

Bognor Road, Chichester

TRANSPORT STATEMENT

for Proposed Premier Inn Hotel
on behalf of Whitbread Plc.

2024/7297/TS01

March 2024

DOCUMENT CONTROL

Project: Bognor Road, Chichester
for Proposed Premier Inn Hotel

Report Type: Transport Statement

Client: Whitbread Plc.

Reference: 2024/7297/TS01

DOCUMENT REVIEW

Author: JSC Date: 15/02/2024

Checked by: NDR Date: 27/02/2024

Approved by: NDR Date: 27/02/2024

DOCUMENT STATUS

Issue	Date	Status	Issued by
1.	28/02/2024	Draft	JSC
2.	08/03/2024	Final	JSC
3.	13/03/2024	Final Rev A	JSC
4.	21/03/2024	Final Rev B	JSC
5.	26/03/2024	Final Rev C	JSC
6.	26/03/2024	Final Rev D	JSC

© Copyright RGP Consulting Engineers Limited 2024

No part of this publication may be reproduced by any means without the prior permission of RGP Consulting Engineers Limited.

Table of Contents

1	INTRODUCTION	1
1.1	Report Context	1
1.2	Planning Context	1
	14/04284/OUT	1
	O/19/00619/OUT	1
	21/03064/FUL	2
	22/02041/REM.....	2
	23/02329/OUT.....	2
1.3	Report Structure.....	3
2	BASELINE CONDITIONS.....	4
2.1	Site Location and Local Highway Network.....	4
2.2	Highway Safety Appraisal	5
3	TRIP GENERATION	6
3.1	Overview.....	6
3.2	Previously Approved Total Trip Generation	6
3.3	23/02329/OUT Approved Trip Generation	6
3.4	Proposed Hotel & Restaurant Trip Generation	7
	Premier Inn Data	7
	Comparison with 23/02329/OUT Forecast	9
3.5	A3 Roadside Trip Generation	9
3.6	Total Traffic Impact	10
4	ACCESS, LAYOUT AND PARKING	12
4.1	Layout & Access	12
4.2	Car Parking Standards	13
4.3	Operational Assessment	14
4.4	Cycle Parking.....	15
5	SUMMARY AND CONCLUSIONS	16

Drawings

2023/7297/001	Swept Path Analysis – Standard Car
2023/7297/002	Swept Path Analysis – Whitbread Delivery Vehicle (12m Rigid)
2023/7297/003	Swept Path Analysis – Whitbread Delivery Vehicle (Articulated)

Appendices

Appendix A	Proposed Site Plan
Appendix B	23/02329/OUT Development Floorspace Plan
Appendix C	Whitbread Trip Generation Output
Appendix D	14/04284/OUT Approved Access Design
Appendix E	14/04284/OUT Approved Access Design Swept Path Analysis

Figures

Figure 1	Site Location	4
Figure 2	Local Collision Distribution	5
Figure 3	Approved Schemes' Total Trip Generation Comparison	6
Figure 4	Approved 23/02329/OUT Trip Attraction	7
Figure 5	Approved Hotel & Pub / Restaurant Trip Rates	7
Figure 6	Weekday Trip Rates & Proposed Trip Generation	8
Figure 7	Hotel & Restaurant Trip Generation Comparison	9
Figure 8	A3 Roadside Trip Generation Comparison	9
Figure 9	2024 Proposal Total Traffic Forecast.....	10
Figure 10	Total Traffic Comparison with 14/04284/OUT	10
Figure 11	Typical Premier Inn Weekly Delivery Schedule.....	12
Figure 12	Car Parking Accumulation Profile	14

1 INTRODUCTION

1.1 Report Context

- 1.1.1 RGP is commissioned by Whitbread Plc to provide transport and highways input in support of the proposed Premier Inn hotel at the site of the Former Fuel Depot, Bognor Road, Chichester, PO20 1EJ ("the site").
- 1.1.2 The site benefits from outline planning permission (most recently approved January 2024) for a mixed-use redevelopment, of which the hotel and restaurant constitute two of the elements. The planning application for which this report supports therefore seeks reserved matters consent for details regarding these parts of the wider scheme.
- 1.1.3 As illustrated in the proposed Site Plan attached hereto at **Appendix A**, the proposals would comprise a new-build hotel operated by Whitbread under the Premier Inn brand, offering 82 bedrooms. An ancillary restaurant would also be provided offering 164 covers (297sqm). To accommodate this, the previously approved allocation of floorspace to A3 Roadside use would be reduced to retain an overall consistent quantum of floorspace.
- 1.1.4 The respective Local Planning and Highway Authorities for the site are Chichester District Council (CDC) and West Sussex County Council (WSCC).

1.2 Planning Context

- 1.2.1 The site has been subject to several planning applications over recent years, the most relevant of which are detailed herein.

14/04284/OUT

Hybrid outline application for re-development of the Fuel and Distribution Depot site. Outline permission is sought for B2/B8/Trade uses (7830m²) and 2 no. ancillary roadside catering units (420m²). Detailed permission is sought for a new vehicular access and discount food retail unit (2431m²).

O/19/00619/OUT

Outline permission with all matters reserved aside from access for the mixed use redevelopment of the site, comprising of Class B1(c)/B2/B8 (with ancillary Trade Counter) employment, a hotel, Class D2 leisure, Class A3, mixed A3 - A4 and mixed A3 - A5 food and drink establishments, together with associated car parking, landscaping and infrastructure works.

- 1.2.2 This application offered a revised scheme to the 14/04284/OUT consent, however retaining some of its broader principles.

21/03064/FUL

Detailed application for the erection of a building for use as a builder's merchant with trade counter together with access (previously approved under reference: 19/00619/OUT), together with outside storage, landscaping and associated works.

22/02041/REM

Application for the approval of all remaining reserved matters (appearance, landscaping, layout and scale) for the first phase of development following Outline Planning Permission O/19/00619/OUT (as amended by Non-Material Amendment applications O/21/01838/NMA and O/22/00022/NMA) for mixed use redevelopment of the site, comprising of Class B1(c)/B2/B8 (with ancillary Trade Counter) employment, a hotel, Class D2 leisure, Class A3, mixed A3 - 4 and mixed A3 - 5 food and drink establishments, together with associated car parking, landscaping and infrastructure works.

23/02329/OUT

Outline planning application with all matters reserved except Access for the mixed-use redevelopment of the site, comprising of Class B1(c)/B2/B8 (with ancillary Trade Counter) employment, a Hotel, Class D2 Leisure, Class A3, mixed A3-A4 and mixed A3-A5 Food and Drink establishments, together with associated car parking, landscaping and infrastructure works. Application under Section 73 to vary the conditions of planning permission 19/00619/OUT (as amended by Non-Material Amendment consents O/21/01838/NMA and O/22/00022/NMA) to enable variation of the quanta of permitted floorspace types (no change to overall total) and redistribution of floorspace within the site.

1.2.3 The latter application served as a Section 73 Application to vary conditions 4 and 42 of Outline Planning Permission O/19/00619/OUT. As part of this, the proposed quantum of development floorspace from the original outline consent would not change, but rather be redistributed to increase the amount to the former B1(c)/B2/B8 uses, and increase A3/A5 Roadside uses, whilst reducing the floorspace attributed to D2 (Gym) and A3/4 (Pub / Restaurant). The quantum of development for the hotel was unchanged.

1.2.4 The development floorspace plan attached hereto at **Appendix B** from the 23/02329/OUT application outlines the respective quanta by land use. For reference, these are summarised as follows (development Area A unless otherwise stated), with those denoted in bold being impacted by the latest proposals:

- **A3 Roadside – up to 323 sqm;**
- Mixed A3-A5 Roadside – up to 712 sqm;
- D2 Leisure – up to 186 sqm;
- **C1 Hotel – up to 84 beds / 2,800 sqm;**
- **Mixed A3-A4 Pub / Restaurant – up to 156 sqm;**
- B1(c)/B2/ B8 (with ancillary Trade Counter) – up to 2,160 sqm; and

- B1(c)/B2/ B8 (with ancillary Trade Counter) – up to 6,454 sqm (Area B).

1.2.5 Reference is made throughout the remainder of the report to the assessments and justification provided in support of the respective applications as above, both for the wider scheme and hotel / pub / restaurant elements.

1.3 Report Structure

1.3.1 Many of the key highway principles of the site have been approved at outline planning stage and hence this Transport Statement provides an update to the information and assessments already consented.

1.3.2 The remainder of the report therefore comprises the following sections:

- **Section 2: Baseline Conditions** – provides an overview of the site in its current form, including the local highway network and a review of the local collision history;
- **Section 3 Trip Generation** – details the proposed trip generation to / from the site, with reference to the outline consent and an updated assessment using bespoke data for such developments held by RGP;
- **Section 4: Layout, Access and Parking** – outlines the general layout of the proposed hotel with reference to means of access. Review of the locally adopted parking standards and a demand-based assessment of the likely car parking demands at the site. Details also into the provision of cycle parking; and
- **Section 5: Summary and Conclusions** – offers a concise set of conclusions and overall summary of the findings of the report.

2 BASELINE CONDITIONS

2.1 Site Location and Local Highway Network

2.1.1 The site is located to the southeast of Chichester City Centre on the eastern side of the Chichester bypass. The site is further bounded by the main south coast railway to the north, the A259 dual carriageway to the south, and Springfield Park to the east. The figure below outlines the location of the site in context.

