Proposed Residential Development
9 Mill Road, Worthing

Transport Statement

for

Leslie Christopher Homes

motion
transport planning

Title Page

Site Location:	Land south of Mill Road, Worthing
Site Area:	1,210 square metres
Permitted Use:	Residential
Use Class:	C3
Existing Gross Floor Area:	290.5 square metres
Proposed Gross Floor Area:	655 square metres
Active/Vacant:	Active
Proposed Use:	Residential
Use Class:	C3
Proposed Number of Dwellings:	11

motion
transport planning

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1.0 Introduction

1.1 This Transport Statement has been prepared on behalf of Leslie Christopher Homes to accompany a planning application to convert and extend the existing residential building located at 9 Mill Road, Worthing, in order to create 11 residential flats.

1.2 The site is located close to the town centre on the southern side of Mill Road (A259), a distributor road which passes the site on an east-west axis, leading east towards Worthing town centre and west to Ferring. Mill Road is characterised by residential dwellings.

1.3 The site is accessible by the more sustainable modes of travel including foot, cycle and public transport. The site benefits from footways providing links from the site to the local railway station and Worthing town centre.

1.4 The development proposals comprise the conversion and extension of the existing five-bedroom detached house to create a single building containing 11 residential flats arranged over three floors. Car parking for the apartments is proposed in the form of seven spaces at surface level, which would be located at the front of the building.

1.5 This report considers the highways and transportation matters associated with the proposal. In summary, it demonstrates that:

- safe and convenient access can be gained to the site;
- the development proposals comply with relevant national and local transport policies;
- the site is accessible by the more sustainable travel modes; and
- the development proposals would not result in any material impact on the local highway network.

1.6 The proposals have been discussed during pre-application discussions with Tim Townsend of West Sussex County Council. Reference has also been made to guidance produced by West Sussex County Council entitled 'West Sussex County Council Transport Assessment Methodology' (June 2007), following publication of the Department for Transport 'Guidance on Transport Assessment' (March 2007).

1.7 The planning application was submitted with the Transport Statement and comments were received from a highways and transportation development control officer. As a result, modifications were made to the appropriate drawings and the Transport Statement has been amended.

1.8 The remainder of the report is divided into 6 sections. Section 2 describes the location of the site and the surrounding area, provides details of the proposals, including the proposed parking provision for cycles and cars and compares this with the relevant parking standards. Section 3 considers the relevant local transport policies, while Section 4 sets out the accessibility to key facilities from the site. Section 5 compares the traffic generation of the existing and proposed site uses and Section 6 sets out the accessibility of the site by a range of travel modes. Finally, our summary and conclusions are set out in Section 7.

2.0 The Site

Existing Site Use

2.1 The site is currently occupied by a five-bedroom house. Parking is provided informally on an area of hard standing to the front of the building, where approximately eight cars can be parked. A single access to this area of hard standing is provided at Mill Road in the form of a footway crossover. The existing site layout can be found in **Appendix A.**



Site Viewed from Mill Road

Local Area

2.2 The site is located adjacent to the A259, which leads west to Littlehampton, Bognor Regis and Chichester and east towards Lancing, Shoreham-by-sea and Brighton. The A24 connects to the A259 via a roundabout approximately 1.5 kilometres to the east of the site and forms the main route north to Horsham, Dorking and London.

