

Transport Statement

2 Additional Dwellings on Toddington Lane, Littlehampton, West Sussex



Client: Dowsett Mayhew Planning Partnership

Ref: 10053E

Date: Feb 2021

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Issue	Issue date	Compiled	Checked	Authorised
1st	2020/06/02	ART	RW	LNS
2nd	2020/07/20	ART	RW	RW
Rev A	2020/09/29	ART	RW	RW
Rev B	2021/02/24	ART	RW	RW
Rev C	2021/07/19	ART	RW	RW

1 Introduction

- 1.1 This revised transport statement report has been prepared for Helg Properties Ltd in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils Ltd has been commissioned by Helg Properties Ltd to prepare a revised Transport Statement in connection with the proposed development of 2 dwellings, each with 2 bedrooms, on land adjacent to Toddington Lane in Littlehampton, Arun District, West Sussex adjacent to the approved development of 10 residential dwellings.
- 1.3 This application has planning reference LU/58/21/PL.

The Report

- 1.3 This Transport Statement has been written to include the following scope of work:
- ✦ Detail relevant national & local planning and transport policies;
 - ✦ Review the local highway network;
 - ✦ Assess current accessibility by all transport modes;
 - ✦ Acquire, examine and report on appropriate accident data (we would propose the use of Crashmap to keep your costs down);
 - ✦ Determine multi-modal trip rates relevant to the proposed residential use and location using the TRICS database, including any relevant local commitments;
 - ✦ Review of on-site vehicle and cycle parking proposals against local standards;
 - ✦ Review access and turning by fire service and refuse collection vehicles;
 - ✦ Prepare swept path analysis drawing of refuse and fire appliance vehicles as necessary;
 - ✦ Assess impact of development on the highway and transport network;

Policy Context

- 1.4 This report has been written in accordance with the following policy frameworks:
- ✦ 2014 National Planning Policy Guidance (NPPG);
 - ✦ 2019 National Planning Policy Framework (NPPF);
 - ✦ Manual for Streets 1 & 2 (2007);
 - ✦ West Sussex County Council's Local Transport Plan 3 (2011-2026);
 - ✦ WSCC 'Revised County Parking Standards and Transport Contributions Methodology' (adopted 2003);
 - ✦ WSCC Guidance for Parking in New Residential Developments September 2010.;
 - ✦ Arun District Council's Local Plan 2011-2031 (Adopted 2018).

Planning History

- 1.5 The adjacent site has planning reference LU/162/17/PL and approval was granted on 7th January 2018. The decision notice can be found contained in **Appendix A**. Decision was granted as part of an appeal, the original application under the same planning reference was rejected on 21st November 2017.
- 1.6 All grounds for rejection were addressed prior to the appeal or relevant conditions have been imposed. This transport statement covers the proposal of 2 additional properties adjacent to the above approved development.
- 1.7 The LU/58/21/PL application was refused on the 23rd April 2021 on the following grounds:
- *1 The site, by virtue of its size and depth, is considered unsuitable and insufficiently large to accommodate 2 dwellings and private amenity space satisfactorily without significant damage to the character of this established residential area. The proposal would result in an unduly cramped form of development which would be detrimental to the character and amenities of the surrounding residential area, contrary to policies D DM1 and DSP1 of the Arun Local Plan and Part P of Arun Design Guide.*
 - *2 The limited amenity space proposed would result in a form of development which would be detrimental to the residential amenities of future occupiers contrary to policy DDM1 (15) and QE SP1 of the Arun Local Plan and Part H of the Arun Design Guide.*
- 1.8 Please note that the LU/58/21/PL application had no objections raised in relation to any highways or transport issues.

2 Policy Context

National Planning Policy Framework (NPPF)

- 2.1 The National Planning Policy Framework, first published in 2012 and most recently revised in February 2019, sets out the Government's planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally-prepared plans for housing and other development can be produced.
- 2.2 NPPF supports sustainable development, with a 'presumption in favour of sustainable development', as set out in paragraph 10 and 11:

*"At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**:*

*For **plan-making** this means that:*

- a) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;*
- b) strategic policies should as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance produces a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;**

*For **decision-taking** this means:*

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."**

- 2.3 In the context of sustainable transport and in considering development proposals the NPPF states in paragraphs 108-111:

Paragraph 108, "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of the development and its location;*
- safe and suitable access to the site can be achieved for all users; and*
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

Paragraph 109, "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Paragraph 110, "Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Paragraph 111, "All developments that will generate significant movement should be required to provide a travel plan and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

National Planning Practice Guide (NPPG)

- 2.4 National Planning Practice Guidance (NPPG) is supplementary advice intended to expand on and support the principals and practices of the National Planning Policy Framework (NPPF). It is managed and maintained by the Department of Communities & Local Government. Amongst other things, NPPG provides advice on the need for, and the preparation of, Travel Plans, Transport Statements and Transport Assessments.
- 2.5 NPPG states that Travel Plans, Transport Assessments and Transport Statements can positively contribute to:
- ✦ encouraging sustainable travel;
 - ✦ lessening traffic generation and its detrimental impacts;
 - ✦ reducing carbon emissions and climate impacts;
 - ✦ creating accessible, connected, inclusive communities;
 - ✦ improving health outcomes and quality of life;
 - ✦ improving road safety; and
 - ✦ reducing the need for new development to increase existing road capacity or provide new roads.
- 2.6 NPPG advises that the key transport issues to be considered in a transport evidence base should:
- ✦ assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; and
 - ✦ consider the cumulative impacts of existing and proposed development on transport networks.

Manual for Streets (MfS)

- 2.7 MfS and MfS2 was published in 2007 and 2010 and are referred to throughout the report.
- 2.8 The purpose of MfS was to help rebalance the function of residential streets which had on many occasions resulted in places that were dominated by motor vehicles, which failed to make a positive contribution to the quality of life. MfS demonstrates the benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways.
- 2.9 The 'Department for Transport' and 'Department for Communities and Local Government' support the guidance provided in the manuals, though importantly, they do not outline any new policies or legal requirements.
- 2.10 Some of the key aims for streets in the introduction, are as follows:
- help build and strengthen the communities they serve;
 - meet the needs of all;
 - form part of a well-connected network;
- It also discourages designs that:
- primarily meet motor traffic needs;
 - are difficult to serve by public transport.
- 2.11 MfS 2 applies the same principles to a wider variety of situations including both rural and urban. Both aim to deliver contextually sensitive designs, which involves understanding the unique landscape and role of individual modes of transport in the area.

West Sussex County Council's Local Transport Plan

2.12 The Local Transport Plan (LTP3) for West Sussex covers the period 2011 to 2026 and was adopted by the County Council on March 2011.

2.13 The 4 main objectives of LTP3 are:

- Promoting Economic Growth
- Tackling a Changing Climate
- Providing Access to Services, Employment and Housing
- Improving Safety, Security and Health

2.14 Under each of these main objectives are the LTP3 strategies as shown below in **Table 2.1**.

Table 2.1 – LTP3 Themes and Objectives

LTP3 Objectives	LTP3 Strategies
Promoting Economic Growth	- o Maintain or improve the reliability of journey times on key routes; - o Improve connectivity and access to local labour markets and key centres; - o Deliver transport improvements to support and facilitate sustainable growth; - o Ensure local transport networks are resistant and adaptable to shocks and impacts including climate change.
Tackling Changing Climate	- o Adapt transport infrastructure to increase its resilience to the effects of climate change; - o Support new low emission fuels, infrastructure and technologies; - o Reduce unnecessary trips by motorised vehicles and encourage the use of more sustainable modes of transport; - o Reduce the need to travel at all by encouraging provision of local services; - o Reduce the carbon footprint of the County Council's own operations; - o Maximise reuse and recycling of materials in construction and maintenance.

Providing Access to Services, Employment and Housing	○ Identify problem areas by using survey approaches and accessibility mapping techniques where appropriate; ○ Work in partnership with service providers and stakeholders to set priorities; ○ Ensure that accessibility is a central consideration when planning local services; ○ Seek to ensure that places of work, education, leisure and food retail opportunities are located close together in new development; ○ Enable disadvantage people to access employment opportunities, key services, social networks and goods; ○ Encourage local delivery of services so that people have to travel less.
Improving Safety, Security and Health	○ Reduce the risk of death or injury due to transport incidents through engineering, training and publicity particularly targeted at vulnerable road users; ○ Reduce crime, fear of crime and anti-social behaviour on the transport network; ○ Reduce the negative impacts of transport on public health; ○ To encourage and to enable physically active travel such as walking and cycling through behaviour change initiatives and provision of information and education; ○ Invest in new infrastructure which improves the County and creates safer conditions for all, and particularly vulnerable road users.

Arun District Local Plan 2011-2031

2.15 The Arun Local Plan 2011-2031 was adopted on 18th July 2018 and comprises of a written statement and supporting Policies Maps 1-4. The plan sets out a spatial vision, objectives and a sustainable strategy for delivering the needed growth of the District over the period 2011- 2031.

2.16 The Arun Local Plan 2018 will be used to guide decisions on planning, development and regeneration activity over this period including many other decisions shaping corporate investment plans and strategies, as well as those from external providers, delivering services and infrastructure to the local community.

This Arun Local Plan (2011-2031) replaces the Arun Local Plan 2003 and the saved policies within it. The Arun Local Plan 2003 also covers the area of Arun District which falls within the South Downs National Park (SDNP) which is the planning authority and so the 2003 Arun Local Plan remains part of the Development Plan for that area until the SDNP adopt a new Local Plan.

3 Existing Site Details

Site Location

- 3.1 The site is located on land adjacent to Toddington lane in Littlehampton, Arun district, West Sussex.
- 3.2 The existing site is currently a light industrial storage site and maintenance site, all current usage will end as part of the proposed development. The existing site is shown below in **Figure 3.1** with an approximate outline shown in red.

