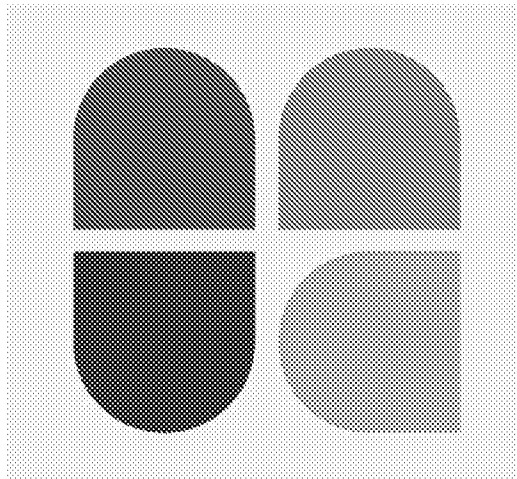




B R I G H T P L A N

THE WINDMILL INN, RUSTINGTON

CONVERSION OF PUBLIC HOUSE AND RESTAURANT INTO 20-BEDROOM HOTEL

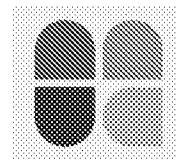
Transport Statement

Prepared on Behalf of

Mr A. Muca

6377

March 2022



DOCUMENT CONTROL

Project: The Windmill Inn, Rustington
Conversion of Public House and Restaurant into 20-Bedroom Hotel

Document: Transport Statement
Client: Mr A. Muca

Reference: 6377

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Author: EJD

Date: 25/02/2022

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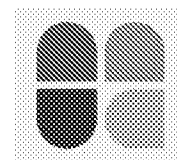
Date: 25/02/2022

Status:

Issue	Date	Status	Issued by
1.	25/02/2022	Draft	EJD
2.	07/03/2022	Final	EJD
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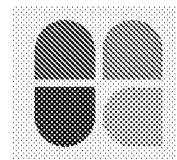
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PLANS

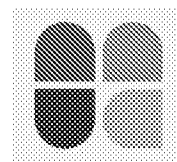
Plan 01 Accessibility Plan

DRAWINGS

- 001** Site Overview
- 002** Access Overview and Visibility Splays
- 003** Car and Fire Tender Vehicle Swept Path Analysis
- 004** Delivery Van and Fire Tender Turning Vehicle Swept Path Analysis
- 005** Car Parking Vehicle Swept Path Analysis

APPENDICES

- Appendix A** CrashMap Report
- Appendix B** TRICS Reports - Public House/Restaurant
- Appendix C** TRICS Reports - Hotel



1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Bright Plan on behalf of Mr A. Muca to support a planning application at The Windmill Inn, Rustington. The application site is situated on the eastern side of the B2187 Mill Lane, Rustington. The site location is shown in **Figure 1.1**.

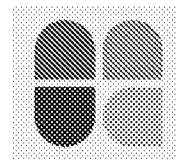


Figure 1.1: Application Site Location

- 1.1.2 The existing site comprises a public house with a restaurant, and includes landlord's accommodation on the first floor. The proposed development would involve the conversion/extension to the existing building to provide a 20-bedroom hotel.

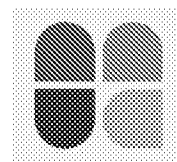
1.2 Scope of Report

- 1.2.1 This TS outlines the key transport planning matters in accordance with national, regional and local guidance, reviewing the site's accessibility, relevant planning history, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the proposed trip impact on the local road network.
- 1.2.2 The site has been assessed against the background of transport planning policy set out in the National Planning Policy Framework and Arun District Council's local transport policies. The site's highways design has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS) 1 and 2.



1.2.3 The remainder of this report comprises the following sections:

- i. **Section 2** sets out the transport conditions in the local area and highway network, and provides a review of highway safety.
- ii. **Section 3** provides an assessment of the proposed access and internal layout design, parking provision, and the site's servicing arrangements.
- iii. **Section 4** provides an assessment of the anticipated traffic impact resulting from the development supported by a trip generation assessment.
- iv. **Section 5** provides a summary of the TS conclusions.



2 BASELINE CONDITIONS

2.1 Site Location and Description

- 2.1.1 The existing site comprises of a public house/restaurant, as well as a car park and rear garden. The site is bordered by the B2187 Mill Lane to the west, and residential properties to the north, east and south. The existing site context is demonstrated in **Figure 2.1**.



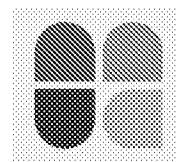
Figure 2.1: Aerial View of Site Location

2.2 Existing Vehicle Access

- 2.2.1 Vehicle access to the site is currently served from a c.6m wide bellmouth access. The existing access is shown in **Figure 2.2**.



Figure 2.2: Existing Vehicle Access

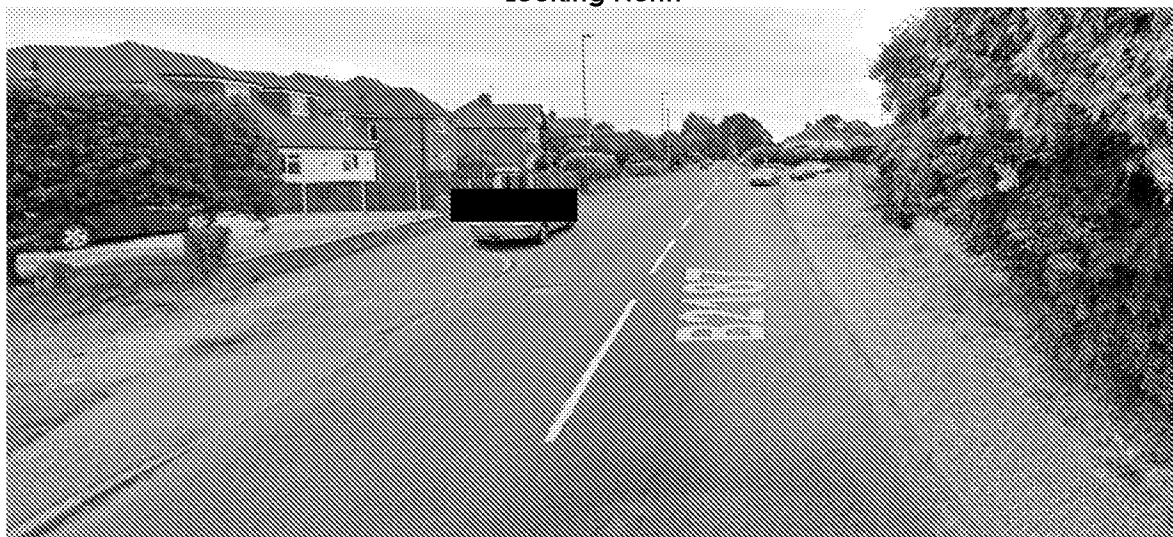


2.3 Local Road Network

- 2.3.1 The site fronts onto the B2187 Mill Lane, which runs north-south between the B2140 and the A259. The B2187 Mill Lane has a c.6.5m wide carriageway in the vicinity of the site, and is flanked by footways on either side. The road is subject to a 30mph speed limit and has no parking restrictions, however the presence of off-street parking facilities means the demand for on-street parking is limited. The B2187 Mill Lane's highway features are shown in **Figure 2.3**.



Looking North



Looking South

Figure 2.3: B2187 Mill Lane

2.4 Wider Highway Network

- 2.4.1 The B2187 adjoins the A259 c.300m to the north of the site. The A259 runs east-west, facilitating access to Bognor Regis, and Worthing. In addition, the A27 is situated c.2.7km to the north of the site, and can be accessed via the A280 to the east, and the A284 to the west. The site's location in the context of the wider highway network is shown in **Figure 2.4**.

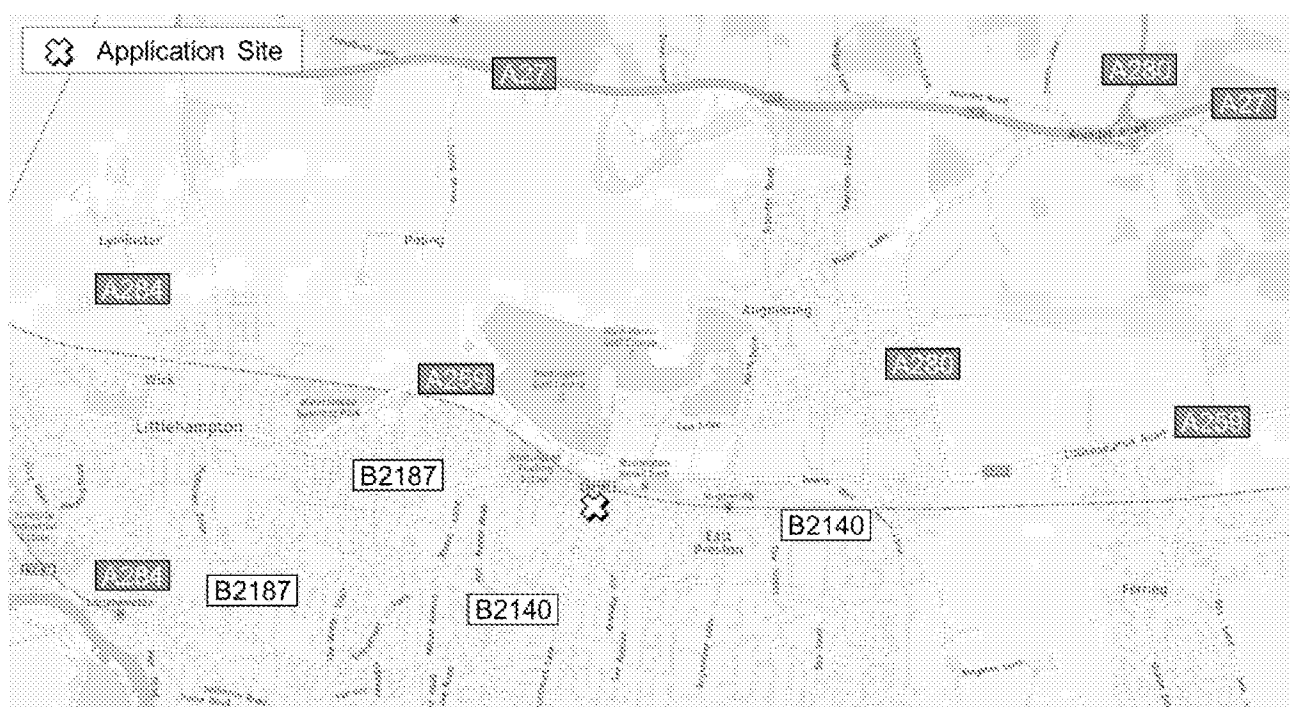
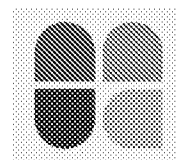


Figure 2.4: Wider Highway Network

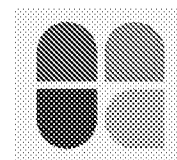
2.5 Accessibility Credentials

Pedestrian Accessibility

- 2.5.1 Mill Lane is flanked by a c.1.8m wide footways either side of the carriageway. The footways connect with the wider footway network providing continuous pedestrian access to local services and amenities within Rustington and East Preston. The existing footways on Mill Lane are shown in **Figure 2.3**.
- 2.5.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. As shown on **Plan 01**, a range of local services and amenities, including local bus stops and Angmering railway station, are situated within 1km of the application site and are therefore accessible on foot.

Cycle Accessibility

- 2.5.3 There are a number of local cycle route available in the vicinity of the site, including a route flanking the A259 New Road c.300m to the north. The cycleway provides a convenient route between the site and Angmering railway station, and connects with further routes into Angmering. The local cycle route network is shown on **Plan 01**.



2.5.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. Rustington, Littlehampton, Angmering and Goring-by-Sea are therefore accessible from the site by cycle.