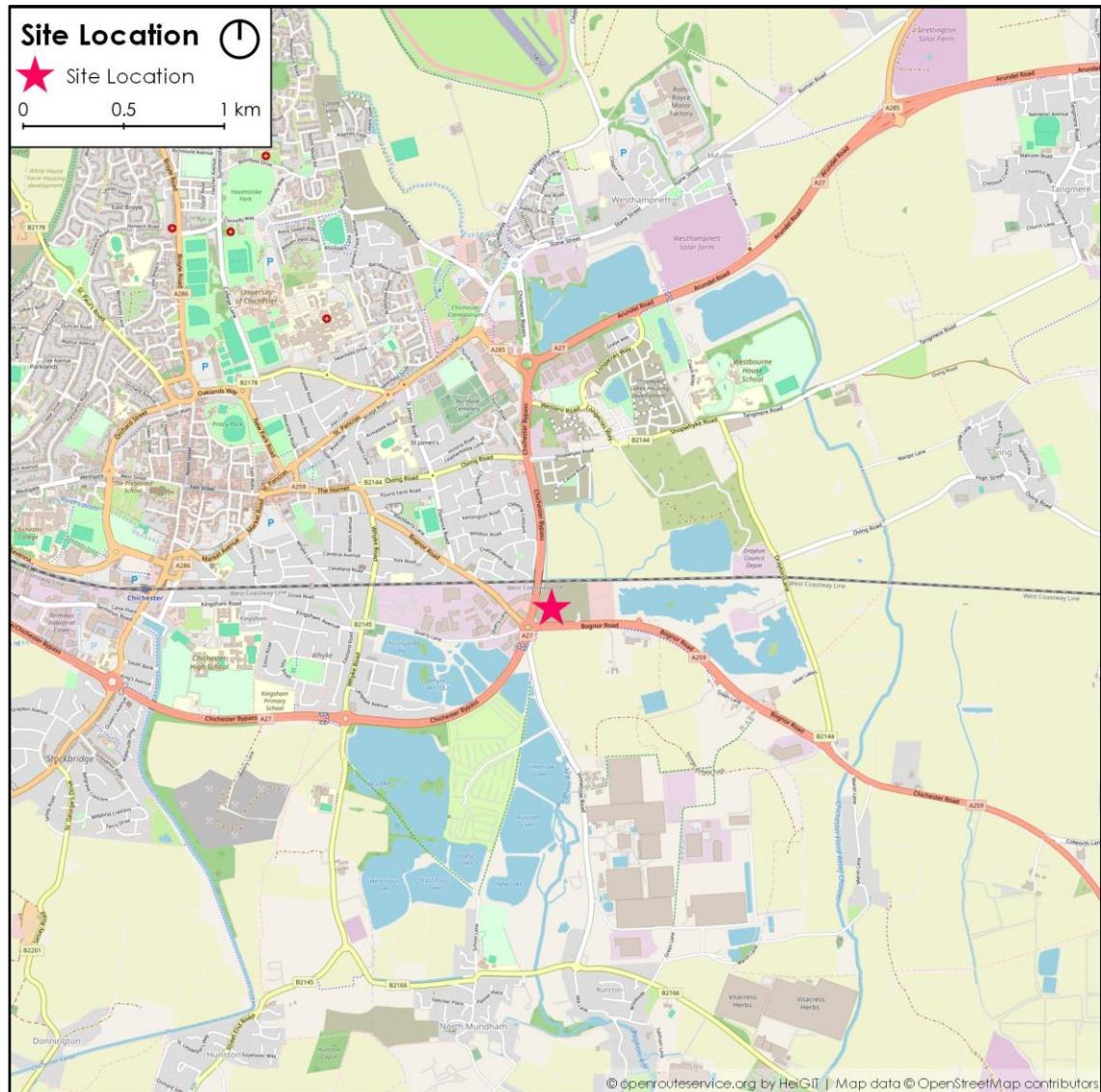


Figure 1 Site Location

2.1.2 The wider site primarily comprises greenfield land with several ancillary structures. The site formerly operated as a fuel depot, and hence there are underground fuel storage tanks and a disused railway siding within.

2.1.3 Many of the key highway principles of the site have been approved at outline planning stage including access, accessibility and traffic impact. The location of the site has therefore been considered appropriate for the development of a hotel.

2.2 Highway Safety Appraisal

2.2.1 In order to assess the local highway safety record, collision data has been taken into consideration in line with current Department for Transport (DfT) guidance. Whilst it is traditional for the most recent five-year period to be assessed, an additional two years have been considered in light of the unrepresentative data from 2020 and 2021. The range for the analysis is therefore 2015-2022 with data sourced from Crashmap.co.uk.

2.2.2 The figure below outlines the distribution of collisions within the vicinity of the site across the study period identified.

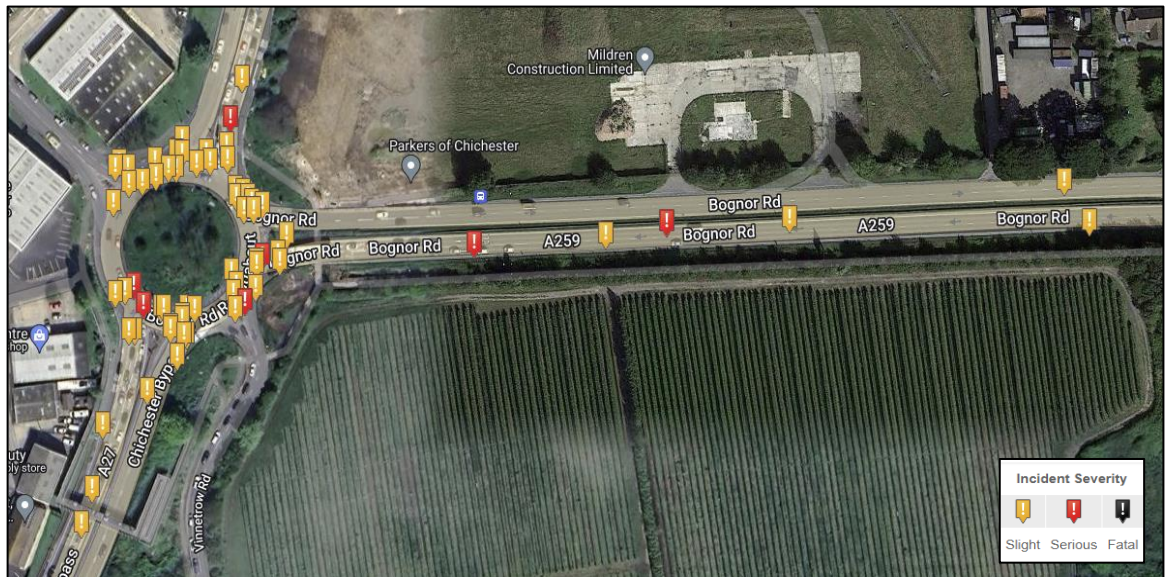


Figure 2 Local Collision Distribution

2.2.3 As indicated, there are isolated incidents along Bognor Road with a notable prevalence of collisions at the adjacent Bognor Road roundabout, although this should not be considered uncommon for such a junction.

2.2.4 The principle of development on the site has already been established, including the access arrangements, and hence it is not considered that there is a highway safety impediment to this element of the scheme.

3 TRIP GENERATION

3.1 Overview

3.1.1 The proposals seek to deliver the hotel and restaurant elements of the wider development. However, to accommodate this, a reduction in the previously approved quantum of development for the A3 Roadside element of the scheme is proposed.

3.1.2 An overview of the trip generation implications of the proposals is therefore provided herein, with comparison to the previous consents at the site.

3.2 Previously Approved Total Trip Generation

3.2.1 Permission was initially granted for the redevelopment of the site under planning application reference 14/04284/OUT. As part of this scheme, detailed traffic impact analysis and junction capacity modelling was undertaken, hence this therefore offers a baseline traffic position for which future applications can use as a reference threshold for similar analysis.

3.2.2 Subsequent planning applications O/19/00619/OUT and 23/02329/OUT detailed their respective traffic implications, with the latter forming the most recently approved precedence in these terms.

3.2.3 The table below therefore provides an overview of the total development traffic generation of the three schemes as above.

	AM Peak			PM Peak		
	Arr	Dep	Tot	Arr	Dep	Tot
14/04284/OUT	96	52	148	100	158	257
O/19/00619/OUT	90	60	150	80	112	192
23/02329/OUT	77	54	131	87	118	205

Figure 3 Approved Schemes' Total Trip Generation Comparison

3.2.4 As shown, neither the O/19/00619/OUT nor 23/02329/OUT schemes exceeded the initial traffic threshold set by the original 14/04284/OUT consent across the respective peak hours. Therefore, detailed traffic impact analysis exercises were not undertaken for the latter two applications, and this approach was accepted by WSCC Highways.

3.3 23/02329/OUT Approved Trip Generation

3.3.1 The most recent consent at the site, 23/02329/OUT, included a trip attraction forecast for all elements of the wider scheme, including the hotel and restaurant. These trip attraction figures were derived though consented trip rates derived from the industry-standard TRICS database which were approved as part of the O/19/00619/OUT outline consent.

3.3.2 The table below therefore details the proposed trip attraction for the 23/02329/OUT scheme. This has been replicated from Table 4 of the supporting Technical Note for the planning application, prepared by Highgate Transportation (document ref. 23160/TN/01). The elements affected by the latest application proposals are highlighted for reference.