Figure 3.1 -- Aerial View of Existing Site



- 3.3 The existing site is accessed by a priority junction on Toddington Lane, this junction is to be maintained and will provide access for the adjacent proposed development. This Transport Statement covers an additional 2 dwellings being proposed in addition to the approved development.

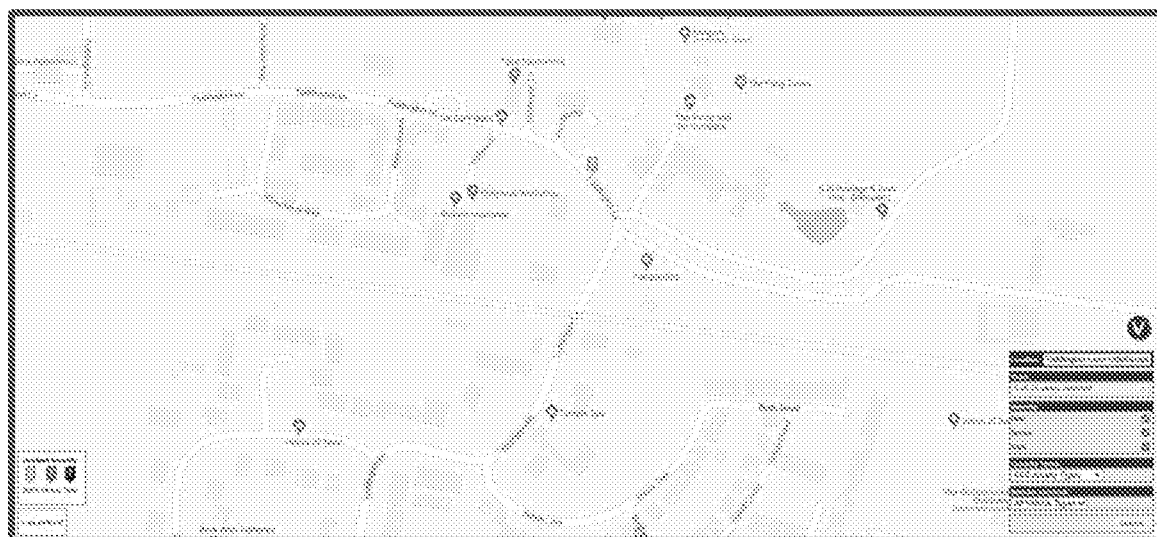
4 Local Highway Network

- 4.1 The site will be accessed from the existing priority junction onto Toddington Lane. The existing road will be widened as part of the adjacent approved development and the additional 2 dwellings will be utilising the agreed access road. Toddington Lane is a 30mph speed limit single carriageway road with an approximate width of 6m in the vicinity of the site access. Toddington Lane runs from Worthing Road in the south and to the A284 in the west.
- 4.2 Worthing Road (A259) is a single carriageway road that runs to Bognor Regis to the west and Worthing, Brighton and Hove, Newhaven and Folkestone to the east.
- 4.3 The A284 runs to Littlehampton in the south and Arundel in the north.
- 4.4 The nearest bus stops to the site are located on the A284 approximately 920m from the proposed development. Additional stops are located on Horsham Road approximately 1.1km from the proposed development site.
- 4.5 The nearest railway station is Littlehampton Station located approximately 2.4km from the proposed development site.

Accident Data

- 4.6 Accident records have been examined for Toddlington lane in the vicinity of the proposed development access from 2015 to 2019. The results are shown below in **Figure 4.1**.

Figure 4.1: Accident Record in Vicinity in of Proposed Development



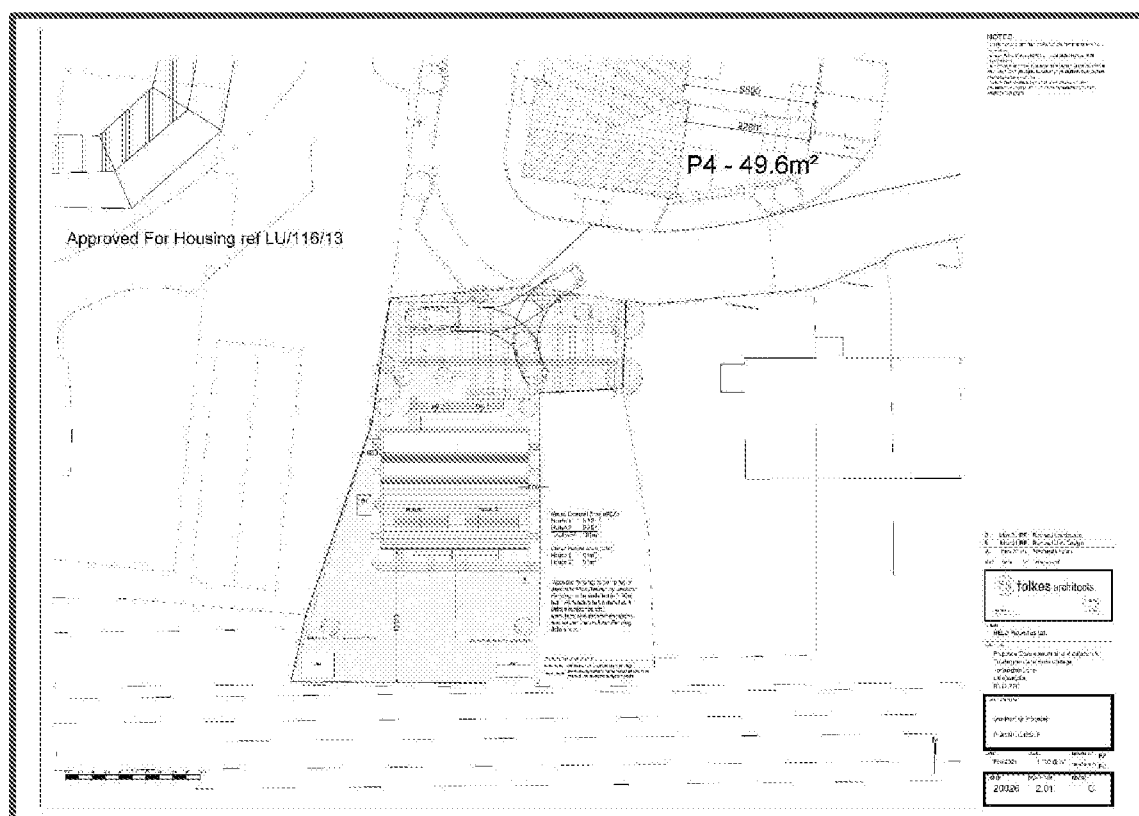
- 4.7 There has only been 1 slight accident from 2015 to 2019, as such there should be no safety concerns as a result of the additional traffic proposed development.

5 Proposed Development

Proposed Development

- 5.1 The proposed development is to construct 2 private dwellings, this will be composed of:
- 2 * 2-bedroom houses
- 5.2 The development will also provide associated landscaping and parking. The proposed development layout is shown below in **Figure 5.1** and is also contained in **Appendix B**. The proposal is in the southwest corner outside of the red line boundary shown which is for the adjacent approved 10-unit development.

Figure 5.1: Proposed Development Layout (Not to Scale)



Proposed Access

- 5.3 It is proposed that the development will be accessed from the existing priority junction onto Toddington Lane. This road will be widened to 4.8m as part of the approved adjacent development and the 2 additional units will utilise this access road. Access to the adjacent Toddington Cottage will be maintained as part of the development.
- 5.4 The priority junction has a visibility splay of 2.4m * 43m looking south and 2.4m * 23m looking north. This has been deemed acceptable by paragraph 14 of the decision notice. Please see visibility splays at the access shown in **Appendix C**. This has been approved as part of the adjacent development.

Proposed Parking

- 5.5 On-site parking provisions are in accordance with Arun DC's document "*Parking Standards Supplementary Planning Document*" (January 2020).
- 5.6 The development is in a parking behaviour zone 2 area as per Appendix A of the above document. The following relevant standards are required for vehicle parking:
- ✧ 2 parking spaces per each 2-bedroom property
 - ✧ 0.2 visitor parking spaces per unit
- 5.7 West Sussex sets out parking standards in their document Guidance for Car Parking in "*New Residential Developments*" (March 2019). This states that "*that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated*". Parking for the proposed development will be allocated with 2 designated spaces for each house.
- 5.8 In accordance with Arun DC and WSCC standards the following levels of parking will be required:
- ✧ 2 parking spaces for each 2-bedroom property
- 5.9 Each plot will provide an external power supply in the vicinity of the parking spaces to allow for easy future conversion for electric vehicle charging if required in accordance with Arun DC guidance.
- 5.10 The proposed development will provide 2 parking space in accordance with Arun DC and WSCC parking standards.

Cycle Parking

- 5.11 Arun DC guidance for a 2-bedroom house is for a minimum of 1 cycle parking space per house. The proposed development provides 2 cycle parking spaces for each house. This has been provided in the garden for each property.

Servicing and Emergency Vehicle Access

- 5.12 The site allows a fire tender to access the development and get within 45m of all proposed units. This has been checked with swept path analysis.
- 5.13 The site allows a refuse vehicle to access the development and get within 25m of all refuse storage areas. This has been checked with swept path analysis.
- 5.14 Please find the swept path analysis shown in **Appendix D**.

6 Development Impact

- 6.1 Using the TRICS database the likely trips generations of the proposed development are set out in **Table 7.1**.

Proposed Traffic Generation – TRICS Analysis

- 6.2 The TRICS database has been examined for appropriate matches to the proposed use of the site with the following site selection parameters being applied:
- ✦ Privately Owned Houses
 - ✦ Sites in all regions of England except Greater London
 - ✦ Site with 6 to 50 dwellings
 - ✦ Sites in Suburban areas only
 - ✦ Surveys from 01/01/2012 to 25/09/2019
- 6.3 The full TRICS data is contained in **Appendix E**.
- 6.4 The trip rate and generation for 2 private dwellings is shown below in **table 7.1**.