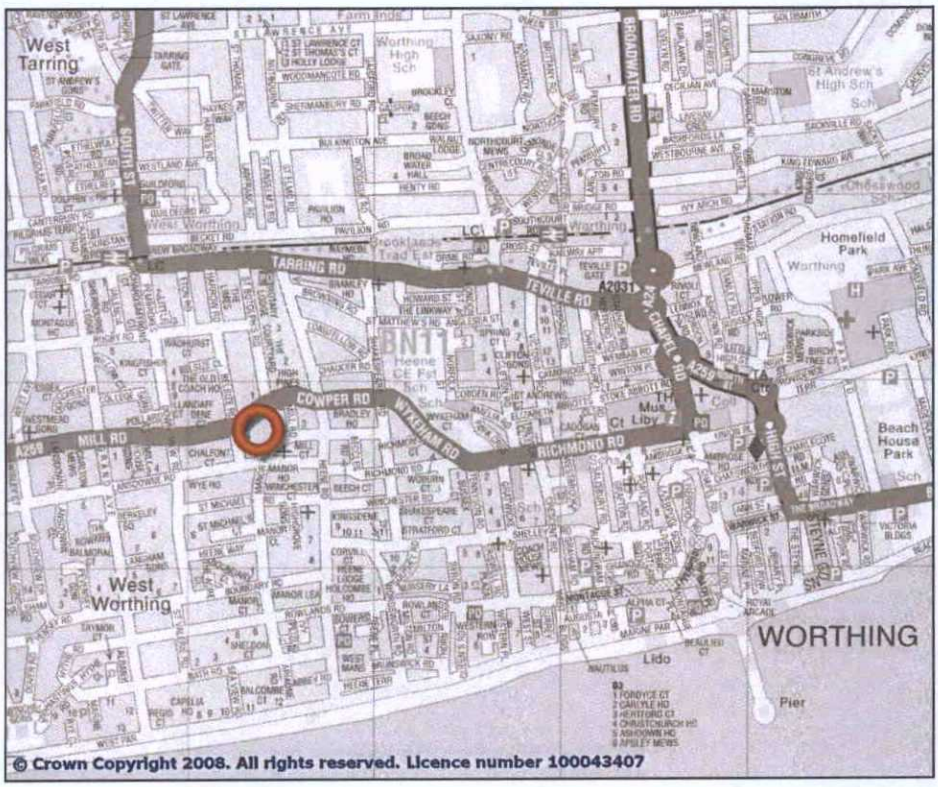


Figure 2.1 – Local Context

2.3 The application site is located on the southern side of Mill Road to the west of the town centre of Worthing and to the south-east of West Worthing mainline railway station. Grand Avenue intersects Mill Road approximately 400 metres to the west of the site and leads north to West Worthing railway station and south to the coast. The site is bounded predominantly by residential properties in all directions, although there are a number of hotels and guest houses nearby.

2.4 Roads in close proximity to the site, including Mill Road, are subject to a 30mph speed limit and have unrestricted parking, except at the junction between Mill Road and Heene Road. The road network around the site is lit at night and has footways on both sides.

2.5 West Worthing railway station is located approximately 800 metres to the north-west of the application site. Bus stops on Mill Road are located approximately 150 metres west of the site. Further details on accessibility by the more sustainable modes of travel are provided in Section 6.

Planning Application Details

2.6 The proposal is to convert and extend the existing building on the site, in order to create a single building containing 11 residential flats over three floors. The flats would comprise two studio units, eight one-bedroom units and one three-bedroom unit. The proposed site layout can be found in **Appendix B**.

2.7 It is proposed to provide seven car parking spaces in a surface level car park to the front of the proposed building. The provision of car parking is within the maxima set out in the Worthing District Council parking standards, as detailed in Section 3.

2.8 Cycle parking would be provided in the form of two bike stores comprising 'autopa' semi vertical racking located at lower ground floor level. A rack for a single bike would be located in two of the gardens. Again, this will provide cycle spaces in accordance with the Worthing District Council parking standards, as detailed in Section 3.

2.9 Refuse collection would take place from Mill Road. A bin store would be located at ground floor level on the west side of the site. This refuse storage area would be less than 25 metres from the proposed access to the site and entrance to the proposed building and will therefore satisfy guidance contained within 'Manual for Streets' in relation to refuse collection.

2.10 Section B5, paragraph 16.3 of 'Volume 2 - Buildings other than dwellinghouses' from the 2008 approved UK Building Regulations states:

"There should be vehicle access for a pump appliance to blocks of flats to within 45m of all points within each dwelling."

