

Project Name:	Clare Court, Barnham Road, Eastergate
Document Reference:	121.0008/TS/3
Document Name:	Transport Statement
Prepared By:	Caroline Duff (August 2021)
Checked By:	Caitlin Turley (August 2021)
Approved By:	James Rand (August 2021)

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited 2018

1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Batcheller Monkhouse for the development of four x 3-bed residential dwellings to the rear of Clare Court, 67 Barnham Road, Barnham in Eastergate. The existing access, which serves the existing/retained flats at Clare Court will be used to access the proposed development.

1.2 The site is located off Barnham Road in Eastergate, approximately 350m north-west of Barnham Railway Station and 1km south-east of Eastergate. The site location is shown below in **Figure 1**.



Figure 1: Site Location

Pre-Application Advice

- 1.3 In April 2021, pre-application discussions were undertaken with Arun District Council (ADC) and West Sussex County Council (WSCC). Responses were received from the planning officer at ADC and the highways officer at WSCC was subsequently received. The highways comments are summarised below and a copy of the response is included in **Appendix A**. It is noted that the planning and highways advice were not aligned in some instances, including parking provision.

Visibility and Proposed Vehicle Access

- 1.4 In terms of visibility, WSCC stated that 43m visibility splays were achievable from the existing access. However, the *“visibility splays to the north are not within land considered as highways nor within the applicant’s land and therefore could not be maintained in perpetuity. It is appreciated, however, that the access is existing and has been serving the existing apartments for some time without any evidence of highway safety concern.”*
- 1.5 It was acknowledged that there were *“no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern”*.
- 1.6 WSCC also confirmed that the proposed road width (4.8m) was sufficient to allow two vehicles to pass one another.

Car and Cycle Parking

- 1.7 In terms of car parking provision, WSCC stated *“Parking provision should be provided in accordance with the WSCC Car Parking Demand Calculator which would expect 3 parking spaces per dwelling to be provided. The proposed spaces accord with the minimum MfS specifications for single car bays of 2.4m x 4.8m.”* Although this would equate to 12 spaces, it should be noted that within the planning response, eight parking spaces was highlighted as sufficient for this development. Furthermore, the WSCC Car Parking Demand Calculator only suggests 11 spaces are required (2.75 per unit).
- 1.8 The proposed development proposes eight car parking spaces, equating to two spaces per unit. This is discussed in further detail in Section 4 of this report.
- 1.9 ADC planners stated that one electric charging point should be provided per house with a parking space, whilst WSCC highways requested ducting be provided for all spaces for

conversion to charging points in the future. The proposed development will provide electric charging points in line with this advice.

- 1.10 ADC planners stated that two cycle parking spaces should be provided per three-bedroom house. The development proposals are in line with this advice.

Scope of Assessment

- 1.11 WSCC requested that a Transport Statement / Assessment be submitted including a location plan of key services, planning policy, availability to modes of transport and existing / future vehicle trip generation. These are covered within this Transport Statement.

Vehicle Trip Generation

- 1.12 In relation to the vehicle trip generating characteristics of the site, ADC planners said *“The new access will be used by the occupiers of the dwellings (which given the level of parking provided could mean up to 8 new cars entering and leaving the site). It is not considered the impact will be significant...”* Vehicle trip generation is set out in Section 5 of this report which demonstrates that the effect of the development will be negligible.
- 1.13 The comments raised by WSCC planners and highways officers have been considered whilst developing the layout for the proposed development, which is discussed in detail in section 3 of this report.

2. LOCAL POLICY

Introduction

- 2.1 This report has been written in conjunction with local planning policy from Arun District Council and West Sussex County Council.

The Arun Local Plan:

- 2.2 The Arun Local Plan 2011-2031 was adopted on 18th of July 2018 and sets out the spatial vision and objectives for delivering growth in the district. The vision is:

“By 2031 Arun will be a safer, more inclusive, vibrant and attractive place to live, work and visit. Arun’s residents will be healthier and better educated, with reduced inequalities between the most and least affluent.”

- 2.3 The objectives which aim to help ADC reach this vision which relate to this development are:

- To reduce the need to travel and promote sustainable transport;
- To create vibrant, attractive, safe and accessible towns and villages; and
- To promote strong, well-integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment.

- 2.4 **Policy SD SP1** – Sustainable Transport states that the council *“will work pro-actively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions.”*

- 2.5 **Policy T SP1** – Transport aims to reduce congestion and promote healthy lifestyles through sustainable transport. It suggests that WSCC parking guidance should be used to determine appropriate levels of parking and that developments should be designed to prioritise pedestrians and cyclists and incorporate EV charging facilities.

West Sussex Local Transport Plan:

- 2.6 The West Sussex Transport Plan 2011-26 (LTP3) sets the strategy for guiding future investment in our highways and transport infrastructure. The overall vision of the plan is to:
- “achieve efficient, safe and less congested transport networks.”*

2.7 The main objective is to improve quality of life for the people of West Sussex by helping to provide:

- a high-quality transport network that promotes a competitive and prosperous economy in all parts of the County
- a resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time
- access to services, employment and housing
- a transport network that feels, and is, safer and healthier to use

2.8 The way WSCC aim to do this, relating to this development, is by:

- Reducing the need to travel through promoting the local services available;
- Work with public transport operators to ensure the needs of the community including those with disabilities are fully considered in service planning;
- Identifying gaps in community transport operations and working with operators to identify solutions which fill the gaps; and
- Delivering new infrastructure, such as walking, cycling and public transport infrastructure.

Summary

2.9 This TS demonstrates that the site is highly accessible by sustainable transport which can support a modal shift from private car trips onto active and public modes of transport. Parking demand for the development has been assessed using WSCC parking guidance which is discussed in section 4 of this report. Electric charging points and cycle parking is proposed to support sustainable travel choices by future residents.

3. EXISTING CONDITIONS AND SITE ACCESSIBILITY

Existing Site Conditions

- 3.1 The site is located off Barnham Road in Eastergate, approximately 350m north-west of Barnham Railway Station and 1km south-east of Eastergate. The site is bound by residential dwellings to the east and west, a secondary school to the north and Clare Court to the south.