Table 7.1 – Likely trip rates for the proposed development

Development Type	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
'Privately Owned Houses' (Per 1 dwelling)	0.147	0.383	0.530	0.323	0.182	0.505
'Privately Owned Houses' (2 dwellings)	0	1	1	1	0	1

- 6.5 Using the information available from the TRICS database, the proposed development would be likely to generate the following number of trips:
- ✦ Overall, 1 additional two-way trips in the AM peak hour (0800 – 0900);
 - ✦ Overall, 1 additional two-way trips in the PM peak hour (1700 – 1800).
- 6.6 Based on the TRICS analysis of the proposed 2 dwellings, the likely traffic generation of the proposed development is of an easily manageable increase that will not result in any negative material impacts on the local highway network.

7 Conclusion

- 7.1 The site is located on the land adjacent to Toddington Lane in Littlehampton, Arun District, West Sussex adjacent to the approved development of 10 private residential dwellings (LU/162/17/PL).
- 7.2 The proposed development is in accordance with local, regional and national planning guidance.
- 7.3 The proposed development is for 2 private dwellings to be constructed with associated parking and landscaping adjacent to the approved development of 10 private dwelling. The 2 dwellings are to be composed of:
- 2 * 2-bedroom house
- 7.4 The site will have the existing access maintained and widened to 4.8m. Visibility splays of 2.4m * 23m looking north and 2.4m * 43m looking south have been provided in accordance with condition 14 of the decision notice for LU/162/17/PL.
- 7.5 Vehicle and cycle parking will be provided in accordance with West Sussex and Arun DC standards and, fire vehicle and refuse vehicles can access the site in accordance with manual for streets 1 standards
- 7.6 The trip generation for the proposed development has been established using the TRICS database selecting relevant survey sites. Using the TRICS data base the proposed development will generate:
- Overall, 1 additional two-way trips in the AM peak hour (0800 – 0900);
 - Overall, 1 additional two-way trips in the PM peak hour (1700 – 1800).
- 7.7 There will not be any additional traffic or congestion resulting from the small number of additional journeys from the proposed development.
- 7.8 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

Appendix A

Decision Notice

Appeal Decision

Site visit made on 19 November 2018

by J Ayres BA Hons, Solicitor

an Inspector appointed by the Secretary of State

Decision date: 7th January 2018

Appeal Ref: APP/C3810/W/18/3197149

Land at Toddington Lane, Littlehampton, Wick, West Sussex BN17 7PP

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by BB Investments Property Ltd against the decision of Arun District Council.
 - The application Ref LU/162/17/PL, dated 12 May 2017, was refused by notice dated 21 November 2017.
 - The development proposed is the demolition of existing building, erection of 10 residential dwellings (Use Class C3) with associated open space, landscaping, parking, and access.
-

Decision

1. The appeal is allowed and planning permission is granted for the demolition of existing building, erection of 10 residential dwellings (Use Class C3) with associated open space, landscaping, parking, and access at Land at Toddington Lane, Littlehampton, Wick, West Sussex BN17 7PP in accordance with the terms of the application, Ref LU/162/17/PL, dated 12 May 2017, subject to the conditions in the attached schedule.

Preliminary matters

2. The council adopted the Arun Local Plan (the Local Plan) on 18 July 2018. Furthermore the National Planning Policy Framework (the Framework) was revised in July 2018. Both parties have had the opportunity to comment on the Local Plan and revised Framework during the appeal process.
3. The appellant submitted an amended plan titled Appeal Site Plan Ref 6436 (00) 005 Rev A. This plan makes a number of small changes which are discussed later in this decision. The council has had the opportunity to consider these plans and its appeal statement responds to them. Therefore, I am satisfied that no one would be prejudiced by my taking these plans into account.

Main Issues

4. The main issues are the effect of the proposal on the character and appearance of the area; highway safety; and the provision of a financial contribution towards infrastructure.

Reasons

Character and appearance

5. The appeal site historically fell within an area allocated for residential development as part of the permitted North Littlehampton Strategic Area Masterplan. Littlehampton Neighbourhood Plan policies 1 and 2 confirm a presumption in favour of sustainable development and identify the area within which the appeal site is located as a strategic housing site within the Built up area Boundary of Littlehampton.
6. The site currently consists of scrub and hardstanding, with a disused commercial building and open sided metal structure located in the centre of the site. It benefits from an existing access from Toddington Lane, which also serves Toddington Farm Cottages.
7. The proposal would accord with the general pattern of development in the locality. The dwellings would be similar in terms of scale, their design would utilise a range of materials which would assist in breaking up the built form whilst adding some visually interesting elements. The built form would be set back from Toddington Lane, and would be enhanced through the use of soft landscaping which would allow it to sit comfortably within the street scene. Whilst there would be a concentration of hardstanding within the centre of the site to provide parking, this would be broken up through the use of open sided car ports, and the layout of rear gardens.
8. As such I find that the proposal would sit comfortably within, and respond positively to, the character and appearance of the area. It would therefore comply with Policy D DM1 of the Local Plan with regards to ensuring that development is of a good quality and high standard of design.

Highway safety

9. The alternative site layout submitted by the appellant (Ref 6436 (00) 005 Rev A) identifies a number of minor amendments to the scheme. I have taken these into account in assessing the proposal.
10. The proposal would utilise the existing access which is a small distance from the railway level crossing on Toddington Lane. Toddington Lane provides a link between Lyminster Road and Littlehampton Road. The highway at the junction with the access road is subject to a 30mph speed limit, and at this point on Toddington Lane vehicles are physically required to slow down in order to travel around a bend in the road at this point of the lane.
11. The access would be in excess of 12 metres at the bellmouth with Toddington Lane. Whilst the width of the access at 4 metres would allow the passing of 2 estate cars, it is acknowledged in the evidence that at least 2 vans could be expected to access the site each day. A width of 4 metres would not allow a service vehicle, or a van to comfortably pass another vehicle. The amended plan proposes an access some 4.8 metres in width and this would allow two vehicles to comfortably pass each other.
12. Whilst vehicles reduce in speed towards the bend, if a reduced access were permitted it may lead to vehicles having to wait on Toddington Lane whilst

- other vehicles exit the site. I have serious concerns that there may be events in which this would lead to cars seeking to pass those waiting, and thereby creating hazards on the bend in the road. On this basis I consider that the access as proposed in the amended plans would comfortably accommodate vehicles and would negate the possibility of cars having to wait on the highway.
13. The access would have good inter visibility along its length and within the turning area to allow vehicles to give way to each other. This arrangement would not be dissimilar to other arrangements within the locality which appear to work comfortably and safely.
 14. The initial plan showed a footpath of 1.5 metres around the site, with soft landscaping to the front of the dwellings facing onto Toddington Lane. Whilst opening up the boundary of the site would contribute to the visibility, I am conscious that the bend itself is incredibly sharp and I noticed at the time of my site visit that the lane carries a relatively steady flow of traffic, including service vehicles. In order to increase the level of visibility to a suitable degree, taking into account the possibility of waiting traffic on the bend, I consider that the wider visibility identified in the amended plan alongside the 2 metre footpath and reduced height of soft landscaping would suitably accommodate the site and ensure that the access would remain safe for vehicle users and pedestrians. Visibility splays identify that a minimum of 23 metres could be achieved in the trailing traffic direction, and 43 metres in the leading traffic direction.
 15. Therefore, subject to ensuring that the splays are maintained, which could be secured by a condition, the proposed splays would provide adequate and safe access. Accordingly I find that the proposed access as shown in the amended plan would safely accommodate the passing of vehicles on the access way itself, and would allow safe access and egress from the appeal site onto Toddington Lane.
 16. Pedestrian access to the site would be provided via access points on the northern boundary, and the main access to the site. The original suggested width of the footpath would accord with the guidance in Manual for Streets. However, the plans do not identify areas of street lighting, and the footpath is on a sharp bend. The proposed ramped access would be on the northern side of the site, and pedestrians would need to walk around the site to utilise the ramp. Accordingly I consider that the amended plan delineating a 2.0 metre footpath would be more suitable for this particular site, and would ensure that those with limited mobility or those with pushchairs would be able to use the footpath safely to access the site via the ramp.
 17. It would not be possible for the appellant to arrange for the boundary footpath to link to the new development sites towards Lyminster Road due to a change in land ownership. I am satisfied that the footpath would be provided around the entirety of the appeal site, and in due course it could be linked with the wider footway network.
 18. Overall, I am satisfied that the appellant has secured three safe and accessible points of access for pedestrians. The provision of a boundary footpath is a benefit on this site, and would significantly improve the current position. Whilst I appreciate that it would be preferable for sites to come forward in conjunction with each other to ensure that highway benefits are secured at the same time, each application must be considered on its own merits in

accordance with the development plan. I do not consider that it would be justifiable to refuse the proposal on the basis that it did not provide a footpath link when that link is dependent on the use of land outside of the control of the appellant.

19. A number of the proposed houses within the scheme would be configured to front onto Toddington Lane, with parking provided to the rear of the properties. I consider that due to the location of soft planting to the front of the site, and the ground floor layout which would allow for access to the rear of the properties, the parking to the rear would be fully utilised and the orientation of the properties would not encourage occupants to park on Toddington Lane.
20. I do not consider that it would be suitable to reconfigure the dwellings to provide parking to the front facing onto Toddington Lane. It has not been demonstrated that parking at the front of the site directly accessing Toddington Lane could be safely accommodated. Vehicles using such a cross over may result in conflict with pedestrians, and have an adverse impact on highway safety and I am satisfied that the configuration of the dwellings as proposed would provide a better option with regards to highway safety.
21. The original scheme proposed parking for each unit, along with 3 visitor spaces in accordance with County Council standards. Although on street parking is not restricted, I am concerned that the level of visitor parking may result in some overspill. Due to the nature and orientation of the site and the bend, overspill parking may have an adverse impact on highway safety.
22. The amended plan has increased the level of visitor parking which would reduce the pressure to park outside of the site. On the basis of the amended drawing I consider the scheme to be acceptable with regards to the level of parking.
23. Accordingly, I find that the proposal would provide a safe means of access for vehicles and pedestrians. On-site parking would be suitable for the proposed development. It would therefore comply with Policy T SP1 of the Local Plan and the Framework with regards to ensuring safe access on to the highway network and contributing to highway improvements.