Accessibility by Bus

2.5.5 The 'Albert Road' bus stops (northbound and southbound) are situated on Mill Lane c.200m to the south of the site, and serve the no.12 service which runs between Littlehampton and Rustington. In addition, the 'Ashwood Drive' and 'St Joseph's Church' stops, situated a c.500m walk to the south of the site, provide further services, including the high frequency 700 Coastliner service. Details of bus services available from local stops are provided in **Figure 2.6**.

Service No.	Route Summary	Typical Frequency	Typical Operating Hours
9	Arundel – Littlehampton – Rustington – Angmering – Worthing – Shoreham-by-Sea	Mon-Sat: 1 every hour	Mon-Fri: 07:49 – 18:05 Sat: 08:57 – 17:57
12	Rustington – Littlehampton	Mon-Fri: 1 every hour	Mon-Fri: 10:42 – 14:42
700 Coastliner	Littlehampton – Rustington – Worthing – Shoreham-by-Sea – Hove – Brighton	Mon-Sat: 1 every 12min Sun: 1 every 20min	Mon-Fri: 06:02 – 22:44 Sat: 07:04 – 22:44 Sun: 07:26 – 21:04

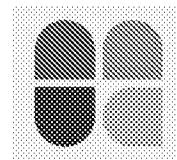
Figure 2.6: No.12 Bus Service

Accessibility by Train

2.5.6 Angmering railway station is situated c.900m to the east of the site and is accessible on foot or by cycle. The station provides regular services to a range of locations including Worthing, Littlehampton, Bognor Regis, Brighton, and London Victoria, with many connections to wider destinations available. A summary of services available is provided in **Figure 2.7**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Worthing	Angmering – Worthing	7 – 12 minutes	4 every hour
Littlehampton	Angmering – Littlehampton	10 – 17 minutes	3 every hour
Bognor Regis	Angmering – Barnham – Bognor Regis	20 – 24 minutes	2 every hour
Brighton	Angmering – Worthing – Shoreham-by-Sea – Hove – Brighton	34 – 51 minutes	4 every hour
London Victoria	Angmering – Worthing – Shoreham-by-Sea – Hove – Burgess Hill – Gatwick Airport – Clapham Junction – London Victoria	1hr 35min – 1hr 42min	3 every hour

Figure 2.7: Services Available from Angmering Railway Station



2.6 Accident Record

- 2.6.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a five-year period from January 2017 to January 2022 using the Sussex Safer Roads Partnership's online data portal. The area considered includes Mill Lane and Worthing Road, including the mini roundabout at the southern end of Mill Lane.
- 2.6.2 Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injury sustained. Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and the cause of incident to identify underlying highways design issues. The distribution of the incidents relative to the site is displayed in **Figure 2.8**.

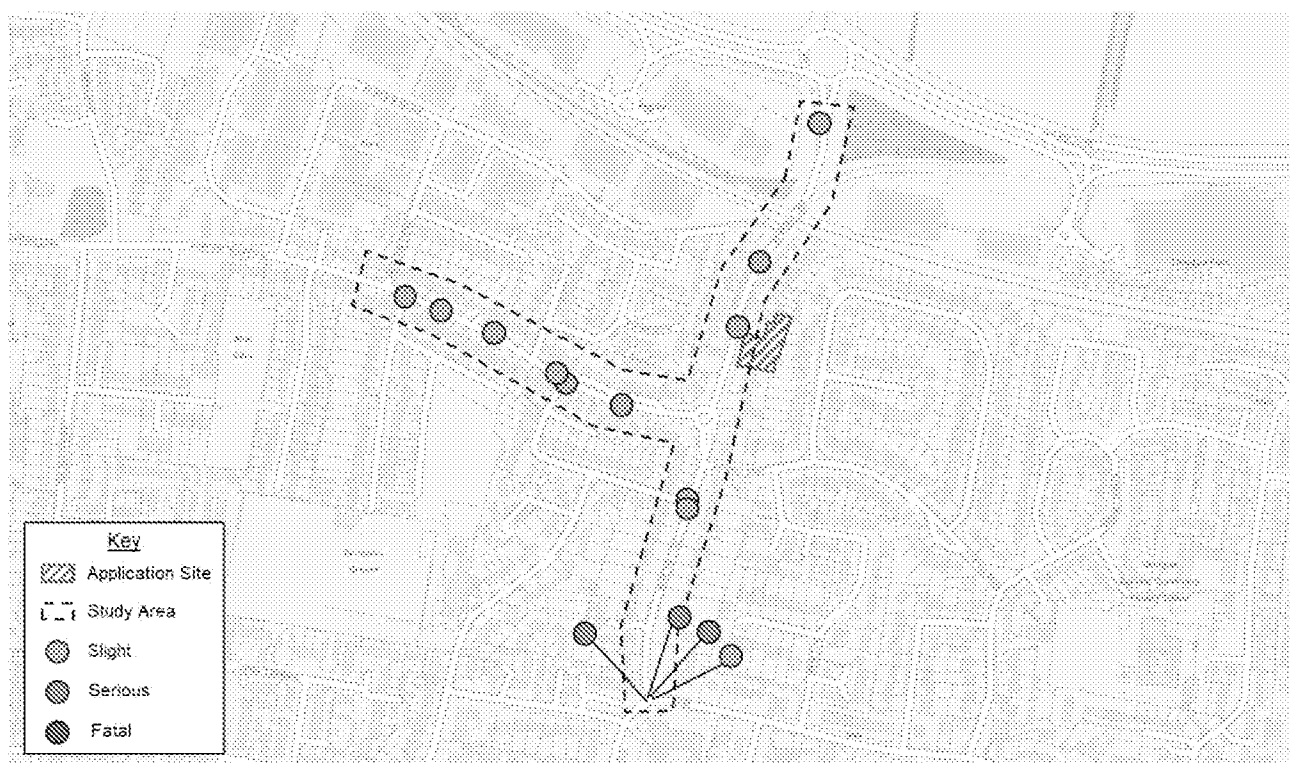
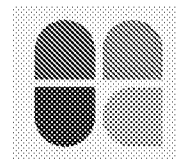


Figure 2.8: PIA Distribution

- 2.6.3 The study revealed 15 incidents in the study area, comprised of 12 slight incidents and 3 serious incidents. The 'slight' incident in the vicinity of the site access occurred at 21:55 on Friday 21st June 2019 5th June 2019. The incident occurred at a private drive and involved a collision between a car turning right and a motorcycle which was in the act of slowing down or stopping. The incident is isolated and is therefore not of statistical significance. The CrashMap report detailing the incident is attached at **Appendix A**.
- 2.6.4 The recorded PIA incidents do not reveal any pattern in terms of distribution, severity or cause that can be attributed to an underlying highway safety issues on the local road network.



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The planning application proposes the conversion/extension of the existing building to provide a 20-bedroom hotel, including reconfiguration of the site car park. The proposed site layout is shown on **Drawing 2021-6377-001**.

3.2 Proposed Access

- 3.2.1 Vehicle access to the site will be served from a reformed access in the approximate location of the existing access. The access would take the form of a bellmouth with a 4.8m width and 3.0m corner radii. The access would include a pedestrian crossing in the form of dropped kerbs and tactile paving. The proposed access is shown in **Drawing 2021-6377-002**.

Visibility

- 3.2.2 Visibility requirements at the site access have been based on a design speed of 30mph in line with the posted speed limit on the B2187 Mill Lane. Using the calculation coefficients set out in MfS, a stopping site distance (adjusted for bonnet length) of 43.0m is required. Visibility splays of 2.4m x 43.0m are accordingly demonstrated in **Drawing 2021-6377-002**.

Vehicle Swept Path Analysis

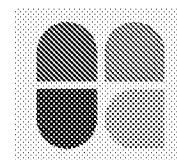
- 3.2.3 A vehicle swept path analysis has been undertaken demonstrating the following manoeuvres:
- Two-way private car movements at the site access in **Drawing 2021-6377-003**.
 - Access/egress manoeuvres by an emergency vehicle in **Drawing 2021-6377-003**.

3.3 Pedestrian Access

- 3.3.1 Pedestrian access to the site will be served from a new step-free access point adjoining to the footway on Mill Lane. Dropped kerbs and tactile paving would be provided to facilitate crossing movements at the site access. The pedestrian access point and crossing are shown in **Drawing 2021-6377-001**.

3.4 Emergency Access

- 3.4.1 The site will allow fire tenders (the largest emergency vehicle) to comfortably negotiate the proposed access. In accordance with MfS guidance, the following design compliances are met:
- Fire tenders will be able to access within 45.0m of the building.



ii. Fire tenders could achieve an appropriate level of access without requiring reversing distances greater than 20.0m.

iii. A minimum width in excess of 3.7m is maintained throughout the site.

3.4.2 A vehicle swept path analysis has been undertaken demonstrating fire tenders negotiating the site access and performing on-site turning manoeuvres in **Drawing 2021-6377-004**.

3.5 Servicing Arrangements

3.5.1 Refuse collection would continue to be undertaken from Mill Lane as per the existing arrangement for the site. Bins would be transported from a bin store to a collection point at the front of the site for collection.

3.5.2 Deliveries by large vehicles would additionally continue to be undertaken from Mill Lane as per the existing arrangement, however the provision of a turning area within the site car park would allow deliveries by smaller vehicles to be undertaken within the site, providing an improvement over the existing arrangement. A vehicle swept path analysis has been undertaken demonstrating on-site turning manoeuvres by a delivery vehicle in **Drawing 2021-6377-004**.

3.6 Car and Cycle Parking

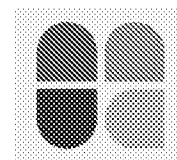
3.6.1 ADC's parking standards are set out in the council's 'Parking Standards Supplementary Planning Document' (January 2020), however the document does not include a parking standard for hotels, and as such, WSCC's 'Guidance on Parking at New Developments' (September 2020) document has been consulted. A summary of the car and cycle parking demand, and the proposed parking provision is shown in **Figure 3.1**.

	WSCC Parking Demand	Required Provision	Proposed Provision
Car Parking	1 space per bedroom	20	27
Cycle Parking	1 cycle space per 8 car-parking spaces provided. Subject to a minimum of 2 cycle spaces.	4 (3.4)	6

Figure 3.1: Car and Cycle Parking Provision

3.6.2 Whilst the car parking provision exceeds WSCC's expected parking demand, it provides reserve parking for infrequent busy periods. Given the lack of alternative parking on the local road network, the provision is considered appropriate.

3.6.3 Parking bays would have minimum dimensions of 2.5m x 5.0m in accordance with ADC's Design Guide SPD. A vehicle swept path analysis has been undertaken demonstrating car parking manoeuvres in **Drawing 2021-6331-005**.



4 TRIP GENERATION AND TRAFFIC IMPACT

4.1.1 To assess the traffic impact of the proposals, the TRICS database (version 7.8.4) has been used to anticipate the likely traffic volumes generated by the existing site and the proposed development. The assessment reviews vehicle trips generated on both weekdays and weekends.

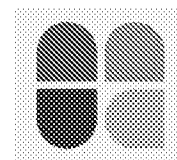
4.2 Existing Site – Public House/Restaurant

4.2.1 To establish the number of the trips generated by the existing public house/restaurant, the parameters identified in **Figure 4.1** have been used to filter the TRICS database.

