

REPORT ON
HIGHWAY & TRANSPORTATION MATTERS FOR A
A NEW PLANNING APPLICATION TO CONVERT
A REDUNDANT BARN TO B1 USE AT
TODDINGTON HOUSE,
TODDINGTON LANE,
LITTLEHAMPTON, BN17 6JX

CLIENT

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Date	Issue	Compiled by	Checked by
02 November 2010	FIRST	ACR	SJR/TB
04 November 2010	Second	ACR	

1.0 EXECUTIVE SUMMARY

- 1.1 The site and environs of Toddington Lane, Littlehampton, BN17 6JX were visited to assess the highway and traffic generation aspects of a new Planning Application for the conversion of a redundant barn from agricultural to B1 use.
- 1.2 Estimates have been made that show that the increase in traffic generation is manageable.
- 1.3 The access arrangements meets the visibility standards laid down in the Manual for Streets but not the width standards that would normally be preferred for a development of this nature, however due to the low traffic generation and tidal nature of the traffic flow there have been no problems historically and none expected in the future.
- 1.4 A Travel Plan will be produced which will reduce the number of vehicles visiting the site

2.0 INTRODUCTION

- 2.1 Mark Warom in conjunction with Parker Dann commissioned Allen Rollings Associates to investigate highway and traffic generation matters at Toddington House, Toddington Lane, Littlehampton, BN17 6JX in connection with a Planning Application for a change of use of a barn within the curtilidge of Toddington House to B1 use. (See Plan in Appendix A & B) It is currently unused.
- 2.2 Planning and listed building consent is required for the change of use of a barn and the reconfiguring of accommodation and minor extension of the conjoined single storey building.
- 2.3 Toddington House comprises a grade II listed dwelling, bound within a walled garden with associated barns. The single storey barn was converted in to B1 office accommodation around 2000. It has been used to accommodate a local company; Temple Spa Ltd, for the whole of the period since its conversion.

2.4 Planning and listed building consent was granted for conversion of this barn earlier this year under ref: LU/85/10 and LU/86/10.

2.5 The larger barn, for which no planning or listed building consent has been sought, is in a poor state of repair and is in need of a constructive re-use.

2.6 This application seeks a business re-use, in conjunction with the business already operating from the single storey barn, Temple Spa Ltd., a business owned and managed by the occupier of Toddington House.

2.7 This Report seeks to consider:

- The amount of traffic generated by the buildings subject to change of use;
- The standard of access and comment on its suitability to support the traffic generated by the Application;
- The impact of the generated traffic on the local highway network;
- The parking provision.

2.8 In the preparation of this report we have:

- Visited and photographed the site;
- Discussed matters with Parker Dann and Mark Warom;
- Interrogated TRICS Data;
- Interrogated West Sussex Parking Standards;
- Consulted the "Manual for Streets";
- Obtained Crash Data from Police Records;
- Obtained Web Information on Public Transport;
- Checked the status of the adjoining development.

2.9 This report has been prepared for Mark Warom and Parker Dann and no responsibility is accepted to any third party for all or part of this report in connection with this or any other development.

3.0 EXISTING SITUATION

The Site

- 3.1 Toddington House is a Grade 2 Listed Building fronting Toddington Lane, Wick and has an annex and a converted barn within the walled gardens (See Plan in Appendix A & B & Photo 1).
- 3.2 The original use for the application building was agricultural.
- 3.3 Toddington House, the principle dwelling on the site, will retain its residential use whilst the barn the subject of the application is the subject of a change of use to a B1 use, in conjunction with the previous proposal LU/85/10 and LU/86/10.
- 3.4 The ownership of the business and the dwelling remains as one. The previous consent allowing business uses within the single storey barn was granted with the following condition:
- This permission shall enure for the benefit of the occupier of Toddington House only and shall not enure for the benefit of the land.
 - Although the business use is a separate use under the use classes order, it is accepted that it could not readily be separated from the dwelling.
- 3.5 The applicant would therefore be content for a similar condition to be applied to a new consent to the barn the subject of this planning and listed building application.

Site Areas

- 3.6 The site area equates to approx. 555 sqm, or 0.05 ha. The gross external floorspace of the barn equates to 135.28 sqm.

Proposal

- 3.7 The courtyard area and the car port will provide the car parking and turning space for the office use, both the consented single storey barn and the additional large barn plus the dwelling at Toddington House.

- 3.8 A minor infill extension to the single storey barn is also proposed.

Layout

- 3.9 The site is laid out to provide office accommodation and parking.
- 3.10 Part of the former stabling in the south west side of the site is used for parking.
- 3.11 The layout has been arranged so as to prevent the subdivision of the two barns to separate business premises.
- 3.12 The courtyard area and carport can currently accommodate 8 cars comfortably (See Photos 1, 2, 3 & 4) and is proposed to be increased to 12.
- 3.13 The access to the courtyard is 3.3m wide and constrained by the walled garden and covered archway forming the setting to a Listed Building. (See Photo 5).

Existing Access

- 3.14 At the access onto Toddington Lane a visibility splay to the left is 2.4m x 45m behind the tree and sign and approximately 2.4m x 35m in front of the tree and sign, the road in this direction (See Photo 6) splits into a residential road to the left, which is now the main access to the A259. Toddington Lane from the right has to give way to the minor road in preparation for the new route to the A259 by means of new development to the south; therefore vehicles are travelling very slowly at this point (See Photo 6)
- 3.15 Visibility to the right at the access is currently 2.4m x 45m (See Photo 7) but has been improved by minor cutting back of the bushes which are under the control of the applicant.
- 3.16 Due to its country lane physical features and narrowness it was ascertained by trial runs that speeds outside the access are not expected to be above the 85%ile wet weather speed of 25mph.