Infrastructure contribution

24. Policy INF SP1 of the Local Plan indicates that contributions will be sought to mitigate the impacts of a development and to meet the needs of occupiers. The Council has advised that a financial contribution of £79,203 is required towards educational facilities. West Sussex County Council has clarified in a statement that the contribution would be spent on additional equipment at Lyminster Primary School, The Littlehampton Academy and the Littlehampton Academy Sixth Form.
25. It is the County Council's policy to seek contributions towards education infrastructure where a 'locality' of schools has 95% of their capacity occupied. Within the Littlehampton locality there is one secondary school with a sixth form, and nine primary schools. In this locality the secondary school, the sixth form, and the primary schools are all shown to be overcapacity. Based on the dwelling mix proposed the County Council consider that the proposal would increase pupil numbers, and therefore an education contribution is sought.

26. The County Council contends that the financial contribution is not a tariff style contribution. This is on the basis that it is not a fixed fee based on a fixed list of charges, but is calculated by inputting the housing mix and occupancy rates to establish an overall population increase. Applying census data to establish how many school age children would be included within this figure, and then multiplying that by the County Council's costs multiplier which is described as the school building costs. The contributions identified would then be allocated towards funding equipment. The appellant asserts that the process for calculating the level of contribution is a tariff based approach, and therefore the contribution should not be sought for this development.
27. Paragraphs 013-017, 019-023 and 031 of the Planning Practice Guidance (the PPG) clarify the circumstances in which tariff style contributions should not be sought. This applies to small scale and self-build development of 10 units or less. The PPG clarifies that tariff style contributions are those that contribute to pooled funding pots intended to fund the provision of general infrastructure in the wider area. This follows the order of the Court of Appeal (*Secretary of State for Communities and Local Government v West Berkshire District Council and Reading Borough Council* [2016] EWCA Civ 441) which gives legal effect to the policy set out in the Written Ministerial Statement of 28 November 2018.
28. The County Council's evidence based approach has been supported by Inspectors, however these appeal decisions referred to pre-date the Order of the Court of Appeal and the PPG. Whilst the County Council has sought to narrow the area within which the contribution would be spent it is still a fact that the monies secured through the contribution would have to be cumulated in some form of pot for the provision of general equipment. There is no evidence that the contribution would be applied to a particular project, and based on the information before me I conclude that the County Council's approach to education provision is effectively tariff based.
29. Planning law requires development to be determined in accordance with the development plan unless material considerations indicate otherwise. National policy is such a consideration to which I attach considerable weight. In this case, I consider that the guidance set out in the PPG, with particular regard to the Order of the court of Appeal, provides an appropriate justification for a departure from the policies of the development plan in this regard.
30. Accordingly, in this particular case, I find that a financial contribution to education facilities within the area would not be necessary and, thus, the absence of a provision in this respect would not be a reason to find against the proposal.

Conclusion and conditions

31. I have found that the proposal would not result in harm to the character and appearance of the area, nor would it result in a development that had an adverse impact on highway safety. The appeal would comply with the development plan as a whole. There are no material considerations that suggest that a decision should be made other than in accordance with the development plan and therefore the appeal should succeed.
32. The council has suggested a number of conditions, and I have considered them in accordance with the Planning Practice Guidance and the Framework. I have amended some of the conditions for clarity. I have included a condition

specifying the plans for certainty. Conditions relating to a construction management plan and drainage are necessary to ensure highway safety and safe drainage of the site, and it is necessary for these matters to be addressed prior to commencement.

33. Conditions relating to materials and landscaping are necessary in the interest of the character of the area. Conditions relating to ongoing maintenance of the drainage system and suitable road surface water run-off are necessary to ensure that the site does not result in flooding or create flood risk problems elsewhere. Conditions relating to the provision of a suitable access, parking and turning areas, visibility splays for cars and pedestrians, footpaths and lighting are necessary in the interest of highway safety. Conditions relating to the provision of cycle spaces and the implementation of the reptile mitigation measures are necessary to promote sustainable transport and in the interest of the protection of habitats.
34. Conditions restricting permitted development rights should only be used in exceptional circumstances. Whilst I appreciate the council's desire to keep the site open, I am not satisfied that the restriction would meet the test of necessity in this instance.
35. For the reasons above, and taking into account all other matters raised, I conclude that subject to the following conditions the appeal should succeed.

J Ayres

INSPECTOR

SCHEDULE OF CONDITIONS

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Site Local Plan – 6436 (00) 001 Rev E
 - Appeal Site Plan – 6436 (00) 005 Rev A
 - Plots 4, 5 & 6 Plans and Elevations – 6436 010 Rev C
 - Plots 1, 2 & 3 Plans and Elevations – 6436 011 Rev C
 - Plots 7 – 10 Plans and Elevations – 6436 012 Rev C
 - Street Elevation Sheet 1 – 6436 (00) 014 Rev G
 - Car Barns and Pergola Plans and Elevations – 6436 013 Rev B
 - Visibility Splays at alternative access – 30917/AC/013 Rev A
 - Alternative Access Arrangements – 30917/AC/006 Rev A
 - 2 Metre wide pedestrian footway – 30917/AC/004 Rev B
 - Relocation of signage on Toddlington Lane 30917/AC/008 Rev A
 - Preliminary Ecological Appraisal, Phase 1 Habitat Assessment, prepared by The Ecology Co-op
 - Reptile Survey, prepared by The Ecology Co-op

Mitigation Statement, prepared by The Ecology Co-op

Biodiversity Checklist

Phase 1 Geo-Environmental Assessment, prepared by Land Science

Noise Assessment, prepared by Anderson Acoustics

Arboricultural Letter, prepared by PJC; and

Foul and Surface Water Drainage Assessment, prepared by Weetwood.

- 3) Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDs Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and Percolation testing to BRE 365, or similar approved, will be required to support the design of any Infiltration drainage. No building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.
- 4) Immediately following implementation of the approved surface water drainage system and prior to occupation of any part of the development, the developer/applicant shall provide the local planning authority with as-built drawings of the implemented scheme together with a completion report prepared by an independent engineer that confirms that the scheme was built in accordance with the approved drawing/s and is fit for purpose. The scheme shall thereafter be maintained in perpetuity.
- 5) No development above damp proof course level shall take place unless and until full details of the maintenance and management of the surface water drainage system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the surface water drainage system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.
- 6) Upon completed construction of the surface water drainage system but prior to occupation of any part of the scheme, the owner or management company shall either provide the local planning authority with an updated copy of the management manual incorporating any changes as a result of construction/implementation or confirm in writing that no changes are required to the manual. No further changes shall be made to the approved surface water drainage system Maintenance & Management Plan/Regime including the management company responsible or the financial arrangements between the owners of the dwellings and the management company other than with the written consent of the Local Planning Authority. The owner or management company shall thereafter

- strictly adhere to and implement the recommendations contained within the manual to ensure that the system is maintained in perpetuity.
- 7) The dwellings shall not be occupied until the parking spaces/turning facilities/and garages/shown on the submitted plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking/turning/and garaging of vehicles.
 - 8) No development above damp proof course level shall take place unless and until a schedule of materials and finishes to be used for external walls (and roofs) of the proposed buildings have been submitted to and approved by the Local Planning Authority and the materials so approved shall be used in the construction of the building.
 - 9) No development above damp proof course level shall take place until there has been submitted to, and approved by, the Local Planning Authority, a landscaping scheme including details of hard and soft landscaping and details of existing trees and hedgerows to be retained, together with measures for their protection during the course of the development. The approved details of the landscaping shall be carried out in the first planting and seeding season, following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.
 - 10) No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved by, the Local Planning Authority. The Approved Plan shall be adhered to throughout the construction period. The Plan shall provide for:
 - An indicative programme for carrying out the works
 - The arrangements for public consultation and liaison during the construction works.
 - Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method should foundation piling occur, the careful selection of plant and machinery and use of noise mitigation barriers.
 - Detail of any flood lighting, including location, height, type and direction
 - The parking of site operatives and visitors
 - Loading and unloading of plant and materials
 - Storage of plant and materials used in construction and development
 - Wheel washing facilities
 - The erection and maintenance of security hoarding
 - The method of access and routing of vehicles during construction
 - Measures to control the emission of dust and dirt during construction
 - 11) The development shall proceed in accordance with the submitted mitigation measures for reptiles.
 - 12) No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the Appeal Site Plan drawing No. 6436 (00) 005 A and

the vehicular access shall thereafter be maintained and retained in perpetuity.

- 13) No part of the development shall be first occupied until visibility splays of 2.4m x 43m in the leading traffic direction and 2.4m x 23m in the trailing traffic direction have been provided at the proposed site vehicular access onto Toddington Lane in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
- 14) No part of the development shall be first occupied until pedestrian visibility splays of 2m x 2m have been provided either side of all access points onto the public highway on plans to be submitted to and approved in writing by the Local Planning Authority. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
- 15) No part of the development shall be first occupied until a footway has been constructed alongside the site boundary in accordance with drawing no. 6436 (00) 005 A.
- 16) No part of the development shall be first occupied until cycle parking has been provided in accordance with a plan submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained for their designated use.
- 17) No part of the development shall be first occupied until provision has been made within the site in accordance with plans and details to be submitted to and approved by the Local Planning Authority to prevent surface water draining onto the public highway.
- 18) No part of the development shall be first occupied until provision has been made both within the site and external to it in accordance with plans and details to be submitted to and approved by the Local Planning Authority after consultation with the LHA to show a scheme of street lighting.