Use	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily
	Arr	Dep	Arr	Dep	
Mixed Industrial (8,614sqm)	28	6	2	39	319
A3 Roadside (323sqm)	14	13	16	17	360
Hotel (84 Bedrooms)	9	15	12	8	268
Mixed A3-4 Restaurant (156sqm)	0	0	4	2	68
Mixed A3-5 Roadside (Drive-Thru) (712sqm)	24	19	50	50	1,337
D2 Leisure (Gym) (186sqm)	2	1	3	1	47
Total	77	54	87	118	2,400

Figure 4 Approved 23/02329/OUT Trip Attraction

3.3.3 The trip rates for the hotel and restaurant elements of the development are replicated in the table below for reference.

Time Period	Hotel Trip Rate (per bedroom)			Pub / Res Trip Rate (per 100sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	0.110	0.175	0.285	0.000	0.118	0.118
PM Peak	0.144	0.092	0.236	2.638	1.556	4.194
Daily	1.552	1.644	3.196	22.093	21.752	43.845

Figure 5 Approved Hotel & Pub / Restaurant Trip Rates

3.3.4 As shown from the above tables, the hotel and pub / restaurant elements of the 23/02329/OUT scheme were forecasted to generate in the order of 24 two-way trips across the AM peak and 26 across the PM peak respectively.

3.4 Proposed Hotel & Restaurant Trip Generation

Premier Inn Data

3.4.1 Although TRICS is the industry-standard tool for deriving traffic generation and parking demand for various land uses, in RGP's experience this data is often not comparable for hotel developments such as that proposed.

- 3.4.2 Many hotels within TRICS are not branded hotels and differ in the operational style of a typical national brand, with many TRICS sites also containing leisure uses on site, for example, which makes the data unrepresentative. Additionally, hotels with additional on-site uses do not accurately split parking and vehicle trips generated by each individual element of the site and are instead combined to form one single trip rate.
- 3.4.3 Whilst the above is true in the way of leisure / business-type facilities, it should be noted that the sites surveyed to inform the TRICS data likely also include trips to / from the ancillary restaurant that is commonplace at Premier Inn sites.
- 3.4.4 Therefore, as part of RGP's assessment, data collected from surveys at Premier Inn sites across the country has been used to establish the likely operation of the proposed hotel and ancillary restaurant. This is advantageous in separating the Premier Inn trips and additionally those which are standalone to the restaurant.
- 3.4.5 RGP regularly uses this bespoke data to support planning applications for hotels and is generally well received by planning authorities and proven to be a robust assessment method. Indeed, the use of this data has been approved by WSCC in support of other such developments, as recently as December 2023 for a hotel development in Bognor Regis (LPA ref. BR/83/23/PL).
- 3.4.6 Using covers to assess the trip attraction, as opposed to floorspace as the TRICS data does, allows for a more capacity-based assessment of the restaurant offerings and is more reflective of the general arrangement of ancillary pub / restaurants as opposed to standalone sites. A summary output for the sites included in the analysis is provided at **Appendix C** for reference.
- 3.4.7 The table below summarises the RGP vehicle trip rates for the hotel and restaurant. A trip generation figure is the presented for an 82 bedroom hotel and an ancillary restaurant offering 164 covers.

Time Period	Hotel Trip Rate (per bedroom)			Restaurant Trip Rate (per cover)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	0.039	0.202	0.241	0.016	0.008	0.024
PM Peak	0.156	0.045	0.201	0.076	0.038	0.114
Daily	1.115	1.044	2.158	0.639	0.629	1.267
	82 Hotel Bedrooms			164 Restaurant Covers		
AM Peak	3	17	20	3	1	4
PM Peak	13	4	16	12	6	19
Daily	91	86	177	105	103	208

Figure 6 Weekday Trip Rates & Proposed Trip Generation

- 3.4.8 As shown, the Premier Inn and ancillary restaurant could generate in the order of 385 two-way daily vehicle trips based on this assessment, comprising 24 and 35 across the respective peak hours.

3.4.9 This assessment is robust in assuming that all rooms are occupied and covers are filled. It is noteworthy that the application of the RGP data would not produce a dissimilar trip attraction than would be forecasted using the previously agreed TRICS trip rates (**Figure 5**). This would therefore validate the use of the RGP data and highlights that this adds a further level of robustness to the assessment.

Comparison with 23/02329/OUT Forecast

3.4.10 The table below compares the forecasted hotel and restaurant traffic to that presented in **Figure 4** above for the 23/02329/OUT application. Trips for the hotel and restaurant have been combined for simplicity.

Hotel & Pub / Res	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily
	Arr	Dep	Arr	Dep	
23/02329/OUT	9	15	16	10	336
RGP Forecast	6	18	25	10	385

Figure 7 Hotel & Restaurant Trip Generation Comparison

3.4.11 As shown, the forecast shows an identical number of total trips across the AM peak when comparing to the 23/02329/OUT scheme. An additional nine two-way trips are forecasted for the latest scheme across the PM peak, with an additional 49 across the course of a typical day. The respective differences in these terms should therefore not be considered significant.

3.5 A3 Roadside Trip Generation

3.5.1 The 23/02329/OUT permission included up to 323sqm of (Use Class A3) Roadside use. To accommodate the proposed hotel and restaurant, which would be larger than permitted under the previous consent (by 141sqm), the floorspace for this element would be reduced. The reallocation of floorspace across the respective development elements, without increasing the overall total, is a similar approach to the 23/02329/OUT consent.

3.5.2 As a result, the latest scheme seeks to amend the permitted A3 Roadside floorspace to 182sqm (i.e. a reduction of 141sqm). The table below provides an overview of the consented trip attraction for this element of the scheme under the 23/02329/OUT consent, and a forecast for the amended proposal using the same trip rates as for the previous applications for consistency.

A3 Roadside	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily
	Arr	Dep	Arr	Dep	
Trip Rate (per 100sqm)	4.421	4.000	5.053	5.263	111.366
23/02329/OUT (323sqm)	14	13	16	17	360
2024 Proposal (182sqm)	8	7	9	10	203

Figure 8 A3 Roadside Trip Generation Comparison

3.5.3 As shown, the revision to this floorspace would result in a significant reduction in trips to this element of the wider scheme. This reduction would therefore offset the additional trips that would be generated by the hotel / restaurant elements of the proposed scheme when compared to the previous consent.

3.6 Total Traffic Impact

3.6.1 The table below summarises the updated wider development trip attraction using the forecasts for the respective elements as above, whilst retaining those for the other elements as approved under the 23/02329/OUT consent (i.e. **Figure 4**).

Use	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily
	Arr	Dep	Arr	Dep	
Mixed Industrial (8,614sqm)	28	6	2	39	319
Roadside (182sqm)	8	7	9	10	203
Hotel (82 Bedrooms)	3	17	13	4	177
Restaurant 164 covers (297sqm)	3	1	12	6	208
Roadside (Drive-Thru) (712sqm)	24	19	50	50	1,337
Leisure (Gym) (186sqm)	2	1	3	1	47
Total	68	51	89	110	2,291

Figure 9 2024 Proposal Total Traffic Forecast

3.6.2 As shown, the total development on this basis could generate in the order of 119 two-way trips across the AM peak and 199 across the PM peak.

3.6.3 The table below therefore compares the total traffic impact of the proposed scheme against that most recently approved under the 23/02329/OUT consent, and that originally under the 14/04284/OUT consent.

Total Development Trips	AM Peak			PM Peak		
	Arr	Dep	Tot	Arr	Dep	Tot
14/04284/OUT	96	52	148	100	158	257
23/02329/OUT	77	54	131	87	118	205
2024 Proposed	68	51	119	89	110	199

Figure 10 Total Traffic Comparison with 14/04284/OUT

- 3.6.4 As shown, the forecast for the proposed 2024 scheme results in a lower level of overall development traffic across the respective peak hours than originally assessed for the 14/04284/OUT consent, and likewise for the 23/02329/OUT scheme. This would also be the case for the daily traffic when comparing **Figure 10** to **Figure 4** above.
- 3.6.5 In light of the accepted baseline not being exceeded, it is considered that the same conclusion can be drawn as was done so for the 23/02329/OUT application. There would therefore not be an adverse consequence for the operation of the local highway network and wider access arrangement with Bognor Road as a result of the latest proposals, hence no further traffic analysis or mitigation is required.

4 ACCESS, LAYOUT AND PARKING

4.1 Layout & Access

4.1.1 As illustrated in the proposed Site Layout attached hereto at **Appendix A**, the development would occupy the south-western portion of the wider site. There would be a separate area designated to the north of the main building to accommodate delivery / servicing activities with turning areas, with car parking provided via a separate route along the eastern boundary.

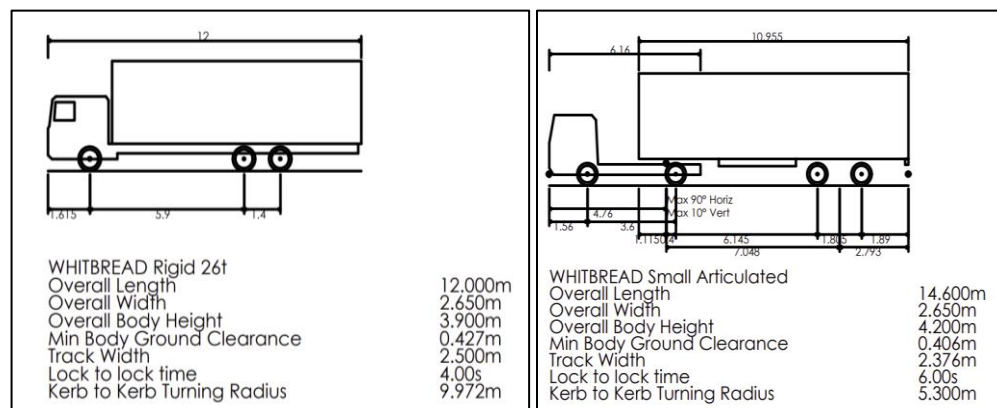
4.1.2 The main hotel reception would be accessed to the rear of the building from the car parking area and similarly so for the ancillary restaurant.

