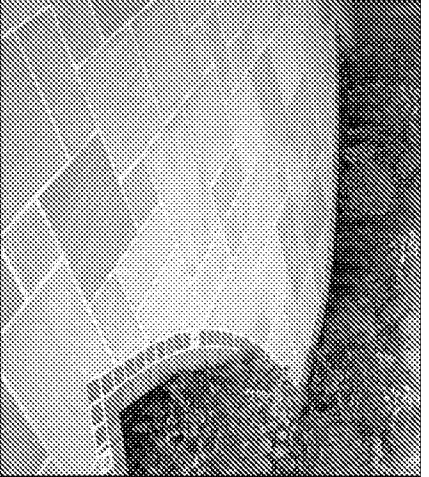
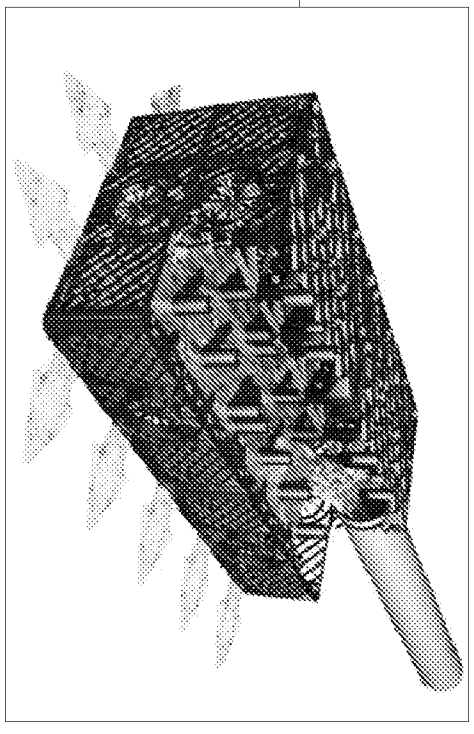
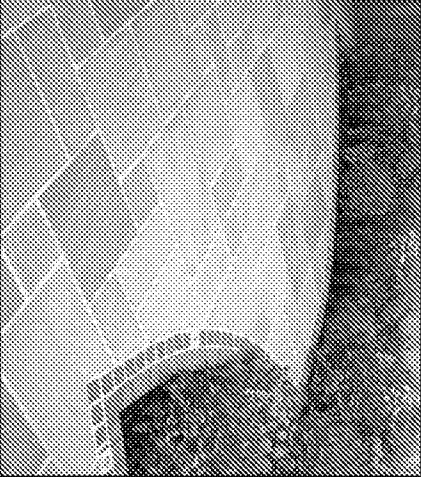
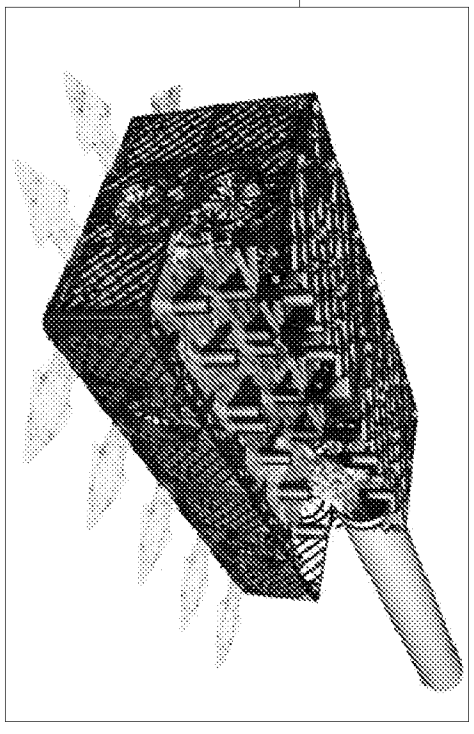
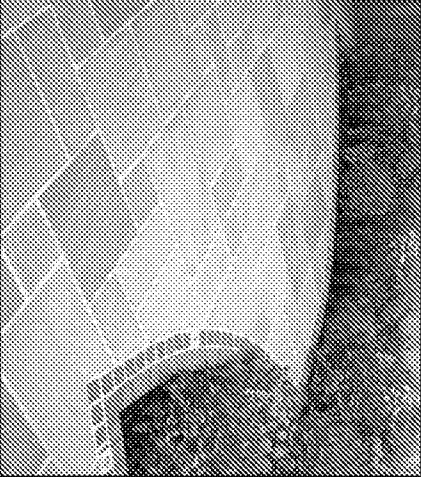
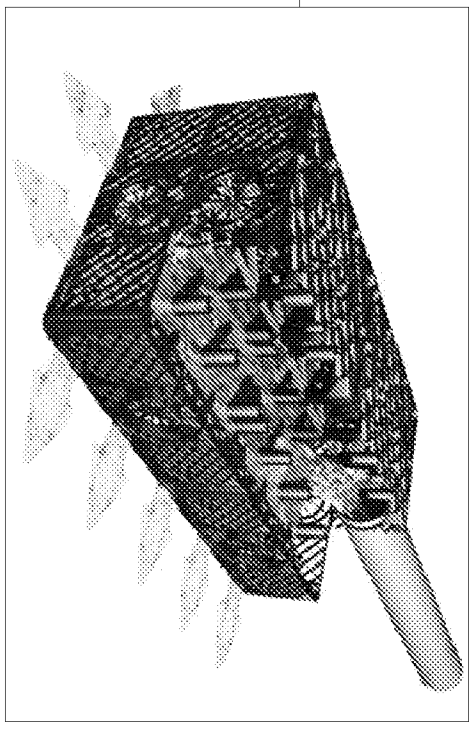
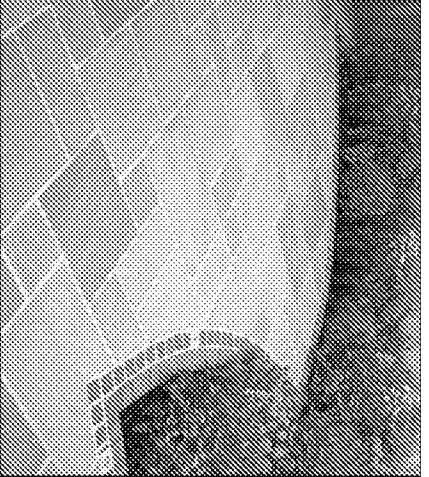
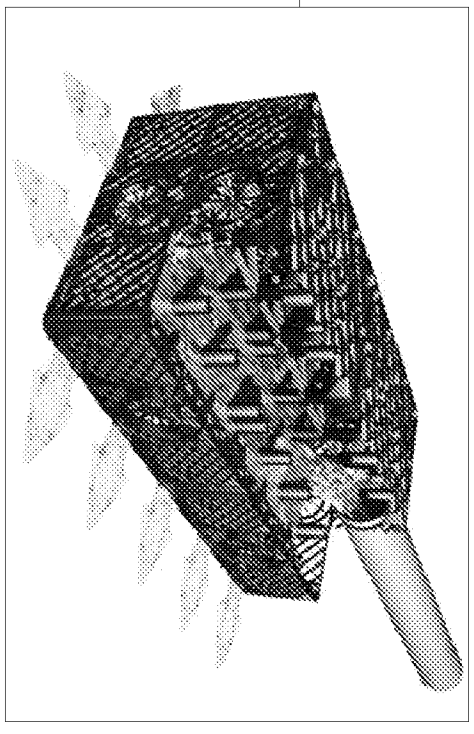
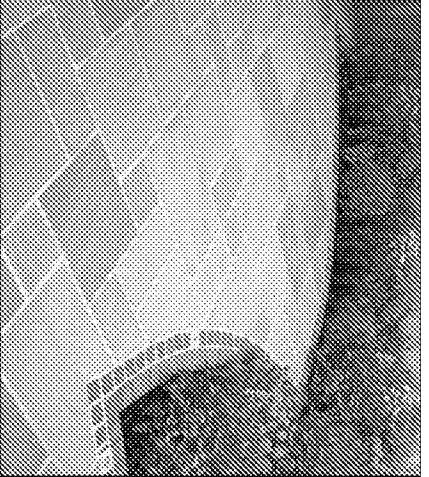
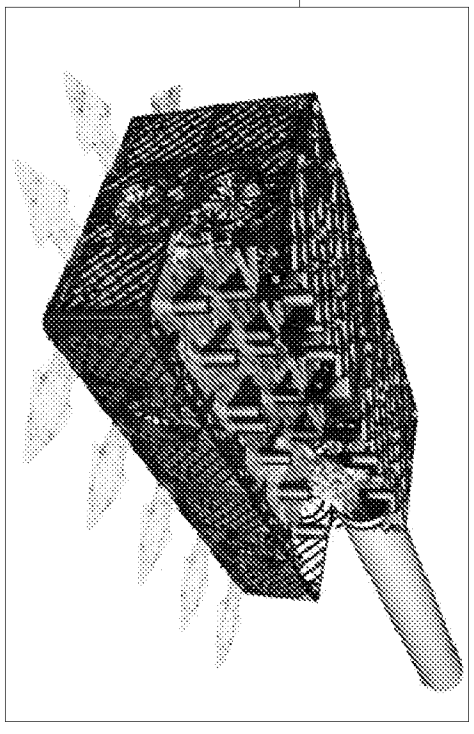
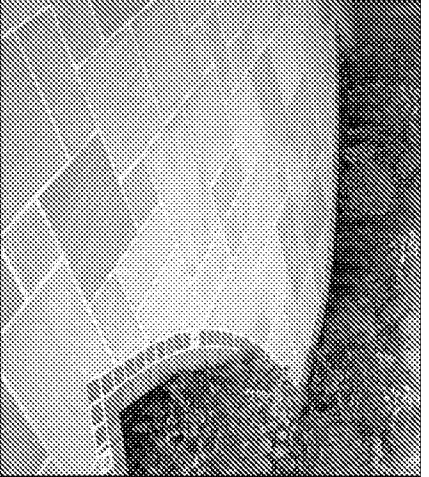
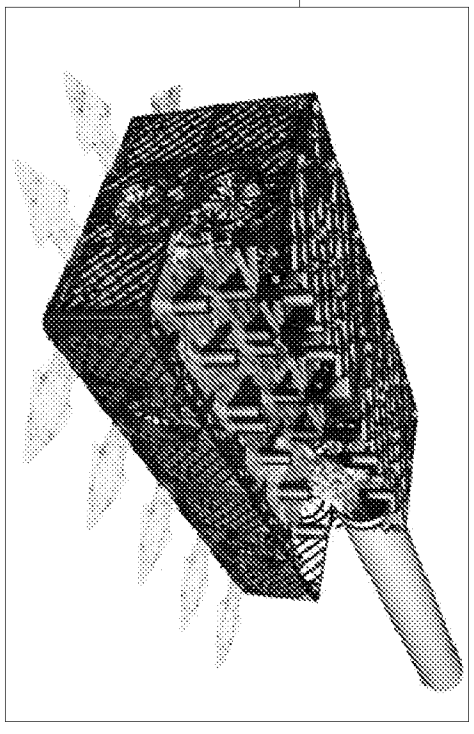
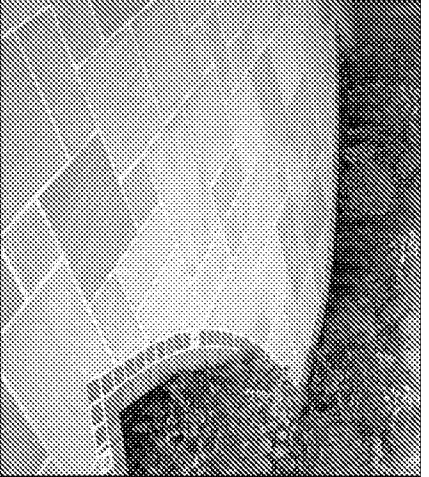
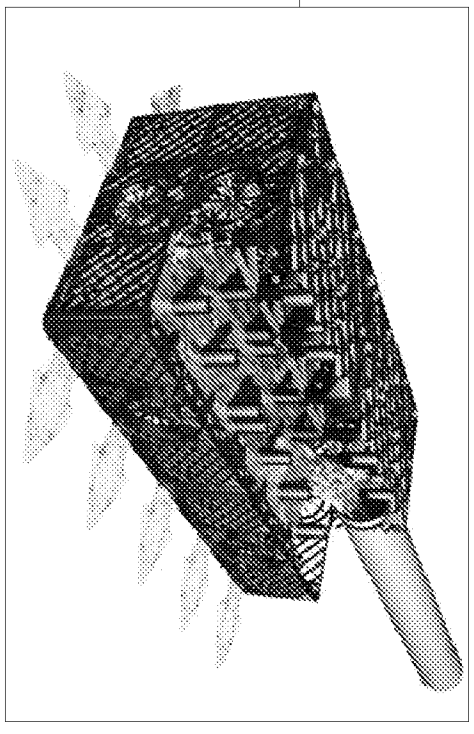
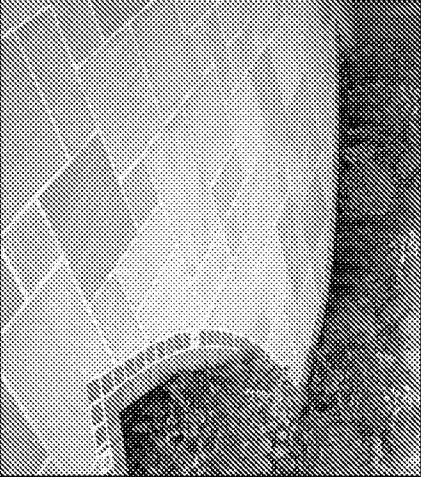
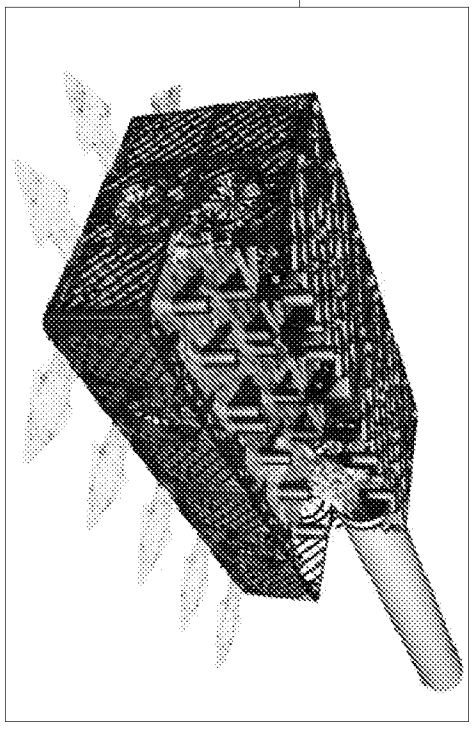
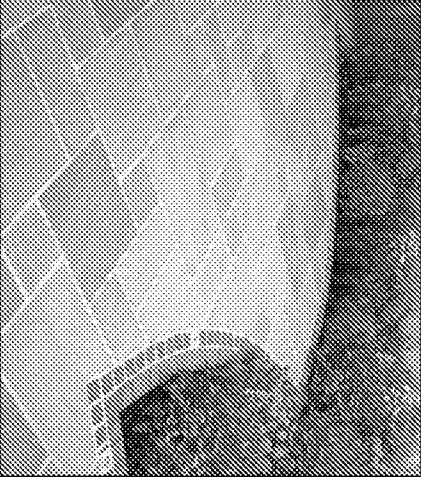
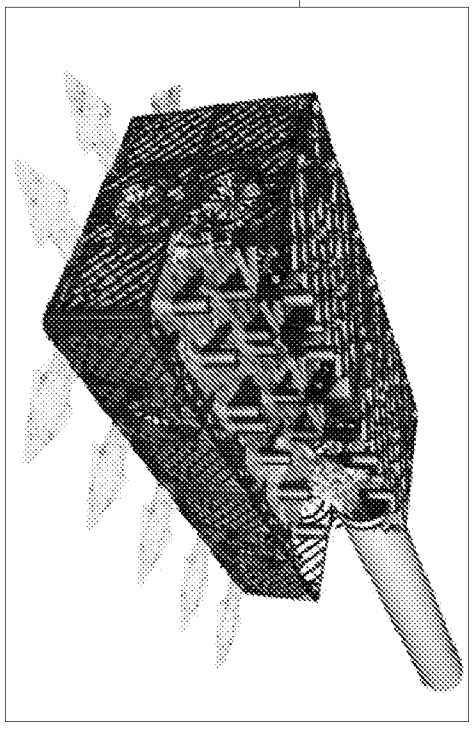
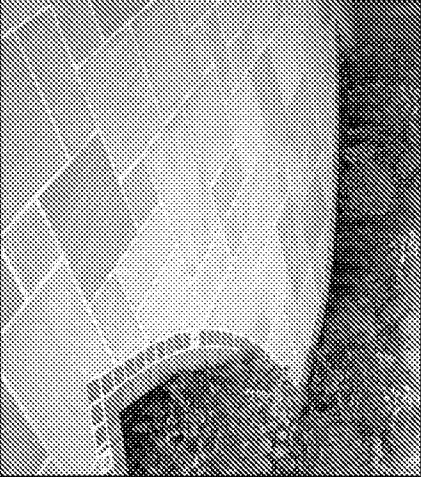
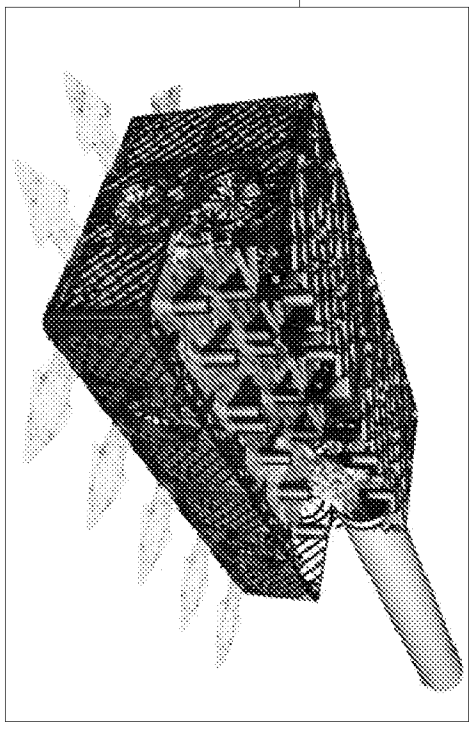
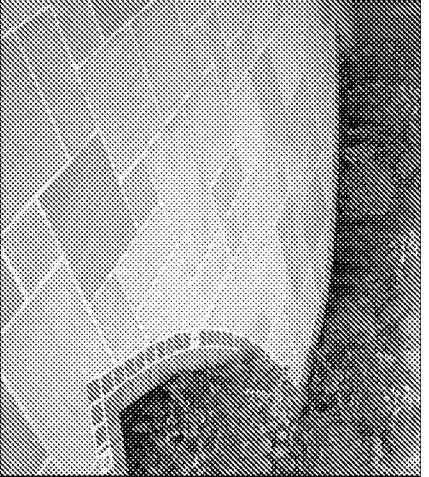
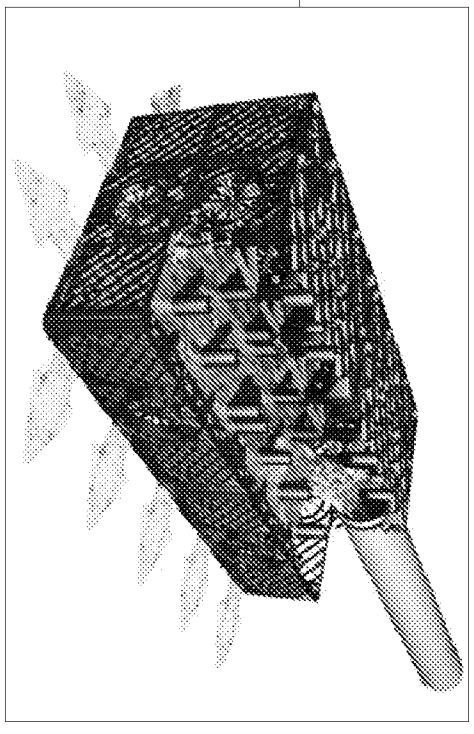
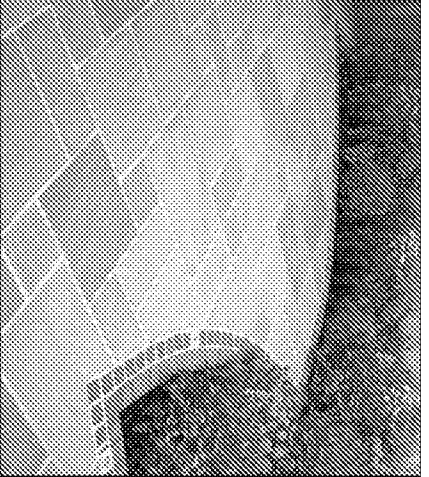
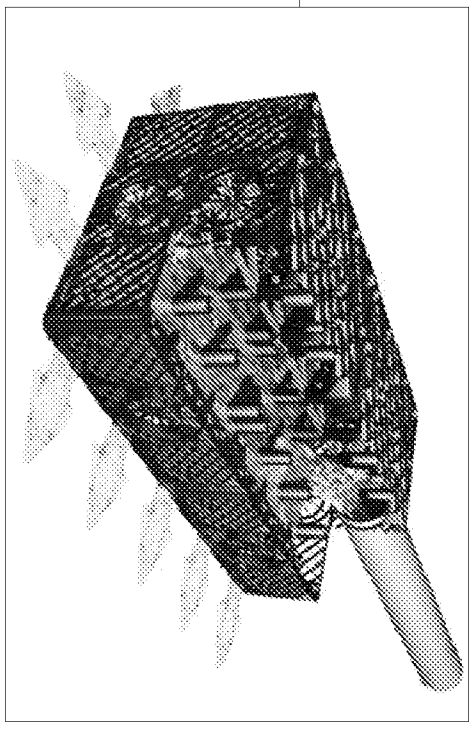
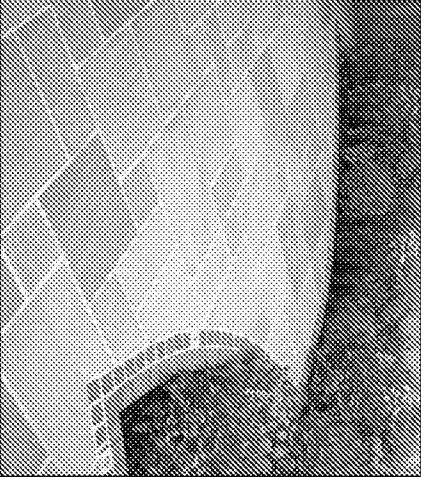
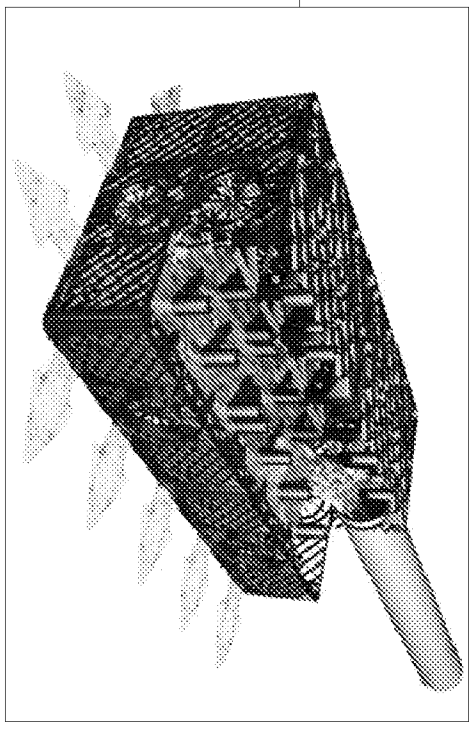
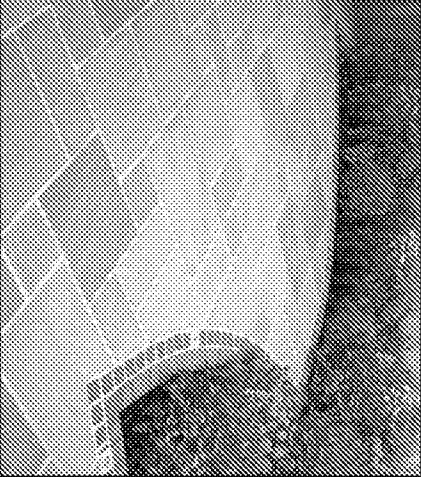
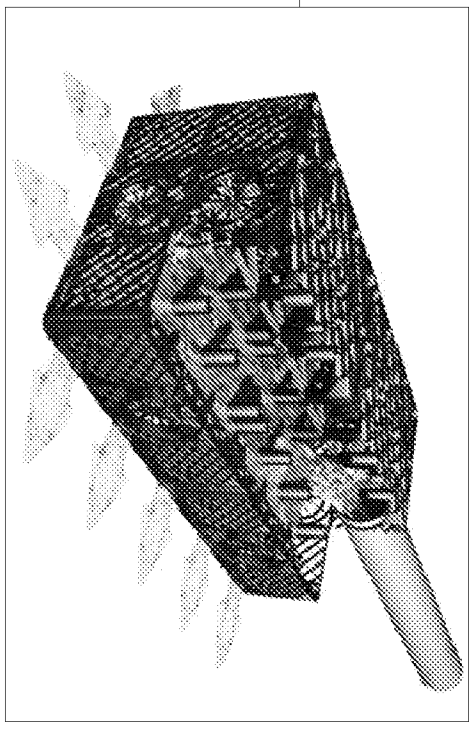
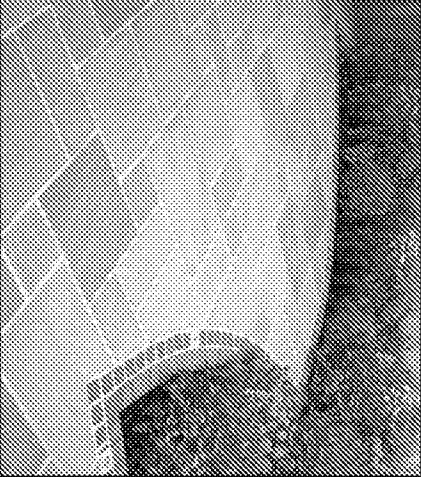
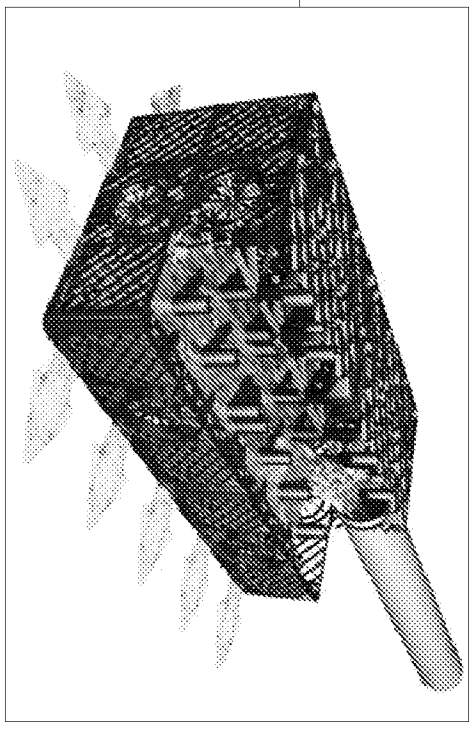
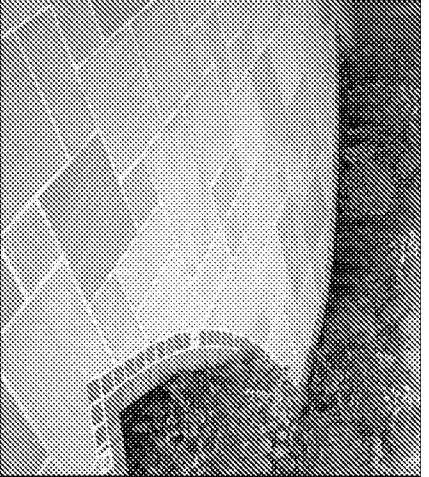
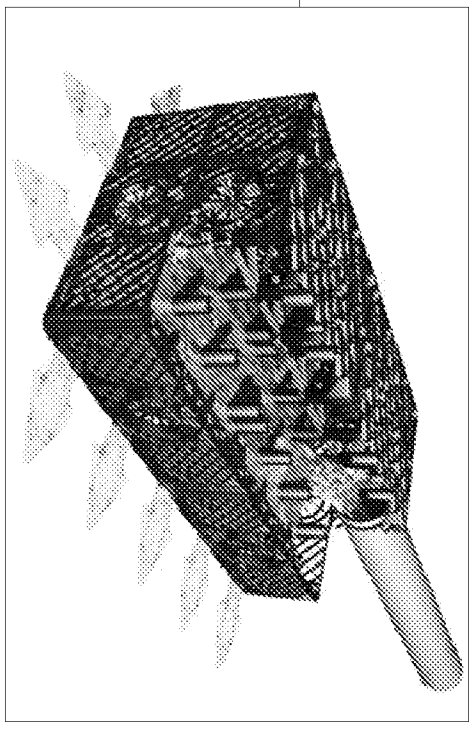
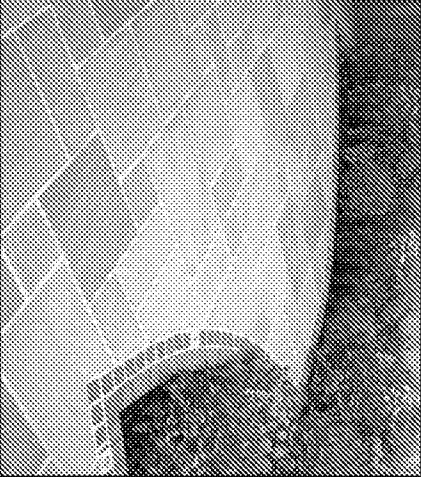
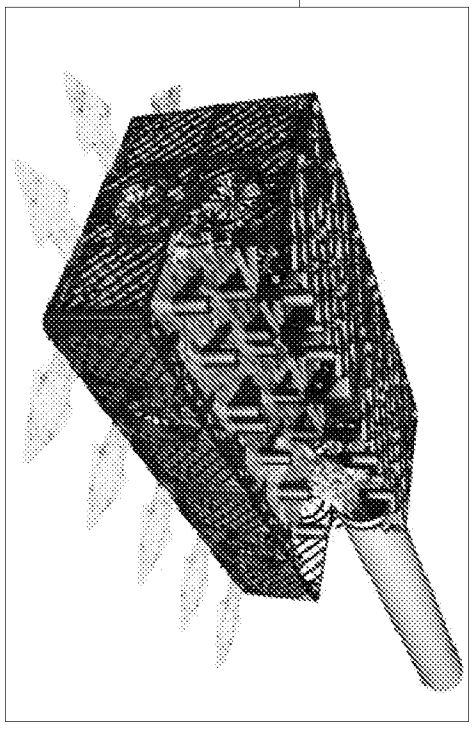
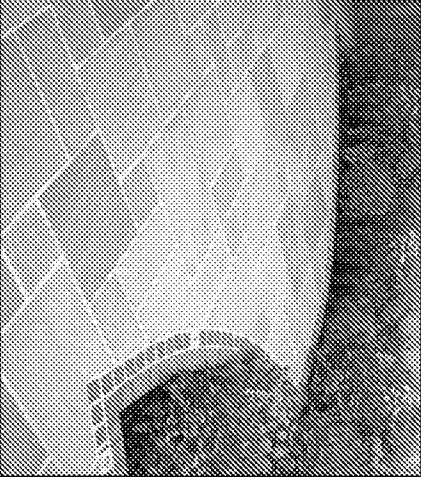
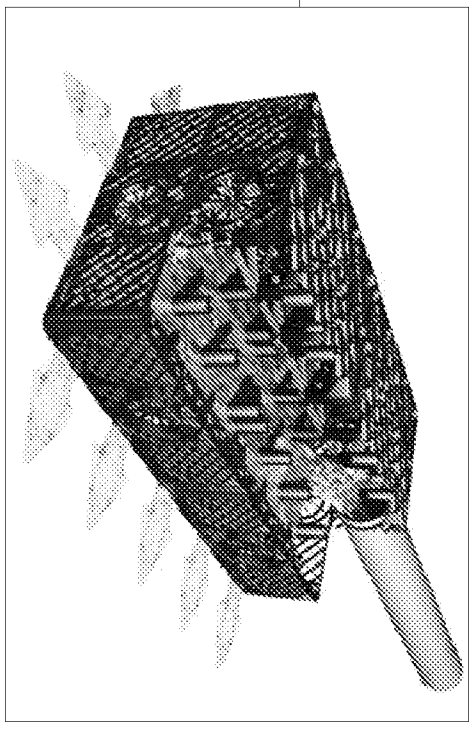
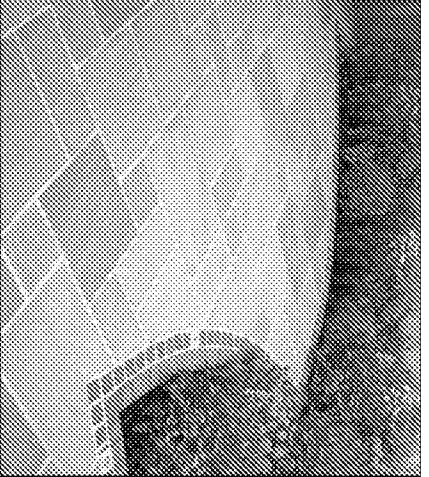
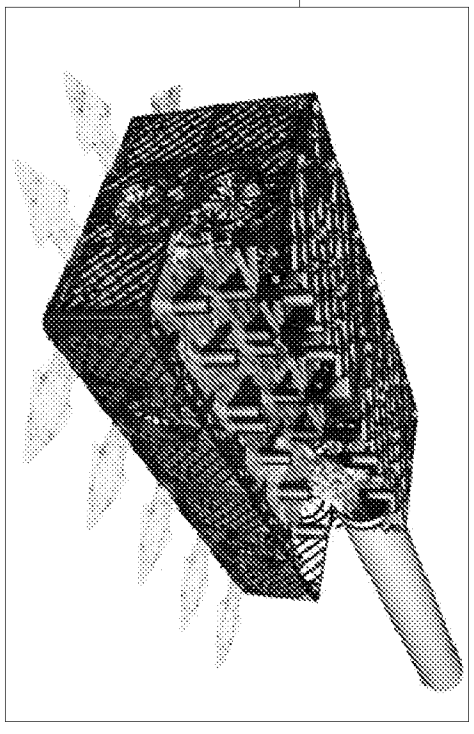
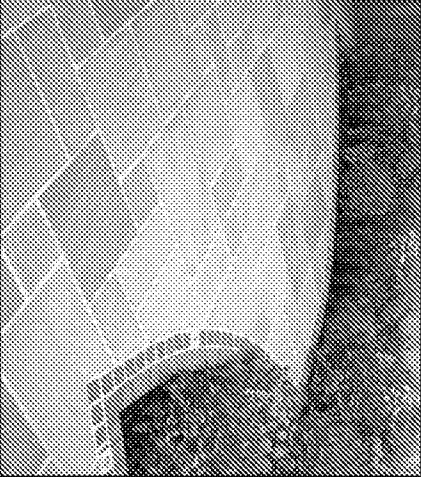
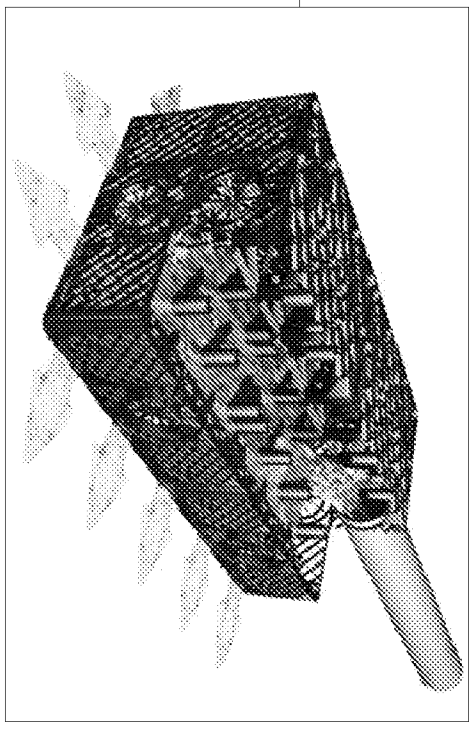
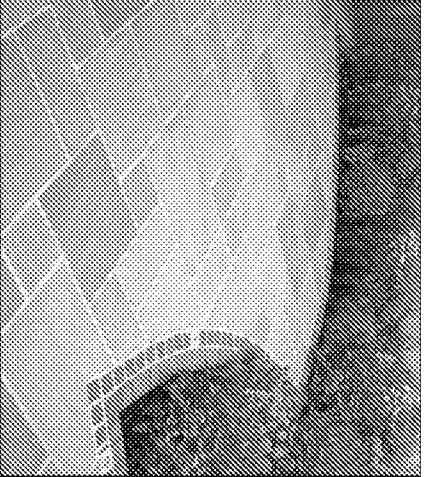
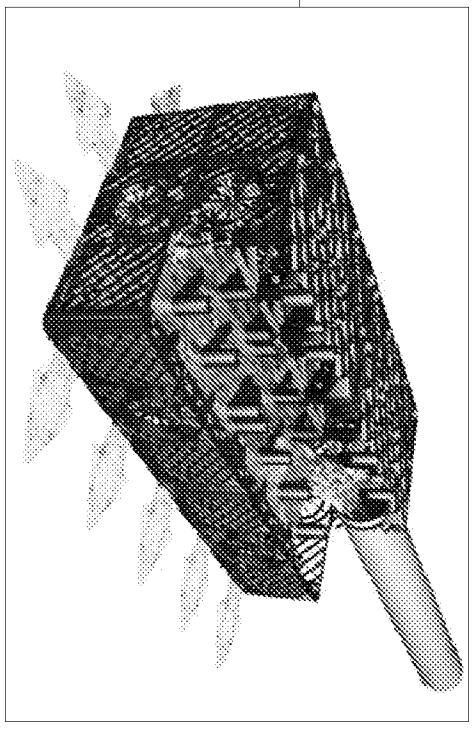
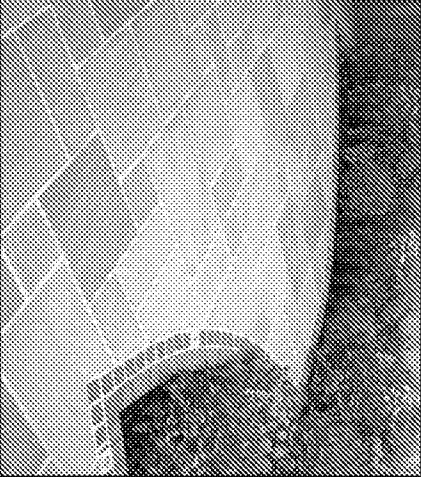
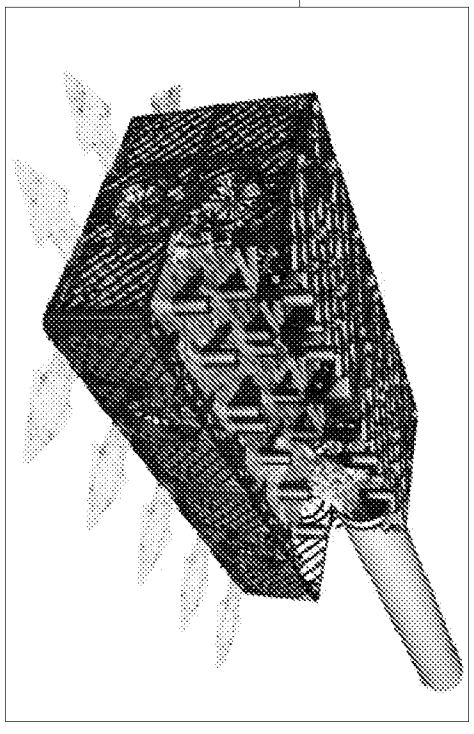
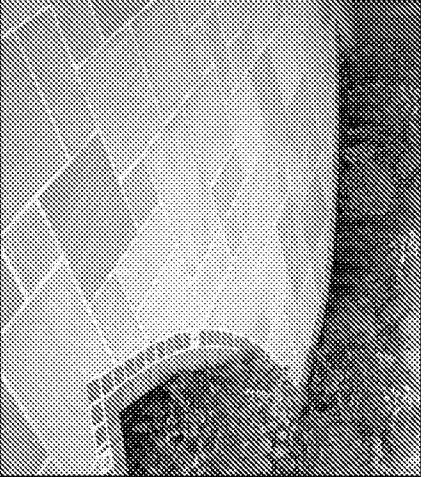
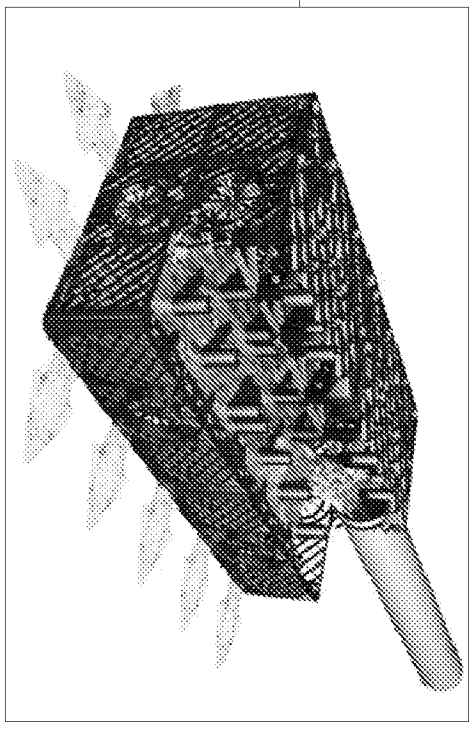
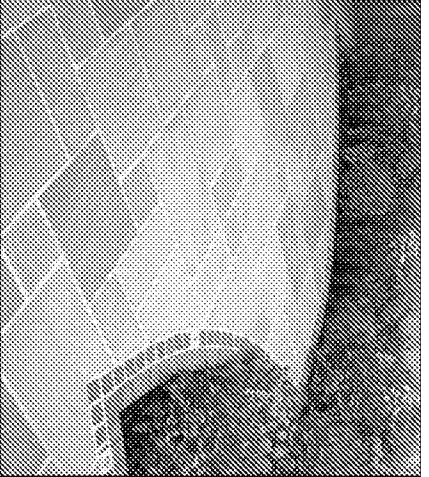
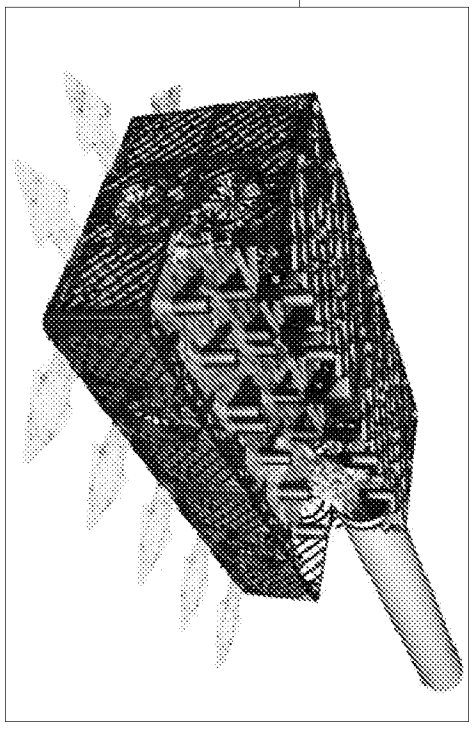
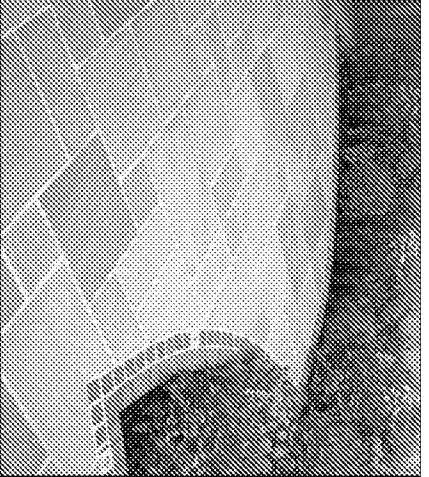
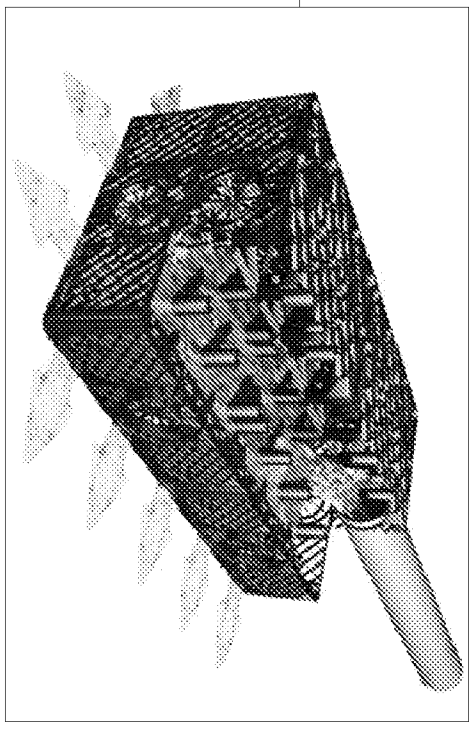
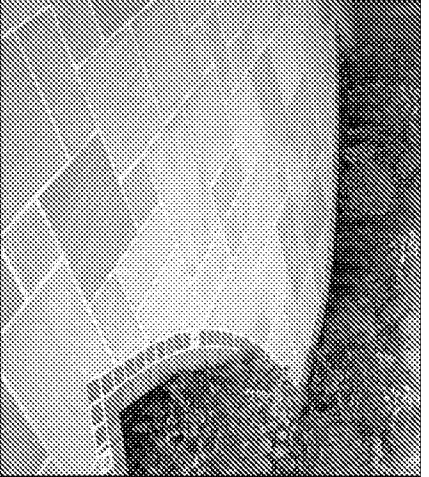
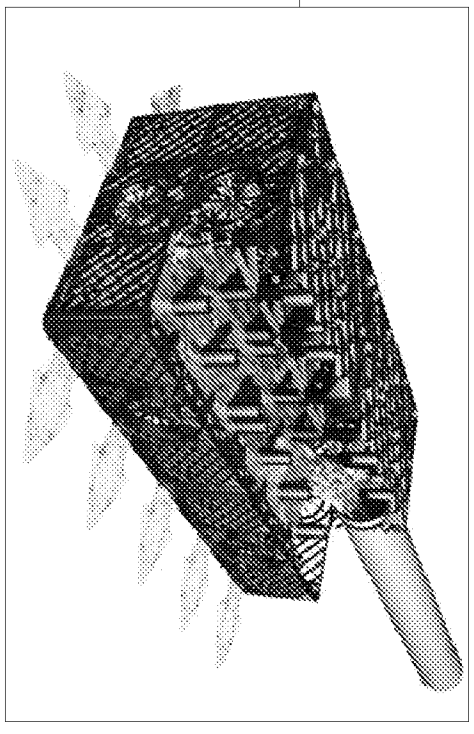
