

REPORT ON
HIGHWAY & TRANSPORTATION MATTERS FOR A
RETROSPECTIVE PLANNING APPLICATION
AT TODDINGTON HOUSE,
TODDINGTON LANE,
LITTLEHAMPTON, BN17 6JX

CLIENT

Mr. Mark Warom,
Toddington House,
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Littlehampton, BN17 6JX

CONSULTING ENGINEER

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INDEX

- 1.0 EXECUTIVE SUMMARY
- 2.0 INTRODUCTION
- 3.0 EXISTING SITUATION
 - The Site
 - The Local Highway Network
- 4.0 CURRENT USE
- 5.0 PROPOSAL
- 6.0 CAR PARKING
- 7.0 DISCUSSION
 - Standard of Visibility onto Toddington Lane
- 8.0 SUSTAINABILITY
 - Walking
 - Cycling
 - Buses
- 9.0 TRAFFIC GENERATIONS AND HIGHWAYS IMPACT
 - Current & Proposed Use
- 10.0 CONCLUSIONS

APPENDICES

- APPENDIX A: Site Location Plan.
- APPENDIX B: Local Site Plan
- APPENDIX C: West Sussex Parking Standards
- APPENDIX D: Extracts from Manual for Streets (Visibility)
- APPENDIX E: Extracts from Manual for Streets (Width)
- APPENDIX F: Accident Data
- APPENDIX G: Bus Times Table and Routes
- APPENDIX H: TRICS Data
- APPENDIX I: Photographs

Date	Issue	Compiled by	Checked by
13 March 2010	FIRST	ACR	SJR

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 retrospective Planning Application for a change of use of a barn from agricultural to B1 use.
- 1.2 Estimates have been made that show that the increase in traffic generation is insignificant.
- 1.3 The access arrangements meet 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.

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 retrospective 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 has currently been used as office accommodation since the year 2000.
- 2.2 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.
- 2.3 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.
 -
- 2.4 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 area of the converted barn to B1 use is 68 sq. m and an additional part of the barn is used currently as a car port. (See Plan in Appendix B & Photo 4)
- 3.3 The courtyard area and carport can currently accommodate 8 cars comfortably (See Photos 1, 2, 3 & 4) and this could be increased to 10 if necessary.
- 3.4 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).
- 3.5 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.
- 3.6 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. 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)

- 3.7 Visibility to the right at the access is currently 2.4m x 45m (See Photo 7) but can be improved by minor cutting back of the bushes which are under the control of the applicant.
- 3.8 Toddington Lane is within a 30mph Speed Limit and although there are currently no streetlights outside the property they are currently being installed in Toddington Lane just south of the site. The lane is generally on average 5.5m wide across the frontage of the property.
- 3.9 Due to its country lane physical features and narrowness it was ascertained by trial runs that speeds are not expected to be above the 85%ile wet weather speed of 25mph.
- 3.10 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

- 3.11 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, having 10 employees on the site.

5.0 PROPOSAL

- 5.1 It is proposed to regularise the use, by means of a Planning Application, of the buildings currently covered by B1 use.

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 and therefore this site requires only 3 parking spaces, 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).
- 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. Due to the circulatory layout vehicles are able to turn and leave the site 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 low level of traffic movements predicted by TRICS Data and 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 for the last 3 years (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 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) 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 the barn is normally estimated on the TRICS Data base however this office is very small and 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 a small office of this size there would be only 7 trips a day. For a workforce of 10 this is obviously too small and it is estimated that 22 trips a day would more likely be generated.

- 9.2 22 trips a day is not excessive and is easily accommodated within the local highway network.

10.0 CONCLUSION

- 10.1 The highway safety standards at the junction of the private access road and Toddington Lane meet the requirements of laid down in The Manual for Streets.

- 10.2 Although the private access road is narrow there appears to be no historical problem with vehicle movements.

- 10.3 Toddington Lane is a "C" road acting as a local distributor road and easily accommodates the estimated 22 vehicle movements a day generated by the small office conversion.