END OF SCHEDULE

Appendix B

Proposed Site Layout

- DO NOT SCALE OFF THIS DRAWING EXCEPT FOR PLANNING PURPOSES
- CHECK ALL DIMENSIONS ON SITE BEFORE ANY WORK IS COMMENCED
- ALL GOODS MATERIALS AND WORKMANSHIP MUST CONFORM WITH CURRENT BUILDING REGULATIONS, BRITISH STANDARDS AND CODES OF PRACTICE
- COPYRIGHT OF THIS DRAWING IS RETAINED BY THE ARCHITECT AND IT MUST NOT BE REPRODUCED WITHOUT WRITTEN CONSENT



 **folkes architects**

The Old Forge
6 Church Street
Sturminster
West Dorset
RH20 4LA

019503 658620
info@folkesarchitects.co.uk

JOB TITLE
Proposed Development at land adjacent to Toddington Lane Farm Cottage Toddington Lane Littlehampton BN17 7PP

DATE	SCALE	DRAWN BY RF
FEB 2021	1:200 @ A1	CHECKED BY EC

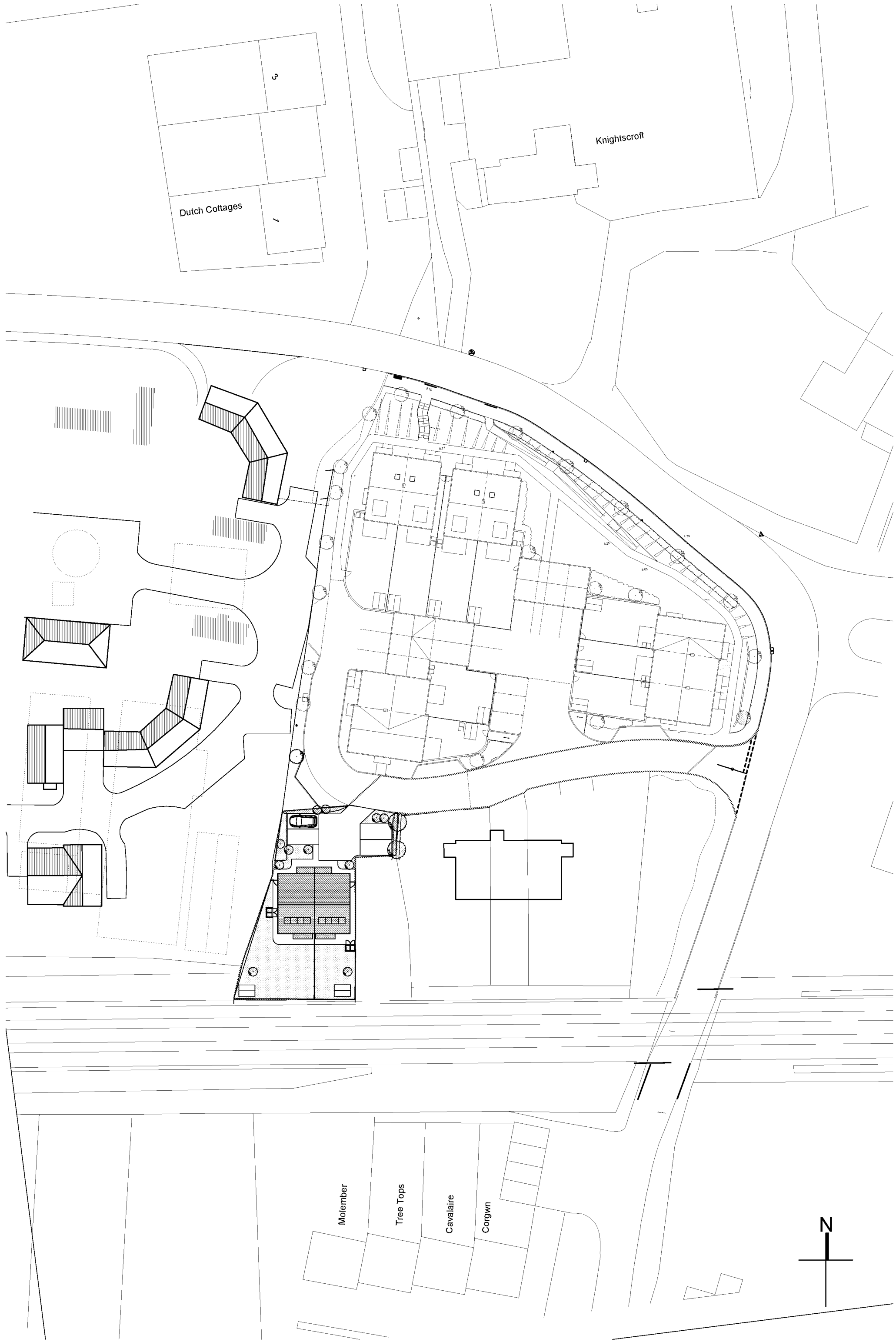
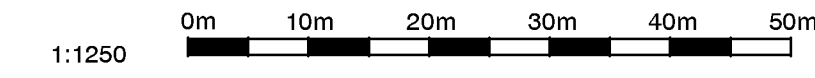
JOB NO.	DRAWING NO.	REVISION
20026	2.04	C

NOTES

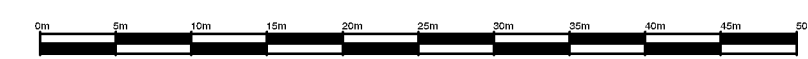
- DO NOT SCALE OFF THIS DRAWING EXCEPT FOR PLANNING PURPOSES
- CHECK ALL DIMENSIONS ON SITE BEFORE ANY WORK IS COMMENCED
- ALL GOODS MATERIALS AND WORKMANSHIP MUST CONFORM WITH CURRENT BUILDING REGULATIONS, BRITISH STANDARDS AND CODES OF PRACTICE
- COPYRIGHT OF THIS DRAWING IS RETAINED BY THE ARCHITECT AND IT MUST NOT BE REPRODUCED WITHOUT WRITTEN CONSENT



Location Plan - 1:1250



Block Plan - 1:500



C	May 21	RF	Neighbouring Scheme
B	Mar 21	RF	Revised Unit Design
A	Feb 21	RF	Revised Layout
REV	DATE	BY	AMENDMENT

**folkes architects**

L 01903 888629
info@folkesarchitects.co.uk

The Old Forge
6 Church Street
Epsom
West Surrey
RM20 4LA

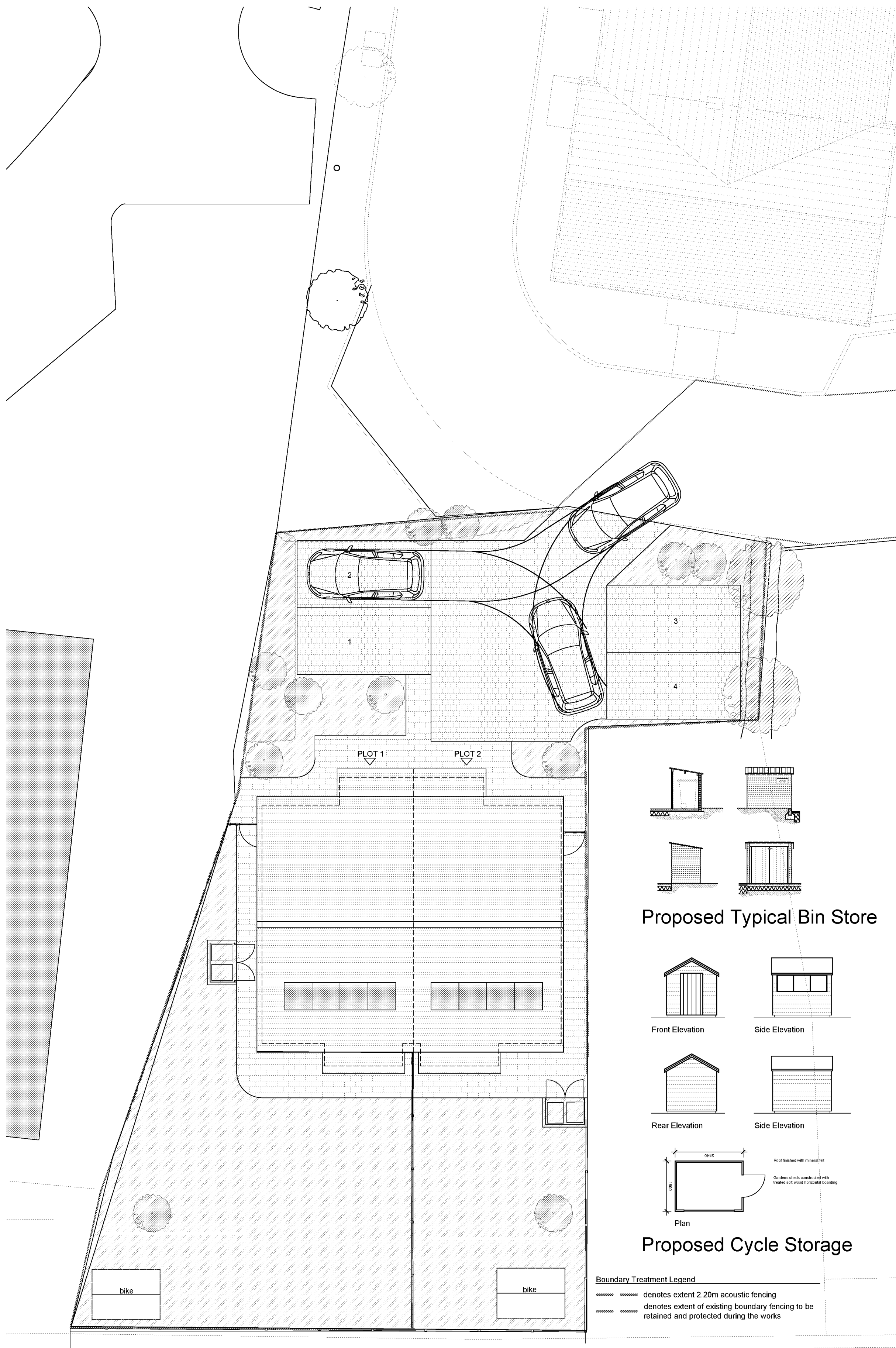
CLIENT
HELG Properties Ltd

JOB TITLE
Proposed Development at land adjacent to
Toddington Lane Farm Cottage
Toddington Lane
Littlehampton
BN17 7PP