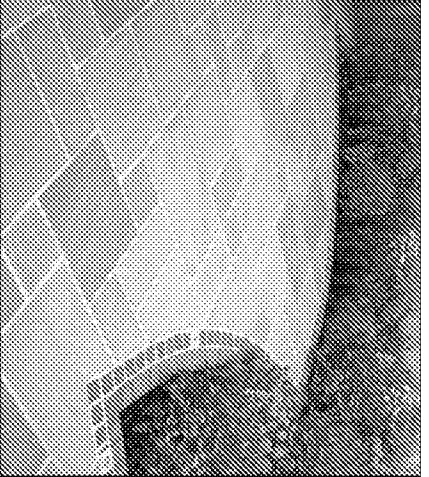
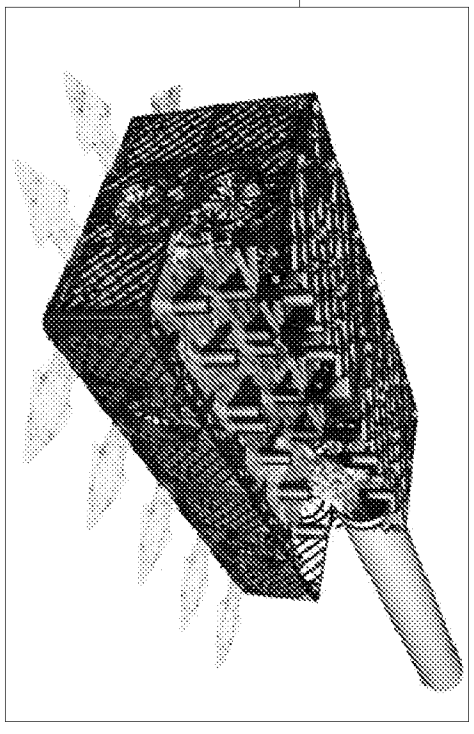
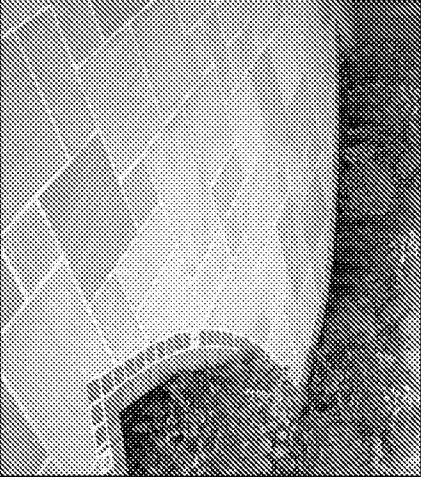
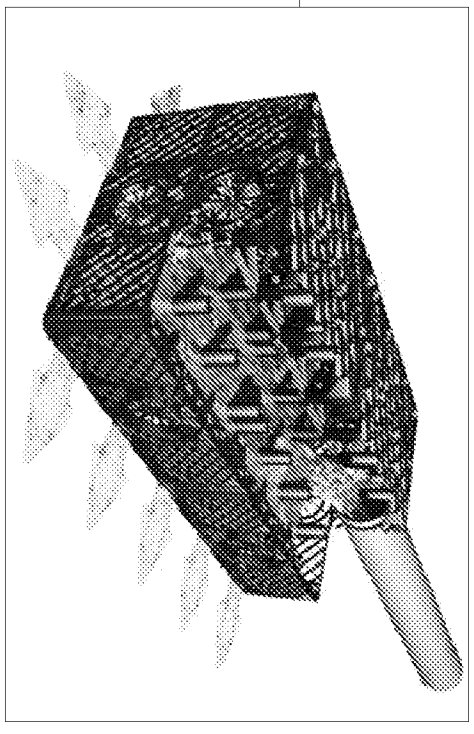
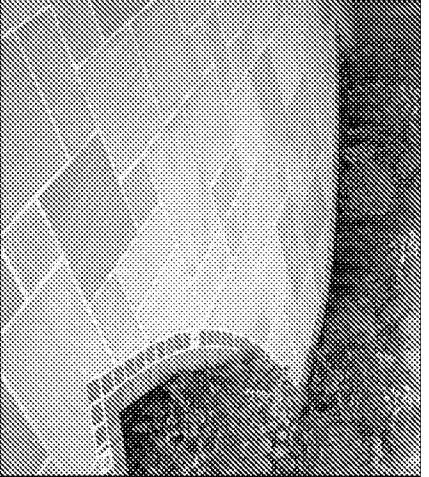
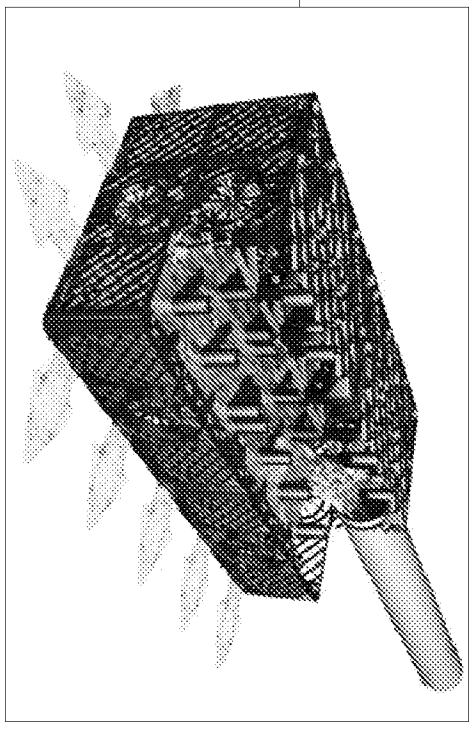
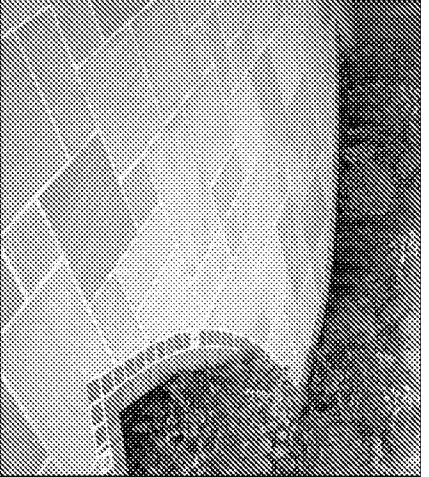
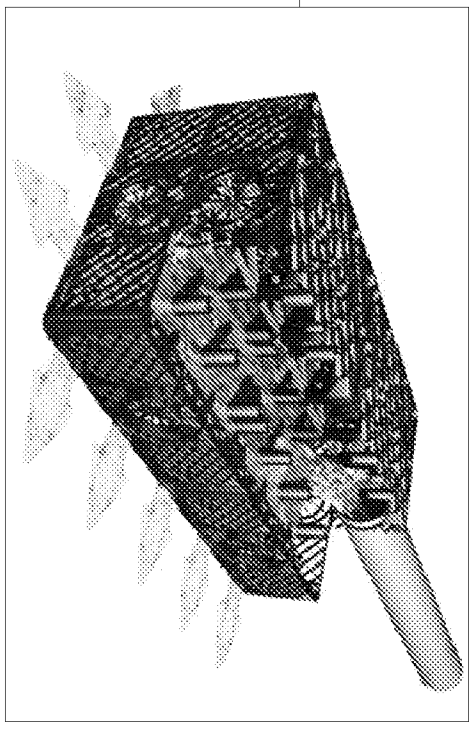
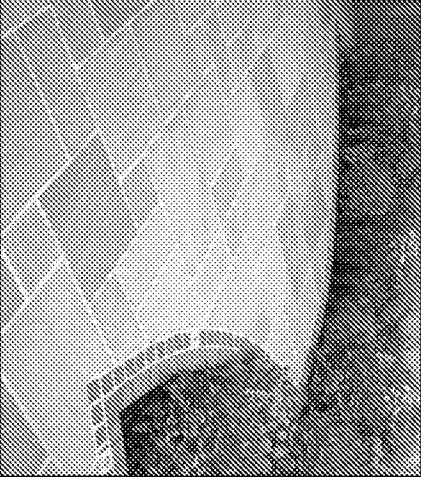
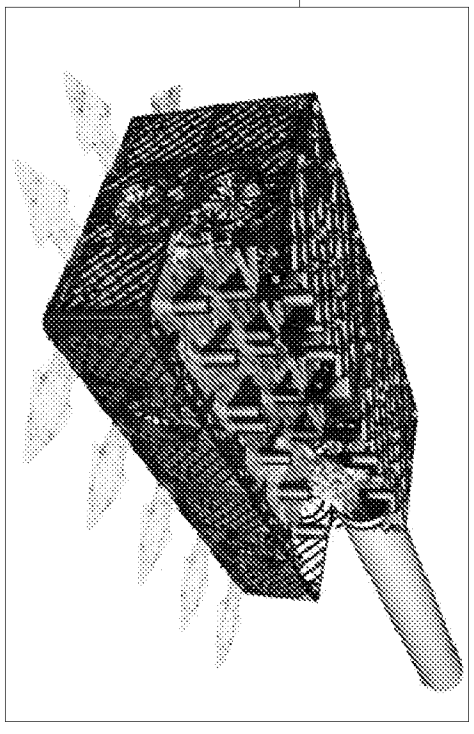
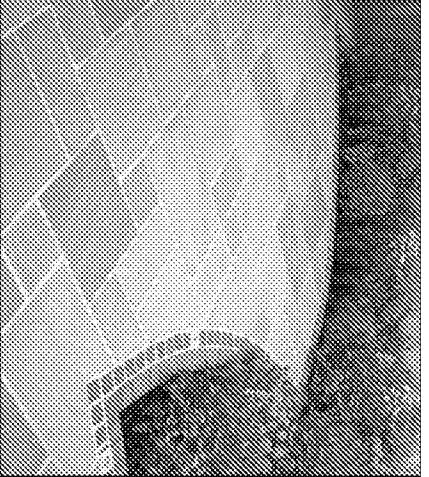
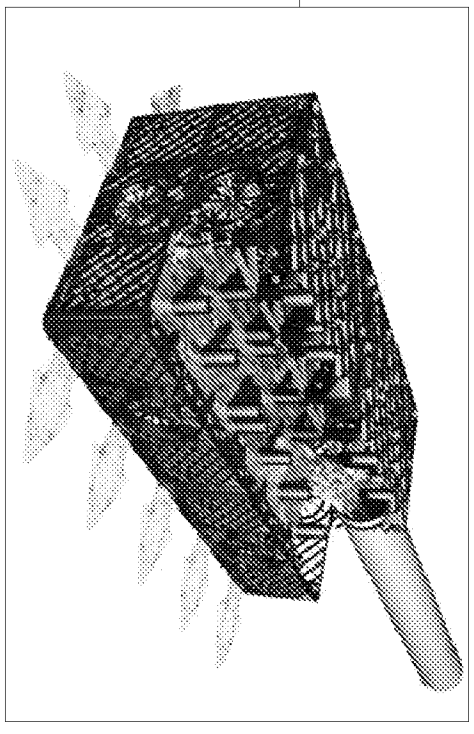
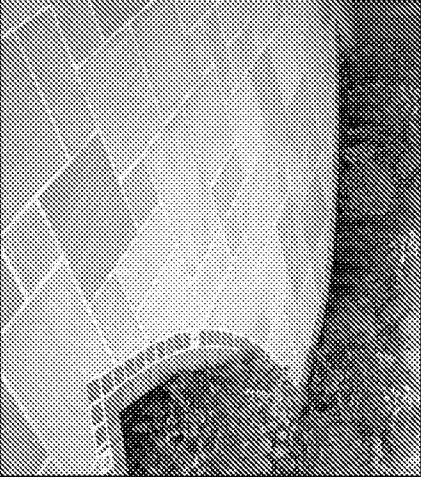
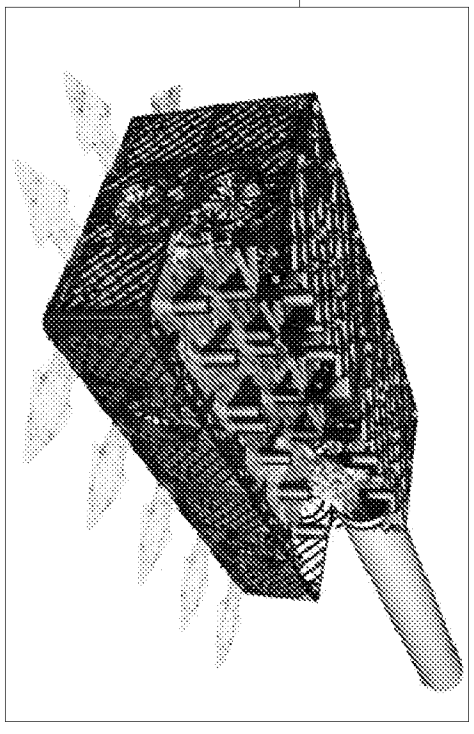
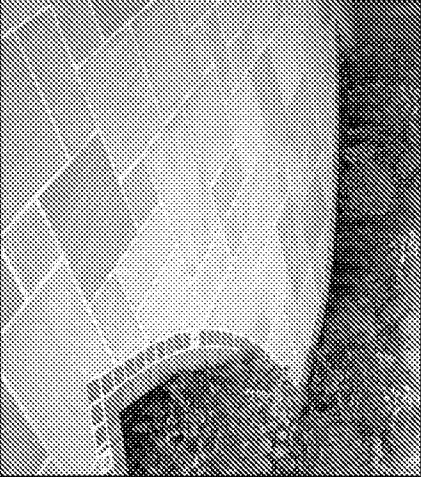
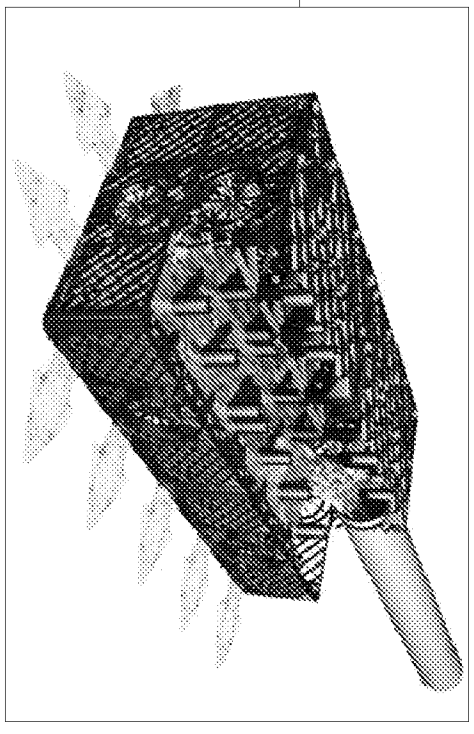
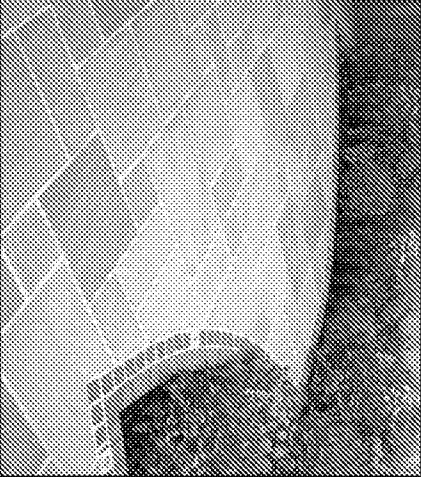
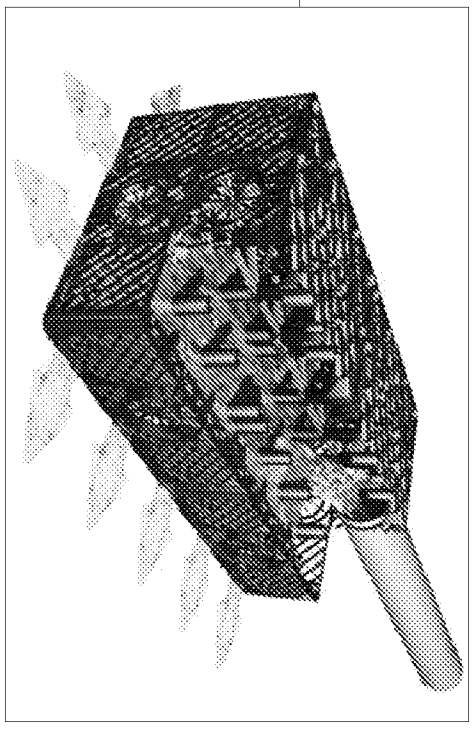
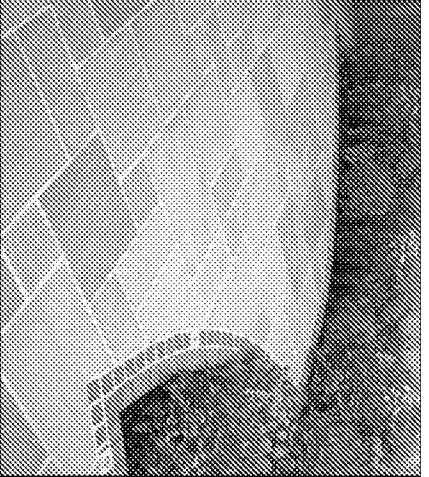
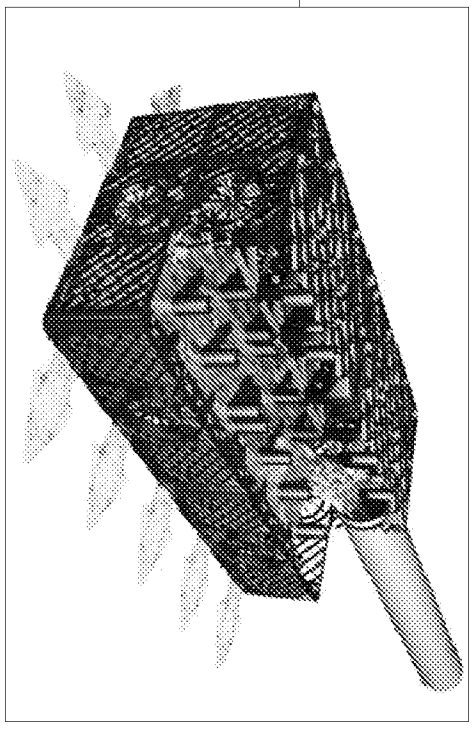
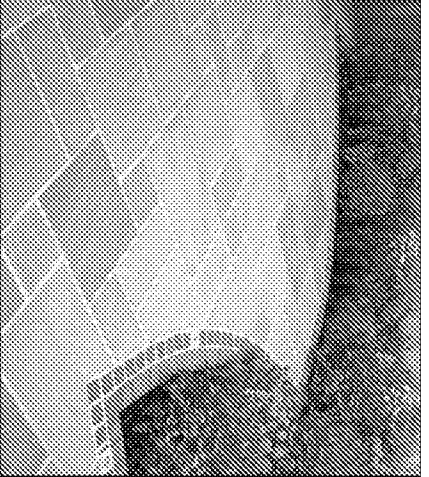
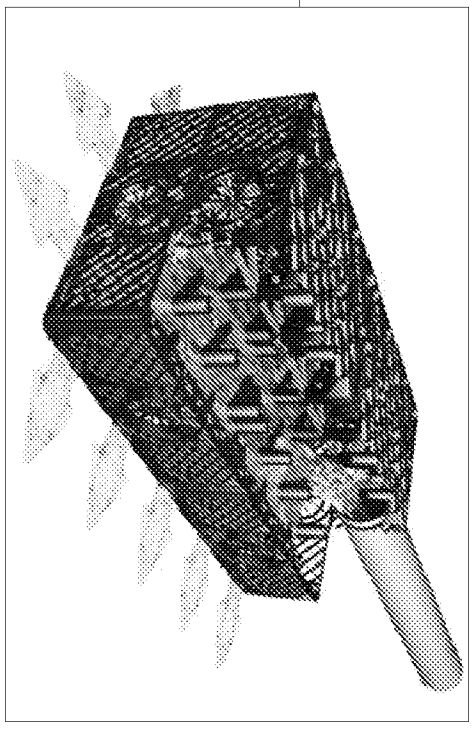
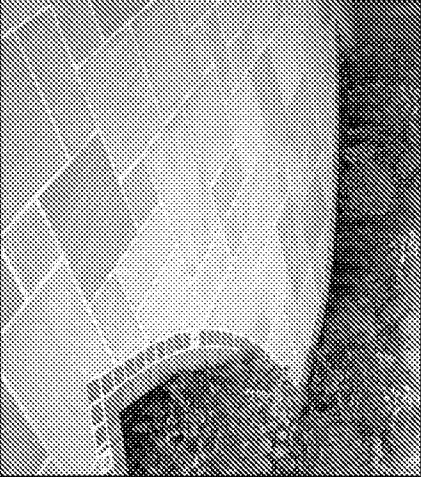
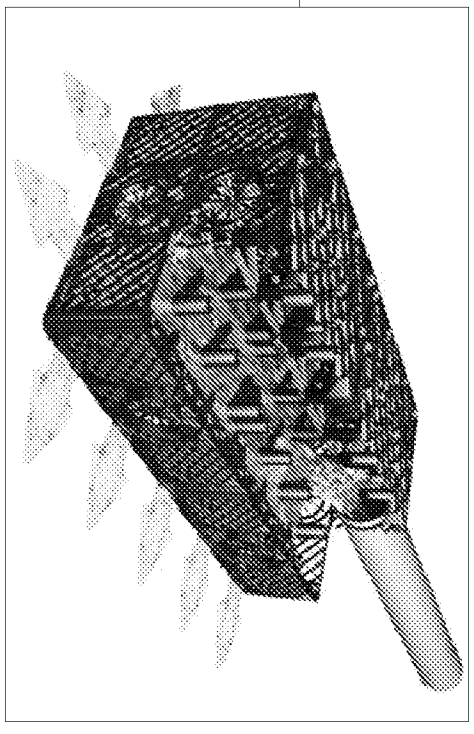
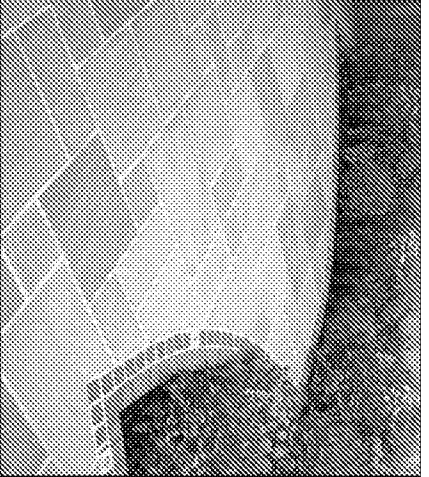
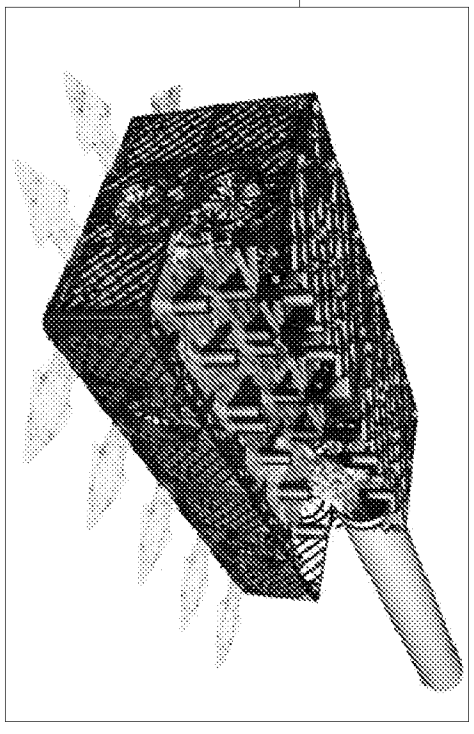
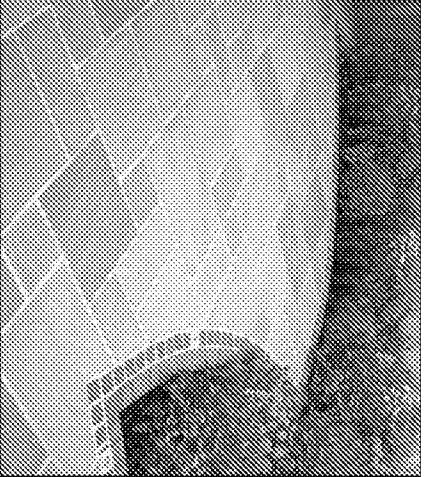
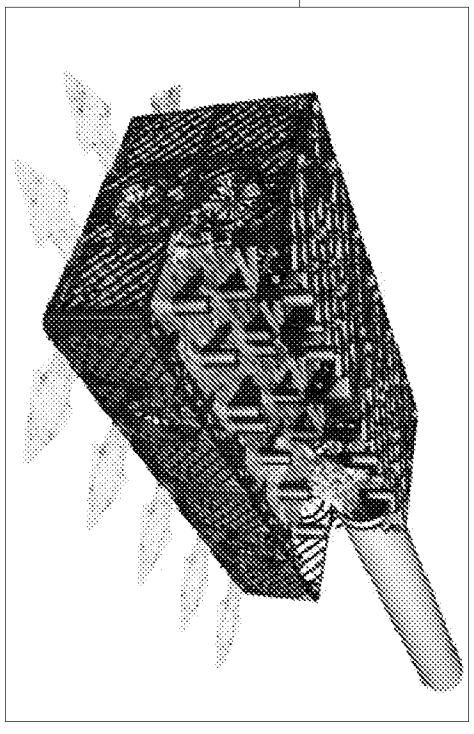
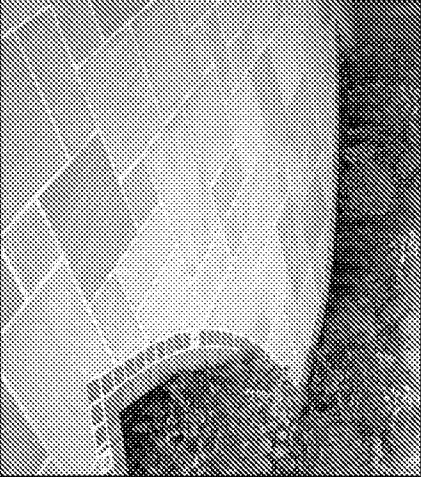
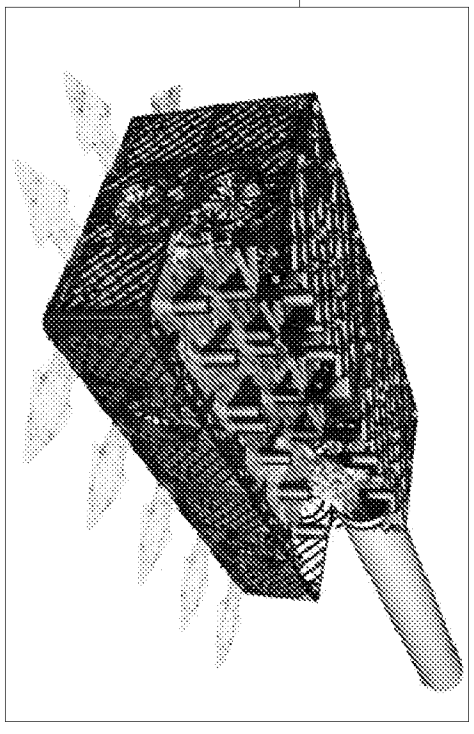
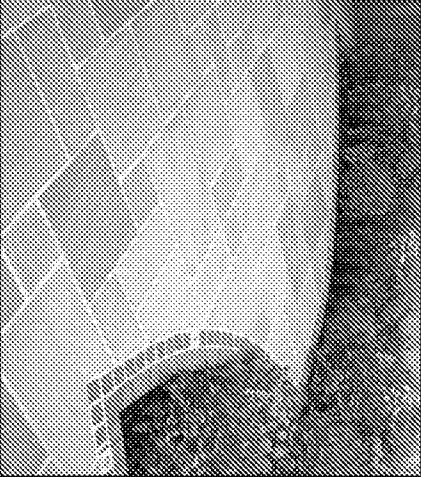
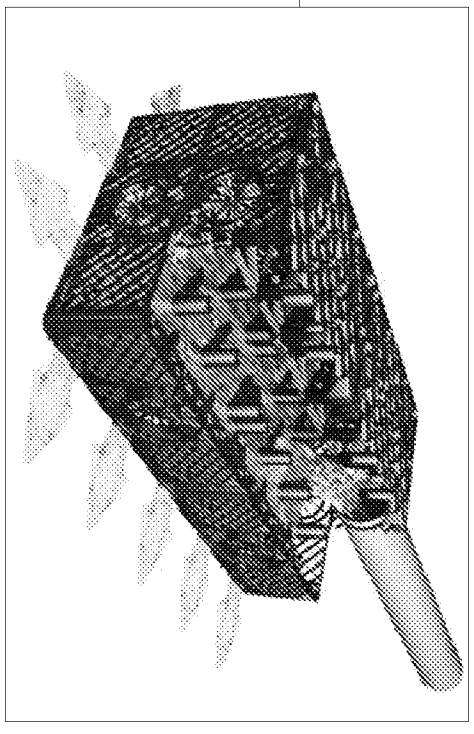
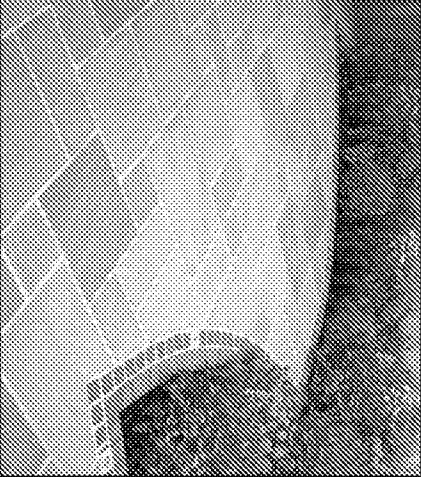
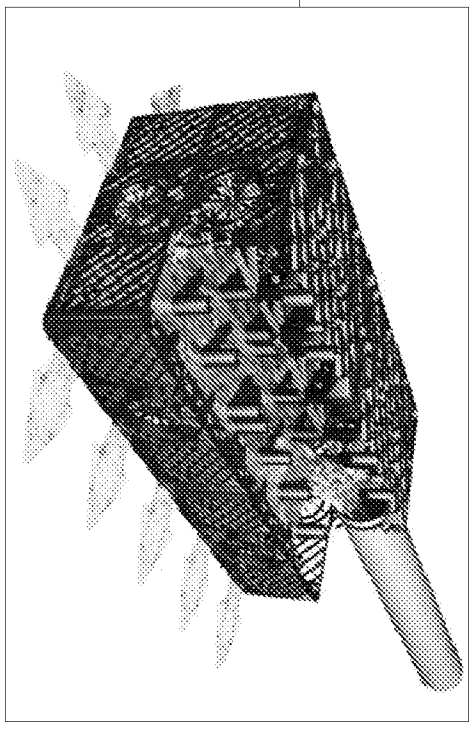
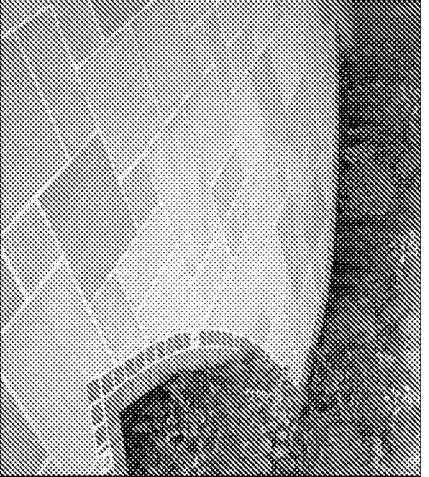
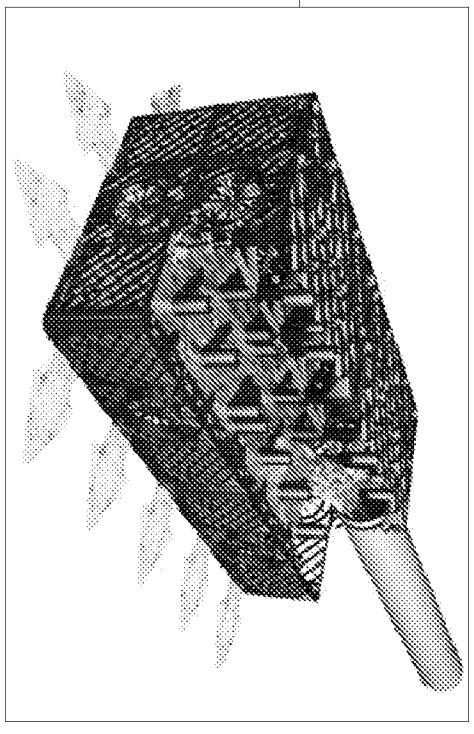
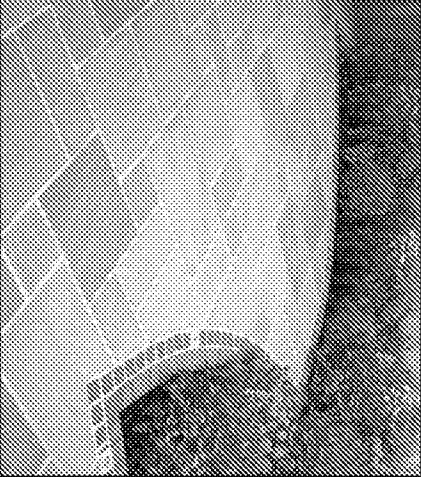
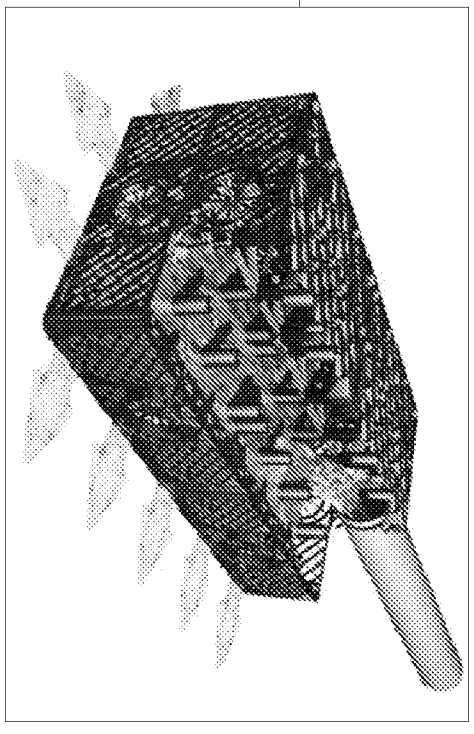
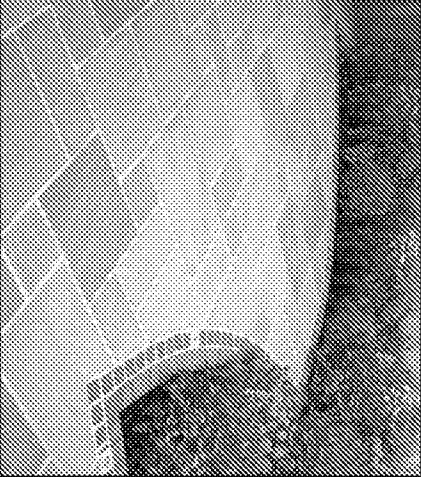
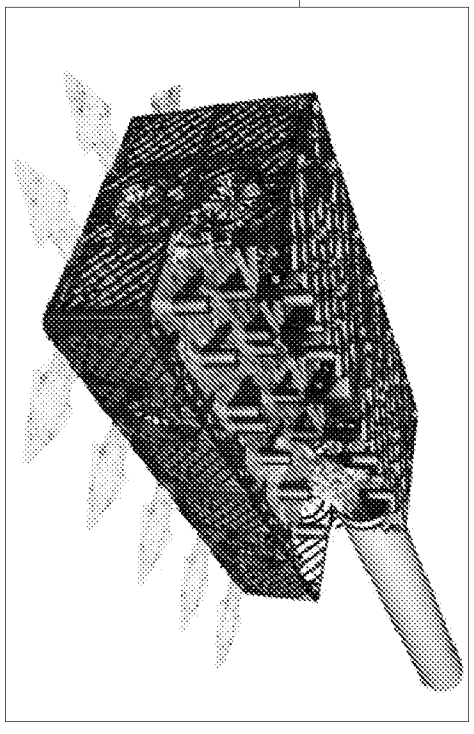
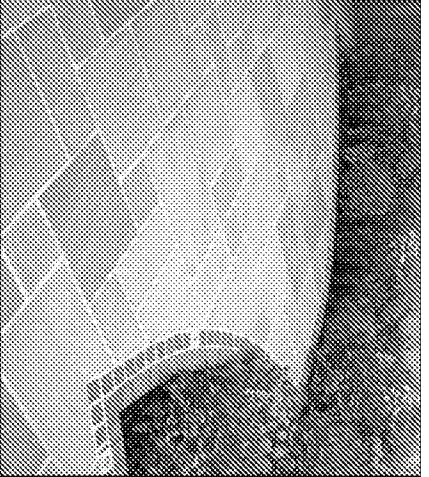
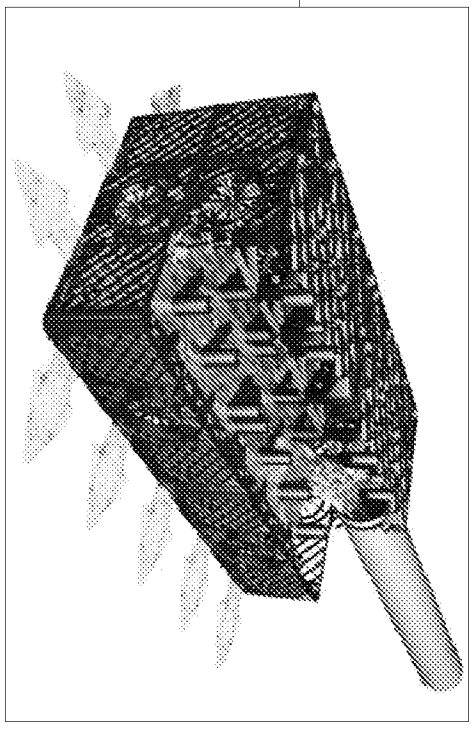
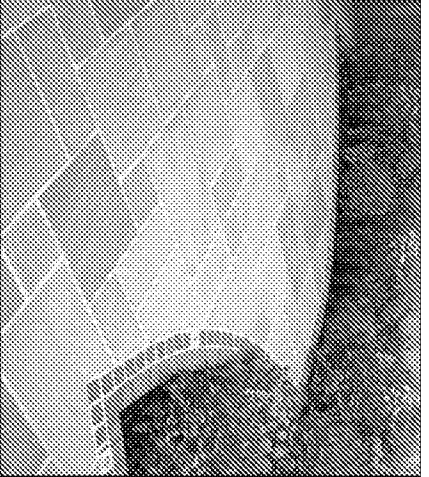
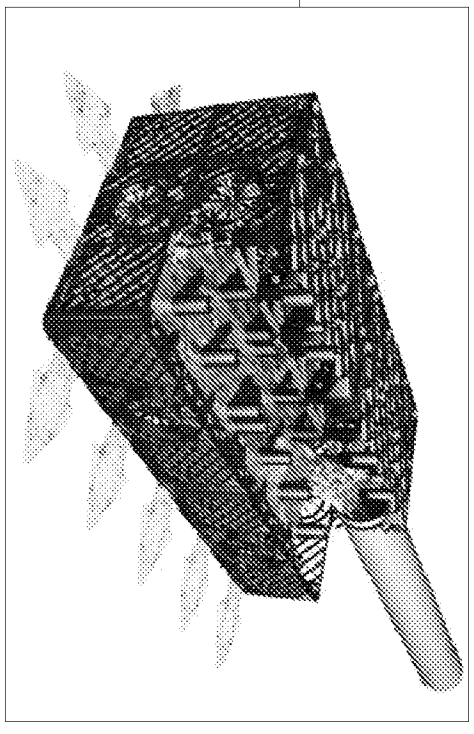
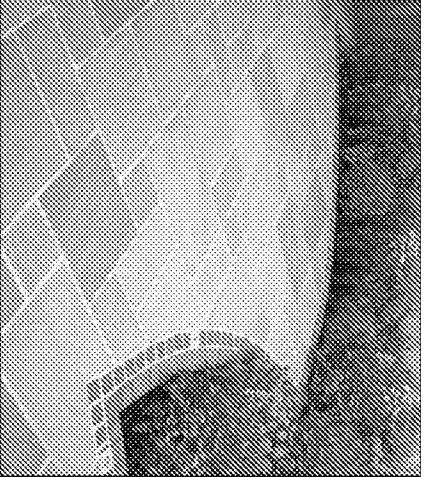
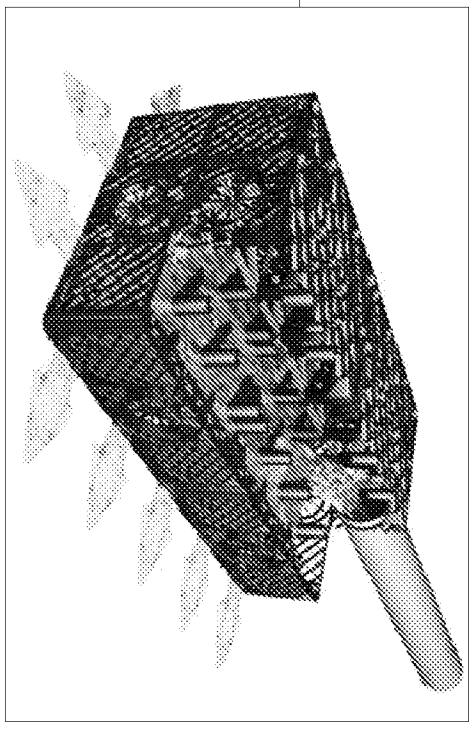
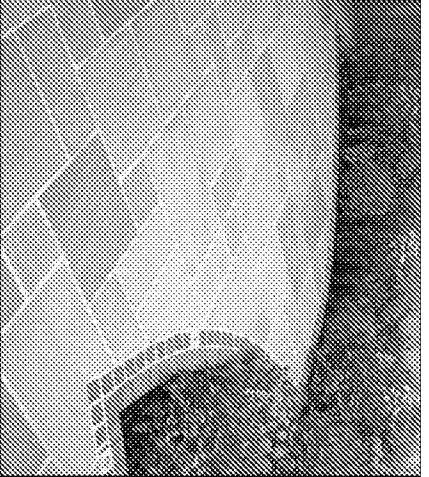
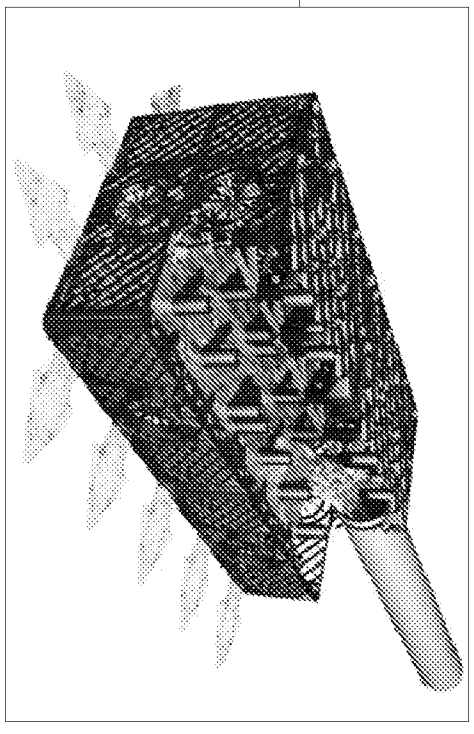
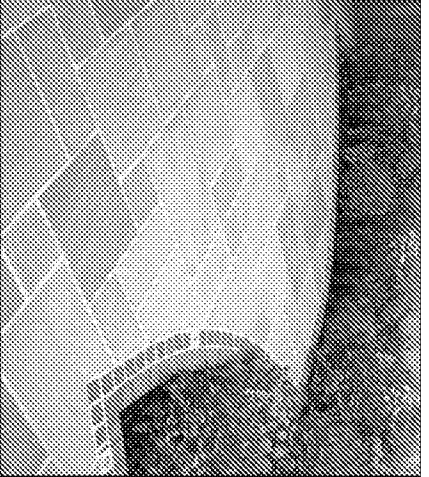
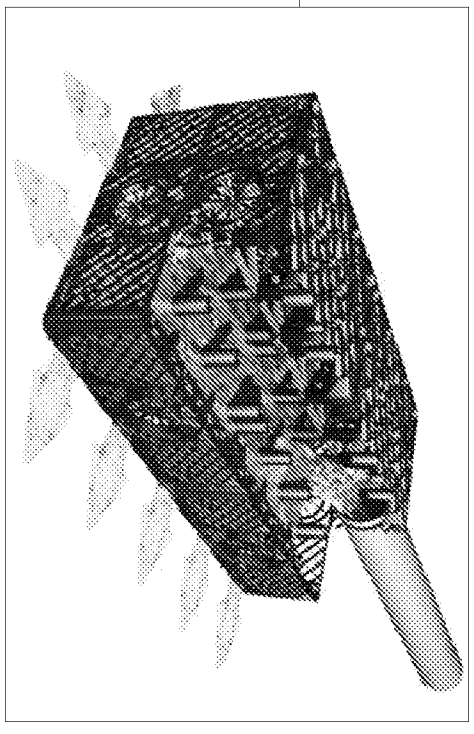
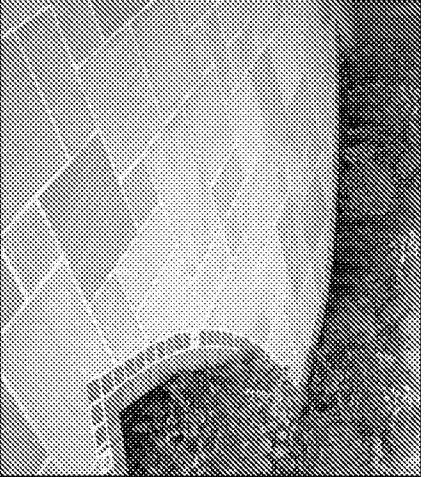
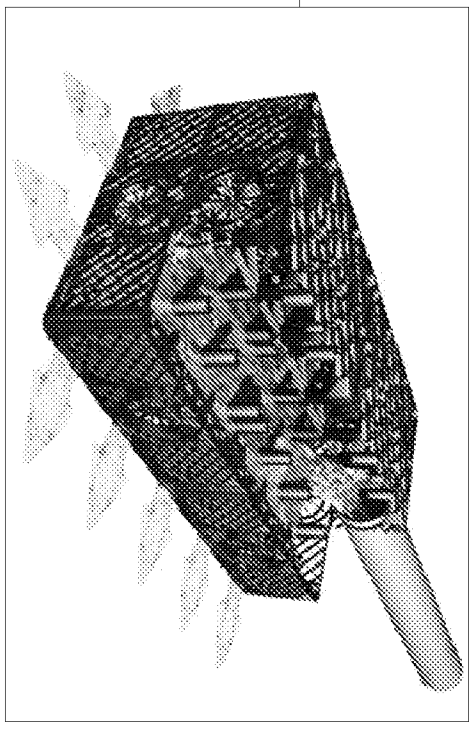
