Sarnlea

Consulting Engineers

St Charles Borromeo Church, Chesswood Road, Worthing, West Sussex, BN11 2AE

TRANSPORT STATEMENT

- St Charles Borromeo
- May 2025

St Charles Borromeo Church, Chesswood Road, Worthing, West Sussex, BN11 2AE

TRANSPORT STATEMENT

- St Charles Borromeo
- May 2025

Sarnlea Consulting Engineers (Trading Name)
Company Address:
128 City Road
EC1V 2NX
Tel: +44 7896 984328

Correspondence Address;
C/O 11 Court Road
Glen Parva
Leicester
LE2 9JB

Appendices

Figures

Tables

Contents

Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
revA	30.05.25	AJRM	AJRM	30.05.25	revA

Distribution of copies

Revision	Copy no	Quantity	Issued to
revA	01	01 (electronic)	AM (QL), IC (ATP), MG, AE, JB (ECEA),

Printed:	29 May 2025
Last saved:	29 May 2025 06:56 PM
File name:	St Charles Borromeo Church Transport Statement
Author:	AJRM
Project manager:	AJRM
Name of organisation:	Quantum Land & Planning
Name of project:	St Charles
Name of document:	Transport Statement
Document version:	revA
Project number:	ENG/QLP/SCB/001

1. Introduction

1.1 Summary

1.1.1 This Transport Statement has been prepared by Sarnlea Consulting Engineers on behalf of Quantum Land & Planning in order to support a forthcoming Planning application at St Charles Borromeo Church, Chesswood Road, Worthing, West Susses, BN11 2AE

1.1.1 Full Planning permission is sought for:

"Demolition of former Church and House with the erection of 9 new homes (increase of 8) comprising 8 x four bed houses 1 x five bed house including the retention of a memorial garden, formation and layout of parking areas and associated landscaping".

1.1.2 The Transport Statement is structured as follows:

- Section 2.0 outlines the background to the proposed developments:
- Section 3.0 considers the existing conditions of, and around the site. This section also looks at the baseline transport data on which the assessment is based. It gives the relevant details of the local highway network surrounding the site and assesses the accessibility levels of the site via modes of transport other than the private car;
- Section 4.0 details the national and local policy considerations relevant to the development site and land use proposed;
- Section 5.0 looks at the proposed developments in detail by giving regard to the proposed access strategy, parking provision and the site's internal layout;
- Section 6.0 evaluates the impact of Traffic/Multimodal Trip Generation associated with the proposal; and

- Section 7.0 includes a summary and draws together the conclusions of the assessment.

1.1.3 This assessment forms a traditional Transport Statement.

1.1.4 A pre-application enquiry has been undertaken with the Local Planning Authority being Adur & Worthing Councils and highways/transport comments were limited to the LPA confirming their agreement that the site lies within a sustainable location and cycle parking would be required.

1.1.5 Given the scale and location of the proposal there should be specific requirement for a Healthy Streets/Active Travel Zone Assessment given the site's confirmed sustainability credentials.

1.1.6 Notwithstanding the above, the Transport Strategy for the development has been developed in mind of the Healthy Streets approach by prioritising walking and cycling and minimising trips by motorised vehicles in line with West Sussex's Net Zero Carbon Plan.

2. Background

2.1 Site Location & Application Context

2.1.1 The application site is located at St Charles Borromeo Church, Worthing, within the administrative boundaries of Adur & Worthing Council sand under the Highway Authority of West Sussex County Council.

2.1.2 The site currently accommodates a vacant place of worship building and associated open space, which includes a memorial garden and areas of hardstanding.

2.1.3 The church building occupies a roughly rectangular plot that fronts onto Chesswood Road, a residential street located immediately to the west of Ham Road (B2223), a principal route running north south.

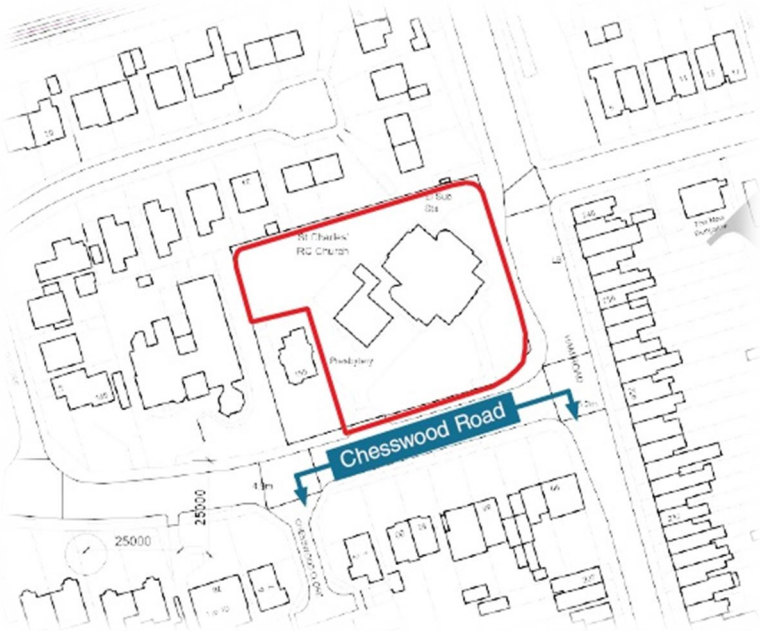
2.1.4 The site is situated within a predominantly residential area, with a mixture of terraced, semi-detached and flatted properties in the immediate vicinity. The surrounding streets, including Ham Road and Chesswood Road, form part of a well-connected urban network that offers convenient access for pedestrians, cyclists, and vehicles.

2.1.5 The total site area equates to approximately 2,989m². A site location Plan can be seen as **Figure 1** below:

Figure1

2.1.6 The “Red Line” boundary of the application site can be seen as **Figure 2** below:

Figure 2



2.1.7 The site lies within a location characterised by a mix of private and rented residential dwelling with local amenities and as such, falls within a prime location to support such a use.

2.1.8 The site has not been subject to any pertinent planning history in highways terms.

3. Existing Conditions

3.1 Local Highway Network

3.1.1 The application site is situated within the existing curtilage of St Charles Borromeo which itself fronts and is accessed from the public highway being Chesswood Road.

3.1.2 Chesswood Road in the vicinity of the application site forms a single carriageway, two lane highway of some 9.6m in width in proximity to the application site.

3.1.3 Useable highway forms some 7.6m in width given the presence of on-street parking bays.

3.1.4 Chesswood Road junctions with Ham Road adjacent to the southeast corner of the site via simple priority junction.

3.1.5 To the west of the site, Chesswood Road junctions with Ladydell Road. Both Ham and Ladydell Roads form important local distributor and access roads within the local area and Worthing.

3.1.6 Chesswood Road and the surrounding highway network in this location is street lit and is subject to a 30mph speed limit.

3.1.7 Pedestrian footways are present on both flanks of both Chesswood Road and Ham Road along with on-street cycle parking via dedicated Sheffield stands at the corner of the site and junction.