DRAWING TITLE
Location Plan & Block Plan
PLANNING ISSUE

DATE	SCALE	DRAWN BY	RF
FEB 2021	Various	CHECKED BY	EC

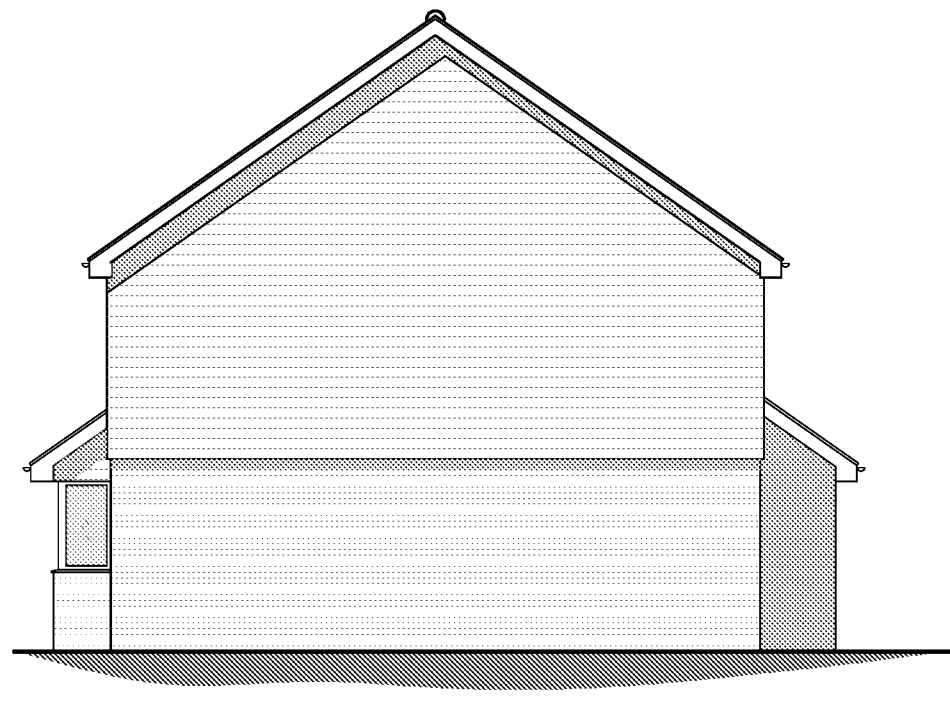
JOB NO.	DRAWING NO.	REVISION
20026	2.03	C