Filtering Parameter:	Criteria Selected:	
	Weekdays	Weekends
i. Land use	Hotel, Food & Drink – Pub/Restaurant	
ii. Regions	England (Excluding Greater London)	
iii. Gross Floor Area	112 to 700 sqm	
iv. Date Range	01/01/13 to 11/06/19	
v. Count Type	Manual	
vi. Selected Days	Weekdays	Weekends
vii. Selected Locations	- Suburban Area – 1 survey - Edge of Town – 6 surveys - Neighbourhood Centre – 1 survey	- Neighbourhood Centre – 1 survey - Suburban Area – 2 surveys - Edge of Town – 1 survey
viii. Population Within 1 Mile	1,001 to 5,000 – 1 survey 5,001 to 10,000 – 1 survey 10,001 to 15,000 – 3 surveys 15,001 to 20,000 – 2 surveys 20,001 to 25,000 – 1 survey	1,001 to 5,000 – 2 surveys 10,001 to 15,000 – 1 survey 20,001 to 25,000 – 1 survey
ix. Population Within 5 Miles	5,001 to 25,000 – 1 survey 100,001 to 125,000 – 1 survey 125,001 to 250,000 – 1 survey 250,001 to 500,000 – 5 surveys	1,001 to 5,000 – 1 survey 10,001 to 15,000 – 2 surveys 25,001 to 50,000 – 1 survey

Figure 4.1: TRICS Filtering Parameters – Public House/Restaurant

4.2.2 The TRICS reports are attached at **Appendix B**, whilst a summary of the peak hour and daily trip rates, along with the subsequent vehicle movements associated with the existing public house/restaurant is provided in **Figure 4.2**.



TRICS Trip Rate per 100sqm						
Time Period	Weekdays			Weekends		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
08:00 - 09:00	0.000	0.000	0.000	0.882	0.000	0.882
17:00 - 18:00	4.771	2.992	7.763	3.749	3.528	7.277
Daily Traffic	34.373	34.416	68.789	35.401	34.352	69.753

TRICS Trip Generation (280sqm)						
08:00 - 09:00	0	0	0	2	0	2
17:00 - 18:00	13	8	22	10	10	20
Daily Traffic	96	96	193	99	96	195

Figure 4.2: Existing Trip Generation – Public House/Restaurant

- 4.2.3 The TRICS assessment suggests that the existing public house/restaurant would generate 193 daily 2-way vehicle movements on weekdays, and 195 daily 2-way vehicle movements on weekends.

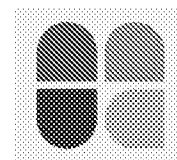
4.3 Proposed Development – Hotel

- 4.3.1 To establish the number of the trips generated by the proposed hotel, the parameters identified in **Figure 4.3** have been used to filter the TRICS database.

Filtering Parameter:	Criteria Selected:	
	Weekdays	Weekends
i. Land use	Hotel, Food & Drink – Hotel	
ii. Regions	England (Excluding Greater London)	
iii. Number of Bedrooms	15 to 60 bedrooms	15 to 100 bedrooms
iv. Date Range	01/01/13 to 25/11/19	
v. Count Type	Manual	
vi. Selected Days	Weekdays	Weekends
vii. Selected Locations	- Suburban Area – 1 survey - Edge of Town – 1 survey - Neighbourhood Centre – 1 survey	Edge of Town – 2 surveys
viii. Population Within 1 Mile	1,001 to 5,000 – 1 survey 5,001 to 10,000 – 1 survey 10,001 to 15,000 – 1 survey	1,001 to 5,000 – 1 survey 5,001 to 10,000 – 1 survey
ix. Population Within 5 Miles	5,001 to 25,000 – 1 survey 250,001 to 500,000 – 2 surveys	125,001 to 250,000 – 1 survey 250,001 to 500,000 – 1 survey

Figure 4.3: TRICS Filtering Parameters – Hotel

- 4.3.2 The TRICS reports are attached at **Appendix C**, whilst a summary of the peak hour and daily trip rates, along with the subsequent vehicle movements associated with the proposed hotel is provided in **Figure 4.4**.



TRICS Trip Rate per Bedroom						
Time Period	Weekdays			Weekends		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
08:00 - 09:00	0.064	0.121	0.185	0.244	0.415	0.659
17:00 - 18:00	0.301	0.197	0.498	0.222	0.126	0.348
Daily Traffic	1.902	1.774	3.676	3.105	3.418	6.523

TRICS Trip Generation (20 Bedrooms)						
08:00 - 09:00	1	2	4	5	8	13
17:00 - 18:00	6	4	10	4	3	7
Daily Traffic	38	35	74	62	68	130

Figure 4.4: Proposed Trip Generation – Hotel

- 4.3.3 The TRICS assessment suggests that the proposed hotel would generate 74 daily 2-way vehicle movements on weekdays, and 130 daily 2-way vehicle movements on weekends.

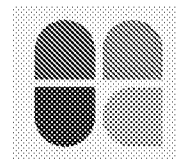
4.4 Net Trip Generation

- 4.4.1 The existing and proposed site uses have been compared in **Figure 4.5** to establish the net trip impact associated with the development.

Net Trip Generation						
Time Period	Weekdays			Weekends		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
08:00 - 09:00	1	2	4	2	8	11
17:00 - 18:00	-7	-4	-12	-6	-7	-13
Daily Traffic	-58	-61	-119	-37	-28	-65

Figure 4.5: Net Trip Generation

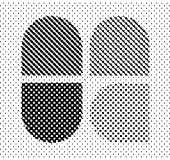
- 4.4.2 As shown in **Figure 4.5**, the development would result in a net reduction of 119 vehicle trips on weekdays, and 65 trips on weekends. The development would result in a small increase in trips in the network's weekday AM peak hour, but would result in a larger reduction in trips during the network's weekday PM peak hour.



5 SUMMARY AND CONCLUSIONS

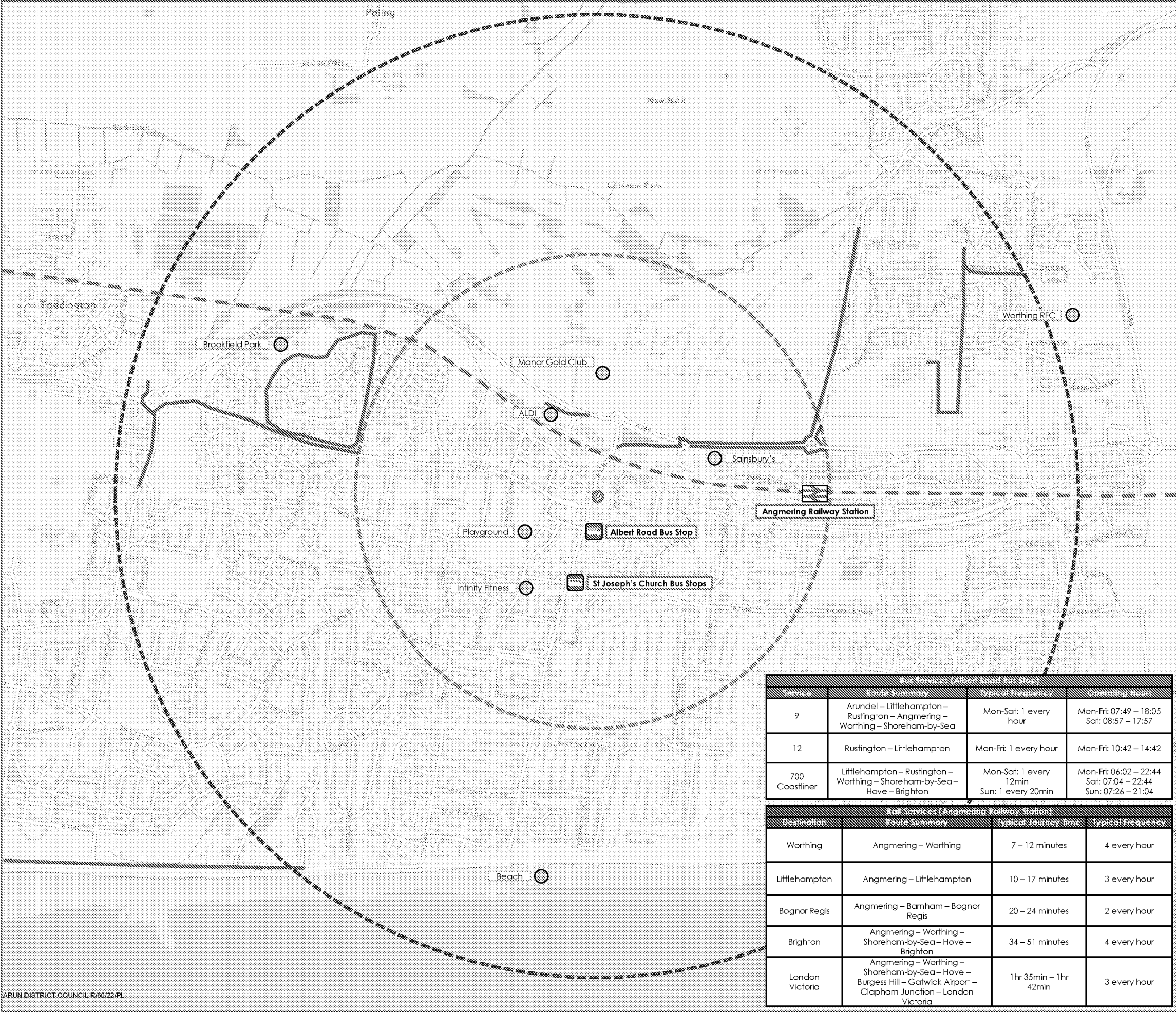
5.1.1 This Transport Statement has been prepared by Bright Plan on behalf of Mr A. Muca to support a planning application for the conversion/extension to an existing public house/restaurant into a 20-bedroom hotel at The Windmill Inn, Rustington. The findings from this report are as follows:

- i. The application site is readily accessible on foot and by cycle using existing footways and cycle routes. Conveniently located bus stops and Angmering railway station provide further opportunities for sustainable travel from the site.
- ii. The PIA record does not reveal any pattern that in terms of distribution, severity or cause that would be exacerbated by the proposed development.
- iii. Vehicle access to the site would be served from a reformed access in the approximate location of the existing site access.
- iv. A vehicle swept path analysis has been undertaken demonstrating that the proposed geometries can accommodate concurrent car movements, as well as access by large emergency and service vehicles.
- v. The access achieves the necessary visibility splays based on a 30mph design speed in line with the posted speed limit on the B2187 Mill Lane.
- vi. Pedestrian access to the site will be served from 2 access points adjoining to the footway on Mill Lane. Dropped kerbs and tactile paving would be provided to facilitate crossing movements at the site access.
- vii. The site would provide car parking in excess of the anticipated demand as set out in WSCC's parking guidance, however this is considered appropriate to accommodate for infrequent busy periods, and given the limited opportunities to park on-street.
- viii. Cycle parking in line with the anticipated demand as set out in WSCC's parking guidance.
- ix. The development is expected to result in a reduction of 195 daily 2-way vehicle movements on weekdays, and a reduction of 65 daily 2-way vehicle movements on weekends.