3.1.8 A plan depicting the local highway network can be found as **Figure 3** below:

Figure 3

3.2 Public Transport Appraisal and Local Amenities

3.2.1 The nearest bus stops is located immediately adjacent to the site on Ham Road approximately 2m from the site boundary and as such lie well inside the maximum desirable walking distance to a bus stop of 400 metres as identified in the IHT document 'Guidelines for Planning for Public Transport Development'.

3.2.2 Notwithstanding the threshold, paragraph 5.18 of the IHT document states that:

"It is more important to provide services that are easy for passengers to understand and attractive to use than to achieve slavish adherence to some arbitrary criteria for walking distance."

3.2.3 The site is located in immediate proximity to East Worthing railway station, which lies less than 100 metres to the north. The station, operated by Southern on the West Coastway Line, provides convenient access to a wide range of local and regional destinations, offering a highly sustainable mode of travel for future residents.

3.2.4 Regular services run from East Worthing to Brighton (approx. 30 minutes) and London Victoria (approx. 1 hour 25 minutes), with additional connections to Littlehampton, Worthing, and Portsmouth. Up to two trains per hour serve each

direction during peak periods, offering good frequency for commuters and leisure travellers alike.

3.2.5 The station is equipped with step-free access**,** real-time passenger information**,** sheltered waiting areas, and cycle storage**,** supporting multimodal travel and enhancing its appeal as a key transport node. Data from the Office of Rail and Road (2022/23) shows approximately 146,000 entries and exits, reflecting a healthy level of demand and growing post-pandemic recovery.

3.2.6 Its exceptional proximity to the site makes East Worthing station a major asset, significantly boosting accessibility and aligning with local and national objectives to promote sustainable, non-car modes of transport.

3.2.7 Bus services accessed from the nearest stops at Ham Road constitute the 16 service. Full details of the service can be found in **Appendix A.**

3.2.8 In regard to local amenities , walking and cycling accessibility thresholds are referenced by CIHT and LTN 1/20 which is considered good practice although amenities should be measured against the ATE threshold of 800m which equates to 0.5miles.

3.2.9 The following table provides a summary of the available typical amenities available within this distance:

TABLE 1: Local Amenity Provision

Amenity	Provision
Supermarkets	Tesco Express 0.2 miles Co-Op 0.4 miles
Convenience Stores	KSK Food & Wine Sussex Ltd. 0.1 miles The Range 0.2 miles Premier Post Office 0.2 miles Lyndhurst Road Post Office 0.3 miles Richfords Food and Wine 0.3 miles Premier express 0.3 miles

	East Worthing Pharmacy 0.4 miles WHSmith 0.4 miles Flippin Flavours 0.4 miles Express Supermarket 0.5 miles
Bars/Pubs/Clubs	Smugglers Return 0.3 miles The Alexandra 0.3 miles Worthing Bowling Club 0.5 miles The Selden Arms 0.5 miles
Restaurants/Cafes	The Range Coffee Shop 0.2 miles Yes, You Can Gyms 0.2 miles Fillets Fish and Chips 0.2 miles China China 0.2 miles Pasha Kebab House 0.3 miles Tasty Mix Chicken 0.3 miles Worthing cafe Ltd 0.3 miles Chenoodles tasty house 0.3 miles East Toast Cafe 0.3 miles Eshna's Nutrition 0.4 miles Smash'd Worthing 0.4 miles Golden Grill 0.4 miles Tings 0.4 miles The Ham Sandwich Company 0.4 miles

	Friends of Worthing Hospital (North) 0.4 miles Peabody's Coffee 0.4 miles Costa 0.4 miles Christoforos Fish Bar 0.4 miles Sunny Restaurant 0.4 miles Palm Court Pavilion 0.5 miles
Pharmacies	East Worthing Pharmacy 0.4 miles Hobbs Pharmacy 0.5 miles
GP Surgeries	Seldon Medical Centre 0.5 miles
Schools	Davison CofE High School 0.1 miles Homefield Primary School 0.4 miles Springfield Infants School 0.5 miles

3.3 Walking Appraisal

3.3.1 According to the Institute of Highways and Transportation (IHT), approximately 80% of walk journeys and walk stages in urban areas are less than one mile. The average length of a walk journey is one kilometre (0.6 miles). This differs little by age or sex and has remained constant since 1975/76. However, this varies according to location. The main factors that influence both walking distance and walking time in a city or town centre appear to be the size of the city or town itself, and the shape and quality of the pedestrianised area.

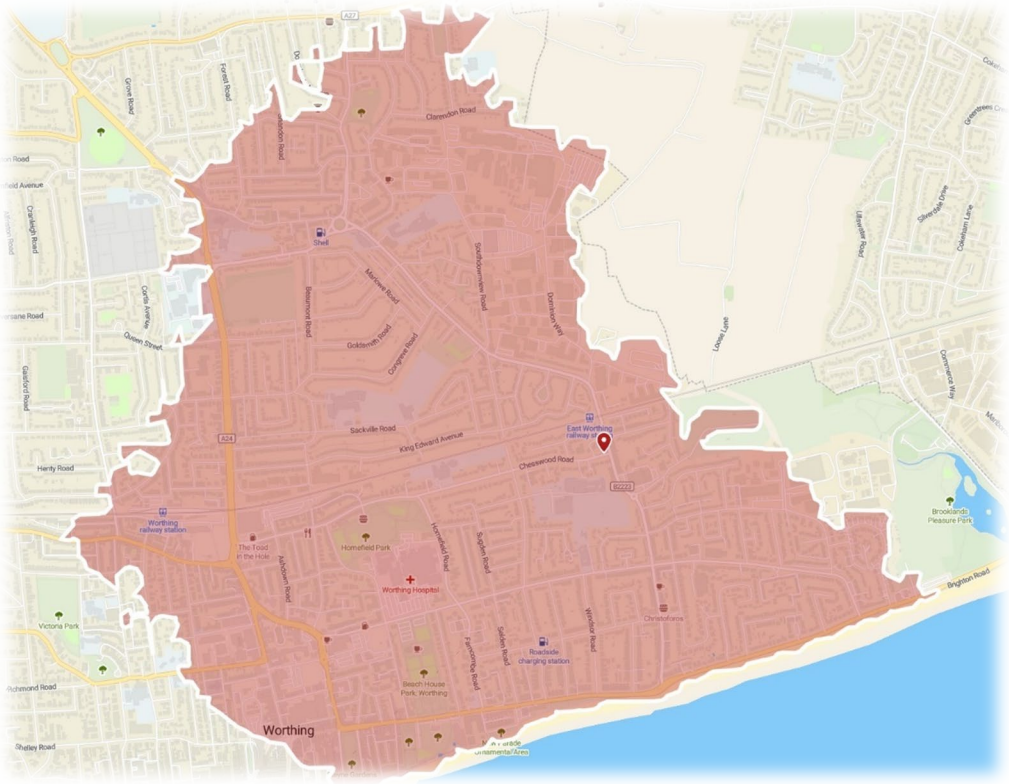
3.3.2 An average walking speed of 1.4m/s can be assumed, which equates to approximately 400m in 5 minutes or 3 miles per hour. The situation of people with mobility difficulties must be kept in mind when applying these figures.

