

66 THE STREET, LITTLEHAMPTON

Residential Scheme

Transport Statement

**Prepared on behalf of Envision
Contracting Ltd.**

KHAN/20/5649/TS01

November 2020

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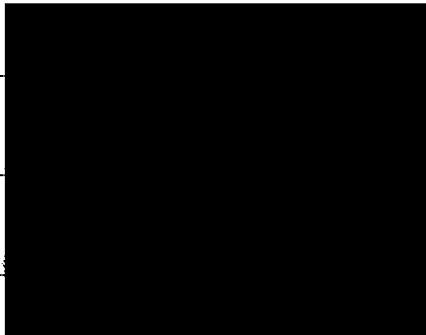
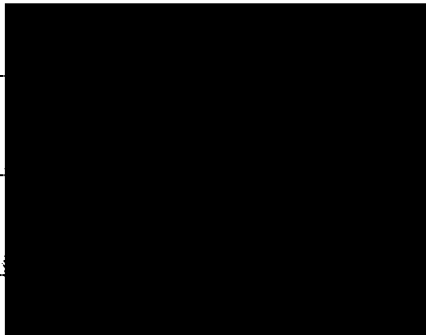
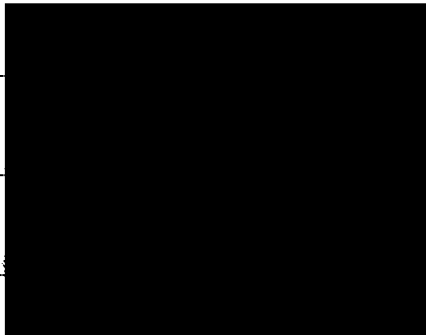
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1 INTRODUCTION

- 1.1.1 RGP has been appointed by Envision Contracting Ltd to advise on highway and transport planning matters in relation to a change of use for 66 The Street, Littlehampton.
- 1.1.2 The site is located to the rear of a small parade of shops, which have frontage onto The Street. Vehicular access is located from The Street, via an access road which serves the site, parking to the rear of the shops and the residential development at No. 68 Pegasus Court, The Street. The location of the site is shown on **Plan 01**, attached hereto.
- 1.1.3 The site currently accommodates a single storey unit with a gross floor area of 181sqm; which operates under a B1c land use (Light Industrial). Off-street parking for approximately 6 vehicles is located towards the southern boundary of the site and accessed via a private access road, served from The Street.
- 1.1.4 A Prior Approval application (ref: R/205/19/PD) was submitted for a change of use to provide 6 flatted units on site (4 x 1 bed and 2 x 2 bed), with associated parking of 4 vehicles. This was granted in October 2019.
- 1.1.5 The proposed scheme is for a single storey extension, in addition to the permitted 6 units, to the site to provide:
- (i) 1 x 1 bed flat; and
 - (ii) 3 x 2 bed flats.
- 1.1.6 No changes are proposed to the vehicular access arrangements for the site.

1.2 Report Scope

- 1.2.1 This Transport Statement has been prepared in accordance with national, regional and local policy including the Arun District Council Local Plan.
- 1.2.2 The remainder of the report is split into five sections as follows:
- (i) Section 2: Policy Review;
 - (ii) Section 3: Baseline Conditions;

- (III) Section 4: Development Proposals;
- (IV) Section 5: Trip Generation; and
- (V) Section 6: Summary and Conclusions.

2 POLICY REVIEW

2.1.1 This section summarises the key transport policies in relation to the proposed scheme.

2.2 National Planning Policy Framework (February 2019)

2.2.1 The latest National Planning Policy Framework (NPPF) came into effect in July 2018 and was subsequently updated in February 2019, replacing all previous Government planning policy guidance. The NPPF broadly covers all aspects of planning policy and the extracts below detail those relevant to this site and transport.

2.2.2 Paragraph 108 outlines the basic transport requirements for developments to provide, and states that *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

(i) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

(ii) Safe and suitable access to the site can be achieved for all users; and

(iii) 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."

2.2.3 Of further note, paragraph 109 of the NPPF states that *"development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

2.2.4 The impact of the proposed development is considered throughout this report; this includes reviewing the retained access arrangements as well as the net impact of the proposal in terms of traffic generated to identify how the scheme complies with the requirements of the NPPF.

2.2.5 The findings of this report demonstrate that the proposals would not generate a 'severe' impact and that safe and secure access to the site can be delivered.

2.3 National Planning Practice Guidance (March 2014)

2.3.1 The National Planning Practice Guidance (NPPG) provides additional information to support the NPPF. In relation to Travel Plans, Transport Assessments and Transport Statements it notes that:

"They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

2.4 Arun District Council

2.4.1 Arun District Council have seen the adoption of a number of planning documents with the Local Plan 2011-2031 adopted in July 2018 and Parking Standards Supplementary Planning Document (SPD) adopted in January 2020.

2.4.2 The Local Plan sets out the District's spatial vision, objectives and a sustainable strategy for delivering growth up to 2031. It includes current policy information to help guide future development, including requirements in relation to transport.

2.4.3 Policy T SP1: Sustainable Development outlines that;

"... the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.

The Council will support transport and development that

...d. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking

e. is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;

f. Explains how the development has been designed to:

i. accommodate the efficient delivery of goods and supplies;

ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities;

iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;

iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and

v. consider the needs of people with disabilities by all modes of transport...."

- 2.4.4 The Parking SPD includes district specific information, based upon the WSCC Guidance on Parking at New Developments (May 2019) and details updates to previous standards associated with electric vehicle charging, cycle parking provision and car parking requirements.
- 2.4.5 This Transport Statement provides an evaluation of the proposed development in the context of its location and proposed use.

3 BASELINE CONDITIONS

3.1 Site Details

- 3.1.1 The site is currently a single storey unit (**Figure 3.1**) with associated hardstanding that can accommodate up to 6 vehicles. The site has operated under a B1c (Light Industrial) land use, although has permission for conversion to 6 flats.