- 3.17 The bellmouth of the access at the carriageway edge is approximately 4m wide back to the archway entrance which is 3.3m wide. (See Photo 5)

The Local Highway Network

- 3.18 Toddington Lane is a "C" road linking the A259 Worthing Road with the A284 Lyminster Road; it has no major role in the highway network as there is a more convenient route to a roundabout at the junction of the two major roads, it does however serve a local residential development and a number of glasshouses.
- 3.19 Toddington Lane is within a 30mph speed limit and there are streetlights outside the property that have recently being installed just south of the site. The lane is generally on average 5.5m wide across the frontage of the property.
- 3.20 Any vehicles entering or leaving the site have good access to the highway network by means of Toddington Lane onto the A259 in the south and via Toddington Lane and Mill Lane in the north which connects to the A284. (See Appendix A) The A284 connects directly onto the A27 trunk road.

4.0 CURRENT USE

- 4.1 The site is being used as a low key B1 office use.
- 4.2 The barn however is unused and had previous agricultural use which has now no likelihood of reinstatement but did during its use produce an unknown vehicle generation during its active use a farm building.

5.0 PROPOSAL

- 5.1 It is proposed to convert the barn to approximately 135sq.m of B1 use with a mezzanine floor used as meeting rooms for the office staff etc on the ground floor. The mezzanine floor will also serve as meeting rooms for those currently working in the conjoined building.

6.0 CAR PARKING

- 6.1 The car parking requirement for the new B1 use is laid down by West Sussex County Council as 1 space per 30 sq. m as a maximum. The new total area for B1 use is 68 + 133sq.m which = 201sq.m therefore the parking requirement for B1 use is 6.7 vehicles. There is currently room for 8 spaces but this includes the use by Toddington House which requires a further 3 spaces due to its size (See Car-Parking Standards in Appendix C & Plan in Appendix I), therefore it is proposed to provide 12 parking spaces which includes the covered spaces in the stable block which may be occupied by cycles if the travel plan is acceptable. This number also allows for some safety margin for the incidental use of the mezzanine floor.
- 6.2 Car Parking is currently not laid out formally and the use is very low and it is therefore not anticipated that any changes will be made to the surface of the car-park but the pond in the centre of it will be removed to facilitate turning which will allow vehicles to exit in a forward direction.

7.0 DISCUSSION

Standard of Visibility onto Toddington Lane

- 7.1 The standard of visibility available on site meets the standard set out in the 'Manual for Streets' for a speed of just over 30mph (See Extract in Appendix D) although it is considered that the physical features of the lane will prevent vehicles from travelling at this speed.
- 7.2 According to the 'Manual for Streets' the required width of an access to accommodate 2 cars safely is 4.1m (See Appendix E) this width cannot be attained at the site due to the physical features of the archway which cannot be widened without considerable disruption to the adjacent walls and building within the setting of the Grade 2 Listed Building.
- 7.3 The new floor area will increase trip generations (See Appendix H) but this is still considered to be a low level of traffic movements. The tidal profile of the movements ie entering the site in the morning and leaving at night reduces the likelihood of conflict at the entrance and there does not appear to have been a

historical problem for the last 10 years. The ability to reverse back into the forecourt to allow vehicles to leave the highway has no doubt contributed to the safe operation.

- 7.4 Accident records provided by West Sussex County Council do not show any accidents on this stretch of road over a 3 year period (See Appendix F).

8.0 SUSTAINABILITY

Walking

- 8.1 The terrain is very flat and therefore encourages walking; there is an immediate residential area around Toddington House including a brand new development to the south and south-east of the site which could attract a local workforce to walk to work

Cycling

- 8.2 Once again the local terrain encourages this form of transport (although there appears to be no cycle routes) and there is room to store the cycles within the carport area.

Buses

- 8.3 The nearest bus service No. 700 (the Brighton to Littlehampton service, See Bus Stops & Timetable in Appendix G) runs every ½ hr throughout the day with an increased service during peak periods. The bus stops in the Worthing Road (A259) are some 13 minutes walk away although this time is likely to be reduced when the new road layout is completed on the development to the south of the site.
- 8.4 There is an alternative bus service No. 9 but this is 18 minutes walk away (See Both Route Maps in Appendix G).

Rail

- 8.5 Although the site is close to the railway line the nearest station is Littlehampton which is just over 2km away.

9.0 TRAFFIC GENERATIONS AND HIGHWAYS IMPACT

Current & Proposed Use

- 9.1 The traffic generation to and from a B1 site is normally estimated on the TRICS Data base. The trip rate calculated from larger B1 uses is shown in Appendix H to be 10 trips a day per 100sq.m. This indicates that for the combined existing and proposed use of an office of this size there could be 20 trips a day.
- 9.2 However in the previous report for the retrospective application for the small barn it was considered that the trip rate was inappropriate as the office was very small. Now that the office size is proposed to increase to 201sq. m this allows for the existing staff to spread out. The predicted trip rate from TRICS Data Base is now more appropriately applicable and therefore a trip rate of just over 20 trips a day could be generated from this site although this is before the implementation of a Travel Plan for both the existing and proposed office use.
- 9.3 20 - 30 trips a day is not considered to be excessive and indeed not much higher than the accepted level of traffic in the previous Planning Approval for the small barn. It is considered that this level of traffic can easily be accommodated within the local highway network.

10.0 TRAVEL PLAN

- 10.1 A Travel Plan was conditioned for the previous planning application and it is considered appropriate that a plan be produced for the whole site rather than in two stages. A draft Travel Plan will accompany the planning application. The full travel plan will be developed once the occupation of the barn takes place or if the development is delayed then a smaller plan will be produced for the existing approval at a time to be agreed with the Highway Authority.

11.0 CONCLUSION

- 11.1 The highway safety standards at the junction of the private access road and Toddington Lane meet the requirements laid down in The Manual for Streets.
- 11.2 Although the private access road is narrow there appears to be no historical problem with vehicle movements.