3.3.3 This equates to an average mean of 1200m or a 15 minute walk, however, experience dictates that many walking distances can be much longer.

3.3.4 A distance of 1000m for a walking journey or stage is deemed as acceptable, with a preferred maximum of 2000m.

3.3.5 A full walking isochrones band can be seen in **Figure 4** below which illustrates the localities within an acceptable walking distance of the site.

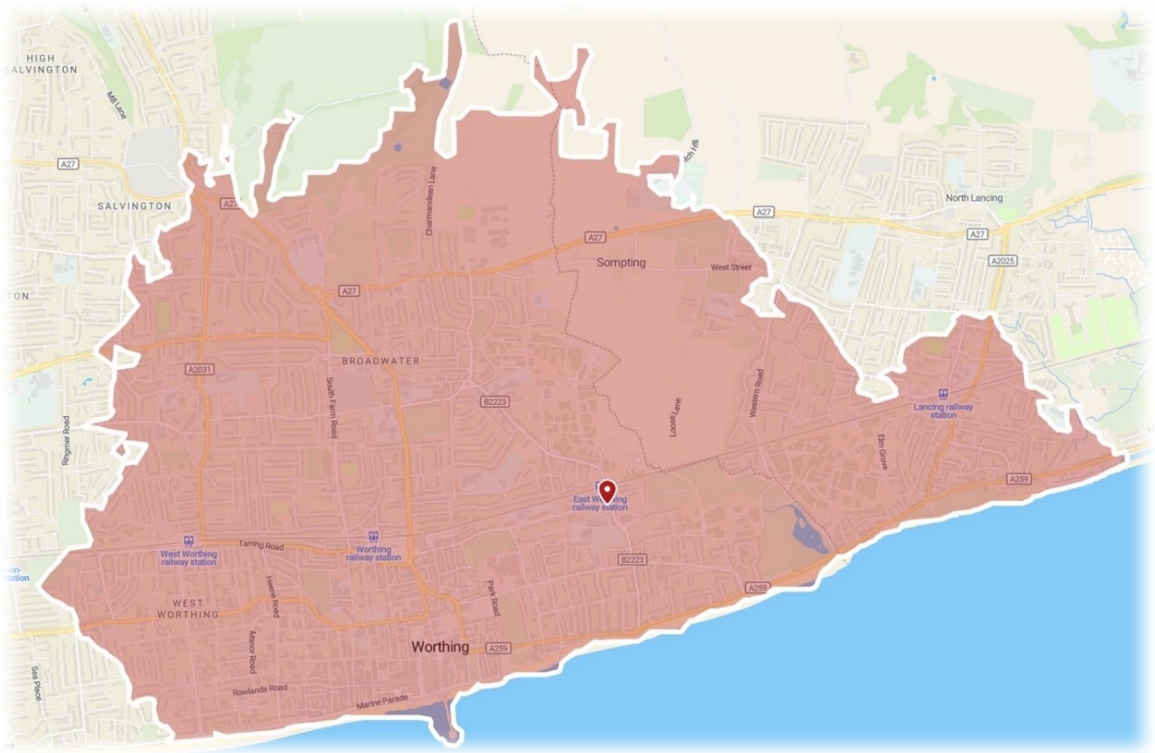
Figure 4



3.4 Cycling Appraisal

3.4.1 The considered acceptable cycling distance to new developments is regarded as being 4km, although many commuters travelling by bike will cycle much further distances than this, the Department for Transport (DFT) considers 4km as the acceptable distance. This equates to approximately a 20 minute journey **Figure 5** below illustrates the full cycling isochrones within an acceptable distance of the site.

Figure 5


HIGH SALVINGTON
Mill Lane
A27
SALVINGTON
Chamberlains Lane
A27
A27
Sompting
West Street
North Lancing
A27
A27
A2025
A27
BROADWATER
A2031
B2223
South Farm Road
Loose Lane
Western Road
Lancing railway station
Elm Grove
A259
Regents Road
East Worthing railway station
West Worthing railway station
Tarring Road
Worthing railway station
B2223
A259
WEST WORTHING
Heene Road
Park Road
Manor Road
Worthing
A259
Rowlands Road
Marine Parade
Sea Place

4. National and Local Policy

4.1 National Policy

4.1.1 In 1998 the Government published a White Paper entitled 'A New Deal for Transport: Better for everyone'. Within this document, the Government set out its integrated transport policy to reduce the need to travel, to tackle congestion and pollution, and to support a strong economy, a sustainable environment, and a healthy and inclusive society.

4.1.2 As such, the Government is committed to developing an integrated transport policy for the various regional areas throughout the United Kingdom. There is a widely recognised need to reduce the dependence on the private car through encouraging the use of public transport.

4.1.3 In the context of transportation, there are a number of goals which are relevant to the consideration of the transport impact of the development proposal. These are:

- Making the best use of existing roads for all users;
- Reducing the number of accidents and improving safety on the road network;
- Restraining private car based commuting;
- Encouraging responsible car usage and promoting public transport, walking and cycling;
- Improving the road network to assist public transport services;
- Providing for the needs of the mobility impaired; and
- Improving the choice of transport available, especially for disabled people and those without a car.

4.1.4 All developments should be progressed with reference to the transport requirements of the National Planning Policy Framework (NPPF). The core document from a transport perspective is the NPPF, The NPPF states the same primary objective for sustainable methods of transport, namely;

- To promote more sustainable transport choices for people;
- To promote accessibility to jobs and services by public transport, walking and cycling; and
- To reduce the need to travel, especially by private car.

4.1.5 The National Planning Policy Framework (NPPF) sets out 12 core planning principles which include;

- to encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;

4.1.6 The NPPF sets a strategy for promoting sustainable transport. It requires that decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and;
- improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development.

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

4.1.7 Developments should be located and designed where practical to;

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;

- consider the needs of people with disabilities by all modes of transport.

4.2 National Planning Practice Guidance (NPPG)

4.2.1 National Planning Practice Guidance (NPPG) is supplementary advice intended to expand on and support the principals and practices of the National Planning Policy Framework (NPPF). It is managed and maintained by the Department of Communities & Local Government. Amongst other things, NPPG provides advice on the need for, and the preparation of, Travel Plans, Transports Statements and Transport Assessments.

4.2.2 NPPG states that Travel Plans, Transport Assessments and Transport Statements can positively contribute to:

• encouraging sustainable travel;

• lessening traffic generation and its detrimental impacts;

• reducing carbon emissions and climate impacts;

• creating accessible, connected, inclusive communities;

• improving health outcomes and quality of life;

• improving road safety; and

• reducing the need for new development to increase existing road capacity or provide new roads.

4.2.3 NPPG advises that the key transport issues to be considered in a transport evidence base should:

• assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; and

• consider the cumulative impacts of existing and proposed development on transport networks.