Figure 3.1: The Development Site

- 3.1.2 As shown on **Plan 01**, attached hereto, the site is located to the rear of a small parade of shops, which have frontage onto The Street. Vehicular access is located from The Street, via an access road which serves both the site, parking to the rear of the shops and the residential development at No. 68 Pegasus Court, The Street.
- 3.1.3 The site is located at the north-eastern extent of Rustington Village's busy local centre which lines both sides of The Street (B2140). Sea Lane runs to the south of the site.
- 3.1.4 The Street (B2140) is a well-used through-route with a 30mph posted speed limit. Vehicle speeds are low in the vicinity of the site, due to The Street/Sea Lane roundabout and the proximity of a pelican crossing (85m east of the site).
- 3.1.5 There are single yellow line parking restrictions in place in the vicinity of the site, on The Street, which apply Monday to Saturday between 8am and 6pm, however the majority of retail units have some form of off-carriageway parking provision. In the case of the shops to the south of the site this is in the form of a short layby, shown in **Figure 3.2**.



Figure 3.2: Unrestricted parking clear of The Street's main carriageway.

3.1.6 From The Street (B2140) the wider local highway network of the A259 (Travelling east/west) can be accessed via Ash Lane to the east. By continuing north onto Mill Lane drivers and cyclists will then reach the A259, approximately 1.4km from the site.

3.1.7 The A259 travels between Bognor Regis, to the west and Worthing in the east.

3.2 Existing Access Arrangements

3.2.1 The development site benefits from shared use of a private access road which is utilised for parking and servicing of the site, Pegasus Court and a number of local commercial and retail units (**Figure 3.3**).



Figure 3.3: Existing Vehicular Access

3.2.2 This access for the site is to the left of the route to Pegasus Court, to the rear (north) of the commercial/retail units which front onto The Street and to the south of the site. The section of access road in the vicinity of the site is unmade (as shown in **Figure 3.1**) but is wide enough to enable cars and small delivery vehicles to complete all manoeuvring clear of the public highway.

3.2.3 No changes are proposed to the existing vehicular access to the site as a result of the change of use application.

3.3 Sustainable Transport Accessibility

3.3.1 The following considers the sustainable transport opportunities available to prospective residents and users of the site.

Walking and Cycling

3.3.2 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2km and 5km respectively which are considered the preferred maximum distances as outlined in *Guidelines for Providing Journeys on Foot* (2000).

3.3.3 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network. Over short distances, especially in urban areas such as this, cycling is often quicker and cheaper than using a car and more flexible than public transport.

3.3.4 The existing pedestrian infrastructure in the vicinity of the site is of a good standard and provides access to a range of local amenities and public transport options.

3.3.5 In the vicinity of the site The Street has a footway along its northern side only, with the southern side accommodating the church boundary wall. For the most part footways are wide and well lit, although immediately to the east of the site's location is a short pinch point, caused by the building line and bollards in-front (**Figure 3.4**).



Figure 3.4: Pelican Crossing and Reduced footway width; northern side of The Street

- 3.3.6 There are two pelican crossings located in Rustington, the closest of which is shown in **Figure 3.4** and is c. 85m east of the site. The second is further into Rustington Village and is located on The Street 290m east of the site.
- 3.3.7 A footway along the southern side of The Street recommences at the church boundary, at the pelican crossing closest to the site. This footway extends for the remainder of The Street, to the east. To the south of the site, whilst there is a lack of footway bordering the carriageway it is noted that a footway crosses the church yard, providing a traffic free route to Sea Lane, south-west of the site. This is illustrated in **Figure 3.5**.

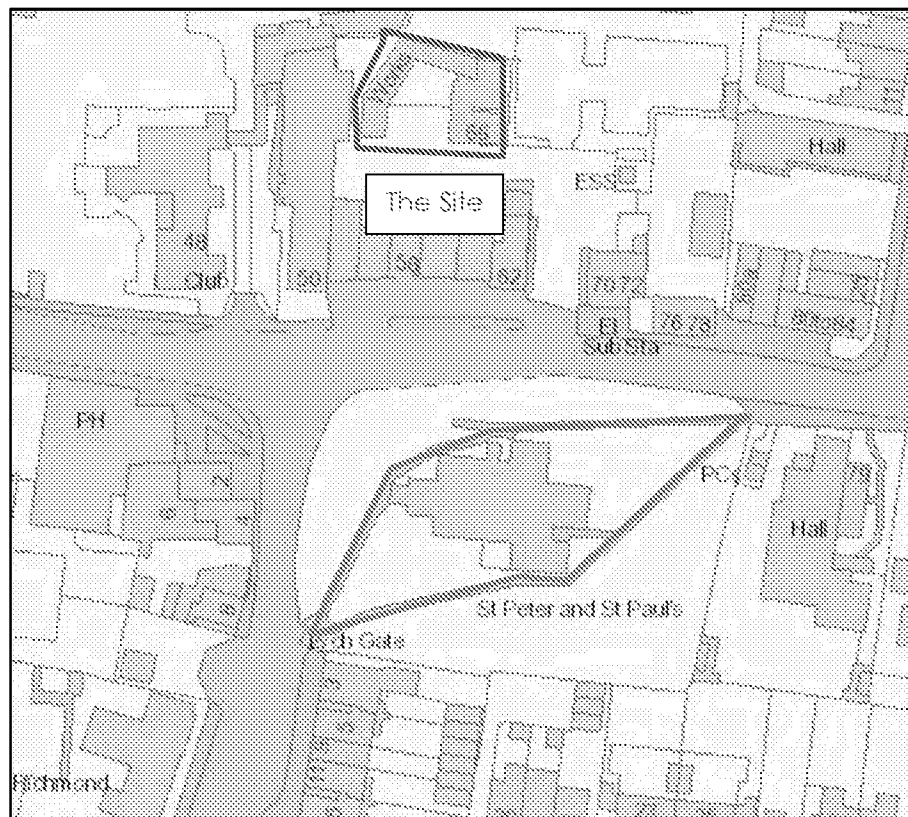


Figure 3.5: Pedestrian Link utilising St Peter and St Paul's Church (Footways shown in Blue)

- 3.3.8 The locality does not benefit from any formally marked cycle routes however the presence of multiple cycle stands within Rustington Village centre and the nature of the local road network mean that cycling is a realistic option for prospective residents of the site.
- 3.3.9 The National Cycle Route 2 is situated circa 3.3km to the west of the site, to the south-west of Littlehampton or 10km east of the site, at Western Parade, West Worthing. The cycle route runs along the south coast, facilitating access to Bognor Regis and Chichester in the immediate locality, but providing access beyond to Portsmouth, Bournemouth and Exmouth. The cycle link to Worthing, Lancing and Shoreham-By-Sea is yet to be completed however confident cyclists could travel to these locations with minimal issue, on-road.
- 3.3.10 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. From the proposed development site this would include Goring-by-Sea, Arundel and Littlehampton which are accessible by bicycle from the site.
- 3.3.11 The site benefits from being within 500m of a number of key amenities, which can be accessed either by walking or cycling, as shown in **Figure 3.6**.