- 11.3 Toddington Lane is a "C" road acting as a local distributor road and easily accommodates the estimated 20 - 30 vehicle movements a day generated by the existing office and proposed conversion.
- 11.4 Although the site is not on a bus route it is considered to be reasonably sustainable.
- 11.5 In view of the matters considered in this report it is contended that the conversion of a redundant barn to B1 use should be acceptable on highway grounds to the Highway Authority.

Report Compiled by: Allen Rollings B.Sc (Hons), C.Eng, MICE, MCIHT

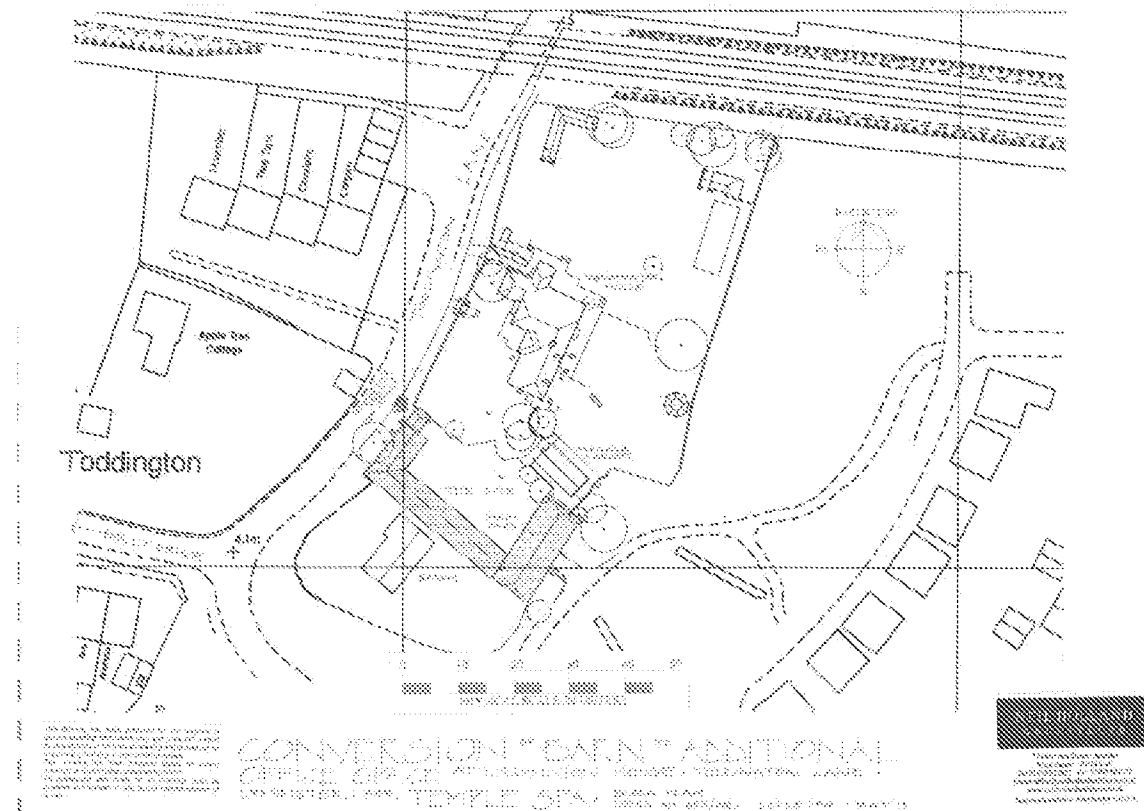
APPENDIX A

SITE LOCATION PLAN.



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APPENDIX B LOCAL SITE PLAN



APPENDIX C WEST SUSSEX PARKING STANDARDS

I. PPG13 & RESIDENTIAL STANDARDS

Use Class	PPG13 Maximum Standard	PPG13 Threshold	West Sussex Maximum Standard	West Sussex Threshold
Food Retail	1 space per 14sqm	1000sqm	1 space per 14sqm	All development
Non Food Retail	1 space per 20sqm	1000sqm	1 space per 20sqm	All development
Cinemas and Conference Facilities	1 space per 5 seats	1000sqm	1 space per 5 seats	All development
D2 Assembly and Leisure (other than cinemas, conference facilities and stadia)	1 space per 22sqm	1000sqm	1 space per 22sqm	All development
B1 Business including office	1 space per 30sqm	2500sqm	1 space per 30sqm	500sqm in less accessible areas.
Higher and Further Education	1 space per 2 staff + 1 space per 15 students	2500sqm	1 space per 2 staff + 1 space per 15 students	All development
Stadia	1 space per 15 seats	1500 seats	1 space per 15 seats	All development
Residential – 1 bed dwellings			1 space per dwelling	All development
2 & 3 bed dwellings			2 spaces per dwelling	All development
4 bed dwellings			3 spaces per dwelling	All development

Notes

1. Threshold – the threshold from which the standard applies. For developments below the threshold of 500 sqm for B1 development the standard of 1 space per 25 sqm will be acceptable.
2. Parking provision should be reduced below that permitted by the maximum standard in accessible locations where appropriate. Accessibility criteria are set out in Appendix B. The level of parking provision appropriate for developments will be established by the District Council in consultation with the Head of Highways and Transport and the Head of Planning Services having regard to the Accessibility Criteria and other objectives such as Town Centre regeneration initiatives.
3. District Councils will monitor the application of residential standards to ensure that PPG3 requirements are met.
4. With regard to all planning applications consideration will be given to the need to restrict or manage the possibility of parking related to the development overspilling into local streets.

APPENDIX D EXTRACTS FROM MANUAL FOR STREETS (VISIBILITY)

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	33	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for busmet length. See 7.5.4		11	14	17	18	23	25	33	39	43	45	55
Additional features will be needed to achieve low speeds												

7.5.7 The SSD values used in MfS are based on a perception–reaction time of 1.5 seconds and a deceleration rate of $0.45g$ (4.41 m/s^2). Table 7.1 uses these values to show the effect of speed on SSD.