Proposed Site Plan - 1:100 @ A1



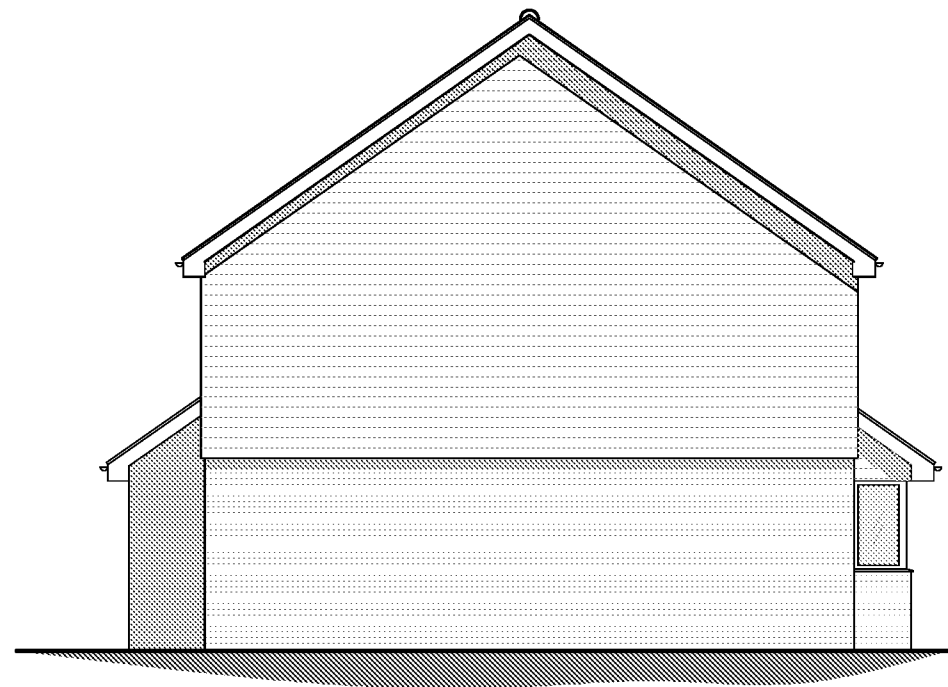
Southern Elevation



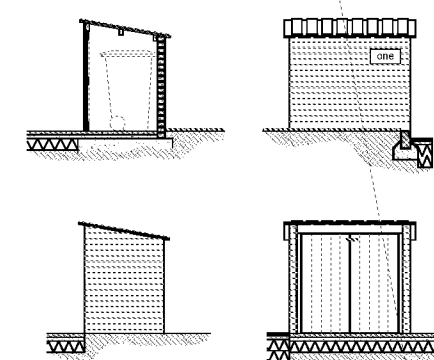
Eastern Elevation



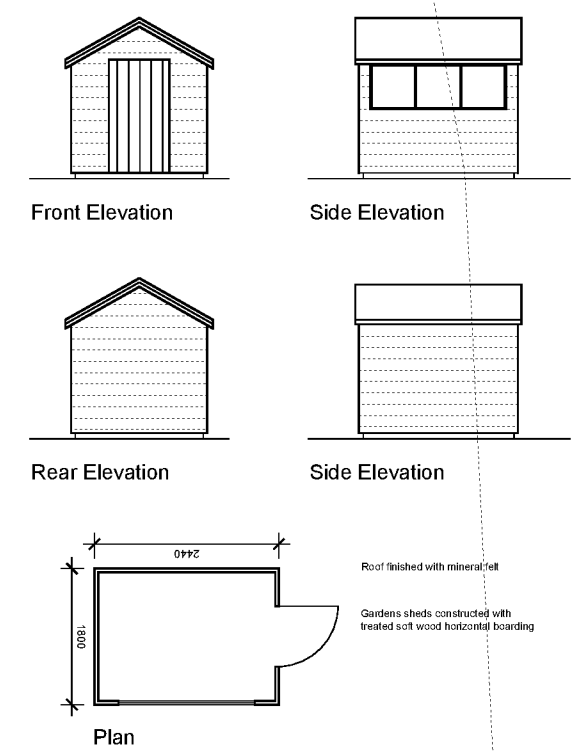
Northern Elevation



Western Elevation



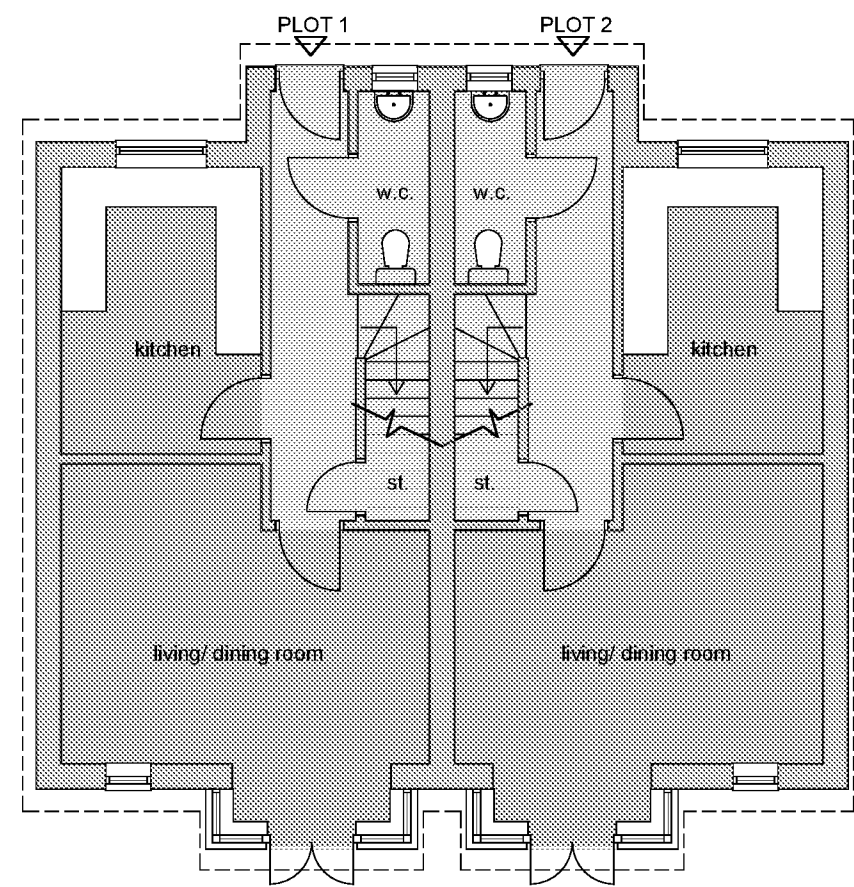
Proposed Typical Bin Store



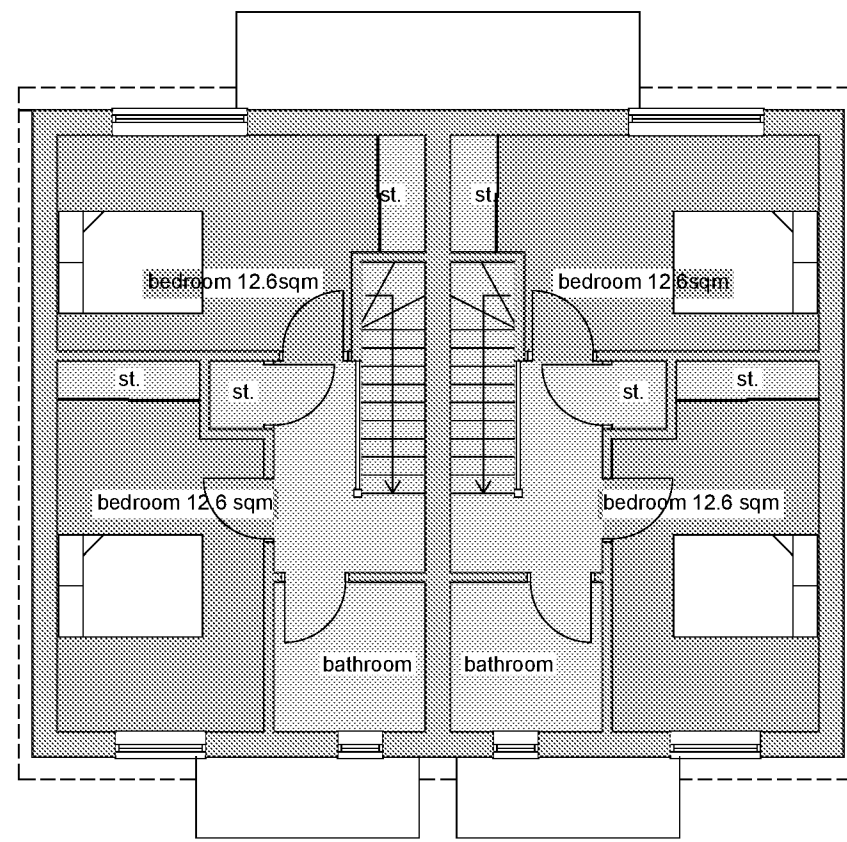
Proposed Cycle Storage

Boundary Treatment Legend
----- denotes extent 2.20m acoustic fencing
----- denotes extent of existing boundary fencing to be retained and protected during the works

Acoustic fencing: to comprise of *Jakoustic Plus Barrier*, by *Jackson Fencing*, to be installed at 2.20m high. All fencing to be installed in strict accordance with manufacturers recommendations and as per the *Jackson Fencing* data sheet.



Ground Floor Plan



First Floor Plan

NOTES

- DO NOT SCALE OFF THIS DRAWING EXCEPT FOR PLANNING PURPOSES
- CHECK ALL DIMENSIONS ON SITE BEFORE ANY WORK IS COMMENCED
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- COPYRIGHT OF THIS DRAWING IS RETAINED BY THE ARCHITECT AND IT MUST NOT BE REPRODUCED WITHOUT WRITTEN CONSENT

C	May 21	RF	Revised Landscape
B	Mar 21	RF	Revised Unit Design
A	Feb 21	RF	Revised Layout
REV	DATE	BY	AMENDMENT



CLIENT
HELG Properties Ltd

JOB TITLE
Proposed Development at land adjacent to Toddington Lane Farm Cottage
Toddington Lane
Littlehampton
BN17 7PP

DRAWING TITLE
Elevations & Plans as Proposed
Planning Issue

DATE	SCALE	DRAWN BY	RF
Feb 2021	1:100 @ A1	CHECKED BY	EC

JOB NO.	DRAWING NO.	REVISION
20026	2.02	C

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- COPYRIGHT OF THIS DRAWING IS RETAINED BY THE ARCHITECT AND IT MUST NOT BE REPRODUCED WITHOUT WRITTEN CONSENT

P4 - 49.6m²

C	May 21	RF	Revised Landscape
B	Mar 21	RF	Revised Unit Design
A	Feb 21	RF	Revised Layout
REV	DATE	BY	AMENDMENT

 **folkes architects**

The Old Forge
8 Church Street
Storrington
West Sussex
BN20 4LA

t. 01903 888629
info@folkesarchitects.co.uk

JOB TITLE
Proposed Development at land adjacent to Toddington Lane Farm Cottage Toddington Lane Littlehampton BN17 7PP

DRAWING TITLE

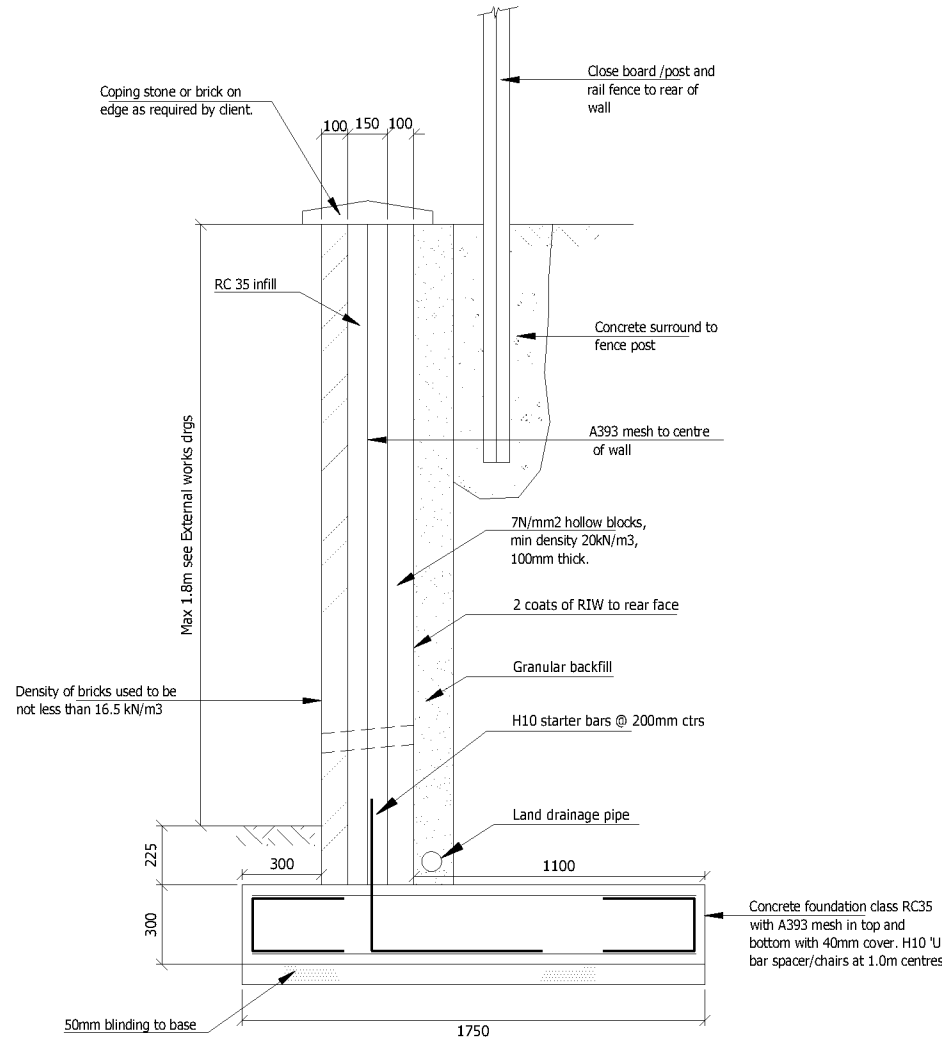
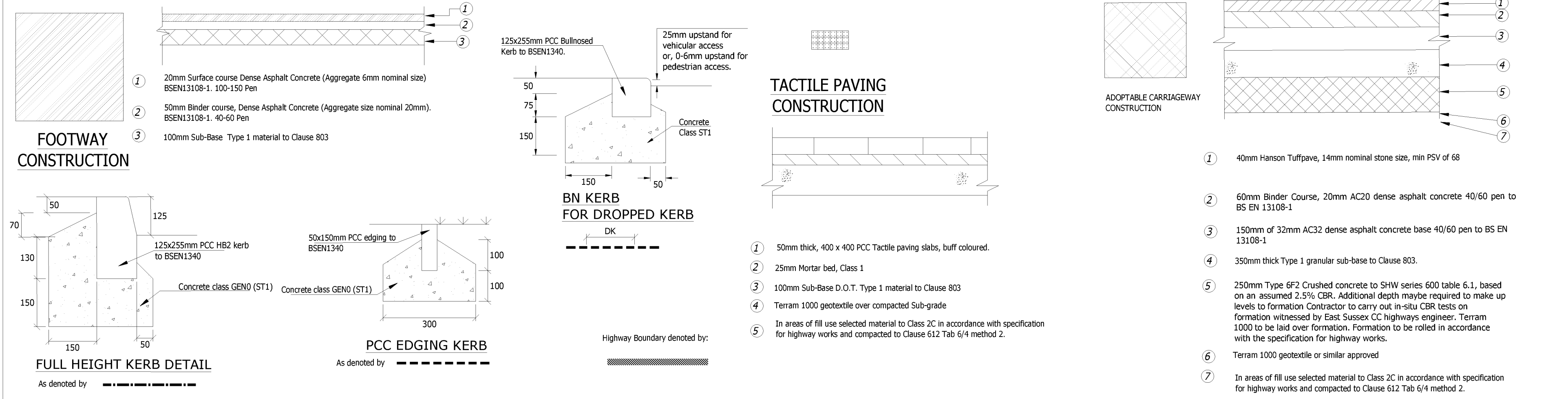
Site Plan as Proposed

PLANNING ISSUE

JOB NO.	DRAWING NO.	REVISION
20026	2.01	C

Appendix C

Site Access Visibility Splays



RETAINING WALL 0.9m - 1.8m

As Denoted by:



No.	TSRGD Ref.	Size	Sign Face Material	Illum.	Description
S1	770	X-height 100mm	Class RA2 Reflective	N	Level Crossing with Barrier
S1	786	600mm	Class RA2 Reflective	N	"Park here and use phone at Crossing"
S1	773	600mm	Class RA2 Reflective	N	"Stop when lights show", level crossing warning
S1	572	600mm	Class RA2 Reflective	N	50 yards to hazard (level crossing)
S2	622.2	600mm	Class RA2 Reflective	N	End of Prohibition of goods vehicles
S2	670	600mm	Class RA2 Reflective	N	Speed Limit 30mph

Notes

Road signs refer to TSRGD 2016. All signing to be carried out in accordance with Series 1200 of the specification for highway works and BS EN12899-1:2007. All signs to have a minimum clearance of 500mm to kerb face.