Amenity	Location	Distance from Site	Approximate walking / cycle journey time from site
Play centre Pre-school	The Street	160m	2 mins / 1 min
Tesco Express (inc ATM)	Sterling Parade	240m	3 mins / 1 min
Boots Pharmacy	Churchill Parade	260m	3 mins / 1 min
Iceland	Churchill Parade	295m	4 mins / 1-2 mins
Pet Doctor – Rustington Branch	Woodlands Avenue	310m	4 mins / 1-2 mins
Rustington Library	Claighar Road	310m	4 mins / 1-2 mins
HSBC/Lloyds Bank	The Street	380m	5 mins / 1-2 mins
Natwest	The Street	410m	5 mins / 1-2 mins
Waitrose and Partners	Broadmark Lane	445m	5-6 mins / 2 mins
Halifax/ Santander	Ash Lane	450m	6 mins / 2 mins
Post Office	Ash Lane	475m	6 mins / 2 mins
Early Bird Nursery School	Woodlands Avenue	485m	6 mins / 2 mins

Figure 3.6: Selection of Local Amenities in the Vicinity of the Site

- 3.3.12 In view of the information in **Figure 3.6** it is considered that a proportion of trips to and from the site, made by future users of the site are likely to be made on foot or by bicycle.

Bus

- 3.3.13 The site is located approximately 150m (or 2 minutes' walk) from both The Lamb bus stops (west of the site) and 200m west of the Shops bus stops (east of the site) both on The Street.

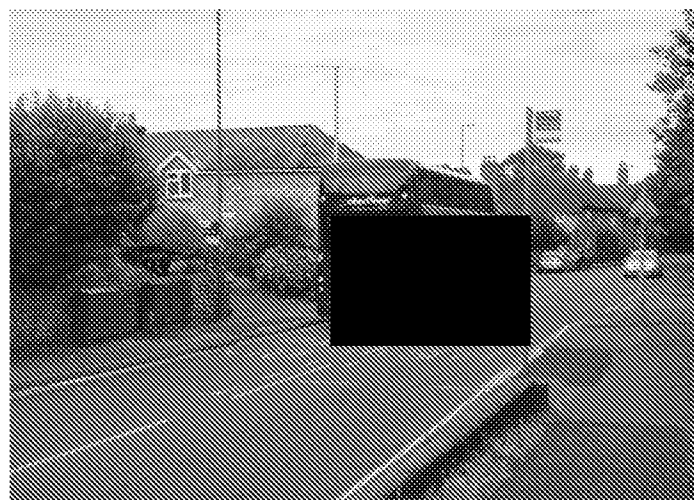
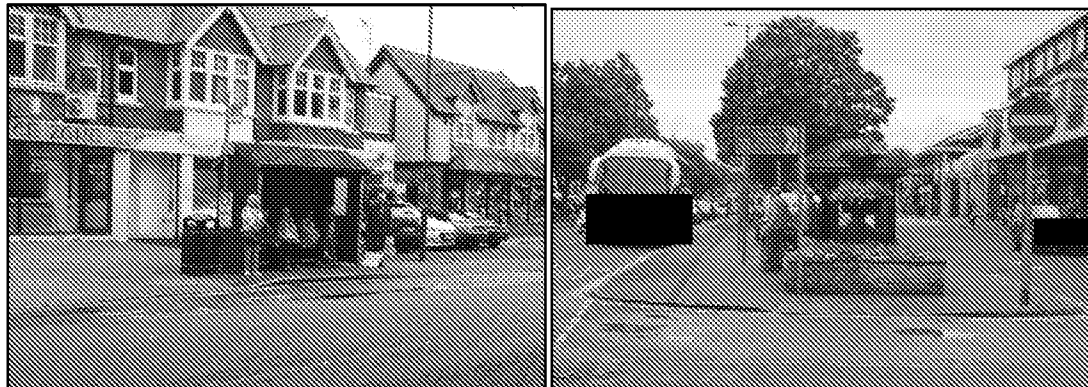


Figure 3.7: 'The Lamb' Bus Stops

- 3.3.14 **Figure 3.7** shows The Lamb bus stops, which are flag and poles stops with bus cage markings. These stops are only served by service 700: The Coastliner, which operates a 10-minute frequency service between Brighton and Littlehampton, where a connecting service can be taken west to Chichester and Portsmouth.



Figures 3.8 and 3.9: 'Shops' bus stops

- 3.3.15 As shown in **Figures 3.8 and 3.9**, the Shops bus stops include large shelters, bus timetable information and bus cage markings. These bus stops are served by service 700, but also by routes 9 and 12. Details of these services is presented in **Figure 3.10**.

Service	Route Summary	Typical Frequency	Hours of Operation
9	Arundel – Littlehampton – Angmering – Worthing – Shoreham-by-Sea	Mon-Sat: every hour	Mon-Fri: 07:19-18:03 Sat: 08:26-17:55
12	Littlehampton Tesco – Pustington Sainsbury's	Mon-Fri: every hour	Mon-Fri: 10:24-14:24
700 Coastliner	Littlehampton – Brighton	Mon-Sat: 10 mins Sunday: 20 mins	Mon-Fri: 05:59-21:42 Sat: 07:02-21:42 Sun: 07:23-21:02

Figure 3.10: Bus Service Summary for Rustington

- 3.3.16 On the basis of the information above, it is apparent that there are a number of regular local bus services available within a short walk of the site, enabling prospective residents to travel to/from the site by bus for some journeys.