4.1.3 Based on vast experience of operating similar sites, Whitbread has confirmed the hotel would generate approximately 14 service vehicle movements per week, which equates to circa two service vehicle movements per day. The table below sets out the proposed weekly schedule for the hotel which is consistent across all Premier Inn sites of this scale and type.

Type	No. Visits	Duration	Timings	Activity
Linen	7	30 mins	06.30 – 18.00	1.5 m ³ cages on wheels
Food	3	40 mins	06.30 – 18.00	trolley with 1m x 1.2m pallets
Drinks	1	45 mins	06.30 – 18.00	trolley with 1m x 1.2m pallets
Refuse / recycling	3	20 mins	06.30 – 18.00	Bins emptied

Figure 11 Typical Premier Inn Weekly Delivery Schedule

4.1.4 It is therefore not considered that the delivery and servicing frequencies at the site would represent an intensive level. Whitbread typically uses a 12m rigid or small articulated vehicle for its delivery and servicing visits at sites such as this, with the respective profiles shown below.



- 4.1.5 The wider means of access to the development plot within the wider site and at Bognor Road would be consistent with that approved under the outline consent. The originally consented access design with Bognor Road, prepared by WSP as part of the 2014 outline consent (14/04284/OUT) is attached hereto at **Appendix D** for reference.
- 4.1.6 The accompanying swept path analysis for the consented access design from the 14/04284/OUT consent is attached hereto at **Appendix E** which shows an articulated vehicle is able to navigate the arrangement. This was also demonstrated as part of the supporting material for the 22/02041/REM application. In light of the fact that the vehicles to be used to service the development would be smaller than this (as shown above), it is considered that the access arrangement could satisfactorily accommodate all vehicles associated with the hotel.
- 4.1.7 Access to the site would be served from the approved internal carriageway network via the primary estate road which again would be satisfactory to accommodate all vehicle types associated with the hotel. The geometric design of the wider site access and internal carriageways would allow fire tenders (the largest emergency vehicle) to comfortably manoeuvre to / from the site.
- 4.1.8 RGP drawing **2023/7297/002** and **003** attached hereto illustrate that the Whitbread delivery vehicles as identified above can access and egress the proposed servicing area in forward gear.
- 4.1.9 As shown in the proposed layout, a pedestrian / cycle connection would be provided at the southern boundary of the site to facilitate access to / from the main reception and Bognor Road.
- 4.2 Car Parking Standards**
- 4.2.1 WSCC's 'Guidance on Parking at New Developments' Supplementary Planning Document (SPD) contains relevant car parking standards for the site. The prescribed standards for C1 Hotel developments are one space per bedroom.
- 4.2.2 The standards for Use Class E 'Commercial, Business and Services – food and drink (mainly on premises) e.g. restaurants and cafés' is listed as one space per 5sqm of public area and two spaces per bar (or 5m length of bar for large bars) for staff parking to be clearly designated
- 4.2.3 As shown in the attached Site Plan attached hereto at **Appendix A**, the proposals would provide 82 car parking spaces. Four accessible spaces would be provided which equates to circa 5% of the total parking provisions. Standard spaces would be subject to dimensions of 2.5m x 5.0m.
- 4.2.4 RGP drawing **2023/7297/001** attached hereto illustrates that a standard car can navigate the proposed car parking area.
- 4.2.5 It is acknowledged that the combined parking provisions for the respective elements is lower than offered for the 23/02329/OUT consent, however it is important to note that this quantum would be sufficient to accommodate the demands from the hotel and ancillary restaurant based on Whitbread's experience of operating similar sites.

4.2.6 This is a consistent view to that provided in the WSP transport report supporting the shared parking provisions between the two uses as part of the O/19/00619/OUT outline consent, citing:

“Parking provision for the Hotel and Beefeater has been defined by the operator and is related to its experience at many other sites across the UK.”

4.2.7 In terms of Electric Vehicle Charging Points (EVCPs), it is proposed that initial capacity would be for six spaces to be fitted with ‘active’ charging facilities, whilst a further 11 spaces would be fitted with ‘passive’ infrastructure to allow for future conversion. This would therefore equate to a potential for 20% of spaces to allow for EV charging.

4.3 Operational Assessment

4.3.1 In order to confirm the acceptability of the proposed parking provisions, the trip generation assessment undertaken utilising the bespoke Premier Inn / restaurant data has been further interrogated to establish an accumulation of vehicles based on the proposed arrival and departure movements.

4.3.2 The advantage of using the bespoke Premier Inn survey data for this exercise is that an accurate forecast into the demands for car parking can be derived, whereas the absence of a starting number of parked vehicles for the comparable TRICS surveys limits such opportunity. As noted in **Section 3.3**, this methodology has been accepted in supporting other schemes under the LHA jurisdiction of WSCC.

4.3.3 The graph below illustrates the typical car parking demand profile for the hotel (82 bedrooms and 164 restaurant covers).

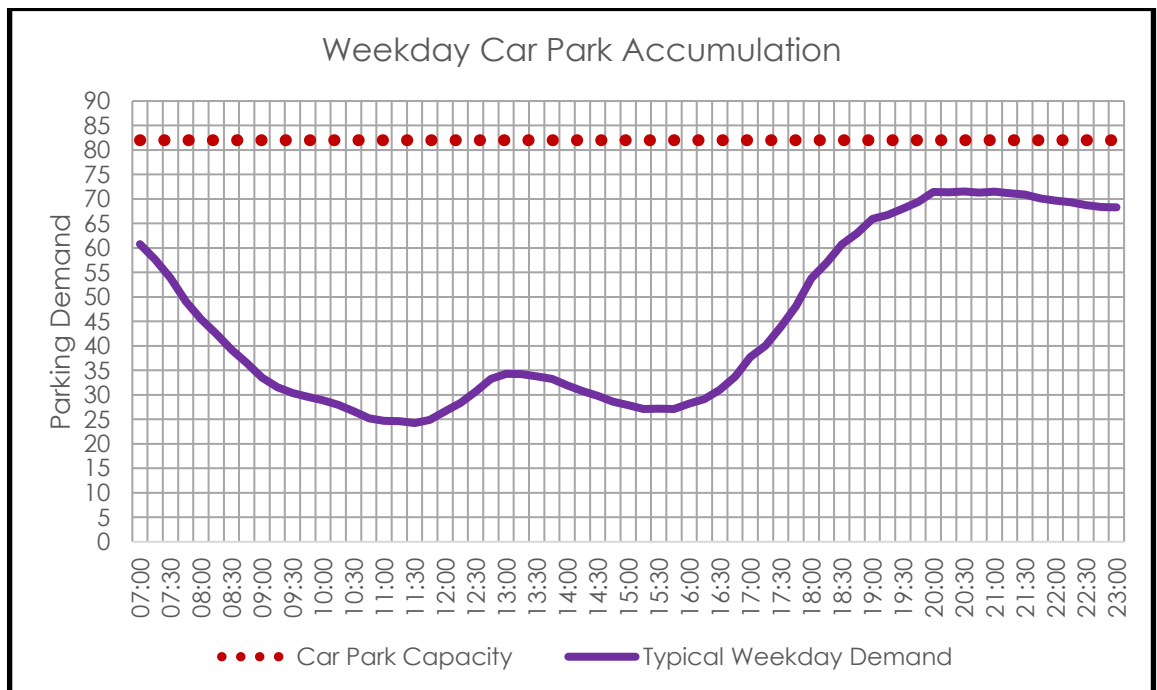


Figure 12 Car Parking Accumulation Profile

- 4.3.4 As illustrated, the proposed provision of 82 car parking spaces would be sufficient to accommodate the likely demands of the hotel and ancillary restaurant. The peak demand is forecasted to be 72 spaces at 20:00 which would therefore leave at least 10 spaces spare.
- 4.3.5 As shown, there is a definitive parking profile associated with the development, with a general peak in demand for spaces overnight (principally from guests) and a fall throughout the day before a more pronounced uptick in the evening.
- 4.3.6 Again, this assessment is robust in assuming that all rooms are occupied and covers are filled.

4.4 Cycle Parking

- 4.4.1 Cycle parking standards are also provided within the WSCC guidance document at a ratio of one per eight car-parking spaces for hotel developments. As shown in the proposed Site Plan attached hereto at **Appendix A**, an external cycle store would be provided with capacity for 12 cycles which could accommodate hotel demands and those of the ancillary restaurant.
- 4.4.2 It is important to also note that Premier Inn hotels operate a 'cycle friendly' policy, permitting guests to store bicycles within their bedrooms, if preferred, which therefore increases the effective capacity for spaces at the development.

