

PLANNING STATEMENT

83 ALDWICK ROAD, BOGNOR REGIS



Whaleback Planning & Design
91 Boundary Road
Hove BN3 7GA

Site	83 Aldwick Road, Bognor Regis PO21 2NW
Project	Prior Approval application under Class MA for the change of use from commercial (Use Class E) to residential (Use Class C3)
Applicant	83 Aldwick Road Ltd.
Our Ref	W2224-d
Date	March 2022
Version	20220323

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Introduction

1. Whaleback Planning & Design is instructed by the applicant to prepare and submit an application to ascertain whether the prior approval of the Local Planning Authority is required in respect of the change of use of the rear of the ground floor commercial unit of 83 Aldwick Road (Use Class E) to a residential use as a self-contained three bedroom flat (Use Class C3), under Schedule 2, Part 3, **Class MA** of the General Permitted Development Order (GPDO) 2015 (as amended).
2. This Planning Statement includes a description of the site and the retail use, an explanation of the proposed conversion and building works, and a demonstration that the conversion which is proposed fully complies with the restrictions set out in the GPDO.
3. A separate application for planning permission has been submitted for minor external alterations associated with the proposed change of use. These two applications should be considered in conjunction with one another.

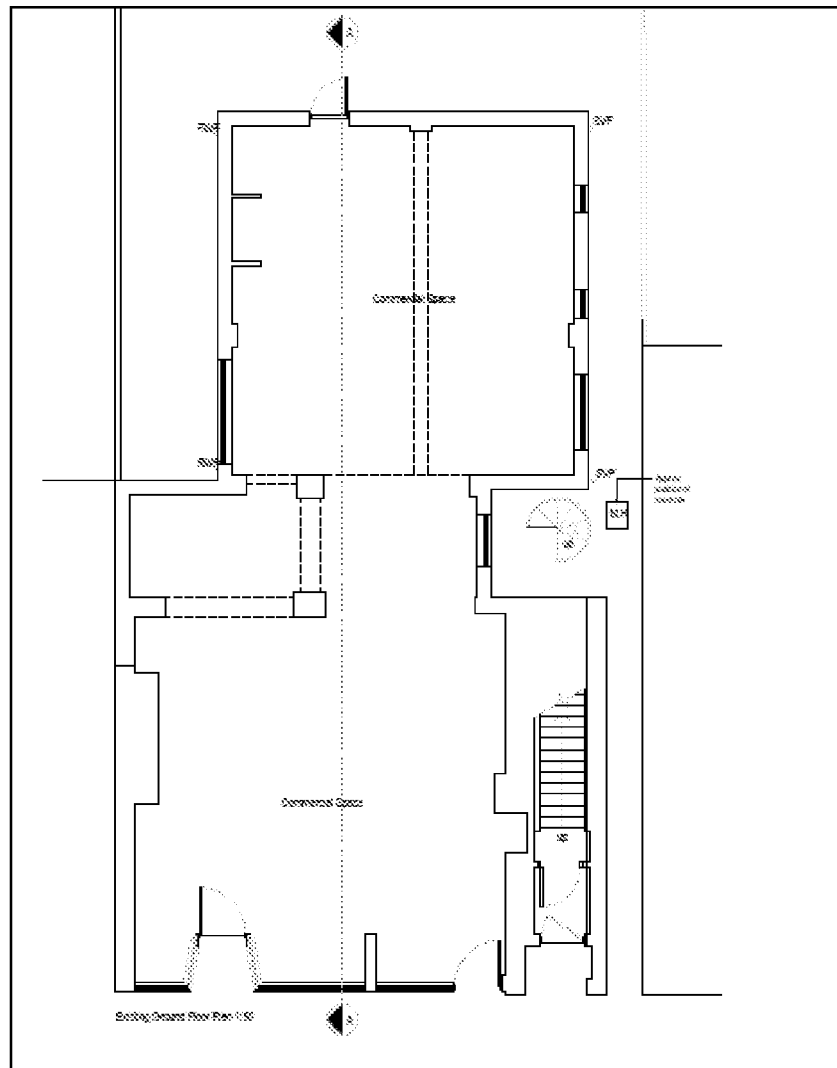
Site and Surroundings

4. The application site is situated on the southern side of Aldwick Road, a road which leads out from the western side of central Bognor Regis.



Site location plan.

5. The property comprises a commercial unit (Use Class E) at ground floor level, and a 5-bedroom HMO at first floor level (Use Class C4). The ground floor level has an internal floor area of 137 sqm and includes a W.C to its south-west corner



Existing Ground Floor – 83 Aldwick Road

6. The main building is a two-storey structure with a gable-ended pitched roof. To the rear of the building there is a sizeable two storey rear addition with flat roof and a link structure between the main building and the addition.



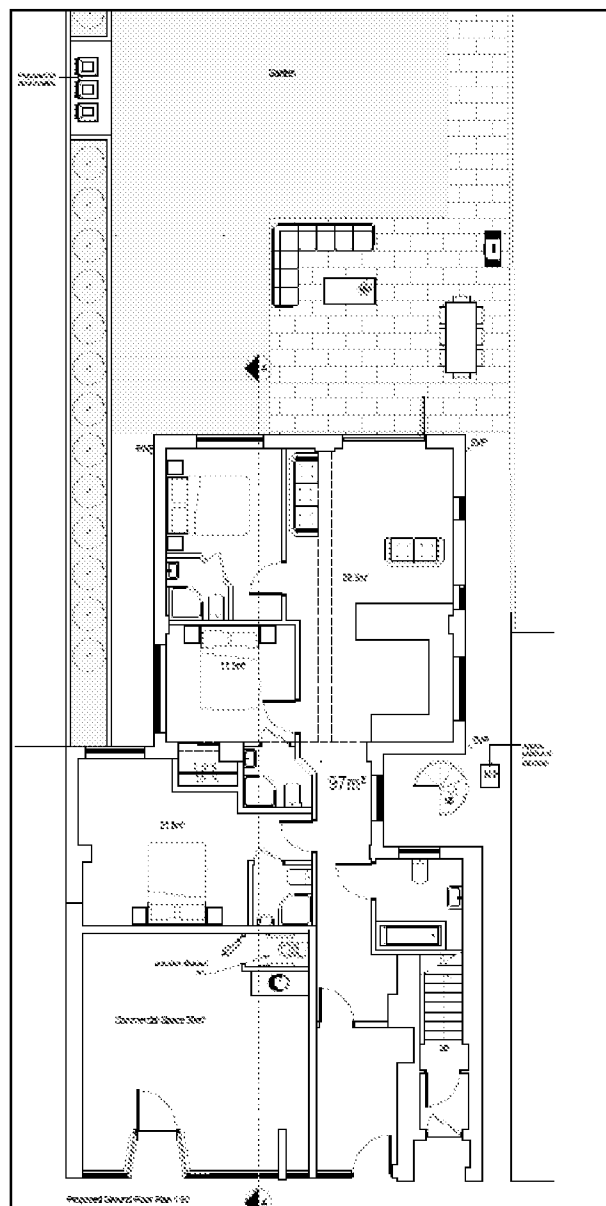
Existing elevations.



Existing rear elevation.

Development Proposal

7. The proposed development relates to the ground floor of the application property and is for the part-conversion of the commercial unit (Use Class E) to a self-contained, three-bedroom flat (Use Class C3). The flat would contain three bedrooms with en-suites, separate bathroom and open plan kitchen / dining / living room. The rear garden area would provide a pleasant outdoor amenity space for the occupants of the property, and would accommodate new planting, external seating / social area, a cycle store, a rotary clothes dryer, and recycling and refuse storage.
8. The existing access to the first floor HMO and 30sqm of commercial space with W.C and worktop / teapoint, which will ensure that an active frontage onto the street is maintained. A glazed double door and two windows are proposed to the rear of the property and replacement windows to the eastern and western side elevations. The proposed external works are subject to a separate full planning application that is submitted concurrently to this prior approval application.



Proposed Floor Plans

Relevant Planning History

9. **BR/4/22/PL:** Enlargement of existing HMO (Sui Generis). Single storey rear extension, rear roof dormer, front and rear rooflights. Refused 03/03/2022.
10. **BR/79/21/PL:** Rear extensions and loft conversion to form enlarged HMO (Sui Generis). Refused 18/05/2021.
11. **BR/206/19/PL:** Extensions & alterations to shop & HMO to reduce shop & form 8no. self-contained flats. Withdrawn 06/11/2019.
12. **BR/34/11:** Change of use from first floor offices (B1) to residential flat (C3). Approved 30/03/2011.
13. **BR/171/50/B:** Use of first floor as professional offices. Approved 26/03/1959.

Class MA Restrictions

14. The proposed change of a commercial unit (Use Class E) residential unit in the form of a self-contained three-bedroom flat complies entirely with the restrictions set out in Class MA, as demonstrated below.

Class MA – commercial, business and service uses to dwellinghouses

Permitted development

MA. Development consisting of a change of use of a building and any land within its curtilage from a use falling within Class E (commercial, business and service) of Schedule 2 to the Use Classes Order to a use falling within Class C3 (dwellinghouses) of Schedule 1 to that Order.

15. The application unit – the ground floor of no. 83 Aldwick Road – is of a lawful commercial use (Use Class E). Business rate records from 2010 to 2017 show the floorspaces of the premises logged as shop and premises. Historic 'streetview' photography shows the ground floor in use as an aquatic pet store from at least March 2009 onwards. The lawful use of the planning unit is therefore no in question and the unit benefits from the rights set out in Class MA.