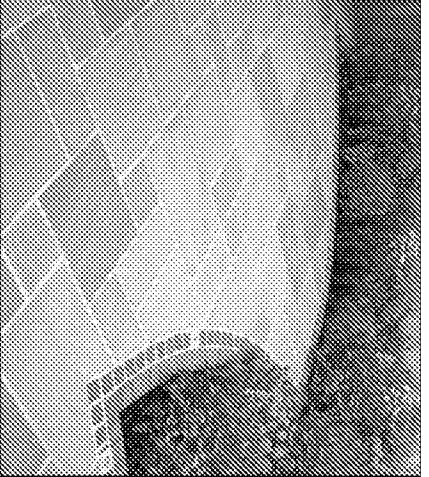
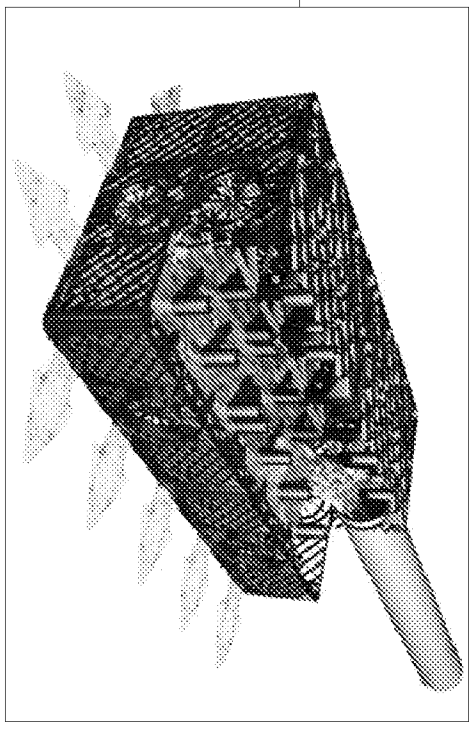
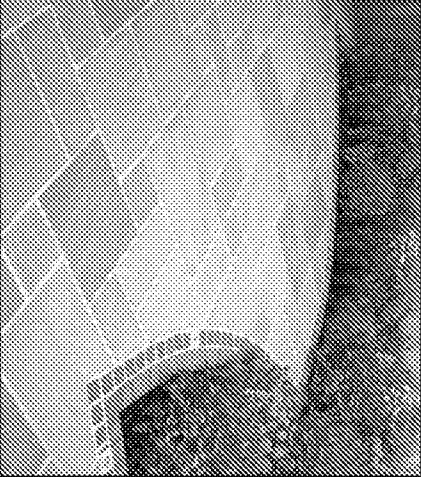
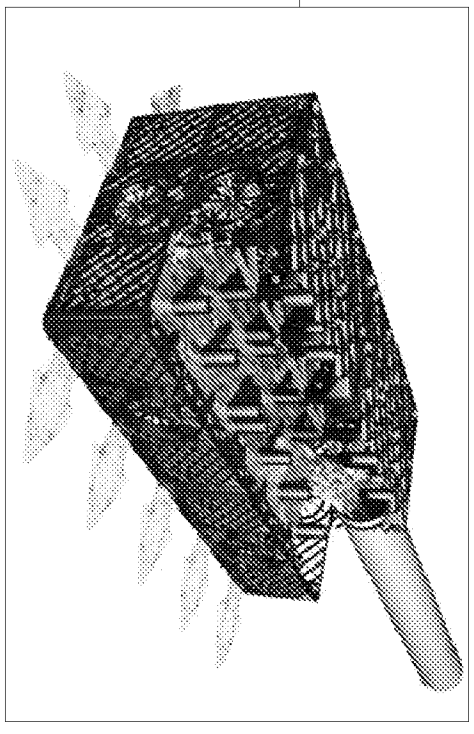
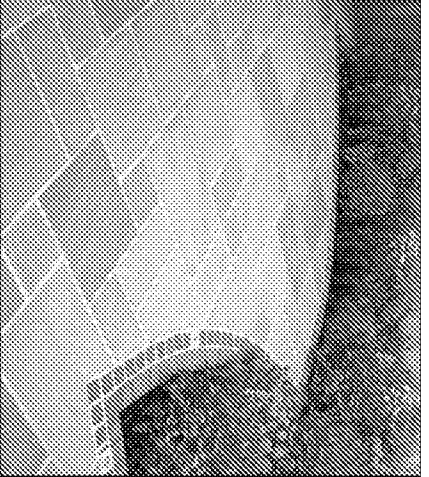
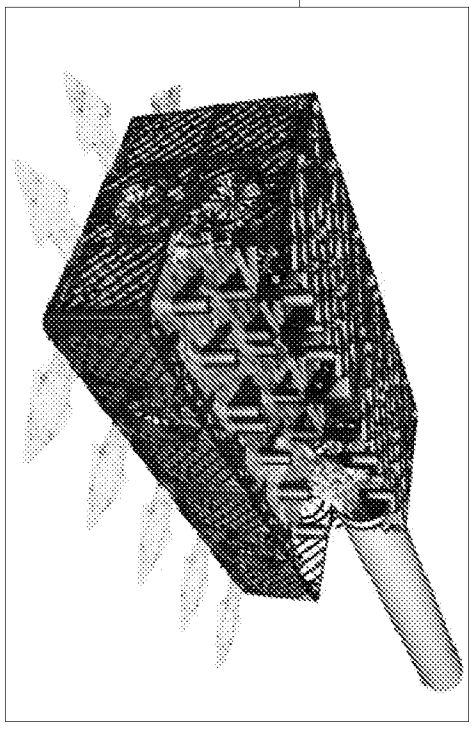
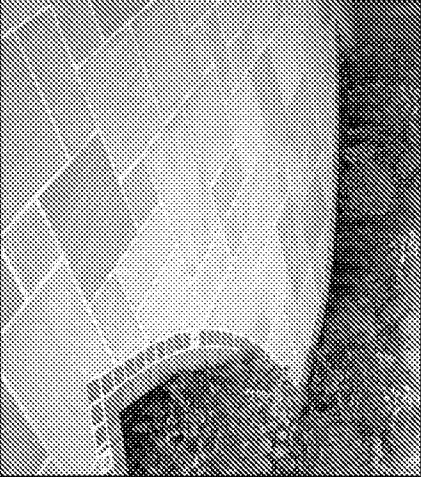
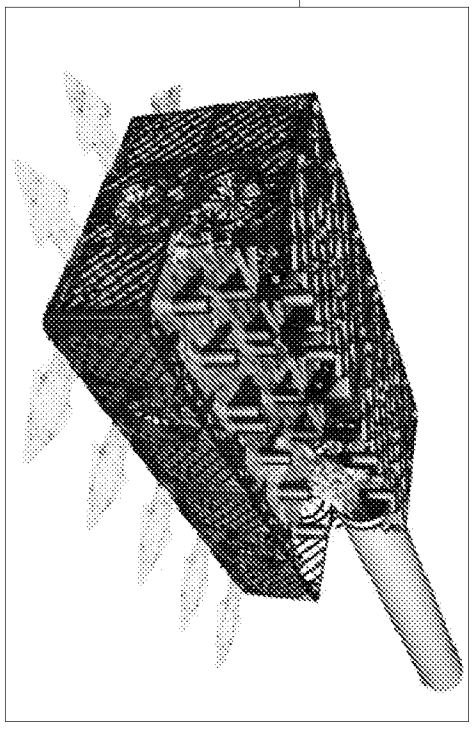
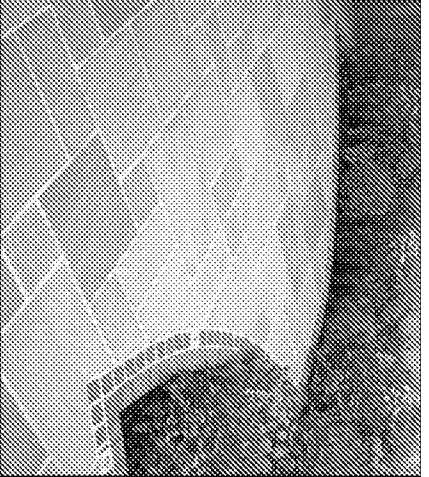
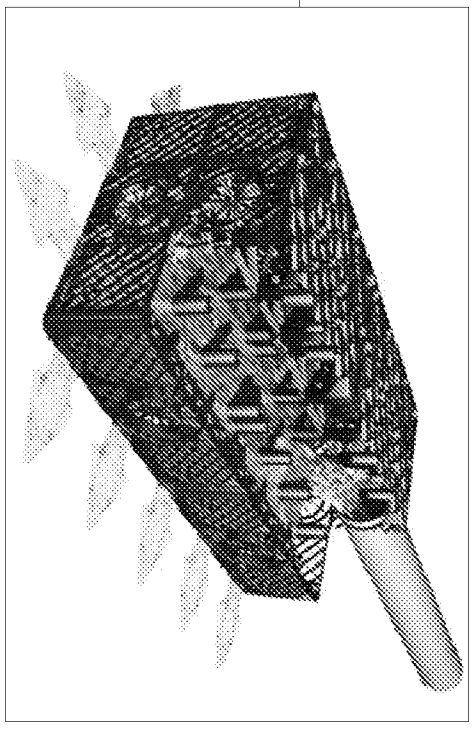
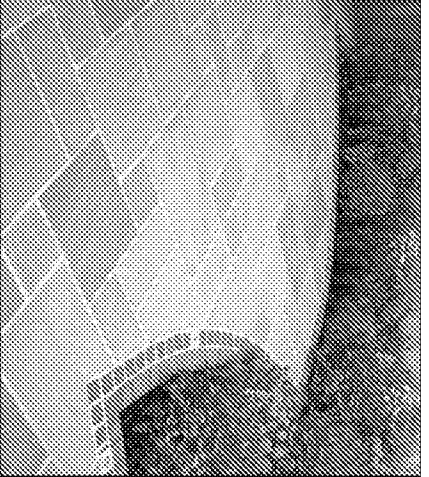
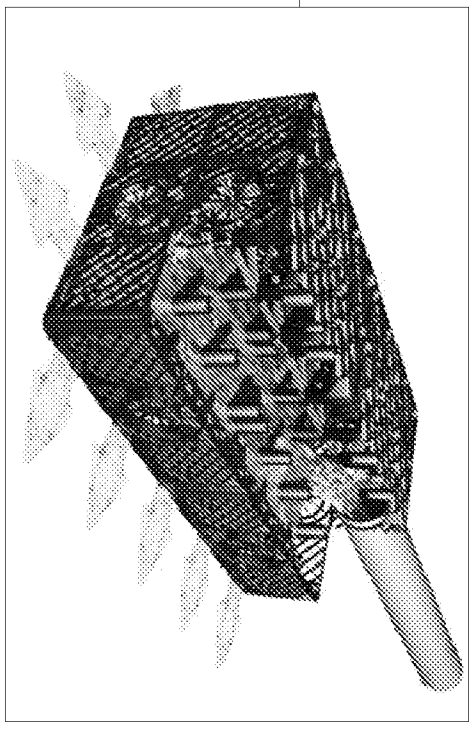
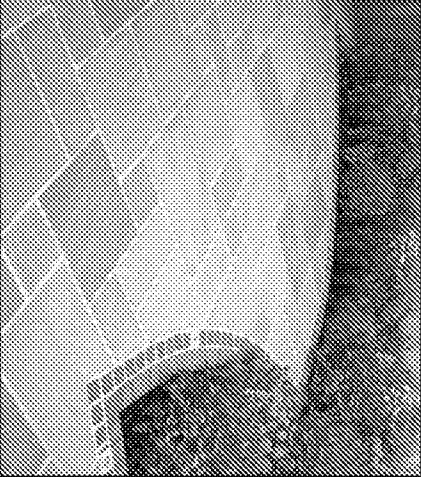
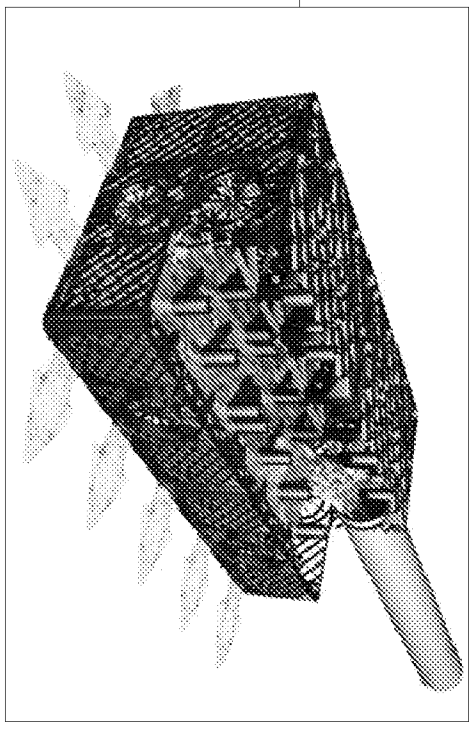
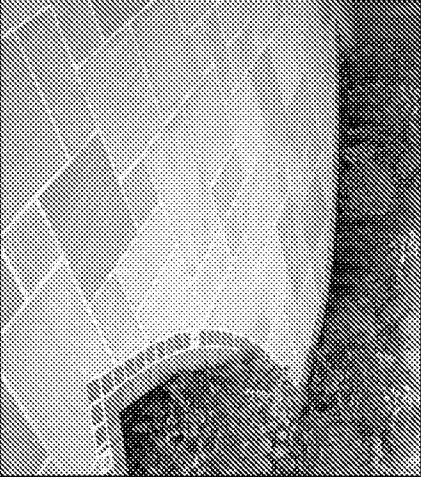
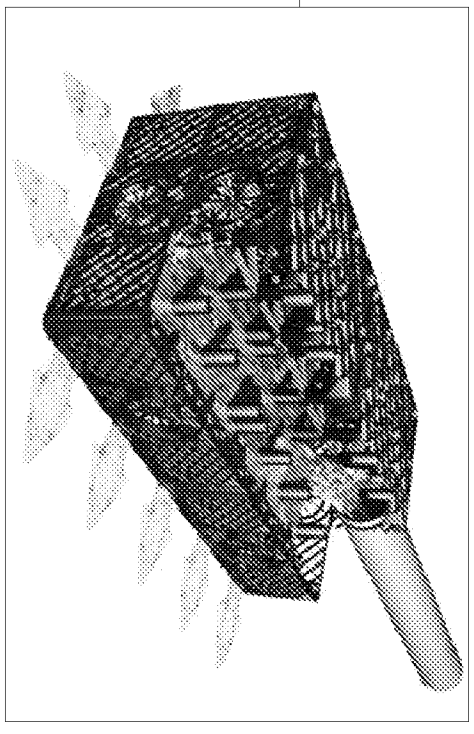
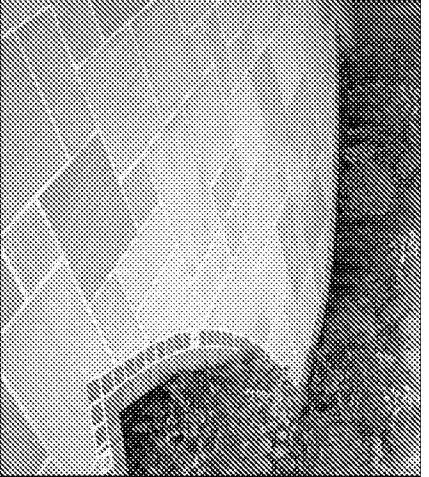
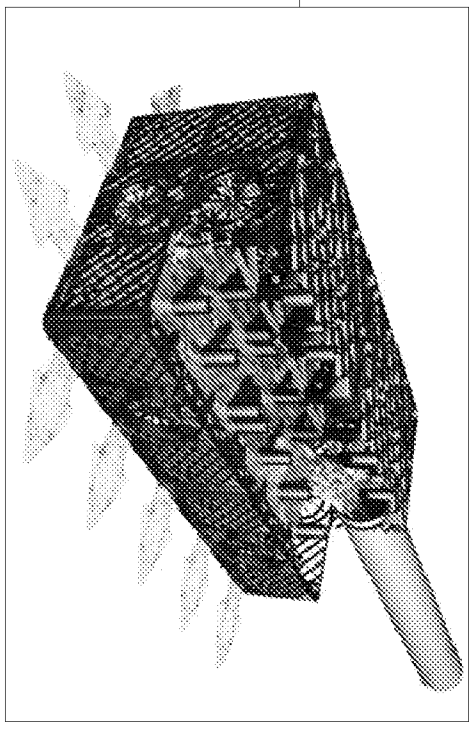
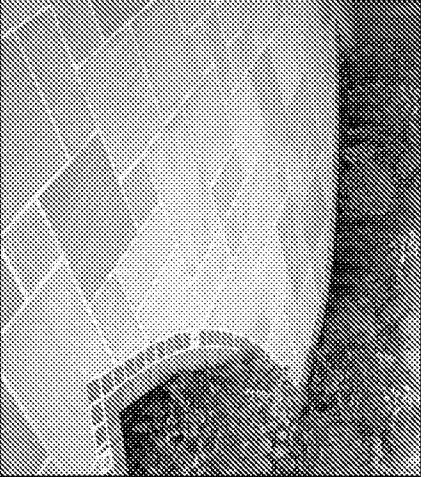
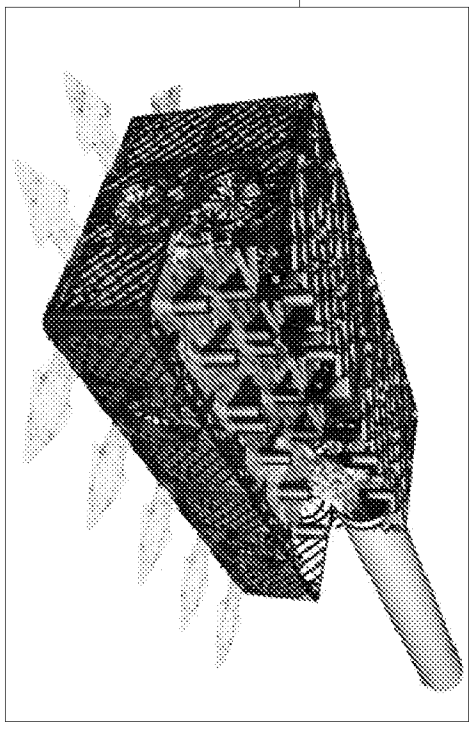
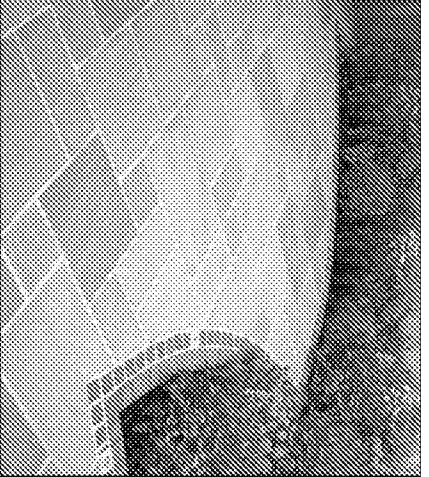
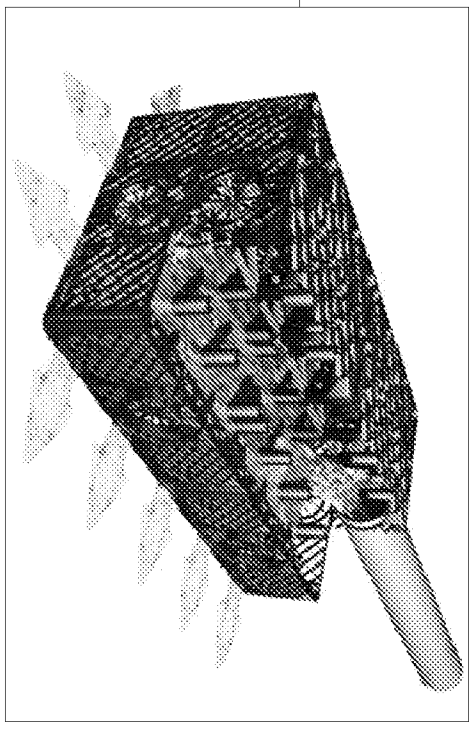
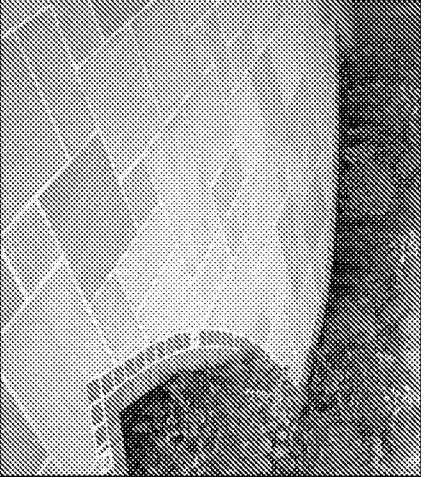
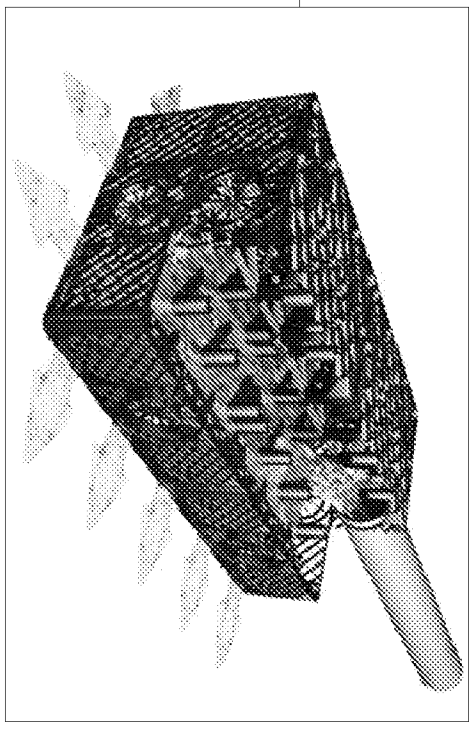
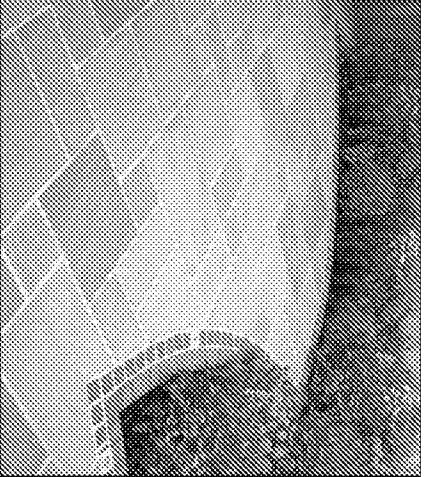
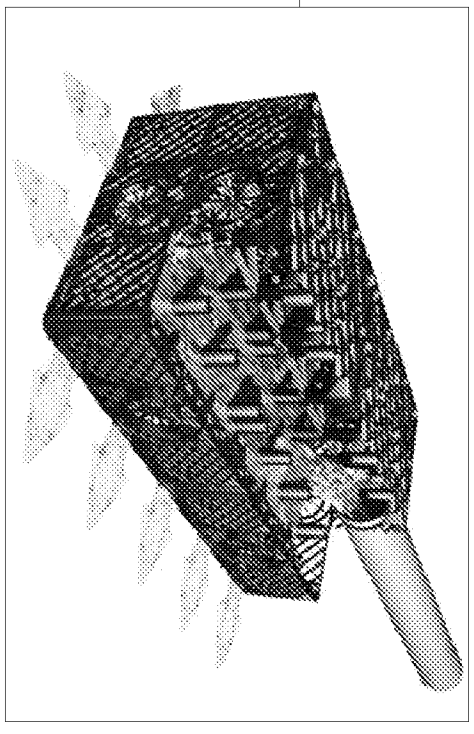
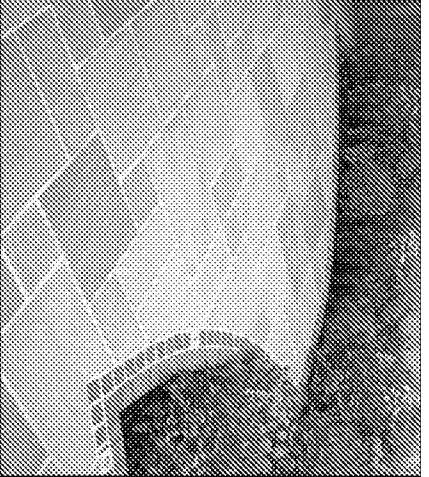
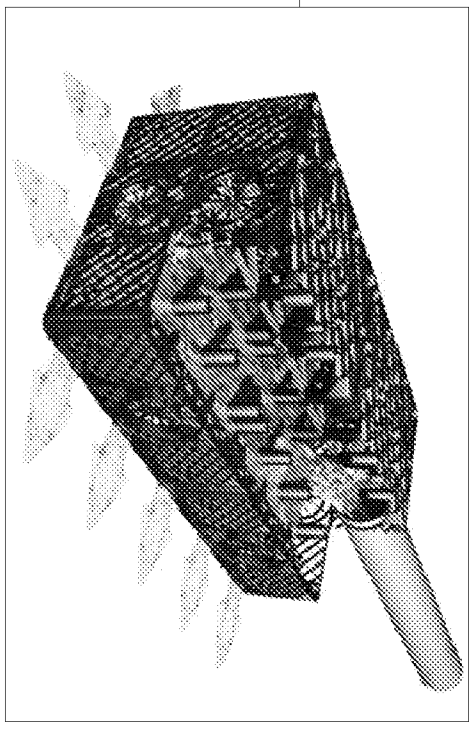
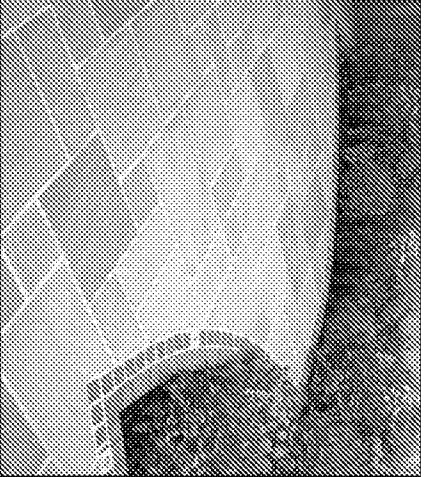
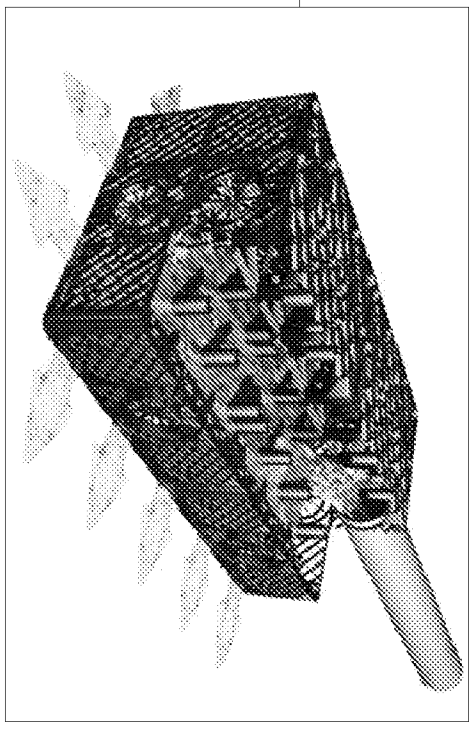
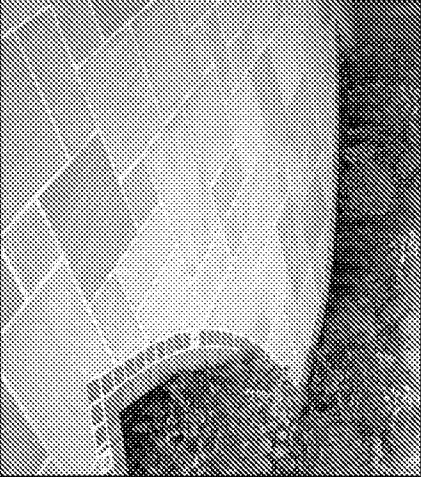
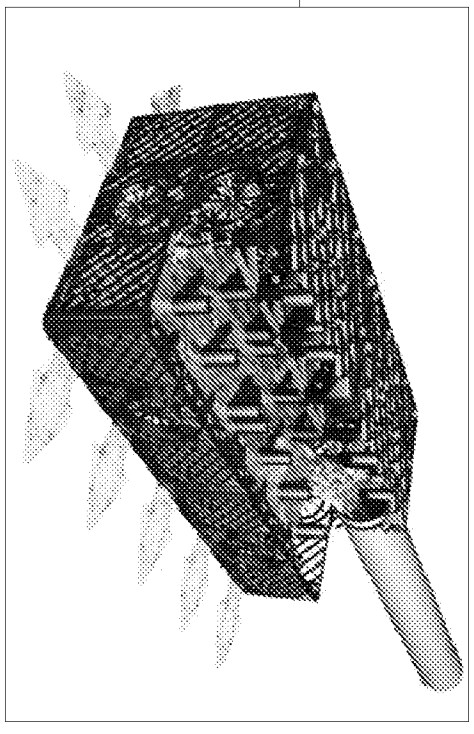
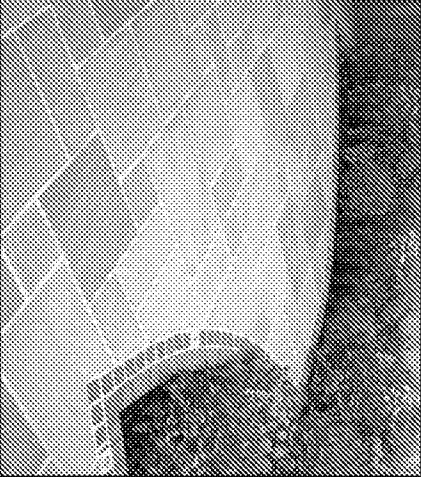
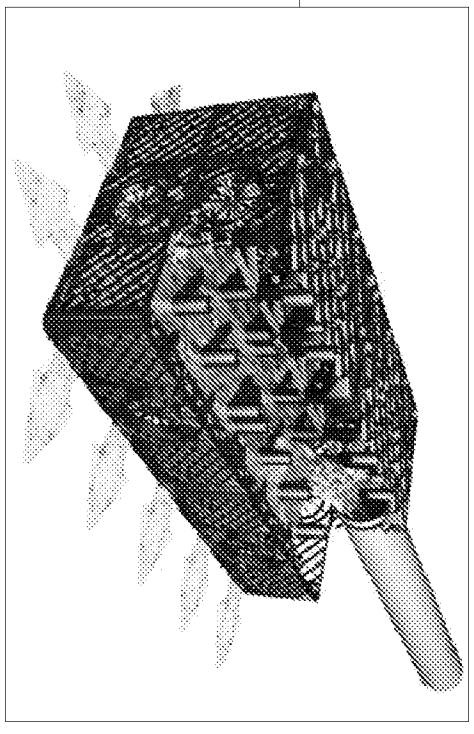
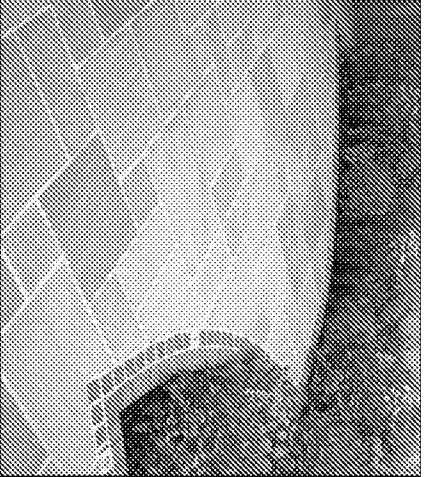
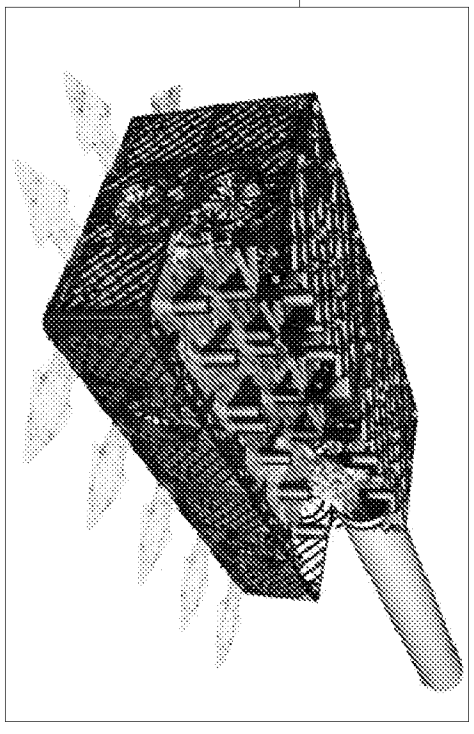
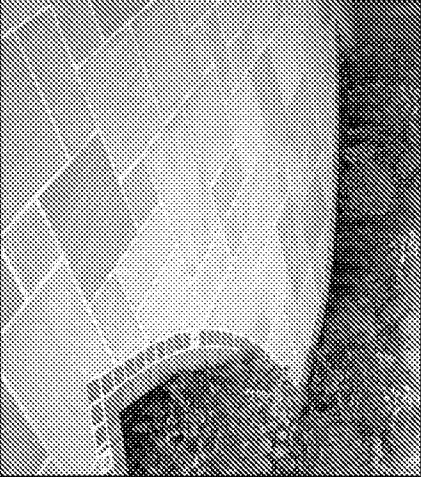
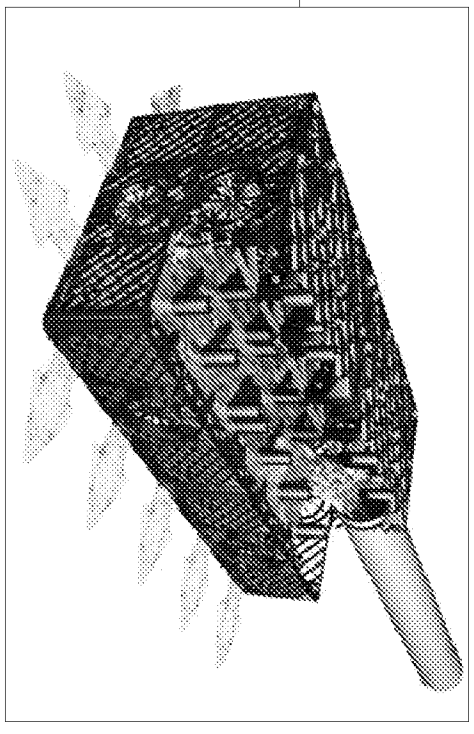
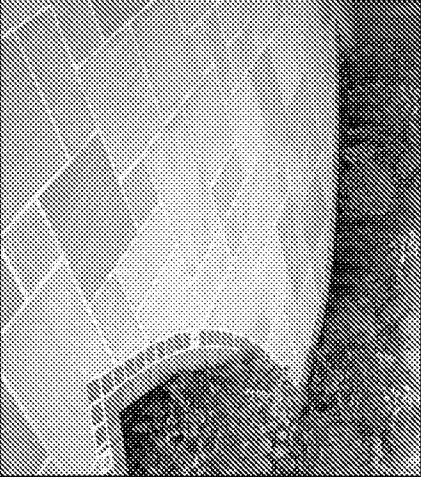
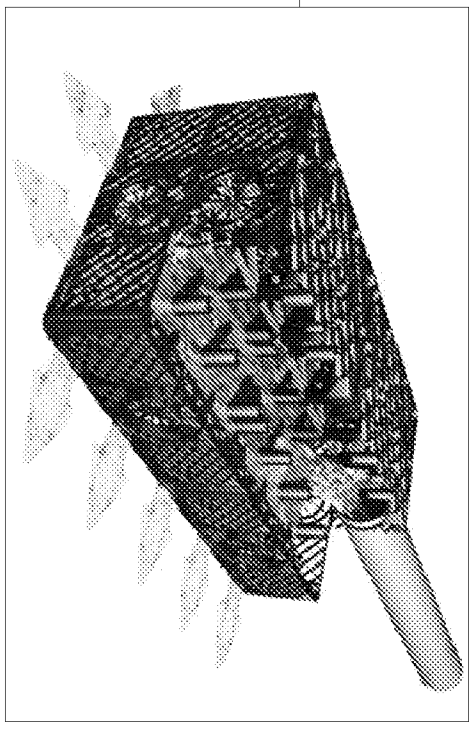
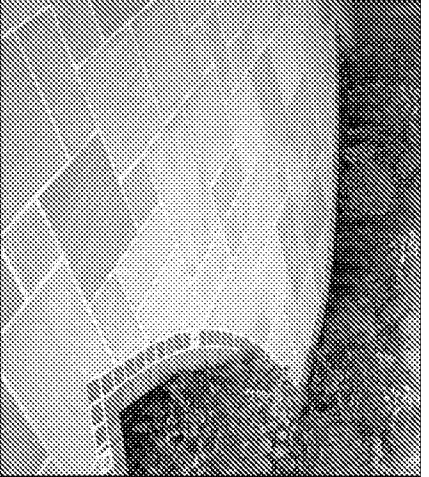
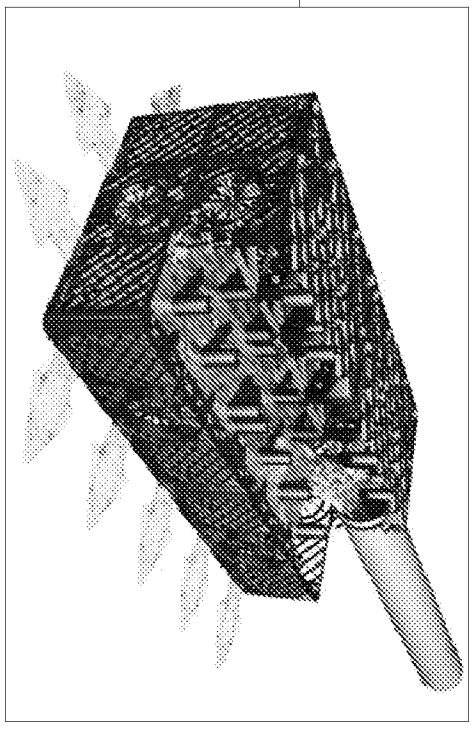
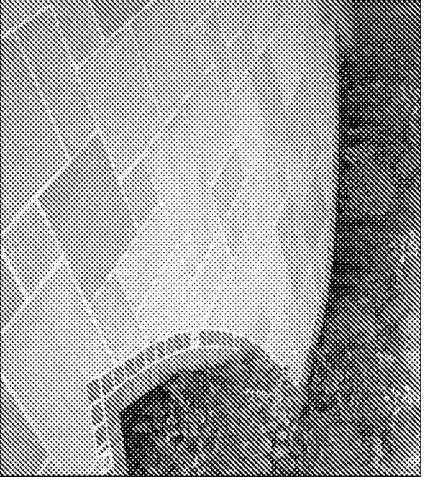
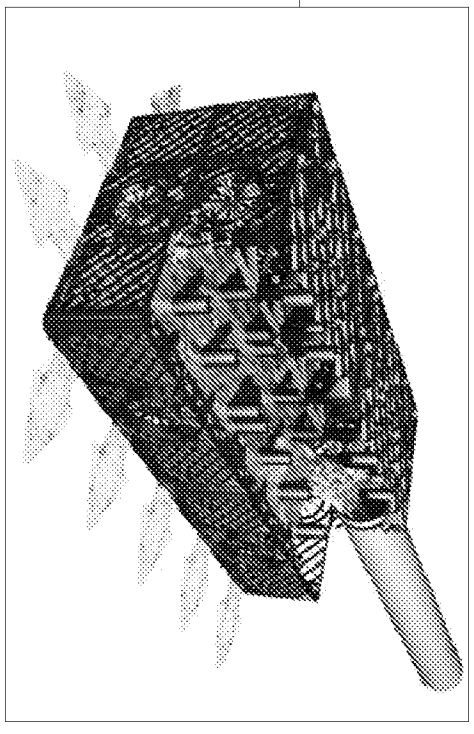
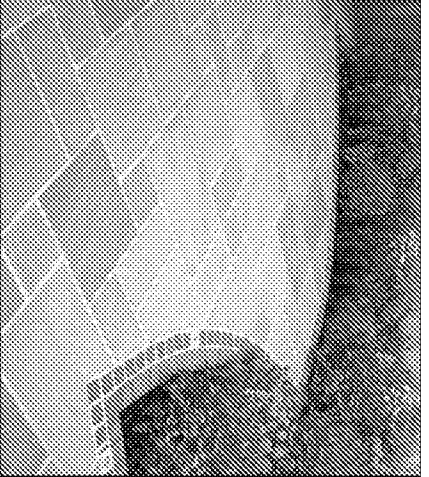
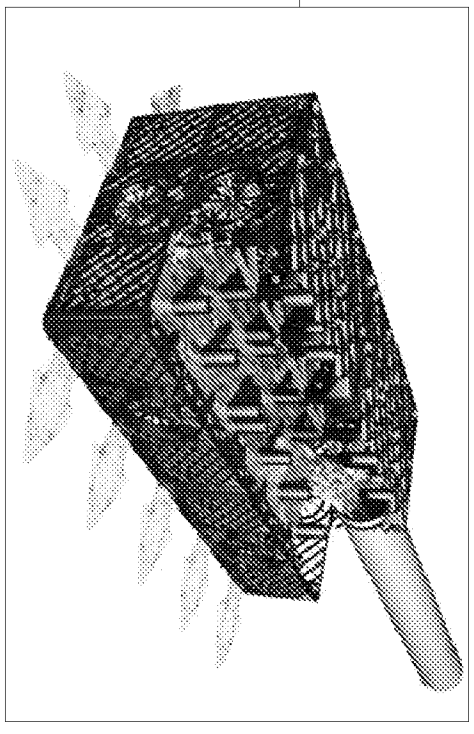
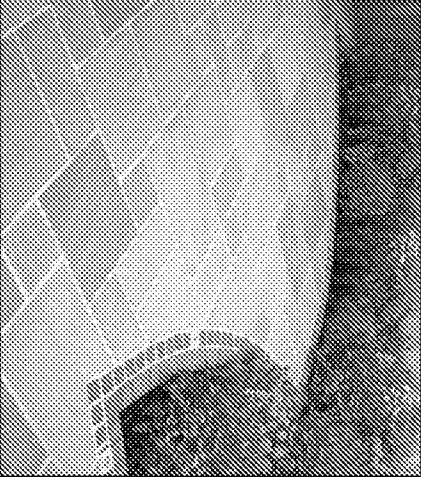
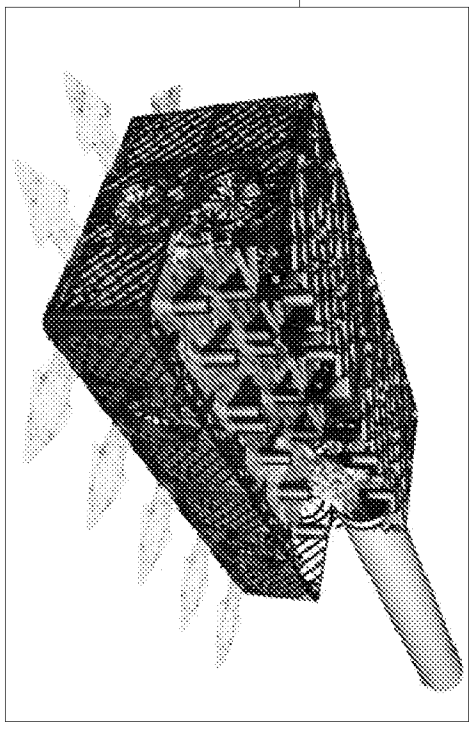
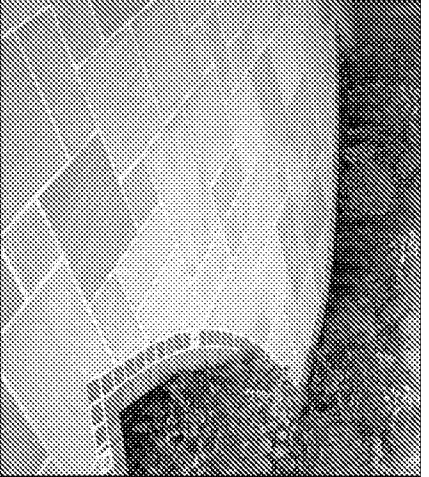
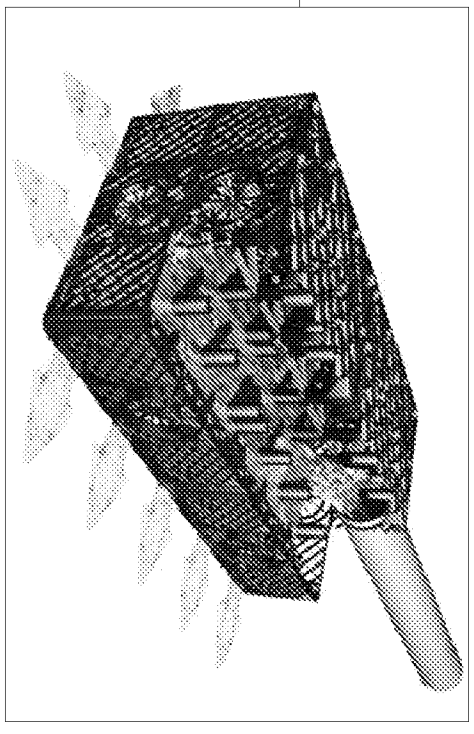
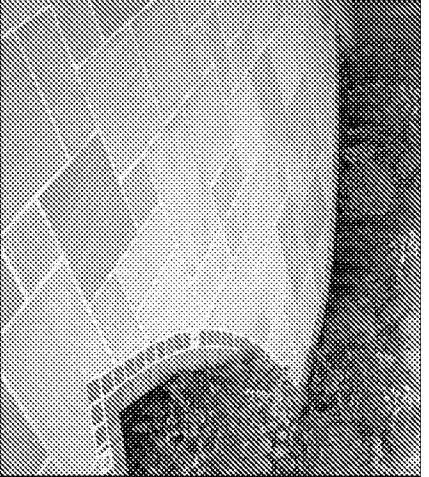
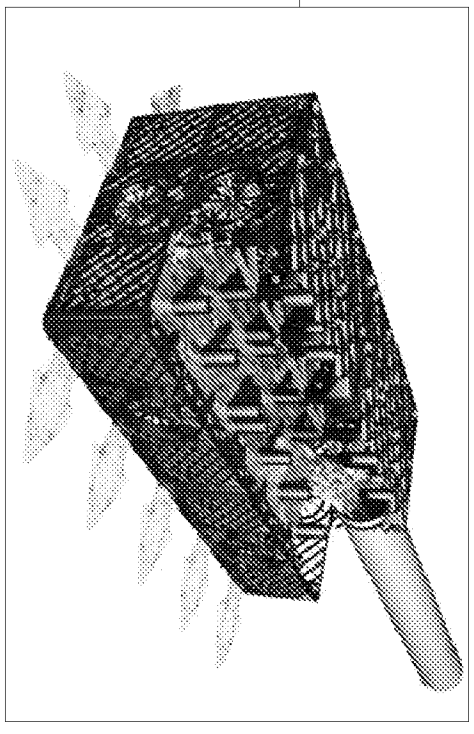
