

Angmering Parish Council additionally provided information on the anticipated increase in vehicle movements generated by the proposed building. A summary of the anticipated future vehicle trips to the site is provided in the table below.

	Frequency	Daytime 2-way Trips
Office Staff (6 members)	2-4 members walk to site, 2-4 members drive to site daily	8
Groundsman	2-3 visits per day	6
Councillor visits	c. 2 visits per month	<1
Staff meetings off site	2-3 per month	<1
Other meetings	1-3 per month	<1 (3 attendees x 3 meetings per month = 22 weekdays)
Cleaner	Once a day (morning)	2
Total Daytime Trips		c.16

Anticipated Vehicle Trips to New Parish Council Building

Notwithstanding the above, the Parish Council building would be provided 4 parking spaces which would limit the number of vehicle trips to the building.

It should be noted that the figures above differ from the trips anticipated in RGP's Transport Assessment which robustly estimated the vehicle trips to the Parish Council building based on a B1 office trip rate.

"The western access proposed to serve the 16 dwellings and Parish Council building- what movements were generated by the previous uses at the site specifically using this access point? I believe that this area may have been a servicing and MOT area when associated with the Car Sales room. Can this be confirmed and can the previous and proposed movements be compared to demonstrate what (if any) intensification will be generated specifically at this access point."

An assessment of trip utilising the existing and proposed access has been undertaken using the existing trip generation contained within RGP's TS.

The western access previously served the MOT/servicing element of the dealership. To assess the number of trips associated with the element of the business, a TRICS trip generation assessment has been undertaken based on a repair garage. The assessment has been based on half of the existing floor area. A summary of the trips generated by the existing MOT/servicing element of the dealership is provided below and the full TRICS assessment is attached at **Appendix C**.

Repair Garage – TRICS Trip Rate per 100sqm (762sqm)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	1.149	0.338	1.487
PM Peak Hour	0.676	1.351	2.027
Daily Traffic	8.852	8.851	17.703
TRICS Vehicle Trip Generation			
AM Peak Hour	9	3	11
PM Peak Hour	5	10	15
Daily Traffic	67	67	135

Existing Vehicle Trips – Repair Garage

The development proposes the following uses to be served from the western access:

Units	Number of Units/Floor Area
Flats	5
Houses	11 + existing 'Eachways' dwelling
Parish Council Building	238sqm

Existing Vehicle Trips – Car Dealership

These proposed units would generate the following vehicle trips:

TRICS Trip Rate per Flat (5 flats)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.096	0.340	0.436
PM Peak Hour	0.330	0.074	0.404
Daily Traffic	2.141	2.045	4.186
TRICS Vehicle Trip Generation			
AM Peak Hour	0	2	2
PM Peak Hour	2	0	2
Daily Traffic	11	10	21

Proposed Vehicle Trips – Flats

TRICS Trip Rate per House (12 houses, 11 proposed + 'Eachways')			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.089	0.350	0.439
PM Peak Hour	0.393	0.150	0.543
Daily Traffic	2.272	2.322	4.594
TRICS Vehicle Trip Generation			
AM Peak Hour	1	4	5
PM Peak Hour	5	2	7
Daily Traffic	27	28	55

Proposed Vehicle Trips – Houses

Parish Council Building – TRICS Trip Rate per 100sqm (238sqm)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	3.226	0.000	3.226
PM Peak Hour	0.000	3.226	3.226
Daily Traffic	12.367	12.365	24.732
TRICS Vehicle Trip Generation			
AM Peak Hour	8	0	8
PM Peak Hour	0	8	8
Daily Traffic	29	29	59

Proposed Vehicle Trips – Parish Council Building

Total Proposed Vehicle Trips (west access)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	9	6	15
PM Peak Hour	6	10	16
Daily Traffic	67	68	135

Proposed Vehicle Trips – Total using West Access

The existing and proposed vehicle trips have been compared to establish the net vehicle trips at the western access as shown below:

Net Vehicle Trips (west access)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0	3	4
PM Peak Hour	1	0	1
Daily Traffic	0	0	0

Proposed Vehicle Trips – Total using West Access

It is anticipated that the development would result in an additional 5 daily vehicle movements through the existing western access including an increase of 2 movements during the AM peak hour and 5 movement during the PM peak hour. The number of additional movements through this access would have a negligible impact on the operation of this access or on the local road network.

"From observation of the visibility plays provided, it appears the plan outlines a 30mph posted limit within the data box and then contradicts this with 20mph road markings. This should be amended."

The data box has been updated to show 20mph speed limit on **Drawing 2018/4619/001**.

"The pedestrian access adjoining Cumberland Road should open into the site, the gated access should not swing into the Publicly Maintained Highway."

The design has been updated with an inward swinging gate on **Drawing 2018/4619/006**.

"What extent of the site (if any) is to be created to a WSCC adoptable standard? Details of the exact proposed highway works should also be provided with a plan showing the changes clearly."

The proposed works within the public highway (as demonstrated by the pink hatching on **Drawing 2018/4619/001**) would be constructed to a WSCC adoptable standard.

"Footways are to be created to standards as outlined within the Department for Transport's Inclusive Mobility at a minimum 1.5m wide."

The pedestrian access points and footways fronting the site have a minimum width of 1.5m (excluding the footway adjacent to the 'Eachways' property). The footway dimensions are shown in **Drawing 2018/4619/001** attached.

"The disabled parking bays do not appear to standard. Where disabled bays are perpendicular to the access aisle, an additional width of at least 1200mm along each side should be provided. Where bays are adjacent the same 1200mm space can serve both sides. There should also be a 1200mm wide safety zone at the vehicle access end of each bay to provide boot access or for use of a rear hoist and a raised sign at the head of the reserved bay."