Development not permitted

MA.1.—(1) Development is not permitted by Class MA—

(a) unless the building has been vacant for a continuous period of at least 3 months immediately prior to the date of the application for prior approval;

(b) unless the use of the building fell within one or more of the classes specified in subparagraph (2) for a continuous period of at least 2 years prior to the date of the application for prior approval;

(c) if the cumulative floor space of the existing building changing use under Class MA exceeds 1,500 square metres;

(d) if land covered by, or within the curtilage of, the building—

(i) is or forms part of a site of special scientific interest;

- (ii) is or forms part of a listed building or land within its curtilage;*
- (iii) is or forms part of a scheduled monument or land within its curtilage;*
- (iv) is or forms part of a safety hazard area; or*
- (v) is or forms part of a military explosives storage area;*

(e) if the building is within—

- (i) an area of outstanding natural beauty;*
- (ii) an area specified by the Secretary of State for the purposes of section 41(3) of the Wildlife and Countryside Act 1981;*
- (iii) the Broads;*
- (iv) a National Park; or*
- (v) a World Heritage Site;*

(f) if the site is occupied under an agricultural tenancy, unless the express consent of both the landlord and the tenant has been obtained; or

(g) before 1 August 2022, if—

- (i) the proposed development is of a description falling within Class O of this Part as that Class had effect immediately before 1st August 2021; and*
- (ii) the development would not have been permitted under Class O immediately before 1st August 2021 by virtue of the operation of a direction under article 4(1) of this Order which has not since been cancelled in accordance with the provisions of Schedule 3.*

16. The unit has been vacant on a continuous basis for more than three months. As set out above, the unit was last in use as a shop and was occupied as such continuously since at least 2009 up until the site was vacated. This is supported by business rates records on The Valuation Office Agency website.
17. The total floorspace of the unit to be converted does not exceed 1500sqm.
18. The building is not in a SSSI, is not a listed building, is not a scheduled ancient monument, is not in a safety hazard area, is not in a military explosives storage area, is not in an AONB, is not within an section 41(3) area, is not within the Broads, is not within a national park and is not within a World Heritage Site.
19. The site is not occupied under agricultural tenancy.
20. There is not a 4 Direction in place and Class O is not of relevance.

MA.2.—(1) Development under Class MA is permitted subject to the following conditions.

(2) Before beginning development under Class MA, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to—

(a) transport impacts of the development, particularly to ensure safe site access;

21. The application site is in a sustainable location, within walking / cycling distance of the town centre and the railway station. Local bus services are also available. A bicycle store is proposed to the rear garden area which has space for the storage of three bicycles.
22. There is no space on-site to provide off-street parking. However, a Transport Statement accompanies this application (Appendix A) which demonstrates that there is sufficient parking capacity available on surrounding streets to accommodate the impacts of the proposed development, and therefore no harm will be caused by the level of on-street parking that may result from the proposed conversion. The Transport Statement also concludes that the proposed development would not result in a significant increase in trip generation.
23. Overall, the proposed conversion would have an acceptable highways and parking impact.

(b) contamination risks in relation to the building;

24. There are no known contamination issues associated with the application site.

(c) flooding risks in relation to the building;

25. The application site is categorised by Environment Agency mapping as Flood Zone 1 and is therefore not at a high risk of flooding.

(d) impacts of noise from commercial premises on the intended occupiers of the development;

26. There are no noise generating commercial uses in the immediate vicinity and there would therefore be no harmful noise impacts on the intended occupiers of the proposed development.

(e) where—***(i) the building is located in a conservation area, and******(ii) the development involves a change of use of the whole or part of the ground floor, the impact of that change of use on the character or sustainability of the conservation area;***

27. The site is not located within a conservation area.

(f) the provision of adequate natural light in all habitable rooms of the dwellinghouses;

28. All bedrooms would be well served by natural light, either via existing windows or those proposed to the rear of the property. The proposed glazed double doors and windows to the western elevation would provide ample light into the open plan living / kitchen area.

(g) the impact on intended occupiers of the development of the introduction of residential use in an area the authority considers to be important for general or heavy industry, waste management, storage and distribution, or a mix of such uses; and

29. The site does not fall within an area in use for heavy industry waste management, storage and distribution.

(h) where the development involves the loss of services provided by—

(i) a registered nursery, or

(ii) a health centre maintained under section 2 or 3 of the National Health Service Act 2006, the impact on the local provision of the type of services lost; and

30. The proposed development would involve the loss of a registered nursery or a health centre.

(i) where the development meets the fire risk condition, the fire safety impacts on the intended occupants of the building.

31. The building is lower than 18m in height and does not contain 7 or more storeys. The development therefore does meet the fire risk condition.

32. In addition to the restrictions set out within Class MA, Article 3 (Permitted Development) of the GDPO sets out additional requirements for new dwellings, as set out below.

(9A) Schedule 2 does not grant permission for, or authorise any development of, any new dwellinghouse—

(a) where the gross internal floor area is less than 37 square metres in size; or

(b) that does not comply with the nationally described space standard issued by the Department for Communities and Local Government on 27th March 2015.

33. The proposed unit would be a four-person three-bedroom unit. The Nationally Described Space Standards (NDSS) require a minimum gross internal floor area (GIA) of 74 sqm for a four-person three-bedroom unit, a minimum floor area of 7.5sqm for single bedrooms or 11.5sqm for double bedrooms and a minimum width of 2.15m for single bedroom or 2.75m for a double bedroom. The proposed unit would have a GIA of 97sqm. The single occupancy bedrooms would have floor areas of 9.5 and 9sqm (with widths in excess of the NDSS requirements), whilst the double occupancy bedroom would have a GIA of 16.8sqm and measure 4m wide. Therefore, all minimum size requirements are complied with.

Conclusion

34. The proposed development complies fully with the restrictions set out in Class MA. It has been demonstrated that the site benefits from class MA rights. There would be no increased highway safety risk as a result of the proposal. There is no known contamination risk associated with the building and the development. The site is acceptable in terms of flood risk subject to the mitigation measures which are proposed as part of the development and can be secured by planning condition. There would be no noise impact from commercial premises on future occupiers, the proposed unit would receive adequate natural light and the unit would meet the Nationally Described Standards for a three-bedroom four-person dwelling.
35. For these reasons it is respectfully requested that the Local Planning Authority grants prior approval without undue delay.

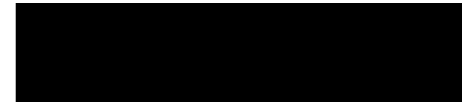
Engagement with the Local Planning Authority

36. This planning statement has been prepared to assist the Local Planning Authority in the determination of the application with regard to national and local planning policy. However, in the event that the Local Planning Authority should wish to discuss any element of the scheme, including potential amendments, the applicants would welcome a discussion prior to the determination of the application. Correspondence can be sent to Whaleback Ltd via the contact details set out below.

Appendix A: 'GTA Civils and Transport – Transport Statement' Ref. 11427 March 2022

Whaleback Planning & Design

The Old Bank
257 New Church Road
Hove
BN3 4EE



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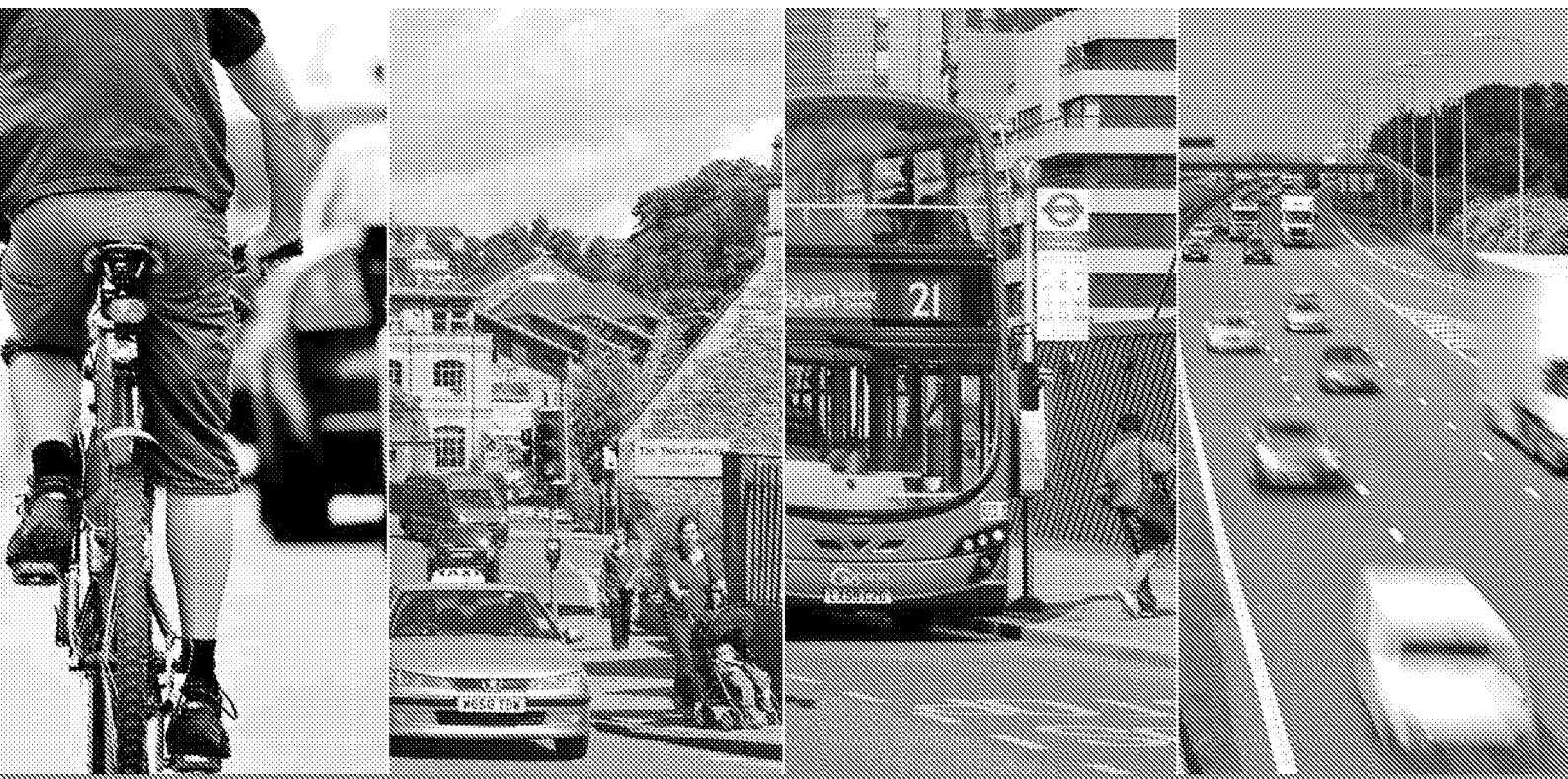
Transport Statement

83 Aldwick Road

Bognor Regis

PO21 2NW

West Sussex



Client: 83 Aldwick Road Ltd

Ref: 11427

Date: March 2022

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Document Control

Issue	Issue date	Compiled	Checked	Authorised
Final	18-03-22	RW	RW	LS

Executive Summary

The site is located on the south side of the B2166 Aldwick Road, Bognor Regis, West Sussex within the area administered by Arun District Council. The existing site comprises vacant retail premises on the ground floor and a 5-bedroom HMO, with separate access, on the first and second floor.