5 SUMMARY AND CONCLUSIONS

- 5.1.1 RGP is commissioned by Whitbread Plc to provide transport and highways input in support of the proposed Premier Inn hotel at the site of the Former Fuel Depot, Bognor Road, Chichester, PO20 1EJ.
- 5.1.2 The site benefits from outline planning permission (most recently approved April 2021) for a mixed-use redevelopment, of which the hotel and restaurant constitute two of the elements. The planning application for which this report supports therefore seeks reserved matters consent for details regarding this element of the wider scheme.
- 5.1.3 The proposals would comprise a new-build hotel operated by Whitbread under the Premier Inn brand, offering 82 bedrooms. An ancillary restaurant would also be provided offering 164 covers (297sqm). To accommodate this, the previously approved allocation of floorspace to A3 Roadside use would be reduced to retain an overall consistent quantum of floorspace.
- 5.1.4 This Transport Statement has assessed the highways and transport implications of the proposed development in the context of the wider outline planning consent at the site, for which a baseline position has been agreed in respect of elements such as trip attraction. The report makes the following key conclusions:
- The proposed hotel and ancillary restaurant would not generate a level of traffic that would be significantly above that previously approved;
 - The overall development traffic would be reduced owing to a reduction in the previous A3 Roadside floorspace allocation, with the overall number of trips below the historically consented levels and hence no further traffic impact or junction assessments are required;
 - The development would be accessed via the approved means established through the outline consent(s), both within the wider development from its internal estate road and at its access with Bognor Road;
 - A separate delivery and servicing area would be provided for the respective activities at the hotel and ancillary restaurant, with sufficient turning space for vehicles to enter and egress in forward gear;
 - A separate car parking area would be provided which would offer 82 spaces and an operational assessment using the bespoke Whitbread data that RGP holds indicates that the proposed parking provisions would be appropriate to accommodate the demands from the hotel and ancillary restaurant; and
 - Delivery and servicing activities associated with the proposed development would not be intensive and would be appropriately managed.
- 5.1.5 The overall conclusion from the report is therefore consistent with those for the previous schemes at the site in that the impact of the proposed Premier Inn hotel and ancillary restaurant would be no worse than previously consented precedence.
- 5.1.6 West Sussex County Council in its role as LHA for the site is therefore respectfully invited to confirm that this is the case and that the proposals are acceptable in highways and transport terms.



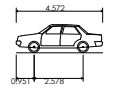
DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

— SITE BOUNDARY



Standard Car
 Overall Length 4.572m
 Overall Width 1.749m
 Overall Body Height 1.488m
 Min Body Ground Clearance 0.249m
 Max Track Width 1.713m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.100m

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123. RGP accept no liability for any inaccuracies with the data.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P6	GE	LAYOUT & SWEEP PATHS UPDATED	26/03/24
P5	DH	LAYOUT UPDATED	19/03/24
P4	GE	LAYOUT UPDATED	08/03/24
P3	GE	LAYOUT UPDATED	08/03/24
P2	GE	LAYOUT & SWEEP PATHS UPDATED	04/03/24
P1	GE	FIRST ISSUE	22/02/24



Transport Planning and Infrastructure Design Consultants
 Shackelford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
 1-2 Paris Garden, London, SE1 8ND
 Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

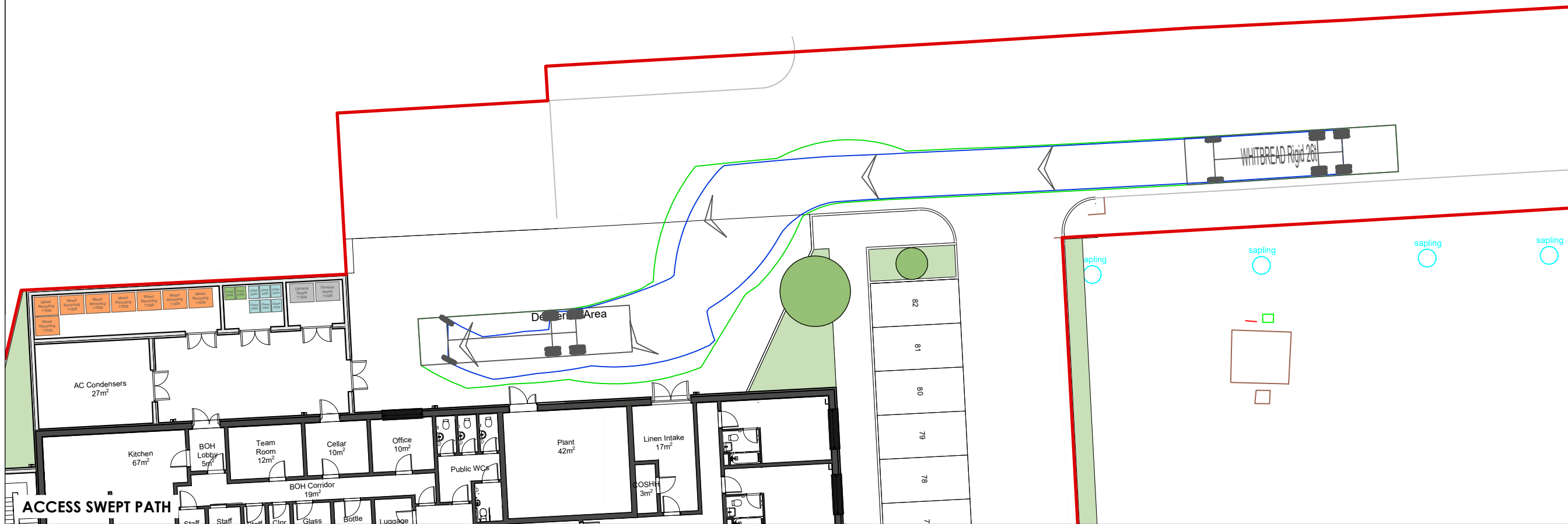
Client: Whitbread Group PLC

Project: Premier Inn Bognor Road, Chichester

Drawing Title: Swept Path Analysis Standard Car

Drawing No: 2023/7297/001 Rev. P6

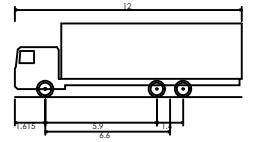
Scale: 1:250 Drawn By: GE Checked By: JC A3



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

— SITE BOUNDARY



WHITBREAD Rigid 26t
 Overall Length 12,000m
 Overall Width 2,650m
 Overall Body Height 3,900m
 Min Body Ground Clearance 0,427m
 Track Width 2,500m
 Lock to lock time 4,00s
 Kerb to Kerb Turning Radius 9,972m

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123. RGP accept no liability for any inaccuracies with the data.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P5	GE	LAYOUT UPDATED	26/03/24
P4	DH	LAYOUT UPDATED	19/03/24
P3	GE	LAYOUT UPDATED	08/03/24
P2	GE	LAYOUT & SWEEP PATHS UPDATED	04/03/24
P1	GE	FIRST ISSUE	22/02/24



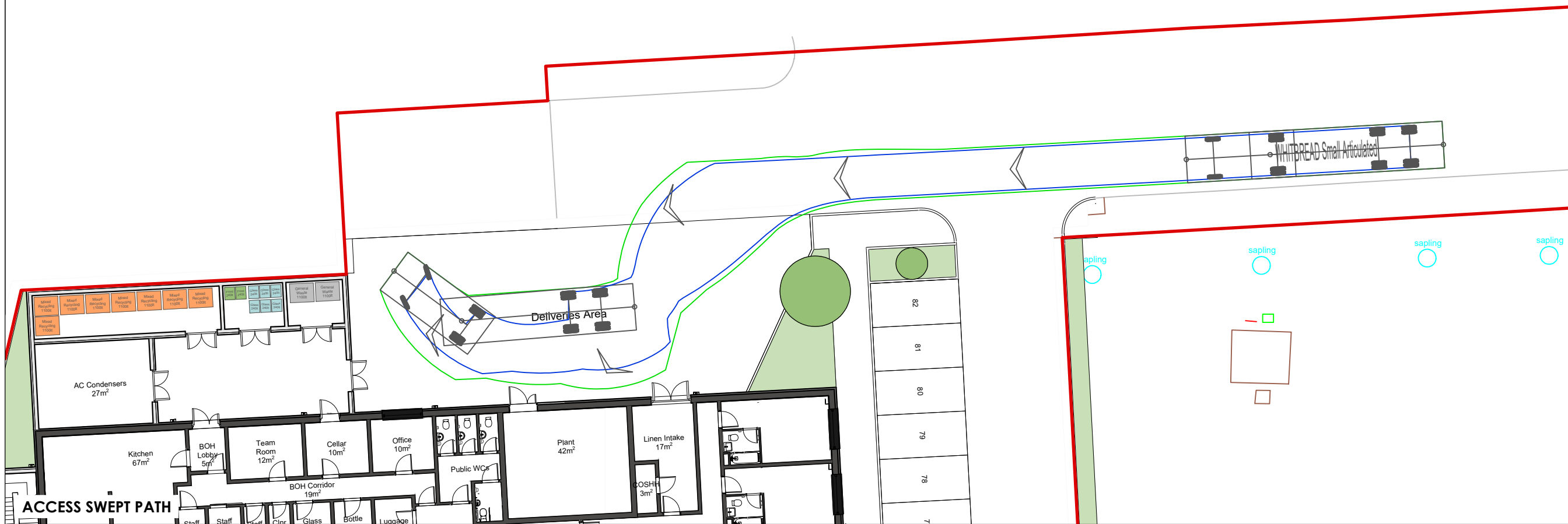
Client: Whitbread Group PLC

Project: Premier Inn Bognor Road, Chichester

Drawing Title: Swept Path Analysis 26t Rigid Vehicle

Drawing No: 2023/7297/002 Rev. P5

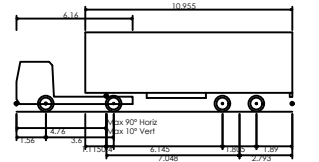
Scale: 1:250 Drawn By: GE Checked By: JC A3



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

— SITE BOUNDARY



WHITBREAD Small Articulated
 Overall Length 14.600m
 Overall Width 2.650m
 Overall Body Height 4.200m
 Min Body Ground Clearance 0.406m
 Track Width 2.376m
 Lock to lock time 6.0s
 Kerb to Kerb Turning Radius 5.300m

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123. RGP accept no liability for any inaccuracies with the data.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P5	GE	LAYOUT UPDATED	26/03/24
P4	DH	LAYOUT UPDATED	19/03/24
P3	GE	LAYOUT UPDATED	08/03/24
P2	GE	LAYOUT UPDATED	04/03/24
P1	GE	FIRST ISSUE	22/02/24



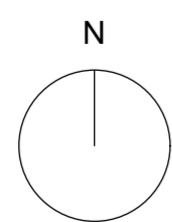
Client	Whitbread Group PLC		
Project	Premier Inn Bognor Road, Chichester		
Drawing Title	Swept Path Analysis 14.6m Articulated Vehicle		
Drawing No.	2023/7297/003	Rev.	P5
Scale	1:250	Drawn By	GE
		Checked By	JC
			A3



APPENDIX A



This drawing is the copyright of Axiom Architects. It is for planning application purposes only and may not be reproduced in whole or in part without permission. Drawings lodged for planning approval may be reproduced by the Planning Authority in accordance with the 'Copyright (Material Open to Public Inspection) (Marking of Copies of Plans and Drawings) Order 1990' and must carry the relevant copyright restriction note. Scaling from this drawing should only be carried out from a print at the scale and size specified within the title block. Responsibility for ensuring correct size reproduction remains with the reader.