PLANS

Plan 01 Accessibility Plan



Legend

Site Location

1km Isochrone

2km Isochrone

Railway Station

Railway

Bus Stop

Local Cycle Route

Retail

Leisure

BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

Title:

Accessibility Plan

Project:

The Windmill Inn, Rustington

Client:

Mr A. Muca

Job No:

6377

Plan No:

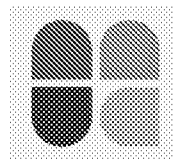
Plan 01

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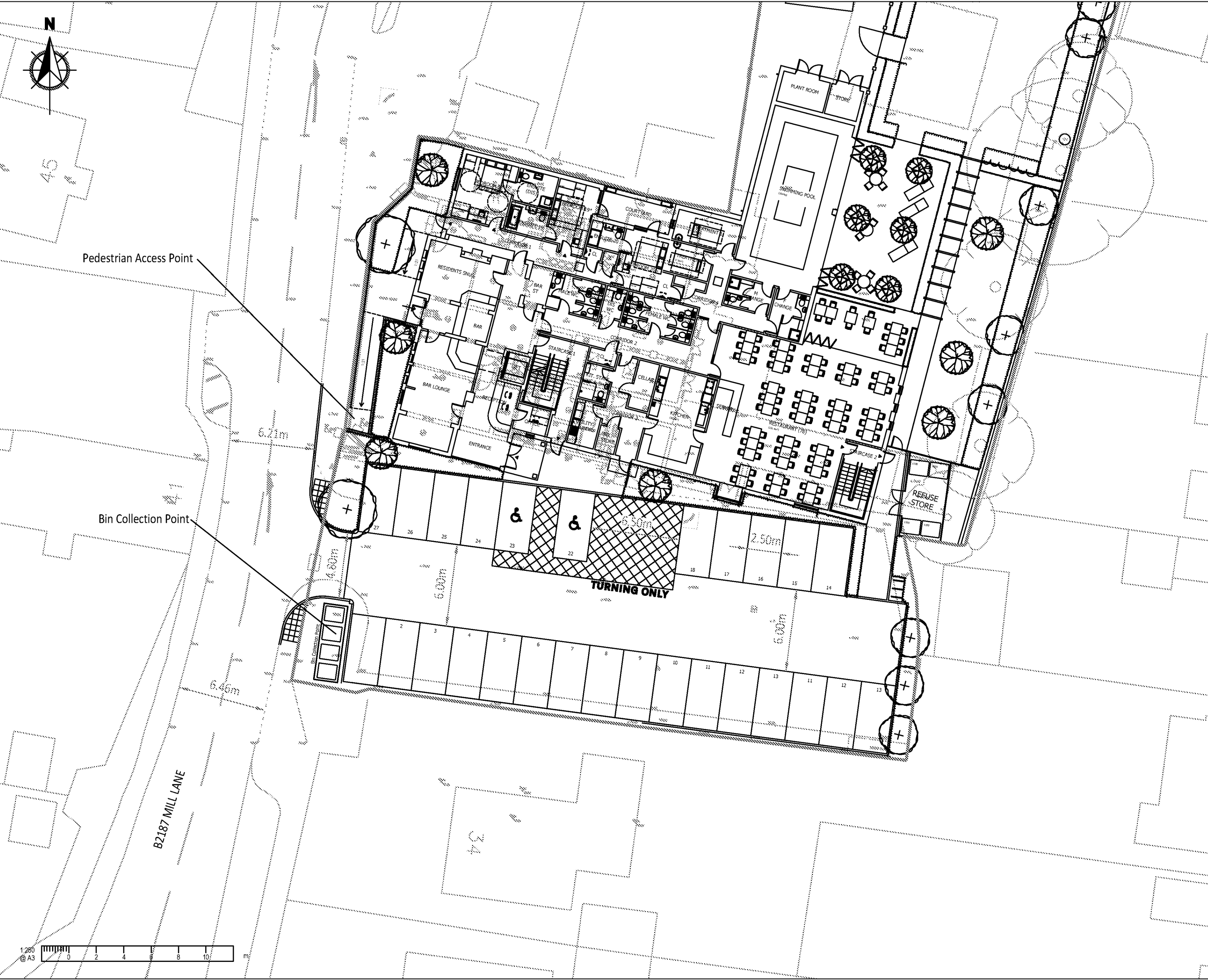
Service	Route Summary	Typical Frequency	Operating Hours
9	Arundel – Littlehampton – Rustington – Angmering – Worthing – Shoreham-by-Sea	Mon-Sat: 1 every hour	Mon-Fri: 07:49 – 18:05 Sat: 08:57 – 17:57
12	Rustington – Littlehampton	Mon-Fri: 1 every hour	Mon-Fri: 10:42 – 14:42
700 Coastliner	Littlehampton – Rustington – Worthing – Shoreham-by-Sea – Hove – Brighton	Mon-Sat: 1 every 12min Sun: 1 every 20min	Mon-Fri: 06:02 – 22:44 Sat: 07:04 – 22:44 Sun: 07:26 – 21:04

Rail Services (Angmering Railway Station)			
Destination	Route Summary	Typical Journey Time	Typical Frequency
Worthing	Angmering – Worthing	7 – 12 minutes	4 every hour
Littlehampton	Angmering – Littlehampton	10 – 17 minutes	3 every hour
Bognor Regis	Angmering – Barnham – Bognor Regis	20 – 24 minutes	2 every hour
Brighton	Angmering – Worthing – Shoreham-by-Sea – Hove – Brighton	34 – 51 minutes	4 every hour
London Victoria	Angmering – Worthing – Shoreham-by-Sea – Hove – Burgess Hill – Gatwick Airport – Clapham Junction – London Victoria	1hr 35min – 1hr 42min	3 every hour



DRAWINGS

- 001** Site Overview
- 002** Access Overview and Visibility Splays
- 003** Car and Fire Tender Vehicle Swept Path Analysis
- 004** Delivery Van and Fire Tender Turning Vehicle Swept Path Analysis
- 005** Car Parking Vehicle Swept Path Analysis



NOTES

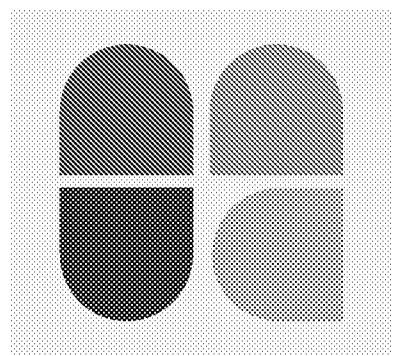
A3

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-Legend-

- Application Boundary
- Existing Road Markings

B	Revised Layout	07/03/2022
A	Revised Layout	22/02/2022
-	Original Issue	17/02/2022
Rev.	Amendments	Date



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Transport Planning and Civil Engineering Consultants
2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF
Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status	Final
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Client	Mr A. Muca
--------	------------

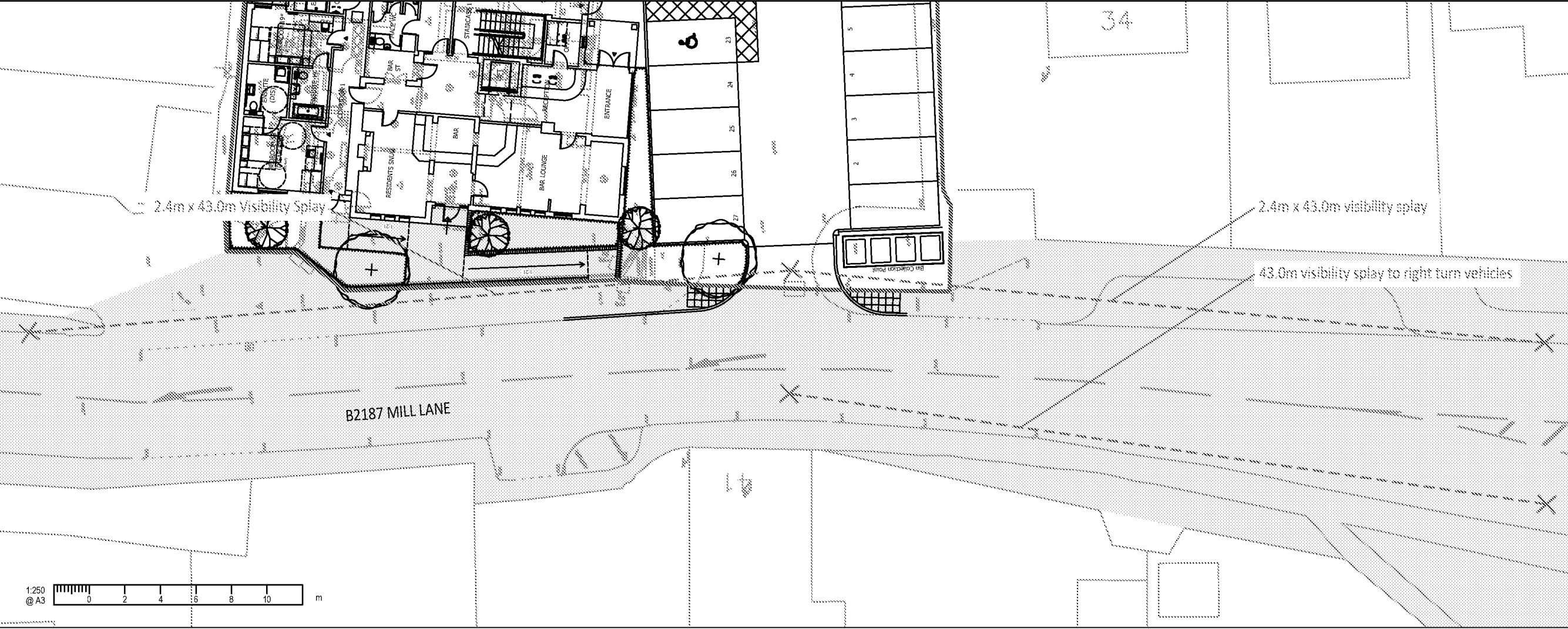
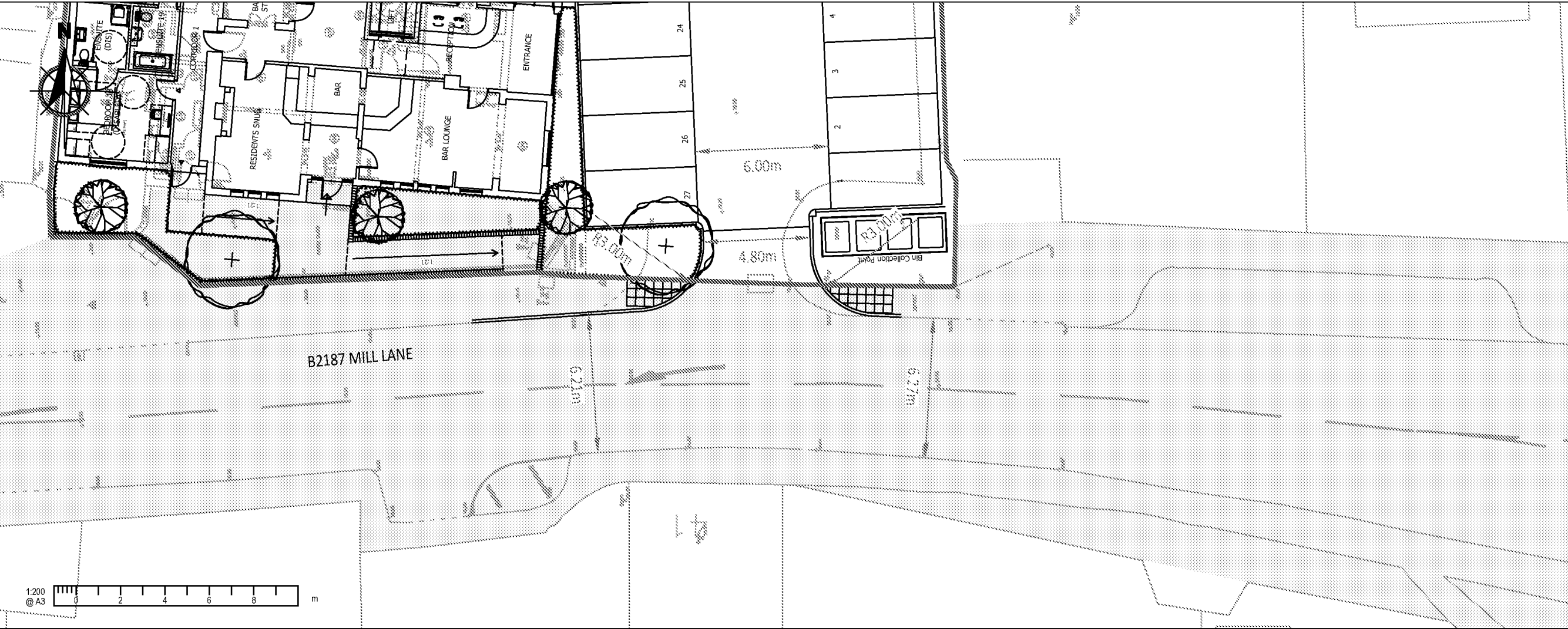
Project	The Windmill Inn, Rustington
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Drawing Title	Site Overview
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Scale	1:250	Date	Mar 22	Drawn By	SMO	Checked	EJD
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Drawing No.	2021-6377-001	Rev.	B
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APRIN DISTRICT COUNCIL PL6022/IF