The proposed development is for a 3-bedroom flat and 30m² of commercial space on the ground floor. The site is proposed to be car free.

A parking survey was undertaken and is detailed in section 6 of this report to demonstrate availability of parking spaces on roads local to the development.

This Transport Statement summarises the existing situation, local and national transport policy, the local highway network and modal choices available to future residents and employees and considers the likely transport impact of the proposed development through a trip forecasting exercise.

The proposals are in accordance with current policies and guidance provided by Arun District Council and West Sussex County Council and are compliant with national guidance documents such as Manual for Streets and the National Planning Policy Framework 2021 (NPPF).

A trip forecasting exercise was undertaken using the TRICS database for the existing traffic generation and proposed development. This demonstrated that the estimated level of trips generated by the development will not have a detrimental impact on the surrounding highway network.

Overall, there are no material highway or transport impacts as a result of the proposed development.

1 Introduction

- 1.1 This Transport Statement (TS) has been prepared for 83 Aldwick Road Limited in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils and Transport has been commissioned by 83 Aldwick Road Limited to prepare a Transport Statement in connection with the proposed development at 83 Aldwick Road, Bognor Regis, PO21 2NW, West Sussex.
- 1.3 Specifically, the report has been prepared to investigate and advise on the transport impacts of the proposed 3-bedroom flat and 30m² of commercial space.

2 Policy Context

2.1 This Transport Statement has been written in accordance with the following frameworks:

- ✦ 2021 National Planning Policy Framework (NPPF);
- ✦ 2014 National Planning Policy Guidance (NPPG);
- ✦ Manual for Streets (MfS 1 & 2);
- ✦ West Sussex County Council Guidance on Parking at New Developments (2020);
- ✦ Arun Local Plan 2011-2031.

National Planning Policy Framework (2021)

2.2 The National Planning Policy Framework (NPPF) is a long-term strategy for sustainable development and promotes the use of sustainable transport, safe road design and efficient and sustainable delivery of goods and supplies.

Manual for Streets (MfS)

2.3 MfS was published in 2007 and is referred to throughout the report.

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

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

- ✦ help build and strengthen the communities they serve;
- ✦ meet the needs of all;
- ✦ form part of a well-connected network;

It also discourages designs that:

- ✦ primarily meet motor traffic needs;
- ✦ are difficult to serve by public transport.

West Sussex Parking Guidance for New Developments (2020)

- 2.6 **Table 2.1** below demonstrates the minimum cycle parking standards for new residential developments set out in table 1 in the WSGPND.

Table 2.1 Minimum Cycle Parking Standards for New Residential Developments

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Arun Local Plan 2011-2031

- 2.7 The Arun Local Plan 2011-2031 was adopted in July 2018 and sets out the spatial vision, objectives and sustainable strategy for delivering the need growth of the District. Policies that are relevant to the transport implications of the site include:
- Policy SD SP1 – Sustainable Development;
 - Policy T SP1 – Transport and Development;
 - Policy T DM1 – Sustainable Travel and Public Rights of Way;
- 2.8 This Transport Statement has been produced in line with the above policies.

3 Existing Site

Site Location

- 3.1 The existing site is located on the south side of the B2166 Aldwick Road, just outside the town centre of Bognor Regis. The site lies in the area administered by the Arun District Council and West Sussex County Council.
- 3.2 An aerial view of the existing site can be seen in **Figure 3.1**, indicated by the red boundary line.

Figure 3.1 - Aerial View of the Existing Site



- 3.3 The existing site comprises a vacant retail unit on the ground floor and a 5-bedroom HMO, with separate access, on the first and second floor. The existing traffic generation was assessed using trips rates derived from the TRICS database. The assessment of the existing trip generation is included in section 7 of this report.

4 Local Highway Network

- 4.1 The site is located on the south side of the B2166 Aldwick Road which is lined with various restaurants and retail shops. The road is subject to a 30mph speed limit. There are footways provided on both sides and some on-street parking bays.
- 4.2 To the east of the site, the B2166 continues east where it connects to The Esplanade at a small roundabout junction. This road continues east along the seafront. North of the roundabout junction with the Esplanade, the B2166 connects to West Street which provides links to High Street and a number of amenities within the town centre. The B2166 then continues on to the Bognor Regis Station and providing access to the A29 to the north. The A29 provides further links to the A259, which largely follows the south coast, and the A27.
- 4.3 To the north the A29 joins the A27 at a large roundabout junction. The A27 runs east-west along the south of England. To the east the A27 connects to the A280 and the A24. To the west it joins the A285 and the A259 in Chichester.

Accident Data

- 4.4 Local vehicle incident records in a 250m vicinity of the site were reviewed for the years 2016-2020 using www.crashmap.co.uk. CrashMap uses data collected by the police about road traffic accidents occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 4.5 Along Aldwick Road 8 incidents were recorded within 250m of the site during the 5-year period (2016-2020). The locations of these are illustrated in **Figure 4.1** below and detailed in **Table 4.1**.

Figure 4.1 - Recorded Accident Crash Map (2016-2020)

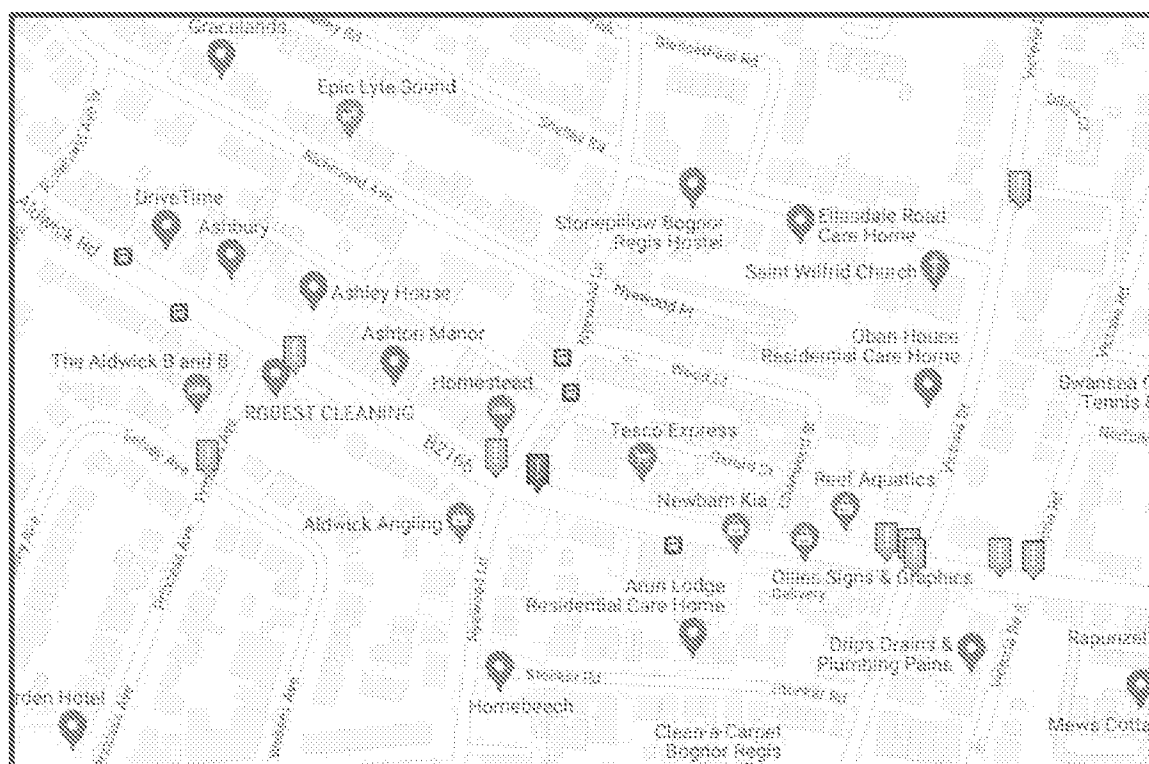


Table 4.1 - Accident Details on Aldwick Road (2016-2020)

Date	Category	Location	No. Vehicles Involved	No. Casualties Involved
12/04/2016	Slight	B2166 Aldwick Road/Park Road Junction	2	1
04/09/2016	Serious	B2166 Aldwick Road	1	2
23/06/2017	Slight	B2166 Aldwick Road	2	1
16/07/2017	Slight	B2166 Aldwick Road/Park Road Junction	2	1
02/07/2018	Slight	B2166 Aldwick Road/Nyewood Lane Junction	2	1
30/06/2019	Slight	B2166 Aldwick Road	1	1
26/07/2019	Slight	B2166 Aldwick Road	1	1
26/01/2020	Slight	B2166 Aldwick Road/Victoria Road	2	1

- 4.6 The review of the accident data suggests there are currently no highway safety concerns related to Aldwick Road or on-street parking, within the vicinity of the site, that needs to be resolved prior to the implementation of the proposed development. Additionally, the location of the proposed site will not cause any future highway issues.

5 Modal Choice & Travel Data

Bus Services

- 5.1 The nearest bus stops are located on Aldwick Road approximately 40m (westbound) and 140m (eastbound) east of the site access. Both bus stops are provided with timetable information and the eastbound stop is provided with a sheltered seating area. Services from these stops are operated by Stagecoach.
- 5.2 Service numbers, routes and frequencies of services have been detailed below in **Table 5.1**.