7.5.8 Below around 20 m, shorter SSDs themselves will not achieve low vehicle speeds: speed-reducing features will be needed. For higher speed roads, i.e. with an 85th percentile speed over 50 km/h, it may be appropriate to use longer SSDs, as set out in the *Design Manual for Roads and Bridges*.

7.5.9 Gradients affect stopping distances. The deceleration rate of $0.45g$ used to calculate the figures in Table 7.1 is for a level road. A 10% gradient will increase (or decrease) the rate by around 0.1g.

7.6 Visibility requirements

7.6.1 Visibility should be checked at junctions and along the street. Visibility is measured horizontally and vertically.

7.6.2 Using plan views of proposed layouts, checks for visibility in the horizontal plane ensure that views are not obscured by vertical obstructions.

7.6.3 Checking visibility in the vertical plane is then carried out to ensure that views in the horizontal plane are not compromised by obstructions such as the crest of a hill, or a bridge at a dip in the road ahead. It also takes into account the variation in driver eye height and the height range of obstructions. Eye height is assumed to range from 1.05 m (for car drivers) to 2 m (for lorry drivers). Drivers need to be able to see obstructions 2 m high down to a point 600 mm above the carriageway. The latter dimension is used to ensure small children can be seen (Fig. 7.17).

7.6.4 The SSD figure relates to the position of the driver. However, the distance between the driver and the front of the vehicle is typically up to 2.4 m, which is a significant proportion of shorter stopping distances. It is therefore recommended that an allowance is made by adding 2.4 m to the SSD.

APPENDIX E

EXTRACTS FROM MANUAL FOR STREETS (WIDTH)

Chapter aims

- Advise how the requirements of different users can be accommodated in street design.
- Summarise research which shows that increased visibility encourages higher vehicle speeds.
- Describe how street space can be allocated based on pedestrian need, using swept path analysis to ensure that minimum access requirements for vehicles are met.
- Describe the rationale behind using shorter vehicle stopping distances to determine visibility requirements on links and at junctions.
- Recommend that the design of streets should determine vehicle speed.
- Recommend a maximum design speed of 20 mph for residential streets.

7.1 Introduction

7.1.1 Several issues need to be considered in order to satisfy the various user requirements detailed in Chapter 5, namely:

- street widths and components;
- junctions;
- features for controlling vehicle speeds;
- forward visibility on links; and
- visibility splays at junctions.

7.2 Street dimensions

7.2.1 The design of new streets or the improvement of existing ones should take into account the functions of the street, and the type, density and character of the development.

7.2.2 Carriageway widths should be appropriate for the particular context and uses of the street. Key factors to take into account include:

- the volume of vehicular traffic and pedestrian activity;
- the traffic composition;
- the demarcation, if any, between carriageway and footway (e.g. kerb, street furniture or trees and planting);
- whether parking is to take place in the carriageway and, if so, its distribution, arrangement, the frequency of occupation, and the likely level of parking enforcement (if any);
- the design speed (recommended to be 20 mph or less in residential areas);
- the curvature of the street (bends require greater width to accommodate the swept path of larger vehicles); and
- any intention to include one-way streets, or short stretches of single lane working in two-way streets.

7.2.3 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

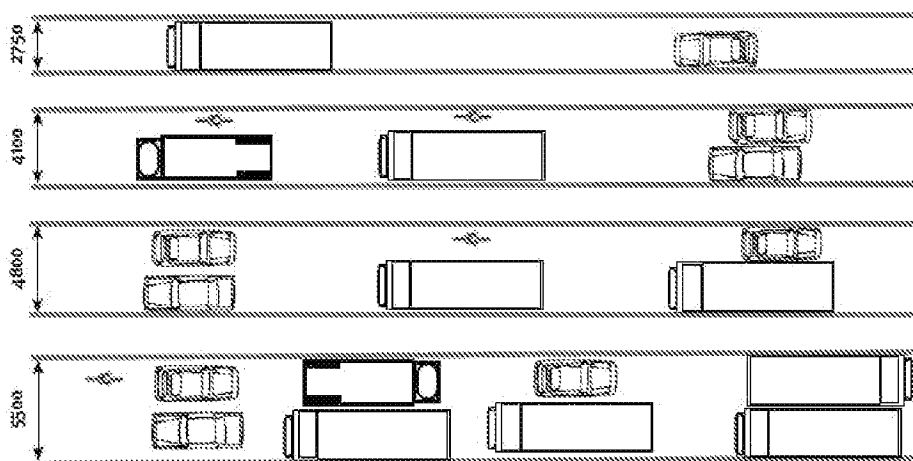
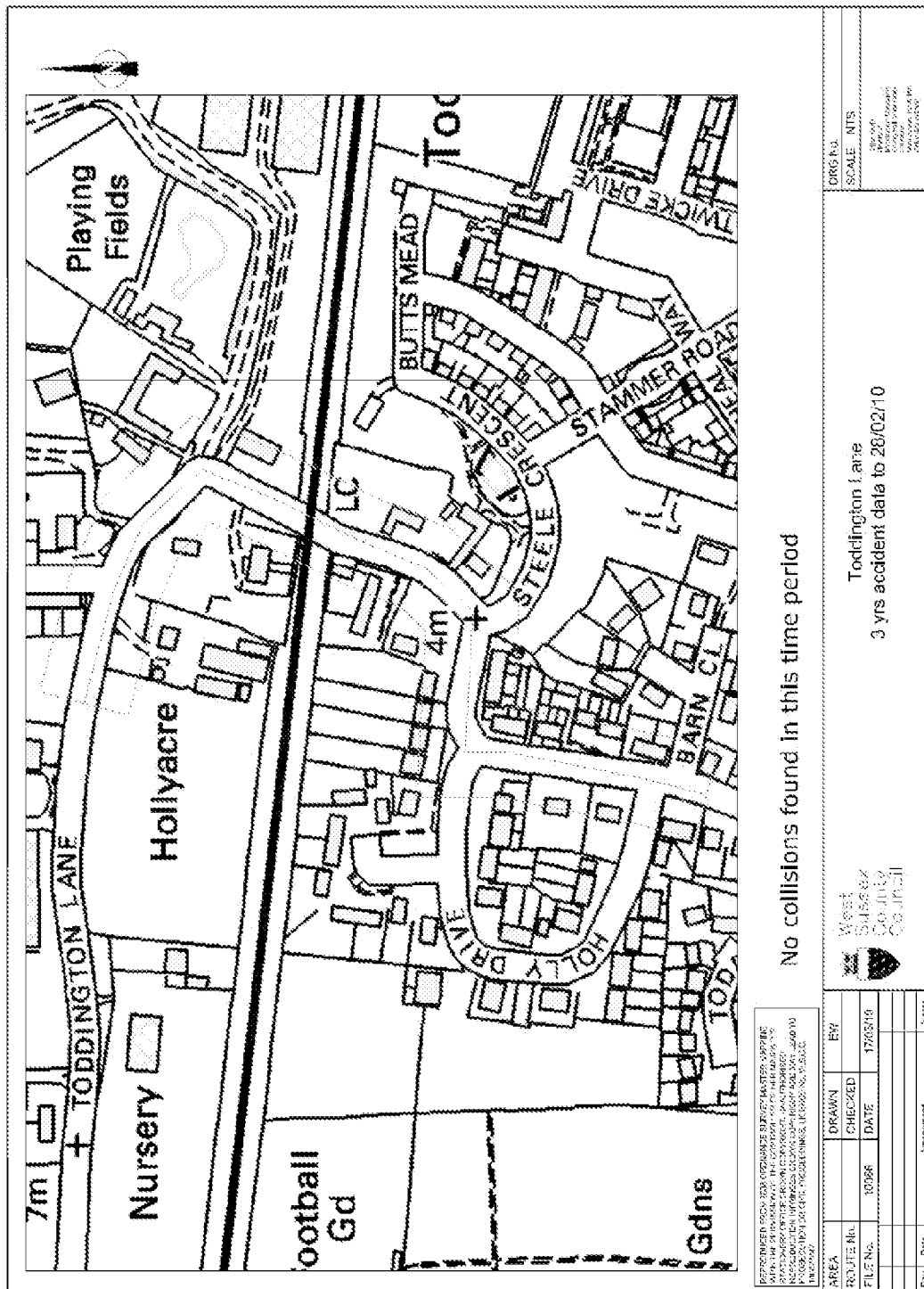