Infrastructure to be installed for future EV charging spaces.

Rev	Date	Description	By	Chk
H	26/03/2024	EV Charging provision updated.	LB	LB
G	22/03/2024	Blue line amended. Tree positions amended to suit landscaping scheme.	LB	LB
F	20/03/2024	Parking bay changes	AK	LB

Client
Whitbread Plc

Project
**Premier Inn
Bognor Road
Chichester**

Drawing No.	Revision	Date	Scale	Drawn	Checked	Status
4011-P-	100	21/02/24	1:200 @ A1	AK	LB	PLANNING

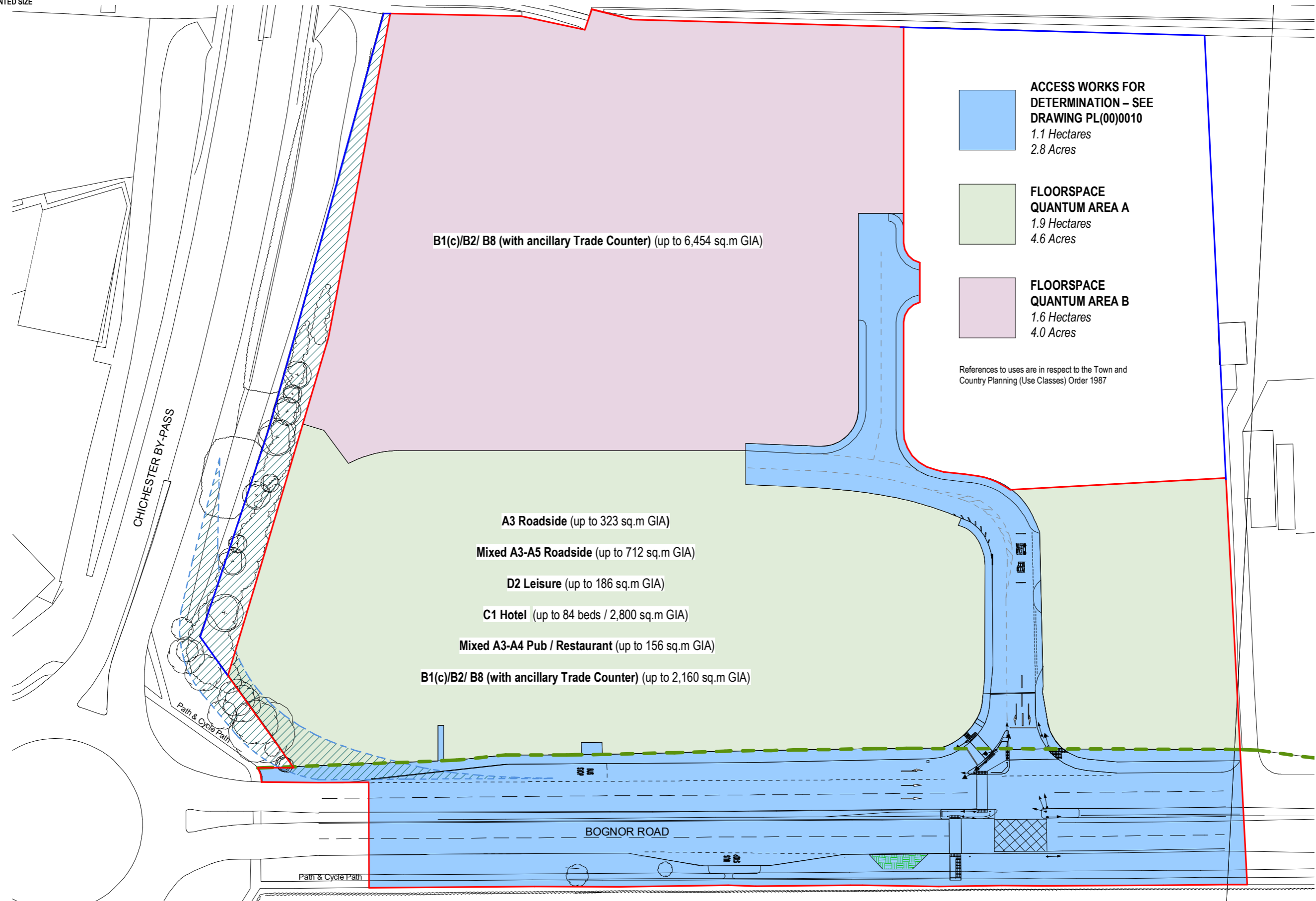
1 Brooklands Yard
Southover High Street
Lewes
East Sussex BN7 1HU
01273 479434
www.axiomarchitects.co.uk

Drawing
**Block Plan
As Proposed**

AXIOM
ARCHITECTS



APPENDIX B



ACCESS WORKS FOR DETERMINATION – SEE DRAWING PL(00)0010
 1.1 Hectares
 2.8 Acres

FLOORSPACE QUANTUM AREA A
 1.9 Hectares
 4.6 Acres

FLOORSPACE QUANTUM AREA B
 1.6 Hectares
 4.0 Acres

References to uses are in respect to the Town and Country Planning (Use Classes) Order 1987

B1(c)/B2/ B8 (with ancillary Trade Counter) (up to 6,454 sq.m GIA)

A3 Roadside (up to 323 sq.m GIA)

Mixed A3-A5 Roadside (up to 712 sq.m GIA)

D2 Leisure (up to 186 sq.m GIA)

C1 Hotel (up to 84 beds / 2,800 sq.m GIA)

Mixed A3-A4 Pub / Restaurant (up to 156 sq.m GIA)

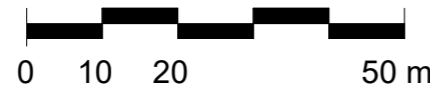
B1(c)/B2/ B8 (with ancillary Trade Counter) (up to 2,160 sq.m GIA)

CHICHESTER BY-PASS

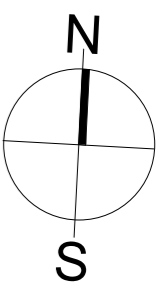
BOGNOR ROAD

Path & Cycle Path

Path & Cycle Path



Key to site plan: — Site Boundary — Ownership Boundary Area of site safeguard for future highway improvements - - - Public Highway Boundary