NOTES

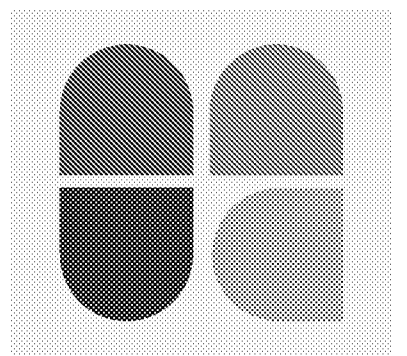
A3

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-Legend-

- Application Boundary
- Highway Boundary
- Existing Road Markings
- Priority Junction Visibility Splay

B	Revised Layout	07/03/2022
A	Revised Layout	22/02/2022
-	Original Issue	17/02/2022
Rev.	Amendments	Date



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Drawing Status: Final

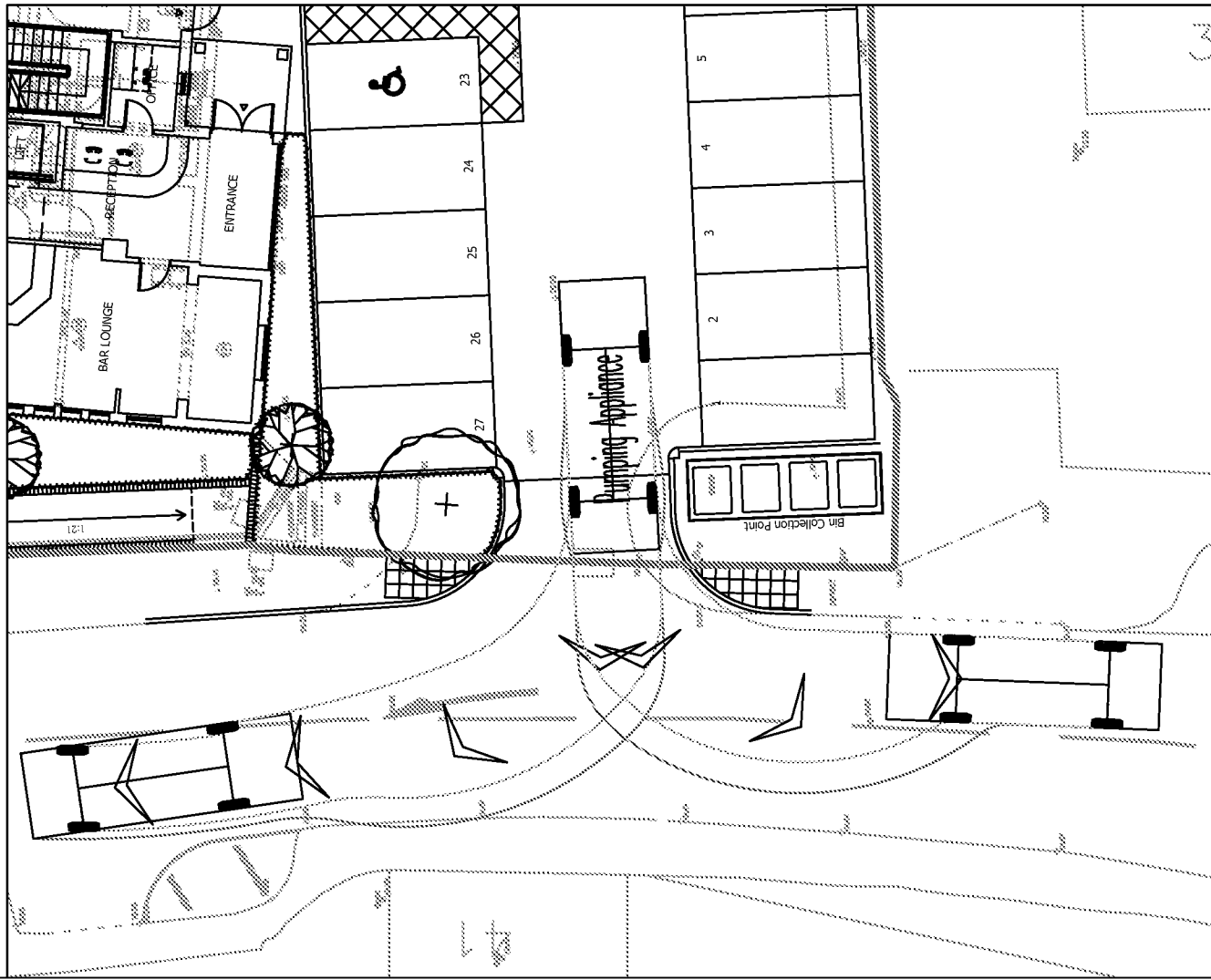
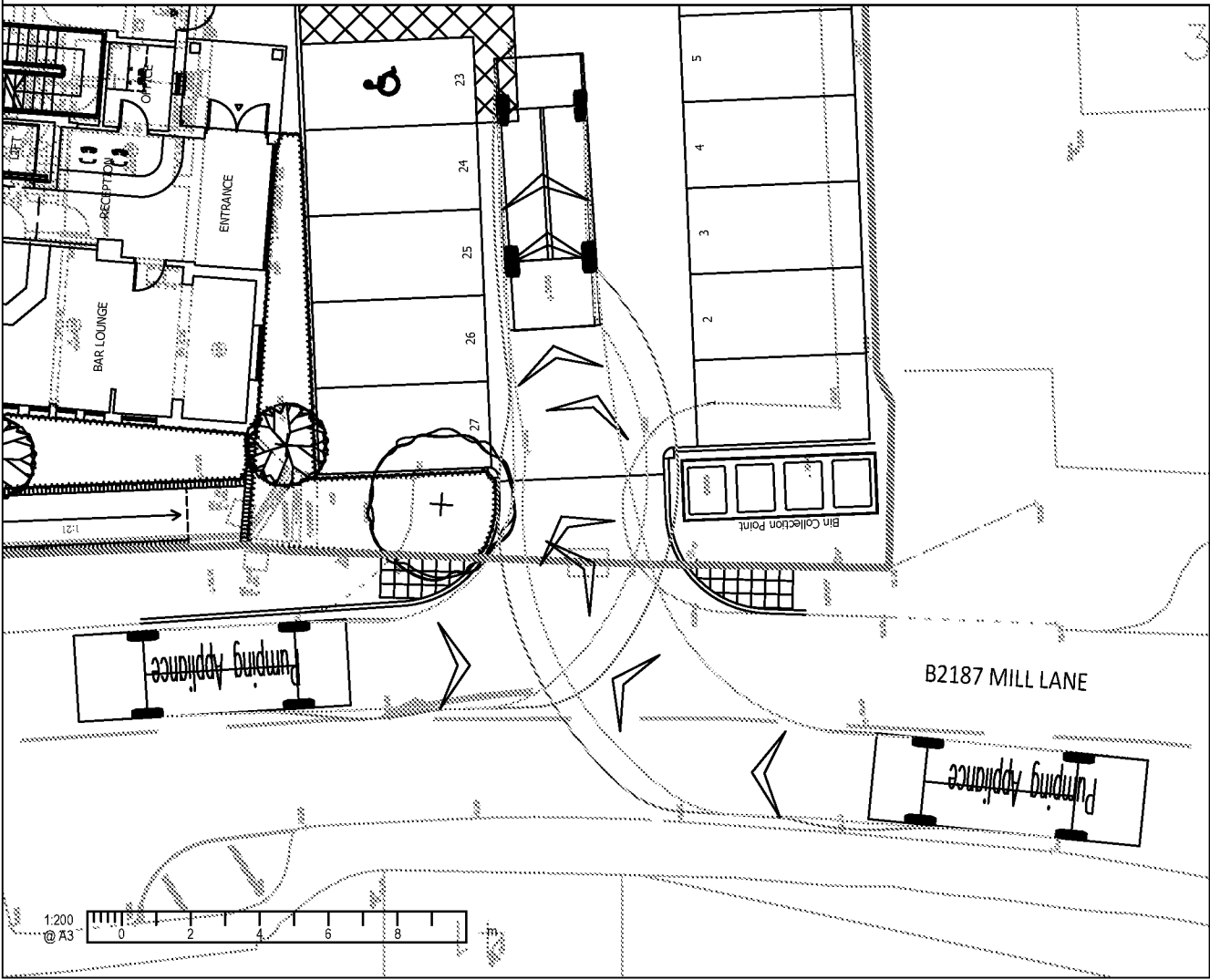
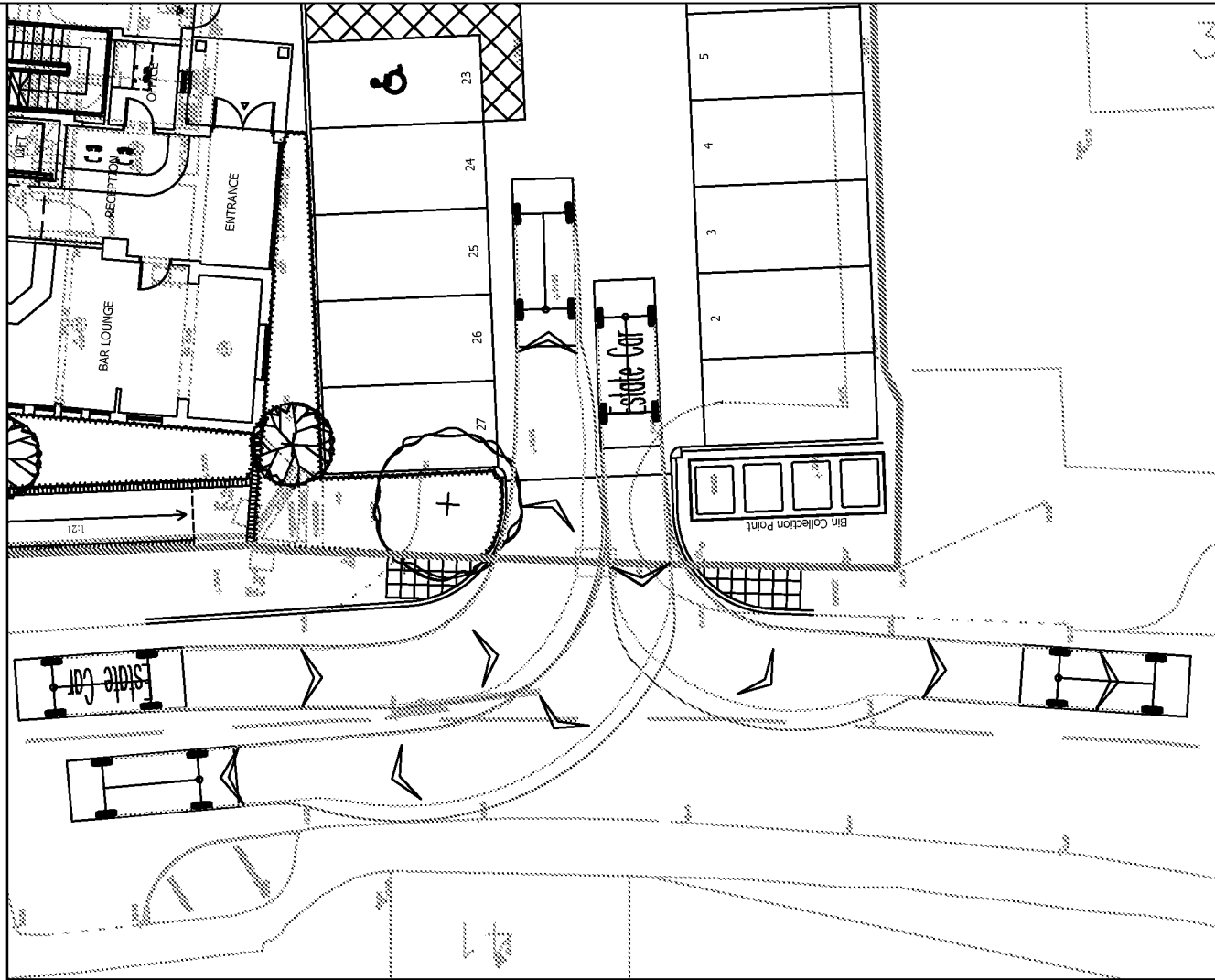
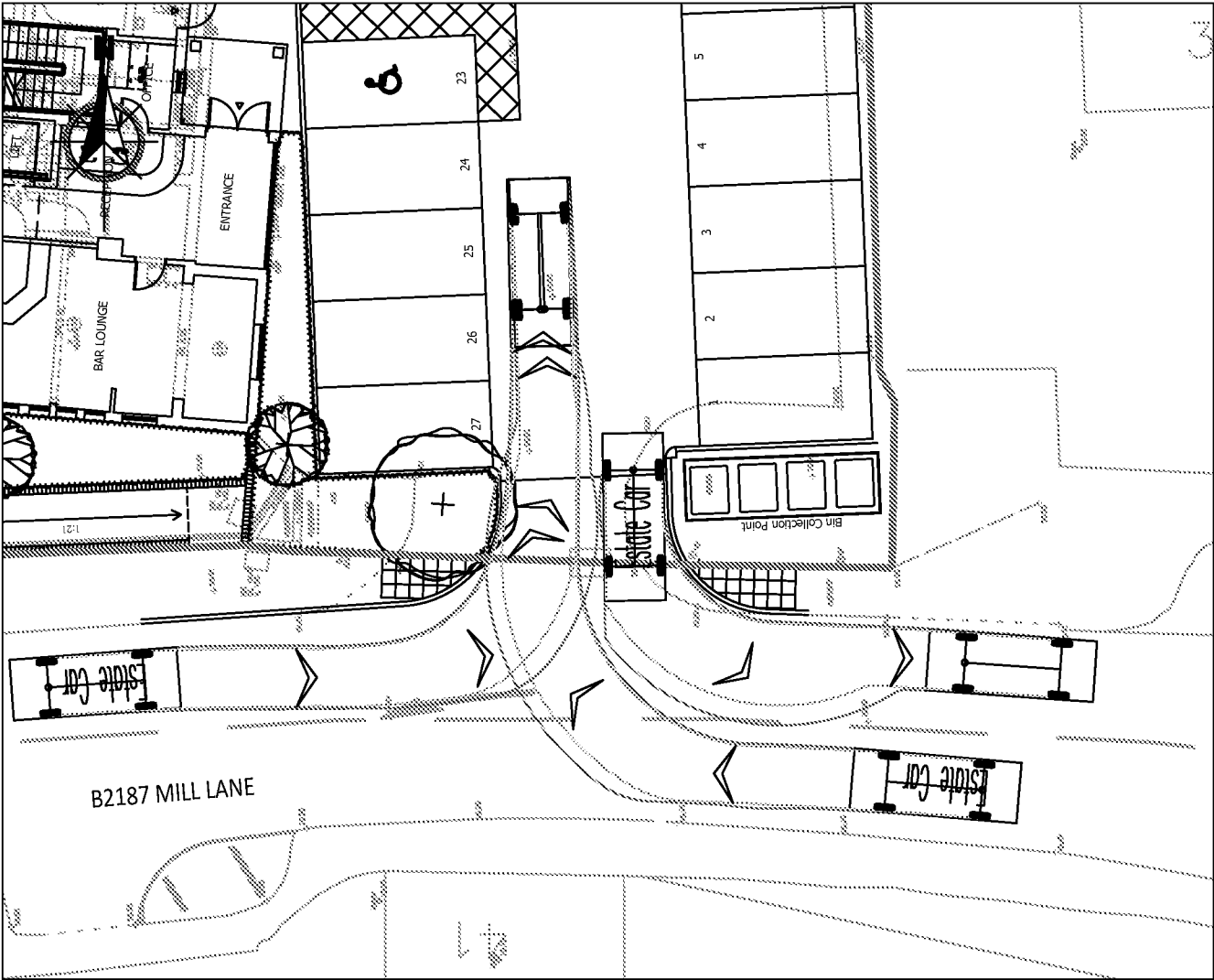
Client: Mr A. Muca