National Rail

- 3.3.17 The nearest National Rail station to the site is Angmering railway station, which is located approximately 2.2 kilometres (a 28-minute walk or a 9-minute cycle) north-east of the site. The railway station is operated by Southern. **Figure 3.11** provides a summary of the available rail services.

Destination	Frequency	Duration	Major Calling Points
London Victoria (via Worthing and Hove)	2 trains per hour	1 hour 36 mins	Worthing, Shoreham-by-Sea, Hove, Haywards Heath, Gatwick Airport, East Croydon, Clapham Junction
Brighton Via Worthing	2 trains per hour	32 minutes	Worthing, Lancing, Portslade, Hove
Littlehampton	2 trains per hour	11 mins	No other calling points
Southampton Central	1 train per hour	1 hour 13 mins	Chichester, Havant, Fareham, Swanwick
Portsmouth Harbour	1 train per hour	50 minutes	Chichester, Emsworth, Havant, Fratton, Portsmouth & Southsea

Figure 3.11: Summary of Local Rail Services from Angmering Railway Station

3.3.18 Further details of routes and timetable information can be found at: www.nationalrail.co.uk.

3.3.19 As demonstrated in **Figure 3.11**, the large employment centres of Brighton, Worthing, Chichester and Portsmouth are accessible by train within an hour, providing a suitable opportunity for future residents to travel to these locations for work.

3.4 Summary of Baseline Conditions

3.4.1 The site has convenient access to local amenities, including retail, employment and leisure opportunities. The accessible nature of the site is such that future residents' day to day needs could be met within close proximity of the site.

3.4.2 In addition, the convenient location and frequency of services to local bus stops and Angmering railway station provide future residents with opportunities to travel to destinations further afield. These offer practical alternatives to private car trips.

3.4.3 In conclusion, the site is reasonably located such that the need for prospective residents to travel by private car is reduced.

4 DEVELOPMENT PROPOSALS

4.1.1 The development proposal is for a single storey extension to create a first floor, accommodating 1 x 1 bed and 3 x 2 bed flatted units (i.e. 4 additional units over the previously approved 6 units – 10 in total).

4.1.2 Vehicular access to the site via The Street would remain as existing.

4.2 Car Parking

4.2.1 The site has off-street parking provision for up to 6 vehicles, located towards the southern boundary of the site, although some of this parking provision is tandem and therefore not appropriate for use by individual residential units.

4.2.2 In view of this it is considered that the site can accommodate 4 independently accessed car parking spaces, within the curtilage of the site.

4.2.3 The Prior Approval application proposed use of 4 spaces, which can be independently accessed and accommodated within the site, giving a ratio of 0.67 spaces per unit. The proposals would result in 0.4 spaces per unit overall.

4.2.4 The following therefore considers parking for the proposed scheme and considers the impact this may have on the local highway network.

Parking Standards

4.2.5 To confirm the amount of additional parking required the West Sussex County Council's (WSCC) Car Parking calculator has been reviewed, assuming 1 x 2 habitable room flats and 3 x 3 habitable room flats.

4.2.6 Full results of the assessment are attached at **Appendix A** however in summary the proposed scheme is required to provide a minimum of 3 unallocated parking spaces for use by the prospective residents of the site.

4.2.7 This review also looked to include the permitted scheme of 6 units, which confirmed a requirement of 4 unallocated parking spaces. Therefore, a total of 7 unallocated parking spaces would be required for the site as a whole, resulting in a shortfall of 3 spaces, when compared with WSCC's calculator.

- 4.2.8 In addition to this ADC's Parking Standards require at least 20% of spaces to have active electric vehicle charging infrastructure, increasing to 100% by 2033. Whilst this proposal does not include additional parking, the unallocated provision afforded to the 10 units in total does mean that at least 1 parking space will have active electric charging provision, and the remaining 3 spaces will have capacity for future charging infrastructure.

Car Ownership Census Review

- 4.2.9 Using information from the Census 2011 table CT0103 – 'Accommodation type by tenure by number of rooms by car or van availability' (**Appendix B** to this report) it is possible to establish the current and forecast car ownership levels for the existing and proposed dwellings.
- 4.2.10 Using the 'Rustington West' ward data for a flat, the results indicate that there would be a demand for 0.65 cars per property based on both a 2 and 3 habitable room dwelling such as those proposed.
- 4.2.11 Therefore, the likely car ownership levels for the proposed scheme would be 3 vehicles (2.6 cars for the 4 proposed units), and for the total 10 units on the site, this would be 6 to 7 cars owned by the properties on site. This means that the proposals could lead to 2 or 3 vehicles being displaced.

Lambeth Style Parking Survey

- 4.2.12 To understand the impact locally of displaced parking for up to 3 vehicles a Lambeth style parking survey was completed at 1am on the mornings of the 11th and 12th November 2020. The survey was completed in accordance with Lambeth Survey Methodology Guidelines to assess the level of car parking within a 200m walk distance of the development site. It was also completed with the agreement of WSCC Officers, as the restrictions to travel imposed by the UK Government's reaction to the Covid-19 pandemic would represent an optimal overnight parking situation, best suited to Lambeth style assessments.
- 4.2.13 The full results are included in **Appendix C** of this report and a summary of the parking available in locations with unrestricted parking is shown in **Figure 4.1**.