29/09/2023 14:06:01



APPENDIX C



Summary of Whitbread Hotel and Restaurant Survey Sites

Premier Inn Hotel and Restaurant Sites									
LOCATION	SURVEY DATE				RESTAURANT BRAND	BEDROOMS	COVERS	PARKING	
Aldershot GU11 1SQ	Wednesday	6	October	2010	Brewers Fayre	60	220	131	
Aldershot GU11 1SQ	Saturday	9	October	2010	Brewers Fayre	60	220	131	
Andover SP10 3UX	Wednesday	16	December	2009	Brewers Fayre	50	220		
Basingstoke RG22 6PG	Thursday	9	October	2008	Beefeater	73	198	112	
Basingstoke RG22 6PG	Thursday	9	December	2010	Beefeater	73	198	112	
Basingstoke RG22 6PG	Friday	17	September	2010	Beefeater	73	198	112	
Bridgewater TA6 4RR	Monday	8	February	2016	Brewers Fayre	67	222	105	
Bridgewater TA6 4RR	Tuesday	9	February	2016	Brewers Fayre	67	222	105	
Bridgewater TA6 4RR	Wednesday	10	February	2016	Brewers Fayre	67	222	105	
Bridgewater TA6 4RR	Thursday	11	February	2016	Brewers Fayre	67	222	105	
Bridgewater TA6 4RR	Friday	12	February	2016	Brewers Fayre	67	222	105	
Bridgewater TA6 4RR	Saturday	13	February	2016	Brewers Fayre	67	222	105	
Bridgewater TA6 4RR	Sunday	14	February	2016	Brewers Fayre	67	222	105	
Cannock South WS11 1SJ	Thursday	25	June	2015	Beefeater	60	132	125	
Christchurch BH23 3QG	Monday	11	December	2017	Beefeater	122	188	160	
Christchurch BH23 3QG	Tuesday	12	December	2017	Beefeater	122	188	160	
Christchurch BH23 3QG	Wednesday	13	December	2017	Beefeater	122	188	160	
Christchurch BH23 3QG	Thursday	7	December	2017	Beefeater	122	188	160	
Christchurch BH23 3QG	Friday	8	December	2017	Beefeater	122	188	160	
Christchurch BH23 3QG	Saturday	9	December	2017	Beefeater	122	188	160	
Christchurch BH23 3QG	Sunday	10	December	2017	Beefeater	122	188	160	
Dartford DA1 5PR	Monday	19	March	2018	Beefeater	120	276	196	
Dartford DA1 5PR	Tuesday	20	March	2018	Beefeater	120	276	196	
Dartford DA1 5PR	Wednesday	21	March	2018	Beefeater	120	276	196	
Dartford DA1 5PR	Thursday	15	March	2018	Beefeater	120	276	196	
Dartford DA1 5PR	Friday	16	March	2018	Beefeater	120	276	196	
Dartford DA1 5PR	Saturday	17	March	2018	Beefeater	120	276	196	
Dartford DA1 5PR	Sunday	18	March	2018	Beefeater	120	276	196	
Enfield EN3 7XY	Tuesday	14	June	2011	Table Table	200	143	173	
Exeter EX1 3LJ	Saturday	10	November	2015	Brewers Fayre	102	166	140	
Exeter EX1 3LJ	Sunday	11	November	2015	Brewers Fayre	102	166	140	
Exeter EX1 3LJ	Monday	12	November	2015	Brewers Fayre	102	166	140	
Exeter EX1 3LJ	Tuesday	13	November	2015	Brewers Fayre	102	166	140	
Exeter EX1 3LJ	Wednesday	14	November	2015	Brewers Fayre	102	166	140	
Exeter EX1 3LJ	Thursday	15	November	2015	Brewers Fayre	102	166	140	
Exeter EX1 3LJ	Friday	16	November	2015	Brewers Fayre	102	166	140	
Exeter EX1 3LJ	Saturday	25	March	2017	Brewers Fayre	143	166	126	
Exeter EX1 3LJ	Sunday	26	March	2017	Brewers Fayre	143	166	126	
Exeter EX1 3LJ	Monday	27	March	2017	Brewers Fayre	143	166	126	
Exeter EX1 3LJ	Tuesday	28	March	2017	Brewers Fayre	143	166	126	
Exeter EX1 3LJ	Wednesday	29	March	2017	Brewers Fayre	143	166	126	
Exeter EX1 3LJ	Thursday	30	March	2017	Brewers Fayre	143	166	126	
Exeter EX1 3LJ	Friday	31	March	2017	Brewers Fayre	143	166	126	
Falkirk (Central) FK1 4DS	Tuesday	3	June	2014	Beefeater	31	190	73	
Falkirk (Central) FK1 4DS	Saturday	31	May	2014	Beefeater	31	190	73	
Falkirk (East) FK2 OYS	Thursday	17	July	2014	Beefeater	40	190	109	
Falkirk (East) FK2 OYS	Saturday	19	July	2014	Beefeater	40	190	109	
Ilford IG4 5BG	Tuesday	22	April	2008	Beefeater	44	220	127	
Manchester Cheadle SK8 3FS	Monday	4	April	2016	Table Table	66	206	212*	
Manchester Cheadle SK8 3FS	Tuesday	5	April	2016	Table Table	66	206	212*	

Manchester Cheadle SK8 3FS	Wednesday	6	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Thursday	7	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Friday	8	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Saturday	9	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Sunday	10	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Monday	12	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Tuesday	13	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Wednesday	14	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Thursday	15	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Friday	16	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Saturday	17	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Sunday	18	December	2016	Table Table	66	206	212*
Norwich (Showground) NR5 OTP	Wednesday	25	November	2009	Table Table	40	160	93
Norwich (Showground) NR5 OTP	Thursday	26	November	2009	Table Table	40	160	93
Oxford South (Didcot) OX14 4TX	Thursday	19	June	2008	Table Table	83	105	129
Peterborough PE4 6AH	Tuesday	21	September	2010	Table Table	40	152	91
Peterborough PE4 6AH	Saturday	18	September	2010	Table Table	40	152	91
Poole (Holes Bay) BH15 2BD	Thursday	25	June	2009	Table Table	83	155	108
Poole (Holes Bay) BH15 2BD	Tuesday	21	July	2010	Table Table	83	155	108
Romford (Central) RM1 3EN	Thursday	3	March	2011	Table Table	64	175	98
Southampton North SO16 0XJ	Thursday	18	April	2013	Beefeater	50	130	110
Southampton North SO16 0XJ	Friday	19	April	2013	Beefeater	50	130	110
Southampton North SO16 0XJ	Saturday	20	April	2013	Beefeater	50	130	110
Thurrock East RM16 6YJ	Tuesday	28	June	2011	Brewers Fayre	63	200	120
Worcester (M5) WR4 9FA	Monday	24	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Tuesday	25	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Wednesday	26	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Thursday	27	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Friday	28	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Saturday	29	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Sunday	30	April	2017	Beefeater	87	179	116

*The car park at Manchester Cheadle is shared with an adjacent TGI Friday restaurant

Premier Inn Hotel Sites								
Cambridge (A14) CB4 2GW	Thursday	20	March	2017	n/a	154	n/a	128
Cambridge (A14) CB4 2GW	Friday	21	March	2017	n/a	154	n/a	128
Cambridge (A14) CB4 2GW	Saturday	22	March	2017	n/a	154	n/a	128
Chester Central North CH2 1AU	Tuesday	1	July	2014	n/a	31	n/a	73
Chester Central North CH2 1AU	Wednesday	2	July	2014	n/a	31	n/a	73
Chester Central North CH2 1AU	Saturday	31	June	2014	n/a	31	n/a	73
Hemel Hempstead West HP1 2SB	Tuesday	14	June	2011	n/a	62	n/a	60
Sheffield Arena S9 2FA	Wednesday	12	March	2014	n/a	61	n/a	64
Waltham Abbey (EN9 3QF)	Monday	11	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Tuesday	5	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Wednesday	6	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Thursday	7	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Friday	8	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Saturday	9	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Sunday	10	February	2019	Chef & Brewer	99	n/a	144
Watford North WD25 0LH	Thursday	10	July	2014	n/a	45	n/a	124
York South West YO23 3PP	Tuesday	21	June	2011	n/a	61	n/a	63

*Sites contain either an integral restaurant only, or are located next to an independently operated restaurant (i.e. TGI Friday, Chef & Brewer)

Whitbread Restaurant Sites								
Cambridge CB3 0DL	Tuesday	27	June	2006	Beefeater	n/a	130	66
Christchurch BH23 5ET	Friday	23	May	2008	Beefeater	n/a	182	74
Paignton TQ4 6LP	Friday	7	November	2008	Brewers Fayre	n/a	180	72
Rainham ME8 7JE	Friday	20	November	2009	Beefeater	n/a	196	

RGP TRANSPORT PLANNING AND INFRASTRUCTURE DESIGN CONSULTANTS

Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY • Tel: 01483 861681 • Fax: 01483 861682 • www.rgp.co.uk