4.3 National Planning Policy Framework (NPPF) – Transport Objectives

4.3.1 While a national document, the **NPPF (2023)** provides the overarching planning policy framework under which local plans and decisions are made. Paragraphs 110–113 of the NPPF establish key tests for transport and highway matters, including:

- Promoting sustainable transport options.
- Ensuring safe and suitable access for all users.
- Preventing unacceptable impact on highway safety.
- Avoiding severe residual cumulative impacts on the transport network.

4.3.2 The proposed development supports these objectives by virtue of its scale, location, and the minimal impact anticipated on the local highway network.

4.4 Manual for Streets/Manual for Streets 2

4.4.1 MfS and MfS2 was published in 2007 and 2010 and are referred to throughout the report.

4.4.2 The purpose of MfS was to help rebalance the function of residential streets which had on many occasions resulted in places that were dominated by motor vehicles, which failed to make a positive contribution to the quality of life. MfS demonstrates the benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well designed streets and spaces that serve the community in a range of ways

4.4.3 The ‘Department for Transport’ and ‘Department for Communities and Local Government’ support the guidance provided in the manuals, though importantly, they do not outline any new policies or legal requirements.

4.4.4 Some of the key aims for streets in the introduction, are as follows:

• help build and strengthen the communities they serve;

• meet the needs of all;

• form part of a well-connected network;

4.4.5 It also discourages designs that:

• primarily meet motor traffic needs;

• are difficult to serve by public transport.

4.4.6 MfS 2 applies the same principles to a wider variety of situations including both rural and urban. Both aim to deliver contextually sensitive designs, which involves understanding the unique landscape and role of individual modes of transport in the area.

4.5 Worthing Local Plan (Adopted March 2023)

4.5.1 The Worthing Local Plan (2020–2036) sets out the strategic and development management policies that guide development within the borough. Key transport-related policies relevant to this development include:

- **Policy SS5 – Climate Change**: Encourages development that supports the transition to a low-carbon future, including measures to reduce reliance on private vehicles and encourage sustainable transport modes such as walking, cycling, and public transport.

- **Policy DM35 – Transport and Access**: Requires all new development to provide safe and suitable access for all users, including pedestrians, cyclists, public transport users, and those with disabilities. Development proposals must not have an unacceptable impact on highway safety or result in severe residual cumulative impacts on the road network.

- **Policy DM36 – Sustainable Travel and Active Travel Infrastructure**: Promotes the provision of infrastructure to encourage active and sustainable travel, including cycle parking, pedestrian priority, and connectivity to key destinations.

4.5.2 The proposed development aligns with these policies by virtue of its accessible location, close proximity to East Worthing railway station, local bus services, and the surrounding walking and cycling network.

4.6 West Sussex Transport Plan 2022–2036

4.6.1 The West Sussex Transport Plan (WSTP) outlines the County Council's strategy for guiding transport investment and planning over the long term. The plan supports key objectives, including:

- **Supporting economic growth** by improving access to jobs, education, and services.
- **Reducing emissions** and supporting carbon neutrality through increased use of sustainable transport.
- **Improving safety and security** for all road users.
- **Promoting active travel** and reducing car dependency.

4.6.2 The development site's sustainable location supports the aims of the WSTP by minimising the need for car travel and promoting the use of nearby rail and bus infrastructure.

4.7 West Sussex County Council: Guidance on Parking at New Developments (2020)

4.7.1 This guidance document provides standards and principles for vehicle and cycle parking provision associated with new development. It emphasises the importance of balancing parking supply to avoid excessive provision that might encourage car use, while ensuring safe and accessible layouts.

4.7.2 The proposed development adheres to the relevant parking standards and includes provision for secure cycle storage, in line with local guidance and the aims of encouraging sustainable travel choices.

5. Proposed Development

5.1 Development Description

5.1.1 Full Planning permission is sought for:

"Demolition of former Church and House with the erection of 9 new homes (increase of 8) comprising 8 x four bed houses 1 x five bed house including the retention of a memorial garden, formation and layout of parking areas and associated landscaping".

5.1.2 The proposed site layout plan be seen as **Appendix B**.

5.1.3 The proposed development comprises the change of use and conversion of the existing premises at St Charles Borromeo to provide residential accommodation. The development will include associated car and cycle parking and refuse storage.

5.1.4 The residential development schedule consists of:

- 8 x 4-bedroom houses; and
- 1 x 5-bedroom house.

5.1.5 The proposed development will provide 20 car parking spaces in total comprising a mixture of both forecourt and private driveway parking.

5.1.6 Included within the total parking provision will be two dedicated visitor spaces with one space being for blur bade parking only.

5.1.7 As such, each house will be provided with two parking spaces each.

5.2 Proposed Access Strategy & Internal Site Layout

5.2.1 The proposed access arrangements will make use of the existing site access point, which is suitable in terms of geometry and visibility. No alterations are proposed to the surrounding highway network.

5.2.2 On-site car parking will be provided in accordance with West Sussex County Council's parking standards, and secure cycle parking will be provided to encourage sustainable travel modes.

5.2.3 Vehicle tracking swept path analysis drawings demonstrating the suitability of the access, internal manoeuvring areas and parking bays can be found as **Appendix C.**

5.3 Delivery, Refuse Collection and Servicing

5.3.1 All delivery, servicing and refuse collection that would typically be expected within a residential development of this size and nature will be conducted within the site and this is reflected within the swept path vehicle tracking contained within **Appendix C**.

5.3.2 In reference to vehicular traffic generation for delivery and servicing, the residential scheme will be visited once per week via the existing Council Refuse Collection Vehicle which already services the local area.

5.3.3 Ad-hoc and infrequent small scale delivery and servicing such as parcel/Amazon/Grocery will also take place which would not be materially different than any typical residential scenario.

5.4 Cycle Parking Provision

5.4.1 Each dwelling is to be provided with a cycle storage space within a dedicated safe and secure cycle storage area situated with its own area of private amenity space at a rate of a minimum, of 2 spaces per dwelling.

5.5 The level of provision is fully in line with the adopted minimum standards as prescribed within the West Sussex County Council: Guidance on Parking at New Developments (2020)

5.5.1 The exact location and details are expected to be covered under appropriate planning condition for any permission that may be granted.

5.6 Car Parking Provision

5.6.1 As earlier discussed, the level of proposed car parking provision will be (20 spaces with 2 visitor spaces (one being dedicated for blue badge holders).

5.6.2 The West Sussex County Council: Guidance on Parking at New Developments (2020) dictates Parking Behaviour Zones (PBZs) for car parking requirements with new residential developments.

5.6.3 The application site sits within a PBZ 4 which requires a minimum provision of 2.2 spaces per dwelling which equates to a total of 19.8 spaces.

5.6.4 As such, the development with a provision of 20 spaces is considered to fully accord with adopted standards.

6. Vehicular Trip Generation

6.1.1 For robustness, this impact assessment treats the existing application site/building as vacant in highways terms which of course is not the case in highways planning terms given the existing lawful use of the site.