Local Highways Network

- 3.2 Barnham Road is a two-way single carriageway road subject to a 30mph speed limit which follows a south-east / north-west alignment. Footways flank the eastern side of the road for its full length and the western side in parts. It provides a connection to Eastergate in the north-west and Barnham in the south-east. The carriageway is separated by a centre line and a section of red tarmac is provided circa 12m north of the access.
- 3.3 Barnham Road provides a connection to the A29 approximately 1.6km north-west of the site and the A27 is approximately 3.2km north of the site. Therefore, the site is within a short drive of the strategic highway network.

Local Amenities

- 3.4 The site is located approximately 200m north of Barnham high street where a variety of local amenities can be accessed. A summary of the local facilities and their proximity to the site are provided in **Table 1**.

Amenity	Distance (metres)	Walking Time (minutes)
Elm Grove Bus Stop	110m	1
Five Villages Pharmacy	180m	2
Co-op Food	250m	3
Railway Station Bus Stop	260m	3
St Philip Howard Catholic School	280m	3
Barnham Post Office	300m	4
Barnham Railway Station	350m	4
Tesco Express	400m	5

Table 1: Proximity to Local Facilities

- 3.5 **Table 1** shows that a range of amenities are located within walking distance of the site, including a pharmacy, supermarkets, post office and public transport connections.

Pedestrian Infrastructure

- 3.6 Footways are provided on the eastern side of Barnham Road (B2233), providing access to Barnham High Street, bus stops and Barnham Railway Station. There are dropped kerbs with tactile paving provided opposite Railway Station bus stop and a signalised crossing approximately 30m north of the entrance to Barnham Railway Station.
- 3.7 The footway to the western side of Barnham Road commences approximately 110m south of the site access and provides access to local amenities including a pharmacy, local shops, and a post office.
- 3.8 To access facilities north of the development site, the footway on the eastern side of Barnham Road provides access to Elm Grove bus stop. A signalised crossing with dropped kerbs and tactile paving, provides access towards the school. The footway extends north to provide a pedestrian connection to Eastergate.

Cycle Infrastructure

- 3.9 Although there are no dedicated cycle lanes along the B2233 Barnham Road, the 30mph speed limit will allow competent cyclists to cycle on-road. To the northwest of the development site there is a cycle track which connects Barnham Road to Eastergate Lane in the north.
- 3.10 The National Cycle Network (NCN) route 2 is accessible 5.3km south of the site, along the A259. This section of the NCN 2 connects Littlehampton to Bognor Regis, shown in **Figure 2**. The long-distance cycle route, once complete, will link Dover in Kent with St. Austell in Cornwall via the south coast of England.



Figure 2: National Cycle Network Route 2

Bus Services

- 3.11 The closest bus stop to the site is Elm Grove, located approximately 110m north of the site access. This provides access to services operated by Compass Travel and Stagecoach, summarised in **Table 2**.

Service Number	Route	Frequency		
		Monday – Friday	Saturdays	Sunday
66A	Bognor Regis – Barnham – Yapton - Walberton – Bognor Regis	4 services per day First Bus: 07:26 Last Bus: 17:40	N/A	N/A
66C	Bognor Regis – Barnham – Walberton – Yapton - Bognor Regis	3 services per day First Bus: 08:15 Last Bus: 16:35	N/A	N/A
85A	Arundel – Walberton – Barnham - Chichester	2 services per day First Bus: 09:55 Last Bus: 13:55	N/A	N/A
665	Littlehampton - Chichester High School	2 services per day First Bus: 07:10 Last Bus: 14:50	N/A	N/A

Table 2: Summary of Local Bus Services

- 3.12 The site is served by a number of bus services Monday-Friday which operate limited services throughout the day between Arundel, Chichester and Bognor Regis. These services provide access to schools (operating at the start/finish times of local schools) and provide access to areas of employment and further facilities.

- 3.13 There are no bus services which operate on Saturday or Sunday from the closest bus stops to the development.

Rail Services

- 3.14 Barnham Railway Station is approximately 350m south of the site (4 minutes walk). The station offers regular services Monday-Sunday to stations including Brighton (44 – 50 minutes), Southampton Central (1 hour), Portsmouth (34 – 45 minutes), London Victoria (2 hours 11 minutes), Littlehampton (11 minutes), Chichester (8 minutes) and Bognor Regis (7 minutes). Therefore, commuting by rail is a highly feasible mode of travel for future residents.

PIA Data Analysis

- 3.15 In order to understand the safety of the local highways network surrounding the site, Crashmap has been assessed for the latest 5-year period (2016-2020) of Personal Injury Accident (PIA) data available for the site.

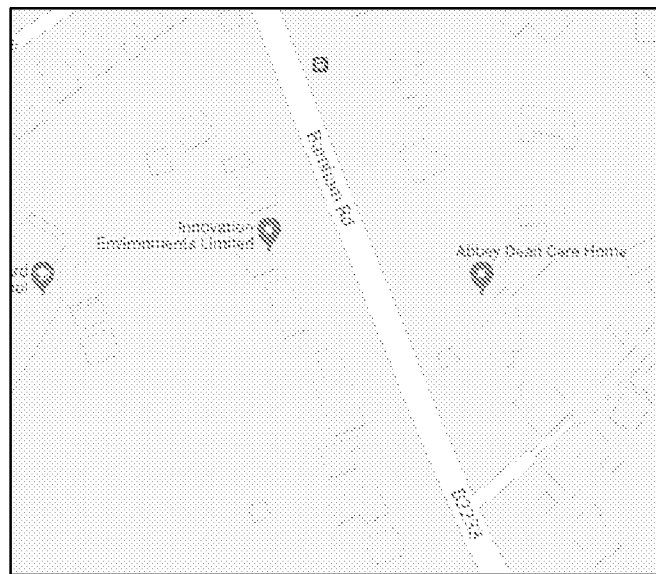


Figure 3: PIA Data (Crashmap)

- 3.16 Over the latest 5-year period, there have been no accidents which have occurred in the direct vicinity of the site, or the proposed access along Barnham Road, as shown in **Figure 3**. This was also mentioned in the pre-application response in April 2021 from WSCC who acknowledged that over the last five years, no injury accidents had been recorded in the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is operating unsafely or that the proposals would exacerbate an existing safety concern.