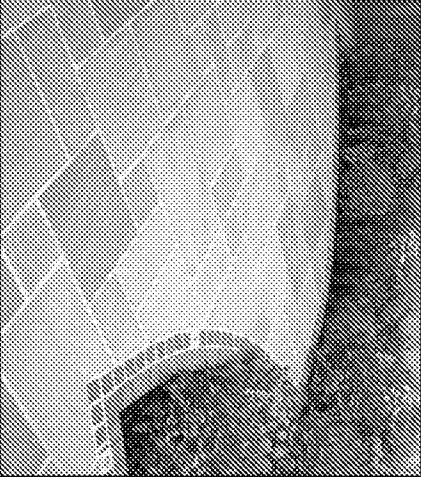
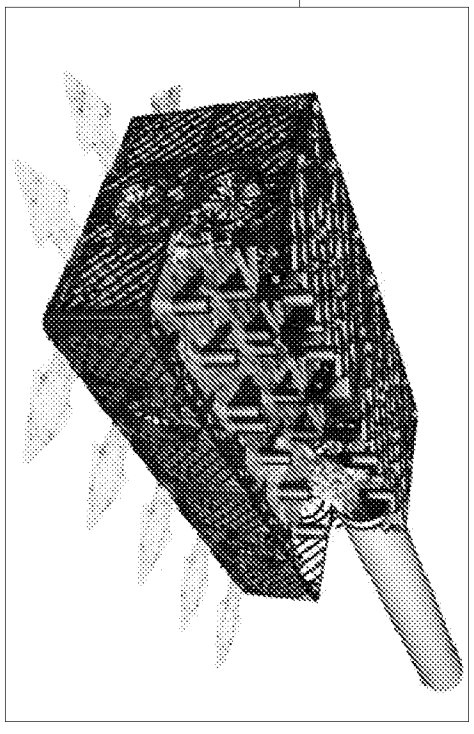
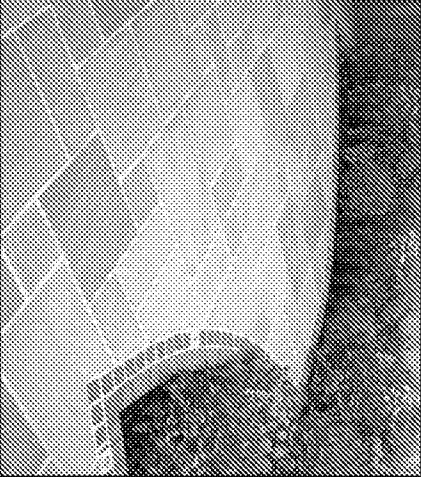
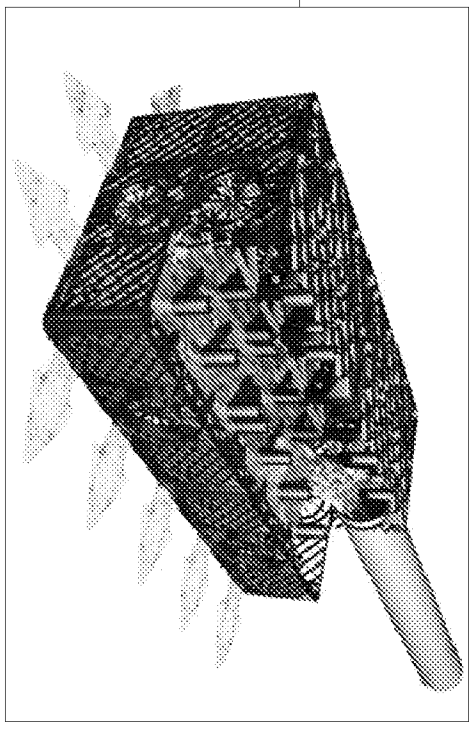
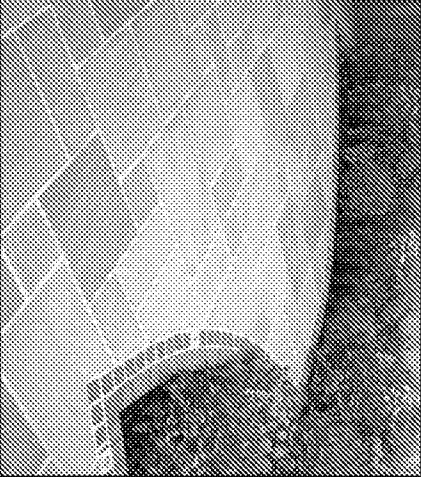
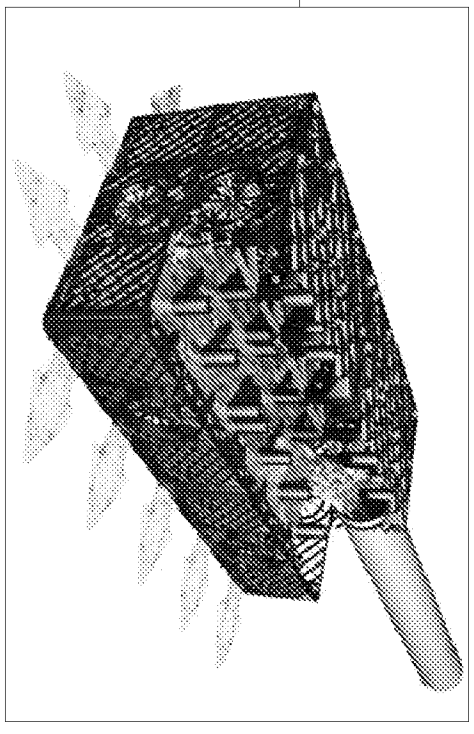
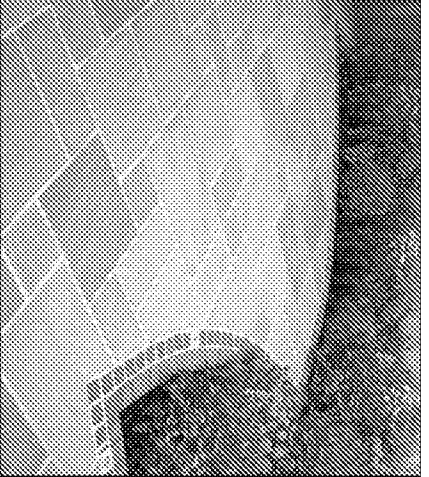
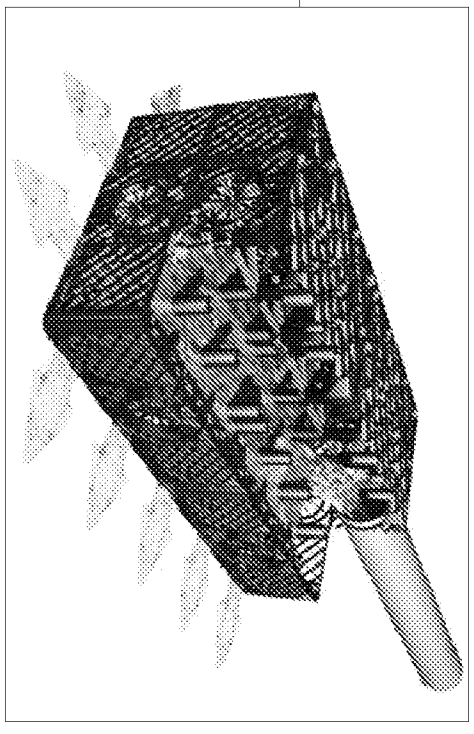
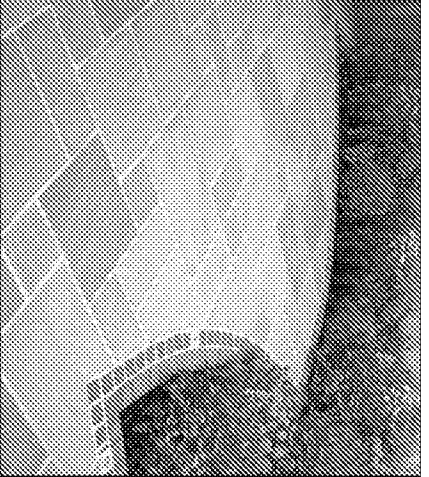
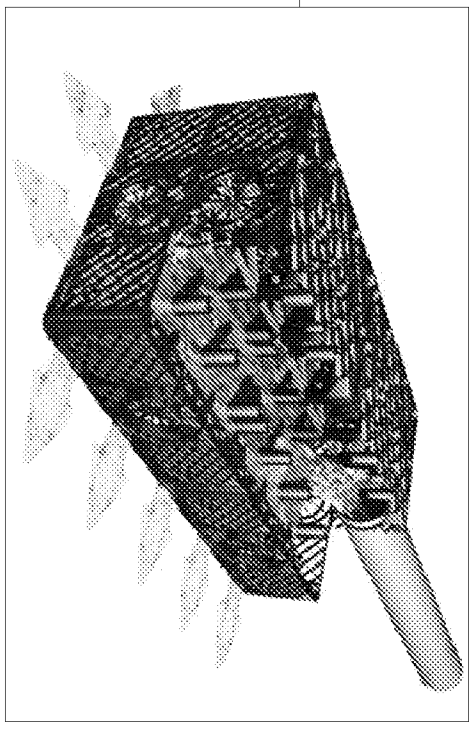
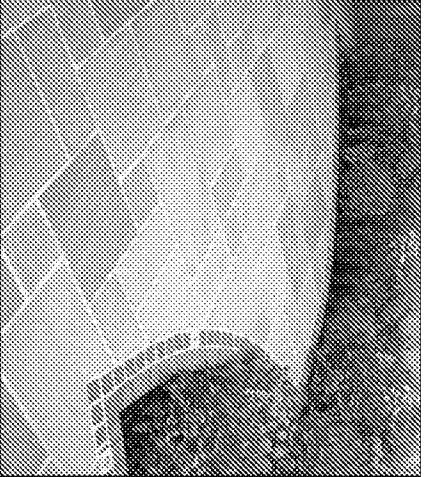
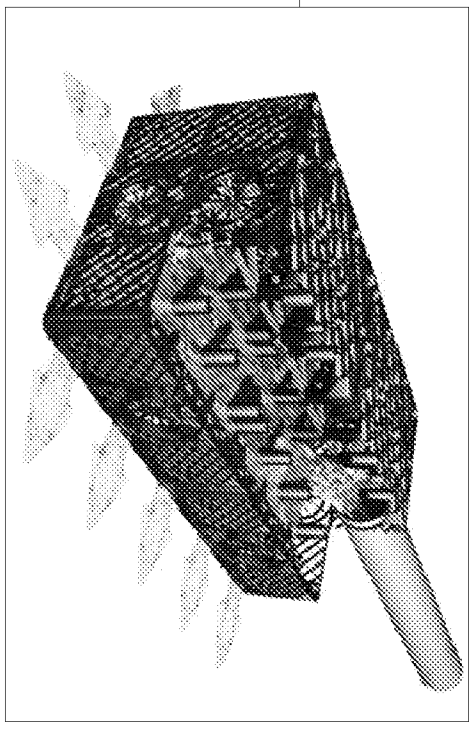
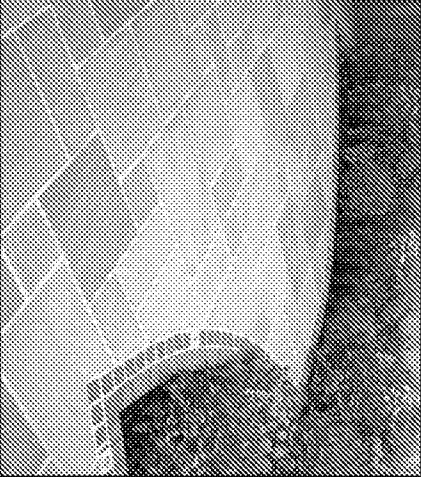
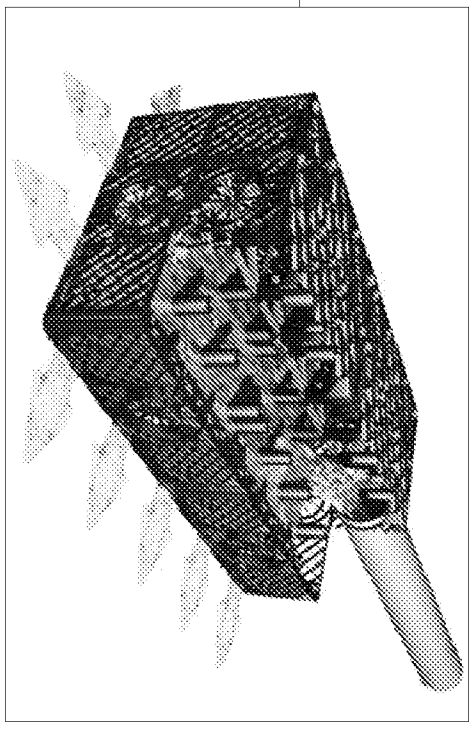
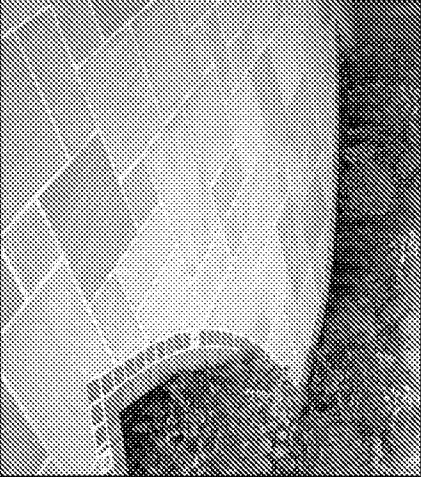
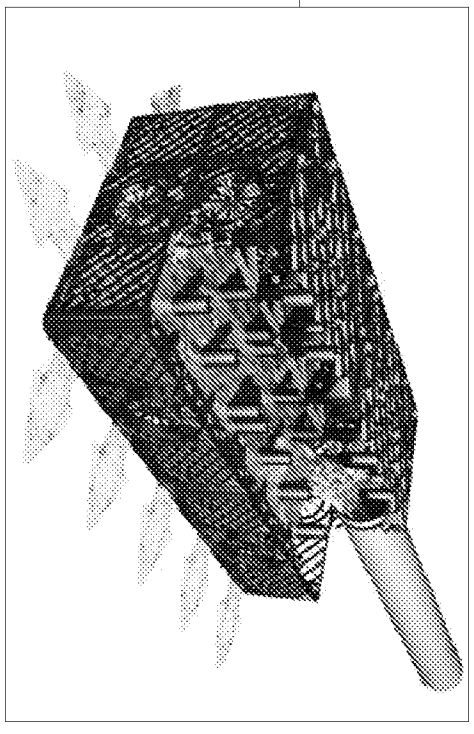
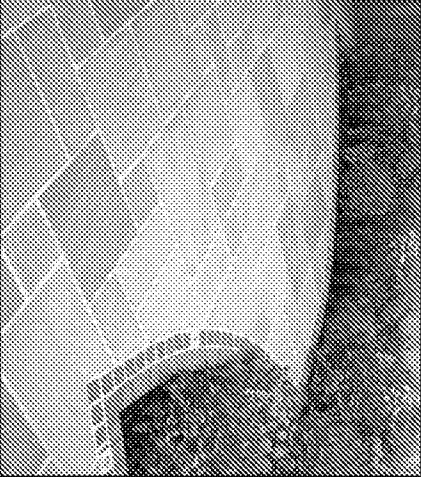
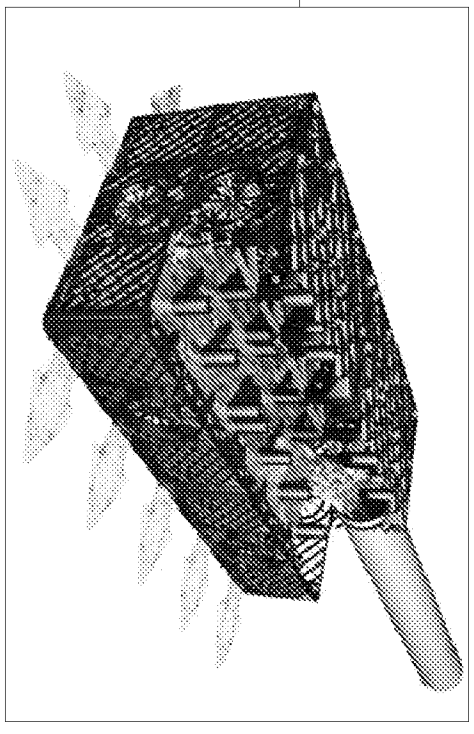
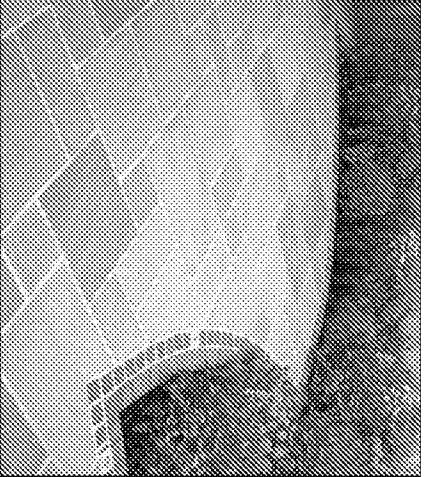
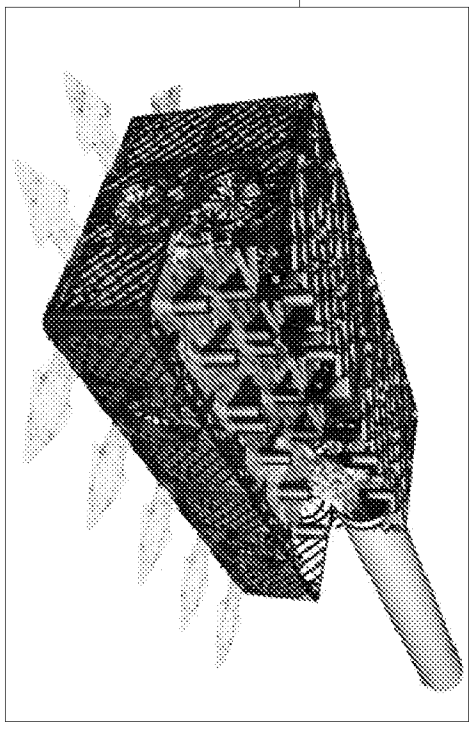
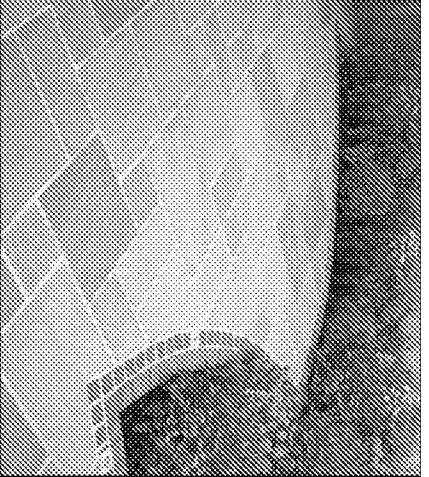
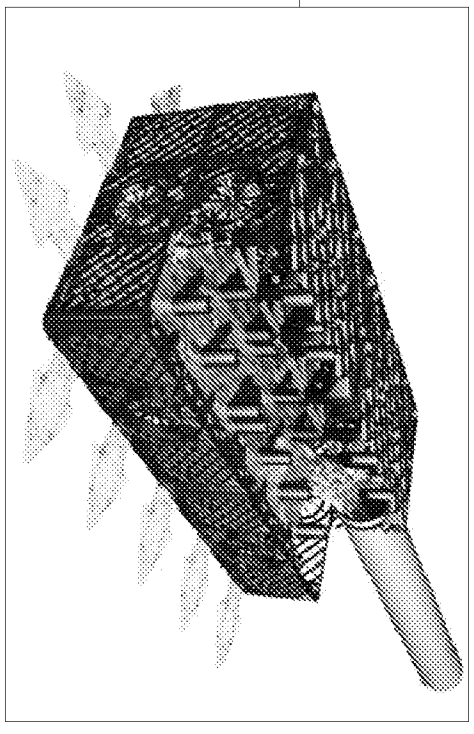
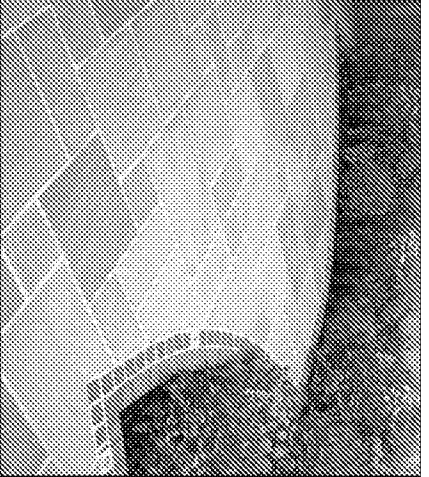
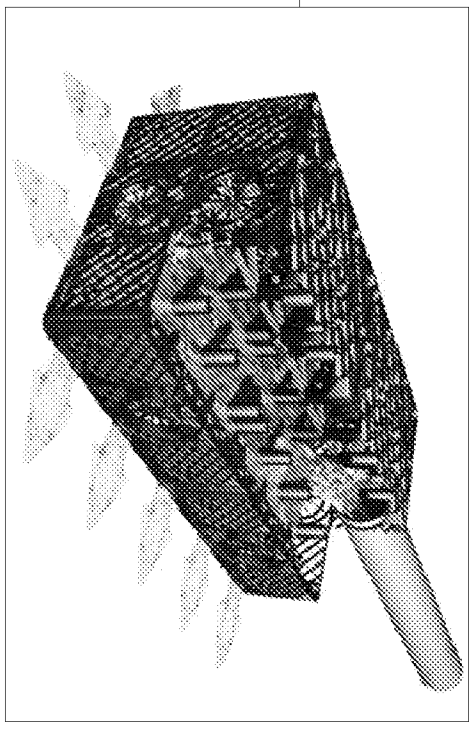
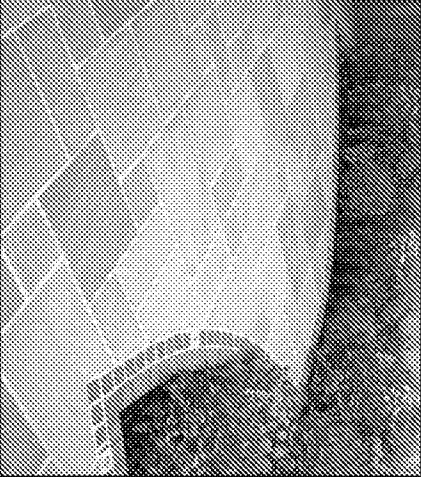
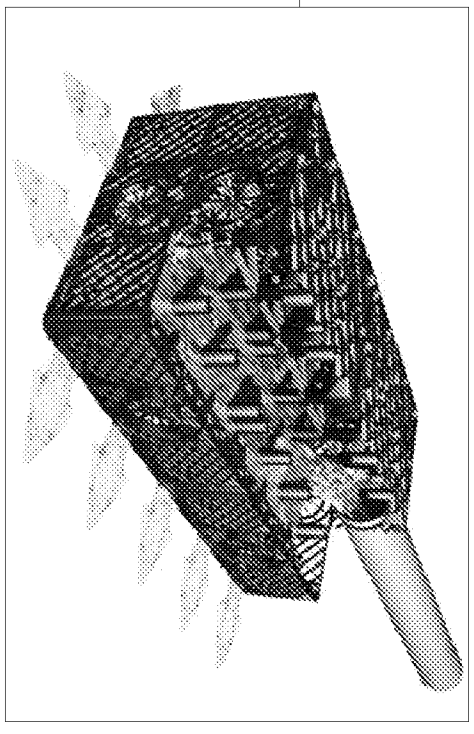
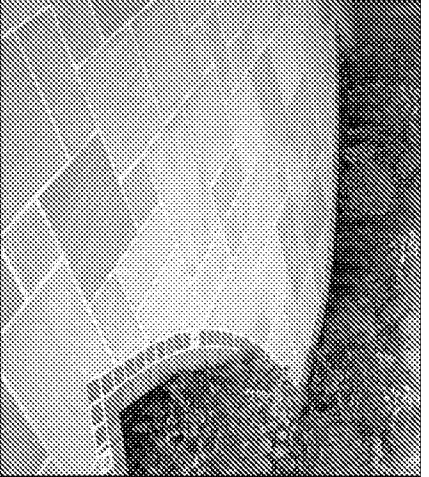
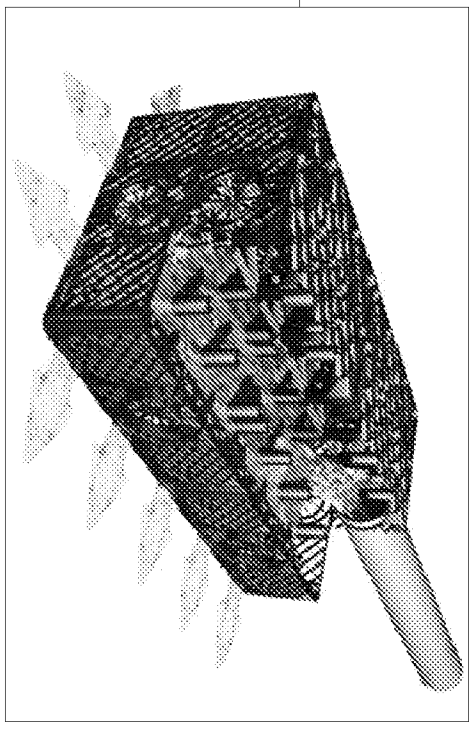
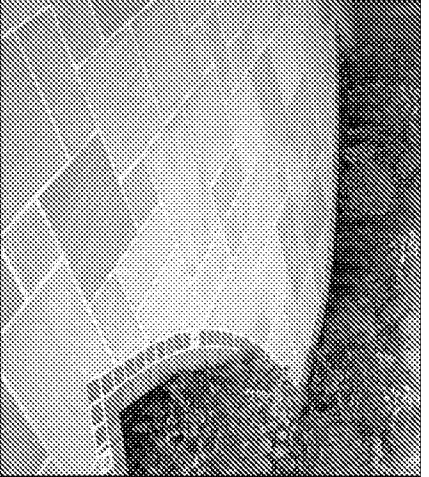
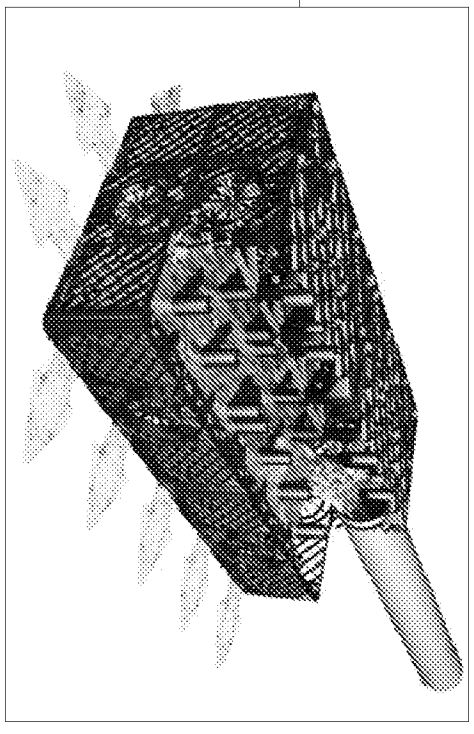
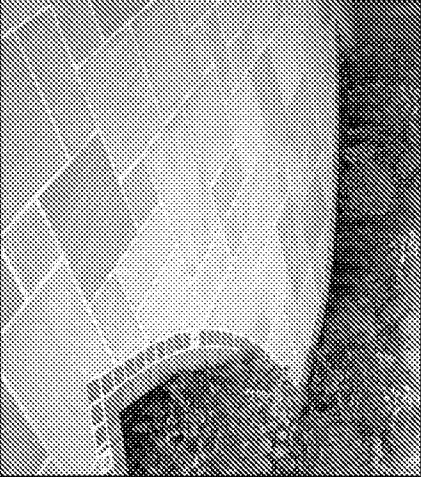
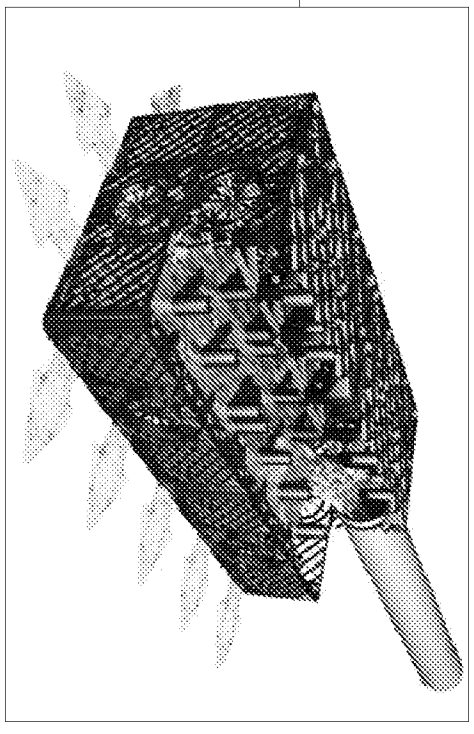
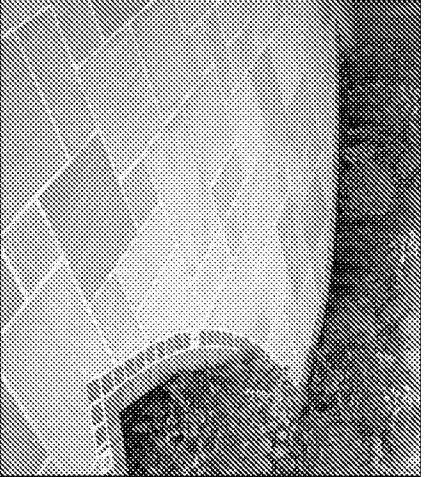
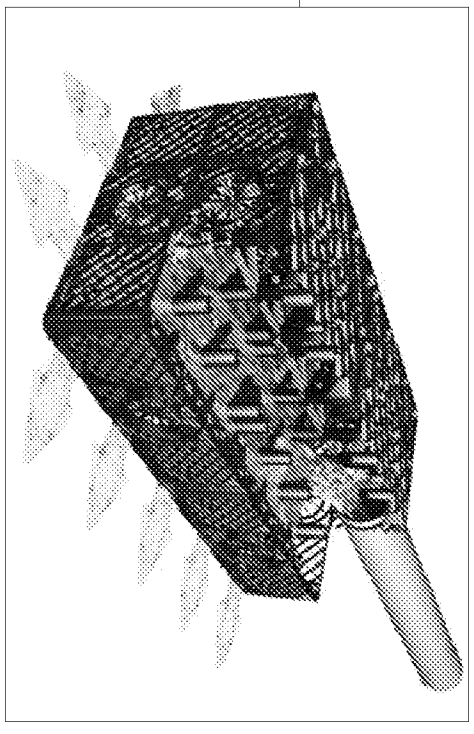
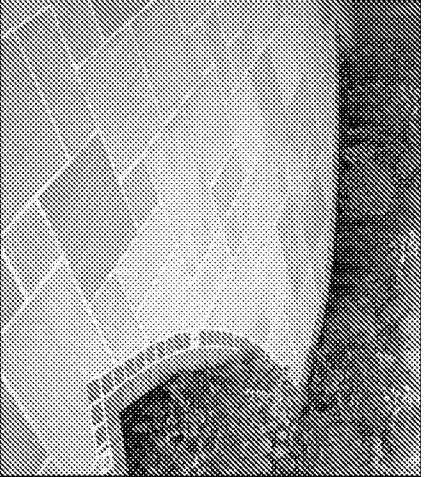
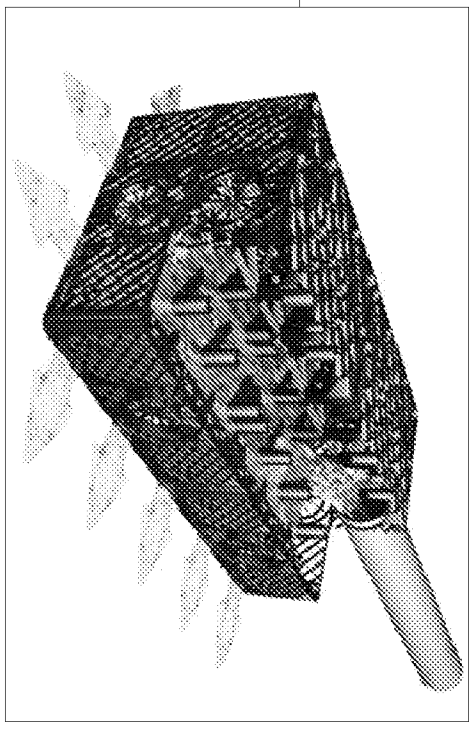
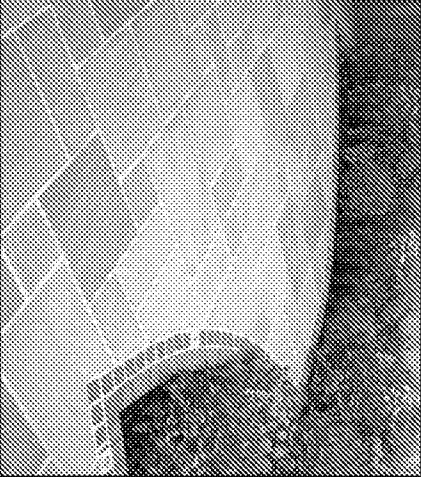
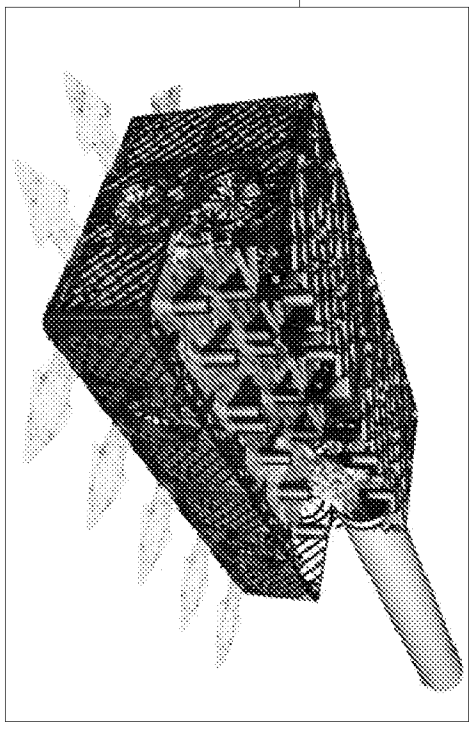
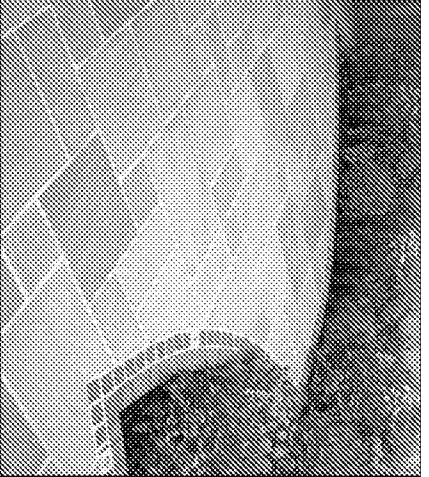
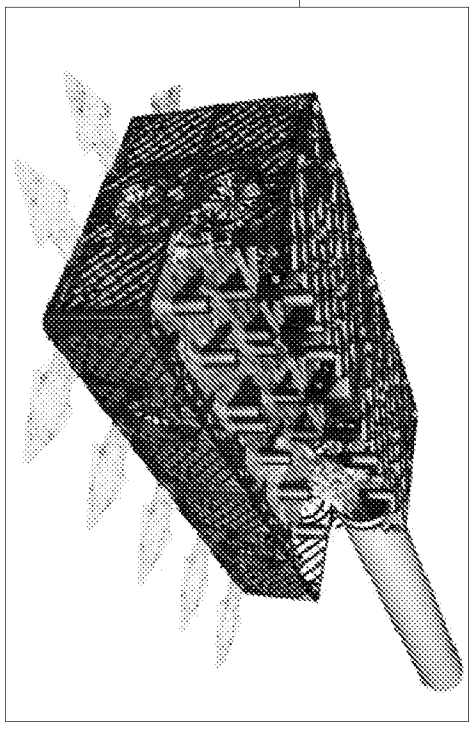
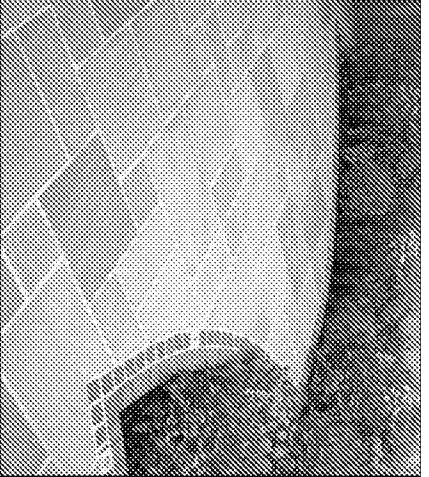
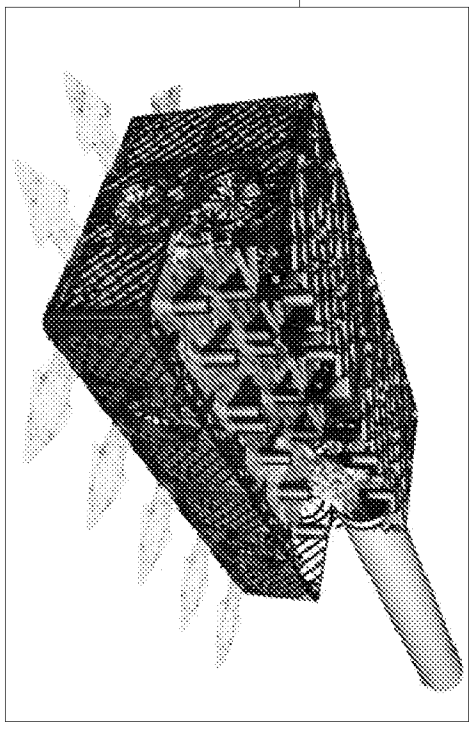
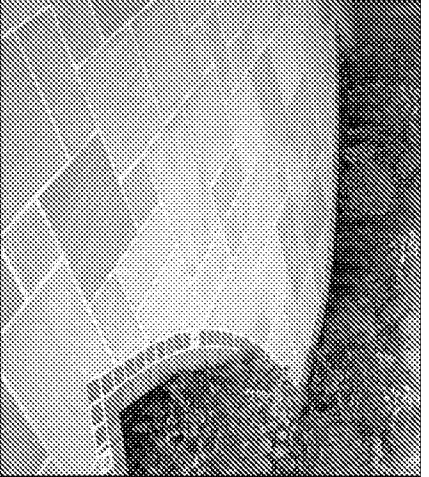
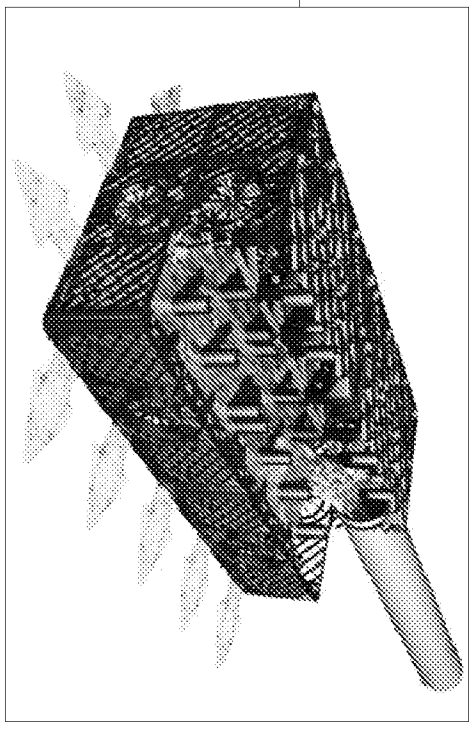
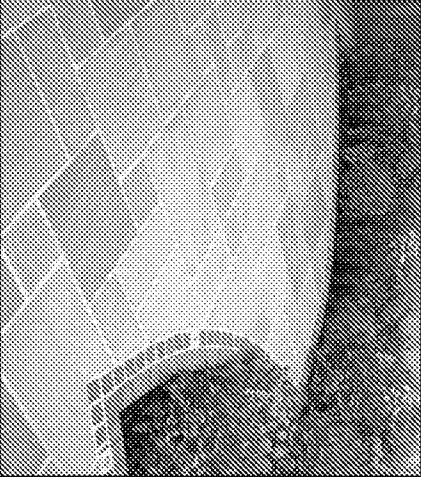
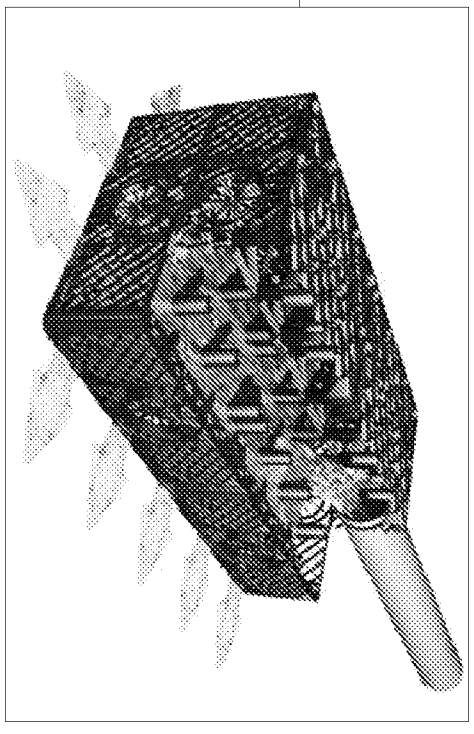
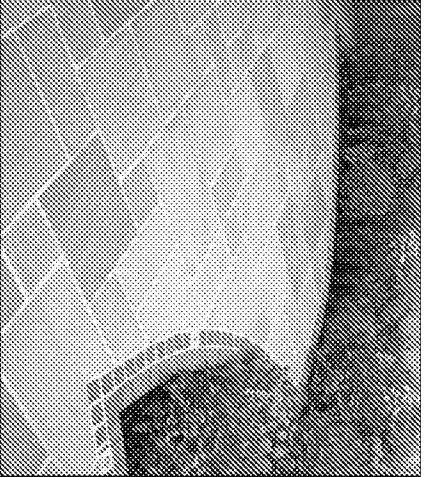
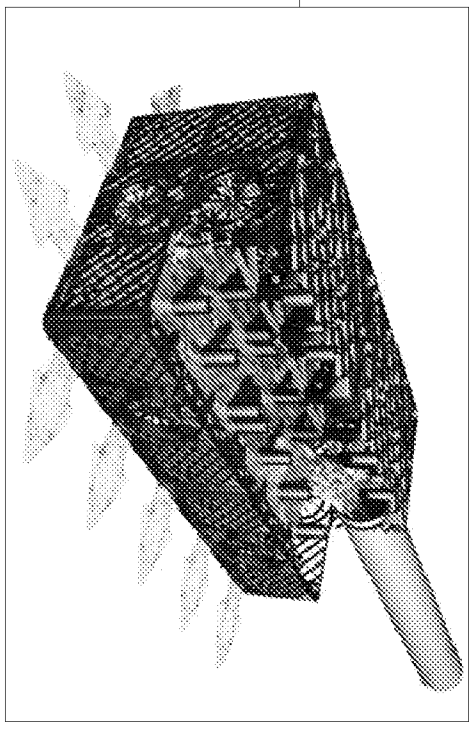
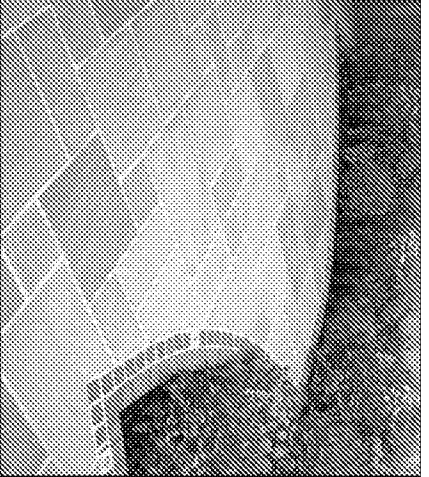
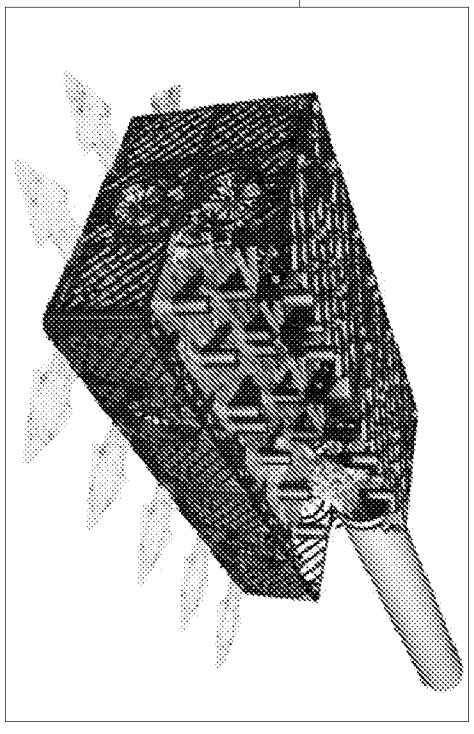
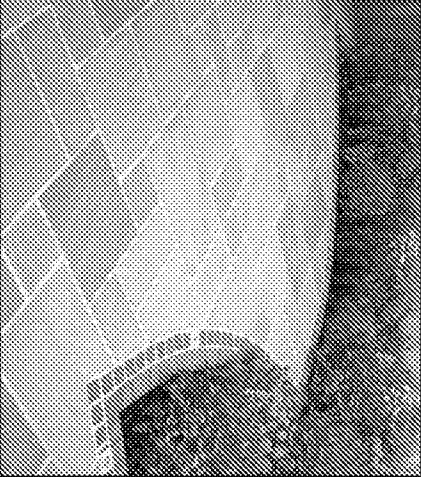
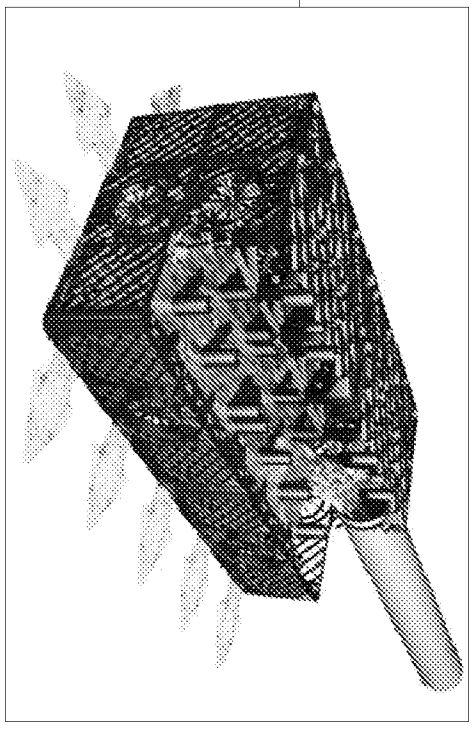