- 10.4 Although the site is not on a bus route it is considered to be reasonably sustainable.

- 10.5 In view of the matters considered in this report it is contended that the change of use of the barn which has been in operation for 10 years should be acceptable to the Highway Authority.

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

APPENDIX A

Site Location Plan.

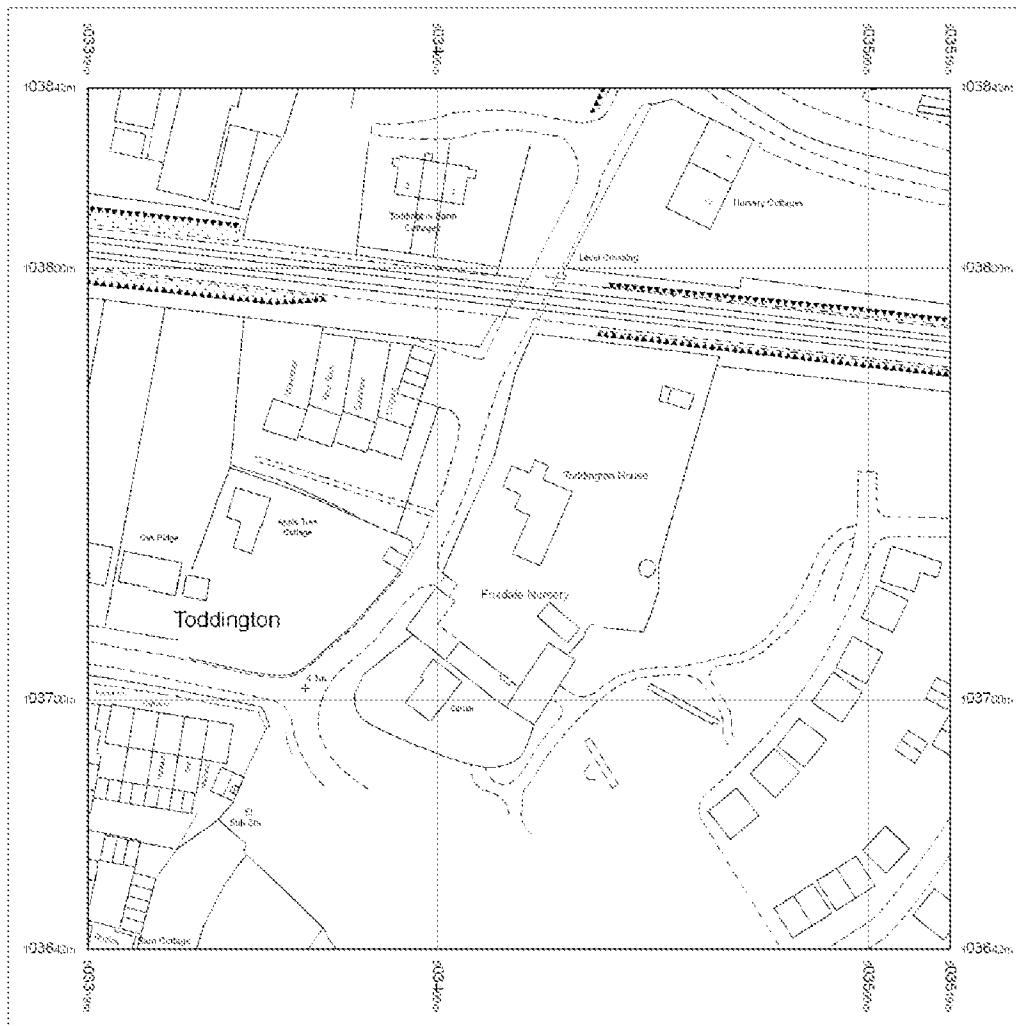


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APPENDIX B Local Site Plan



OS Sitemap®



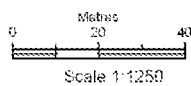
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The representation of a road, track or path is no evidence of a right of way.