4. DEVELOPMENT PROPOSALS

- 4.1 The proposed development will provide four new 3-bed residential dwellings to the rear of Clare Court on Barnham Road and an improved site access from Barnham Road, with shared access to Clare Court. The site plan is attached as **Appendix B**.

Access Arrangements

- 4.2 The site will be accessed from the existing vehicle access which currently serves the existing flats at Clare Court. The existing access will be improved to become a bellmouth junction with an internal access road. The internal road will measure 4.8m in width in accordance with Arun District Council and West Sussex County Council guidance. The junction will have a 3m radius to the northern side and 4m radius at the southern side to allow servicing vehicles to access the site.
- 4.3 The internal access road will provide access to the parking at Clare Court, as well as all four dwellings to the rear. This includes a turning head for servicing and refuse vehicles.

Visibility

- 4.4 Visibility splays have been prepared at the proposed site entrance using MfS guidance for 30mph roads. The proposed access can obtain visibility 2.4m x 43m to both the north and south, as shown in **Appendix C**.
- 4.5 As identified within the WSCC pre-application response, visibility splays of 43m can be achieved, however, the northern splay passes through land which is not within the highway or the applicant's ownership. No accidents have been recorded at the access point over the last five years, therefore there is no evidence of a highway safety concern.

Servicing Arrangements

- 4.6 The development will be serviced from the internal road with bin stores located to the front of each property. Swept path analysis has been undertaken using a 9.861m refuse vehicle (ADC specification) to ensure it can enter, exit and turn around within the development. This is attached as **Appendix D**.

Car Parking Provision

- 4.7 Within the ADC Supplementary Planning Guidance on Parking Standards, parking requirements are set out for new residential developments. Where a development does not exceed 15 units and there are less than 4 bedrooms, 2 parking spaces should be provided for each unit. This includes one space for visitors.
- 4.8 The site is highly accessible by active modes and public transport, as demonstrated within section 3 of this report. Bus stops operate along Barnham Road, and Barnham Railway station provides regular services to a range of destinations including Chichester, Bognor Regis and Littlehampton, all within a 15 minute journey. Furthermore, a number of amenities are accessible within a short walk, including Tesco Express, the post office, the co-op and food outlets.
- 4.9 Car / van availability for residents within Super Output Area E00160089 (where the site is located), has been extracted from census data. This shows that 24% of households have no car, 40% have one car, 28% have two and the remaining 8% have three cars. When applied to the four houses proposed, this equates to one house having no car, two having one car and one having two cars, equating to four cars.
- 4.10 Therefore, the proposed eight spaces are deemed sufficient for this location and will accommodate all parking demand associated with the development.
- 4.11 One electric charging point will be provided per house, whilst the remaining will feature ducting for future conversion, which is in line with the WSCC pre-application advice.

Cycle Parking

- 4.12 The level of cycle parking required by new residential developments is set out in “West Sussex County Council Guidance on Parking at New Developments (September 2020)”. In line with this guidance and the pre-application advice, two cycle parking spaces will be provided per unit. Cycle parking will be covered, secure and easily accessible by residents.

5. TRIP GENERATION

5.1 TRICS (v7.8.2) database has been used to derive the trip rates expected for the proposed development. The following parameters have been used to understand the potential trip generation at the development:

- Residential Developments – Houses Privately Owned Use Class;
- Between 1 to 15 units;
- Weekday surveys only;
- Edge of Town and Suburban Locations only;
- Sites with no Travel Plan; *and*
- Sites in England (excluding Greater London).

5.2 The results of the assessment are summarised in **Table 4** with outputs attached in **Appendix E**.

	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (per dwelling)	0.257	0.629	0.257	0.143
Trip Generation (4 dwellings)	1	3	1	1

Table 4: Trip Generation

5.3 **Table 4** demonstrates that the development could potentially generate four additional movements in the AM (08:00-09:00) peak and two additional movements in the PM (17:00-18:00) peak.

5.4 The local highway network surrounding the site already provides access to several residential units and therefore, proposals are expected to have a negligible impact on the existing operation of the surrounding highway network.

6. SUMMARY AND CONCLUSION

- 6.1 This TS has been prepared by Paul Basham Associates on behalf of Batcheller Monkhouse to support an application for the erection of four 3-bed dwellings, to the rear of Clare Court on Barnham Road in Eastergate.
- 6.2 The site is highly accessible by active modes and public transport services. Barnham Railway Station, a four-minute walk from the site, provides a valuable link for commuters and leisure trips from the site. Good pedestrian infrastructure is provided along Barnham Road, providing routes to the high street, railway station and bus stops, along with other amenities.
- 6.3 The PIA data assessed from the most recent 5-year period (2016-2020) shows that there have been no incidents in proximity to the site or the proposed access.
- 6.4 The site will be accessed from the existing vehicle access which currently serves the existing flats at Clare Court. The improved access will have a visibility splay of 2.4mx43m in both the north and south direction. Swept path analysis demonstrates that a refuse vehicle will be able to enter, exit and turn around on site.
- 6.5 Eight car parking spaces are proposed at the development, equating to two allocated spaces per house, in line with WSCC standards and the pre-application advice. Each unit will feature an electric charging point, whilst the remainder of spaces will feature ducting for future provision. Two cycle parking spaces will be provided per unit which will be secure, covered and easily accessible.
- 6.6 Section five of this report shows that there will potentially be a total of four two-way movements in the AM peak (08:00-09:00) and two two-way vehicle movements in the PM peak (17:00-18:00). It is therefore considered that the proposals will have a negligible impact on the existing operation of the surrounding highway network.
- 6.7 This TS has demonstrated that the proposed development will not have a significant impact on the operation, safety or capacity of the local highway network and that safe and suitable access is achievable. We would therefore encourage Arun District Council and West Sussex County Council to look favourably upon this development in relation to highways.