6.1.2 For residential developments situated within a confirmed sustainable location such as Chesswood Road, it is not appropriate to make use of the TRICS database alone in order to determine an appropriate dataset, but to utilise the accepted National Travel Survey (NTS)

6.1.3 The most recent NTS with full data results undertaken in 2022 determined that for residential dwellings the typical trip rates are broken down as follows:

TABLE 2: NTS Journey Purpose Split

Journey Purpose	0800-0900	1700-1800
Commuting and Business	19%	32%
Education/Escort Education	54%	5%
Shopping	4%	12%
Personal Business	13%	19%
Leisure	10%	32%

6.1.4 Typical expected trip rates per household are as follows:

TABLE 3: NTS dwelling Trip Rates

	Arrivals	Departures	Totals
AM Peak 0800-0900	0.285	0.982	1.267
PM Peak 1700-1800	0.660	0.403	1.603

6.1.5 The above trip rates are dwelling trip rates, so applying these rates to the proposed development, the following trip generations would be seen:

TABLE 4: NTS dwelling (Person) Trips

	Arrivals	Departures	Totals
AM Peak 0800-0900	3	9	12
PM Peak 1700-1800	6	4	10

6.1.6 As discussed within the Transport Statement use of the NTS is considered extremely robust and to form a sensitivity test an interrogation of the TRICS database has been undertaken.

6.1.7 TRICS interrogation has eliminated all sites within Greater London, Scotland, Wales and Ireland, along with eliminating all town centre and village locations. The data is therefore considered fully representative.

6.1.8 The data in the following table is therefore provided as a relevant sensitivity test against the NTS data.

TABLE 5: TRICS Dwelling Trip Rates

	Arrivals	Departures	Totals
AM Peak 0800-0900	0.167	0.611	0.778
PM Peak 1600-1700	0.611	0.333	0.944

6.1.9 Applying the above trip rates to the proposed development results in the following traffic Generation:

TABLE 6: TRICS Traffic Generation

	Arrivals	Departures	Totals
AM Peak 0800-0800	2	5	7
PM Peak 1600-1700	5	3	8

6.1.10 TRICS data includes for more accurate circumstances when taking into account modern working practices and additional home working. The full TRICS outputs can be found as **Appendix D**.

6.1.11 7-12 vehicular traffic movements being generated by the development during the busiest peak hours is immaterial when assessed either in isolation or against the existing background traffic flows on Chesswood Road or the wider local highway network.

6.1.12 The assessment is additionally robust as it takes no account of any existing traffic generation.

7. Summary and Conclusions

7.1.1 This Transport Statement has been prepared by Sarnlea Consulting Engineers on behalf of Quantum Land & Planning in order to support a forthcoming Planning application at St Charles Borromeo Church, Chesswood Road, Worthing, West Susses, BN11 2AE

7.1.2 Full Planning permission is sought for:

"Demolition of former Church and House with the erection of 9 new homes (increase of 8) comprising 8 x four bed houses 1 x five bed house including the retention of a memorial garden, formation and layout of parking areas and associated landscaping".

7.1.3 The Transport Statement has considered the transport implications of the development proposals and the conclusions of the report are as follows:

- The development proposals have been formulated in accordance with both local and national policy to which the proposal accords well;
- The proposals have been assessed in terms of accessibility by non-car borne modes and the level of accessibility is adequate and in accordance with developments of this type and scale;
- The likely level of traffic has been obtained from an interrogation of the National Travel Survey incorporating the TRICS database. The assessment has found that the developments will generate a level of traffic that is immaterial in terms of highway safety and efficiency;
- The level of proposed parking provision is sufficient for the developments' needs and in line with adopted standards.
- The internal site layouts are suitable and fit for purpose in terms of both highway safety and highway efficiency; and
- The details regarding refuse collection and servicing have been assessed as being acceptable.

Appendices

Appendix A

Lancing - Lyons Farm - East Worthing - Worthing - W.Tarring

via Worthing Hospital

(buses between Lancing Broadway and Lyons Farm (shown in boxes) run Mondays to Fridays only

16

Mondays to Saturdays (except Public Holidays)

Lancing, Broadway Caravan Park					0959*	1059*	1159*	1259*	
South Lancing, Old Salts Farm Rd					1002*	1102*	1202*	1302*	
Lancing, North Rd, opp Post Office					1008*	1108*	1208*	1308*	
Grover Avenue, West Lane					1010*	1110*	1210*	1310*	
Sir Robert Woodard Academy					1012*	1112*	1212*	1312*	
Cokeham Road, shops					1015*	1115*	1215*	1315*	
Sompting, Marquis of Granby					1019*	1119*	1219*	1319*	
Lyons Farm, Sainsbury's (arr)					1025*	1125*	1225*	1325*	
					▼	▼	▼	▼	
Lyons Farm, Sainsbury's (dep)		0927	1027	1127	1227	1327	1437	1537	1647
Dominion Road, Thackeray Road		0930	1030	1130	1230	1330	1440	1540	1650
Worthing Hospital		0935	1035	1135	1235	1335	1445	1545	1655
Worthing Pier, Stop E, (arr)		0939	1039	1139	1239	1339	1449	1549	1659
Worthing Pier, Stop E, (dep)		0940	1040	1140	1240	1340	1450	1550	1700
Worthing, South Street, stop L		0941	1041	1141	1241	1341	1451	1551	1701
Broadwater Road, Cecilian Avenue		0945	1045	1145	1245	1345	1455	1555	1705
South Farm Road, Queen St shops		0950	1050	1150	1250	1350	1500	1600	1710
Wiston Ave, Loxwood Ave		0951	1051	1151	1251	1351	1501	1601	1711
West Tarring, Rectory Road		0952	1052	1152	1252	1352	1502	1602	1712
	SO								
West Tarring, Rectory Road	0843	0953	1053	1153	1253	1353	1503	1603	1713
St Lawrence Ave, Gaisford Road	0844	0954	1054	1154	1254	1354	1504	1604	1714
Broadwater Road, Cecilian Avenue	0849	0959	1059	1159	1259	1359	1509	1609	1719
Worthing, South Street, Stop K	0854	1004	1104	1204	1304	1404	1514	1614	1724
Worthing Pier, Stop G (arr)	0855	1005	1105	1205	1305	1405	1515	1615	1725
Worthing Pier, Stop G (dep)	0900	1008	1108	1208	1308	1408	1518	1618	1728
Worthing Hospital	0904	1012	1112	1212	1312	1412	1522	1622	1732
Dominion Road, Thackeray Road	0909	1017	1117	1217	1317	1417	1527	1627	1737
Lyons Farm, Sainsbury's (arr)	0912	1020	1120	1220	1320	1420	1530	1630	1740
		▼	▼	▼	▼				
Lyons Farm, Sainsbury's (dep)		1024*	1124*	1224*	1324*				
Sompting, Marquis of Granby		1028*	1128*	1228*	1328*				
Cokeham Road shops		1032*	1132*	1232*	1332*				
Sir Robert Woodard Academy		1035*	1135*	1235*	1335*				
Grover Avenue, West Lane		1037*	1137*	1237*	1337*				
Lancing, North Road, Post Office		1039*	1139*	1239*	1339*				
South Lancing, Old Salts Farm Rd		1044*	1144*	1244*	1344*				
Lancing, Broadway Caravan Park		1047*	1147*	1247*	1347*				