The disabled bays have been updated as shown on **Drawing 2018/4619/003** attached.

"Where designated bays on-street are at a different level from the adjacent pavement, dropped kerbs should be provided for wheelchair users, with appropriate tactile marking."

A dropped kerb has been proposed providing access to the shop from the disabled bays as shown on **Drawing 2018/4619/003**.

"Has the Safety Audit considered the pedestrian access locations to the south of the site as it appears that there will be no adjoining footway link to the proposed crossing points? The new 1.2m wall too may restrict visibility of pedestrians for road users and vice versa."

This egress would serve as a flood escape route from the site and would only be used in emergencies. An emergency bolt lock would be installed on a gate preventing use other than in an emergency as shown on **Drawing 2018/4619/006**.

APPENDIX A

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr A Wood
FROM:	WSCC - Highways Authority
DATE:	14 May 2019
LOCATION:	Chandlers Garage Bmw House Water Lane Littlehampton BN16 4EH
SUBJECT:	A/45/19/PL Demolition of existing buildings (car show room, workshops and Phares Courtledge) and erection of 19 dwellings, a convenience store, a community building, public toilets and associated car parking and landscaping - This application affects the character and appearance of the Angmering Conservation Area.
DATE OF SITE VISIT:	
RECOMMENDATION:	More Information

The Local Highways Authority has assessed the Transport Statement and associated plans submitted by the applicant and requests clarification on the following points.

What are the existing movements generated by the Parish Council at their current site and will these differ under the new proposal? In terms of meetings, numbers of workers, schedules and associated trips.

The western access proposed to serve the 16 dwellings and Parish Council building- what movements were generated by the previous uses at the site specifically using this access point? I believe that this area may have been a servicing and MOT area when associated with the Car Sales room. Can this be confirmed and can the previous and proposed movements be compared to demonstrate what (if any) intensification will be generated specifically at this access point.

From observation of the visibility splays provided, it appears the plan outlines a 30mph posted limit within the data box and then contradicts this with 20mph road markings. This should be amended.

The pedestrian access adjoining Cumberland Road should open into the site, the gated access should not swing into the Publicly Maintained Highway.

What extent of the site (if any) is to be created to a WSCC adoptable standard? Details of the exact proposed highway works should also be provided with a plan showing the changes clearly.

Footways are to be created to standards as outlined within the Department for Transport's Inclusive Mobility at a minimum 1.5m wide.
The disabled parking bays do not appear to standard. Where disabled bays are perpendicular to the access aisle, an additional width of at least 1200mm along each side

should be provided. Where bays are adjacent the same 1200mm space can serve both sides. There should also be a 1200mm wide safety zone at the vehicle access end of each bay to provide boot access or for use of a rear hoist and a raised sign at the head of the reserved bay.

Where designated bays on-street are at a different level from the adjacent pavement, dropped kerbs should be provided for wheelchair users, with appropriate tactile marking.

Has the Safety Audit considered the pedestrian access locations to the south of the site as it appears that there will be no adjoining footway link to the proposed crossing points? The new 1.2m wall too may restrict visibility of pedestrians for road users and vice versa.

Once the above has been addressed by the applicant, please re consult.

Jodie Wilkes
West Sussex County Council – Planning Services

APPENDIX B

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
 Category : A - VEHICLE REPAIR GARAGE (SLOW FIT)

VEHICLESSelected regions and areas:

02 SOUTH EAST
 WN WINDSOR & MAIDENHEAD 1 days
04 EAST ANGLIA
 CA CAMBRIDGESHIRE 1 days

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

Secondary 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: Gross floor area
 Actual Range: 580 to 900 (units: sqm)
 Range Selected by User: 333 to 4800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 23/11/12

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:

Tuesday 1 days
 Friday 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 undertaken 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:

Industrial 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.

Secondary Filtering selection:Use Class:

Not Known 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

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Secondary Filtering selection (Cont.):Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

125,001 to 250,000	2 days
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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	1 days
1.1 to 1.5	1 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:

No	2 days
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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
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	CA-15-A-01	GARAGE	CAMBRIDGESHIRE
	FENGATE		
	PETERBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	900 sqm	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
2	WN-15-A-01	GARAGE	WINDSOR & MAIDENHEAD
	CORDWALLIS STREET		
	MAIDENHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	580 sqm	
	Survey date: FRIDAY	23/11/12	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.

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TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	740	0.473	2	740	0.068	2	740	0.541
08:00 - 09:00	2	740	1.149	2	740	0.338	2	740	1.487
09:00 - 10:00	2	740	1.081	2	740	1.081	2	740	2.162
10:00 - 11:00	2	740	0.946	2	740	0.743	2	740	1.689
11:00 - 12:00	2	740	0.946	2	740	0.608	2	740	1.554
12:00 - 13:00	2	740	0.743	2	740	0.878	2	740	1.621
13:00 - 14:00	2	740	1.081	2	740	1.149	2	740	2.230
14:00 - 15:00	2	740	0.473	2	740	0.811	2	740	1.284
15:00 - 16:00	2	740	0.405	2	740	0.473	2	740	0.878
16:00 - 17:00	2	740	0.811	2	740	1.081	2	740	1.892
17:00 - 18:00	2	740	0.676	2	740	1.351	2	740	2.027
18:00 - 19:00	2	740	0.068	2	740	0.270	2	740	0.338
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.852			8.851			17.703

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.

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Parameter summary

Trip rate parameter range selected:	580 - 900 (units: sqm)
Survey date date range:	01/01/11 - 23/11/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.