Appendix A



Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF
Planning & Building Control General Enquiries
Tel: (01903) 737756 Fax: (01903) 730442
Dx: 57406 Littlehampton
Minicom: 01903 732765
e-mail: planning@arun.gov.uk
website: www.arun.gov.uk/planning

Clare Bartlett
New Bartram House
3-4 Swan Court
Station Road
RH20 1RL

Date: 3rd June 2021

Please ask for: Amber Willard

Tel: 01903 737500 x37445

Your Ref:

Our Ref: PAA/50/21/

Dear Ms Bartlett,

Pre-Application Advice

Erection of 4no dwellings

Land to the rear of Clare Court Barnham Road Barnham West Sussex PO22 2EP

I write regarding the above matter and your enquiry received on 9th April 2021.

DESCRIPTION OF PROPOSED DEVELOPMENT

From the details submitted, it is understood you propose to construct 4 dwellings to the rear of Clare Court, 67 Barnham Road.

DESCRIPTION OF SITE

The site is a vacant piece of land to the rear of a detached 2 storey property forming 6 flats. There is some garden to the front and rear. The site is flat and there are some trees on site.

DESCRIPTION OF LOCALITY

The site to the rear of a residential road comprising mixed character with detached and semi detached properties of 1 and 2 storeys set in small to medium plots. These are predominately set from the highway with gardens to front and rear with a suburban environment.

PLANNING ISSUES

The following issues have been identified for consideration.

Principle

Design

Neighbour Amenity

Amenity Space Provision

Bin Storage

Highways, Transport and Parking

Sustainability

Sustainable Construction

Flooding/Drainage

Barnham Special Consultation Area
Protected Trees
Light Pollution
Biodiversity

COMMENT ON SITE HISTORY

A proposal for a single dwelling in the same location was refused in 2005.

RELEVANT POLICIES - the following policies are considered relevant to your proposal:

Arun District Local Plan 2011-2031

<u>DDM1</u>	D DM1 Aspects of form and design quality
<u>DDM2</u>	D DM2 Internal space standards
<u>DSP1</u>	D SP1 Design
<u>ECCSP1</u>	ECC SP1 Adapting to Climate Change
<u>ENVDM4</u>	ENV DM4 Protection of trees
<u>HERDM4</u>	HER DM4 Areas of Character
<u>WMDM1</u>	WM DM1 Waste Management
<u>QEDM2</u>	QE DM2 Light pollution
<u>QESP1</u>	QE SP1 Quality of the Environment
<u>SDSP1</u>	SD SP1 Sustainable Development
<u>WDM2</u>	W DM2 Flood Risk

<u>Barnham & Eastergate Neighbourhood Plan 2014</u> <u>POLICY ES10</u>	Trees and hedgerows
<u>Barnham & Eastergate Neighbourhood Plan 2014</u> <u>POLICY ES11</u>	Energy efficiency of new development
<u>Barnham & Eastergate Neighbourhood Plan 2014</u> <u>POLICY ES5</u>	Quality of design
<u>Barnham & Eastergate Neighbourhood Plan 2014</u> <u>POLICY ES6</u>	Contribution to local character
<u>Barnham & Eastergate Neighbourhood Plan 2014</u> <u>POLICY ES7</u>	Development affecting heritage assets

Planning Policy Guidance:

NPPDG	National Design Guide
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

Supplementary Guidance:

SPD11	Arun Parking Standards 2020
-------	-----------------------------

PRINCIPLE

The site in the Built-Up Area Boundary where new development should be focused and where it is acceptable in principle in this location, in accordance with policy SD SP2 of the Arun Local Plan (ALP). The creation of 4 new homes would support the housing supply and help to meet identified housing need, in accordance with ALP policy H SP1.

Barnham and Eastergate has a made Neighbourhood Plan. Policy ES5,ES6,ES7,ES10,ES10 are relevant to the application. The application complies with these policies.

DESIGN

Arun Local Plan policy D DM1 looks at aspects of form and design quality, including character, attractiveness, innovation, residential amenity impact, adaptability, density, scale, trees, crime prevention. New buildings should be harmonious with their surroundings and successfully integrate with the existing surrounding environment.

Policy D SP1 of the Arun Local Plan requires that development proposals make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details.

Para 127 of the NPPF details the design requirements for new developments, including that developments should function well, are visually attractive and sympathetic to local character and history, have an appropriate mix of development including green and public space and create places that are safe, inclusive and accessible.

The proposal is to the rear of a property and represents a form of backland development. Such development is generally not considered to be in character with the existing form of development however there is an example of similar development at No 97 which features 3 dwellings with similar access as proposed which was approved on appeal.

The proposal seeks to construct 4 dwellings which consist of 2 pairs of semi-detached properties. The properties have front gardens, set back from the access road which features planting and space for 1-2 parking spaces.

The houses are of a traditional design with detailing to porches, the addition of chimneys, flat and arched courses over doors and windows featuring deep brick reveals and the use of traditional materials such as brick and clay tiles. The houses are set back from the access road with planting the front of each property.

The surrounding area in mixed and design and style and the proposal appears sympathetic in design to the area, although due their siting are not visible from the wider area.

The Arun Design Guide was recently adopted and seeks to raise design standards in the district. Section P relates to infill and backland development and states 'it should emulate the established pattern of building height, scale, plot' and 'Comprehensive developments of groups of houses will be favoured over piecemeal developments'. The proposal complies with the design guide in such that the building scale and design is considered to be sympathetic to the surrounding area and size of the site.

Should an application be submitted it should demonstrate how it complies with the ADC Design Guide and National Design Guide.

The proposed design is deemed acceptable with regards to design and siting.

NEIGHBOUR AMENITY

Policy D DM1 of the Arun Local Plan that new development will have minimal impact to users and

occupiers of nearby property and land, by avoiding significant loss of sunlight, privacy and outlook and unacceptable noise and disturbance.

Policy QE SP1 states that the Council requires all development contributes positively to the quality of the environment and will ensure that development does not have a significantly negative impact upon residential amenity.

Paragraph 127 (f) of the NPPF states that development should have a high standard of amenity for existing and future users.