Table 5.1 – Bus Services from Aldwick Road

Service No. and Route	Weekday Frequency	Weekend Frequency
61/62 – West Meads – Bognor Sainsburys / Rose Green – Bognor Sainsburys	Hourly service (runs until 13:56)	N/A
68/69 – Bognor Regis – Barfoots Farm	4 outbound and 4 inbound services	4 outbound and 4 inbound services
600 – Elmer – Felpham – Bognor Regis – Pagham - Chichester	Half hourly service	SAT: half hourly service SUN: hourly service
660 – Bognor Regis – North Mundham School	School Service (2 inbound and 2 outbound services)	N/A

Rail

- 5.3 The nearest railway station is Bognor Regis, located approximately 1.2km northeast of the site representing a 15-minute walk.
- 5.4 Bognor Regis Station facilities and services include:
- ✦ 184 cycle parking spaces with storage CCTV;
 - ✦ 94 car parking spaces including 4 accessible spaces operated by APCOA Parking UK;
 - ✦ Taxi rank and Impaired mobility set down and pick up;
 - ✦ Ticket office (including induction loop);
 - ✦ Accessible ticket machines;
 - ✦ Public Wifi;
 - ✦ Waiting rooms available on both platforms;
 - ✦ Accessible toilets and baby change facilities;
 - ✦ Ramp for train access; and

- Step free access (Category A).

5.5 Services from this Station are operated by Southern and provide connections to Littlehampton, London Victoria, and Barnham. Service details and frequencies are included in **Table 5.2**.

Table 5.2 -- Rail Services from Robertsbridge Station

Destination	Frequency (during peak hours)	Journey Time
Littlehampton	2-3 per hour (peak) 2-3 per hour (off-peak)	18-24 minutes
London Victoria	2-4 per hour (peak) 2-4 per hour (off-peak)	1hr 40-50 minutes
Barnham	4 per hour (peak) 4 per hour (off-peak)	6-7 minutes

Walking and Cycling

- 5.6 Manual for Streets suggests 800m as being the maximum target distance to amenities for new developments. NPPF states that walking can be the most attractive alternative for short distance car trips up to 2km and cycling for distances up to 5km.
- 5.7 Based on the nature of the site many roads are provided with footways on both sides. Although there are no dedicated cycle lanes, a number of roads within the close vicinity of the site are also considered cycle friendly due to the speed restrictions in place. There are a number of amenities that can be accessed via walking or cycling, which are detailed below.

Site Accessibility

- 5.8 The site is located on the edge of the town centre of Bognor Regis. Within the site vicinity and town centre there are many facilities that will be accessible for the residents and staff of the new development.
- 5.9 Some amenities within the town and their proximity to the site are listed below in **Table 5.3**.

Table 5.3 – Accessibility of development site to local facilities

Destination	Distance from site access	Walk time
Tesco Express	25m	>1 minute
Aldwick Café and Restaurant	26m	>1 minute
The Old London Barber Shop	68m	1 minute
Bognor Bike Hub	80m	1 minute
Nyewood Launderette	90m	1 minute
Fais's Kitchen - Takeaway	91m	1 minute
The Waverley	225m	3 minutes
Rapunzel Me Salon	330m	4 minutes
West Park and Playground	640m	8 minutes
Bognor Regis Health Centre	980m	12 minutes
Bognor Regis Post Office	1.2km	15 minutes
Nyewood C of E Infant School	1.34km	17 minutes
Southway Primary School – UL	2km	25 minutes

- 5.10 As shown above, there are a number of services and facilities within Bognor Regis that are within 2km of the site access. The town centre is within 1.2km of the site and comprises a number of additional retailers, takeaways and other facilities not listed above. Therefore, residents of the new development will be able to access shopping, entertainment, education, health and community facilities.

6.1 The proposed development is for a 3-bedroom flat and 30m2 of commercial space on the ground floor. The site is proposed to be car free.

6.2 The block plan can be seen in **Appendix A**.

6.3 An on-street parking survey was undertaken on 25th May 2021 between 11:30PM and 5AM to provide a robust indication of the overnight peak local residential parking demand and the number of available spaces.

6.4 The total amount of on-street parking was counted in an area covering approximately 200 metres from the application site as recommended in the Lambeth Methodology for parking surveys. The roads surveyed were Richmond Avenue, Nyewood Lane, Wood Street, Charlwood Street, Oxford Street, Victoria Drive, Stocker Road and Aldwick Road as shown in **Figure 6.1**. The surveyed roads serve a mix of commercial and residential buildings with varying levels of off-street parking. The full parking survey report is included in **Appendix B**.

[illegible]

- 6.5 In addition to recording the number of parked vehicles on each road, the survey classified all total kerbside length according to relevant parking restrictions and any other parking impediments (e.g. access to driveways). The amount of actual parking observed was then compared to the number of spaces available on those road sections with no parking restrictions to give a measure of 'stress level' for each road. Stress level is calculated by dividing the total number of occupied spaces by the total number of spaces, multiplied by 100. **Table 6.1** pulls together the stress levels from the various road sections and averages them to give an overall Area Stress Level for the study area.

Table 6.1 Parking Survey Results (Stress Level %)

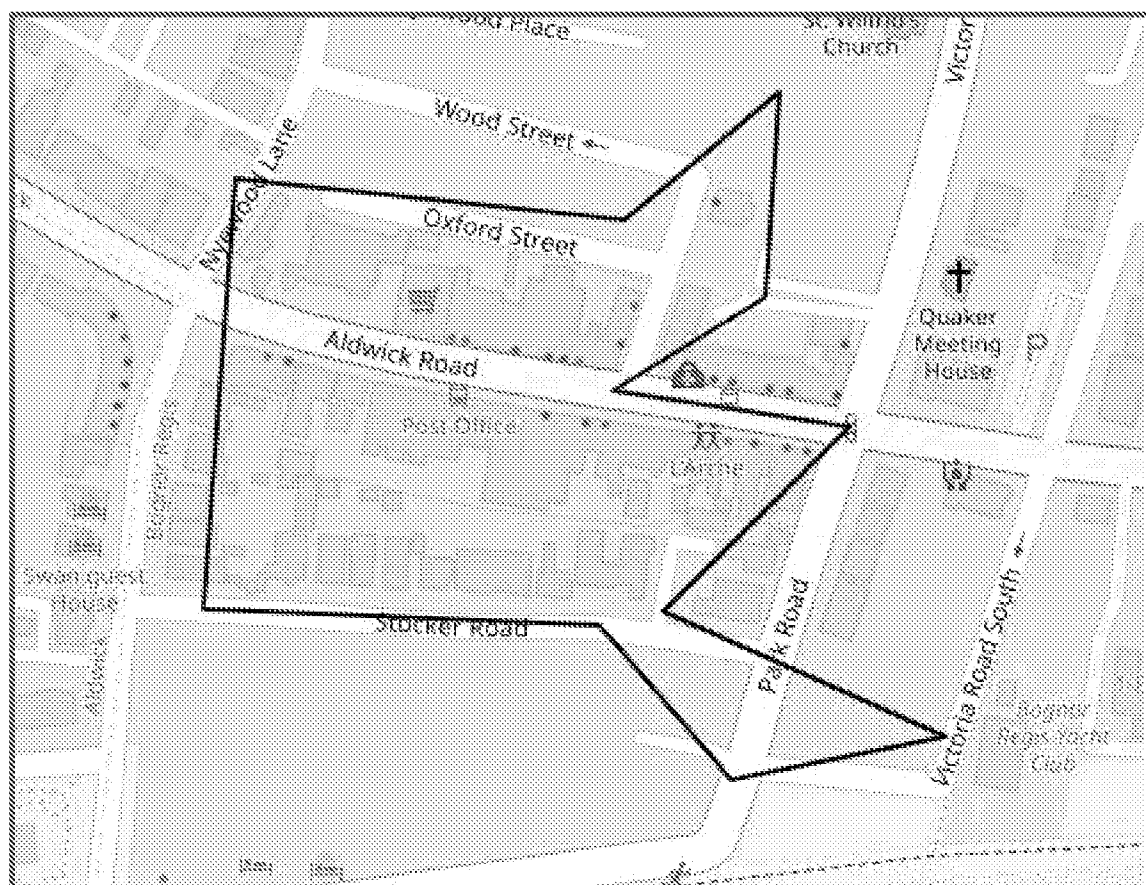
Street	Observed Spaces	Available Spaces	Stress Level %
Unrestricted Kerbs			
Stocker Road	12	1	92
Aldwick road	13	2	87
Wood Street	33	5	87
Richmond Avenue	8	2	80
Victoria Drive	2	0	100
Charlwood Street	4	0	100
Total	72	10	88
Parking (Mon-Sat 9am-6pm) 1 Hour No Return			
Nyewood Lane	6	3	67
Aldwick Road	6	2	75
Total	12	5	71
Parking (Mon-Sat 9am-5pm) 1 Hour No Return			
Aldwick Road	7	7	50
Total	7	7	50
Disabled Parking			
Aldwick Road	0	1	0
Wood Street	2	0	100
Total	2	1	67
Single Yellow Line (8am-6pm)			
Nyewood Lane	0	5	0
Oxford Street	3	1	75
Charlwood Street	3	6	33
Total	6	12	33
Total Area Stress	99	35	74%

- 6.6 The results of the parking stress survey suggest an overall area stress figure of 74% which indicates that there is sufficient additional on-street parking available within a short walking distance of the development site which could accommodate any parking demands arising as a result of the proposed development. This includes short stay parking suitable for the commercial development and unrestricted parking suitable for the proposed HMO.

2011 Census Based Assessment

- 6.7 A review of the 2011 Census data of car ownership provides an indication of the likely car ownership of residents of Aldwick Road. The output file from the census data is included in **Appendix C**. The census data covers a section of Aldwick Road around the site as shown in **Figure 6.2**.

Figure 6.2 – 2011 Output Areas – E00160292



- 6.8 The car ownership levels are laid out in **Table 6.2**.

Table 6.2 – Car Ownership Data (E00160292)

No of vehicles	Number of households	Percentage (%)
No vehicles	64	38.6
1 car or van	82	49.4

2 cars or vans	18	10.8
3 cars or vans	2	1.2
4+ cars or vans	0	0
Total households	166	100

6.9 The review of the census data shows the total percentage of households with 1 vehicle is 49.4%. The total percentage of households with 2 or more cars is 12%.

6.10 Based on these car ownership levels the parking demand for the 3-bedroom flat is likely to be no more than 2 cars.

6.11 The parking survey showed 35 spaces are available on the local roads close to the site which would be sufficient to accommodate the potential additional parking demand of the development of just 2 cars.