The representation of features as lines is an evidence of a property boundary.



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APPENDIX C**West Sussex Parking Standards****1. 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	28	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

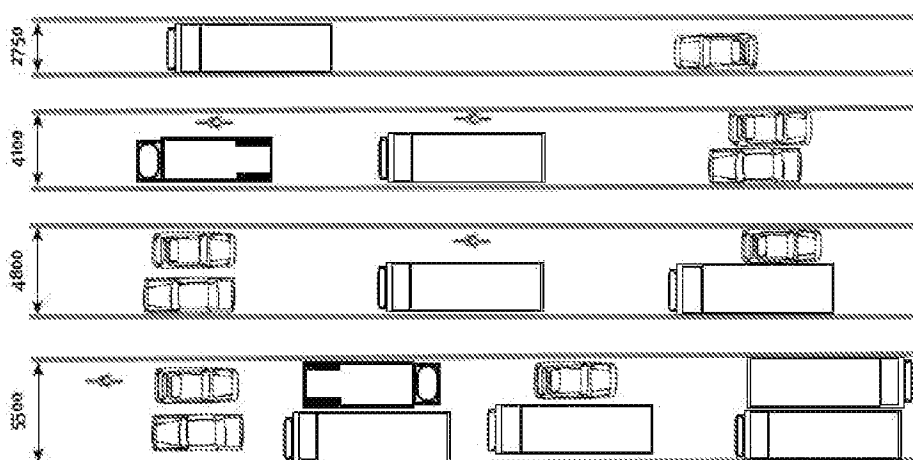


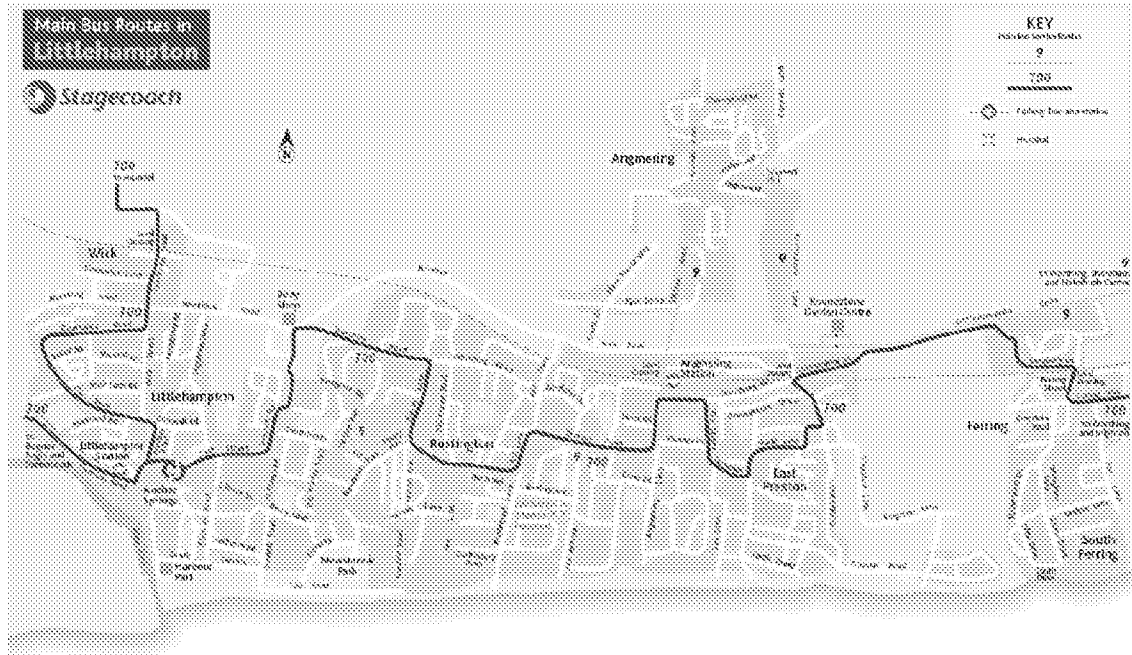
Figure 7.1 illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