Project: The Windmill Inn, Rustington

Drawing Title: Access Overview and Visibility Splays

Scale: As Shown	Date: Mar 22	Drawn By: SMO	Checked: EJD
Drawing No.: 2021-6377-002	Rev.: B		

APRIN DISTRICT COUNCIL P/6022/P/



NOTES

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Legend

Application

Boundary

Existing Road

Markings

Swept Path

Wheel Track

Over Swing

7.9

1.5

4.4

Pumping Appliance

Overall Length

2.500m

Overall Width

3.300m

Min Body Ground Clearance

0.140m

Track Width

2.500m

Lock to lock time

4.00s

Kerb to Kerb Turning Radius

7.750m

4.845

1.75

2.77

Estate Car

Overall Length

1.750m

Overall Width

1.424m

Min Body Ground Clearance

0.189m

Max Track Width

1.655m

Lock to lock time

4.00s

Kerb to Kerb Turning Radius

4.950m

B Revised Layout

07/03/2022

A Revised Layout

22/02/2022

- Original Issue

17/02/2022

Rev.

Amendments

Date

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2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF

Tel: 01243 210418 Email: enquiries@bpcivils.co.uk

www.bpcivils.co.uk

Drawing Status

Final

Client

Mr A. Muca

Project

The Windmill Inn, Rustington

Drawing Title

Car and Fire Tender
Vehicle Swept Path Analysis

Scale

1:200

Date

Mar 22

Drawn By

SMO

Checked

EJD

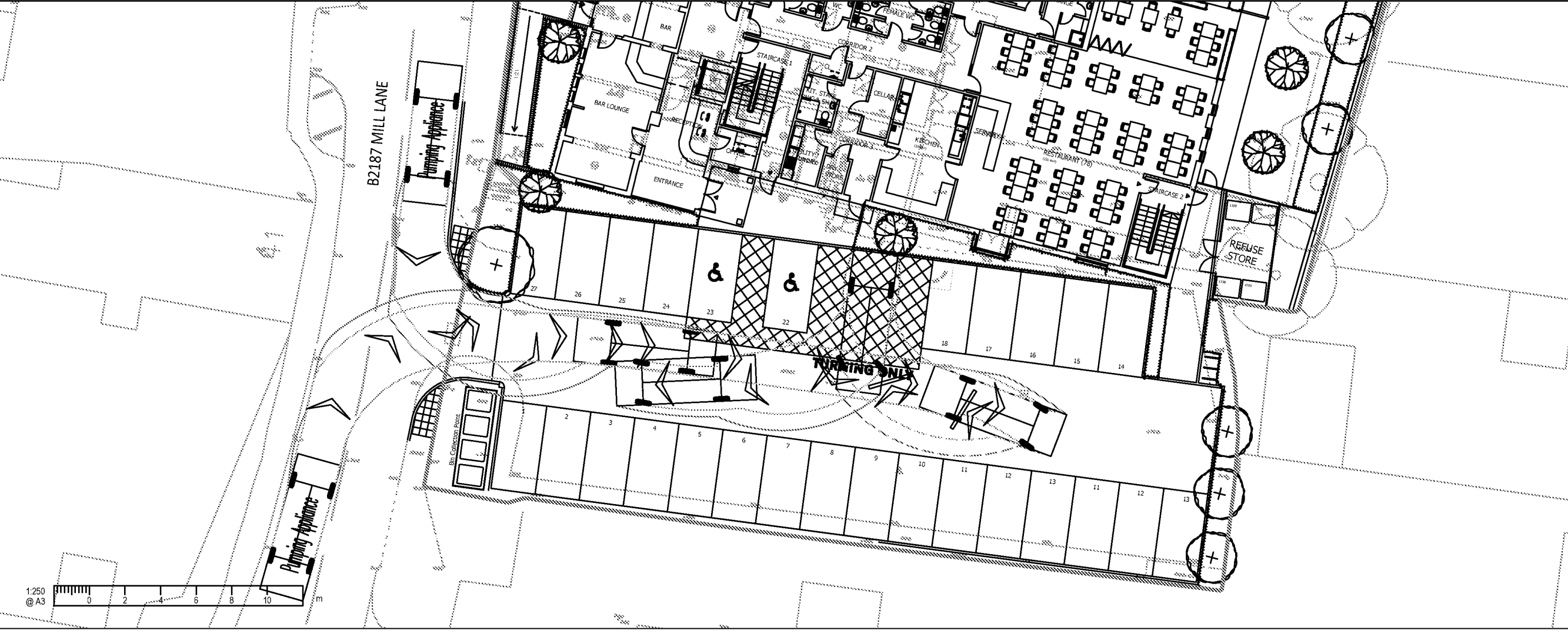
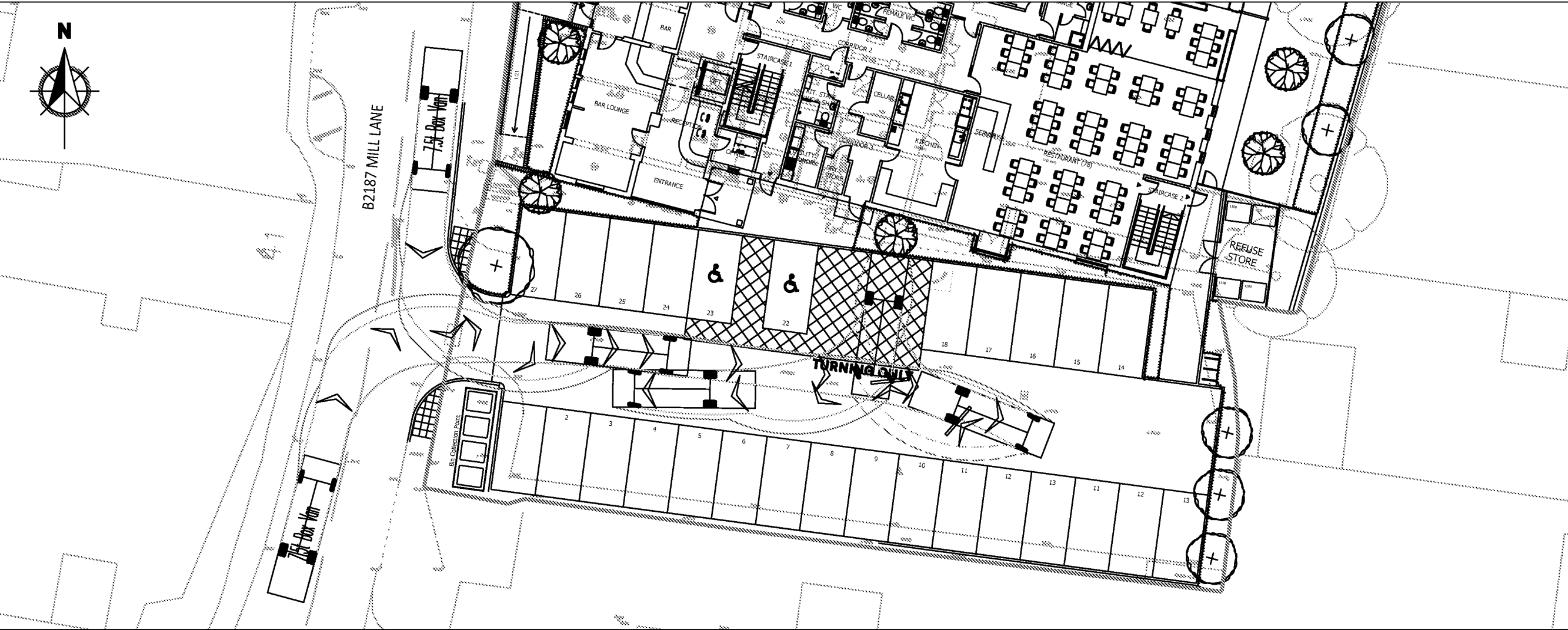
Drawing No.

2021-6377-003

Rev.