To the rear of the site is St Philip Howard Church School and as such the dwellings are not considered to result in harm upon this elevation.

The dwellings are located around 22m behind the rear boundary of the property to the east at 67 Barnham Road. There is a further 6.6m to the rear elevation and windows. Although views would be available of the development from 67 and both neighbouring dwellings, due to the separation, the dwellings are not considered to result in adverse overbearing or overshadowing however you should demonstrate this in your application.

There is sufficient planting along the boundary to the south which helps to screen the development from the neighbouring property.

The proposal has the potential to adversely affect neighbouring properties by reason of noise & disturbance from the use of the private access road, as a result of a car having to drive beyond the properties and there would be an intensification of vehicle movements in this location. The new access will be used by the occupiers of the dwellings (which given the level of parking provided could mean up to 8 new cars entering and leaving the site). It is not considered the impact will be significant however details should be provided to demonstrate how noise can be mitigated.

AMENITY SPACE PROVISION

Policy D DM2 of the Arun Local Plan states that the planning authority will require internal spaces to be of an appropriate size and that the Nationally Described Space Standards apply.

INTERNAL SPACE STANDARDS

The national guidance advises the following minimum Gross Internal Area (GIA) standards apply:

	2 storey
3 bed 4p	84
5p	93
6p	102

The statement submitted with the application states the floor size will be 117sqm. This would comply with the guidance.

Arun District Council has no size standards in respect of private gardens but would instead take a view at the time of an application as to the quality & quantity of proposed private amenity space. The supporting text to ALP policy D DM2 refers to the Arun Design Guide SPD which include guidance on external space standards, and the need for applications to have regard to include adequate provision of private external space.

Policy H.04 of the Arun Design Guide SPD advises that outdoor amenity spaces should be of an appropriate size and shape and be usable and enjoyable. It states that rear gardens should have a minimum depth of 10.5m and buildings should be set back by 2m from the plot boundary to mark defensible space.

Regard should also be had to paragraph 127 of the NPPF which states that "Planning policies and decisions should ensure that developments (f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

To the rear each property would have a garden of approximately 12.2m in depth and a width of around 8.5m. The gardens are an acceptable size and exceeds the guidance. There is also some limited amenity space to the front.

BIN STORAGE

For all new residential development including flat conversions, the applicant must show bin storage/collection provision as follows:-

Each unit should be provided with the equivalent of 240 litres of residual waste storage/bins. For flats, the communal/bulk bins can be used on the basis of 240 litres of residual waste storage/bin per flat. Alternatively one 240 litre wheelie bin for each property can be provided.

The same amount of storage space/bins for recyclable materials is required to be provided. Where bin stores are adjacent to the access road serving the development or across a parking area there will need to be a road up to full highway standards and an indemnity provided for the Council's contractors to pass across servicing. The access of this type provided must be accessible/passable for collection schedules i.e. no parking or other obstruction.

It is recommended that if any communal provision is located near or adjacent to the highway, it will be suitably enclosed and landscaped so that the maximum pulling distances and vehicle access requirements are complied with.

HIGHWAYS TRANSPORT AND PARKING

Policy T SP1 of the ALP supports development which incorporates appropriate levels of parking in line with the West Sussex County Council guidance on parking provision.

Arun District Council has recently adopted its own Parking Standards SPD (Jan 2020).

Regard should be had to para 109 of the NPPF which states: "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".

The ADC Parking Standards for a 3 bed property in this type of location (Parking Behaviour Zone 2) requires an expected level of 2 car parking spaces on site.

It is not clear from the plans how many spaces are provided. It appears each property will have at least 1 space to the front of the dwelling, although the planning statement refers to 2 spaces in which case it would comply, however the spaces will need to be clearly allocated on any future plans.

Electric vehicle charging points at a rate of 1 charging point per house with a garage or parking space should be provided, as per the ADC Parking SPD. In terms of cycle parking, ADC Parking Standards require 2 cycle spaces for each 3+ bed house to be provided on-site. Cycle storage should be undercover, secure, and easily accessible to occupants.

Any application would need to include details of on-site car parking, cycle storage and electric vehicle charging point provision, and also access and turning arrangements on site etc. (so that cars do not need to enter or exit the site in reverse gear, since this could affect highways safety).

The impacts of the access on highway safety and operation of the network need to be considered by the Local Highway Authority. WSCC Highways would be consulted at application stage to provide comments with regard to access, highways safety and parking provision. A separate pre-application advice service is provided by West Sussex County Council.

SUSTAINABLE CONSTRUCTION

Policy ECC SP2 (ALP) requires all new residential development to be energy efficient and to demonstrate how they will:

- a. Achieve energy efficiency measures that reflect the current standards applicable at the time of submission;
- b. Use design and layout to promote energy efficiency; and
- c. Incorporate decentralised, renewable and low carbon energy supply systems, for example small scale renewable energy systems such as solar panels.

Should an application be forthcoming accordance with the above criteria would be sought to fulfil the contents of Policy ECC SP2 of the Arun Local Plan.

All major developments must produce 10% of the total predicted energy requirements from renewable or low carbon energy generation on site, unless it can be demonstrated that this is unviable. Energy efficiency measures will be taken into consideration when the total predicted energy requirements are calculated. The Council will consider 'allowable solutions' where it is clearly demonstrated that the provision of on site renewable or low carbon energy generation is unviable or not feasible.

In assessing the achievement of these standards the Council will consider:
Site constraints; Technical viability; Financial viability; and Delivery of additional benefits.

Policy ECC SP1 - Adapting to climate change

The Council will support development which is located and appropriately designed to adapt to impacts arising from climate change such as the increased probability of tidal and fluvial flooding; water stress; health impacts as a result of extreme temperatures and a decline in the quality of habitats and richness of biodiversity.