SO - operates Saturdays only

* - Please note, the section of route between Lancing Broadway and Lyons Farm operates Monday to Friday only

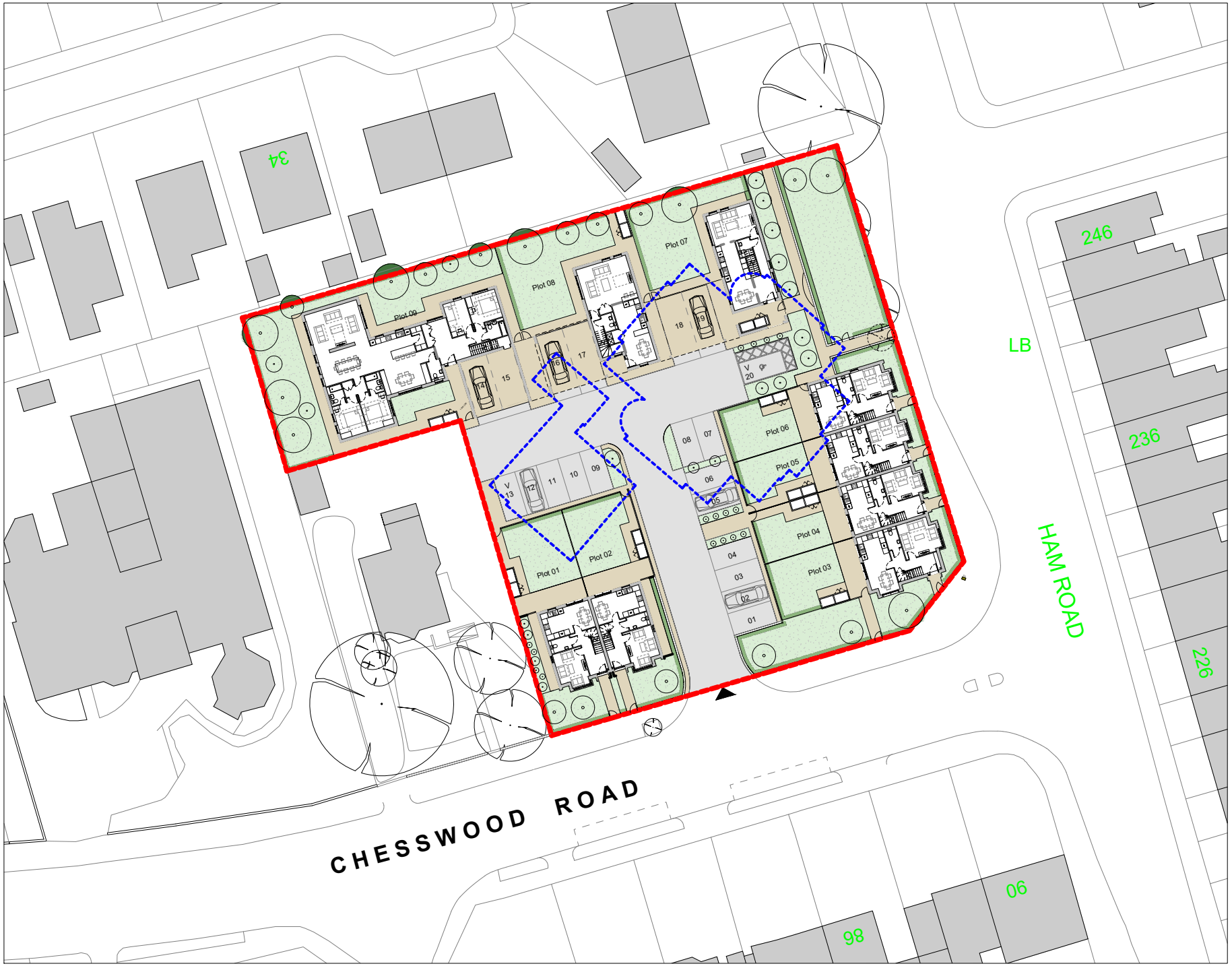
GO EXPLORE FROM LANCING VILLAGE CENTRE!

USE THE 16 – A CONVENIENT SERVICE STOPPING AT WIDEWATER, LANCING CENTRE, SRWA, LYONS FARM, AND WORTHING CENTRE

Working in partnership with the local community
to make Lancing a great place to live, work, visit and enjoy.
Helping to retain the 16 service.

Lancing Parish Council

Appendix B



Proposed Site Plan
1 : 200

CDM 2015 Health & Safety Information
This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Risk Assessment Register.

Site Boundary
Existing Building Footprint
Trees to be removed

Accommodation Schedule:

- 6No 4B6P Houses @121m²
  (Including larger corner unit)
- 2No 4B6P Houses @123/139m²
- 1No 5B9P House @224m²

9No Units Total

20No Total Parking Spaces:

- 2No Spaces Per House
- 2No Visitor Spaces

Rev	Date	Revision Details	Dr	Ch
A	28.05.2025	Issued for Information	M G	AE

London: 76 Great Suffolk Street, London, SE1 0BL
T 020 7928 2773 E london@ecearchitecture.com
Sussex: 64-68 Brighton Road, Worthing, West Sussex, BN11 2EN
T 01903 248777 E sussex@ecearchitecture.com
Bristol: Westworks, Beacon Tower, Colston Street, Bristol, BS1 4XE
T 0117 214 1101 E bristol@ecewestworks.com
ECE Architecture
www.ecearchitecture.com

Client Name
Quantum Homes

Job Title
St Borromeo Church, Worthing

Drawing Title
Proposed Site Plan

Scale
1:200 @ A1 / 1:400 @ A3
meters 4 8 12 16 20

Drawn	Checked	Date
AE	JB	08/04/25

Project	Drawing No	Rev
7346	SK 20	A

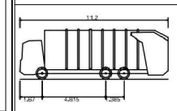
Status
PRELIMINARY

Revit Plot Date: 28/05/2025 14:46:58

Appendix C

NOTES

1. All contractors and sub-contractors must verify sizes and conditions on site before work commences.
2. Copyright- This drawing is copyright to Sarnlea and may not be reproduced in any form whatsoever without prior express written consent.
3. References to left or right when identifying elevations, are made assuming facing the front elevation



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	9.500m

Rev.	Description	Date	Chk'd

Sarnlea
Consulting Engineers

128 City Road
London
EC1V 2NX

Job

St Charles Borromeo Church
Chesswood Road
BN11 2AE

Drawing

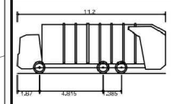
Vehicle Tracking

Scales	Date	Drawn	Checked
1:250 @ A3	May 2025	AM	AM

Number | Revision

NOTES

1. All contractors and sub-contractors must verify sizes and conditions on site before work commences.
2. Copyright- This drawing is copyright to Sarnlea and may not be reproduced in any form whatsoever without prior express written consent.
3. References to left or right when identifying elevations, are made assuming facing the front elevation