	Total unrestricted Parking	Wed 11 th Nov 2020		Thurs 12 th Nov 2020	
		Free spaces	Parking Stress	Free spaces	Parking Stress
The Street - East	4	3	25%	3	25%
The Street (Service Road by site)	4	1	75%	1	75%
Old Manor Road	5	4	20%	4	20%
Sea Lane - B2140	4	2	50%	2	50%
Box Tree Avenue	3	1	67%	1	67%
The Grange Way	15	6	60%	6	60%
Church Road	16	0	100%	0	100%
Overall	51	17	67%	17	67%

Figure 4.1: Overnight Parking Stress locally – unrestricted parking, November 2020

- 4.2.14 The information collected shows that both nights were consistent in the level of parking recorded and resulting parking stress and therefore can be considered an accurate picture of parking locally during the peak night-time.
- 4.2.15 Overall, the conclusion of the survey indicates that there are at least 17 unrestricted parking spaces available overnight within an approximate 200m cordon of 66 The Street.
- 4.2.16 It should be noted that parking on the access road to the site and including marked parking spaces in the locality resulted in a further 38 parking spaces being potentially available. In addition to the space for 4 vehicles on the access road to the site marked parking spaces were located on Sea Lane adjacent to the church and both the north and south services roads for The Street B2140. These marked spaces have daytime parking restrictions which apply Monday – Saturday 8am-6pm (1 hour, no return within 1 hour), and hence are freely available outside of these outside, such as over-night.
- 4.2.17 **Figure 4.2** summarises the impact of these additional spaces on the parking stress calculations.

	Total Parking	Wed 11 th Nov 2020		Thurs 12 th Nov 2020	
		Free spaces	Parking Stress	Free spaces	Parking Stress
The Street - East	4	1	25%	1	25%
The Street (Service Road by site)	8	2	75%	1	88%
The Street (Service Road North)	17	15	12%	15	12%
The Street (Service Road South)	8	7	13%	7	13%
Old Manor Road	5	4	20%	4	20%
Sea Lane - B2140	13	11	15%	11	15%
Box Tree Avenue	3	1	67%	1	67%
The Grange Way	15	6	60%	6	60%
Church Road	16	0	100%	0	100%
Overall	89	49	45%	48	46%

Figure 4.2: Overnight Parking Stress locally – unrestricted parking and parking bays, November 2020

- 4.2.18 **Figure 4.2** confirms the availability of 49 and 48 spaces within 200m of the site, and most significantly, the provision of 8 available parking spaces (restricted) within 80m of the site, on Sea Lane.
- 4.2.19 There was also significant capacity within Churchill Parade Carpark, which whilst just outside of the 200m had significant capacity, with only 4 and 2 spaces occupied on each of the respective survey nights.
- 4.2.20 It is therefore considered that there is sufficient capacity within the unrestricted parking provision to accommodate the potential for 3 additional vehicles to be displaced, with additional capacity also available overnight and on Sundays within marked parking bays.

4.3 Cycle Parking

- 4.3.1 To confirm the level of cycle parking required for the proposals, the Parking Standards SPD for ADC (2020) has been reviewed.
- 4.3.2 This confirms that 1 cycle space is required for all 1 and 2 bed flats. Accordingly, an additional 4 communal cycle parking spaces are required on-site for the proposed development.
- 4.3.3 These would be provided within the site boundary and would be covered, lit and secure; as required by both ADC and WSCC guidance.

4.4 Servicing

- 4.4.1 The site is currently serviced by a large refuse vehicle, which manoeuvres off The Street to also serve Pegasus Court and the commercial premises which the site is opposite.
- 4.4.2 No changes are proposed to this arrangement therefore servicing of the site would continue to occur as it does currently, which is acceptable.

5 TRIP GENERATION

5.1.1 To establish the proposed traffic generation associated with the proposed extension, the TRICS database (version 7.6.1) has been interrogated for comparable sites.

5.2 Proposed Traffic Generation

5.2.1 The development proposals are for 6 flats therefore the following criteria have been used as part of the TRICS assessment:

- (i) Use Class: C3 (Residential)
- (ii) Sub Class: Flats Privately Owned
- (iii) Regions: England excluding Greater London
- (iv) Locations: Edge of Town Centre and Suburban Area
- (v) Number of Units: 0 – 50
- (vi) Days of the week: Monday – Friday

5.2.2 All of the sites selected had some parking on site, however sites with more than 1 parking space per unit were removed.

5.2.3 Full TRICS outputs from the assessment are attached hereto at **Appendix D** and are summarised below in **Figure 5.1**.

Trip Rate – Per Residential Unit			
Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	0.029	0.212	0.241
PM Peak Hour (17:00-18:00)	0.26	0.106	0.366
Daily 12hr (07:00-19:00)	1.039	0.981	2.02
Traffic Generation for 4 Residential Units			
Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	0	1	1
PM Peak Hour (17:00-18:00)	1	0	1
Daily 12hr (07:00-19:00)	4	4	8

Figure 5.1: Proposed Residential Traffic Generation

- 5.2.4 From the TPIC5 assessment the proposed additional development on the site (4 units) is anticipated to generate 1 two-way vehicle trip during the AM and PM peak hours. A total of 8 additional two-way vehicle movements are anticipated over the course of a typical day.
- 5.2.5 An increase of 1 additional vehicle movement during the peak hours and 8 trips over a 12-hour period is not considered to result in a material change to the local traffic conditions and therefore the submission is acceptable in terms of traffic generation.