In order to achieve this, development must be designed to take account of the following issues:

- a. Location (in relation to flood risk and vulnerability to coastal erosion);
- b. Water efficiency;
- c. Shade, cooling, ventilation, solar gain;
- d. Connectivity to the green infrastructure network;
- e. Layout and massing;
- f. Resilience of buildings and building materials to extreme weather events;
- g. Capacity of drainage systems and incorporation of Sustainable urban Drainage Systems (SuDS)

Any future planning application would need to include a site plan and drawings with details of proposed energy efficiency measures, renewable energy sources and sustainable construction methods

FLOODING

As set out in the NPPF, inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

There are requirements regarding the submission of a Flood Risk Assessment and Sequential test documentation. The relevant requirements for these are dependent upon the designated flood zone that the site is located within and the Technical Guidance to the NPPF provides more details on these issues.

The site falls within Flood Zone 1, and is at low risk of flooding.

BARNHAM SPECIAL CONSULTATION AREA

Due to specific flooding problems during the winter of 1994 in the Barnham area, a Barnham Rife

Catchment Area was defined.

Special development control consultation procedures with Southern Water services and the Environment Agency apply to this area.

Recently there have been significant pollution problems associated with an inadequate foul sewer network which is unable to cope especially in times of high rainfall. In light of this, The Environment Agency has been advising that proposals for new development should be resisted because they are likely to increase the pollution risk to local watercourses.

The site is located within the Barnham Rife Catchment Area.

Part 3 of Arun Local Plan 2011-2031 policy W DM1 is relevant. It states that:

"Major development within this area must also be accompanied by a full Drainage Impact Assessment which must take account of surface water disposal and foul water disposal. Although minor developments are unlikely to raise significant flood risk due to the cumulative impact all development within this area must also be accompanied by a Drainage Impact Assessment that must take account of both the individual and cumulative impact upon foul water disposal; flood storage capacity and surface water drainage or flood flows within the Lidsey Wastewater Treatment Works Catchment Area.

Where surface water and foul water drainage systems are approved as part of the consideration of a planning application, conditions may be imposed upon the permission relating to dates for implementation or other detailed technical requirements. In order to discharge conditions, the developer will be required to submit a statement from a suitably qualified and experienced engineer that the measures have been adequately and satisfactorily implemented."

Drainage will be consulted and should a condition be required, it typically specifies that winter monitoring be completed. You may wish to undertake the groundwater monitoring prior to application and submit the relevant details with your application.

AREA OF SPECIAL CHARACTER

The site is located within an Area of Character and should comply with Policy HERDM4.

The criterion states the area consists of a variety of substantial buildings of various styles, predominantly two storeys which are set back from the road within large individual plots. Trees and hedges are important in the street scene, the hedges are important for creating a semi-rural character to the area.

Due to the location of the properties, which are not visible from the wider area, and due to the design which features traditional aspects and retains planting to the front it is not considered to impact the designation and accord with HERDM4 .

An application should demonstrate how it complies with the policy.

PROTECTED TREES

Policy ENV DM4 (ALP) requires development proposals to be supported by tree surveys that take a comprehensive view of trees at an early stage in the design process. Development works should not have a negative impact on existing trees.

It should be demonstrated how existing trees will be retained and protected on site.

LIGHT POLLUTION

In accordance with ALP policy QE DM2 the future scheme design must carefully consider the impact of external street lighting on existing residents at surrounding properties and to future occupiers of the development, to avoid light spill/glare and harm to residential amenity. Future applications should include details of the proposed lighting scheme for the development to ensure that light does not cause

a problem to existing and future residents.

BIODIVERSITY

ALP policy ENV DM5 states development shall seek to achieve a net gain in biodiversity.

Para 170(d) of the NPPF requires planning decisions to contribute and enhance the natural and local environment by providing net gains for biodiversity. Net Biodiversity Gain is an important aspect of the Environment Bill and the NPPF. Natural England provide guidance with regard to a range of Net Biodiversity Gain measures.

In the event of a planning application being made, a Biodiversity Enhancement Plan should be provided showing proposed biodiversity enhancement measures e.g. bat and bird boxes, log piles, ponds, wildflower gardens etc. (referring to Natural England Guidance). This would need to be submitted and resolved at planning application stage. A habitat survey is likely to be required to identify potential species on site and ensure they are protected.

OTHER CONSIDERATIONS

CIL CHARGE

The Council adopted its CIL Charging Schedule on 01 April 2020. Applications will be subject to CIL payments where they fall in a charging zone detailed in the adopted Charging Schedule. In this instance, the enquiry site falls within CIL Charging Zone 2.

The Charging Schedule Zones can be found here:

<https://www.arun.gov.uk/download.cfm?doc=docm93jjjm4n14675.pdf&ver=15026>

The Council's Draft Charging Schedule, including any exemptions, are detailed here:

<https://www.arun.gov.uk/download.cfm?doc=docm93jjjm4n14676.pdf&ver=15027>

CONCLUSION

Based on the above comments it is concluded that were an application for planning permission to be submitted it would be likely to be approved subject to the compliance with policy and issues such as parking, biodiversity and drainage.

MAKING AN APPLICATION

If you decide to proceed with making an application you will need to quote the reference number for this advice in the pre-application advice section of the relevant application form. This will ensure that the application receives priority and a speedy validation process.

You will need to submit the following documentation/information with your application to meet the National Validation Requirements:

Fully completed and signed Application Form with full description of the proposal.

Ownership Certificate and Agricultural Land Declaration

Design and Access Statement

Correct Fee

Location Plan (1:1250)

Site / Block Plan (1:500)

Elevations (Existing and Proposed)

Floor Plans (Existing and Proposed)

Roof Plans

Please note that the Council has a Local Validation Requirements List for each type of application and

you should refer to it before submitting your application. Failure to provide the required documentation will result in the application being treated as incomplete and delay the validation of the planning application.

Having looked through the Local Validation Requirements List, I would suggest that the following additional documents will be required:

Biodiversity Survey and Report
Foul and Surface Water Drainage Statement
Landscaping Strategy
Lighting Assessment
Bin Storage and Collection Provision
Parking Plan
Street Scene
Tree Survey and Arboricultural Report
Lidsey Foul Water Treatment Catchment Area Statement.