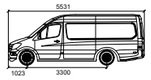


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	9.500m

SDV

	mm
Width	: 1800
Track	: 1800
Lock to Lock Time	: 6.0
Steering Angle	: 37.8



L2H3 FORD TRANSIT

	mm
Width	: 2059
Track	: 2059
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

Rev.	Description	Date	Chk'd

Sarnlea
Consulting Engineers

128 City Road
London
EC1V 2NX

Job

St Charles Borromeo Church
Chesswood Road
BN11 2AE

Drawing

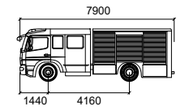
Vehicle Tracking

Scales	Date	Drawn	Checked
1:250 @ A3	May 2025	AM	AM

Number | Revision

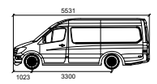
NOTES

1. All contractors and sub-contractors must verify sizes and conditions on site before work commences.
2. Copyright- This drawing is copyright to Sarnlea and may not be reproduced in any form whatsoever without prior express written consent.
3. References to left or right when identifying elevations, are made assuming facing the front elevation



Mercedes Atego 1325F FRU

	mm
Width	: 2300
Track	: 2300
Lock to Lock Time	: 6.0
Steering Angle	: 36.3



L2H3 FORD TRANSIT

	mm
Width	: 2059
Track	: 2059
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

Rev.	Description	Date	Chk'd

Sarnlea
Consulting Engineers

128 City Road
London
EC1V 2NX

Job

St Charles Borromeo Church
Chesswood Road
BN11 2AE

Drawing

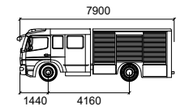
Vehicle Tracking

Scales	Date	Drawn	Checked
1:250 @ A3	May 2025	AM	AM

Number *Revision*

NOTES

1. All contractors and sub-contractors must verify sizes and conditions on site before work commences.
2. Copyright- This drawing is copyright to Sarnlea and may not be reproduced in any form whatsoever without prior express written consent.
3. References to left or right when identifying elevations, are made assuming facing the front elevation



Mercedes Atego 1325F FRU

	mm
Width	: 2300
Track	: 2300
Lock to Lock Time	: 6.0
Steering Angle	: 36.3

SDV

	mm
Width	: 1800
Track	: 1800
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

Rev.	Description	Date	Chk'd

Sarnlea
Consulting Engineers

128 City Road
London
EC1V 2NX

Job

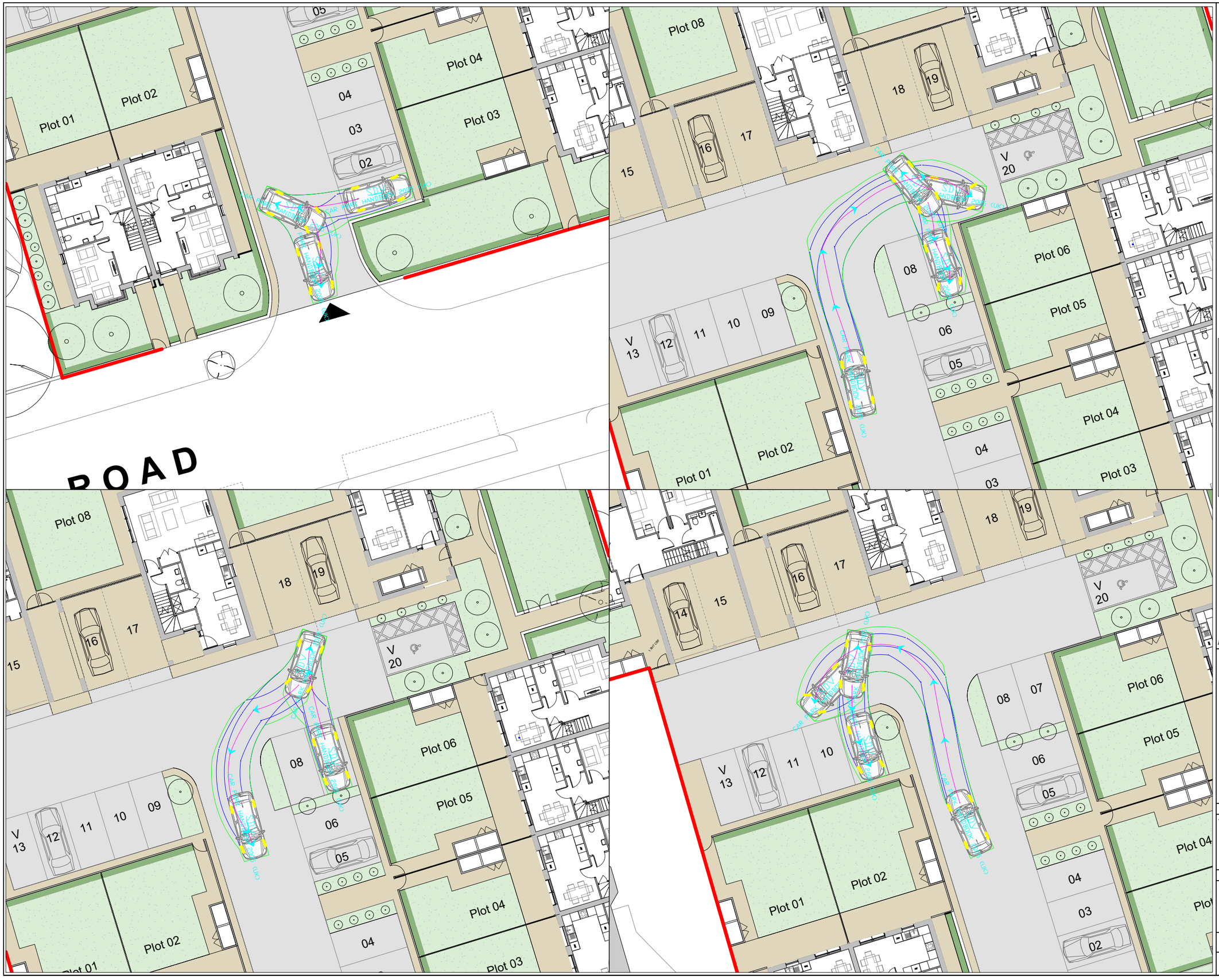
St Charles Borromeo Church
Chesswood Road
BN11 2AE

Drawing

Vehicle Tracking

Scales	*Date*	*Drawn*	*Checked*
1:250 @ A3	May 2025	AM	AM

Number *Revision*



NOTES

1. All contractors and sub-contractors must verify sizes and conditions on site before work commences.
2. Copyright- This drawing is copyright to Sarnlea and may not be reproduced in any form whatsoever without prior express written consent.
3. References to left or right when identifying elevations, are made assuming facing the front elevation

SDV

	mm
Width	: 1800
Track	: 1800
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

Rev.	Description	Date	Chk'd

Sarnlea
Consulting Engineers

128 City Road
London
EC1V 2NX

Job

St Charles Borromeo Church
Chesswood Road
BN11 2AE

Drawing

Vehicle Tracking

Scales	Date	Drawn	Checked
1:250 @ A3	May 2025	AM	AM

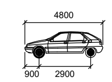
Number | Revision

NOTES

1. All contractors and sub-contractors must verify sizes and conditions on site before work commences.

2. Copyright- This drawing is copyright to Sarnlea and may not be reproduced in any form whatsoever without prior express written consent.