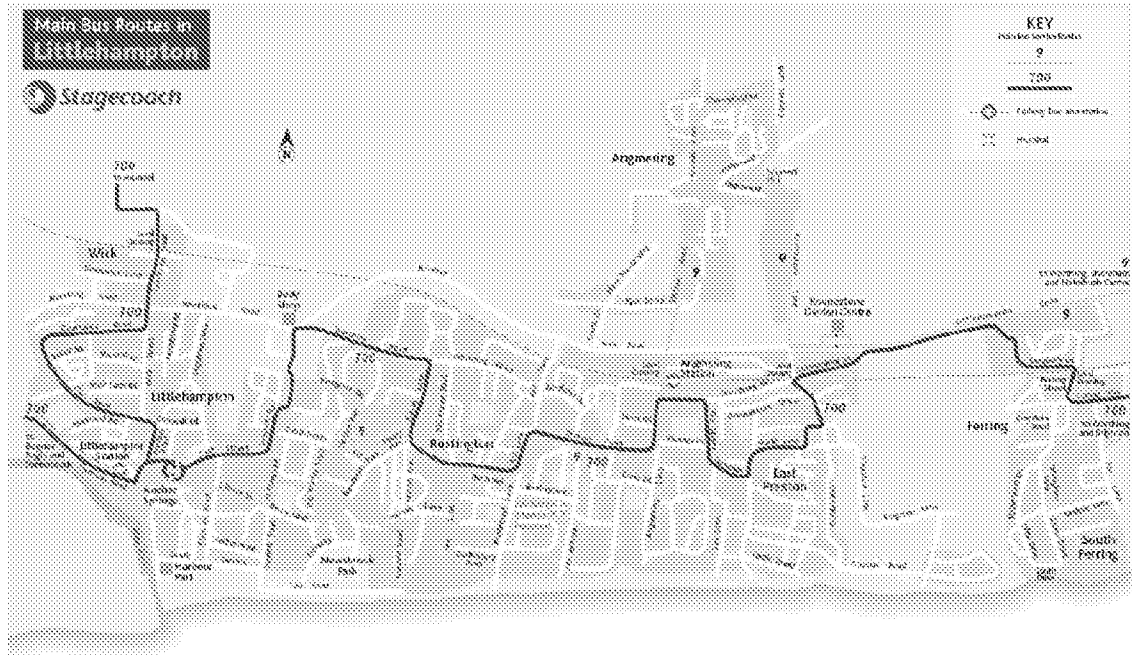
Figure 7.1 illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