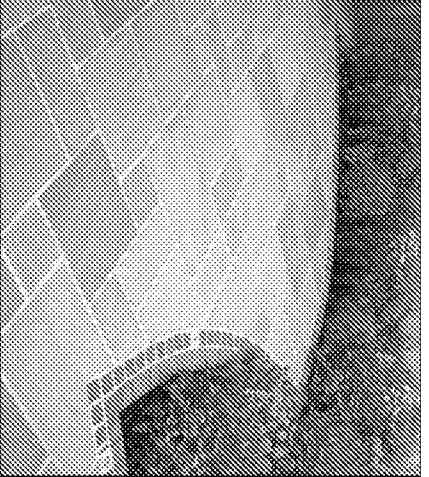
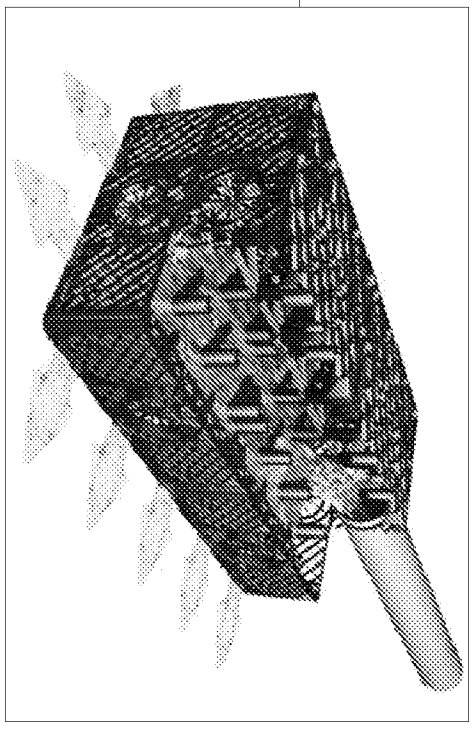
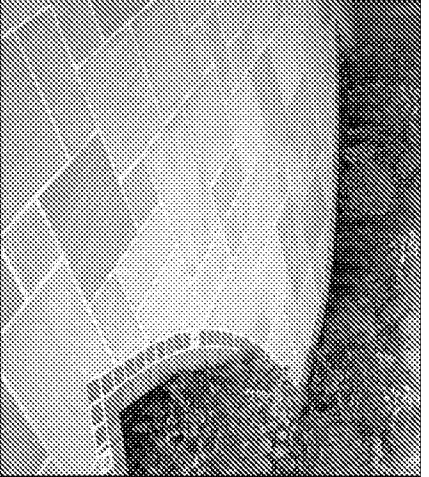
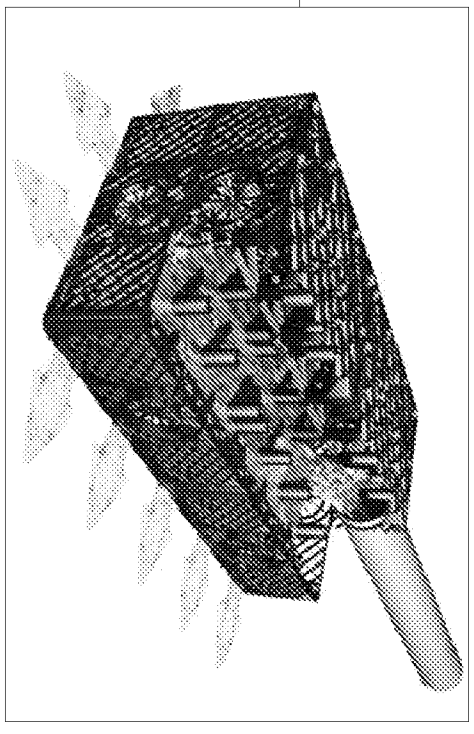
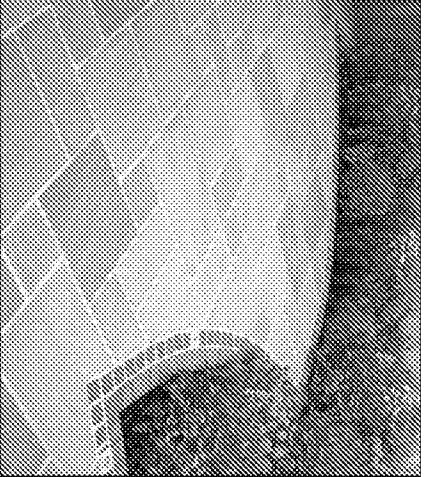
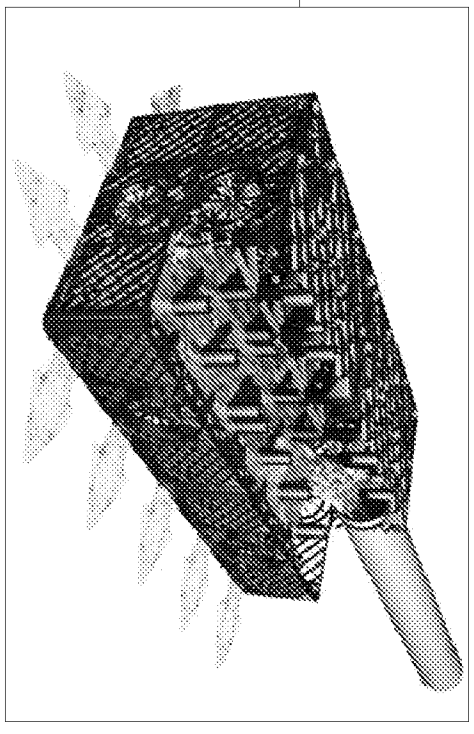
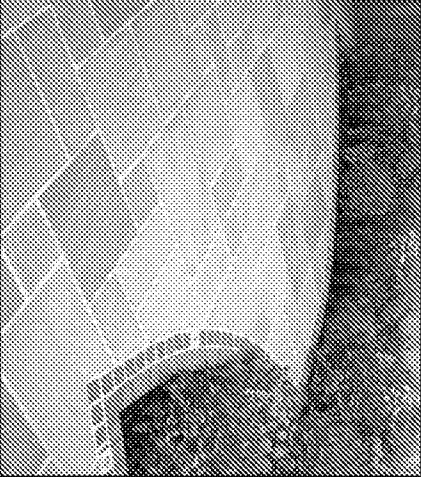
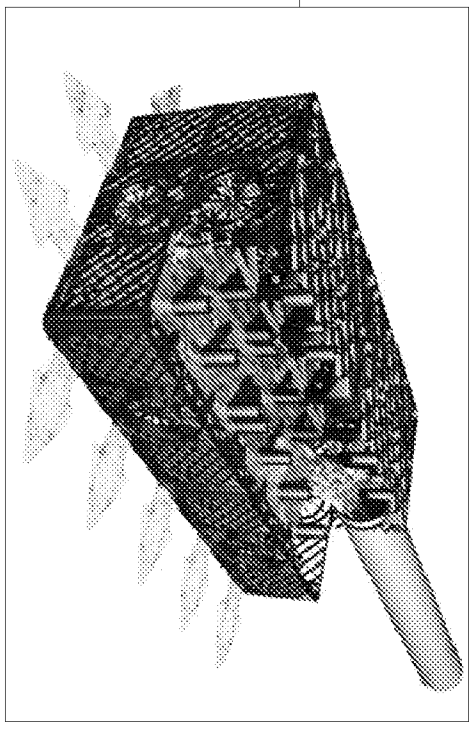
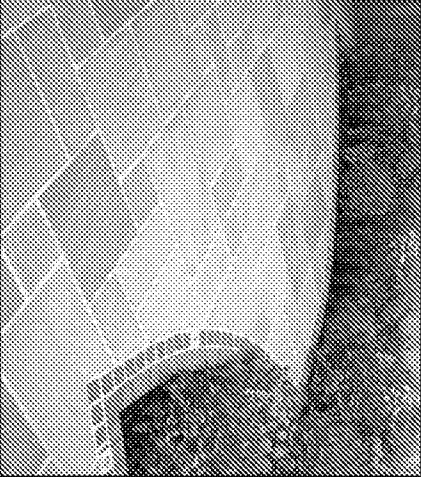
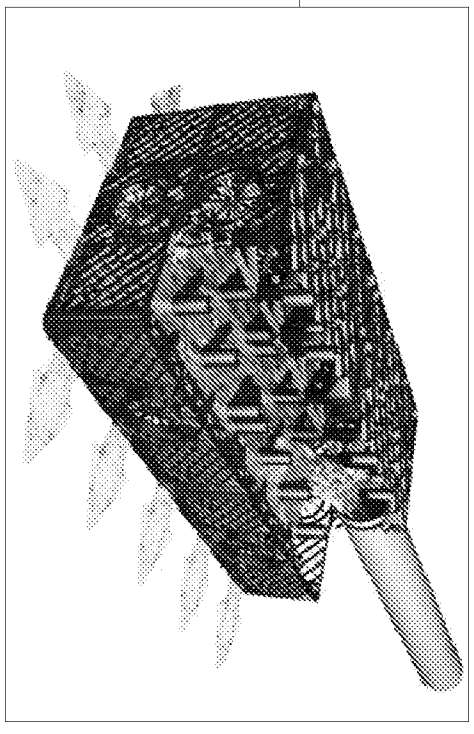
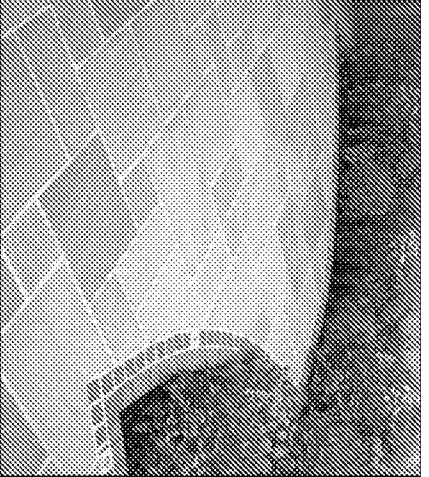
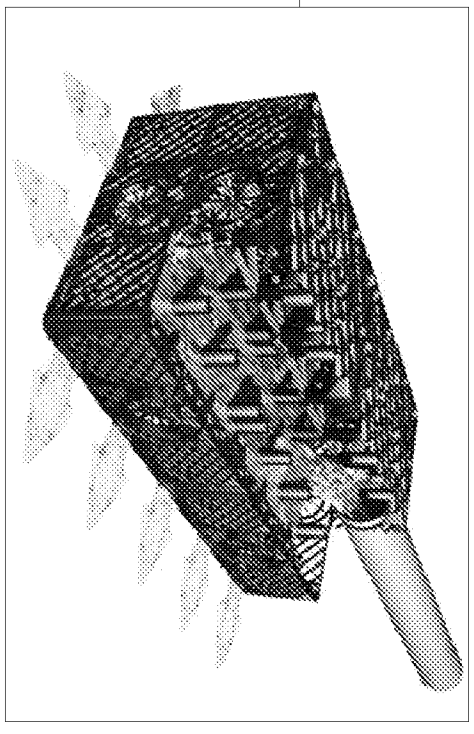
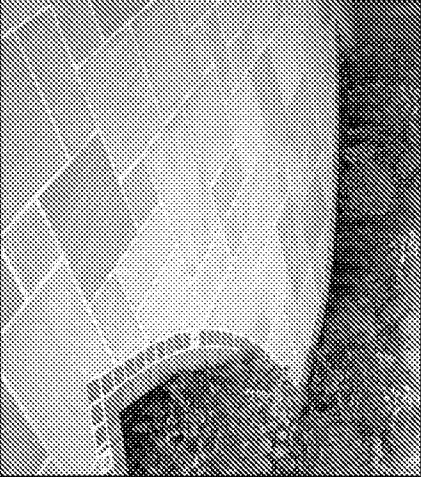
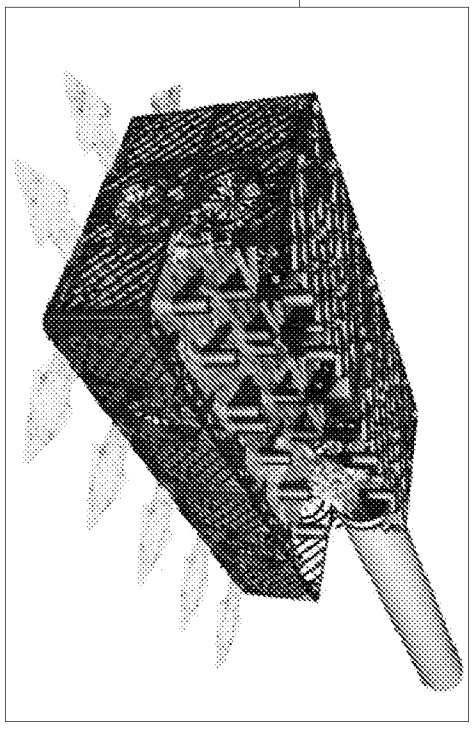
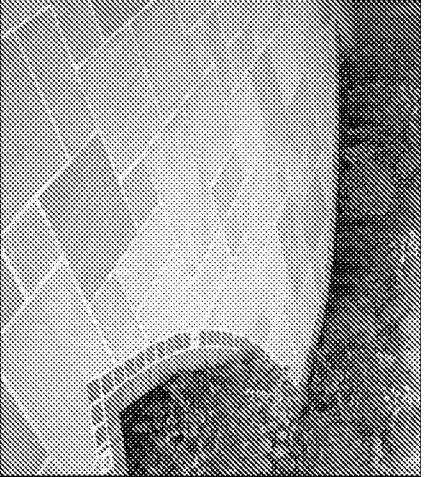
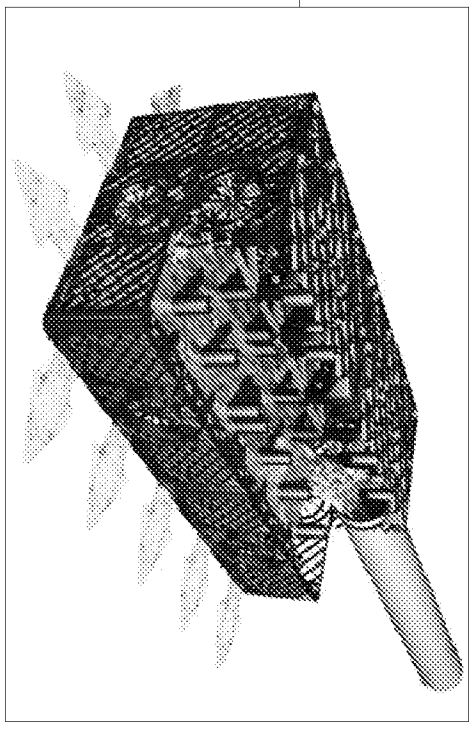
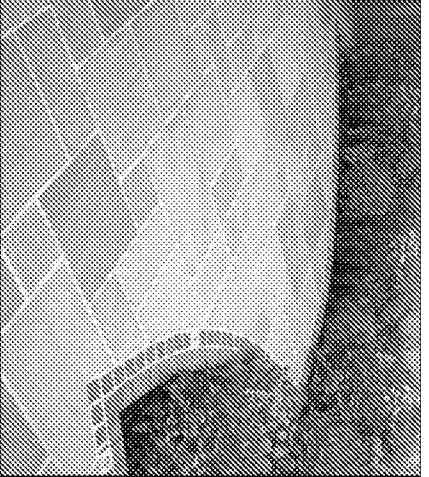
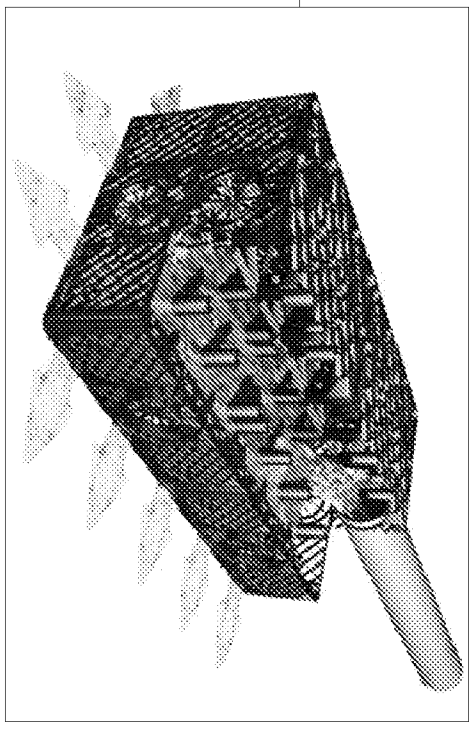
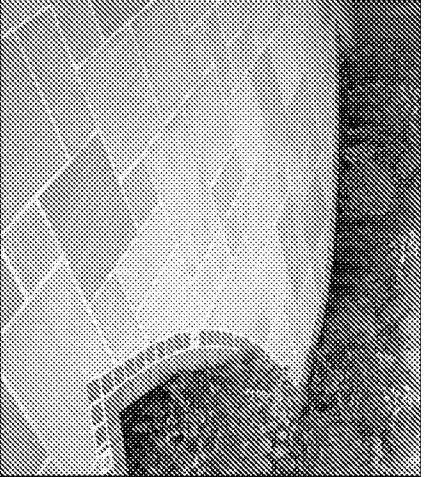
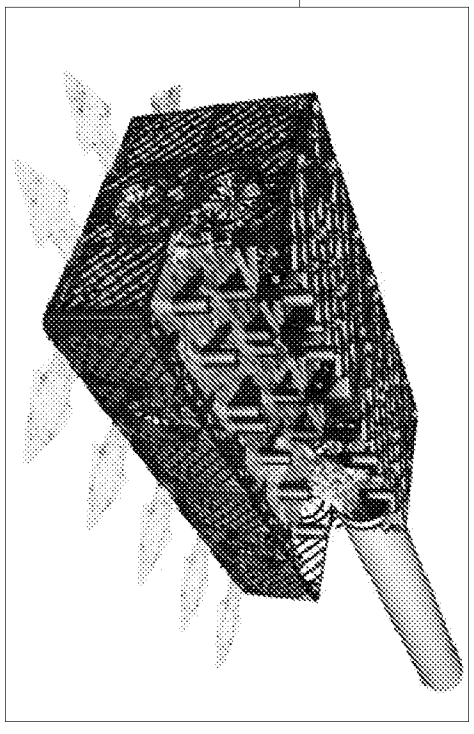
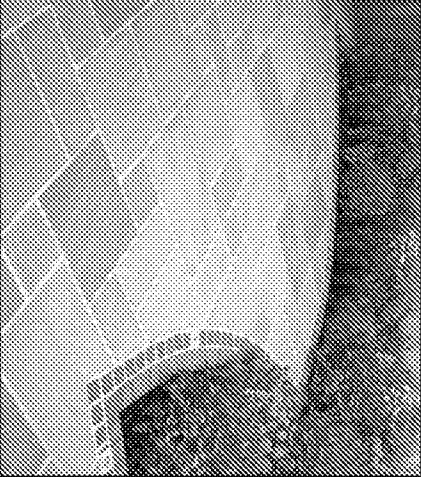
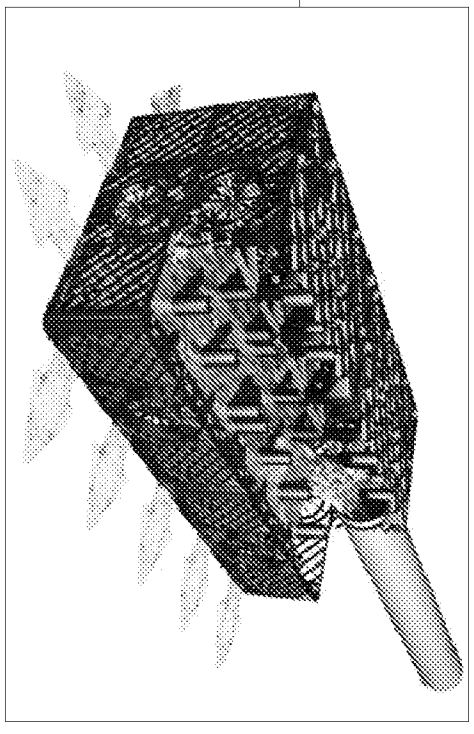
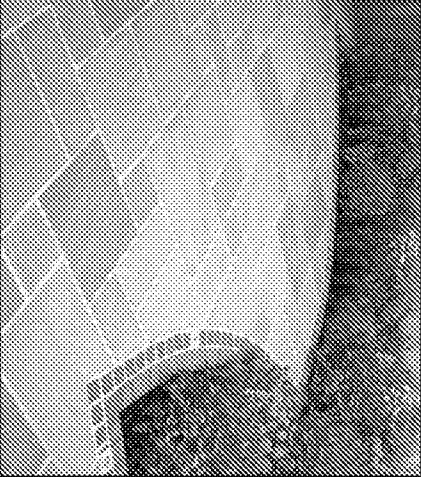
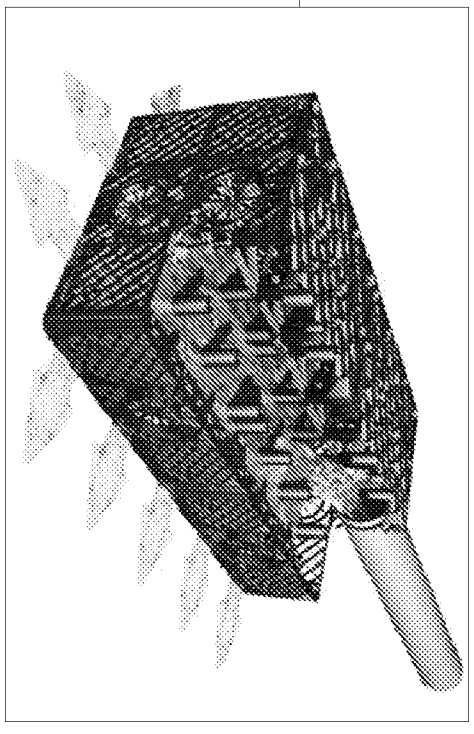
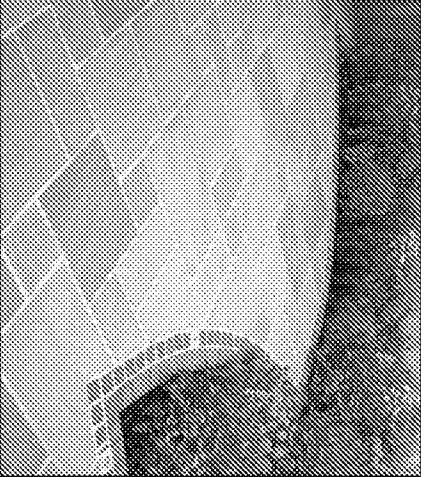
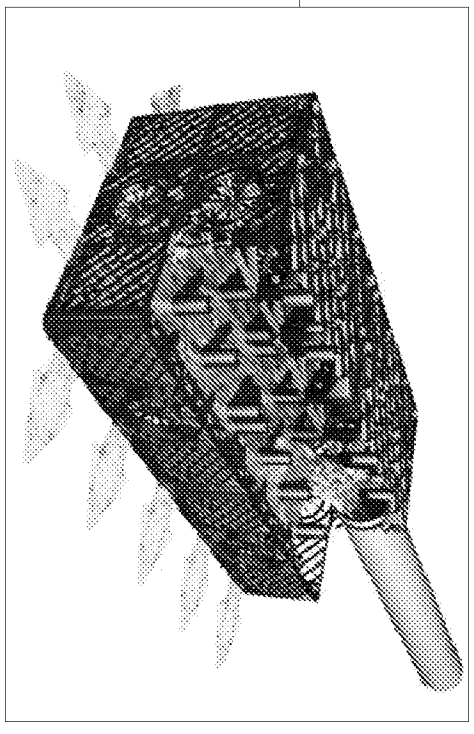
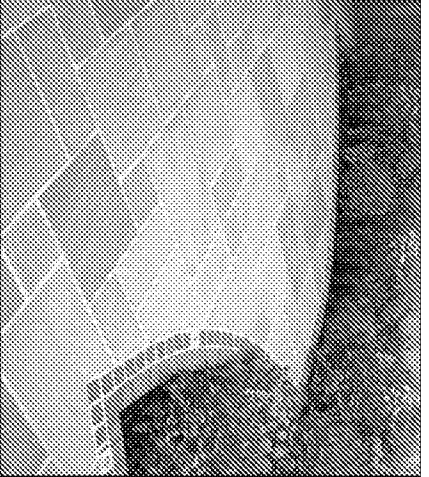
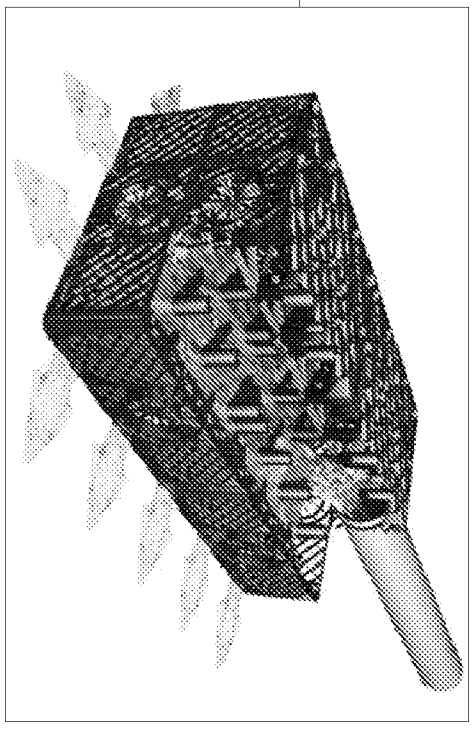
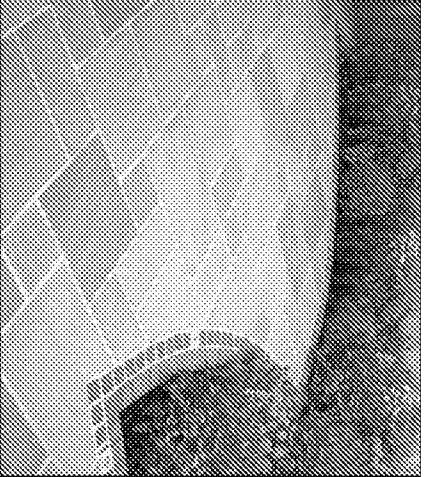
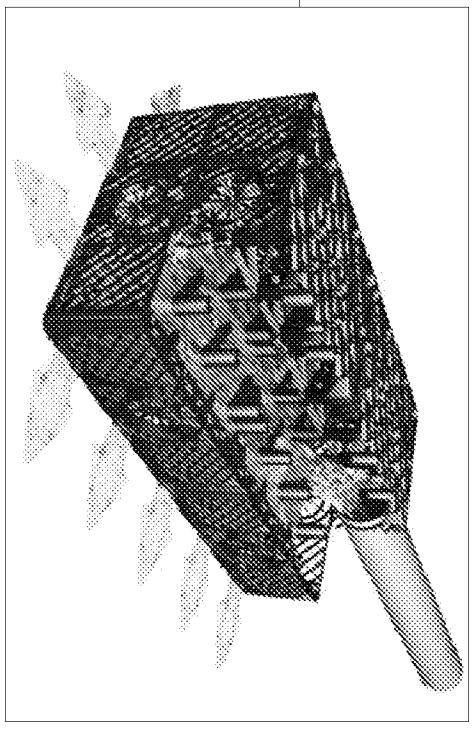
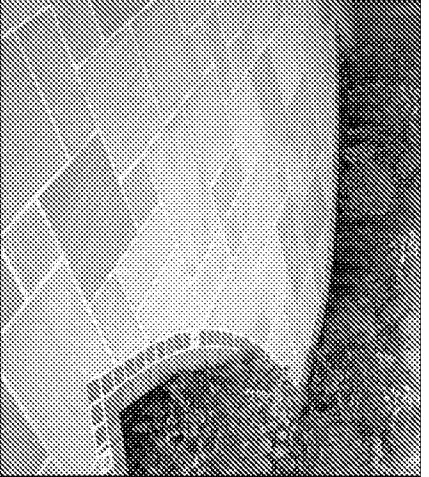
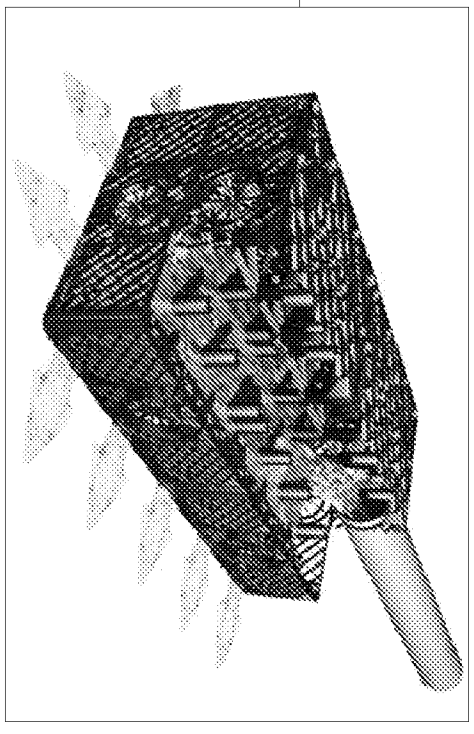
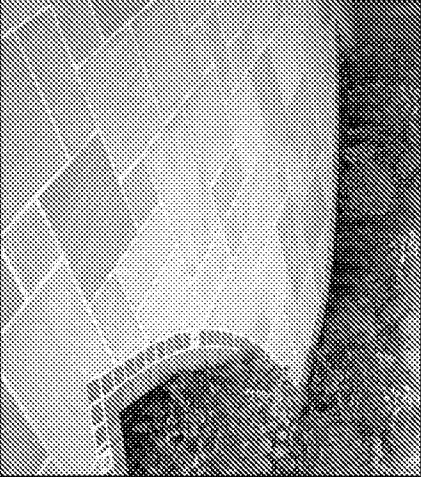
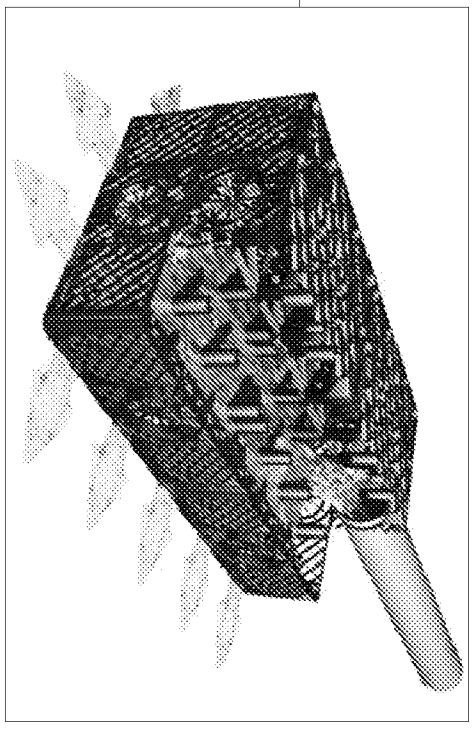
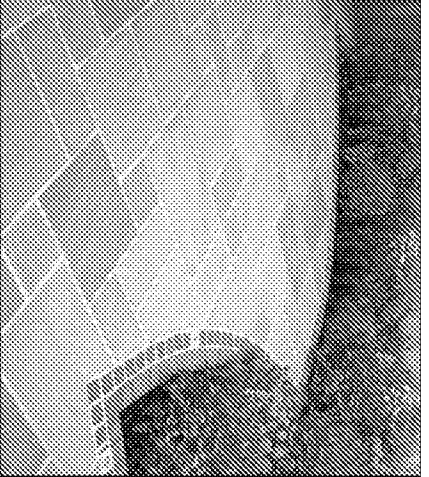
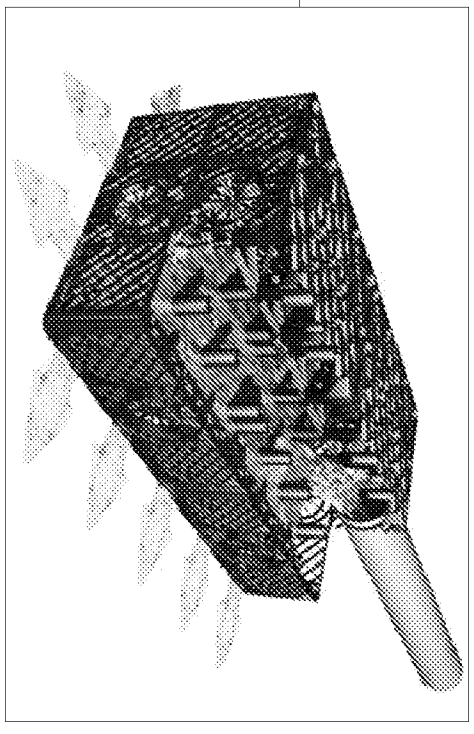
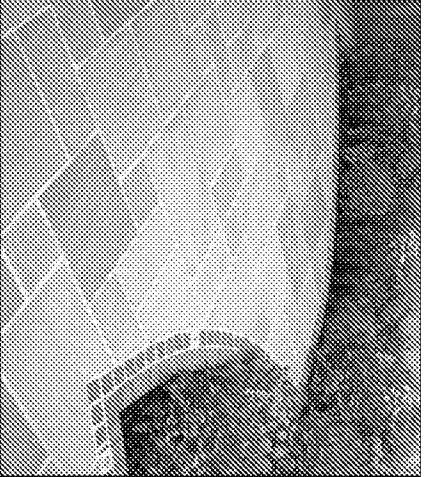
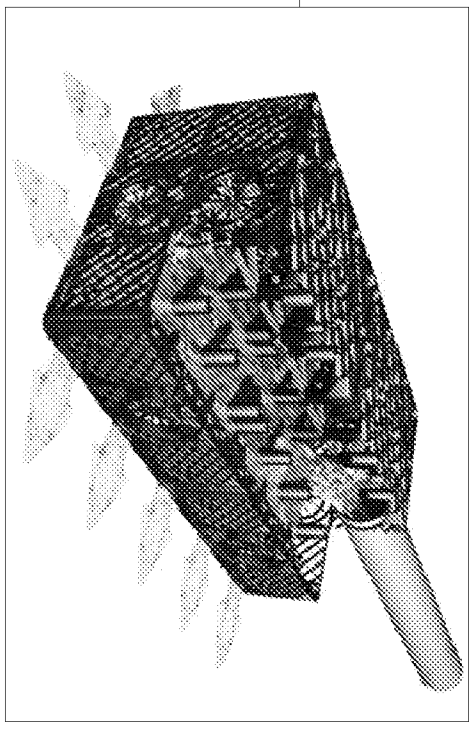
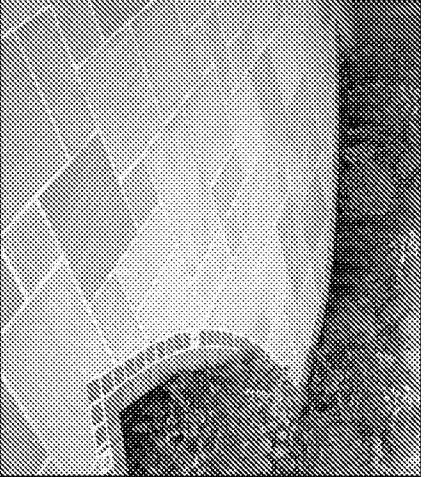
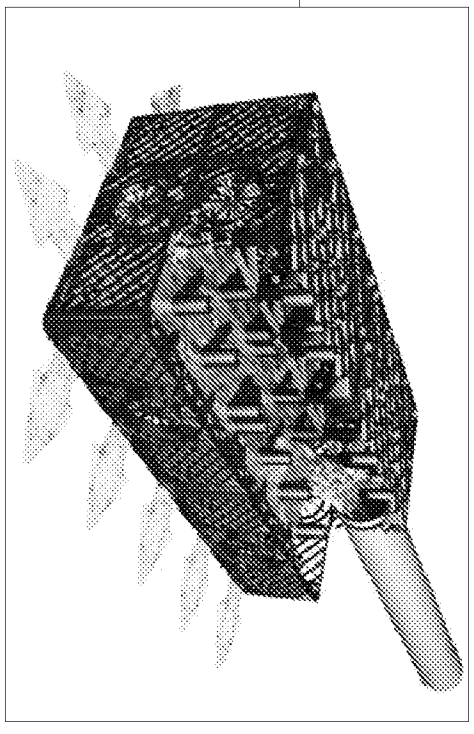
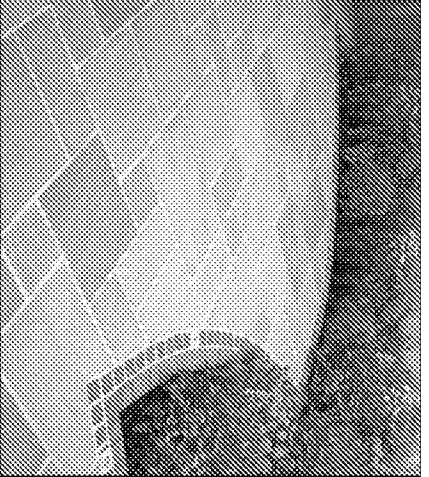
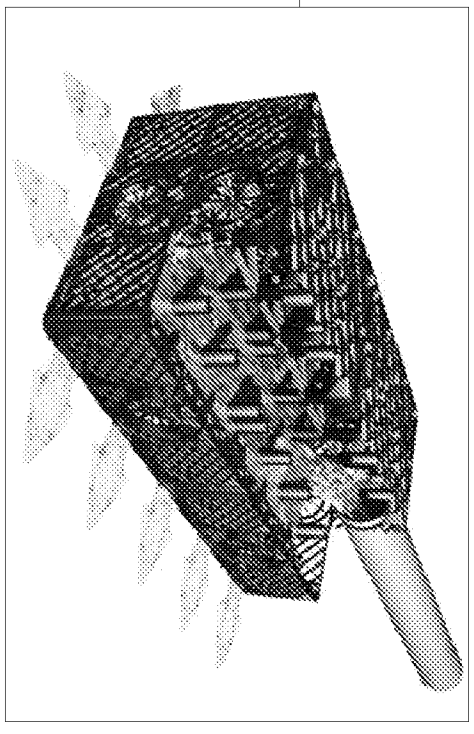
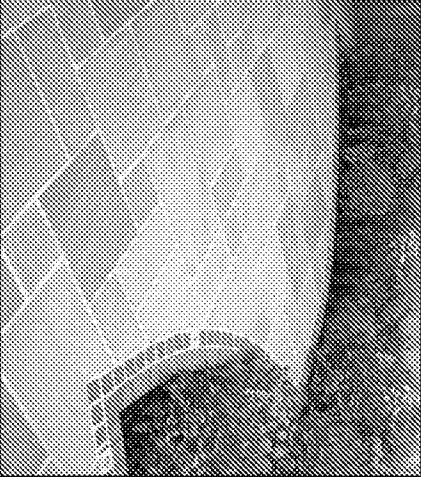
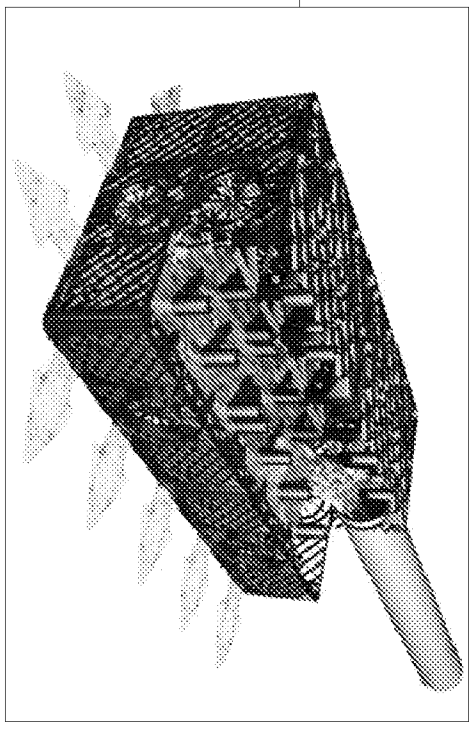
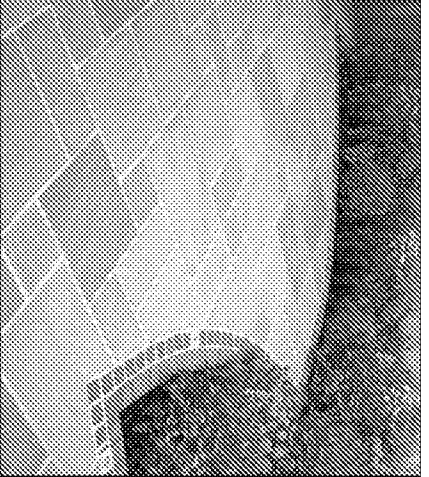
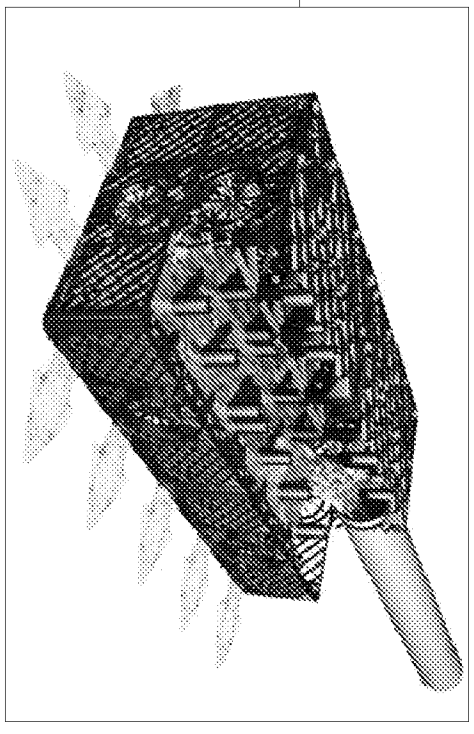
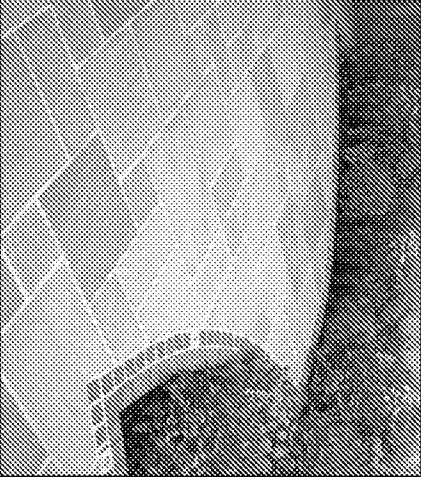
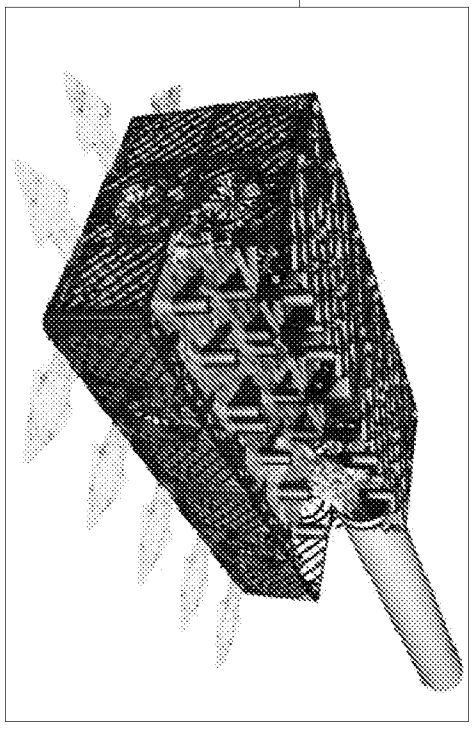
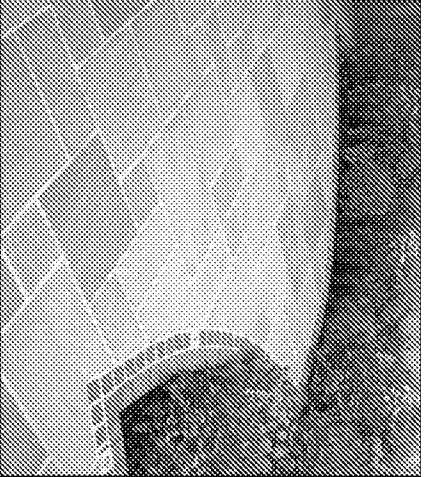
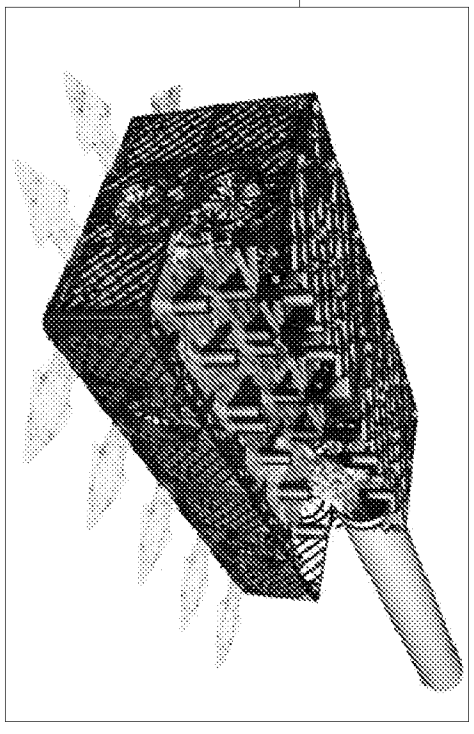
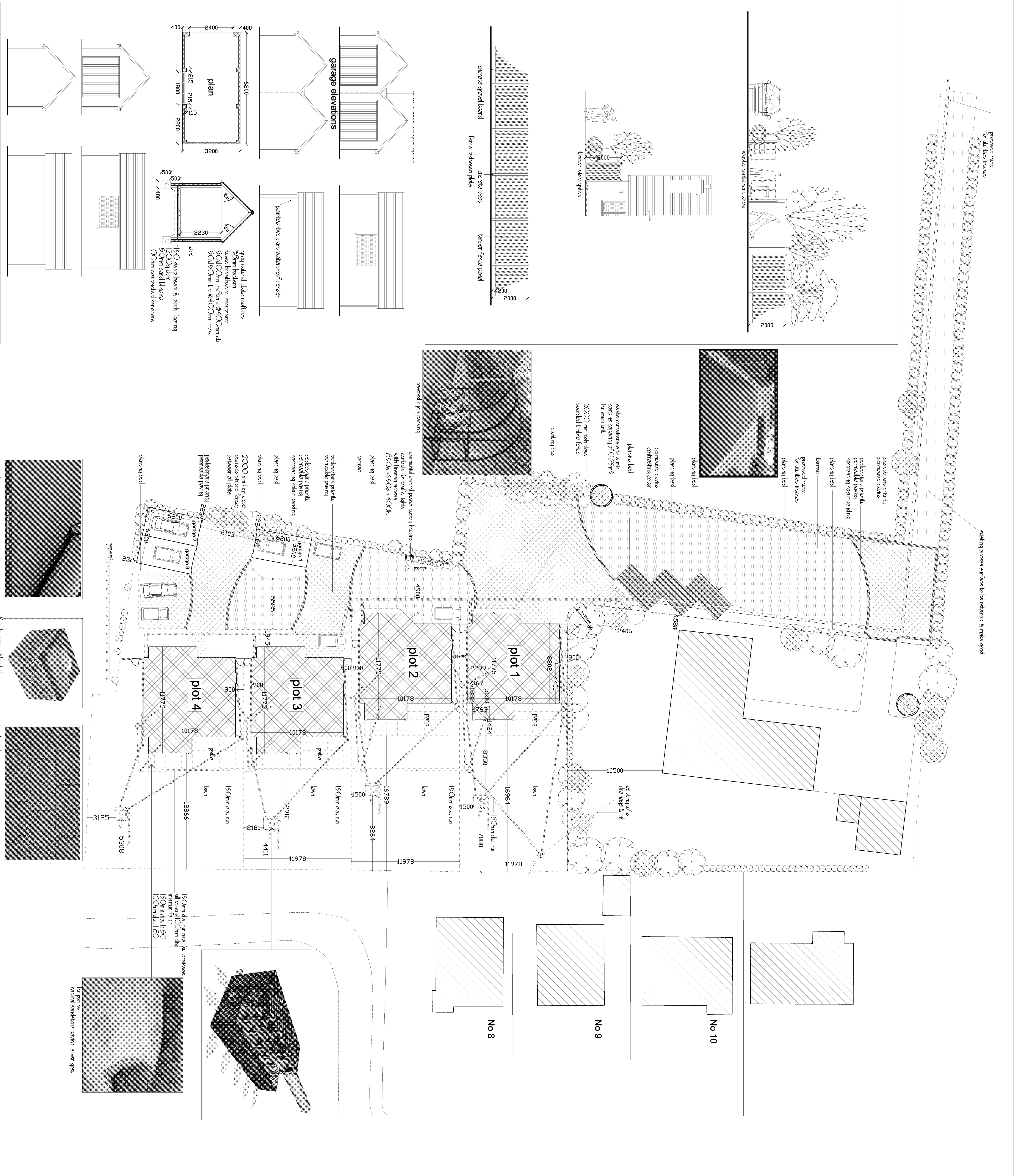
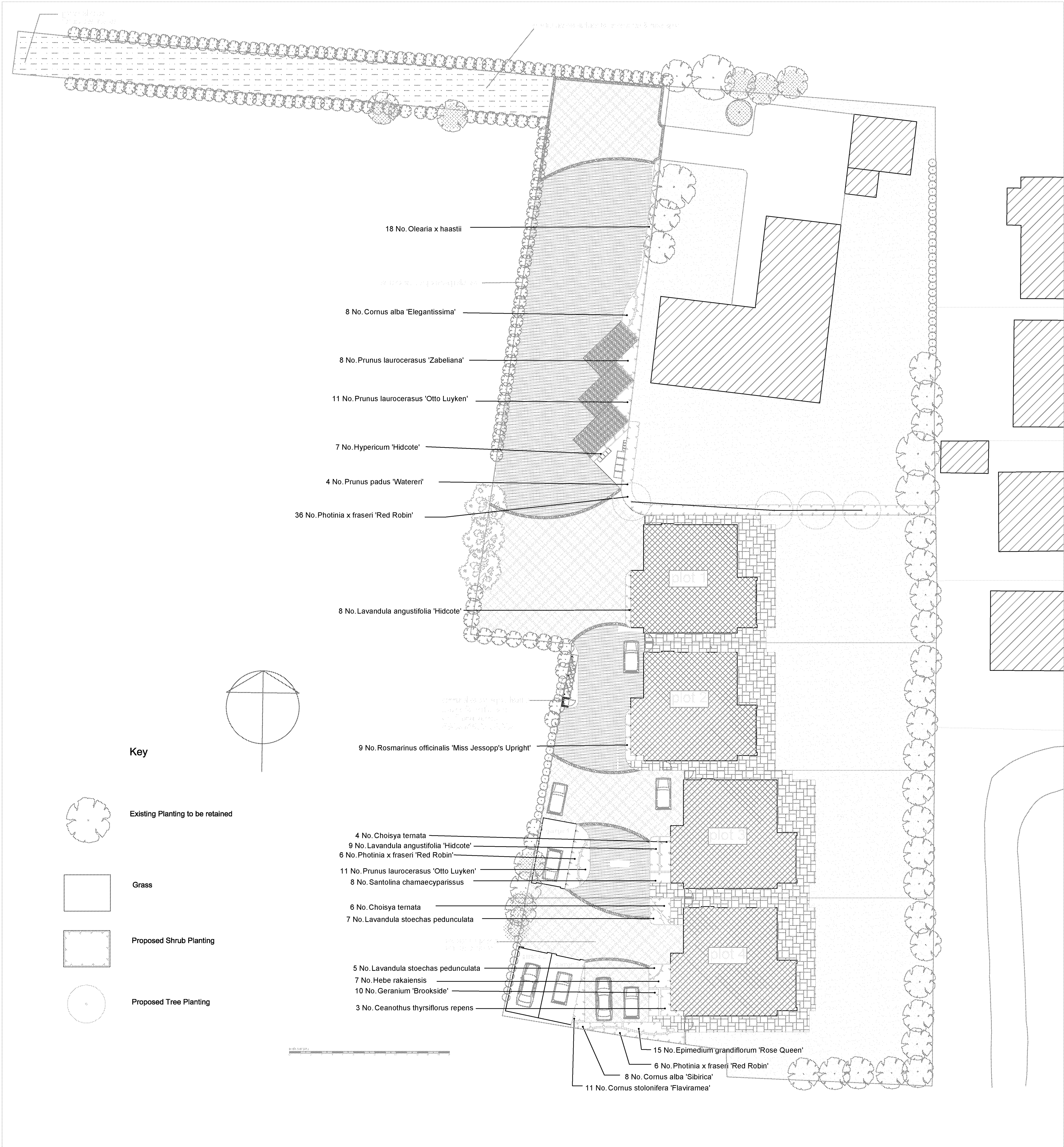