Road markings refer to TSRGD 2016. Road marking to be carried out in accordance with Series 1200 of the specification for highway works.

Site Location

1:1250

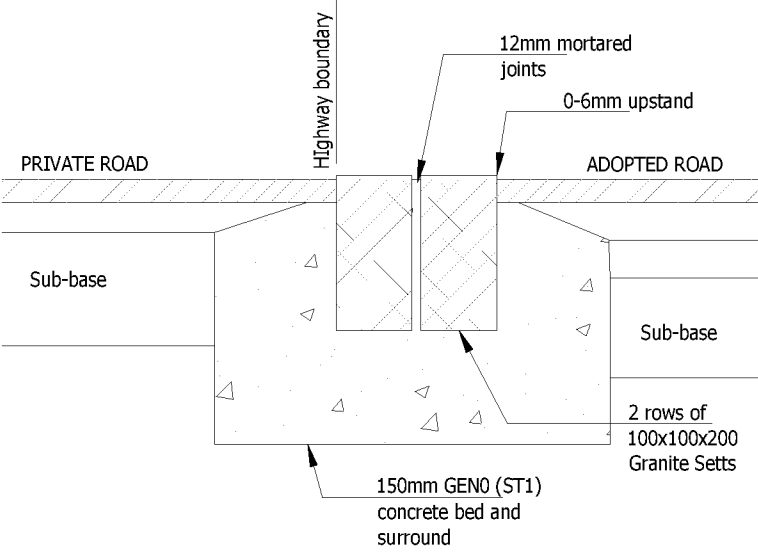
ROAD MARKING SCHEDULE			
TSR&G DIAGRAM NO	UNIT	QUANTITY	
10023	ITEM	1.00	
1003	m	11.10	
1009	m	6.30	
100H (100MM WIDE)	m	4.73	



- GENERAL NOTES
- The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 - Tender or billing drawings shall not be used for construction or the ordering of materials.
 - Do not scale. All dimensions and levels to be site confirmed.
 - This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
 - Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 - All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

- DESIGN NOTES
- PROPOSED WORKS SUBJECT TO SECTION 278 TECHNICAL APPROVAL FROM WEST SUSSEX COUNTY COUNCIL HIGHWAYS.
 - CBR TESTS TO BE TAKEN AT FORMATION LEVEL OF NEW CARRIAGEWAY TO CONFIRM MAKE-UP.
 - CONTRACTOR TO INVESTIGATE ALL EXISTING SERVICES PRIOR TO WORKS COMMENCING ON SITE AND LIAISE WITH STATUTORY AUTHORITIES IF NECESSARY.
 - EXISTING TREES TO BE PROTECTED.

SUBJECT TO WEST SUSSEX COUNTY COUNCIL APPROVAL



GRANITE SETT DETAIL

As denoted by



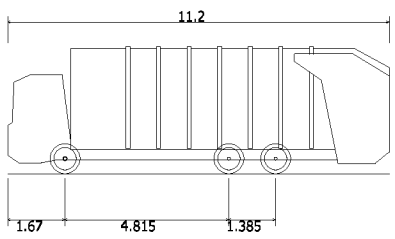
A	PEDESTRIAN VISIBILITY SPLAY REVISED			19.11.2019	ART	LS
-	INITIAL ISSUE			25.09.2019	ART	LS
Rev	Amendments			Date	Dsn	Chk
Status						
TENDER						
Client						
FOLKES ARCHITECTS						
Architect						
Project						
LAND AT TODDINGTON ROAD WEST SUSSEX						
Title						
SECTION 278 AGREEMENT PLAN GENERAL ARRANGEMENT						
Date		SEPT 2019		Scale @ A1		1:250
Clients Ref.				Project Ref.		
 consulting engineers Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS Tel:01444 871444 Web: www.gtacivils.co.uk						
Drawing Number					Rev.	
10053_300					A	

Appendix D

Swept Path Analysis



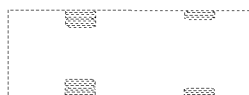
- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
 5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.384m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



Forward



Reverse

Rev	Amendments	Date	Dsn	Chk

Status PRELIMINARY

Client DOWSETT MAYHEW

Architect FOLKES ARCHITECTS

Project TODDINGTON LANE
LITTLEHAMPTON

Title ANTICIPATED SWEEP PATH
OF AN 11.2m REFUSE VEHICLE

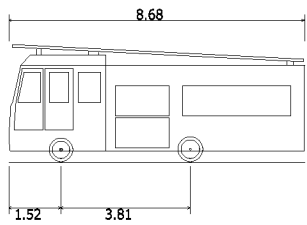
Date	2020-06-01	Scale @ A1	1:200
Clients Ref.		Project Ref.	10053

gta Civils & Transport
Gloucester House, 66a Church Walk,
Burgess Hill, West Sussex, RH15 9AS
Tel.01444 871444 Web: www.gtacivils.co.uk

Drawing Number	10053_102	Rev.	-
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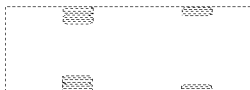
- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
 5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



Forward



Reverse

Rev		Amendments		Date		Dsn		Chk	
Status									
PRELIMINARY									
Client									
DOWSETT MAYHEW									
Architect									
FOLKES ARCHITECTS									
Project									
TODDINGTON LANE LITTLEHAMPTON									
Title									
ANTICIPATED SWEPT PATH OF A FIRE TENDER									
Date		2020-06-01		Scale @ A1		1:200			
Clients Ref.				Project Ref.		10053			
 Civils & Transport Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS Tel.01444 871444 Web: www.gtacivils.co.uk									
Drawing Number						Rev.			
10053_101						-			

Appendix E

Private Housing TRICS data

GTA Civils Ltd 66a Church Walk Burgess Hill

Licence No: 349901

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-50 DWELLS	
Actual Trip Rate Calculation Parameter Range	7-50 DWELLS	
Date Range	Minimum: 01/01/12	Maximum: 25/09/19
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	3
	Tuesday	5
	Wednesday	4
	Thursday	3
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	16
Population < 1 Mile ranges selected	5,001 to 10,000	6
	10,001 to 15,000	2
	15,001 to 20,000	2
	20,001 to 25,000	3
	25,001 to 50,000	3
Population < 5 Mile ranges selected	25,001 to 50,000	1
	50,001 to 75,000	3
	75,001 to 100,000	3
	100,001 to 125,000	1
	125,001 to 250,000	5
	250,001 to 500,000	3
Car Ownership < 5 Mile ranges selected	0.6 to 1.0	9
	1.1 to 1.5	7
PTAL Rating	No PTAL Present	16

Calculation Reference: AUDIT-349901-200601-0617

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 7 to 50 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

Selected survey days:

Monday	3 days
Tuesday	5 days
Wednesday	4 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 16

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.

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

Secondary Filtering selection:

Use Class:

C3 16 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:

5,001 to 10,000	6 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	7 days

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

Travel Plan:

Yes	3 days
No	13 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	16 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-05	DETACHED HOUSES	CAMBRIDGESHIRE
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
2	CH-03-A-08	DETACHED	CHESHIRE
	WHITCHURCH ROAD		
	CHESTER		
	BOUGHTON HEATH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	11	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
3	CH-03-A-11	TOWN HOUSES	CHESHIRE
	LONDON ROAD		
	NORTHWICH		
	LEFTWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
4	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
5	DV-03-A-01	TERRACED HOUSES	DEVON
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL
6	HC-03-A-17	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	36	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
7	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	LINCOLN		
	BOULTHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
8	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	LIVERPOOL		
	OTTERSPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
10	NY-03-A-08	TERRACED HOUSES	NORTH YORKSHIRE
	NICHOLAS STREET YORK		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	21	
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL
11	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
12	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE LOWESTOFT		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
13	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD GATESHEAD		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
14	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	23	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
15	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE SWINDON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
16	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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	16	25	0.082	16	25	0.281	16	25	0.363
08:00 - 09:00	16	25	0.147	16	25	0.383	16	25	0.530
09:00 - 10:00	16	25	0.149	16	25	0.169	16	25	0.318
10:00 - 11:00	16	25	0.157	16	25	0.139	16	25	0.296
11:00 - 12:00	16	25	0.182	16	25	0.162	16	25	0.344
12:00 - 13:00	16	25	0.192	16	25	0.197	16	25	0.389
13:00 - 14:00	16	25	0.177	16	25	0.204	16	25	0.381
14:00 - 15:00	16	25	0.177	16	25	0.236	16	25	0.413
15:00 - 16:00	16	25	0.274	16	25	0.206	16	25	0.480
16:00 - 17:00	16	25	0.311	16	25	0.211	16	25	0.522
17:00 - 18:00	16	25	0.323	16	25	0.182	16	25	0.505
18:00 - 19:00	16	25	0.244	16	25	0.174	16	25	0.418
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.415			2.544			4.959

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

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

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Parameter summary

Trip rate parameter range selected: 7 - 50 (units:)
 Survey date range: 01/01/12 - 25/09/19
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