6 SUMMARY AND CONCLUSIONS

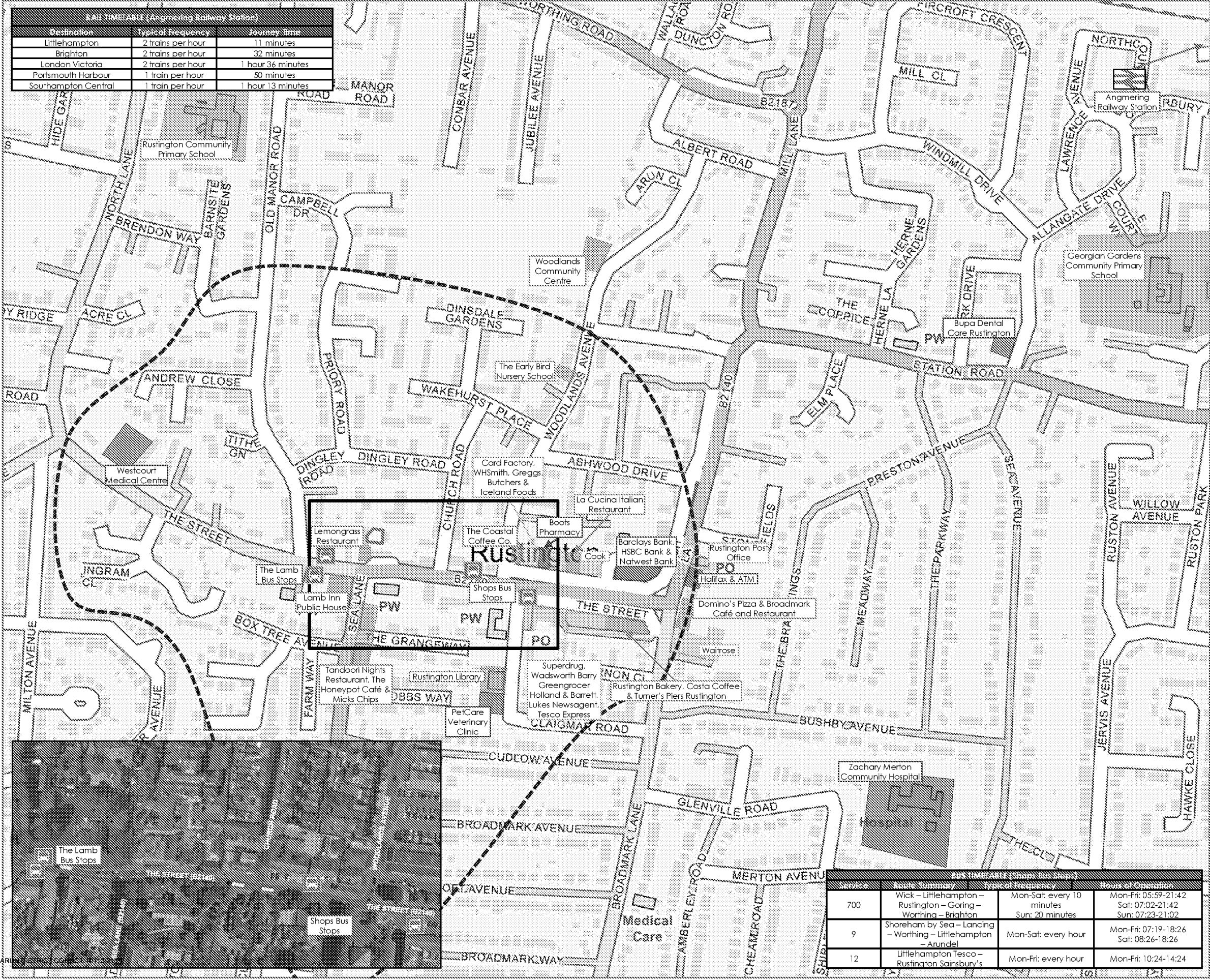
6.1.1 RGP has been appointed by Envision Contracting Ltd to advise on highways and transportation matters in relation to the proposed extension to provide 4 flats at 66 The Street, Littlehampton. This report demonstrates the following:

- (i) The development proposal is for a single storey (first floor) extension to provide 4 flatbed units (1 x 1 bed and 3 x 2 bed);
- (ii) The site was granted Prior Approval for a change of use to provide 6 flats (4 x 1 bed and 2 x 3 bed) in 2019. Whilst this is yet to be implemented this would be located on the ground floor;
- (iii) The site is accessible by a range of non-car modes of travel, with prospective residents well located to the village centre of Rustington to be able to access a range of local amenities without the need for a car, as well as benefitting from good access to public transport links;
- (iv) The development proposals include a total of 4 parking spaces for the combined proposal (plus the previous PA scheme) which is below the minimum of 7 unallocated car parking spaces required to accord with WSCC requirements for the combined scheme (10 flats).;
- (v) There is significant spare capacity on the local highway network to accommodate up to 3 displaced vehicles, should this level of parking be required;
- (vi) Cycle parking, in accordance with the WSCC standards would be provided on-site;
- (vii) No changes are proposed to the access or servicing arrangements for the site; and
- (viii) The proposed extension would result in a slight increase in terms of traffic generation however there is no material impact to the character of traffic as a result of the proposal.

6.1.2 In light of this report, Arun District Council is respectfully asked to confirm that the proposed scheme is acceptable as there is no material impact or change to the character of traffic in the vicinity of the site as a result of the proposed development.

PLANS

RAIL TIMETABLE (Angmering Railway Station)		
Destination	Typical Frequency	Journey time
Littlehampton	2 trains per hour	11 minutes
Brighton	2 trains per hour	32 minutes
London Victoria	2 trains per hour	1 hour 36 minutes
Portsmouth Harbour	1 train per hour	50 minutes
Southampton Central	1 train per hour	1 hour 13 minutes



LEGEND

SITE LOCATION

RAILWAY TRACKS

BUS STOPS

500M WALK ISOCHRONE

RETAIL

LEISURE

HEALTH CARE

EDUCATION

BANKS

Transport Planning and Infrastructure Design Consultants
Brackenhurst Park, Mill Farm House, Littlehampton, Sussex, BN15 1EP
Tel: 01483 861421 Fax: 01483 861422 www.rgp.co.uk

Client: Envision Contracting Ltd

Project: 66 The Street, Littlehampton

Title: Site Location and Accessibility Plan

Job No: 20/5649	Drawn By: JLM	Checked By: KCH
Date: Nov 2020	Plan No: Plan 01	Rev: -

BUS TIMETABLE (Shops Bus Stops)			
Service	Route Summary	Typical Frequency	Hours of Operation
700	Wick - Littlehampton - Rustington - Goring - Worthing - Brighton	Mon-Sat: every 10 minutes Sun: 20 minutes	Mon-Fri: 05:59-21:42 Sat: 07:02-21:42 Sun: 07:23-21:02
9	Shoreham by Sea - Lancing - Worthing - Littlehampton - Arundel	Mon-Sat: every hour	Mon-Fri: 07:19-18:26 Sat: 08:26-18:26
12	Littlehampton Tesco - Rustington Sainsbury's	Mon-Fri: every hour	Mon-Fri: 10:24-14:24

APPENDIX A

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Rustington West
District	Arun
Ward 2	
District	
Ward 3	
District	
Ward Tempro Factor 2009-2026	1.095580
District Tempro Factor 2009-2026	1.067644



west
sussex
county
council

Ward Finder

Postcode	BN163NR	Ward	Rustington West Ward
----------	---------	------	----------------------

Note:

No special provision need be made for visitors where at least half of the total parking provision ass a development is unallocated. In other circumstances, it may be appropriate to allow for additiona visitor parking of up to 0.2 spaces per dwelling.