Servicing & Emergency Access

6.12 Paragraph 6.8.9 of Manual for Streets 1 requires refuse vehicles to be able to reach within 25metres of the refuse storage point for collection. Refuse collection vehicles will continue to use Aldwick Road to access the site. Vehicles will stop on the highway and collect bins from the kerbside. Occupants would be required to wheel bins to the kerbside on collection day.

6.13 In accordance with Manual for Streets, a fire appliance will be able to access the site and reach within 45metres of the building from Aldwick Road.

7 Trip Generation

Existing Site Trip Generation

- 7.1 The existing site comprises a vacant retail premises on the ground floor and a 5-bedroom HMO, with separate access, on the first and second floor. The existing traffic generation was assessed using trips rates derived from the TRICS database applicable to a site in this type of location and using the land use categories of 'Residential – Flats Privately Owned' and 'Retail – Convenience Store'.
- 7.2 The TRICS database has been examined for appropriate matches to the existing uses with the following site selection parameters being applied:
- ✦ Post 2013 surveys;
 - ✦ All regions in England, with the exception of Greater London;
 - ✦ Weekdays only;
 - ✦ Edge of Town Centre and Suburban area location types;
- 7.3 The trips rates are summarised in **Table 7.1 and 7.2** below.

Table 7.1 Vehicle Trip Rates

Development Type	AM Peak (8:00 – 9:00)			PM Peak (17:00 – 18:00)			Daily (7:00 – 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
'Flats Privately Owned' (Per 1 total bed)	0.034	0.100	0.134	0.091	0.048	0.139	0.629	0.654	1.283
'Convenience Store' (Per 100sqm)	4.353	4.014	8.367	6.336	6.647	12.983	81.545	81.832	163.377

- 7.4 The resultant existing trips generated are summarised in **Table 7.2**.

Table 7.2 Vehicle Trip Generations

Development Type	AM Peak (8:00 – 9:00)			PM Peak (17:00 – 18:00)			Daily (7:00 – 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
'Flats Privately Owned' (Per 5 total bed)	0.17	0.5	0.67	0.455	0.24	0.695	3.145	3.27	6.415
'Convenience Store' (Per 44.9sqm)	1.954	1.802	3.757	2.845	2.985	5.829	36.614	36.743	73.356

- 7.5 Using the information from the TRICS database, the existing site likely generates:
- ✦ Around 5 two-way vehicle trips in the weekday AM peak period (0800-0900);
 - ✦ Around 7 two-way vehicle trips in the weekday PM peak period (1700-1800);
 - ✦ Overall, around 80 two-way daily weekday vehicle trips are forecast.
 - ✦ This represents the worse-case scenario for the ground floor based on a busy convenience store.

Proposed Trip Generation - Methodology

- 7.6 The proposed development is for a 3-bedroom flat with 30m² of commercial space on the ground floor.
- 7.7 The TRICS database has been examined for appropriate matches to the proposed uses with the following site selection parameters being applied:
- ✦ Post 2013 surveys;
 - ✦ All regions in England, with the exception of Greater London;
 - ✦ Weekdays only;
 - ✦ Edge of Town Centre and Suburban area location types;
- 7.8 The TRICS database interrogated using the use categories of 'Flats Privately Owned' and 'Convenience Store'.
- 7.9 **Appendix D** holds details of sites selected and provides a full TRICS output report.

Trip Rates & Trips

- 7.10 **Table 7.3** below provides the resultant weekday trips to and from the proposed development, based on the site selection criteria and trip rates set out above.

Table 7.3 Vehicle Trips Generations

Development Type	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
'Flats Privately Owned' (Per flat)	0.03	0.1	0.13	0.91	0.048	0.139	0.62	0.65	1.2
'Convenience Store' (Per 30sqm)	1	1	2	2	3	5	27	27	54

- 7.11 For the 3-bed flat, there would be no more than 1 vehicle trip in peak weekday periods.

- 7.12 The convenience store trips are shown for information although this is an existing retail unit and therefore the trips are already on the local transport network.
- 7.13 Overall, the trips generated by the proposed development would not have a material impact on the local highway network.

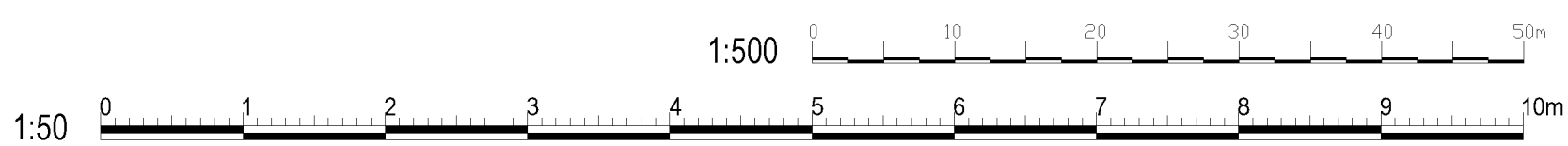
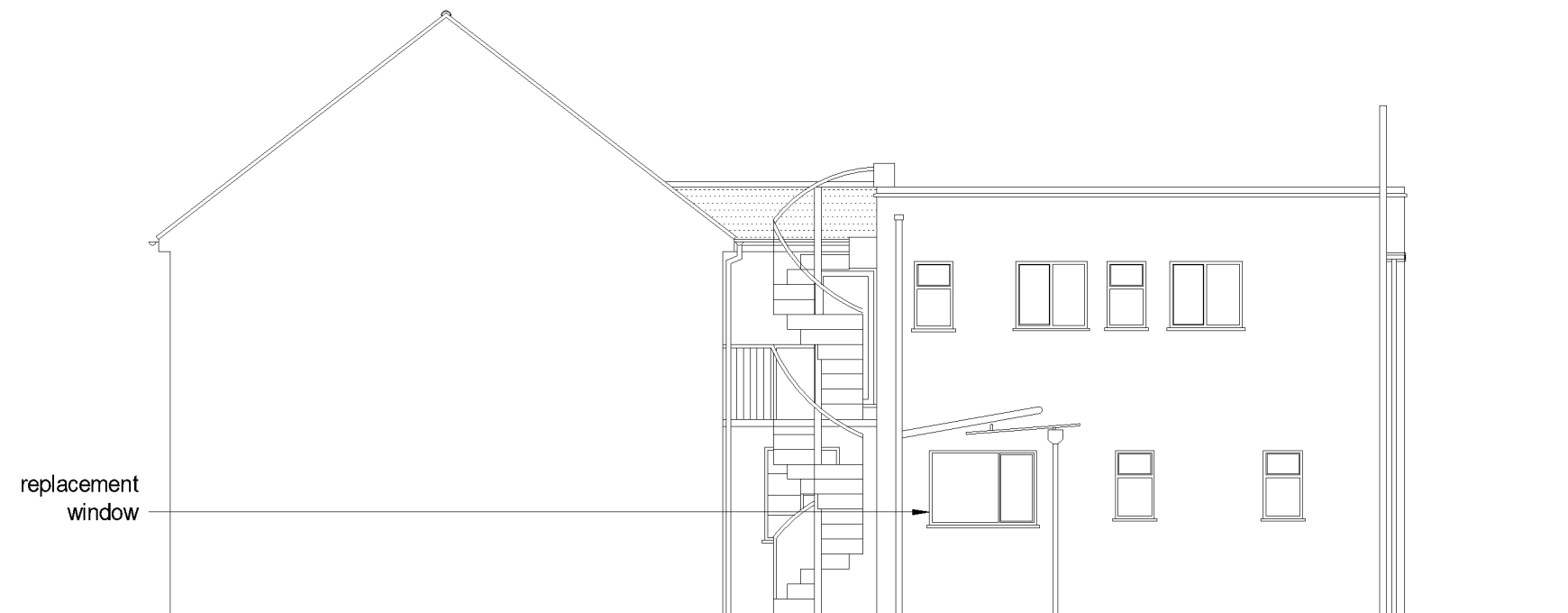
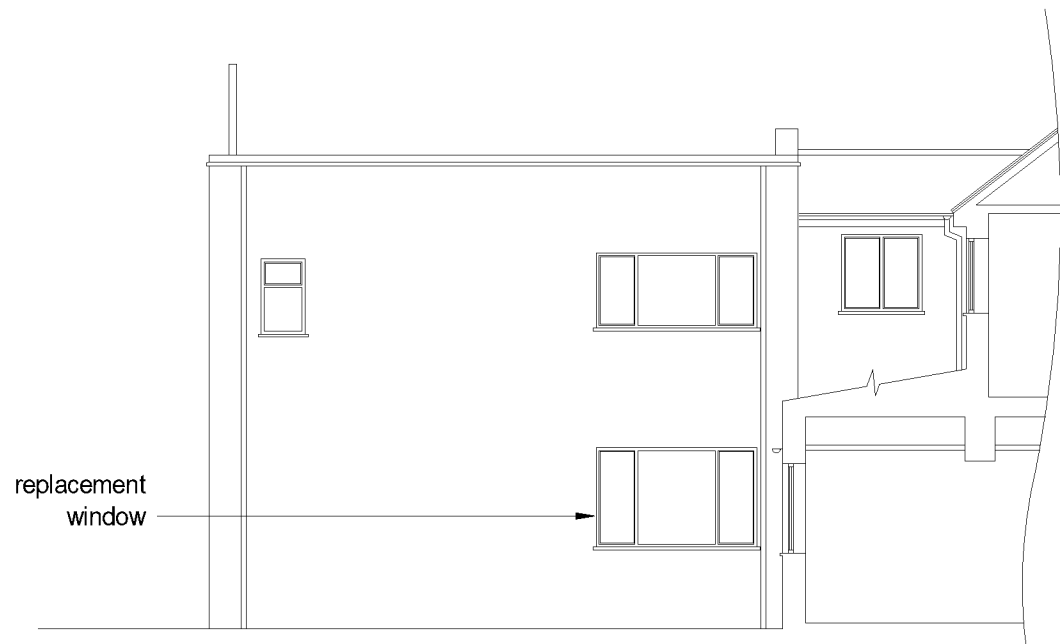
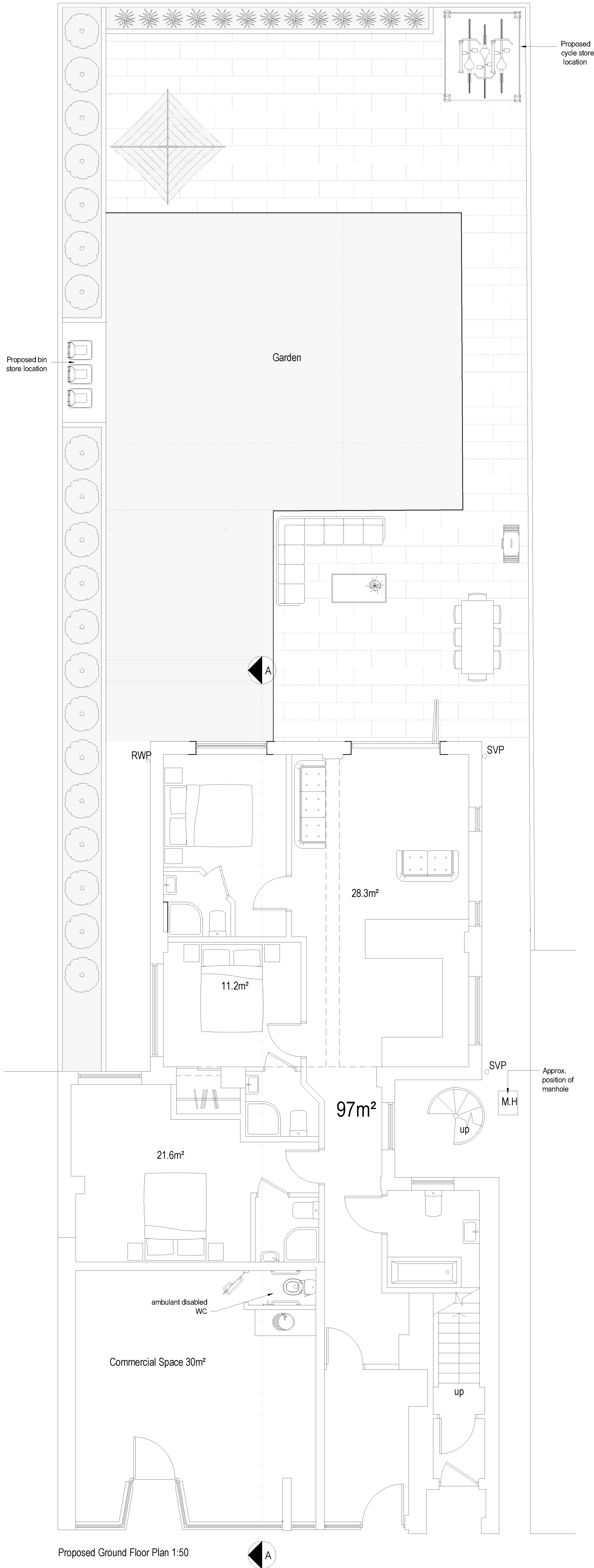
8 Conclusion