2.11 The distance from Mill Road to the furthest point within the proposed development is 39 metres and therefore is in accordance with the regulation stated above.

2.12 A stage one safety audit of the proposed access arrangements has been carried out and is submitted with the planning application.

2.13 Vehicular access to the car park would be provided via a footway crossover on Mill Road, located centrally on the site frontage, to replace the existing pedestrian access. The existing access located further west on the site frontage will be converted into a pedestrian access. The vehicular access would take the form of a simple priority junction and would be six metres wide to accommodate two vehicles turning in and out of the access simultaneously.

2.14 The Highway Authority has advised that visibility requirements along Mill Road should accord with guidance set out in 'Manual for Streets' (MfS). MfS comprises technical guidance on stopping sight distances (SSDs) for streets where 85th percentile wet weather speeds are up to 60 km/h. The SSD is the distance within which drivers need to see ahead and stop from a given speed.

2.15 At a setback of 2.4 metres, the visibility splay for cars heading in an eastbound direction along Mill Road from the site is in excess of the required 43 metres appropriate for a 30mph road. The walls adjacent to the access will have a maximum height of 600mm, in order to create the required pedestrian visibility from the vehicular access.

2.16 The visibility from the site for cars travelling in a westbound direction is closer to the minimum requirement; therefore, verification of the actual speed along Mill road in this direction was felt necessary. In order to verify that the speed on Mill Road in the vicinity of the site is within the 30mph limit, a previously commissioned speed survey was used. The survey was conducted by means of an Automatic Traffic Counter (ATC), which was located in close proximity to the site on Mill Road. The survey was carried out over a continuous five day period from Saturday 10th February 2007 to Wednesday 14th February 2007 inclusive. A copy of the results of this survey is included as **Appendix C**.

2.17 The results of the speed survey demonstrate an average 85th percentile westbound speed of 29.1 mph (46.83 kph). Applying a wet weather adjustment results in an 85th percentile wet weather speed of 42.83 kph.

2.18 Based on guidance in MfS, the minimum visibility splay for the vehicles travelling in a westbound direction from the site, based on the average wet weather 85th percentile westbound speed is 36.4 metres. These calculations were made allowing for a standard 2.4 metre bonnet length.

2.19 The proposed site access arrangements and associated visibility splays are illustrated in a drawing attached as **Appendix D**, which demonstrates that the required visibility splays from the vehicular access on Mill Road are achievable.

3.0 Policy Context

National Policy

3.1 In relation to transport, Planning Policy Guidance Note 13: Transport (PPG 13) sets out Government policy and provides advice on integrated transport and land use planning. PPG 13 seeks to encourage development which minimises the need to travel by car and promotes transport choices that help to minimise CO_2 and other polluting emissions.

3.2 The objectives of PPG 13 are stated as:

"to:

- *promote more sustainable transport choices for both people and for moving freight;*
- *promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and*
- *reduce the need to travel, especially by car."*

Location of New Development

3.3 When considering the location of sites for development, PPG 13 states that local authorities should:

"

- *actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges; and*
- *actively manage the pattern of urban growth and the location of major travel generating development to make the fullest use of public transport."*

Parking

3.4 PPG 13 states that:

"Policies in development plans should set maximum levels of parking for broad classes of development...There should be no minimum standards for development, other than parking for disabled people."

3.5 In relation to influencing the choice of mode of transport, PPG 13 sets out that local authorities should:

"

- *use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys;*
- *ensure that, as part of a package of planning and transport measures, levels of parking provided in association with development will promote sustainable transport choices;*
- *not require developers to provide more spaces than they themselves wish; and*
- *require convenient, safe and secure cycle parking in development at least at levels consistent with the cycle strategy in the local transport plan."*

3.6 Policy provided in PPS 3 on housing advises that local authorities should:

"develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently."