You should be aware that any advice given by the Council in relation to pre-application advice will be based on the case Officer's professional judgement and will not constitute a formal response or decision of the Council with regard to any future planning applications. Any views or opinions expressed are given without prejudice to the consideration by the Council of any formal planning application which will be subject to wider consultation and publicity. Although the case officer may indicate the likely outcome of a formal planning application, no guarantees can or will be given about the decision that will be made on any such application. Any further correspondence will be at the Case Officer's discretion depending on the nature of the further enquiry. It may be necessary to submit a further pre-application advice request. Please note this advice only relates to planning and does not relate to any other legislation which may or may not apply such as Building Regulations or ordinary watercourse consents. You will need to carry out your own checks to determine whether any other consents or permissions are required.

I trust this is of assistance to you.

Yours sincerely



Neil Crowther
Group Head of Planning

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Batcheller Monkhouse FAO: Clare Bartlett
FROM:	WSCC - Highways Authority
DATE:	6 April 2021
LOCATION:	Land to rear of Clare Court (No. 67), Barnham Road, Barnham, PO22 0EP
SUBJECT:	Internal Reference: PRE-34-21 Erection of 4no. dwellings.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at land to rear of Clare Court (No. 67), Barnham Road, Barnham, PO22 0EP. The site is located on Barnham Road which is a B-classified road subject to 30mph speed limit.

The advice provided below has been prepared by means of a desktop study, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

I refer to your consultation in respect of the above planning application and would provide the following site-specific comments.

This proposal is for construction on 4 x 3-bedroom dwellings.

Vehicular access to the site will be utilised through the existing access shared with Clare Court apartments.

The existing access is of sufficient width to allow two vehicles to pass one another.

The proposed plans demonstrate visibility splays at the existing access. Splays of 43m are available in each direction. However, WSCC Local Mapping indicates that visibility splays to the north are not within land considered as highways nor within the applicant's land and therefore could not be maintained in perpetuity. It is appreciated, however, that the access is existing and has been serving the existing apartments for some time without any evidence of highway safety concern.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking provision should be provided in accordance with the WSCC Car Parking Demand Calculator which would expect 3 parking spaces per dwelling to be provided. The proposed spaces accord with the minimum MfS specifications for single car bays of 2.4m x 4.8m.

If the applicant proposes a garage, it should also meet MfS and WSCC standards for garages. Under the revised WSCC parking guidance, each garage space (3 x 6m) counts as 0.5 of a parking spaces, and as such, each double garage (6 x 6m) counts as one parking space towards the expected provision.

The applicant has demonstrated cycle parking for each dwelling and these details are acceptable. Cycle parking promotes the use of sustainable alternative modes of transport to the private car.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new developments. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSCC Guidance on Parking at New Developments) and Arun Parking Standards (adopted January 2020). Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via condition and a suitably worded condition is advised below.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- A Transport Statement/Assessment, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.0 metres -domestic single accesses
- 2.4 metres- for shared or busy crossovers
- 4.5 metres- for busy junctions
- 9.0 metres-major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph- 25 metres
- 25 mph- 33 metres
- 30 mph- 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres

- 60 mph-215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The page also includes a link to our latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) that sets out parking standards for development in West Sussex. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents CD 109 (Search for "CD 109"):

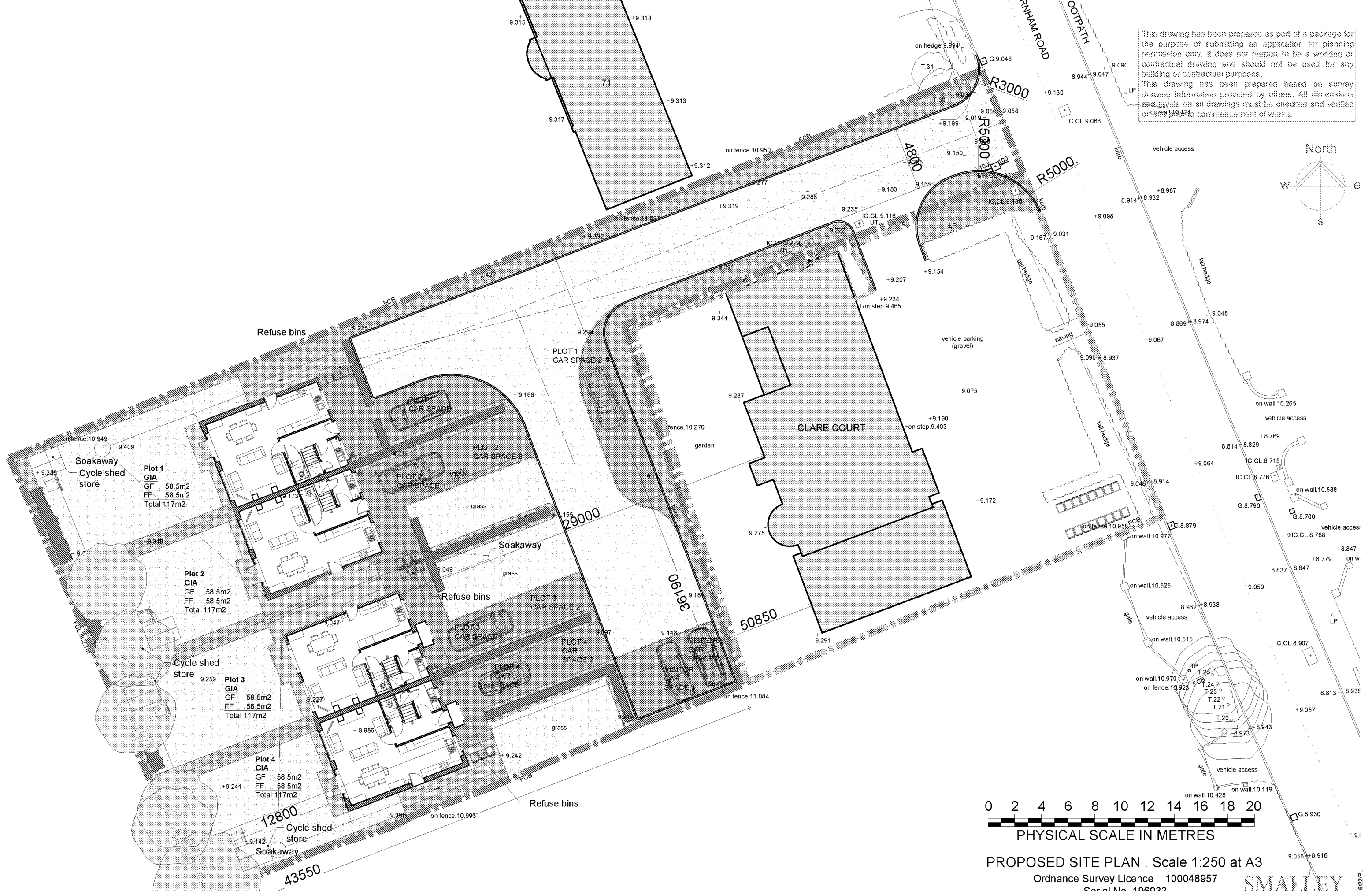
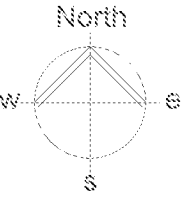
<https://standardsforhighways.co.uk/dmr/>