- 8.1 This Transport Statement has summarised the existing situation and sets out the proposals for a 3-bedroom flat and a reduced commercial space of 30m² on the ground floor.
- 8.2 Key transport-relevant elements of the development, including the local highway network, modal choices available to future residents and employees trip generation and the impacts upon the surrounding transport networks, have been considered from a policy context.
- 8.3 A parking survey was undertaken to demonstrate availability of parking spaces on roads local to the development. Based on the survey and local car ownership levels, there is sufficient space available on the local roads to accommodate any parking demand resulting from the proposed development.
- 8.4 A trip forecasting exercise was undertaken using the TRICS database to determine the trip generation of the proposed development. In comparison with the existing site, the proposed development is likely to lead to:
- ✧ No more than 1 additional two-way vehicle trip in the weekday AM peak period (0800-0900);
 - ✧ No more than 1 additional two-way vehicle trip in the weekday PM peak period (1700-1800);
 - ✧ 2 additional two-way daily weekday vehicle trips.
- 8.5 The resultant trips in the AM and PM peak hours would not have a material impact and could be readily accommodated on the local highway network.
- 8.6 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

Appendix A

Layout Plan



amendments	
bpm Architectural Services Ltd.	
client	SPP
project	83 Aldwick Road Bognor Regis PO21 2NT
project ref.	2446
Drawing No.	100
drawing title	Proposed First and Second Floor Plans
drawn by	DH / AW
date	Feb 22
scale	1:50@ A1
www.bpmnet.co.uk info@bpmnet.co.uk	
Do not scale off drawing. Check all goods materials workmanship to all dimensions on site before all work is commenced. conform with current building regs. BSS and COP's	

Appendix B

Parking Survey

Parking Beat Survey

83 Aldwick Road, Bognor Regis PO21 2NW

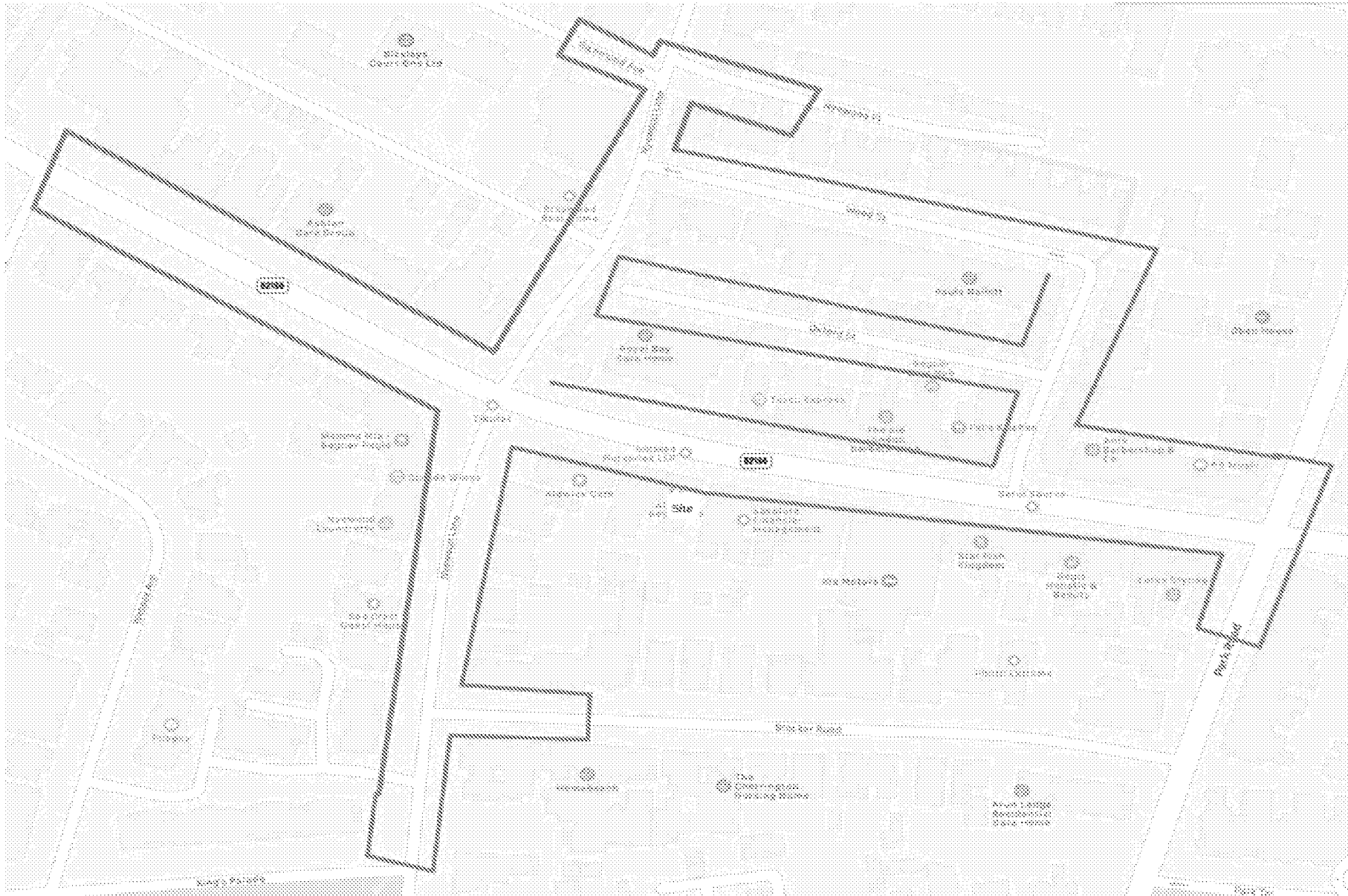


Tuesday 25th May 2021



Created by Bert Ramos

SURVEY DETAILS	
Survey Type	PARKING BEAT SURVEY
Methodology	
Guidance	London Borough of Lambeth
Site	83 Aldwick Road, Bognor Regis PO21 2NW
Survey Area	200 metres walking distance from Site
Date/s	Tuesday 25th May 2021
Time/s	23:30-05:00
Beat Frequency	Snapshot
Unit for 1 Unmarked Lengthwise Space (m)	5
Unit for 1 Unmarked Crosswise Space (m)	2.5
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).
Sections of road excluded from parking capacity calculation	First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.
Parking excluded from stress calculation	Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).
Terminology	"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)



PARKING STRESS TABLES

Restriction 1				1
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces
Stocker Road	65	13	0	13
Aldwick Road	75	15	0	15
Wood Street	190	38	0	38
Richmond Avenue	50	10	0	10
Victoria Drive	10	2	0	2
Charlwood Street	20	4	0	4
Total	410	82	0	82

Unrestricted Kerb

Tuesday 25th May 2021

00:30

Occupied	Spaces	Stress (%)
12	1	92%
13	2	87%
33	5	87%
8	2	80%
2	0	100%
4	0	100%
72	10	88%

Restriction 2				2
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces
Nyewood Lane	45	9	0	9
Aldwick Road	40	8	0	8
Total	85	17	0	17

Parking (Mon-Sat 9am-6pm) 1 Hour No Retu

Tuesday 25th May 2021

00:30

Occupied	Spaces	Stress (%)
6	3	67%
6	2	75%
12	5	71%

Restriction 3				3
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces
Aldwick Road	70	14	0	14
Total	70	14	0	14

Parking (Mon-Sat 9am-5pm) 1 Hour No Return

Tuesday 25th May 2021

00:30

Occupied	Spaces	Stress (%)
7	7	50%
7	7	50%

Restriction 4				4
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces
Aldwick Road	5	1	0	1
Wood Street	10	2	0	2
Total	15	3	0	3