Housing

3.7 PPS 3 sets out regional and local level responsibilities of Local Authorities in order to provide sustainable residential development. PPS 3 places the obligation on the local planning authorities to encourage applicants to bring forward sustainable and environmentally friendly new housing developments. When assessing design quality it is necessary to consider the extent to which the proposed development:

"

- *is easily accessible and well-connected to public transport and community facilities and services, and is well laid out so that all space is used efficiently, is safe, accessible and user-friendly; and*
- *takes a design-led approach to the provision of car-parking space, that is well integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly."*

Local Policy

3.8 The Worthing Local Plan, adopted in September 2003, sets out the policy framework against which the planning application should be considered. The following paragraphs detail the policies that are relevant to the proposed development.

3.9 Chapter 8 – 'Housing' in the Local Plan advises, with respect to sustainability and traffic generation, that for new developments:

"One way of increasing density within a development, to make effective use of land, is by allowing a reduction in parking standards. The Borough Council may accept such an approach in the following circumstances:-

(a) the property/site concerned is close to either a wide range of commercial and social facilities i.e. within the Town Centre, reducing the need for occupants to travel, or good public transport links, or

(b) the accommodation is specifically designed for groups known to have low car ownership levels such as elderly people, special needs groups or social housing. In this case, a planning condition or legal agreement may be imposed limiting occupation of the accommodation."

3.10 The accessibility of the application site by means of public transport is considered in Section 6 of this report.

3.11 Chapter 7 – 'Transport' in the Local Plan states the following in Policy TR9 regarding the provision of parking at development sites:

"The consideration of the need for on-site parking provision will be based on the standards in operation at the time of submission of the planning application. Provision in excess of these standards will not be allowed.

A lower provision than is required by currently adopted parking standards, for development proposals in the defined Town Centre and other centres, may be permitted as appropriate. In such areas a payment to improve transport accessibility in the locality by non-car modes of travel, such as a park and ride scheme or on-street parking controls, may be sought where such improvement is necessary to justify a lower parking provision.

In considering the acceptability of the extent of any reduced on-site parking provision, regard will be given to environmental and highway safety considerations together with the following factors:-

i) the availability, type and proximity of public parking;

ii) the availability and proximity of alternative means of transport;

iii) potential highway safety problems;

iv) potential harm arising from the parking demand being accommodated elsewhere;

v) the extent and nature of on street parking restrictions in the vicinity;

vi) the type and scale of development proposed; and

vii) the relationship of the proposal with, and the proximity to nearby land uses."

3.12 Policy TR13 relates to the safety of transport measures proposed at development sites. It advises that:

"New development will be required to:-

i) have safe and adequate access to the road network in accordance with all relevant policies;

ii) cater safely and adequately for the vehicular traffic it generates;

iii) not reduce safety or worsen traffic conditions materially for existing highway users;

iv) include adequate loading space for all vehicles, including those servicing the development and those requiring emergency access; and

v) include appropriate measures to control vehicular movements and limit speeds within the development."

3.13 Section 6 considers the accessibility of the site and demonstrates that it is well served in terms of cycle routes, footways, bus services and rail services, providing options for travel to and from the site as an alternative to car use.

Parking

3.14 The proposed parking provision for the site should be in accordance with the local parking standards for cycles, cars and the disabled, as set out in the SPG entitled 'Parking Standards and Transport Contributions (2005)' produced by Worthing District Council.

Car Parking

3.15 The maximum standard for car parking provision is one car space or garage per one bed or self contained studio unit and 1.5 spaces or garage per unit with two or three bedrooms. The proposed two studio units, eight one-bedroom units and one three-bedroom unit would therefore be permitted a maximum of 11 car parking spaces.

3.16 It is proposed to provide seven car parking spaces, at a ratio of 0.64 spaces per dwelling, to the front of the proposed development. This represents a reduction from the maximum standard. Swept path analysis demonstrating manoeuvrability into and out of the proposed car parking spaces can be found in **Appendix E**.

3.17 The April 2001 census data for the Heene ward, in which the Mill Road site is situated, states that 42 percent of households in the ward have no car or van and 45 percent of households have only one car or van. The average car ownership in the ward is 0.77 cars per dwelling.