3. References to left or right when identifying elevations, are made assuming facing the front elevation



SDV

	mm
Width	: 1800
Track	: 1800
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

Rev.	Description	Date	Chk'd

Sarnlea
Consulting Engineers

128 City Road
London
EC1V 2NX

Job

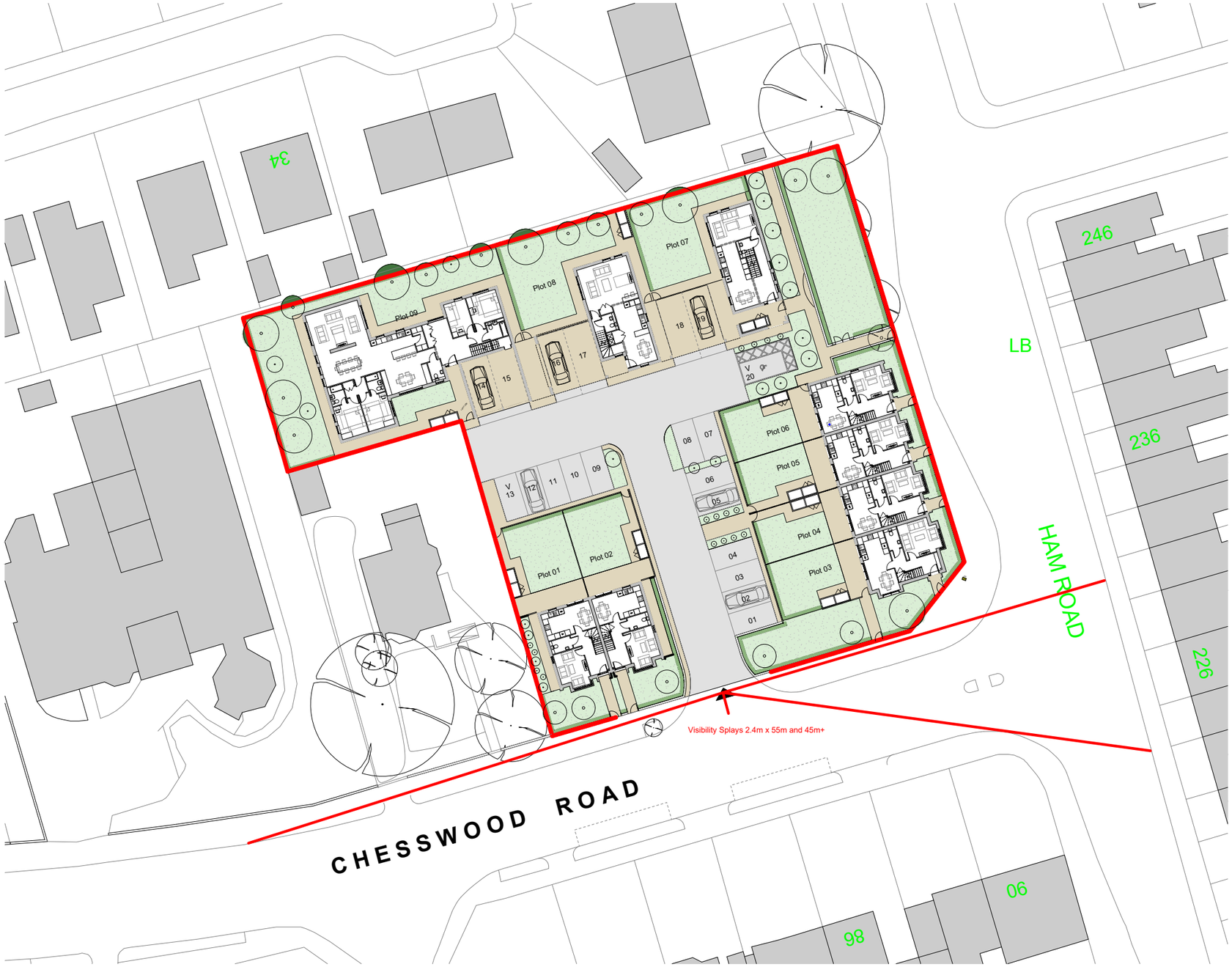
St Charles Borromeo Church
Chesswood Road
BN11 2AE

Drawing

Vehicle Tracking

Scales	*Date*	*Drawn*	*Checked*
1:250 @ A3	May 2025	AM	AM

Number	*Revision*



NOTES

1. All contractors and sub-contractors must verify sizes and conditions on site before work commences.
2. Copyright- This drawing is copyright to Sarnlea and may not be reproduced in any form whatsoever without prior express written consent.
3. References to left or right when identifying elevations, are made assuming facing the front elevation

Rev.	Description	Date	Chk'd

Sarnlea
Consulting Engineers

128 City Road
London
EC1V 2NX

Job

St Charles Borromeo Church
Chesswood Road
BN11 2AE

Drawing

Visibility Splays

Scales	*Date*	*Drawn*	*Checked*
1:500 @ A3	May 2025	AM	AM

Number *Revision*

Appendix D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 8 to 10 (units:)
Range Selected by User: 1 to 10 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 05/06/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

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

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 HF-03-A-05 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: MONDAY *05/06/23* *Survey Type: MANUAL*

2 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	9	0.222	2	9	0.556	2	9	0.778
08:00 - 09:00	2	9	0.167	2	9	0.611	2	9	0.778
09:00 - 10:00	2	9	0.167	2	9	0.111	2	9	0.278
10:00 - 11:00	2	9	0.111	2	9	0.111	2	9	0.222
11:00 - 12:00	2	9	0.111	2	9	0.278	2	9	0.389
12:00 - 13:00	2	9	0.389	2	9	0.278	2	9	0.667
13:00 - 14:00	2	9	0.333	2	9	0.222	2	9	0.555
14:00 - 15:00	2	9	0.444	2	9	0.444	2	9	0.888
15:00 - 16:00	2	9	0.167	2	9	0.278	2	9	0.445
16:00 - 17:00	2	9	0.611	2	9	0.333	2	9	0.944
17:00 - 18:00	2	9	0.222	2	9	0.278	2	9	0.500
18:00 - 19:00	2	9	0.333	2	9	0.278	2	9	0.611
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.277			3.778			7.055

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	8 - 10 (units:)
Survey date date range:	01/01/16 - 05/06/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.