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Anastasia Toleva
Planning Services

Appendix B

This drawing has been prepared as part of a package for the purpose of submitting an application for planning permission only. It does not purport to be a working or contractual drawing and should not be used for any building or contractual purposes. This drawing has been prepared based on survey drawing information provided by others. All dimensions and levels on all drawings must be checked and verified on site prior to commencement of works.



0 2 4 6 8 10 12 14 16 18 20
PHYSICAL SCALE IN METRES

PROPOSED SITE PLAN . Scale 1:250 at A3

Ordnance Survey Licence 100048957
Serial No. 196933

Drawing Title :
Drawing No.
5th March 2021

SITE PLAN PROPOSED
1474/05f
Scale 1:250 at A3 .

SMALLEY
HALES
ARCHITECTS
Steyning and Wotton
West Sussex
07813 003558 / 07980 638664
office@smalleyhales.com
smalleyhales.com
Registered in England & Wales
Company No. 5238394

ARUN DISTRICT COUNCIL BN16 2ZPL

PROPOSED SITE LAYOUT
PROPOSED DWELLINGS AT CLARE GARDENS - LAND TO REAR OF
CLARE COURT . 67 BARNHAM ROAD . BARNHAM . WEST SUSSEX . PO22 0EP

Appendix C

p Howard
Church

Clare Court

AS IDENTIFIED WITHIN THE WSCC PRE-APPLICATION RESPONSE, VISIBILITY SPLAYS OF 43M CAN BE ACHIEVED, HOWEVER, THE NORTHERN SPLAY PASSES THROUGH LAND WHICH IS NOT WITHIN THE HIGHWAY OR APPLICANTS OWNERSHIP. OVER THE LAST FIVE YEARS, NO ACCIDENTS HAVE BEEN RECORDED AT THE ACCESS POINT, THEREFORE, THERE IS NO EVIDENCE OF A HIGHWAY SAFETY CONCERN.

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VISIBILITY SPLAYS

VISIBILITY SPLAYS ARE BASED ON MANUAL FOR STREETS VISIBILITY SPLAY GUIDANCE FOR ROADS OF 30MPH. THE VISIBILITY GUIDANCE IS 2.4M BACK FROM THE JUNCTION AND 43M IN EACH DIRECTION.

HIGHWAYS BOUNDARY

HIGHWAYS BOUNDARY DATA WAS OBTAINED FROM WEST SUSSEX COUNTY COUNCIL.

KEY

- HIGHWAYS BOUNDARY
- - VISIBILITY SPLAY



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Project Name
LAND TO THE REAR OF CLARE COURT, BARNHAM ROAD, EASTERGATE
Project Phase
PRELIMINARY

Title
VISIBILITY SPLAYS



paulbasham
associates

Paul Basham Associates Ltd
The Bolly, Cane Hill Estate, Farnham, PO14 5UT
01250 711 200
info@paulbashamassociates.com www.paulbashamassociates.com

Client



Checked By	Checked Date
CT	18.08.21
Drawn By	Drawn Date
CD	18.08.21

Scale	(AT A3 SIZE)		
1:500			
Client Drawing No.	PBA Drawing No.	Revision	
-	121.0008.002	-	

ARUN DISTRICT COUNCIL BN1 6JZ PL

Appendix D

Appendix E

Calculation Reference: AUDIT-247601-210719-0701

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	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: 10 to 15 (units:)
 Range Selected by User: 2 to 15 (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: 01/01/13 to 22/09/17

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:

Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 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)	2
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	3
------------------	---

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:

C3 3 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days

10,001 to 15,000 1 days

15,001 to 20,000 1 days

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

Population within 5 miles:

25,001 to 50,000 1 days

50,001 to 75,000 1 days

250,001 to 500,000 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 3 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 3 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 3 days

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

LIST OF SITES relevant to selection parameters

1	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	LIVERPOOL		
	OTTERSPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
2	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
3	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**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	12	0.143	3	12	0.314	3	12	0.457
08:00 - 09:00	3	12	0.257	3	12	0.629	3	12	0.886
09:00 - 10:00	3	12	0.114	3	12	0.200	3	12	0.314
10:00 - 11:00	3	12	0.257	3	12	0.171	3	12	0.428
11:00 - 12:00	3	12	0.114	3	12	0.314	3	12	0.428
12:00 - 13:00	3	12	0.371	3	12	0.286	3	12	0.657
13:00 - 14:00	3	12	0.229	3	12	0.257	3	12	0.486
14:00 - 15:00	3	12	0.171	3	12	0.200	3	12	0.371
15:00 - 16:00	3	12	0.343	3	12	0.114	3	12	0.457
16:00 - 17:00	3	12	0.314	3	12	0.229	3	12	0.543
17:00 - 18:00	3	12	0.257	3	12	0.143	3	12	0.400
18:00 - 19:00	3	12	0.286	3	12	0.171	3	12	0.457
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.856			3.028			5.884

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	10 - 15 (units:)
Survey date range:	01/01/13 - 22/09/17
Number of weekdays (Monday-Friday):	3
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.