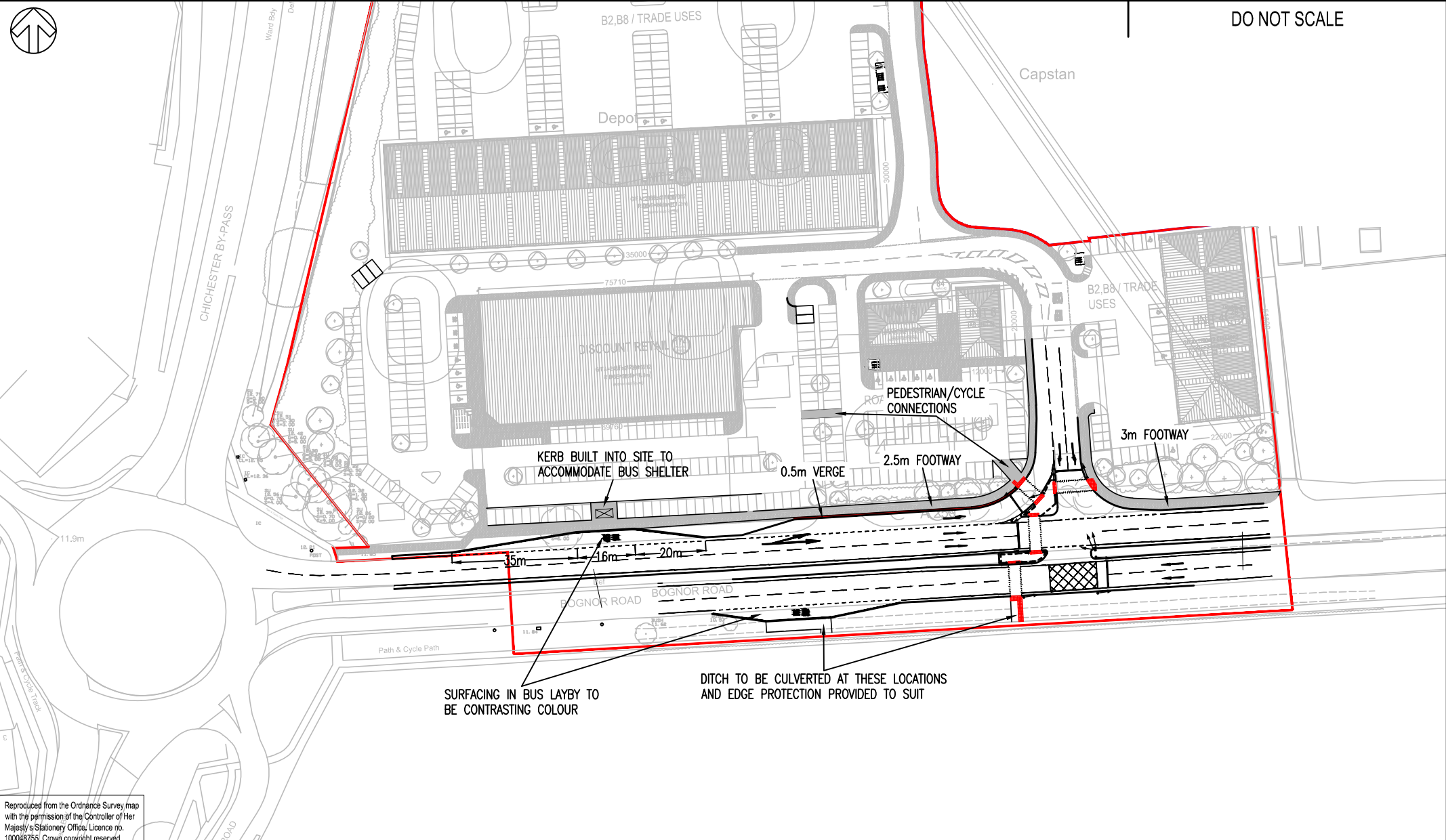


APPENDIX D



DO NOT SCALE

S:\70003803 - Bognor Bridge Road, Chichester LE Models and Drawings\Development\AUTOCAD\SK Sketches_3803-SK-023.dwg 30 November 2015 15:44:00 Egan, Conor



Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Licence no. 100048755. Crown copyright reserved.

REV	DATE	BY	DESCRIPTION	CHK	APP
G	26/11/15	RJM	UPDATED TO REFLECT WSCC COMMENTS	CM	CM
F	12/11/15	NW	UPDATED TO REFLECT WSCC COMMENTS	CM	CM

DRAWING STATUS: FOR INFORMATION ONLY



WSP

Mountbatten House, Basing View, Basingstoke, Hampshire RG21 4HJ
 Tel: +44 (0)1256 318800 Fax: +44 (0)1256 318700
<http://www.wspgroup.com>

CLIENT:	HANBURY PROPERTIES
ARCHITECT:	ROBERTS LIMBRICK

PROJECT:	BOGNOR BRIDGE ROAD, CHICHESTER
TITLE:	SITE ACCESS ARRANGEMENT

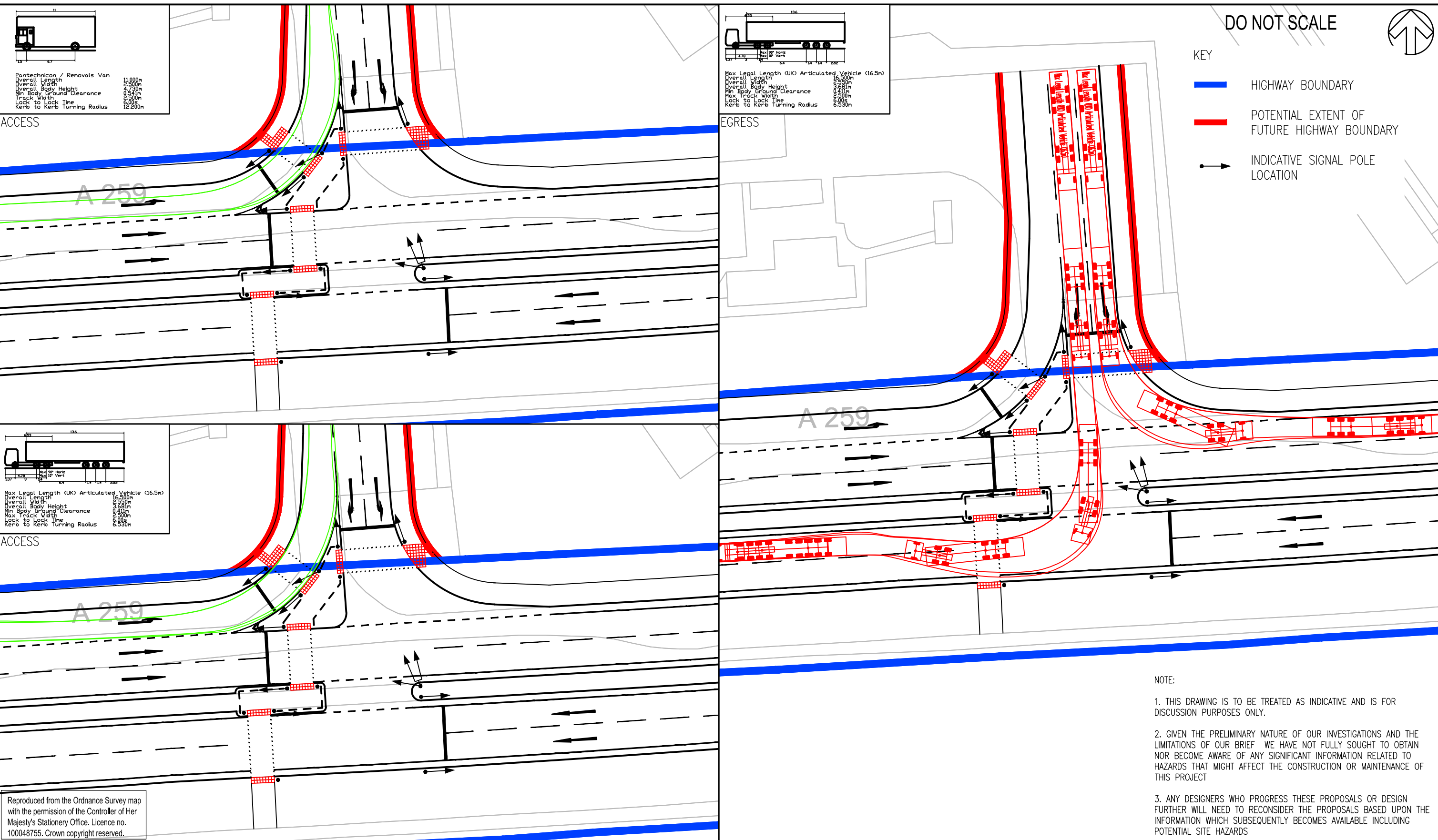
SCALE @ A3:	1:1000	CHECKED:	SA	APPROVED:	SA
CAD FILE:	3803-SK-023.DWG	DESIGN-DRAWN:	RJM	DATE:	August 15
PROJECT No:	70003803	DRAWING No:	3803-SK-023	REV:	G

© WSP Group Ltd



APPENDIX E

S:\01 Prospects\DEVELOPMENT New Bids\70003803 - Bognor Bridge Road, Chichester\Development\AUTOCAD\ATR Models and Drawings\Development\AUTOCAD\ATR Autotrack 10/10/2014 14:00:48 Thom, Alex



DO NOT SCALE

- KEY
- HIGHWAY BOUNDARY
 - POTENTIAL EXTENT OF FUTURE HIGHWAY BOUNDARY
 - \rightarrow INDICATIVE SIGNAL POLE LOCATION

Pantechon / Renovals Van

Overall Length	11.000m
Overall Width	2.500m
Overall Body Height	3.700m
Min Body Ground Clearance	0.410m
Max Truck Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	12.200m

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.281m
Min Body Ground Clearance	0.410m
Max Truck Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.500m

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.281m
Min Body Ground Clearance	0.410m
Max Truck Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.500m

- NOTE:
- THIS DRAWING IS TO BE TREATED AS INDICATIVE AND IS FOR DISCUSSION PURPOSES ONLY.
 - GIVEN THE PRELIMINARY NATURE OF OUR INVESTIGATIONS AND THE LIMITATIONS OF OUR BRIEF WE HAVE NOT FULLY SOUGHT TO OBTAIN NOR BECOME AWARE OF ANY SIGNIFICANT INFORMATION RELATED TO HAZARDS THAT MIGHT AFFECT THE CONSTRUCTION OR MAINTENANCE OF THIS PROJECT
 - ANY DESIGNERS WHO PROGRESS THESE PROPOSALS OR DESIGN FURTHER WILL NEED TO RECONSIDER THE PROPOSALS BASED UPON THE INFORMATION WHICH SUBSEQUENTLY BECOMES AVAILABLE INCLUDING POTENTIAL SITE HAZARDS

Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationary Office. Licence no. 100048755. Crown copyright reserved.

REV	DATE	BY	DESCRIPTION	CHK	APD
A	10/10/14	AJT	FIRST ISSUE	RM	SA
DRAWING STATUS: FOR INFORMATION ONLY					


WSP
 Mountbatten House, Basing View, Basingstoke, Hampshire RG21 4HJ
 Tel: +44 (0)1256 318800 Fax: +44 (0)1256 318700
<http://www.wspgroup.com>

CLIENT:

ARCHITECT:

PROJECT:
BOGNOR BRIDGE ROAD, CHICHESTER

TITLE:
POTENTIAL SITE ACCESS -
SIGNALISED JUNCTION
SWEEP PATH ANALYSIS

SCALE @ A3: 1:500	CHECKED: RM	APPROVED: SA
CAD FILE: 3803-ATR-002	DESIGN-DRAWN: AJT	DATE: October 2014
PROJECT No: 70003803	DRAWING No: 3803/ATR/002	REV: A
© WSP Group plc		



RGP – Transport Planning and Infrastructure Design Consultants

Surrey Office Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY

London Office 1-2 Paris Garden, London, SE1 8ND

enquiries@rgp.co.uk

T: 01483 861 681

T: 020 7078 9662

www.rgp.co.uk