Ferringham Lane Plant Schedule

Trees			
Number	Species	Specification	Density
4 No.	Prunus padus 'Watereri'	Extra Heavy Standard: 3x: RB: Clear Stem min. 200cm	Counted

Shrubs			
Number	Species	Specification	Density
48 No.	Photinia x fraseri 'Red Robin'	60-80cm: 10L: Branched: 7 brks: C	1/m ²
8 No.	Cornus alba 'Sibirica'	80-100cm: 5L: Branched: 5 brks: C	3/m ²
11 No.	Cornus stolonifera 'Flaviramea'	80-100cm: 5L: Branched: 5 brks: C	3/m ²
12 No.	Lavandula stoechas pedunculata	15-20cm: 3L: Bushy: 5 brks: C	4/m ²
7 No.	Hebe rakaiensis	30-40cm: Bushy: 7 brks: RB	2/m ²
3 No.	Ceanothus thyrsiflorus repens	45-60cm: 5L: Bushy: 6 brks: C	1/m ²
10 No.	Choisya ternata	40-60cm: 5L: Bushy: 5 brks: C	1/m ²
22 No.	Prunus laurocerasus 'Otto Luyken'	40-60cm: Bushy: 6 brks: RB	3/m ²
8 No.	Santolina chamaecyparissus	20-30cm: 2L: Bushy: 5 brks: C	4/m ²
17 No.	Lavandula angustifolia 'Hidcote'	30-40cm: 5L: Bushy: 9 brks: C	3/m ²
9 No.	Rosmarinus officinalis 'Miss Jessopp's Upright'	40-60cm: 5L: Bushy: 7 brks: C	3/m ²
18 No.	Olearia x haastii	40-60cm: 3L: Bushy: 4 brks: C	2/m ²
8 No.	Cornus alba 'Elegantissima'	80-100cm: 5L: Branched: 5 brks: C	3/m ²
8 No.	Prunus laurocerasus 'Zabeliana'	40-60cm: 5L: Bushy: 5 brks: C	2/m ²
7 No.	Hypericum 'Hidcote'	40-60cm: 5L: Bushy: 9 brks: C	3/m ²

Herbaceous			
Number	Species	Specification	Density
15 No.	Epimedium grandiflorum 'Rose Queen'	2L: Full Pot: C	4/m ²
10 No.	Geranium 'Brookside'	2L: Full Pot: C	4/m ²

SOFT LANDSCAPE SPECIFICATION NOTES

General: All soft landscape works are to be carried out in accordance with the latest editions of: BS 5837, BS 4428 and BS 7370-4. The existing soil and any imported soil required for the completion of the works is to be subject to a topsoil analysis and the report with any required amelioration to be carried out.

Topsoil depths: Shrub and hedge planting 450mm. Lawns 150mm.

General: All plant stock to conform to the standards set out in the National Plant Specification, to be sturdy, healthy and vigorous. Of good shape and without elongated shoots, grown in a suitable environment and hardened off, free from pests, diseases, discoloration, weeds and physiological disorders, have a balanced branch system and be true to name.

Plant Handling, Storage and Transportation: To accord with HTA "Handling and establishing landscape plants".

Preparation of Planting Beds: Prior to planting all topsoil to be dug over to a depth of 150mm within 2-3 days prior to planting when weather and ground is suitably dry. Leave to regular and even levels: 25mm above adjoining paving or kerbs. Remove all disable weeds and large stones exceeding 50mm.

Tree Planting
Trees to be planted in prepared pits 1200 x 1200 x 900mm deep. The pit bottom is to be broken up to a depth of 150mm and to be planted at the same depth as grown on the nursery with approved tree backfilling material and well consolidated. Trees in grass areas are to be provided with a 1200mm diameter area clear of turf and weeds.

Immediate after planting, all trees to be supported with a short double stakes and cross bar. Stakes to be peeled chestnut with pointed lower end.

Stakes to be finished at 600mm above ground level and fitted with cross bar to match stake. To be secured on windward side of bar with cushioned tree ties secured firmly to bar.

Mulching: All trees to be mulched after planting with Ornamental Bark Mulch (Melcourt or equal approved) to a depth of 75mm to form an area 1200 x 1200mm. Immediately after planting water all trees to soil field capacity.

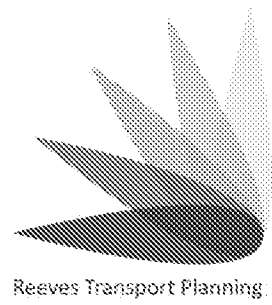
Shrub and Hedge Planting
To be planted in pits 150mm wider and deeper than container or roots when fully spread. All pit bottoms to be broken up to a depth of 150mm, incorporating soil ameliorant at 50g/m2 and well consolidated.

Mulching: All shrub planted areas to be mulched with Ornamental Grade Mulch (Melcourt, or equal approved) to a depth of 75mm and watered to soil field capacity.

Turfing
Prior to laying turf or seeding all areas to be reduced to a fine, firm tilth with good crumb structure. Raked to a true even surface, friable and lightly firmed but not compacted. All lawn areas to be laid with approved cultivated turf within 18 hours of delivery. Avoid laying in persistent cold, or drying winds, or when the soil is frost bound.

Turf to be laid off planks with broken joints well butted up. All lawns to be watered to soil field capacity immediately after laying

Rev.	Date	Description of Revisions	Drawn	Cl'd	App
Do not scale dimensions off this drawing. Check all dimensions on site & report any errors to Petrow Harley. This drawing is copyright & must not be reproduced without consent from PH.					
PETROW HARLEY Landscape Architects The Studio, 57 Lime Grove, New Malden, Surrey KT3 3TP t: 020 8949 0803 e: mail@petrow-harley.com					
Client			Mr A Cornell		
Project Title			44 Ferringham Lane Ferring, Worthing BN12 5LU		
Drawing Title			Planting Plan		
Status					
Scale: 1:200 @ A1		Drawn: RP	Checked: HJ	Date: April 2018	
Drawing No.		731-L-01		Rev	



LAND AT 44FERRINGHAM LANE FERING BN12 5LU

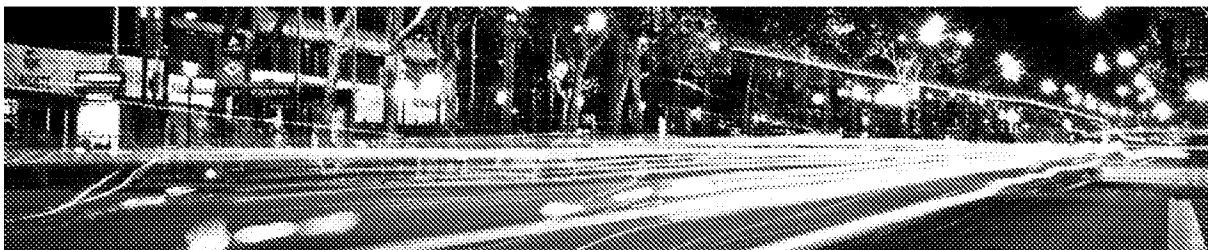
STATEMENT

Drafted:

November 2016

Prepared for:
All Services London Limited

Prepared by:
REEVES TRANSPORT PLANNING LTD
6 Beaufort Terrace
Brighton
BN2 9SU



APPEAL REF:

APPEAL BY: All Services London Limited

PLANNING APPLICATION: FG/69/16/OUT (Arun District Council)

DESCRIPTION OF PROPOSAL: Outline application with some matters reserved for 4
No. 3 bed bungalows

INTRODUCTION

- 1.1 Reeves Transport Planning has been appointed to provide a Statement regarding the transport aspects in support of an Appeal against the refused Outline Application, which is noted above.
- 1.2 This Statement has been prepared by Mr. S Reeves B.Eng. MBA MCIHT who is a member of the Chartered Institution of Highways & Transportation. He has 17 years of experience working within the Transport Planning and Engineering industry in both private and public sector organisations. Mr Reeves is the Director of Reeves Transport Planning.
- 1.3 The Decision Notice includes one reason to refuse the application that states;

'The proposal fails to adequately demonstrate that a 4m wide access drive is achievable or that satisfactory tracking for large vehicles has been proven or that land is available for the construction of a traffic light system and it has not been satisfactorily demonstrated that such a system can operate without harm to highway safety and traffic flows in the locality contrary to policy GEN7(vii) of the Arun District Local Plan 2007 and the National Planning Policy Framework.'
- 1.4 This statement will set out the opinion of Mr Reeves that a suitable access width and access control system can be provided and that refusing the

application on the grounds noted is unreasonable and that the concerns noted can be properly and reasonably be controlled by planning condition, as advised by the Local Highway Authority and recommended by the Local Planning Authority.