3.18 As the census average is taken for all households in the ward, regardless of their size, and the proposed development is predominantly studio or one bedroom units with good accessibility, we consider the provision of seven car parking spaces to be appropriate for the development. We therefore consider that the proposals accord with the adopted parking standards and Government policy on car parking provision.

Cycle Parking

3.19 The parking standards state that residential properties should be provided with cycle parking for residents at a ratio of one space per dwelling for one-bedroom units plus two spaces per dwelling for two-bedroom units. Cycle parking for visitors should be provided at a ratio of one space per eight dwellings.

3.20 It is proposed to provide two studio units, eight one-bedroom units and one three-bedroom unit. On this basis, a minimum of 14 cycle parking spaces should be provided. The proposed cycle parking provision would be provided in the form of two bike stores comprising 'autopa' semi vertical racking. One bike store would be located to the west side of the site and would store six cycles, while the other would be located to the east of the site and would store eight cycles; both would be accessible from the front of the development. In addition, a rack for a single cycle would be provided in two of the gardens, providing a total of 16 cycle spaces.

3.21 The proposed cycle parking provision will therefore be in accordance with the cycle parking standards set out by Worthing District Council.

4.0 Accessibility to Key Services

Introduction

4.1 The presence of services and amenities in the locality of a residential development minimises levels of trip making by reducing the need for people to make journeys to facilities further afield and allowing them to either link their journey with another trip or make the journey by foot or cycle. West Sussex County Council require a detailed appraisal of local amenities within a reasonable distance of the site by foot, cycle, public transport and private car. This is compulsory for residential schemes and the proximity of the closest food retail, health, employment and education facilities is set out below. Additionally, services such as Post Offices, banks, and sports and leisure facilities have been included in the assessment.

Local Services

4.2 The locations of the closest key services to the site has been assessed and is summarised below.

Education

4.3 The primary school located closest to the development site is St Mary's Catholic Primary School, which is located on Norfolk Street, approximately 600 metres to the east of the site. Worthing High School is the main Secondary School in the area and is located approximately 1.5 kilometres north-east from the site on South Farm Road.

Food Stores

4.4 The closest convenience store to the site is Mo's Mini Market on Heene Road, which is located approximately 500 metres walk to the north-east of the site. Supermarkets in close proximity to the site include Iceland Foods, located on Goring Road, approximately one kilometre west of the site, and Waitrose in Worthing town centre on the High Street, approximately 1.5 kilometres east of the site.

Post Office

4.5 Heene Road Post Office is located approximately 750 metres to the south of the site. Further services are provided at Tarring Crossing Post Office, which is located on South Street, approximately 850 metres north of the site.

Banks

4.6 Lloyds TSB is the closest bank to the site, located approximately one kilometre to the east on Richmond Road. Further services are located approximately one kilometre west at HSBC on Goring Road.

Sports Facilities

4.7 Worthing Leisure Centre is located within Worthing on Shaftsbury Avenue, approximately two kilometres to the west of the site.

Doctors/Dentists

4.8 Oasis Dental Care is located on Mill Road, approximately 300 metres to the west of the site. The closest doctors' surgery is located within Worthing at the Heene Road Practice, which is located approximately 300 metres north-east from the site.

4.9 It can be seen from the above that the site benefits from a range of services and local amenities within a convenient walk or cycle distance.

5.0 Total Travel Demand

Introduction

5.1 This section provides a comparison of the traffic generation of the existing and proposed residential uses during their peak periods.

Existing and Proposed Site Use

5.2 Trip attraction rates for the current and proposed uses of the site have been established using trip rate information contained within the TRICS database. Trip rates by number of households have been obtained from the 'Houses Privately Owned' category for the existing development and the 'Flats Privately Owned' category for the proposed development, using all available sites in England (excluding London).