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

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

Houses

1 bed = 3 rooms
2 bed = 4 rooms
3 bed = 5 rooms
4 bed = 6 rooms
5 bed = 7 rooms

Flats

Studio = 1 room
1 bed = 2 rooms
2 bed = 3 rooms
3 bed = 4 rooms
4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The War highlight if the Census data does not include data for certain dwelling sizes. In such cases car owne have been obtained using the nearest sized dwelling with same tenure and ward. For example, if n available for a private house with 1 room then data for a private house with 2 rooms has been user Ownership Data is highlighted in purple where such an approach has been used. Where Census dat small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Tot column. In such cases, other wards should be selected to achieve a higher sample size.

Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)
A	Flats	Private	2	4	0
B	Flats	Private	3	2	0
C	Flats	Private	3	3	0
D	Flats	Private	2	1	0
E					
F					
G					
H					
I					
J					
K					
L					
M					
N					
O					
P					
Q					
R					
S					
Total				10	

PARKING DEMAND					
Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
	per unit	Total	per unit	Total	
0	1	3	0	0	3
0	1	1	0	0	1
0	1	2	0	0	2
0	1	1	0	0	1
0		7.40		0.00	7

APPENDIX B

E36006006 Rustington West Flat, maisonette or apartn Total: Tenure

E36006006 Rustington West Flat, maisonette or apartn Total: Tenure

E36006006 Rustington West Flat, maisonette or apartn Total: Tenure

E36006006 Rustington West Flat, maisonette or apartn Total: Tenure

E36006006 Rustington West Flat, maisonette or apartn Total: Tenure

E36006006 Rustington West Flat, maisonette or apartn Total: Tenure

E36006006 Rustington West Flat, maisonette or apartn Total: Tenure

	Total: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	Total car ownership
Total: Number	943	276	541	115	11	0.85
1 - 3 rooms	198	88	94	14	2	0.65
4 rooms	627	166	375	79	7	0.88
5 rooms	90	17	59	14	0	0.97
6 rooms	20	2	10	8	0	1.30
7 rooms	3	1	1	0	1	1.33
8 or more rooms	5	2	2	0	1	1.00

Office for National Statistics

CT0103 - Accommodation type by tenure by number of rooms by car or van availability

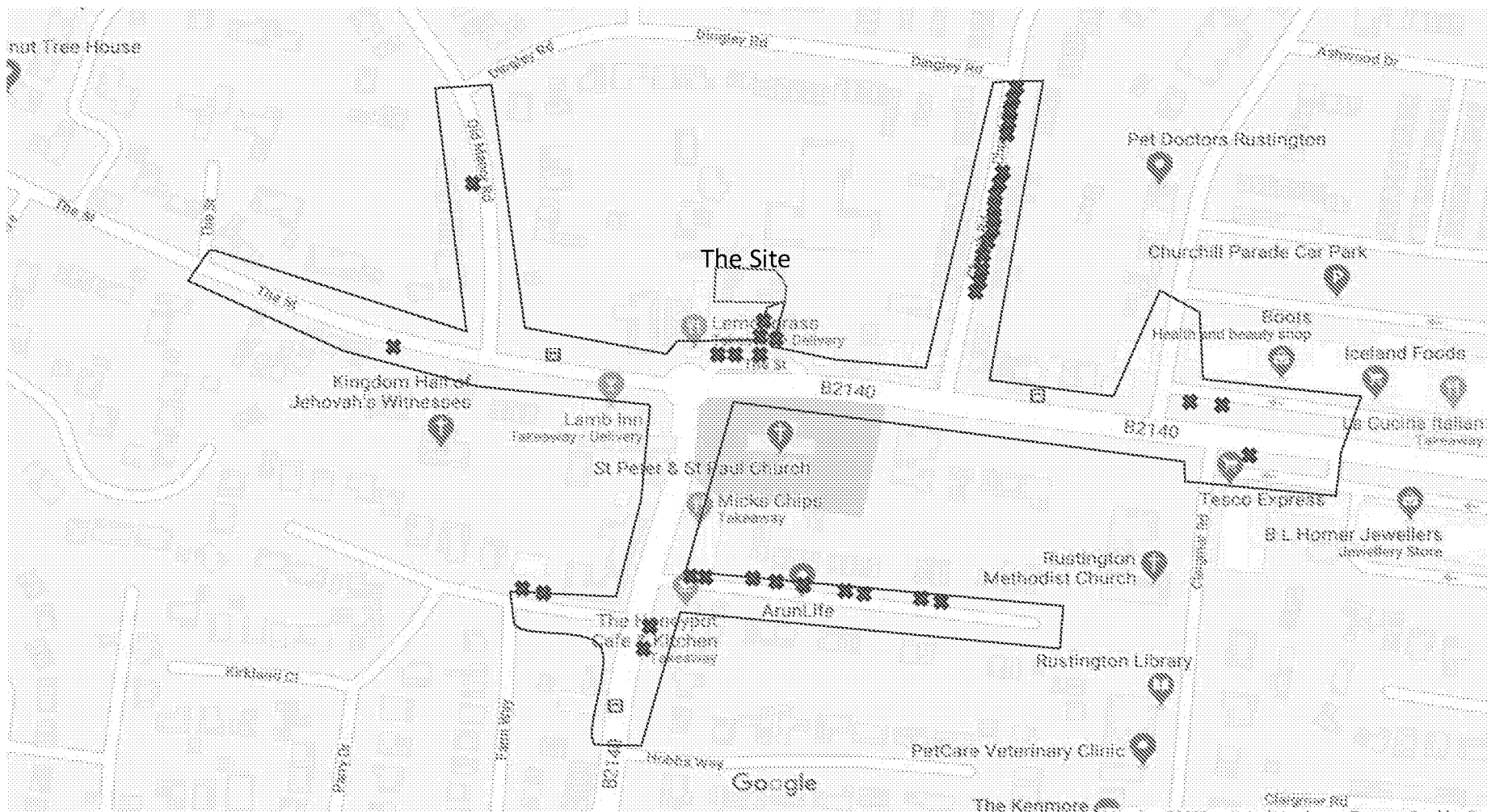
Dataset population : All occupied households (excluding caravans or other mobile or temporary structures)

Geographical level : National to 2011 Census merged wards

Source : 2011 Census (27 March)

APPENDIX C





The Street, Littlehampton - Parking Survey - Location of Observed Parking - Thursday



APPENDIX D

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-190624-0645

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 27 to 44 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 10/07/17

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	2 days
Tuesday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	1

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

Secondary Filtering selection:Use Class:

C3	3 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®.