Accident Data



APPENDIX G: Bus Times Table and Routes

Route of Bus Service 9 & 700

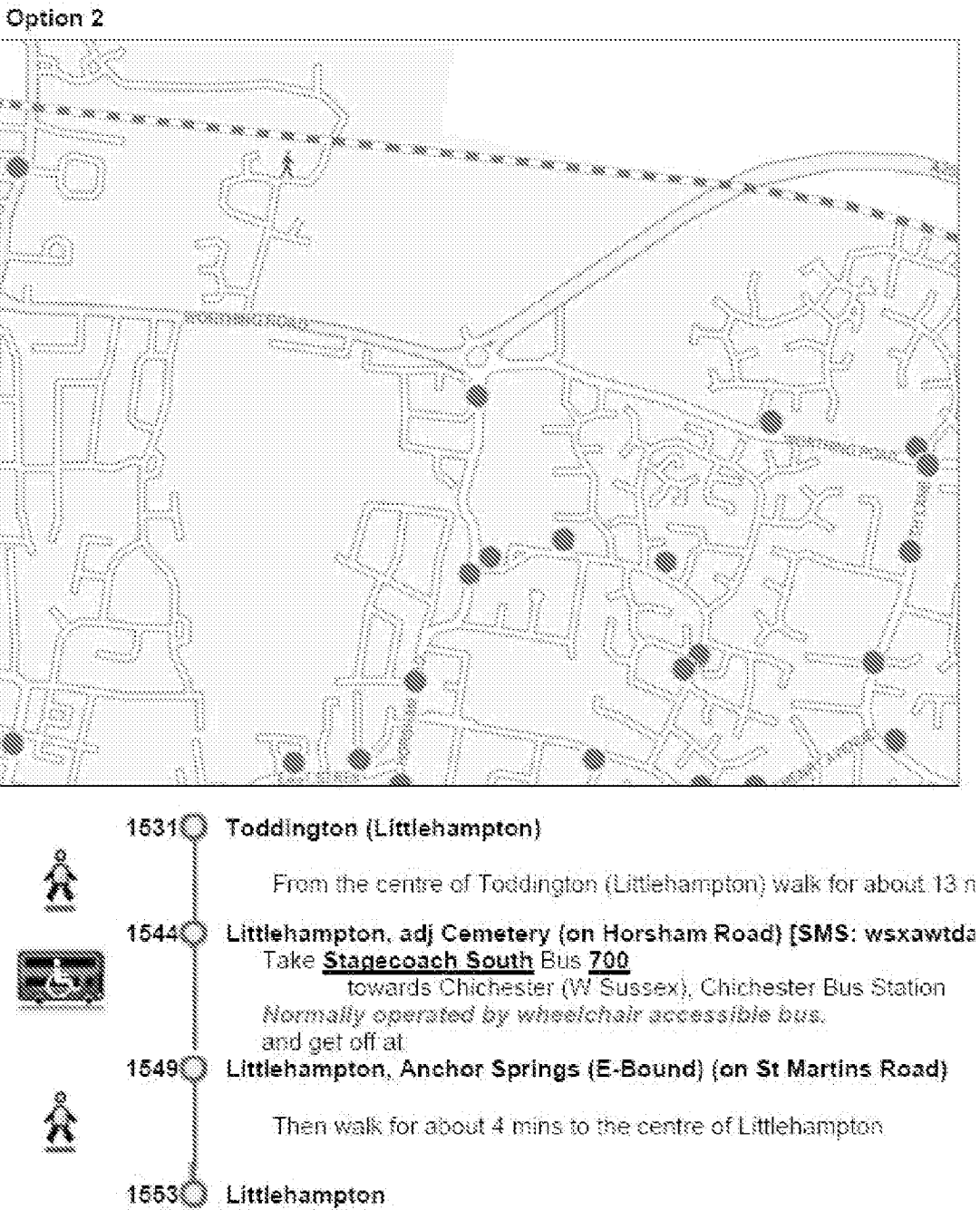


Sample of Bus Timetable Route 700

Brighton • Worthing • Chichester • Havant • Portsmouth & Southsea										700	
Brighton • Worthing • Arundel										on 24 Aug 2022	
Mondays to Fridays 06:30 to 18:30										in 100s	
Brighton Boat Quay	0635	15	35	55	75	95	115	135	155	175	195
Brighton Church Square	0645	21	31	41	51	61	71	81	91	101	111
Howe King Alfred	0655	31	41	51	61	71	81	91	101	111	121
Portside ASDA Station Bus	0705	36	46	56	66	76	86	96	106	116	126
Shoreham High Street	0806	46	56	66	76	86	96	106	116	126	136
South Lancing Three Horseshoes	0844	54	04	14	24	34	44	54	64	74	84
Worthing Marine Parade arr	0854	04	14	24	34	44	54	64	74	84	94
Worthing Marine Parade dep	0908	09	19	29	39	49	59	69	79	89	99
Goring Rd Wallace Ave	1010	20	30	40	50	60	70	80	90	100	110
Goring Aldworth Ave Shops	1016	26	36	46	56	66	76	86	96	106	116
Ferring War Memorial	1030	30	40	50	60	70	80	90	100	110	120
East Preston Fairway	1032	42	52	62	72	82	92	102	112	122	132
Bosham High Street	1038	48	58	68	78	88	98	108	118	128	138
Horrham Road near Rudy Shop	1043	54	04	14	24	34	44	54	64	74	84
Littlehampton Redoubt Station arr	1049	59	09	19	29	39	49	59	69	79	89
Littlehampton Anchor Square dep arr	1053	03	13	23	33	43	53	63	73	83	93
Wick Courtwell Rd		10		20		30		40		50	
Lyminster Church Corner		15		25		35		45		55	
Arundel Riverbank		23		33		43		53		63	
Arundel Jarvis Rd		29		39		49		59		69	
Yarham Sports Corner	1104		19	24		39	44	49	54	59	64
Kilnham Park Station Close	1110		25	30		35	40	45	50	55	60
Pelham The Southdowns	1114		29	34		39	44	49	54	59	64