ACCIDENT DATA



APPENDIX G: BUS TIMES TABLE AND ROUTES

Route of Bus Service 9 & 700



Sample of Bus Timetable Route 700

Brighton • Worthing • Chichester • Havant • Portsmouth & Southsea										700
Brighton • Worthing • Arundel										on 24 Aug 2022
Mondays to Fridays 06:30 to 18:00										in 2022
Stop	Time	Bus at Brighton station					Bus at Brighton station	Bus at Brighton station		
		15	25	35	45	55		16:05	16:15	16:25
Brighton Bus Station	06:30	21	31	41	51	61	71	16:35	16:45	16:55
Brighton Church Square	06:31	31	41	51	61	71	81	16:45	16:55	17:05
North Ring Road	06:32	41	51	61	71	81	91	16:55	17:05	17:15
Portside A259 Station Bus	06:33	51	61	71	81	91	101	17:05	17:15	17:25
Shoreham High Street	06:34	61	71	81	91	101	111	17:15	17:25	17:35
South Lancing Three Horseshoes	06:35	71	81	91	101	111	121	17:25	17:35	17:45
Worthing Marine Parade stop	06:36	81	91	101	111	121	131	17:35	17:45	17:55
Worthing Marine Parade stop	06:37	91	101	111	121	131	141	17:45	17:55	18:05
Goring Rd Wallace Ave	06:38	101	111	121	131	141	151	17:55	18:05	18:15
Goring Aldworth Ave Shops	06:39	111	121	131	141	151	161	18:05	18:15	18:25
Ferring War Memorial	06:40	121	131	141	151	161	171	18:15	18:25	18:35
East Preston Fairways	06:41	131	141	151	161	171	181	18:25	18:35	18:45
Northampton Road The Street	06:42	141	151	161	171	181	191	18:35	18:45	18:55
Northampton Road near Bury Shop	06:43	151	161	171	181	191	201	18:45	18:55	19:05
Littlehampton Anchor Spring stop	06:44	161	171	181	191	201	211	18:55	19:05	19:15
Littlehampton Anchor Spring stop	06:45	171	181	191	201	211	221	19:05	19:15	19:25
Wick Courtwell Rd	06:46	181	191	201	211	221	231	19:15	19:25	19:35
Lyminster Church Corner	06:47	191	201	211	221	231	241	19:25	19:35	19:45
Arundel Riverbank	06:48	201	211	221	231	241	251	19:35	19:45	19:55
Arundel Riverbank	06:49	211	221	231	241	251	261	19:45	19:55	20:05
Arundel Riverbank	06:50	221	231	241	251	261	271	19:55	20:05	20:15
Arundel Riverbank	06:51	231	241	251	261	271	281	20:05	20:15	20:25
Arundel Riverbank	06:52	241	251	261	271	281	291	20:15	20:25	20:35
Arundel Riverbank	06:53	251	261	271	281	291	301	20:25	20:35	20:45
Arundel Riverbank	06:54	261	271	281	291	301	311	20:35	20:45	20:55
Arundel Riverbank	06:55	271	281	291	301	311	321	20:45	20:55	21:05
Arundel Riverbank	06:56	281	291	301	311	321	331	20:55	21:05	21:15
Arundel Riverbank	06:57	291	301	311	321	331	341	21:05	21:15	21:25
Arundel Riverbank	06:58	301	311	321	331	341	351	21:15	21:25	21:35
Arundel Riverbank	06:59	311	321	331	341	351	361	21:25	21:35	21:45
Arundel Riverbank	07:00	321	331	341	351	361	371	21:35	21:45	21:55
Arundel Riverbank	07:01	331	341	351	361	371	381	21:45	21:55	22:05
Arundel Riverbank	07:02	341	351	361	371	381	391	21:55	22:05	22:15
Arundel Riverbank	07:03	351	361	371	381	391	401	22:05	22:15	22:25
Arundel Riverbank	07:04	361	371	381	391	401	411	22:15	22:25	22:35
Arundel Riverbank	07:05	371	381	391	401	411	421	22:25	22:35	22:45
Arundel Riverbank	07:06	381	391	401	411	421	431	22:35	22:45	22:55
Arundel Riverbank	07:07	391	401	411	421	431	441	22:45	22:55	23:05
Arundel Riverbank	07:08	401	411	421	431	441	451	22:55	23:05	23:15
Arundel Riverbank	07:09	411	421	431	441	451	461	23:05	23:15	23:25
Arundel Riverbank	07:10	421	431	441	451	461	471	23:15	23:25	23:35
Arundel Riverbank	07:11	431	441	451	461	471	481	23:25	23:35	23:45
Arundel Riverbank	07:12	441	451	461	471	481	491	23:35	23:45	23:55
Arundel Riverbank	07:13	451	461	471	481	491	501	23:45	23:55	00:05
Arundel Riverbank	07:14	461	471	481	491	501	511	23:55	00:05	00:15
Arundel Riverbank	07:15	471	481	491	501	511	521	00:05	00:15	00:25
Arundel Riverbank	07:16	481	491	501	511	521	531	00:15	00:25	00:35
Arundel Riverbank	07:17	491	501	511	521	531	541	00:25	00:35	00:45
Arundel Riverbank	07:18	501	511	521	531	541	551	00:35	00:45	00:55
Arundel Riverbank	07:19	511	521	531	541	551	561	00:45	00:55	01:05
Arundel Riverbank	07:20	521	531	541	551	561	571	00:55	01:05	01:15
Arundel Riverbank	07:21	531	541	551	561	571	581	01:05	01:15	01:25