Disabled Parking

Tuesday 25th May 2021

00:30

Occupied	Spaces	Stress (%)
0	1	0%
2	0	100%
2	1	67%

Restriction				5	Single Yellow Line (8am-6pm)		
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Tuesday 25th May 2021		
					00:30		
					Occupied	Spaces	Stress (%)
Nyewood Lane	25	5	0	5	0	5	0%
Oxford Street	20	4	0	4	3	1	75%
Charlwood Street	45	9	0	9	3	6	33%
Total	90	18	0	18	6	12	33%

Illegal/Obstructive Parking			Tuesday 25th May 2021		
Location	Description		00:30		
			Occupied		
			0		
			0		
Total			0		

PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Spaces or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Nyewood Lane	E N-S	Junction	5.6			5	1
Nyewood Lane	E N-S	Unrestricted Kerb	1.6			0	0
Nyewood Lane	E N-S	Double Yellow Lines	22.5			20	4
Nyewood Lane	E N-S	Junction	13.2			10	2
Nyewood Lane	E N-S	Double Yellow Lines	76.4			75	15
Nyewood Lane	E N-S	Junction	8.7			8	1
Nyewood Lane	E N-S	Double Yellow Lines	22			20	4
Nyewood Lane	E N-S	Crossover	16.3			15	3
Nyewood Lane	E N-S	Single Yellow Line (8am-4pm)	13.8			10	2
Nyewood Lane	E N-S	Crossover	28.7			20	4
Nyewood Lane	E N-S	Double Yellow Lines	17.4			15	3
Nyewood Lane	E N-S	Junction	12.8			10	2
Nyewood Lane	E N-S	Double Yellow Lines	18.6			15	3
Nyewood Lane	E N-S	Single Yellow Line (8am-4pm)	18.3			15	3
Nyewood Lane	E N-S	Crossover	21			20	4
Nyewood Lane	W S-N	Double Yellow Lines	36.5			35	7
Nyewood Lane	W S-N	Parking (Mon-Sat 7am-4pm) 1 Hour No Return Within 1 Hour	11.2			10	2
Nyewood Lane	W S-N	Crossover	5.5			5	1
Nyewood Lane	W S-N	Parking (Mon-Sat 9am-4pm) 1 Hour No Return Within 1 Hour	11.4			10	2
Nyewood Lane	W S-N	Crossover	18.6			15	3
Nyewood Lane	W S-N	Parking (Mon-Sat 9am-4pm) 1 Hour No Return Within 1 Hour	5.6			5	1
Nyewood Lane	W S-N	Crossover	5.5			5	1
Nyewood Lane	W S-N	Parking (Mon-Sat 7am-4pm) 1 Hour No Return Within 1 Hour	24			20	4
Nyewood Lane	W S-N	Double Yellow Lines	21.6			20	4
Nyewood Lane	W S-N	Junction	10.1			10	2
Nyewood Lane	W S-N	Double Yellow Lines	48.8			45	9
Nyewood Lane	W S-N	Crossover	6.5			5	1
Nyewood Lane	W S-N	Double Yellow Lines	40.4			40	8
Nyewood Lane	W S-N	Junction	8.7			5	1
Nyewood Lane	W S-N	Double Yellow Lines	3.4			0	0
Stocker Road	N W-E	Double Yellow Lines	10.6			10	2
Stocker Road	N W-E	Unrestricted Kerb	34.6			30	6
Stocker Road	N W-E	Crossover	5.1			5	1
Stocker Road	N W-E	Unrestricted Kerb	3.8			0	0
Stocker Road	S E-W	Unrestricted Kerb	29.6			30	6
Stocker Road	S E-W	Double Yellow Lines	13.3			10	2
Richmond Avenue	S E-W	Double Yellow Lines	8.1			5	1
Richmond Avenue	S E-W	Unrestricted Kerb	17.6			15	3
Richmond Avenue	S E-W	Crossover	9.9			5	1
Richmond Avenue	S E-W	Unrestricted Kerb	12.4			10	2
Richmond Avenue	N W-E	Unrestricted Kerb	10.1			10	2
Richmond Avenue	N W-E	Crossover	4.5			0	0
Richmond Avenue	N W-E	Unrestricted Kerb	17.4			15	3
Richmond Avenue	N W-E	Double Yellow Lines	11.1			10	2
Wood Street	N W-E	Double Yellow Lines	13.3			10	2
Wood Street	N W-E	Crossover	2.2			0	0
Wood Street	N W-E	Unrestricted Kerb	11.6			10	2
Wood Street	N W-E	Disabled Parking	6.6			5	1
Wood Street	N W-E	Unrestricted Kerb	32.7			30	6
Wood Street	N W-E	Disabled Parking	6.8			5	1

Wood Street	N-W-E	Unrestricted Kerb	45			45	9
Wood Street	N-W-E	Crossover	5.7			5	1
Wood Street	S-E-W	Double Yellow Lines	9.2			5	1
Wood Street	S-E-W	Unrestricted Kerb	106.6			105	20
Wood Street	S-E-W	Double Yellow Lines	12.4			10	2
Charwood Street	E-N-S	Double Yellow Lines	15.9			10	3
Charwood Street	E-N-S	Single Yellow Line (8am-6pm)	49.7			45	9
Charwood Street	E-N-S	Double Yellow Lines	18.2			15	3
Charwood Street	W-S-N	Double Yellow Lines	12.7			10	2
Charwood Street	W-S-N	Unrestricted Kerb	14.8			10	2
Charwood Street	W-S-N	Double Yellow Lines	6.8			5	1
Charwood Street	W-S-N	Junction	6.2			5	1
Charwood Street	W-S-N	Double Yellow Lines	7.6			5	1
Charwood Street	W-S-N	Unrestricted Kerb	12.3			10	2
Charwood Street	W-S-N	Double Yellow Lines	9.8			5	1
Oxford Street	S-E-W	Double Yellow Lines	22.2			20	4
Oxford Street	S-E-W	Crossover	49.2			45	9
Oxford Street	S-E-W	Too Narrow to Park	12.9			10	2
Oxford Street	S-E-W	Double Yellow Lines	37.8			35	7
Oxford Street	N-W-E	Double Yellow Lines	19.7			15	3
Oxford Street	N-W-E	Crossover	25.2			25	5
Oxford Street	N-W-E	Unrestricted Kerb	4.4			0	0
Oxford Street	N-W-E	Crossover	9.9			0	1
Oxford Street	N-W-E	Crossover	13.7			10	2
Oxford Street	N-W-E	Single Yellow Line (8am-6pm)	22.3			20	4
Oxford Street	N-W-E	Double Yellow Lines	35.5			35	7
Aldwick Road	N-W-E	Double Yellow Lines	26.1			25	5
Aldwick Road	N-W-E	Unrestricted Kerb	46.7			45	9
Aldwick Road	N-W-E	Crossover	4.9			0	0
Aldwick Road	N-W-E	Unrestricted Kerb	3.6			0	0
Aldwick Road	N-W-E	Double Yellow Lines	48.5			45	9
Aldwick Road	N-W-E	Junction	21.9			20	4
Aldwick Road	N-W-E	Double Yellow Lines	61			60	12
Aldwick Road	N-W-E	Parking (Mon-Sat 9am-6pm) 1 Hour No Return Within 1 Hour	43.5			40	8
Aldwick Road	N-W-E	Double Yellow Lines	6.1			5	1
Aldwick Road	N-W-E	White Zig Zag Lines	42.1			40	8
Aldwick Road	N-W-E	Double Yellow Lines	50.4			50	10
Aldwick Road	S-E-W	Junction	11.9			10	2
Aldwick Road	S-E-W	Double Yellow Lines	42			40	8
Aldwick Road	S-E-W	Disabled Parking	5.4			5	1
Aldwick Road	S-E-W	Parking (Mon-Sat 9am-6pm) 1 Hour No Return Within 1 Hour	11.1			10	2
Aldwick Road	S-E-W	White Zig Zag Lines	27.1			25	5
Aldwick Road	S-E-W	Crossover	19.1			15	3
Aldwick Road	S-E-W	Single Yellow Line (8am-6pm)	3.6			0	0
Aldwick Road	S-E-W	Bus Stop	28.9			20	4
Aldwick Road	S-E-W	Parking (Mon-Sat 9am-6pm) 1 Hour No Return Within 1 Hour	19			15	3
Aldwick Road	S-E-W	Crossover	4.7			0	0
Aldwick Road	S-E-W	Parking (Mon-Sat 9am-6pm) 1 Hour No Return Within 1 Hour	47.9			45	9
Aldwick Road	S-E-W	Double Yellow Lines	5			5	1
Aldwick Road	S-E-W	Junction	20.4			20	4
Aldwick Road	S-E-W	Double Yellow Lines	28.1			25	5
Aldwick Road	S-E-W	Crossover	5.1			5	1
Aldwick Road	S-E-W	Unrestricted Kerb	16.2			15	3
Aldwick Road	S-E-W	Crossover	7.9			5	1
Aldwick Road	S-E-W	Unrestricted Kerb	10.2			10	2

Aldwick Road	S E-W	Crossover	12.2			10	2
Aldwick Road	S E-W	Unrestricted Kerb	6.3			5	1
Aldwick Road	S E-W	Crossover	8.6			5	1
Aldwick Road	S E-W	Double Yellow Lines	30.1			30	4
Victoria Drive	W S-N	Double Yellow Lines	46.4			40	9
Victoria Drive	W S-N	Unrestricted Kerb	10.7			10	2
Victoria Drive	E N-S	Double Yellow Lines	53.4			30	10
Park Road	E N-S	Double Yellow Lines	34.9			30	4
Park Road	W S-N	Double Yellow Lines	34.9			30	4

Appendix C

2011 Census Output Data

KS404EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 9 June 2021]

population	All households; All cars or vans
units	Households
area type	2011 output areas
area name	E00160292
rural urban	Total

Cars	2011
All categories: Car or van available	166
No cars or vans in household	64
1 car or van in household	82
2 cars or vans in household	18
3 cars or vans in household	2
4 or more cars or vans in household	0