5.3 When considering a residential development such as that proposed, it is generally accepted that the critical periods in terms of traffic impact are the weekday morning and evening peak hours. It is during these periods that both the traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. As such, our TRICS assessment considers the impact of development during the morning and evening peaks (08:00-09:00 hours and 17:00-18:00 hours respectively). In accordance with West Sussex County Council's Transport Assessment Guidance, a multi-modal TRICS analysis has been completed.

5.4 The peak hour trip rates and resulting trip generation for the established and proposed uses are set out in Table 5.1 below.

Total (All Modes)		Trip Rate		Trips	
		AM	PM	AM	PM
Existing Residential – 1 dwelling	Arr	0.168	0.413	0.17	0.41
	Dep	0.550	0.256	0.55	0.26
TOTAL TRIPS				**1**	**1**
Proposed Residential – 11 dwellings	Arr	0.113	0.314	1.24	3.45
	Dep	0.438	0.131	4.82	1.44
TOTAL TRIPS				**6**	**5**
Difference				**5**	**4**
Vehicles		**Trip Rate**		**Trips**	
		AM	PM	AM	PM
Existing Residential – 1 dwelling	Arr	0.154	0.389	0.15	0.39
	Dep	0.415	0.230	0.42	0.23
TOTAL TRIPS				**1**	**1**
Proposed Residential – 11 dwellings	Arr	0.064	0.141	0.70	1.55
	Dep	0.187	0.085	2.06	0.94
TOTAL TRIPS				**3**	**3**
Difference				**2**	**2**

Table 5.1 – TRICS Trip Rates and Projected Trip Generation

5.5 As can be seen from Table 5.1, the proposed development would only increase the level of traffic associated with the site by two vehicles during both the morning and evening peaks, when compared with the current use.

5.6 As such we consider the development proposals will have no material impact on the operation of the adjacent public highway.

6.0 Accessibility

Introduction

6.1 This section sets out details of accessibility for the application site and demonstrates that the proposals are compliant with the guidance contained in PPS 3 and PPG 13 as well as policies in the Worthing Local Plan.

Accessibility by Bus

6.2 The bus stops in closest proximity to the application site are located on Mill Road. These stops are served by both eastbound and westbound bus services, and are located approximately 150 metres west of the site. The closest westbound bus stop on Mill Road is shown in the photograph below.



Westbound Bus Stop, Mill Road

6.3 Table 6.1 below shows that the bus stops on Mill Road are served by two bus services, the 700 and the PULS. The Stagecoach South 700 bus service runs approximately every ten minutes between Brighton, Worthing, Littlehampton, Chichester and Southsea. The Stagecoach South PULS bus service runs between West Durrington, Worthing and Lancing and also has a frequency of approximately every ten minutes journey time to Worthing town centre.

Service No.	Route	Operator	Closest Stops	Direction	Mon-Sat Services /hour	Mon- Sat Operating Hours	Sunday Services /hour	Sunday Operating Hours
700	Brighton-Worthing-Littlehampton-Chichester-Southsea	Stagecoach South	Mill Road	Westbound	6	05:31 - 20:01	1	07:21 - 19:13
PULS	West Durrington-Worthing-Lancing	Stagecoach South	Mill Road	Westbound	6	06:58 - 23:45	1	09:45 - 17:45

Table 6.1 - Bus Services in the Vicinity of the Application Site.

6.4 In addition to the services detailed above, there are bus stops on Tarring Road, north of the site in close proximity to the West Worthing railway station and on Grand Avenue, south-west of the site. However, these stops are just out of range of the West Sussex County Council transport assessment guidance requirement of 400 metres maximum walking distance for details of bus stops from the furthest part of the site.

6.5 The Tarring Road stops provide frequent services including 6, 6A, 10, and 10A. Routes for these services include Worthing, Tarring and High Salvington for service 6, Durrington Tesco and Worthing town centre for service 6A, Durrington and Worthing Circular for service 10 and Worthing and West Durrington Tesco for service 10A.

