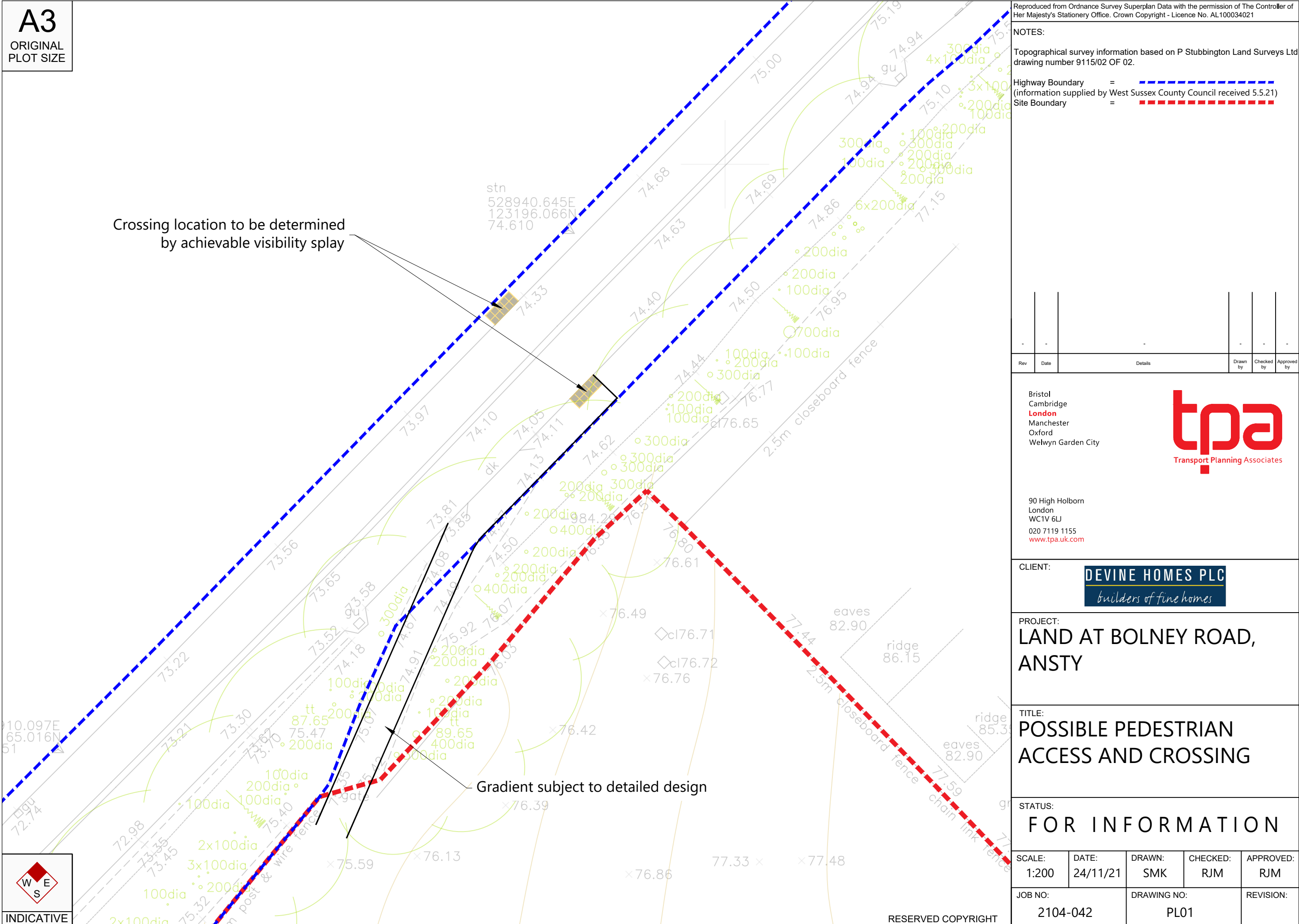
### 3 Summary & Conclusions

- 3.1 Transport Planning Associates has been commissioned by Devine Homes to provide transport planning consultancy services in relation to a potential residential development on Bolney Road in Ansty, Mid Sussex.
- 3.2 This Technical Note has been prepared to consider the development of site 784, which would be accessed via Upton Drive and Marwick Close. It is understood that Devine Homes has a right of access in place to enable the future development of the parcel of land to the west of Marwick Close.
- 3.3 It is understood that the proposed development of the site would provide a total of 45 residential units, to be accessed from Bolney Road via the approved and constructed Marwick Close (as per DM/19/1235).