Arundel Riverbank	07:22	541	551	561	571	581	591	01:15	01:25	01:35
Arundel Riverbank	07:23	551	561	571	581	591	601	01:25	01:35	01:45
Arundel Riverbank	07:24	561	571	581	591	601	611	01:35	01:45	01:55
Arundel Riverbank	07:25	571	581	591	601	611	621	01:45	01:55	02:05
Arundel Riverbank	07:26	581	591	601	611	621	631	01:55	02:05	02:15
Arundel Riverbank	07:27	591	601	611	621	631	641	02:05	02:15	02:25
Arundel Riverbank	07:28	601	611	621	631	641	651	02:15	02:25	02:35
Arundel Riverbank	07:29	611	621	631	641	651	661	02:25	02:35	02:45
Arundel Riverbank	07:30	621	631	641	651	661	671	02:35	02:45	02:55
Arundel Riverbank	07:31	631	641	651	661	671	681	02:45	02:55	03:05
Arundel Riverbank	07:32	641	651	661	671	681	691	02:55	03:05	03:15
Arundel Riverbank	07:33	651	661	671	681	691	701	03:05	03:15	03:25
Arundel Riverbank	07:34	661	671	681	691	701	711	03:15	03:25	03:35
Arundel Riverbank	07:35	671	681	691	701	711	721	03:25	03:35	03:45
Arundel Riverbank	07:36	681	691	701	711	721	731	03:35	03:45	03:55
Arundel Riverbank	07:37	691	701	711	721	731	741	03:45	03:55	04:05
Arundel Riverbank	07:38	701	711	721	731	741	751	03:55	04:05	04:15
Arundel Riverbank	07:39	711	721	731	741	751	761	04:05	04:15	04:25
Arundel Riverbank	07:40	721	731	741	751	761	771	04:15	04:25	04:35
Arundel Riverbank	07:41	731	741	751	761	771	781	04:25	04:35	04:45
Arundel Riverbank	07:42	741	751	761	771	781	791	04:35	04:45	04:55
Arundel Riverbank	07:43	751	761	771	781	791	801	04:45	04:55	05:05
Arundel Riverbank	07:44	761	771	781	791	801	811	04:55	05:05	05:15
Arundel Riverbank	07:45	771	781	791	801	811	821	05:05	05:15	05:25
Arundel Riverbank	07:46	781	791	801	811	821	831	05:15	05:25	05:35
Arundel Riverbank	07:47	791	801	811	821	831	841	05:25	05:35	05:45
Arundel Riverbank	07:48	801	811	821	831	841	851	05:35	05:45	05:55
Arundel Riverbank	07:49	811	821	831	841	851	861	05:45	05:55	06:05
Arundel Riverbank	07:50	821	831	841	851	861	871	05:55	06:05	06:15
Arundel Riverbank	07:51	831	841	851	861	871	881	06:05	06:15	06:25
Arundel Riverbank	07:52	841	851	861	871	881	891	06:15	06:25	06:35
Arundel Riverbank	07:53	851	861	871	881	891	901	06:25	06:35	06:45
Arundel Riverbank	07:54	861	871	881	891	901	911	06:35	06:45	06:55
Arundel Riverbank	07:55	871	881	891	901	911	921	06:45	06:55	07:05
Arundel Riverbank	07:56	881	891	901	911	921	931	06:55	07:05	07:15
Arundel Riverbank	07:57	891	901	911	921	931	941	07:05	07:15	07:25
Arundel Riverbank	07:58	901	911	921	931	941	951	07:15	07:25	07:35
Arundel Riverbank	07:59	911	921	931	941	951	961	07:25	07:35	07:45
Arundel Riverbank	08:00	921	931	941	951	961	971	07:35	07:45	07:55
Arundel Riverbank	08:01	931	941	951	961	971	981	07:45	07:55	08:05
Arundel Riverbank	08:02	941	951	961	971	981	991	07:55	08:05	08:15
Arundel Riverbank	08:03	951	961	971	981	991	1001	08:05	08:15	08:25
Arundel Riverbank	08:04	961	971	981	991	1001	1011	08:15	08:25	08:35
Arundel Riverbank	08:05	971	981	991	1001	1011	1021	08:25	08:35	08:45
Arundel Riverbank	08:06	981	991	1001	1011	1021	1031	08:35	08:45	08:55
Arundel Riverbank	08:07	991	1001	1011	1021	1031	1041	08:45	08:55	09:05
Arundel Riverbank	08:08	1001	1011	1021	1031	1041	1051	08:55	09:05	09:15
Arundel Riverbank	08:09	1011	1021	1031	1041	1051	1061	09:05	09:15	09:25
Arundel Riverbank	08:10	1021	1031	1041	1051	1061	1071	09:15	09:25	09:35
Arundel Riverbank	08:11	1031	1041	1051	1061	1071	1081	09:25	09:35	09:45
Arundel Riverbank	08:12	1041	1051	1061	1071	1081	1091	09:35	09:45	09:55
Arundel Riverbank	08:13	1051	1061	1071	1081	1091	1101	09:45	09:55	10:05
Arundel Riverbank	08:14	1061	1071	1081	1091	1101	1111	09:55	10:05	10:15
Arundel Riverbank	08:15	1071	1081	1091	1101	1111	1121	10:05	10:15	10:25
Arundel Riverbank	08:16	1081	1091	1101	1111	1121	1131	10:15	10:25	10:35
Arundel Riverbank	08:17	1091	1101	1111	1121	1131	1141	10:25	10:35	10:45
Arundel Riverbank	08:18	1101	1111	1121	1131	1141	1151	10:35	10:45	10:55
Arundel Riverbank	08:19	1111	1121	1131	1141	1151	1161	10:45	10:55	11:05