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix D

TRICS Output Data

Calculation Reference: AUDIT-349901-210607-0636

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
BD BEDFORDSHIRE	3 days
ES EAST SUSSEX	1 days
EX ESSEX	2 days
HC HAMPSHIRE	1 days
HF HERTFORDSHIRE	1 days
03 SOUTH WEST	
DC DORSET	1 days
DV DEVON	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
NF NORFOLK	2 days
SF SUFFOLK	3 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
NT NOTTINGHAMSHIRE	2 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
SY SOUTH YORKSHIRE	1 days
09 NORTH	
CB CUMBRIA	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: Total Bedrooms
 Actual Range: 10 to 350 (units:)
 Range Selected by User: 10 to 368 (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 16/10/20

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

Selected survey days:

Monday	4 days
Tuesday	9 days
Wednesday	4 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	22 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:

Edge of Town Centre	12
Suburban Area (PPS6 Out of Centre)	10

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 22 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:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	11 days
50,001 to 100,000	2 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	6 days
125,001 to 250,000	8 days
250,001 to 500,000	7 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	7 days
1.1 to 1.5	15 days

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

Travel Plan:

Yes	2 days
No	20 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 22 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total Total Bedrooms:	350	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total Total Bedrooms:	124	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total Total Bedrooms:	233	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Total Bedrooms:	152	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
5	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	LOUND STREET		
	KENDAL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
6	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	28	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL
7	DS-03-C-03	BLOCKS OF FLATS	DERBYSHIRE
	CAESAR STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	62	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
8	DV-03-C-01	BLOCK OF FLATS	DEVON
	BONHAY ROAD		
	EXETER		
	Edge of Town Centre		
	Residential Zone		
	Total Total Bedrooms:	62	
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL
9	ES-03-C-01	BLOCK OF FLATS	EAST SUSSEX
	OLD SHOREHAM RD		
	BRIGHTON		
	HOVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	141	
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	EX-03-C-01	FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total Total Bedrooms:	10	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
11	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total Total Bedrooms:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
12	HC-03-C-01	BLOCKS OF FLATS	HAMPSHIRE
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Total Bedrooms:	189	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
13	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total Total Bedrooms:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
14	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE		
	KING'S LYNN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Total Bedrooms:	122	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
15	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	143	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
16	NT-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Total Bedrooms:	76	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
17	NT-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	CASTLE MARINA ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Total Bedrooms:	219	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	SF-03-C-01	BLOCKS OF FLATS	SUFFOLK
	STATION HILL		
	BURY ST EDMUNDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Total Bedrooms:	135	
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL
19	SF-03-C-03	BLOCKS OF FLATS	SUFFOLK
	TOLLGATE LANE		
	BURY ST EDMUNDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	42	
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL
20	SF-03-C-04	BLOCKS OF FLATS	SUFFOLK
	SAINT MARY'S ROAD		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	88	
	Survey date: WEDNESDAY	16/09/20	Survey Type: MANUAL
21	SY-03-C-01	BLOCKS OF FLATS	SOUTH YORKSHIRE
	HEELIS STREET		
	BARNSELY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Total Bedrooms:	137	
	Survey date: TUESDAY	08/09/20	Survey Type: MANUAL
22	WM-03-C-04	BLOCKS OF FLATS	WEST MIDLANDS
	GILLQUART WAY		
	COVENTRY		
	PARKSIDE		
	Edge of Town Centre		
	Residential Zone		
	Total Total Bedrooms:	110	
	Survey date: FRIDAY	11/11/16	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/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES**Calculation factor: 1 TOTBED****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	22	120	0.028	22	120	0.080	22	120	0.108
08:00 - 09:00	22	120	0.034	22	120	0.100	22	120	0.134
09:00 - 10:00	22	120	0.039	22	120	0.053	22	120	0.092
10:00 - 11:00	22	120	0.039	22	120	0.049	22	120	0.088
11:00 - 12:00	22	120	0.042	22	120	0.045	22	120	0.087
12:00 - 13:00	22	120	0.055	22	120	0.051	22	120	0.106
13:00 - 14:00	22	120	0.042	22	120	0.048	22	120	0.090
14:00 - 15:00	22	120	0.046	22	120	0.045	22	120	0.091
15:00 - 16:00	22	120	0.054	22	120	0.039	22	120	0.093
16:00 - 17:00	22	120	0.064	22	120	0.045	22	120	0.109
17:00 - 18:00	22	120	0.091	22	120	0.048	22	120	0.139
18:00 - 19:00	22	120	0.095	22	120	0.051	22	120	0.146
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.629			0.654			1.283

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: 10 - 350 (units:)
 Survey date range: 01/01/13 - 16/10/20
 Number of weekdays (Monday-Friday): 22
 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.

Calculation Reference: AUDIT-349901-210608-0625

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST	
EX ESSEX	1 days
HF HERTFORDSHIRE	1 days
03 SOUTH WEST	
BR BRISTOL CITY	1 days
05 EAST MIDLANDS	
LE LEICESTERSHIRE	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	1 days
WM WEST MIDLANDS	1 days
WO WORCESTERSHIRE	1 days
09 NORTH	
TV TEES VALLEY	2 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: Gross floor area
Actual Range: 375 to 4052 (units: sqm)
Range Selected by User: 210 to 8310 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 28/06/19

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	9 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	3
Neighbourhood Centre (PPS6 Local Centre)	4

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	8
Retail Zone	1

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:

n/a 9 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
20,001 to 25,000	5 days
25,001 to 50,000	3 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	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	1 days
1.1 to 1.5	8 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	9 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 9 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 9 days

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

LIST OF SITES relevant to selection parameters

1	BR-01-I-01	LOCAL SHOPS	BRISTOL CITY
	BELLAND DRIVE		
	BRISTOL		
	WHITCHURCH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	770 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
2	EX-01-I-02	LOCAL SHOPS	ESSEX
	QUEENS ROAD		
	BRAINTREE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	375 sqm	
	Survey date: FRIDAY	08/07/16	Survey Type: MANUAL
3	HF-01-I-02	LOCAL SHOPS	HERTFORDSHIRE
	BROADWATER CRESCENT		
	STEVENAGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1115 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
4	LE-01-I-02	LOCAL SHOPS	LEICESTERSHIRE
	RYDER ROAD		
	LEICESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	550 sqm	
	Survey date: TUESDAY	28/10/14	Survey Type: MANUAL
5	SH-01-I-02	LOCAL SHOPS	SHROPSHIRE
	WREKIN DRIVE		
	TELFORD		
	DONNINGTON		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	900 sqm	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
6	TV-01-I-03	LOCAL SHOPS	TEES VALLEY
	ACKLAM ROAD		
	MIDDLESBROUGH		
	ACKLAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1840 sqm	
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL
7	TV-01-I-04	LOCAL SHOPS	TEES VALLEY
	CARGO FLEET LANE		
	MIDDLESBROUGH		
	ORMESBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	585 sqm	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
8	WM-01-I-03	LOCAL SHOPS	WEST MIDLANDS
	BRISTOL ROAD SOUTH		
	BIRMINGHAM		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	450 sqm	
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL
9	WO-01-I-02	LOCAL SHOPS	WORCESTERSHIRE
	CRANHAM DRIVE		
	WORCESTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	4052 sqm	
	Survey date: THURSDAY	22/05/14	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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TOTAL 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	9	1182	3.930	9	1182	3.657	9	1182	7.587
08:00 - 09:00	9	1182	4.353	9	1182	4.014	9	1182	8.367
09:00 - 10:00	9	1182	5.011	9	1182	4.748	9	1182	9.759
10:00 - 11:00	9	1182	4.954	9	1182	4.842	9	1182	9.796
11:00 - 12:00	9	1182	5.424	9	1182	5.443	9	1182	10.867
12:00 - 13:00	9	1182	6.929	9	1182	6.665	9	1182	13.594
13:00 - 14:00	9	1182	5.932	9	1182	5.989	9	1182	11.921
14:00 - 15:00	9	1182	5.603	9	1182	5.594	9	1182	11.197
15:00 - 16:00	9	1182	5.208	9	1182	5.471	9	1182	10.679
16:00 - 17:00	9	1182	5.951	9	1182	5.669	9	1182	11.620
17:00 - 18:00	9	1182	6.336	9	1182	6.647	9	1182	12.983
18:00 - 19:00	9	1182	6.261	9	1182	6.600	9	1182	12.861
19:00 - 20:00	9	1182	5.838	9	1182	5.716	9	1182	11.554
20:00 - 21:00	9	1182	3.807	9	1182	4.146	9	1182	7.953
21:00 - 22:00	8	823	3.766	8	823	4.389	8	823	8.155
22:00 - 23:00	1	1115	2.242	1	1115	2.242	1	1115	4.484
23:00 - 24:00									
Total Rates:			81.545			81.832			163.377

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.

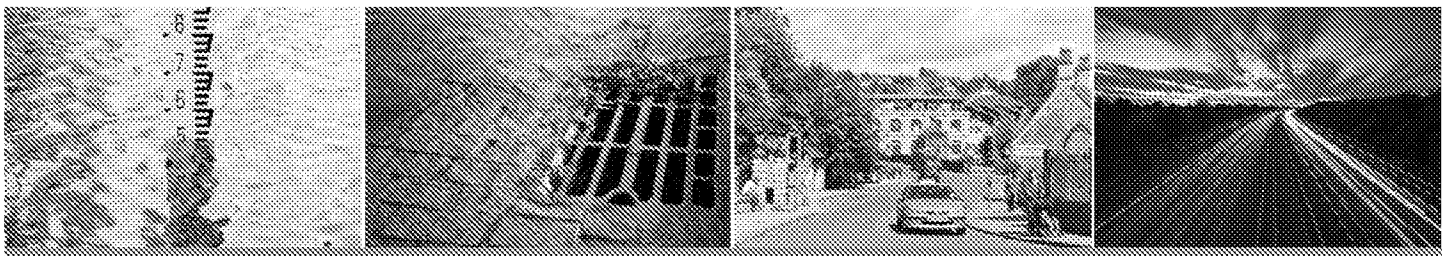
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Parameter summary

Trip rate parameter range selected:	375 - 4052 (units: sqm)
Survey date range:	01/01/13 - 28/06/19
Number of weekdays (Monday-Friday):	9
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.



Civil Engineering - Transport Planning - Flood Risk