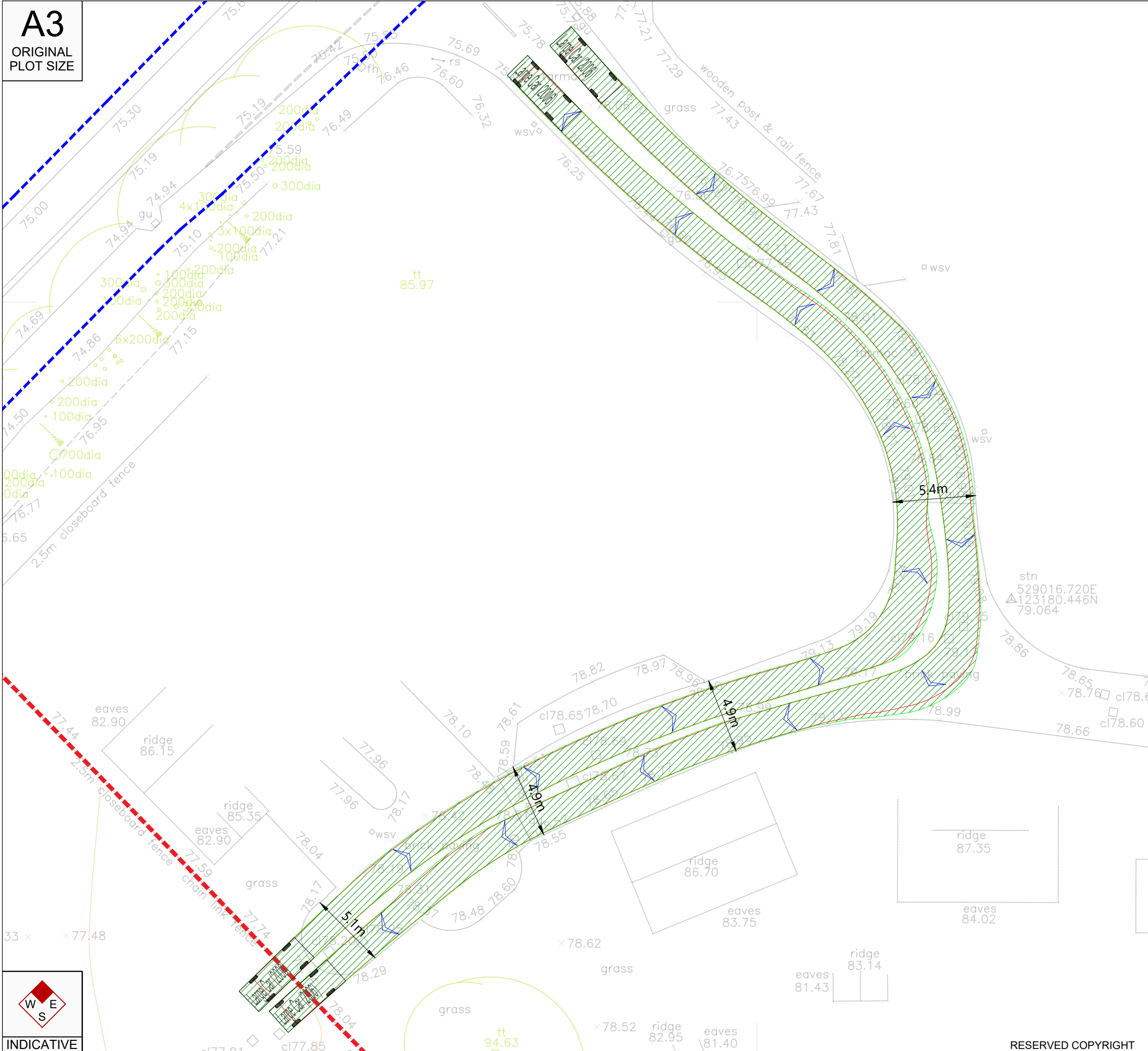
#### Conclusions

- 3.4 The existing access from Upton Drive / Marwick Close is suitable in highways terms as a means of access to serve a for the future residential development of site 784. To that end, the SHELAA conclusion on highway access should state *"no known constraints to access and site approach to accommodate development"*.

# APPENDIX A



# APPENDIX B



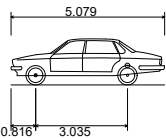
A3  
ORIGINAL  
PLOT SIZE

INDICATIVE

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NOTES:  
  
Topographical survey information based on P Stubbington Land Surveys Ltd drawing number 9115/02 OF 02.

Highway Boundary =   
(information supplied by West Sussex County Council received 5.5.21)  
Site Boundary =



Large Car (2006)  
Overall Length 5.079m  
Overall Width 1.872m  
Overall Body Height 1.525m  
Min Body Ground Clearance 0.310m  
Max Track Width 1.831m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 5.900m

Rev	Date	Details	Drawn by	Checked by	Approved by
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90 High Holborn  
London  
WC1V 6LJ  
020 7119 1155  
[www.tpa.uk.com](http://www.tpa.uk.com)

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PROJECT:  
**LAND AT BOLNEY ROAD,  
ANSTY**

TITLE:  
**SWEPT PATH ANALYSIS OF A  
LARGE CAR**

STATUS:  
**FOR INFORMATION**

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