B

ARJIN DISTRICT COURT



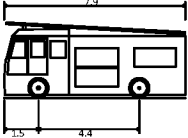
NOTES

A3

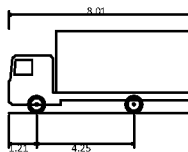
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-Legend-

- Application Boundary
- Boundary
- Existing Road
- Markings
- Swept Path-
- Wheel Track
- Over Swing



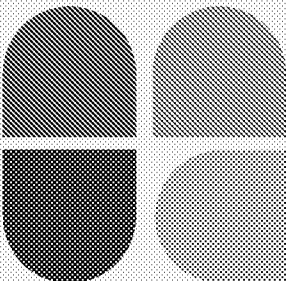
Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 2.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

B	Revised Layout	07/03/2022
A	Revised Layout	22/02/2022
-	Original Issue	17/02/2022

Rev.	Amendments	Date
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Drawing Status	Final
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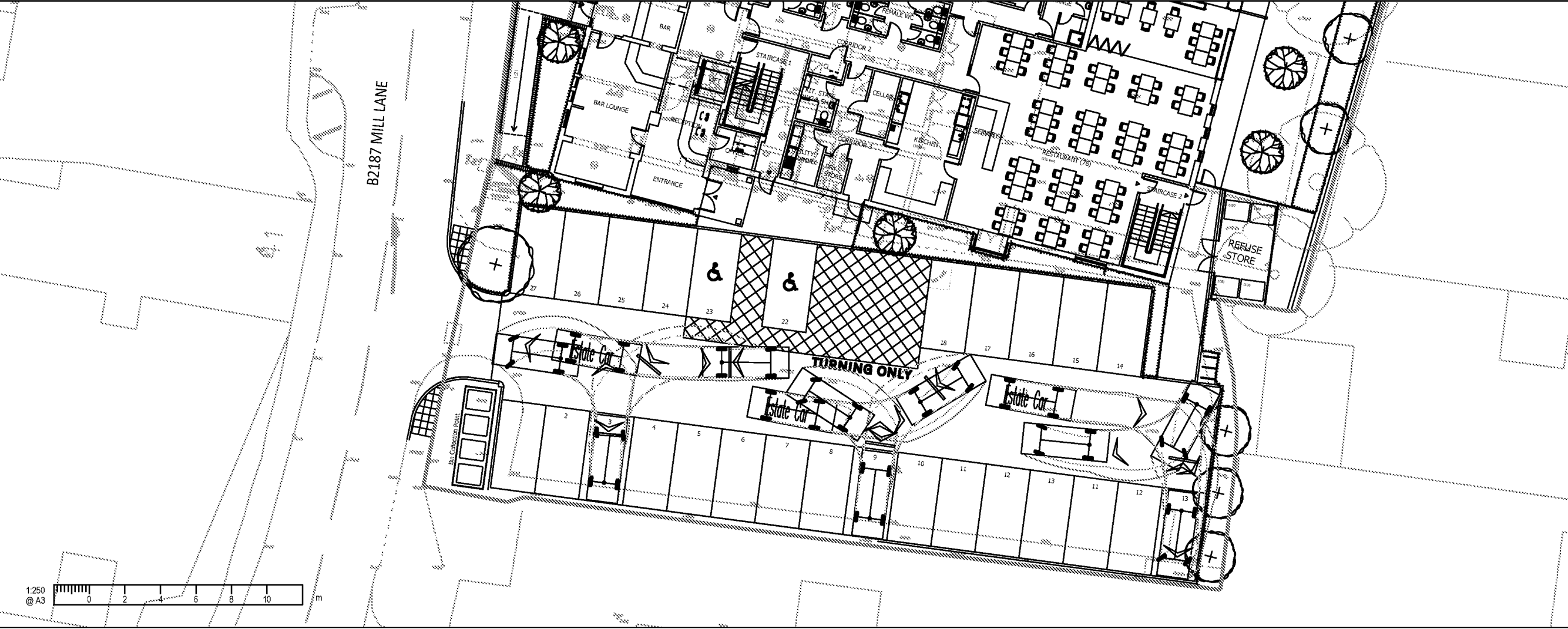
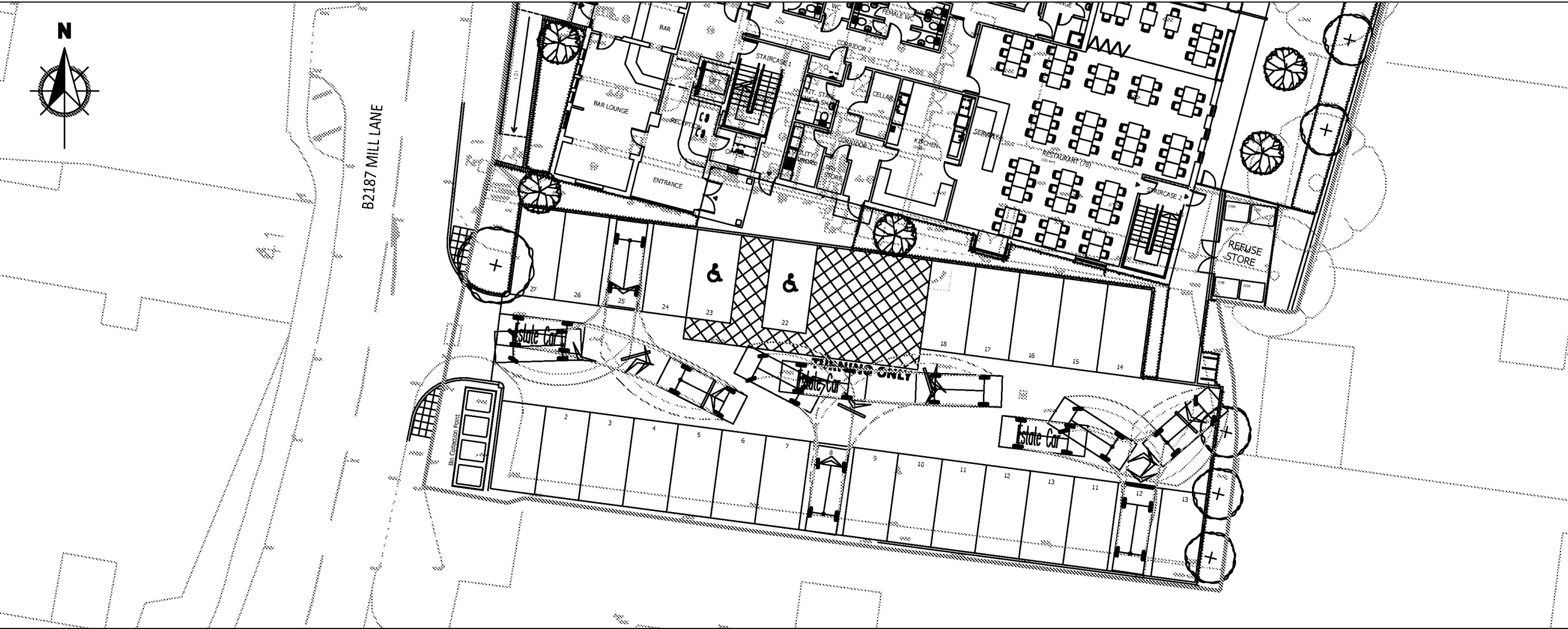
Client	Mr A. Muca
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Project	The Windmill Inn, Rustington
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Drawing Title	Delivery Van and Fire Tender Turning Vehicle Swept Path Analysis
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Scale	1:250	Date	Mar 22	Drawn By	SMO	Checked	EJD
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Drawing No.	2021-6377-004	Rev.	B
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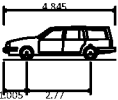
NOTES

A3

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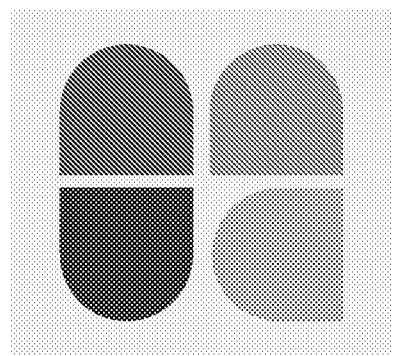
-Legend-

- Application Boundary
- Existing Road Markings
- Swept Path-
 - Wheel Track
 - Over Swing



Estate Car
Overall Length 4.845m
Overall Width 1.750m
Overall Body Height 1.424m
Min Body Ground Clearance 0.189m
Max Track Width 1.655m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m

B	Revised Layout	07/03/2022
A	Revised Layout	22/02/2022
-	Original Issue	17/02/2022
Rev.	Amendments	Date



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Drawing Status	Final
----------------	-------

Client	Mr A. Muca
--------	------------

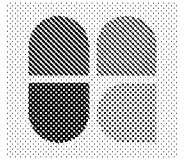
Project	The Windmill Inn, Rustington
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Drawing Title	Car Parking Vehicle Swept Path Analysis
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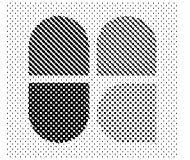
Scale	1:250	Date	Mar 22	Drawn By	SMO	Checked	EJD
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Drawing No.	2021-6377-005	Rev.	B
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APRIN DISTRICT COUNCIL P16022/P1



APPENDICES



Appendix A CrashMap Report



Validated Data

Crash Date: Friday, June 21, 2019

Time of Crash: 9:55:00 PM

Crash Reference: 2019470849958

Highest Injury Severity: Slight

Road Number: B2187

Number of Casualties: 1

Highway Authority: West Sussex

Number of Vehicles: 2

Local Authority: Arun District

OS Grid Reference: 505606 102977

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

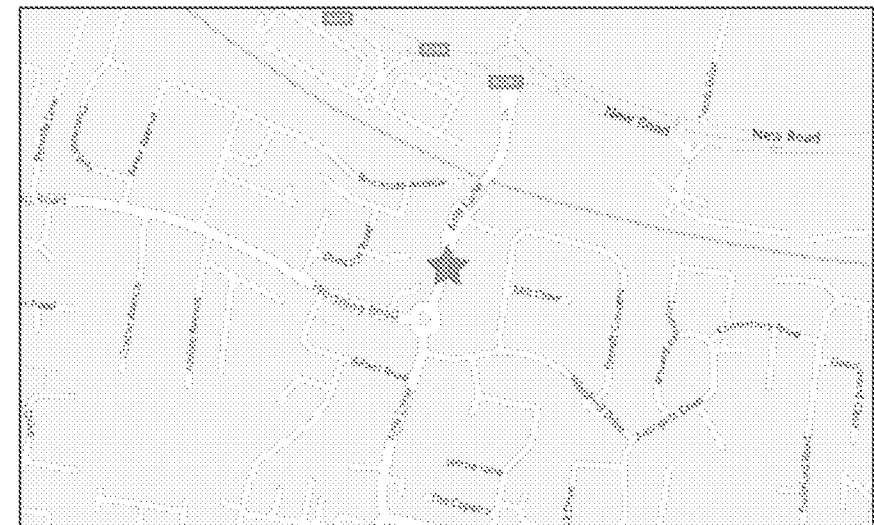
Carriageway Hazards: None

Junction Detail: Using private drive or entrance

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

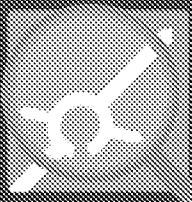
Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

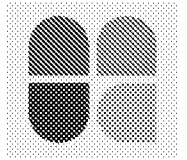
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		9 Male	16 - 20	Vehicle is in the act of turning right	Front	Other	None	None
2	Motorcycle over 50cc and up to 125cc		5 Male	16 - 20	Vehicle is slowing down or stopping	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Appendix B TTRICS Reports - Public House/Restaurant

Calculation Reference: AUDIT-305901-220223-0254

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : C - PUB/RESTAURANT

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
EX ESSEX	1 days
HC HAMPSHIRE	1 days
05 EAST MIDLANDS	
NR NORTHAMPTONSHIRE	1 days
NT NOTTINGHAMSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
08 NORTH WEST	
GM GREATER MANCHESTER	1 days
09 NORTH	
DH DURHAM	1 days
TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 200 to 620 (units: sqm)
 Range Selected by User: 112 to 700 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 11/06/19