6.6 The Grand Avenue stops also provide frequent services, including 8 and 9. Routes for these services include Worthing Pier, South Ferring and Angmering Schools for service 8 and Holmbush, Worthing and Littlehampton for service 9.

6.7 On the basis of the information set out above, we consider that the application site is well served by a good number of bus services to a variety of local destinations.

Accessibility by Train

6.8 The application site is located less than 800 metres from West Worthing railway station. Frequent direct train services link Worthing to a number of destinations across the region. The train services are operated by Southern. Details of the main direct rail destinations from Worthing are provided in the Table 6.2 below.

Destination	Number of direct trains /hour			
	Weekday Peaks	Weekday	Saturday	Sunday
London Victoria	2	2	2	1
Brighton	3	3	3	2
Littlehampton	2	2	3	3
Portsmouth Harbour	2	1	0	0

Table 6.2 – Main Train Destinations from West Worthing Station

6.9 Table 6.2 shows that the site benefits from access to train services to destinations throughout the region where residents may work. On this basis, we consider that the application site is well served by rail.

Accessibility by Cycle

6.10 PPG 13 deals with cycling at paragraphs 78 to 80. Paragraph 78 states:

'Cycling also has the potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.'

6.11 On-road, signed cycle routes can be found on sections of Heene Road on a north-south axis and Lansdowne Road on an east-west axis in close proximity to the site. As such, we consider that there is potential for trips to be made by cycle locally.

Accessibility by Foot

6.12 Mill Road has footways on both sides and is lit at night. To the north-west the footways link to West Worthing railway station, while to the east they link with to Worthing town centre and to the south they link with the coast. There are signalled crossings at the junction between Mill Road and Heene Road to the east and between Mill Road and Grand Avenue to the west.

6.13 Paragraph 75 of PPG 13 recognises the importance of walking and states:

'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and car.'

6.14 The Institution of Highways and Transportation publication 'Providing for Journeys on Foot' identifies that the average length of a walk journey is one kilometre. The document identifies a preferred maximum walking distance of two kilometres for commuting. The main retail area of Worthing is approximately 1.5 kilometres from the development site. As such, there is potential for work and shopping trips in the town centre to be made on foot. In addition, we consider that residents making trips to West Worthing railway station, approximately 800 metres from the site, are most likely to do so on foot.

Summary

6.15 We conclude that the site is accessible by the more sustainable modes of travel and that there is potential for trips to be made to local facilities and the town centre of Worthing by cycle and by foot and for trips to towns and cities in the region to be made by bus or train.

7.0 Summary and Conclusions

7.1 Motion has been instructed by Leslie Christopher Homes to prepare a Transport Statement in respect of a proposed residential redevelopment on land at Mill Road, Worthing.

7.2 The site is currently occupied by a detached five-bedroom residential house with off-street parking and an established vehicular access. It is proposed to redevelop the site to provide 11 residential apartments in a single converted and extended building on the site. Parking would be provided at surface level for seven cars and secure cycle storage for 16 cycles in total. The access to the car park will be relocated further east along Mill Road.