STATEMENT

Access width

- 2.1 The Land Register Plan provided as part of the original planning application and the information provided to the planning committee makes it clear that the access is four metres wide for its whole length. The fact that a neighbour may be disputing the ownership of the access is not relevant to planning. This fact was noted in the Committee Papers where it notes on page three that *'the applicant has stated that they own an access 4m wide and as such this would be a civil matter'* and the Committee Minutes notes that the Planning Team Leader clearly states that *'any ownership disputes with the neighbouring properties on either side of the drive were civil and not planning matters...'*
- 2.2 A four metres wide access is suitable to serve the proposed development and can comfortably accommodate a large goods vehicle, such as a refuse collection vehicle and pedestrian, pushing a buggy or in a wheel chair, or cyclist without affecting in any way their safety. Manual for Streets, the relevant design guide for residential streets, advises that the street widths of less than 3.25metres should be avoided since drivers may try to squeeze past pedestrians and cyclists, which would inevitably have a detrimental impact of public safety. As noted in the committee minutes the current width between the boundary fences is 3.3metres. So even if the civil action concluded that the Land Register information was inaccurate there would still be sufficient

width to accommodate an access that would accord with the minimum design standards.

2.3 There is clearly sufficient width to accommodate a suitable access to serve the proposed development. It is also noted that the Local Highway Authority have concurred that the access is suitable to serve the proposed development. The details of the access can reasonably be controlled by a pre-commencement planning condition.

2.4 The principles of shared streets are now well established in design practice. Manual for Streets notes that in light traffic situations where there are less than 100 vehicle movements per hour pedestrians are happy to share a street with motorised traffic. This situation, where pedestrians share the streets is commonplace around Ferring and does not have an adverse impact of public safety. In fact, in practice the opposite is true. The design principles that lay behind the philosophy of Manual for Streets and Manual for Streets 2 is that when drivers share the street with pedestrians they will drive with more caution. There now is clear evidence that in residential situations shared surfaces are safer than a traditional street design. The nature of shared streets is to give priority to the needs of pedestrians rather than confine them to a narrow footway. The volume of traffic that this proposal will generate in terms of pedestrians and traffic, along with sympathetic design details will ensure that this proposed development will be safe and give priority to pedestrian traffic.

Access Control System

3.1 The reason to refuse the application also includes reference to the proposed traffic signal system. Such systems are designed to ensure that accesses can be used safely and, in this case, that there is no risk of a car having to reverse

out into Ferringham Road as another vehicle is emerging from the access. As noted in the reason to refuse the application it is suggested that *'it has not been satisfactorily demonstrated'* that the system can operate without having a severe impact on highway safety. The Planning Committee minutes' note that there was *'serious concerns with regard to the access and the lack of detail relating to the proposed traffic light system'*. No further detail is recorded what these serious concerns were.

- 3.2 The operational details of the signal system have been set out in detail in paragraphs 4.6 and 4.7 of the Transport Report and 2.2.1 to 2.26 of the additional Technical Note. These systems are used across the UK to manage the flow of traffic using narrow streets, and narrow accesses to development. The exactly method of controlling the operational details of the system can be set and adjusted by the company that will install the signal systems and the activation loops. These signal systems are much smaller than highway junction signal systems and do not require any land They can be secured to columns or posts at the access and controlled to ensure that they are only actuated when a vehicle is leaving the site, thereby minimising any light pollution. It can be seen from the photograph attached at appendix 5 of the supplementary Technical Note these systems and small and discreet. This example is 20cm high 10cm wide and 10cm deep.
- 3.3 The Technical Note also states that under the worst-case scenario in terms of traffic generation the maximum time that vehicles may need to wait in Ferringham Road totals 22seconds over the course of the peak hour, from 5pm to 6pm. For information both the initial Transport Report and Technical Note are attached to the Statement at appendix one and two, respectively.
- 3.4 The principle of such signal systems is well established, and will ensure that the access can be used safely. The operational details are addressed when the

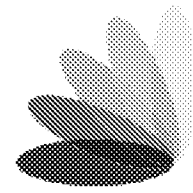
signal system is installed and set up. This is achieved by programming the necessary parameters into the signal unit prior to installation. The installation and signal programming can reasonably be controlled by a pre-commencement planning condition.

CONCLUSION

- 4.1 It is my professional view that the reason to refuse application FG/69/16/OUT is wholly unreasonable and does not stand up to scrutiny. The width of the access is not a planning matter and is currently subject to civil action. Whether the civil action is successful is in my view immaterial as the access currently at 3.3metres wide enough to accommodate the traffic that the site will generate. The secondary concern with regard to the signalling system and that a lack of detail has been provided is very difficult to comprehend given the content of both the Transport Report and the additional Technical Note. Such systems, as clearly noted in both the Report and Note, are designed to be used where traffic flow is restricted by the width of the access.
- 4.2 The For the reasons noted above, I believe that this Appeal should be allowed, as the transport impacts of the development will not be severe and that the proposal will allow for the safe movement of pedestrians and vehicles. Conditions are recommended to secure the provision of car and cycle parking facilities, design/construction of the access and street layout, and operational details/specification of the signal system.

APPENDIX 1:

ORIGINAL TRANSPORT REPORT



Reeves Transport Planning

LAND AT 44 FERRINGHAM LANE – OUTLINE APPLICATION

ERECTION OF RESIDNETIAL UNTS

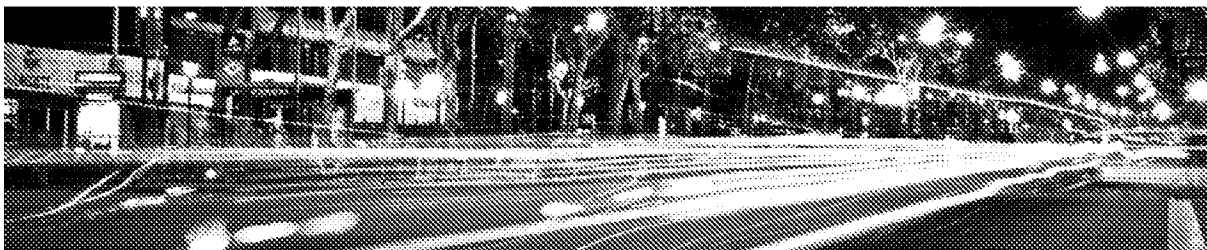
TRANSPORT REPORT

Drafted

October 2015

Prepared for:
All Services London Limited

Prepared by:
REEVES TRANSPORT PLANNING LTD
6 Beaufort Terrace
Brighton
BN2 9SU



1. Introduction

- 1.1 Reeves Transport Planning have been appointed to provide a Transport Report in support of a proposal to constructed residential units on land at 44 Ferringham Lane, Ferring. A site location plan is attached as Appendix 1.
- 1.2 This Report has been drafted with regard to the guidance published by Department for Transport and an exchange of emails with West Sussex County Council, attached as Appendix 2.

2. Policy Background

- 2.1 This section of the Report sets out the relevant policies of the National Planning Policy Framework, saved policies of the Arun District Council Local Plan 2003, and policies of the emerging Arun Local Plan, which this proposal will be judged against.
- 2.2 The National Planning Policy Framework, published in March 2012, has set out the Government’s planning policy and is a material consideration in planning decisions. Paragraph 32 notes that *“development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”*.
- 2.3 Policy GEN7 of the Arun District Council Local Plan ‘The Form of New Development’ states that development will be permitted provided it;
- *“promotes sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car”*;
 - *“allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians”*;

- *“provides for vehicle parking in accordance with Policy GEN12”*

2.4 Policy GEN12 Parking in New Development notes that;

- *“The Local Planning Authority will base its consideration of the need for on-site parking provision on its parking standards contained within this Plan. Provision of parking in excess of these standards will not be allowed.”*

2.5 Section 15 of the emerging Arun Local Plan sets out the transport objectives of Arun District Council. It notes that these objectives are to;

- *“Reduce the need to travel and promote sustainable forms of transport.*
- *Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity*
- *Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities, and*
- *Promote strong, well-integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all.”*

2.6 This Transport Report will demonstrate that this proposal will comply with the above noted policies and that the transport implications of this proposal will not have any adverse impact on highway safety or capacity.

3. Existing Conditions

- 3.1 The site is located on Ferringham Lane, which is an unadopted metalled road. Being unadopted the lane is not constructed as a traditional residential road. The lane is roughly 6metres wide and has one 2metres wide footway on the opposite side of the road from the proposal site, separated from the carriageway by a grass verge.
- 3.2 Ferringham Lane has been marked to indicate that that is restricted to 20mph, as noted in appendix 2 the Highway Authority do not have records that the 20mph limit is supported by a sealed Traffic Regulation Order. Given the lack of a formal Order and residential nature of the local road network it should be assumed that the national speed limit of 30mph should apply. A traffic speed and volume survey has been undertaken between 9th and 19th of September, data is attached as appendix 3. The data shows that northbound there were 838 vehicles using the lane in a 24hour period and the 85th percentile speed was 30mph, southbound there were 726 vehicles and the 85th percentile speed was 28mph.
- 3.3 The visibility splays at the access point are limited by the adjacent boundary wall. Photos attached as Appendix 4 show the available visibility splay from 2.4metres setback distance and emerging from the access point. The forward visibility for vehicles approaching the junction is excellent, given the straight nature of the lane.
- 3.4 Local shopping facilities are roughly 800metres from the centre of the site. Ferringham Lane also benefits from being on the route of a local bus service (Compass Bus route 8) that connects Worthing and South Ferring via Goring. Details of the service are attached as Appendix 5.

4. Proposed Development

4.1 The proposed development seeks to erect six new dwellings, 5 three-bedroom bungalows and 1 two-bedroom bungalow with associated car parking and turning facilities. The existing dwelling on the site (44 Ferringham Lane) will be retained as part of this proposal. The proposal will be served via the existing access that is 60metres long and is roughly 3metres wide. This access route will be designed as a shared surface.

4.2 Paragraph 7.2.3 of Manual for Street notes, *“in lightly-trafficked streets carriageways may be narrowed over short lengths to a single lane as a traffic-calming feature. In such single lane working sections of street, to prevent parking, the width between constraining vertical features such as bollards should be no more than 3.5 metres. In particular circumstances this may be reduced to a minimum value of 2.75 metres, which will still allow for occasional large vehicles”*. The relevant section of Building Regulations requires the following:

- there should be a minimum carriageway width of 3.7 metres between kerbs
- there should be vehicle access for a pump appliance within 45 metres of single family houses
- a vehicle access route may be a road or other route; and
- fire service vehicles should not have to reverse more than 20 metres.

4.3 This has been expanded upon by the Association of Chief Fire Officers to clarify these requirements:

- a 3.7 metre carriageway (kerb to kerb) is required for operating space at the scene of a fire, the access route could be reduced to 2.75 metres over short

distances, provided the pump appliance can get to within 45 metres of a dwelling entrance

- 4.4 A narrow access road should not be confused with the “operating space”, which is available if a fire appliance is attending an incident.
- 4.5 Manual for Streets notes on page 83 that a study for Transport for London *“concluded that there is a self-limiting factor on pedestrians sharing space with motorist, of around 100 vehicles per hour. Above this, pedestrians treat the general path taken by motor vehicles as a ‘road’ to be crossed rather than as a space to occupy”*.
- 4.6 The principle of providing a ‘shared surface’ is now well established and there is no evidence to suggest that such an arrangement would have an adverse effect on public safety.
- 4.7 To ensure safe use of the access a traffic light system will be used. The lights will be actuated either by microwave sensors on the top of the units or coils buried in the road surface which will detect the presence of a vehicle. The system will be set to allow vehicles that enter the site to be given priority over vehicles leaving the site to ensure that the risk of vehicles reversing or baulking the Ferringham Lane is minimised.
- 4.8 A vehicle wishing to leave the site will be recognised by the sensor, which will trigger the light at the entrance to the site to change to red after a suitable “inter-green” phase to allow time for a vehicle that may already be using the access to enter the site. Once the inbound vehicle has entered the site the exit lights will change to green to allow the vehicle to exit. As soon that the exiting vehicle has emerged from the access the lights will revert to give vehicles entering the site priority.

- 4.9 Such system are employed in similar situations across the UK where the access route is too narrow or has insufficient forward visibility for there to be safe two way traffic flow. The detailed design and specification of the lighting system can be controlled by planning condition or obligation.

5. Proposal Trip Generation and Parking Provision

- 5.1 To calculate the likely traffic generated by 7 dwellings, the TRICS database was interrogated. Small sites within the 'private residential dwellings' category and in areas with a population of less than 25,000 within 5 miles of the site were used to best replicate the likely traffic impact that this proposal would generate. Sites interrogated are attached as Appendix 4, and the data from these sites summarised in the table below:

Table 1 – TRICS Trip Rates for Private Residential Dwellings			
Hour[s]	Trip Rates		
	Arrivals	Departures	Total
08:00 - 09:00	0.065	0.337	0.402
16:00 - 17:00	0.402	0.239	0.641
07:00 - 19:00	2.586	2.523	5.109

- 5.2 The volume of traffic generated by the proposal (6 dwellings and the remaining dwelling) is shown below in Table 2:

Table 2 – Development Traffic Generation			
Hour[s]	Trip Rates		
	Arrivals	Departures	Total
08:00 - 09:00	1	3	4
16:00 - 17:00	3	2	5
07:00 - 19:00	18	18	34

- 5.3 From the table above it is evident that the traffic impact of this development during the PM peak hour is approximately 5 vehicular movements, and a total of 34 of the course of the day. The sites included with the analysis have been attached as Appendix 6.
- 5.4 Each unit will be provided with two car parking spaces and cycle parking for a minimum of two push bikes. This provision of car and cycle parking will comply with the requirements of the West Sussex County Council 'Parking Demand Calculator' attached as Appendix 7.

6. Collision Statistics

- 6.1 Data published by Sussex Safer Road Partnership, an extract from their website is attached as Appendix 8, shows that there has been only one collision in the vicinity of the site in the period between August 2012 and July 2015. There is no evidence to suggest that the risk of a collision will be increased as a function of this proposal, as such no further analysis is necessary.

7. Conclusions and Recommendation

- 7.1 This proposal is to constructed 6 new dwellings, creating a total of seven served via the existing access. The site is within a short walk of all forms of local amenities and public transport services. Ferringham Lane, while marked as being a 20mph road has no Traffic Regulation Order in place, vehicle speeds are within the normal residential road speed limit of 30mph.
- 7.2 The proposal is to use the existing access as a shared surface for use by pedestrian and vehicles. This is not an untypical situation and the volume of traffic generated by the proposal is well within the self-limiting volume where pedestrians are happy to share a surface with vehicles. To ensure that vehicle

are not forced to reverse on to Ferringham Lane a traffic light system will be employed to give in coming vehicles priority over emerging vehicles.

- 7.3 The access and internal road layout have been designed to accommodate refuse and fire appliances. There is sufficient on-site parking provision to ensure that there is no risk of vehicles having to block the access or park on Ferringham Lane. Cycle parking is provided that exceeds the minimum standards set out by West Sussex County Council.
- 7.4 The proposal complies with the planning policies at a national and local level as described in section 2 of this report. As such the application should not attract a transport related reason for refusal. Our client would welcome the imposition of conditions or obligations to control provision of the car and cycle parking, and the detailed design for the access control system.

Appendix 1:

Site Location Plan



Appendix 2

West Sussex County Council Communication

Steve Reeves

From: Ian Gledhill <[REDACTED]>
Sent: 28 August 2015 09:48
To: Steve Reeves
Subject: RE: 44 Ferringham Lane

Sensitivity: Confidential

Hello Steve, Ferringham Lane isn't public highway, it's a private street. I can only advise on this arrangement. The 20mph speed limit is also advisory and not supported by a TRO or enforced by the Police. There are a number of objections on a nearby scheme citing highway issues within the estate, including vehicles not abiding by the advisory limit, although I've not been provided with any speed limit information.

What's suggested could provide a means of managing traffic. However, my main issue would be how this actually works in practice. For example, could a vehicle just about to be turning in as the light goes red, in which case what happens then? My only other comments would be that it's all quite reliant on the system actually being in place and working for the whole life time of the development.

Kind regards

Ian Gledhill

Ian Gledhill BSc MIHE MCIHT | Senior Planner - County Highways, West Sussex County Council |
Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

From: Steve Reeves [REDACTED]
Sent: 27 August 2015 13:58
To: Ian Gledhill
Subject: 44 Ferringham Lane
Importance: High
Sensitivity: Confidential

Hi Ian

I hope this email finds you well. Can I get a quick idea on WSCC likely view of this proposal?

I have a client that has purchased 44 Ferringham Road and wants to add 6 other houses to the site. The internal road layout will be fine but as you can see the access isn't brilliant. It is about 3metres wide, has no passing bays, and it is highly unlikely that the access could be widened. I have advised that without a 4.8m wide access for at least 10m into the site WSCC would be concerned.

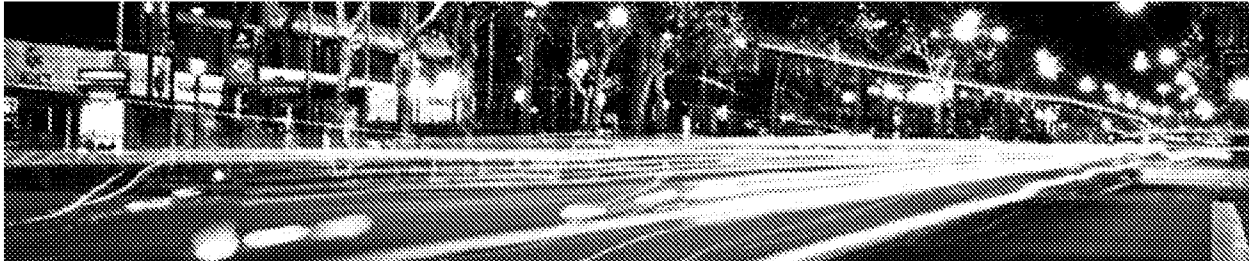
I have worked on similar projects where we have used traffic signals systems to stop vehicles turning into the site when another vehicle is leaving. This would mean that a car would have to wait on Ferringham Lane but would negate the risk of vehicles having to reverse out onto Ferringham Road, which it's worth noting is straight, has excellent forward visibility, and is subject to a 20mph speed limit. Before I progress this scheme any further would you mind letting me know your views on such a system of access.

Thanks & kindest regards

Steve BEng MBA MCIHT

Director

REEVES TRANSPORT PLANNING



Notice to recipient:

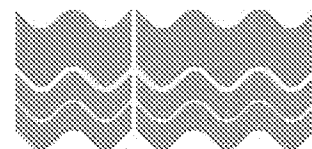
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Appendix 3

Traffic Speed and Volume Data



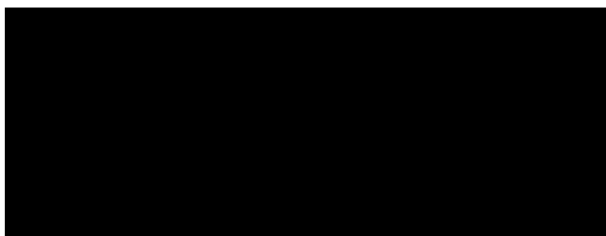
Transport Monitoring Team

Speed Survey for:
Steve Reeves
September 2015

For further information regarding the commissioning of all types of transport surveys please contact:

Penelope Bentley – Transport Monitoring Team Manager

Transport Monitoring Team,
East Sussex County Council,
Economy, Transport & Environment Department, County Hall,
St. Anne's Crescent, Lewes, East Sussex, BN7 1UE



Area Surveyed:

Ferringham Lane, Ferring, West Sussex – Our Ref: A5116

Grid Ref 509292,102282

Monitoring Period:

09/09/2015 – 17/09/2015

Methodology:

The survey was carried out using a Speed Detection Radar (SDR), attached to a post at the location.

Results:

The volume and speed of traffic were recorded and the results are displayed as summaries.

The average 85th percentile speed over twenty four hours was recorded as:

A5116-	Northbound	30 miles per hour
	Southbound	28 miles per hour

The 85th percentile speed is the speed at, or below, which 85 percent of the traffic is travelling, or viewed another way, the speed that only 15 percent of drivers exceed.

The average speed over twenty four hours was recorded as:

A5116-	Northbound	24 miles per hour
	Southbound	23 miles per hour

The average speed is the speed at, or below, which 50 percent of the traffic is travelling, or viewed another way, the speed that only 50 percent of drivers exceed.

East Sussex County Council's Transport Monitoring Team carries out a range of transport surveys including:

- Manual Volumetric Counts
- Journey Time Surveys
- Bus Time Surveys
- Pedestrian Counts
- Passenger Counts
- Parking Surveys
- Automatic Volumetric Counts
- Radar Speed Surveys
- Speed Gun Surveys
- Roadside Census Interviews
- Cycle Surveys
- Video Surveys

Historical data is available from numerous sites across East Sussex.

Ferringham Lane, Ferring, W Sussex, on bus stop

Site Number: 00005116

From 09/09/2015 To 19/09/2015

Speed Summary(All Days) Report

Site Reference: 00005116

Northbound

No Filters Applied

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6MPH	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	2		29	7	0	0	0	0	1	0	0	0	0	0	0	0	0
01:00	2		24	6	0	0	0	0	1	1	0	0	0	0	0	0	0
02:00	2		19	9	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	1		28	8	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3		30	7	0	0	0	0	0	1	1	0	0	0	0	0	0
05:00	3		29	4	0	0	0	0	0	2	0	0	0	0	0	0	0
06:00	8		27	5	0	0	0	1	2	3	2	0	0	0	0	0	0
07:00	30	31	27	5	0	0	1	2	10	11	4	1	0	0	0	0	0
08:00	52	30	26	5	0	0	1	6	21	19	4	1	0	0	0	0	0
09:00	60	29	25	5	0	0	1	9	28	16	4	0	0	0	0	0	0
10:00	64	29	24	4	0	0	2	12	33	14	3	0	0	0	0	0	0
11:00	70	29	23	5	0	0	4	17	30	14	3	1	0	0	0	0	0
12:00	70	30	24	5	0	0	2	14	31	17	6	0	0	0	0	0	0
13:00	67	28	23	5	0	1	3	16	31	14	3	0	0	0	0	0	0
14:00	73	28	23	5	0	0	3	15	36	14	3	1	0	0	0	0	0
15:00	69	28	23	5	0	0	3	18	30	16	2	0	0	0	0	0	0
16:00	60	29	24	5	0	0	2	15	28	12	4	0	0	0	0	0	0
17:00	59	30	25	5	0	0	2	10	26	17	4	0	0	0	0	0	0
18:00	48	30	25	5	0	1	0	6	23	13	4	2	0	0	0	0	0
19:00	36	30	25	5	0	0	0	5	16	10	3	0	0	0	0	0	0
20:00	23	29	24	5	0	0	1	6	8	6	2	0	0	0	0	0	0
21:00	16	30	25	6	0	0	1	2	6	5	1	0	0	0	0	0	0
22:00	11	29	24	5	0	0	0	2	5	3	0	0	0	0	0	0	0
23:00	8		26	6	0	0	0	1	2	3	1	0	0	0	0	0	0
Total																	
12H(7-19)	722	29	24	5	0	4	24	138	325	179	44	8	1	0	0	0	0
16H(6-22)	806	30	24	5	0	4	26	152	358	203	52	9	1	0	0	0	0
18H(6-24)	826	30	24	5	0	5	27	156	365	209	54	10	1	0	0	0	0
24H(0-24)	838	30	24	5	0	5	28	157	367	214	55	11	1	0	0	0	0
AM Peak	11:00		04:00	02:00	11:00	11:00	11:00	11:00	10:00	08:00	07:00	08:00	11:00	11:00	04:00	11:00	11:00
	70		30	9	0	0	4	17	33	19	4	1	0	0	0	0	0
PM Peak	14:00	18:00	23:00	23:00	23:00	13:00	14:00	15:00	14:00	17:00	12:00	18:00	18:00	23:00	23:00	23:00	23:00
	73	30	26	6	0	1	3	18	36	17	6	2	0	0	0	0	0

Site Number: 00005116

Ferringham Lane, Ferring, W Sussex, on bus stop

Speed Summary(All Days) Report

From 09/09/2015 To 19/09/2015

No Filters Applied

Site Reference: 00005116

Southbound

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6MPH	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	2		29	3	0	0	0	0	0	1	0	0	0	0	0	0	0
01:00	2		26	6	0	0	0	1	0	1	0	0	0	0	0	0	0
02:00	0		31	8	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1		31	7	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2		26	4	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	2		24	6	0	0	0	1	0	0	0	0	0	0	0	0	0
06:00	5		25	5	0	0	0	1	2	2	1	0	0	0	0	0	0
07:00	16	30	26	5	0	0	0	2	7	4	1	1	0	0	0	0	0
08:00	45	28	24	4	0	0	1	10	23	10	1	0	0	0	0	0	0
09:00	49	28	23	5	0	0	2	14	21	9	2	0	0	0	0	0	0
10:00	55	26	22	4	0	0	3	18	25	8	0	0	0	0	0	0	0
11:00	62	27	22	4	0	0	4	20	27	10	1	0	0	0	0	0	0
12:00	68	27	22	5	0	0	5	19	31	11	1	0	0	0	0	0	0
13:00	60	28	23	5	0	0	3	16	28	11	2	0	0	0	0	0	0
14:00	52	27	22	5	0	0	3	17	22	9	1	0	0	0	0	0	0
15:00	61	27	22	5	0	0	4	18	26	11	1	0	0	0	0	0	0
16:00	57	28	23	4	0	0	3	17	25	11	2	0	0	0	0	0	0
17:00	55	28	24	5	0	0	3	13	25	11	2	1	0	0	0	0	0
18:00	44	29	25	5	0	0	1	8	20	11	2	1	0	0	0	0	0
19:00	36	30	24	6	0	1	1	7	14	9	2	1	0	0	0	0	0
20:00	25	29	24	4	0	0	1	5	11	8	0	0	0	0	0	0	0
21:00	15	29	25	5	0	0	0	2	8	4	1	0	0	0	0	0	0
22:00	10	28	23	5	0	0	0	3	4	2	1	0	0	0	0	0	0
23:00	4		25	7	0	0	0	1	1	1	0	0	0	0	0	0	0
Total																	
12H(7-19)	624	28	23	5	0	2	32	170	282	116	18	4	1	0	0	0	0
16H(6-22)	704	28	23	5	0	3	34	185	316	138	23	5	1	0	0	0	0
18H(6-24)	719	28	23	5	0	3	35	189	321	141	24	5	1	0	0	0	0
24H(0-24)	726	28	23	5	0	3	35	191	322	143	25	6	1	0	0	0	0
AM Peak	11:00		03:00	02:00	11:00	11:00	11:00	11:00	11:00	08:00	09:00	07:00	09:00	11:00	11:00	11:00	11:00
	62		31	8	0	0	4	20	27	10	2	1	0	0	0	0	0
PM Peak	12:00	19:00	21:00	23:00	23:00	19:00	12:00	12:00	12:00	12:00	19:00	18:00	18:00	17:00	23:00	23:00	23:00
	68	30	25	7	0	1	5	19	31	11	2	1	0	0	0	0	0

Site Number: 00005116

Ferringham Lane, Ferring, W Sussex, on bus stop

Details

Site Reference: 00005116

Grid Reference: 509292,102282

Site Configuration:

Interval: 60

Telemetry: No

Channels

Channel 1: Northbound (North)

Channel 2: Southbound (South)



Location



A5116 NB.JPG



A5116 SB.JPG

Appendix 4

Site Access Visibility Splays



Figure 1 Left hand visibility from 2.4m setback



Figure 2 Right hand visibility from 2.4m setback



Figure 3 Left hand visibility from edge of lane



Figure 4 Right hand visibility from edge of lane

Appendix 5

Local Bus Services

Worthing -West Worthing - Goring - Ferring - South Ferring



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Read time information. Click on RT to show next 5 buses within the next hour.

Mondays to Fridays

[illegible]

	8	8	8A	8	8A	8	8A	8	8A	8	8	8	8	8
Angmering School.....	RI	....	....	....	....	....	....	....	....	....	....	....	....	1538s
Ferring, Library.....	RI	0725	0858	0928	....	....	....	....	....	....	....	....	....	1544
South Ferring, South Drive....	RI	0728	0902	0932	1002	1032	1102	1132	1202	1232	1302	1402	1548	1702
Ferring, Library.....	RI	0731	0905	....	1005	....	1105	....	1205	....	1305	1405	1552	1705
Ferring, Beehive Lane.....	RI	....	....	0936	....	1035	....	1135	....	1235	....	....	....	....
Aldsworth Avenue, Shops.....	RI	0734	0908	....	1008	....	1108	....	1208	....	1308	1408	1555	1708
Goring, Church.....	RI	0736	0910	....	1010	....	1110	....	1210	....	1310	1410	1557	1710
Fernhurst Drive, Aldsworth Ave.	RI	....	....	0941	....	1039	....	1139	....	1239	....	....	....	....
Alinora Crescent, Shops.....	RI	0739	0913	0946	1013	1043	1113	1143	1213	1243	1313	1413	1600	1713
Goring Road, Wallace Ave....	RI	0744	0918	0952	1018	1048	1118	1148	1218	1248	1318	1418	1605	1718
West Parade, Marine Gdhs.	RI	....	....	0955	....	1051	....	1151	....	1251	....	....	....	....
Grand Ave, Bath Road.....	RI	0748	0922	....	1022	....	1122	....	1222	....	1322	1422	1609	1722
Heene Road, Rowlands Road...	RI	0750	0924	0958	1024	1054	1124	1154	1224	1254	1324	1424	1611	1724
Worthing Pier, Stop N.....	RI	0754	0928	1002	1028	1058	1128	1158	1228	1258	1328	1428	1615	1728

s: schooldays only

Saturdays		8	8A	8	8A	8	8A	8	8A	8	8A	8	8	8	8	8	8
Worthing Pier, Stop N.....	RI	0935	1005	1035	1105	1135	1205	1235	1305	1335	1435	1535	1635	1735			
Heene Road, Rowlands Road...	RI	0939	1009	1039	1109	1139	1209	1239	1309	1339	1439	1539	1639	1739			
Grand Ave, Bath Road.....	RI	0941	...	1041	...	1141	...	1241	...	1341	1441	1541	1641	1741			
West Parade, Marine Gdns.	RI	...	1012	...	1112	...	1212	...	1312	...	...	...	...	...			
Goring Road, Wallace Ave.....	RI	0945	1015	1045	1115	1145	1215	1245	1315	1345	1445	1545	1645	1745			
Alinora Crescent, Shops.....	RI	0950	1020	1050	1120	1150	1220	1250	1320	1350	1450	1550	1650	1750			
Fernhurst Drive, Aldsworth Ave.	RI	...	1024	...	1124	...	1224	...	1324	...	...	...	...	...			
Goring, Church.....	RI	0953	...	1053	...	1153	...	1253	...	1353	1453	1553	1653	1753			
Aldsworth Avenue, Shops.....	RI	0955	...	1055	...	1155	...	1255	...	1355	1455	1555	1655	1755			
Ferring, Beehive Lane.....	RI	...	1028	...	1128	...	1228	...	1328	...	...	...	...	...			
Ferring, Library.....	RI	0958	...	1058	...	1158	...	1258	...	1358	1458	1558	1658	1758			
South Ferring, South Drive.....	RI	1001	1031	1101	1131	1201	1231	1301	1331	1401	1501	1601	1701	1801			
Ferring, Library.....	RI	...	...	...	...	...	...	...	1335	...	...	...	...	1805			

8	8A	8	8A	8	8A	8	8A	8	8A	8	8A	8	8	8	8	8	8
Ferring, Library.....	RI	0858	0928	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South Ferring, South Drive.....	RI	0902	0932	1002	1032	1102	1132	1202	1232	1302	1402	1502	1602	1702			
Ferring, Library.....	RI	0905	...	1005	...	1105	...	1205	...	1305	1405	1505	1605	1705			
Ferring, Beehive Lane.....	RI	...	0936	...	1035	...	1135	...	1235	...	...	...	...	...			
Aldsworth Avenue, Shops.....	RI	0908	...	1008	...	1108	...	1208	...	1308	1408	1508	1608	1708			
Goring, Church.....	RI	0910	...	1010	...	1110	...	1210	...	1310	1410	1510	1610	1710			
Fernhurst Drive, Aldsworth Ave.	RI	...	0941	...	1039	...	1139	...	1239	...	...	...	...	...			
Alinora Crescent, Shops.....	RI	0913	0946	1013	1043	1113	1143	1213	1243	1313	1413	1513	1613	1713			
Goring Road, Wallace Ave.....	RI	0918	0952	1018	1048	1118	1148	1218	1248	1318	1418	1518	1618	1718			
West Parade, Marine Gdns.	RI	...	0955	...	1051	...	1151	...	1251	...	...	...	...	...			
Grand Ave, Bath Road.....	RI	0922	...	1022	...	1122	...	1222	...	1322	1422	1522	1622	1722			
Heene Road, Rowlands Road...	RI	0924	0958	1024	1054	1124	1154	1224	1254	1324	1424	1524	1624	1724			
Worthing Pier, Stop N.....	RI	0928	1002	1028	1058	1128	1158	1228	1258	1328	1428	1528	1628	1728			

Timetable effective from 14/4/14

Appendix 6

TRICS Data

Calculation Reference: AUDIT-753101-150805-0820

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
10	WALES	
	CM CARMARTHENSHIRE	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days

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

Filtering Stage 2 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: Number of dwellings
 Actual Range: 7 to 23 (units:)
 Range Selected by User: 4 to 30 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 22/05/14

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Saturday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	5 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	5
--------------	---

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
No Sub Category	2

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

Filtering Stage 3 selection:Use Class:

C3

5 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 1 mile:

1,001 to 5,000

3 days

10,001 to 15,000

2 days

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

Population within 5 miles:

5,000 or Less

1 days

5,001 to 25,000

4 days

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

Car ownership within 5 miles:

1.1 to 1.5

5 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

5 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.

LIST OF SITES relevant to selection parameters

1	CM-03-A-01	DETAT./BG'LOWS		CARMARTHENSHIRE
	TREVAUGHAN ROAD			
	TREVAUGHAN			
	CARMARTHEN			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	17		
	Survey date: SATURDAY	13/09/08		Survey Type: MANUAL
2	DN-03-A-02	DETACHED		DONEGAL
	GLENFIN ROAD			
	BALLYBOFEY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: THURSDAY	05/09/13		Survey Type: MANUAL
3	NY-03-A-02	DETACHED		NORTH YORKSHIRE
	CLOTHERHOLME ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: SUNDAY	21/09/08		Survey Type: MANUAL
4	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
	CRAVEN WAY			
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	23		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
5	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		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

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	5	18	0.087	5	18	0.174	5	18	0.261
08:00 - 09:00	5	18	0.065	5	18	0.337	5	18	0.402
09:00 - 10:00	5	18	0.250	5	18	0.196	5	18	0.446
10:00 - 11:00	5	18	0.141	5	18	0.228	5	18	0.369
11:00 - 12:00	5	18	0.163	5	18	0.141	5	18	0.304
12:00 - 13:00	5	18	0.239	5	18	0.207	5	18	0.446
13:00 - 14:00	5	18	0.141	5	18	0.120	5	18	0.261
14:00 - 15:00	5	18	0.130	5	18	0.196	5	18	0.326
15:00 - 16:00	5	18	0.239	5	18	0.283	5	18	0.522
16:00 - 17:00	5	18	0.402	5	18	0.239	5	18	0.641
17:00 - 18:00	5	18	0.370	5	18	0.185	5	18	0.555
18:00 - 19:00	5	18	0.359	5	18	0.217	5	18	0.576
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.586			2.523			5.109

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

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

Parameter summary

Trip rate parameter range selected: 7 - 23 (units:)
 Survey date range: 01/01/07 - 22/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 1
 Number of Sundays: 1
 Surveys manually removed from selection: 2

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS**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	5	18	0.000	5	18	0.000	5	18	0.000
08:00 - 09:00	5	18	0.000	5	18	0.000	5	18	0.000
09:00 - 10:00	5	18	0.000	5	18	0.000	5	18	0.000
10:00 - 11:00	5	18	0.000	5	18	0.011	5	18	0.011
11:00 - 12:00	5	18	0.000	5	18	0.000	5	18	0.000
12:00 - 13:00	5	18	0.000	5	18	0.000	5	18	0.000
13:00 - 14:00	5	18	0.000	5	18	0.000	5	18	0.000
14:00 - 15:00	5	18	0.000	5	18	0.000	5	18	0.000
15:00 - 16:00	5	18	0.000	5	18	0.000	5	18	0.000
16:00 - 17:00	5	18	0.022	5	18	0.011	5	18	0.033
17:00 - 18:00	5	18	0.000	5	18	0.000	5	18	0.000
18:00 - 19:00	5	18	0.000	5	18	0.011	5	18	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.033			0.055

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

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

Parameter summary

Trip rate parameter range selected: 7 - 23 (units:)
 Survey date range: 01/01/07 - 22/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 1
 Number of Sundays: 1
 Surveys manually removed from selection: 2

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS**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	5	18	0.000	5	18	0.000	5	18	0.000
08:00 - 09:00	5	18	0.000	5	18	0.000	5	18	0.000
09:00 - 10:00	5	18	0.000	5	18	0.000	5	18	0.000
10:00 - 11:00	5	18	0.000	5	18	0.000	5	18	0.000
11:00 - 12:00	5	18	0.000	5	18	0.000	5	18	0.000
12:00 - 13:00	5	18	0.000	5	18	0.000	5	18	0.000
13:00 - 14:00	5	18	0.000	5	18	0.000	5	18	0.000
14:00 - 15:00	5	18	0.000	5	18	0.000	5	18	0.000
15:00 - 16:00	5	18	0.000	5	18	0.000	5	18	0.000
16:00 - 17:00	5	18	0.000	5	18	0.000	5	18	0.000
17:00 - 18:00	5	18	0.000	5	18	0.000	5	18	0.000
18:00 - 19:00	5	18	0.000	5	18	0.000	5	18	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

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 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 1
 Number of Sundays: 1
 Surveys manually removed from selection: 2

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS**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	5	18	0.000	5	18	0.000	5	18	0.000
08:00 - 09:00	5	18	0.000	5	18	0.000	5	18	0.000
09:00 - 10:00	5	18	0.000	5	18	0.000	5	18	0.000
10:00 - 11:00	5	18	0.000	5	18	0.000	5	18	0.000
11:00 - 12:00	5	18	0.000	5	18	0.000	5	18	0.000
12:00 - 13:00	5	18	0.000	5	18	0.000	5	18	0.000
13:00 - 14:00	5	18	0.000	5	18	0.000	5	18	0.000
14:00 - 15:00	5	18	0.000	5	18	0.000	5	18	0.000
15:00 - 16:00	5	18	0.000	5	18	0.000	5	18	0.000
16:00 - 17:00	5	18	0.000	5	18	0.000	5	18	0.000
17:00 - 18:00	5	18	0.000	5	18	0.000	5	18	0.000
18:00 - 19:00	5	18	0.000	5	18	0.000	5	18	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 7 - 23 (units:)
 Survey date range: 01/01/07 - 22/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 1
 Number of Sundays: 1
 Surveys manually removed from selection: 2

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS**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	5	18	0.000	5	18	0.033	5	18	0.033
08:00 - 09:00	5	18	0.000	5	18	0.011	5	18	0.011
09:00 - 10:00	5	18	0.000	5	18	0.011	5	18	0.011
10:00 - 11:00	5	18	0.000	5	18	0.000	5	18	0.000
11:00 - 12:00	5	18	0.011	5	18	0.011	5	18	0.022
12:00 - 13:00	5	18	0.000	5	18	0.022	5	18	0.022
13:00 - 14:00	5	18	0.000	5	18	0.000	5	18	0.000
14:00 - 15:00	5	18	0.011	5	18	0.000	5	18	0.011
15:00 - 16:00	5	18	0.054	5	18	0.022	5	18	0.076
16:00 - 17:00	5	18	0.011	5	18	0.000	5	18	0.011
17:00 - 18:00	5	18	0.022	5	18	0.000	5	18	0.022
18:00 - 19:00	5	18	0.000	5	18	0.000	5	18	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.110			0.219

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

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

Parameter summary

Trip rate parameter range selected: 7 - 23 (units:)
 Survey date range: 01/01/07 - 22/05/14
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 1
 Number of Sundays: 1
 Surveys manually removed from selection: 2

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.

Appendix 7

West Sussex County Council Parking Calculator

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and Bedrooms is used this will need to be converted. A general guide for conversion is as follows b in some cases:

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Word data used can be checked by the user by referring to the District-Ward Data Tables. Such tables highlight if the Census data do not include data for certain dwelling sizes. In these cases, the census data have been obtained using the nearest sized dwelling with some tenure and ownership pixels have been obtained using a private house with 1 room then data for a private house with 2 rooms, if no data is available for a private house with 1 room then data for a private house with 2 rooms has been used. The Car Ownership Data is highlighted in purple where such an approach has been used. Where Census data contains small samples for certain sized dwellings this is highlighted in red green if ≤ 50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size.