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

Selected survey days:

Tuesday 4 days
 Friday 4 days

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

Selected survey types:

Manual count 8 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 6
 Neighbourhood Centre (PPS6 Local Centre) 1

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:

Industrial Zone 1
 Commercial Zone 1
 Residential Zone 3
 Retail Zone 1
 Out of Town 1
 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,

Secondary Filtering selection:Use Class:

Sui Generis 8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	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:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days
1.6 to 2.0	1 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 8 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 8 days

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

LIST OF SITES relevant to selection parameters

1	DH-06-C-02	PUB/RESTAURANT	DURHAM
	STADIUM WAY		
	BISHOP AUCKLAND		
	TINDALE		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	31/03/17	Survey Type: MANUAL
2	EX-06-C-02	HARVESTER	ESSEX
	LONDON ROAD		
	COLCHESTER		
	STANWAY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	08/11/13	Survey Type: MANUAL
3	GM-06-C-04	HUNGRY HORSE	GREATER MANCHESTER
	HELSMAN LANE		
	ROCHDALE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	525 sqm	
	Survey date: TUESDAY	20/10/15	Survey Type: MANUAL
4	HC-06-C-04	PUB/RESTAURANT	HAMPSHIRE
	APOLLO RISE		
	FARNBOROUGH		
	COVE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	615 sqm	
	Survey date: TUESDAY	11/06/19	Survey Type: MANUAL
5	NR-06-C-01	PUB/RESTAURANT	NORTHAMPTONSHIRE
	BEDFORD ROAD		
	NORTHAMPTON		
	BRACKMILLS		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	620 sqm	
	Survey date: FRIDAY	11/11/16	Survey Type: MANUAL
6	NT-06-C-03	HARVESTER	NOTTINGHAMSHIRE
	CLIFTON LANE		
	NOTTINGHAM		
	WILFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	450 sqm	
	Survey date: TUESDAY	18/06/13	Survey Type: MANUAL
7	TW-06-C-01	PUB/RESTAURANT	TYNE & WEAR
	WHICKHAM HIGHWAY		
	GATESHEAD		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL
8	WM-06-C-02	PUB/RESTAURANT	WEST MIDLANDS
	PENNWOOD LANE		
	WOLVERHAMPTON		
	PENN COMMON		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	200 sqm	
	Survey date: TUESDAY	22/11/16	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.

Bright Plan 2 West Barn Chichester

Licence No: 305901

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

TOTAL 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 - 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	8	464	0.782	8	464	0.620	8	464	1.402
11:00 - 12:00	8	464	1.860	8	464	0.782	8	464	2.642
12:00 - 13:00	8	464	4.636	8	464	1.671	8	464	6.307
13:00 - 14:00	8	464	2.803	8	464	3.504	8	464	6.307
14:00 - 15:00	8	464	1.725	8	464	3.315	8	464	5.040
15:00 - 16:00	8	464	1.536	8	464	1.887	8	464	3.423
16:00 - 17:00	8	464	3.181	8	464	1.456	8	464	4.637
17:00 - 18:00	8	464	4.771	8	464	2.992	8	464	7.763
18:00 - 19:00	8	464	4.771	8	464	3.585	8	464	8.356
19:00 - 20:00	8	464	3.693	8	464	4.313	8	464	8.006
20:00 - 21:00	8	464	2.022	8	464	3.854	8	464	5.876
21:00 - 22:00	8	464	1.563	8	464	2.722	8	464	4.285
22:00 - 23:00	8	464	0.836	8	464	2.615	8	464	3.451
23:00 - 24:00	7	441	0.194	7	441	1.100	7	441	1.294
Total Rates:			34.373			34.416			68.789

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: 200 - 620 (units: sqm)
 Survey date range: 01/01/13 - 11/06/19
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-305901-220223-0247

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : C - PUB/RESTAURANT

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 340 to 694 (units: sqm)
 Range Selected by User: 112 to 700 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 11/06/19

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

Selected survey days:

Saturday 3 days
 Sunday 1 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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:

Industrial Zone 1
 Residential Zone 1
 Village 1
 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:

Sui Generis 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 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
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 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 4 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 4 days

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

LIST OF SITES relevant to selection parameters

1	DC-06-C-02	PUB/RESTAURANT	DORSET
	ALINGTON AVENUE DORCHESTER		
	Edge of Town Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: SUNDAY	18/09/16	Survey Type: MANUAL
2	SF-06-C-01	PUB/RESTAURANT	SUFFOLK
	BROMFORD ROAD NEAR IPSWICH SPOUGHTON Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	380 sqm	
	Survey date: SATURDAY	13/07/13	Survey Type: MANUAL
3	WY-06-C-03	HARVESTER	WEST YORKSHIRE
	CARDIGAN FIELDS LEEDS		
	Suburban Area (PPS6 Out of Centre) No Sub Category		
	Total Gross floor area:	340 sqm	
	Survey date: SATURDAY	21/09/13	Survey Type: MANUAL
4	WY-06-C-05	PUB/RESTAURANT	WEST YORKSHIRE
	PIONEER WAY CASTLEFORD		
	Edge of Town Industrial Zone		
	Total Gross floor area:	694 sqm	
	Survey date: SATURDAY	20/05/17	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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

TOTAL 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 - 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									
08:00 - 09:00	1	340	0.882	1	340	0.000	1	340	0.882
09:00 - 10:00	2	360	1.111	2	360	0.278	2	360	1.389
10:00 - 11:00	4	454	1.213	4	454	1.103	4	454	2.316
11:00 - 12:00	4	454	2.040	4	454	1.213	4	454	3.253
12:00 - 13:00	4	454	5.458	4	454	1.985	4	454	7.443
13:00 - 14:00	4	454	4.190	4	454	3.528	4	454	7.718
14:00 - 15:00	4	454	3.087	4	454	4.796	4	454	7.883
15:00 - 16:00	4	454	3.473	4	454	3.583	4	454	7.056
16:00 - 17:00	4	454	3.859	4	454	3.308	4	454	7.167
17:00 - 18:00	4	454	3.749	4	454	3.528	4	454	7.277
18:00 - 19:00	4	454	2.701	4	454	3.087	4	454	5.788
19:00 - 20:00	4	454	2.150	4	454	3.197	4	454	5.347
20:00 - 21:00	4	454	0.827	4	454	2.095	4	454	2.922
21:00 - 22:00	4	454	0.606	4	454	1.654	4	454	2.260
22:00 - 23:00	4	454	0.055	4	454	0.551	4	454	0.606
23:00 - 24:00	3	373	0.000	3	373	0.446	3	373	0.446
Total Rates:			35.401			34.352			69.753

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.

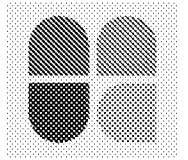
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Parameter summary

Trip rate parameter range selected: 340 - 694 (units: sqm)
 Survey date range: 01/01/13 - 11/06/19
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 Number of Sundays: 1
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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



Appendix C TRICS Reports - Hotel

Calculation Reference: AUDIT-305901-220223-0232

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms
 Actual Range: 56 to 60 (units:)
 Range Selected by User: 15 to 60 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/11/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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:

Development Zone	1
Village	1
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:

C1 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 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.

LIST OF SITES relevant to selection parameters

1	TW-06-A-02	TRAVELODGE		TYNE & WEAR
	CASPER WAY			
	GATESHEAD			
	SWALWELL			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Number of bedrooms:	60		
	Survey date: FRIDAY	13/11/15		Survey Type: MANUAL
2	WL-06-A-03	TRAVELODGE		WILTSHIRE
	LAWRENCE HILL			
	WINCANTON			
	Edge of Town			
	No Sub Category			
	Total Number of bedrooms:	57		
	Survey date: TUESDAY	18/09/18		Survey Type: MANUAL
3	WM-06-A-05	HOTEL		WEST MIDLANDS
	BIRMINGHAM ROAD			
	BIRMINGHAM			
	HOPWOOD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of bedrooms:	56		
	Survey date: MONDAY	09/11/15		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.

Bright Plan 2 West Barn Chichester

Licence No: 305901

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	58	0.035	3	58	0.168	3	58	0.203
08:00 - 09:00	3	58	0.064	3	58	0.121	3	58	0.185
09:00 - 10:00	3	58	0.139	3	58	0.133	3	58	0.272
10:00 - 11:00	3	58	0.046	3	58	0.092	3	58	0.138
11:00 - 12:00	3	58	0.104	3	58	0.127	3	58	0.231
12:00 - 13:00	3	58	0.104	3	58	0.098	3	58	0.202
13:00 - 14:00	3	58	0.069	3	58	0.092	3	58	0.161
14:00 - 15:00	3	58	0.127	3	58	0.110	3	58	0.237
15:00 - 16:00	3	58	0.087	3	58	0.087	3	58	0.174
16:00 - 17:00	3	58	0.173	3	58	0.133	3	58	0.306
17:00 - 18:00	3	58	0.301	3	58	0.197	3	58	0.498
18:00 - 19:00	3	58	0.289	3	58	0.133	3	58	0.422
19:00 - 20:00	3	58	0.156	3	58	0.150	3	58	0.306
20:00 - 21:00	3	58	0.150	3	58	0.075	3	58	0.225
21:00 - 22:00	3	58	0.058	3	58	0.058	3	58	0.116
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.902			1.774			3.676

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: 56 - 60 (units:)
 Survey date range: 01/01/13 - 25/11/19
 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: 0

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

Calculation Reference: AUDIT-305901-220223-0233

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS

TOTAL VEHICLESSelected regions and areas:

03 SOUTH WEST
 BR BRISTOL CITY 1 days
05 EAST MIDLANDS
 DS DERBYSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms
 Actual Range: 36 to 99 (units:)
 Range Selected by User: 15 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/11/19

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

Selected survey days:

Saturday 1 days
 Sunday 1 days

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

Selected survey types:

Manual count 2 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 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 1
 Out of Town 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:

C1 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

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

1,001 to 5,000	1 days
5,001 to 10,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 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	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BR-06-A-01	HOTEL	BRISTOL CITY
	A38 BRIDGWATER ROAD		
	BRISTOL		
	Edge of Town		
	Out of Town		
	Total Number of bedrooms:	36	
	Survey date: SUNDAY	27/09/15	Survey Type: MANUAL
2	DS-06-A-03	MENZIES HOTEL	DERBYSHIRE
	ETWALL ROAD		
	DERBY		
	MICKLEOVER		
	Edge of Town		
	Residential Zone		
	Total Number of bedrooms:	99	
	Survey date: SATURDAY	25/07/15	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.

Bright Plan 2 West Barn Chichester

Licence No: 305901

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	2	68	0.237	2	68	0.237	2	68	0.474
08:00 - 09:00	2	68	0.244	2	68	0.415	2	68	0.659
09:00 - 10:00	2	68	0.237	2	68	0.274	2	68	0.511
10:00 - 11:00	2	68	0.215	2	68	0.237	2	68	0.452
11:00 - 12:00	2	68	0.207	2	68	0.326	2	68	0.533
12:00 - 13:00	2	68	0.163	2	68	0.163	2	68	0.326
13:00 - 14:00	2	68	0.200	2	68	0.148	2	68	0.348
14:00 - 15:00	2	68	0.148	2	68	0.215	2	68	0.363
15:00 - 16:00	2	68	0.200	2	68	0.207	2	68	0.407
16:00 - 17:00	2	68	0.200	2	68	0.274	2	68	0.474
17:00 - 18:00	2	68	0.222	2	68	0.126	2	68	0.348
18:00 - 19:00	2	68	0.304	2	68	0.222	2	68	0.526
19:00 - 20:00	2	68	0.274	2	68	0.185	2	68	0.459
20:00 - 21:00	2	68	0.163	2	68	0.237	2	68	0.400
21:00 - 22:00	1	99	0.091	1	99	0.152	1	99	0.243
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.105			3.418			6.523

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: 36 - 99 (units:)
 Survey date range: 01/01/13 - 25/11/19
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 1
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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