Nearest Bus Stops to the Site

Option 2



- 1531**  **Toddington (Littlehampton)**
From the centre of Toddington (Littlehampton) walk for about 13 n
- 1544**  **Littlehampton, adj Cemetery (on Horsham Road) [SMS: wxawtda**
Take **Stagecoach South Bus 700**
towards Chichester (W Sussex), Chichester Bus Station
Normally operated by wheelchair accessible bus.
and get off at
- 1549**  **Littlehampton, Anchor Springs (E-Bound) (on St Martins Road)**
Then walk for about 4 mins to the centre of Littlehampton
- 1553**  **Littlehampton**

APPENDIX H: TRICS DATA

TRICS 2010(a)v6.5.1 10/03/10 B14.30 (C) 2009 JMC Consultants Ltd on behalf of the TRICS Consortium	Monday 15/03/10
GTA Civils Ltd 65a Church Walk Burgess Hill	Page 1
	Licence No: 049901

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

01 GREATER LONDON	
BT BRENT	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Range: 200 to 600 (units/sq)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 17/06/09

Selected survey days:

Tuesday	1 days
Wednesday	1 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PP56 Out of Centre)	1
Neighbourhood Centre (PP56 Local Centre)	1

Selected Location Sub-Categories:

Commercial Zone	1
Built-Up Zone	1

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	2	460	0.000	2	460	0.000	2	460	0.000
07:30 - 08:00	2	460	0.109	2	460	0.000	2	460	0.109
08:00 - 08:30	2	460	0.217	2	460	0.000	2	460	0.217
08:30 - 09:00	2	460	0.109	2	460	0.000	2	460	0.109
09:00 - 09:30	2	460	0.000	2	460	0.000	2	460	0.000
09:30 - 10:00	2	460	0.326	2	460	0.326	2	460	0.652
10:00 - 10:30	2	460	0.435	2	460	0.217	2	460	0.652
10:30 - 11:00	2	460	0.326	2	460	0.217	2	460	0.543
11:00 - 11:30	2	460	0.217	2	460	0.109	2	460	0.326
11:30 - 12:00	2	460	0.109	2	460	0.109	2	460	0.218
12:00 - 12:30	2	460	0.109	2	460	0.000	2	460	0.109
12:30 - 13:00	2	460	0.217	2	460	0.109	2	460	0.326
13:00 - 13:30	2	460	0.217	2	460	0.326	2	460	0.543
13:30 - 14:00	2	460	0.326	2	460	0.109	2	460	0.435
14:00 - 14:30	2	460	0.326	2	460	0.326	2	460	0.652
14:30 - 15:00	2	460	0.435	2	460	0.652	2	460	1.087
15:00 - 15:30	2	460	0.543	2	460	0.217	2	460	0.760
15:30 - 16:00	2	460	0.217	2	460	0.435	2	460	0.652
16:00 - 16:30	2	460	0.109	2	460	0.326	2	460	0.435
16:30 - 17:00	2	460	0.217	2	460	0.870	2	460	1.087
17:00 - 17:30	2	460	0.000	2	460	0.217	2	460	0.217
17:30 - 18:00	2	460	0.000	2	460	0.109	2	460	0.109
18:00 - 18:30	2	460	0.000	2	460	0.000	2	460	0.000
18:30 - 19:00	2	460	0.000	2	460	0.000	2	460	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.564			4.674			9.238

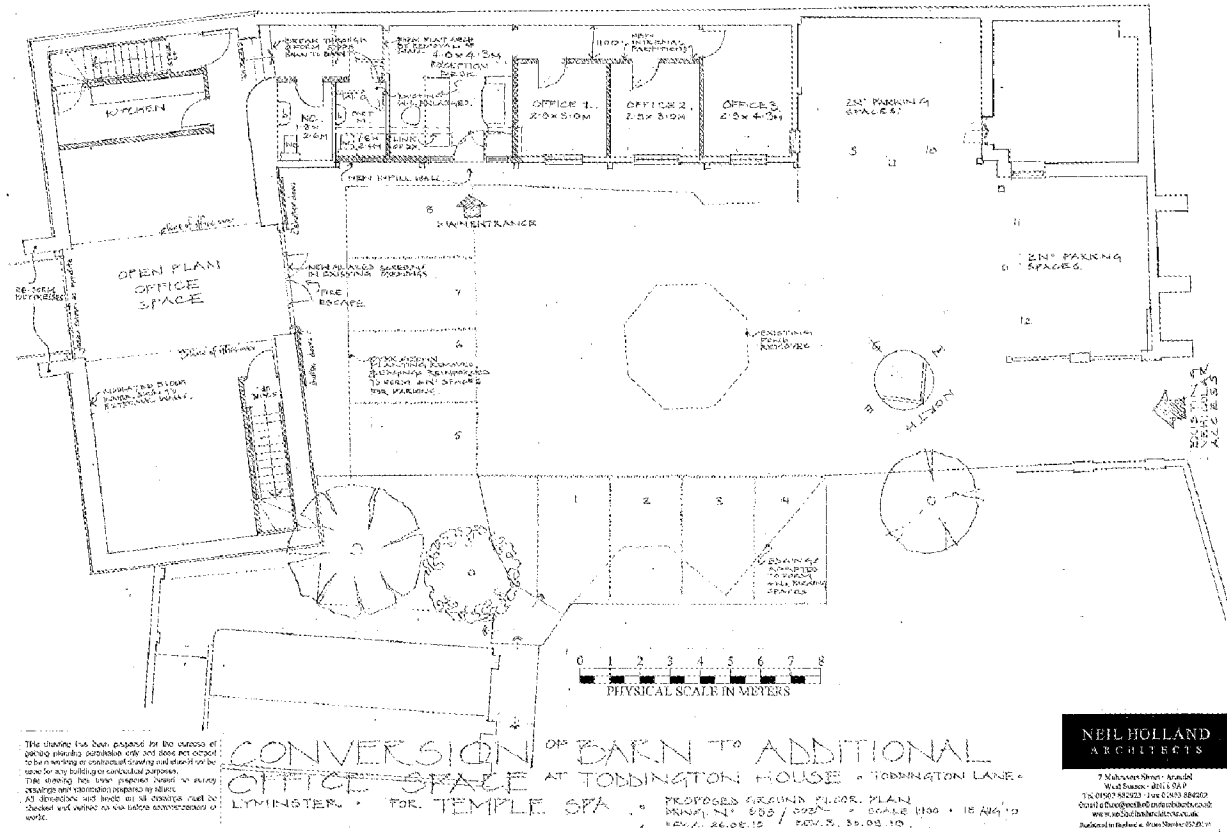
Parameter summary

Trip rate parameter range selected:	300 - 600 (units: sqm)
Survey date date range:	01/01/01 - 31/06/09
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Trip Generation is therefore 10 trips per 100sq. m

Total area of B1 use on the site is 201 sq. m therefore predicted trip generation is $10 \times 2 = 20$

APPENDIX I PROPOSED CAR-PARK LAYOUT



APPENDIX J PHOTOGRAPHS



Photo 1 View of Barn Conversion



Photo 2 View of Parking in Forecourt



Photo 3 Additional View of Parking in Forecourt



Photo 4 View of Parking in Car Port



Photo 5 Existing Access



Photo 6 Visibility to the Left (South)



Photo 7 Visibility to the Right (North)