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection (Cont.):Population within 1 mile:

20,001 to 25,000	2 days
25,001 to 50,000	1 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
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
------------	--------

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

Travel Plan:

No	3 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	3 days
-----------------	--------

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

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

- 1 CA-03-C-02 BLOCK OF FLATS CAMBRIDGESHIRE**
 WESTFIELD ROAD
 PETERBOROUGH
 NETHERTON
 Suburban Area (PPS6 Out of Centre)
 No Sub Category
 Total Number of dwellings: 44
 Survey date: TUESDAY 18/10/11 Survey Type: MANUAL
- 2 CB-03-C-03 FLATS & BUNGALOWS CUMBRIA**
 LOUND STREET
 KENDAL
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total Number of dwellings: 33
 Survey date: MONDAY 09/06/14 Survey Type: MANUAL
- 3 DV-03-C-01 BLOCK OF FLATS DEVON**
 BONHAY ROAD
 EXETER
 Edge of Town Centre
 Residential Zone
 Total Number of dwellings: 27
 Survey date: MONDAY 10/07/17 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-03-C-02	Too much parking
EX-03-C-01	Too much parking
SF-03-C-03	Too much parking

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	3	35	0.010	3	35	0.096	3	35	0.106
08:00 - 09:00	3	35	0.029	3	35	0.212	3	35	0.241
09:00 - 10:00	3	35	0.058	3	35	0.096	3	35	0.154
10:00 - 11:00	3	35	0.087	3	35	0.077	3	35	0.164
11:00 - 12:00	3	35	0.048	3	35	0.058	3	35	0.106
12:00 - 13:00	3	35	0.067	3	35	0.029	3	35	0.096
13:00 - 14:00	3	35	0.019	3	35	0.067	3	35	0.086
14:00 - 15:00	3	35	0.077	3	35	0.154	3	35	0.231
15:00 - 16:00	3	35	0.115	3	35	0.019	3	35	0.134
16:00 - 17:00	3	35	0.096	3	35	0.029	3	35	0.125
17:00 - 18:00	3	35	0.260	3	35	0.106	3	35	0.366
18:00 - 19:00	3	35	0.173	3	35	0.038	3	35	0.211
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.039			0.981			2.020

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:	27 - 44 (units:)
Survey date range:	01/01/11 - 10/07/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	35	0.000	3	35	0.000	3	35	0.000
08:00 - 09:00	3	35	0.010	3	35	0.010	3	35	0.020
09:00 - 10:00	3	35	0.000	3	35	0.000	3	35	0.000
10:00 - 11:00	3	35	0.000	3	35	0.000	3	35	0.000
11:00 - 12:00	3	35	0.000	3	35	0.000	3	35	0.000
12:00 - 13:00	3	35	0.010	3	35	0.010	3	35	0.020
13:00 - 14:00	3	35	0.000	3	35	0.000	3	35	0.000
14:00 - 15:00	3	35	0.000	3	35	0.000	3	35	0.000
15:00 - 16:00	3	35	0.000	3	35	0.000	3	35	0.000
16:00 - 17:00	3	35	0.000	3	35	0.000	3	35	0.000
17:00 - 18:00	3	35	0.000	3	35	0.000	3	35	0.000
18:00 - 19:00	3	35	0.000	3	35	0.000	3	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

PSVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	35	0.000	3	35	0.000	3	35	0.000
08:00 - 09:00	3	35	0.000	3	35	0.000	3	35	0.000
09:00 - 10:00	3	35	0.000	3	35	0.000	3	35	0.000
10:00 - 11:00	3	35	0.000	3	35	0.000	3	35	0.000
11:00 - 12:00	3	35	0.000	3	35	0.000	3	35	0.000
12:00 - 13:00	3	35	0.000	3	35	0.000	3	35	0.000
13:00 - 14:00	3	35	0.000	3	35	0.000	3	35	0.000
14:00 - 15:00	3	35	0.000	3	35	0.000	3	35	0.000
15:00 - 16:00	3	35	0.000	3	35	0.000	3	35	0.000
16:00 - 17:00	3	35	0.000	3	35	0.000	3	35	0.000
17:00 - 18:00	3	35	0.010	3	35	0.010	3	35	0.020
18:00 - 19:00	3	35	0.000	3	35	0.000	3	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	35	0.010	3	35	0.019	3	35	0.029
08:00 - 09:00	3	35	0.010	3	35	0.029	3	35	0.039
09:00 - 10:00	3	35	0.019	3	35	0.029	3	35	0.048
10:00 - 11:00	3	35	0.000	3	35	0.010	3	35	0.010
11:00 - 12:00	3	35	0.000	3	35	0.000	3	35	0.000
12:00 - 13:00	3	35	0.000	3	35	0.000	3	35	0.000
13:00 - 14:00	3	35	0.000	3	35	0.000	3	35	0.000
14:00 - 15:00	3	35	0.000	3	35	0.010	3	35	0.010
15:00 - 16:00	3	35	0.010	3	35	0.000	3	35	0.010
16:00 - 17:00	3	35	0.038	3	35	0.000	3	35	0.038
17:00 - 18:00	3	35	0.019	3	35	0.010	3	35	0.029
18:00 - 19:00	3	35	0.010	3	35	0.000	3	35	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.107			0.223

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.

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