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemming@westsussex.gov.uk.	
Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.	
Ward 1	Ferring
District	Arun
Ward 2	
District	
Ward 3	
District	
Ward Temporo Factor 2009- 2026	1.095580
District Temporo Factor 2009- 2026	1.067644

Report Summary Table

DEVELOPMENT MIX					PARKING DEMAND					
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
						per unit	Total	per unit	Total	
A	Houses	Private	5	4	8	0	0	0	1	9
B	Houses	Private	4	1	2	0	0	0	0	2
C										
D										
E										
F										
G										
H										
I										
J										
K										
L										
M										
N										
O										
P										
Q										
R										
S					10		0.24		1.00	11
		Total		5						

ALLOCATED PARKING	
Spaces (Per Unit)	
2	
2	

Appendix 8

Sussex Safer Roads Partnership – Collision Data Extract

CRAI 85

Source: Safe Roads Partnership. Details of personal injury crashes reported to Sussex Police in accidents with 18+ fatalities and 18+ casualties. Whilst the details of these crashes have been checked, they are subject to change should further information become available and may therefore not match figures published elsewhere.

1997

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

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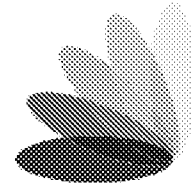
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 Inventory	 Start Date	 End Date
	TUE 10/01/08	FRI 10/03/08

Map showing the site location at the intersection of Ferringham Ln and George Ct. A callout box labeled "Site Location" points to the intersection. The map includes street names like Ferringham Ln, George Ct, and Ferringham Blvd. A scale bar at the bottom indicates 0 to 100 feet.

APPENDIX 2

SUPPLEMENTARY TECHNICAL NOTE



Reeves Transport Planning

LAND AT 44 FERRINGHAM LANE – OUTLINE APPLICATION

ERECTION OF RESIDENTIAL UNITS

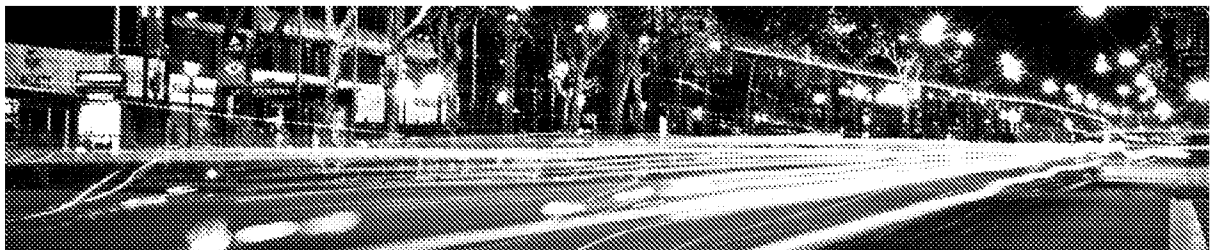
TECHNICAL NOTE

Drafted

January 2016

Prepared for:
All Services London Limited

Prepared by:
REEVES TRANSPORT PLANNING LTD
6 Beaufort Terrace
Brighton
BN2 9SU



1. Introduction

- 1.1 Reeves Transport Planning has been appointed to provide this Technical Note to address the observations noted in the Highway Authority's comments dated 24th December, and attached to this email as Appendix 1.
- 1.2 This Note has used the same headings as those used in the Highway Authority's email for easy cross reference. These headings are Access, Visibility, Parking, and Refuse Collection/Emergency Access.

2. Access

Width

2.1.1 The Applicant has confirmed that the width of the access under their control is 4metres, as shown on the land register plan attached as Appendix 2. Figure 7.1 of Manual for Streets notes that the minimum width of a traffic lane should be 2.75metres to allow access for vehicles. As noted in the Transport Report the proposal is to provide a 'shared surface' allowing vehicles and pedestrians to use the same space for access to the site. This principle has been accepted at other nearby locations, such as the recently approved (and under construction) scheme at the rear of 22 to 24 Ferring Lane; see plan and photograph of the access attached as Appendix 3. It can be seen that this proposal serves two dwellings and the access route is 3.3metres at its narrowest point.

2.1.2 In addition to this site Lavender Court on Ferringham Lane is a development of four units with parking for at least four vehicles to the rear of the site, via an access that is roughly 3.5metres wide. In addition, the visibility splays at the access to Lavender Court are significantly reduced by parking either side of the access, as shown in Appendix 4.

Signal System

2.2.1 As described in paragraphs 4.6 and 4.7 of the Transport Report the proposal is to provide a traffic signal system that restricts access when vehicles are emerging from the site. Some concern has been raised that this system will be inappropriate in such a sub-urban environment. The proposal is not for a full size traffic signal system; rather a small system will be used to indicate to approaching drivers whether it is safe to enter the access or to wait while a vehicle emerges from the access. An example of the small discreet light signal head is shown in Appendix 5.

2.2.2 This Appendix also includes an extract from the Sussex Safer Roads Partnership website that shows the collision data for the location of the private access where this light is installed. It shows that there have been no collisions of any description within the vicinity of the access that uses this signal system in the five years to December 2010. This is despite the fact that the access in question serves a development of 16 flats and is located on the A259, Kingsway in Brighton (that has an average daily traffic volume of 20,000 vehicles) and a high volume of on street parking.

2.2.3 The basic process of the operation of the signal system is set out in paragraphs 4.6 and 4.7 of the Transport Report. As described in the Transport Report during the busiest hour there will be a maximum of five vehicular movements per hour using the access, this is made up of three arrivals and two departures from the site. This would mean that as a worst case scenario there will be a maximum of two occasions when vehicles will wait in the carriageway while vehicles are emerging from the site.

2.2.4 If vehicles are already accessing the site as a vehicle wishes to emerge, the emerging vehicle will be held within the site by a red light until the access lane is clear for egress. When the access lane is clear the emerging vehicle will

trigger the signal at the access to change to red, after a two second delay the vehicle waiting to emerge will be shown a green light, at which point the vehicle will leave the site. The two second delay will allow sufficient waiting time to ensure that another vehicle is not turning into the site access.

2.2.5 Assuming a slow vehicle speed of 7.5m/s (or 16mph) and a total distance between the junction with Ferringham Lane and the furthest actuation loop of 80metres (allowing for a passing spaces within the site) the total waiting time for vehicles on Ferringham Lane will be no more than 11 seconds. Or in total vehicles will be waiting on Ferringham Lane for a maximum of 22seconds in the busiest hour of a typical day, being 5PM to 6PM. Appendix 5 also includes indicative positions of the actuation loops and signal heads.

2.2.6 Assuming the highly unlikely case that two of the three vehicles wishing to enter the site do so at exactly the same time as a vehicle is emerging from the site it is important to ensure that there is sufficient forward visibility on Ferringham Lane for a vehicle approaching the waiting vehicle to overtake or wait until it is safe to do so. In the peak hour the vehicle speed and volume in the southbound direction are 28mph, and 55 vehicles, respectively. This is taken from the data attached to the Transport Report as Appendix 3.

Forward Visibility and Safety for Traffic Using Ferringham Lane

2.3.1 Forward visibility in the southbound direction is roughly 89metres, for speeds of 28mph Manual for Streets notes that the Sign Stopping Distance (another term used to describe forward visibility) should be 36metres. There is clearly sufficient forward visibility for a vehicle approaching a waiting vehicle to drive safely and in a way that reflects the conditions of the road.

2.3.2 The Highway Code states that people must not drive dangerously, without due care and attention or without reasonable consideration of other road users.

This principle has been used in numerous legal cases; Russell v Smith 2003 and Gorringe v Calderdale 2004 are the two most recent examples. The Gorringe v Calderdale ruling stated *'the overriding imperative is that those who drive on the public highways do so in a manner and at a speed which is safe having regard to such matters as the nature of the road, the weather conditions and the traffic conditions'*.

3. Visibility

- 3.1 As noted in the Local Highway Authority comments the suitable visibility splays for the recorded vehicles speeds are 43 metres to the south and 39 metres to the north, from a setback distance of 2 metres back from the edge of the carriageway. MfS1 notes in paragraph 7.7.3 that *'the Y distance represents the distance that a driver who is about to exit from the minor arm can see to his left and right along the main alignment. For simplicity it is measured along the nearside kerb line of the main arm.'* There is no intrinsic safety reason why the visibility splays should be measured to the near side kerb, as MfS1 clearly states it is *'for simplicity'*.
- 3.2 The Photograph attached as Appendix 6 shows that the grass verge either side of the three access points, to the Application site, 42, and 46 Ferringham Lane. The boundary walls at the entrance are set back from the edge of Ferringham Lane by roughly 500mm. This means that measuring the visibility splay from a distance of 1.5metres back from the boundary between the tarmac surface of Ferringham Lane and the application site access, an X distance of 2metres is achieved. Please note, the boundary wall to the north has been reinstated.
- 3.3 The Local Highway Authority has advised that visibility splays should be provided *'using land under the control of the applicant'*. This situation can be

addressed by the inclusion of a suitably worded 'Grampian' type planning condition.

4. Parking

- 4.1 The parking provision as described can be accommodated within the site and controlled by planning condition.

5. Refuse Collection/Emergency Access.

- 5.1 The swept path analysis attached as Appendix 7 show that refuse vehicles can gain access to all of the proposed units, in line with the requirements of the relevant design guidance.
- 5.2 Part H of the Building Regulations defines location for the storage and collection of waste. The key points are that residents should not be required to carry waste more than 30metres to the storage point, waste collection vehicles should be able to get to within 25metres of the storage point and the gradient between the two should not exceed 1:12. There is no set distance that is considered the maximum that a refuse vehicle should reverse. A review of information published by the Health and Safety Executive, the Freight Transport Association, and Local Authorities would suggest that 12metres is the acceptable maximum distance that a refuse vehicle should be expected to reverse.
- 5.4 These requirements can be achieved based on the proposed layout.
- 5.5 It is not possible for a full size fire appliance to gain access to the application site. Building Regulations is the process that addresses matters relating to fire service access. If it is not possible for a fire appliance to get within 45m of single family houses, Building Regulations permit the use of sprinkler systems.

6. Conclusions and Recommendation

- 6.1 This Technical has addressed the concerns raised by the Local Highway Authority. The access width at 4metres is sufficiently wide to accommodate both the needs of all pedestrian and vehicles without adversely affecting the safety of users. In fact, the same principle of access design has been used in numerous developments in close proximity to the application site with no adverse effects of public safety.
- 6.2 The traffic control signal system is used in numerous locations across the whole country and are specifically designed to allow safe access to development sites and businesses that have restricted access. The imperative is clearly placed on the driver to ensure that they are driving appropriately for the prevailing conditions. While some objectors may suggest that vehicles waiting on Ferringham Lane could be considered as dangerous this is not supported by the evidence set out in this Technical Note. There is on average only one vehicle movement southbound per minute using Ferringham Lane in the busiest hour, a chance that no more than two vehicles would have to wait in the carriageway for a maximum of 22seconds, and more than sufficient forward visibility to ensure that the use of the access will be safe.
- 6.3 Visibility Splays at the access can be achieved in line with the recommendation of the Highway Authority. These splays can be secured by the inclusion of a 'Grampian' type planning condition.
- 6.4 Parking provision as noted by the Highway Authority can be achieved and secure via planning condition.
- 6.5 Refuse collection vehicles can gain access to all of the proposed properties in line with the national design regulations. The largest type of fire appliance cannot gain access to the application site. Access for emergency and refuse

vehicles is not a planning matter. The requirements to provide access for refuse and emergency vehicles is addressed via Building Regulations. The Regulations allow to use of sprinkler system where access is not possible.

- 6.5 National Planning Policy Framework notes that *“development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”* There is no evidence to support the case that the transport implications associated with this application could be defined as severe.
- 6.6 It is recommended that if this planning application is approved conditions or planning obligations to secure the access and road construction, visibility splays, car parking, cycle parking, and a management and maintenance plan for the signal system are included.

Appendix 1:

Highway Authority's comments dated 24th December

This application seeks outline consent with all matters reserved, except that of access and layout, for the erection of 4 x 3 bed bungalows and 1 x 2 bed bungalow. Access will be achieved via an existing point of access on the eastern side of Ferringham Lane. Ferringham Lane is a private street at this point. West Sussex County Council, in its role as Local Highway Authority (LHA), has no maintenance responsibility for these types of streets. All comments made within this report in respects of private streets are for the advice of the Local Planning Authority (LPA) only.

A 'guided' speed limit of 20 mph is present on Ferringham Lane and is indicated by way of carriageway markings, however the Transport Statement details that this is not supported by a sealed Traffic Regulation Order. Pedestrian footways are present on the eastern side of Ferringham Lane.

Access

Access from Ferringham Lane will be achieved via an existing point of access which currently serves 44 Ferringham Lane. 44 Ferringham Lane will be retained as part of the proposal; this proposal will therefore result in 6 dwellings being served from this point of access.

The access way is approximately 60 metres in length and 3.0 metre in width, consequently opposing vehicles do not have the opportunity to pass and re-pass along this access way. This could potentially lead to vehicle conflict and result in vehicles having to reverse back into the site or onto Ferringham Lane. By way of a comparison WSCC would typically request that a shared surface access way measure a minimum of 4.8 metres in width for the first 10 metres, this can be reduced to 4.1 metres in some situations. Using guidance within Manual for Streets it would also be difficult to demonstrate that that a 3.0 metre wide access way for this length could suitably accommodate a vehicle and a vulnerable road user side by side as a shared surface facility. Consideration does need to be given to the chance of conflict which in the peak hour is likely to be 4-5 vehicular movements per hour.

The applicant proposes to install a traffic light system at the access point to alleviate against potential vehicle conflict. Priority will be given to vehicle entering the site from Ferringham Lane. Vehicles exiting the site will be required to wait within the site and exit after a suitable 'inter-green' period. As Ferringham Lane is a private street I can only offer advice on this matter.

Consideration would need to be given to the impact of this system upon traffic flows along Ferringham Lane. In the peak hours it would be anticipated that vehicular movements to and from the site will likely be in the order of 4-5 vehicular movements per hour. The recorded traffic flows of Ferringham Lane in the peak hours are in the order of 1 vehicular movement in each direction per minute. On balance I would be minded to conclude that the chance of vehicle conflict would be low, in the in the peak hours. Nevertheless the installation of such a system without a 'waiting bay' for incoming vehicles may result in the unnecessary slowing and stopping of vehicle of Ferringham Lane.

Using the access in this way would be reliant on the system functioning for the whole lifetime of the development. I would advise the LPA to consider if such a facility can be conditioned and maintained in perpetuity? Will the system have any impact towards the amenity of users of Ferringham Lane or the development site?

The applicant should consider providing some form of pedestrian crossing point to direct pedestrians to the eastern side of Ferringham Lane from the site access point.

Has the applicant considered forming an access point via Little Paddocks? It is appreciated that the red edging on the location plan provided does not extend to the extent of Little Paddocks and a ransom strip would appear to prohibit this option?

Visibility

The applicant has conducted an automated traffic count/speed survey, within close proximity to the access point, between the dates of 09/09/2015 and 17/09/2015. The results of this survey conclude that 85th percentile speeds are 30 mph northbound and 28 mph southbound.

It is these actual road speeds which should be used in the Manual for Streets sight stopping distance calculation in order to determine an appropriate 'Y' distance on any proposed visibility splays. Using this calculation and other guidance within Manual for Streets it would be advised that splays of 2.0 x 43 metres south of the site and 2.0 x 39 metres north of the site would be considered appropriate.

It is noted on page 6 of the design and access statement that some walling will be demolished at the site access in order to provide improved visibility. However the applicant has not provided visibility splay plans demonstrating maximum achievable visibility, using land under control of the applicant, at this point of access. I am therefore unable to provide any further advice on this matter at this time.

Parking

I have assessed this application using the WSCC car parking demand calculator. Plots 1 – 4 will be provided with one garage and one hard standing space. Plot 5 will be provided with two hard standing spaces. The site plan indicates that 44 Ferringham Lane is provided with a double garage and hard standing space. On this basis the 5 new dwellings would be anticipated to create the demand for 11 vehicle parking spaces. It would appear that 44 Ferringham Lane is retaining an appropriate amount of vehicle parking. It would however be advised that one unallocated visitor car parking space is provided on site.

The proposed garages should have internal dimensions of 3 x 6 metres in order to be considered allocated parking spaces and be large enough to provide cycle parking.

Refuse Collection/Emergency Access

A refuse collection point is indicated on the proposed site layout, and it would be anticipated that refuse collection would take place from within the site. The applicants would be advised to provide a vehicle tracking plan to demonstrate that a refuse vehicle can access the site, turn and leave in the forward gear.

Manual for Streets paragraphs 6.7.2 and 6.7.3 detail building regulation B5 (2000) requirements for emergency access. While 3.7 metres carriageway width is required to operate at the scene of an incident, this width can be reduced to 2.75 metres over short distances.

I have consulted with WSCC Fire Safety, in the first instance it has been requested that the applicant investigate the opportunity to place a 1.5 metre wide access for fire fighting from Little Paddocks to allow hoses and ladders to be carried onto site. This would place a fire appliance within the building regulations distance for plots 1-4, leaving plot 5 as the only property out of scope which could have domestic sprinklers. The gate could be a closed gate for fire fighting only and not a public right of way. Should this not be possible additional emergency access considerations would be required.

Conclusion

The LHA would not have any overriding concerns with this proposal and its impact upon the maintained highways network. The LPA would however be advised to consider the issues outlined within this consultation response and raise them with the applicant prior to determining this application. Additional advice on these matters and advised conditions can then be provided by the LHA should the LPA require.

Ian Hayward Strategic Planning

From: planning.responses@arun.gov.uk [<mailto:planning.responses@arun.gov.uk>]
Sent: 07 December 2015 14:33
To: SU Local Development
Subject: Planning Consultation on: FG/196/15/OUT

To: WSCC(ROW/Strategic/Highways)

NOTIFICATION FROM ARUN DISTRICT COUNCIL

Town & Country Planning Act 1990 (as amended)

**Town & country Planning (Development Management Procedure) (England) Order 2015 -
Article 5 - Articles 16 & 18 Consultation before the grant of permission**

Outline Consent

APPLICATION **FG/196/15/OUT**
NO:

Registered: 7th December
 2015

Site Address: 44 Ferringham Lane Ferring BN12 5LU

Grid Reference: 509369 102264

Description of Works: Outline Application with some matters reserved for 4 No. 3 bed bungalows & 1 No. 2 bed bungalow.

The Council have received the above application. I shall be pleased to receive any observations you may wish to make.

[Click here to view the application details](#)

Should you have any comments to make, these should be sent by replying to this email by 07-JAN-16.

You can also monitor the progress of this application through the Council web site:

www.arun.gov.uk/planning

Please be aware that any comments you may make will be available on our website so please do not insert personal details or signatures on your reply.

In the absence of a reply within the period stated, I shall assume that you have no observations to make.

The officer dealing with this application is Mr D Easton who can be contacted on telephone number 01903 737619.

Regards
Planning Officer

consultee_email

<http://www.arun.gov.uk>

NLPG UPRN 100062237016

DX 57406 Littlehampton

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This email and any attachments are confidential and intended solely for the persons addressed. If it has come to you in error please reply to advise us but you should not read it, copy it, show it to anyone else nor make any other use of its content. West Sussex County Council takes steps to ensure emails and attachments are virus-free but you should carry out your own checks before opening any attachment.

Appendix 2:

Land Register Details

Title Number : WSX55196

This title is dealt with by Land Registry, Durham Office.

The following extract contains information taken from the register of the above title number. A full copy of the register accompanies this document and you should read that in order to be sure that these brief details are complete.

Neither this extract nor the full copy is an 'Official Copy' of the register. An official copy of the register is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he or she suffers loss by reason of a mistake in an official copy.

This extract shows information current on 11 JAN 2016 at 11:13:24 and so does not take account of any application made after that time even if pending in the Land Registry when this extract was issued.

REGISTER EXTRACT

Title Number	: WSX55196
Address of Property	: 44 Ferringham Lane, Ferring, Worthing (BN12 5LU)
Price Stated	: £900,000
Registered Owner(s)	: ALAN CORNELL of 44 Ferringham Lane, Ferring, Worthing BN12 5LU and of 6 Gomshall Road, Cheam, Sutton SM2 7JZ.
Lender(s)	: Amicus Finance Plc

Title number WSX55196

This is a copy of the register of the title number set out immediately below, showing the entries in the register on 11 JAN 2016 at 11:13:24. This copy does not take account of any application made after that time even if still pending in the Land Registry when this copy was issued.

This copy is not an 'Official Copy' of the register. An official copy of the register is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he or she suffers loss by reason of a mistake in an official copy. If you want to obtain an official copy, the Land Registry web site explains how to do this.

A: Property Register

This register describes the land and estate comprised in the title.

WEST SUSSEX : ARUN

- 1 (17.09.1981) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being 44 Ferringham Lane, Ferring, Worthing (BN12 5LU).

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

- 1 (06.03.2015) PROPRIETOR: ALAN CORNELL of 44 Ferringham Lane, Ferring, Worthing BN12 5LU and of 6 Gomshall Road, Cheam, Sutton SM2 7JZ.
- 2 (06.03.2015) The price stated to have been paid on 4 March 2015 was £900,000.
- 3 (23.12.2015) RESTRICTION: No disposition of the registered estate by the proprietor of the registered estate is to be registered without a written consent signed by the proprietor for the time being of the Charge dated 23 December 2015 in favour of Amicus Finance Plc referred to in the Charges Register.

C: Charges Register

This register contains any charges and other matters that affect the land.

- 1 A Conveyance dated 26 July 1924 made between (1) Georgina Laura Alma Henrietta Elizabeth Henty (Vendor) and (2) Charles Norman Draycott (Purchaser) contains covenants details of which are set out in the schedule of restrictive covenants hereto.
- 2 A Conveyance of the land tinted pink on the filed plan and other land dated 18 November 1924 made between (1) Charles Norman Draycott (Vendor) and (2) Eve Acton Bond (Purchaser) contains covenants details of which are set out in the schedule of restrictive covenants hereto.
- 3 A Conveyance of the land tinted blue on the filed plan and other land dated 8 September 1927 made between (1) Charles Norman Draycott (Vendor) and (2) Johnina Catherine Peck (Purchaser) contains covenants details of which are set out in the schedule of restrictive covenants hereto.
- 4 A Conveyance of adjoining land dated 7 June 1961 made between (1) Eila Phyllis McGowan and (2) Charles Henry Codd and Florence Anette Codd contains covenants details of which are set out in the schedule of restrictive covenants hereto.
- 5 (23.12.2015) REGISTERED CHARGE dated 23 December 2015.

C: Charges Register continued

6 (23.12.2015) Proprietor: AMICUS FINANCE PLC (Co. Regn. No. 06994954) of Grafton House, 2-3 Golden Square, London W1F 9HR.

Schedule of restrictive covenants

1 The following are details of the covenants contained in the Conveyance dated 26 July 1924 referred to in the Charges Register:-

THE Purchaser for himself his heirs executors administrators and assigns thereby covenanted with the Vendor her heirs executors administrators and assigns to the intent and so that such covenant should be binding on the hereditaments coloured plain green on the said plan into whosoever hands the same might come but not so as to render the Purchaser personally liable in damages for any breach thereof after he should have parted with the said hereditaments that the Purchaser his heirs executors administrators and assigns would not carry on or permit to be carried on upon the hereditaments coloured plain green on the said plan any trade or business and that no buildings to be erected thereon should be used for any purpose other than that of a private dwellinghouse or professional residence.

NOTE: No copy of the Conveyance plan referred to above was supplied on first registration.

2 The following are details of the covenants contained in the Conveyance dated 18 November 1924 referred to in the Charges Register:-

COVENANT BY Purchaser for herself her heirs executors administrators and assigns with Vendor his heirs executors administrators and assigns to intent and so that such covenant should be binding on hereditaments thereby conveyed into whosoever hands the same might come (limited to period of ownership) to perform and observe stipulations and restrictions contained in Schedule thereto.

THE SCHEDULE above referred to

1. Not to erect more than one house with outbuildings on the land hereby conveyed coloured pink on the said plan during the next Three years or more than Three houses with outbuildings after Three years from the date thereof

2. Not to carry on or permit to be carried on upon the land coloured pink upon the said plan any trade or business and any building to be erected thereon shall be used for no purpose other than that of a private dwellinghouse or professional residence

3. Not to erect upon the land coloured blue upon the said plan any structure or building whatsoever of a permanent character and to use the said land coloured blue for no purpose other than that of erecting a private portable bathing hut or tent thereon to be used in conjunction with the house to be erected on the land coloured pink on the said plan.

NOTE 1: The land coloured pink referred to in clause 1 above is tinted pink on the filed plan

NOTE 2: The land coloured blue referred to in clause 3 above was shown on the plan supplied on first registration.

3 The following are details of the covenants contained in the Conveyance dated 8 September 1927 referred to in the Charges Register:-

COVENANT by Purchaser for herself her successors in title and assigns with the Vendor that she the Purchaser would not carry on or permit to be carried on upon the said premises thereby conveyed any trade or business and that no buildings erected or to be erected on the said piece of land should be used for any purpose other than that of a private dwellinghouse or professional residence.

4 The following are details of the covenants contained in the Conveyance dated 7 June 1961 referred to in the Charges Register:-

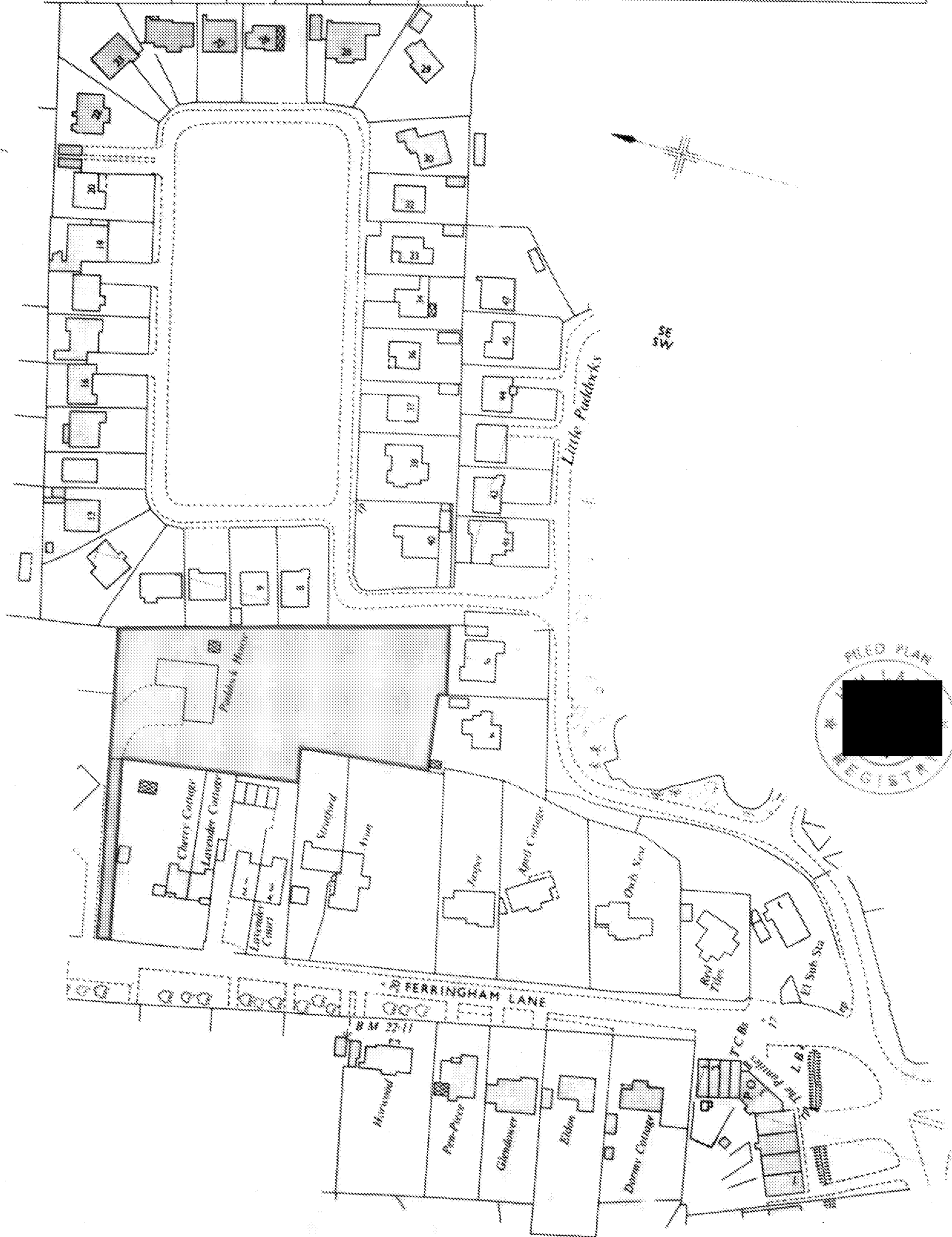
Title number WSX55196

Schedule of restrictive covenants continued

For the benefit and protection of the property hereby or any part or parts thereof and so as to bind so far as may be the Vendor's adjoining property known as Paddock House Ferringham Lane Ferring aforesaid into whosoever hands the same may come the Vendor hereby Covenants with the Purchasers and each of them that the Vendor and the persons claiming title under her will not erect or permit or suffer to be erected any building within 25 feet from the Northern boundary of the property hereby conveyed.

End of register

H.M. LAND REGISTRY		TITLE NUMBER	
		WSX 55196	
ORDNANCE SURVEY PLAN REFERENCE	TQ 0902	SECTION H	Scale 1/1250
COUNTY WEST SUSSEX	DISTRICT ARUN	© Crown copyright 1977	



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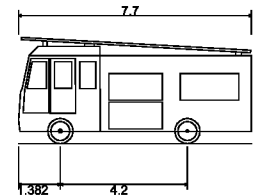
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Appendix 3

22 to 24 Ferring Lane; Plan and Photograph of the access



A	25.09.14	AF	Dimension between existing building added	AF
REV	DATE	INT	DESCRIPTION	CHK

11 Tungsten Building
George Street
Fishergate
Sussex
BN41 1RA
Tel: 01273 424424
Fax: 01273 424425
Email: design@civil.co.uk

101	A
-----	---



Appendix 4:

Lavender Court Ferringham Lane Access Details



Figure 1 Lavender Court Left Hand
Visibility from 2m set back



Figure 1 Lavender Court Right Hand
Visibility from 2m set back



Appendix 5:

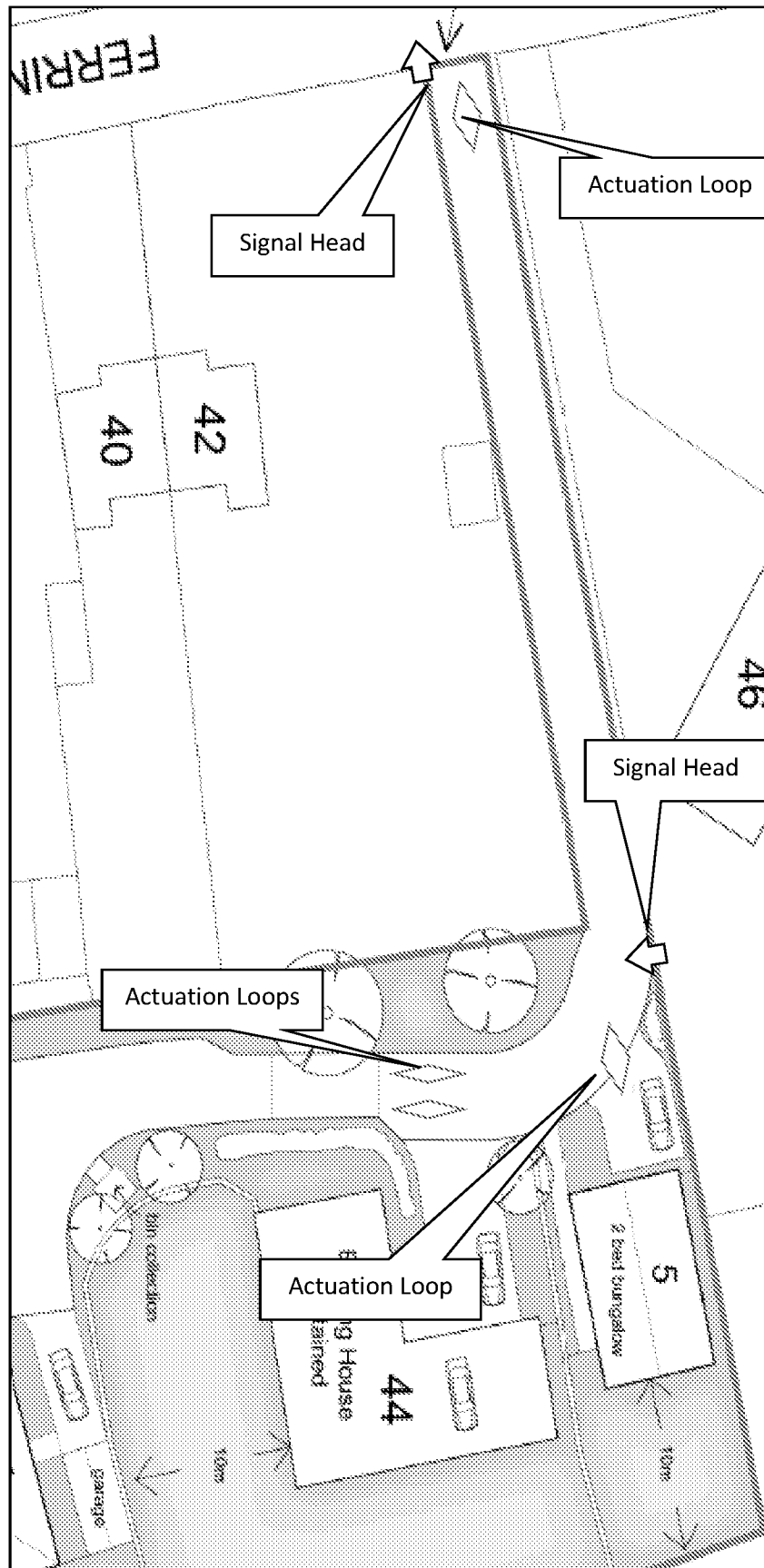
Example Signal Head

Collision Information, and

Indicative Traffic Signal Layout and Actuation Loop Locations



Figure 3: Traffic Signal System (Example of Signal Head)



Appendix 6

Existing Visibility Splay Photos and Access/Verge Configuration

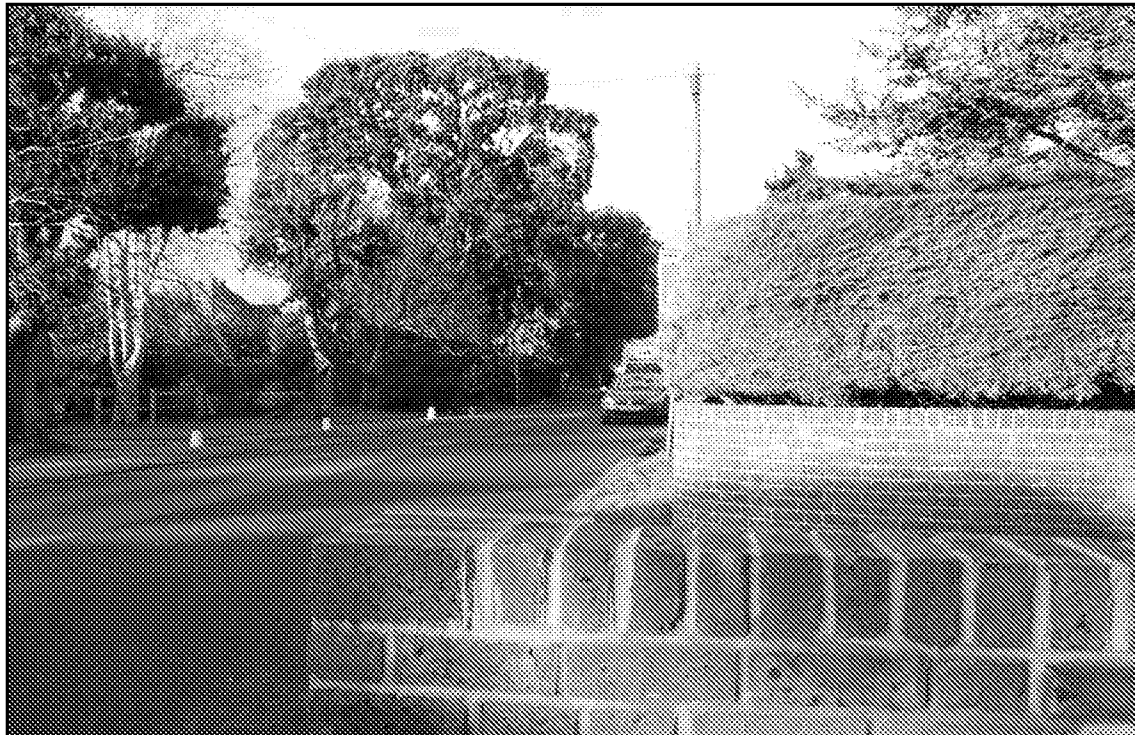


Figure 4: Existing Right Hand visibility 2metres X distance

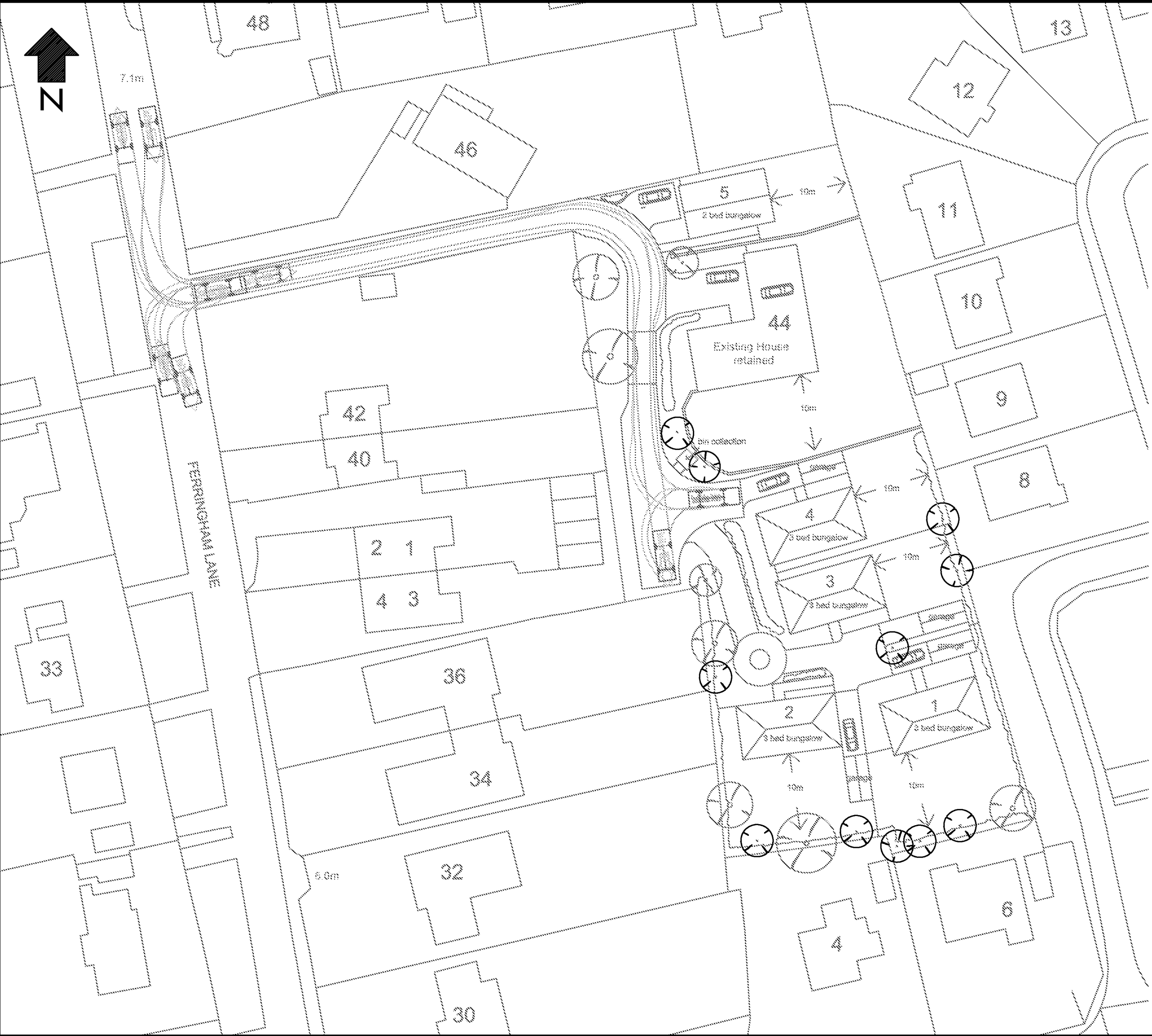


Figure 5: Existing Left hand visibility 2metres X distance



Appendix 7:

Swept Path Analysis



VEHICLE DETAILS:

Green line shows body
Orange line shows axle/wheels

SMALL REFUSE VEHICLE

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

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Project

FERRINGHAM LANE, FERRING

Drawing Title

SWEPT PATH ANALYSIS USING A SMALL REFUSE VEHICLE

Date	Scale	Size
JAN 2016	1:500	A3
Drawing No.	Rev	
001	A	