Bognor Regis High Street arr	1121		36	41		46	51	56	61	66	71
Bognor Regis High Street dep	1125		40	45		50	55	60	65	70	75
Bognor Regis Rd Dringford Rd arr	1128		43	48		53	58	63	68	73	78
North Bersted Shopp	1130		50	05		10	15	20	25	30	35
Chichester Bus Station arr	1139		05	10		15	20	25	30	35	40
Chichester Bus Station dep	1144		09	14		19	24	29	34	39	44
Chichester Cathedral	1159		12	17		22	27	32	37	42	47
Bosham White Swan arr	1209			40			10				10
Southdowns Church arr	1217			47			17				17
Embsay Square	1224			54			24				24
Havant Bus Station arr	1235			05			35				35
Havant Bus Station dep	1239			09			39				39
Hilsea Lido	1248			18			48				48
North End Junction	1254			24			54				54
Commercial Rd Southampton arr	1304			34			04				04
Portsmouth The Hard Interchange arr	1308			38			08				08
Southsea Palmerston Rd	1316			46			16				16
Southsea Clarence Pier	1321			51			21				21

= starts from Boat Quay
 = journey arriving Chichester Bus Station at 14:30 continues to Chichester Cathedral during school holidays only.
 = on school days the journey departing Chichester Cathedral at 1:59 runs via Westgate for Bishop Luffa School.

Nearest Bus Stops to the Site



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: sqm)

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

TRICS 2010(a)v6.5.1	03/02/10 B14.30	(C) 2009 JMP Consultants Ltd on behalf of the TRICS Consortium	Monday 15/03/10
GTA Civils Ltd	65a Church Walk	Burgess Hill	Page
			Licence No: 04990

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	0.217
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

APPENDIX I 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)