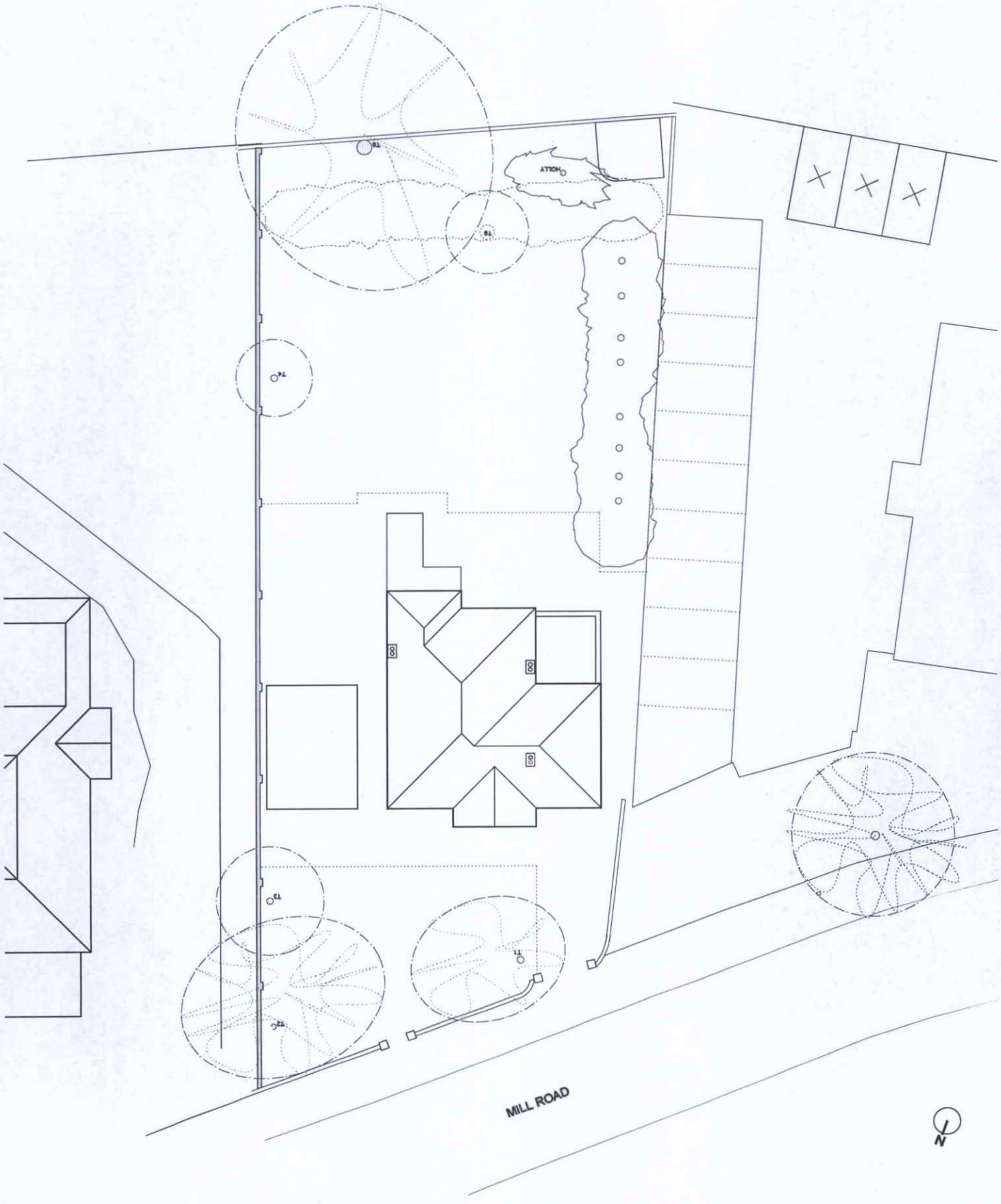
7.3 This Statement considers the highway and transportation issues related to the redevelopment of the site and demonstrates the following:

- the site is located within walking distance of regular bus services and train services as well as the town centre with its range of shops and local facilities;
- the development proposals comply with relevant national and local transport policies;
- the proposed car and cycle parking allocation is compliant with the parking standards for West Sussex;
- visibility splays from the proposed site access are compliant with West Sussex County Council's requirements and therefore, safe and convenient access can be gained to and from the site; and
- the traffic generation of the redeveloped site will not materially increase the traffic flows on Mill Road.

7.4 We therefore conclude that the redevelopment should not be prevented from proceeding on highways and transportation grounds.

Appendix A

Existing Site Layout



EXISTING ROOF PLAN

date	rev.	revision (check print: revision box 85mm long @A3)

notes:
Use figured dimensions only. Do not scale from the drawing. All dimensions and conditions to be checked and confirmed on site by the contractor. This drawing is copyright of bold architecture design.

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bold architecture design

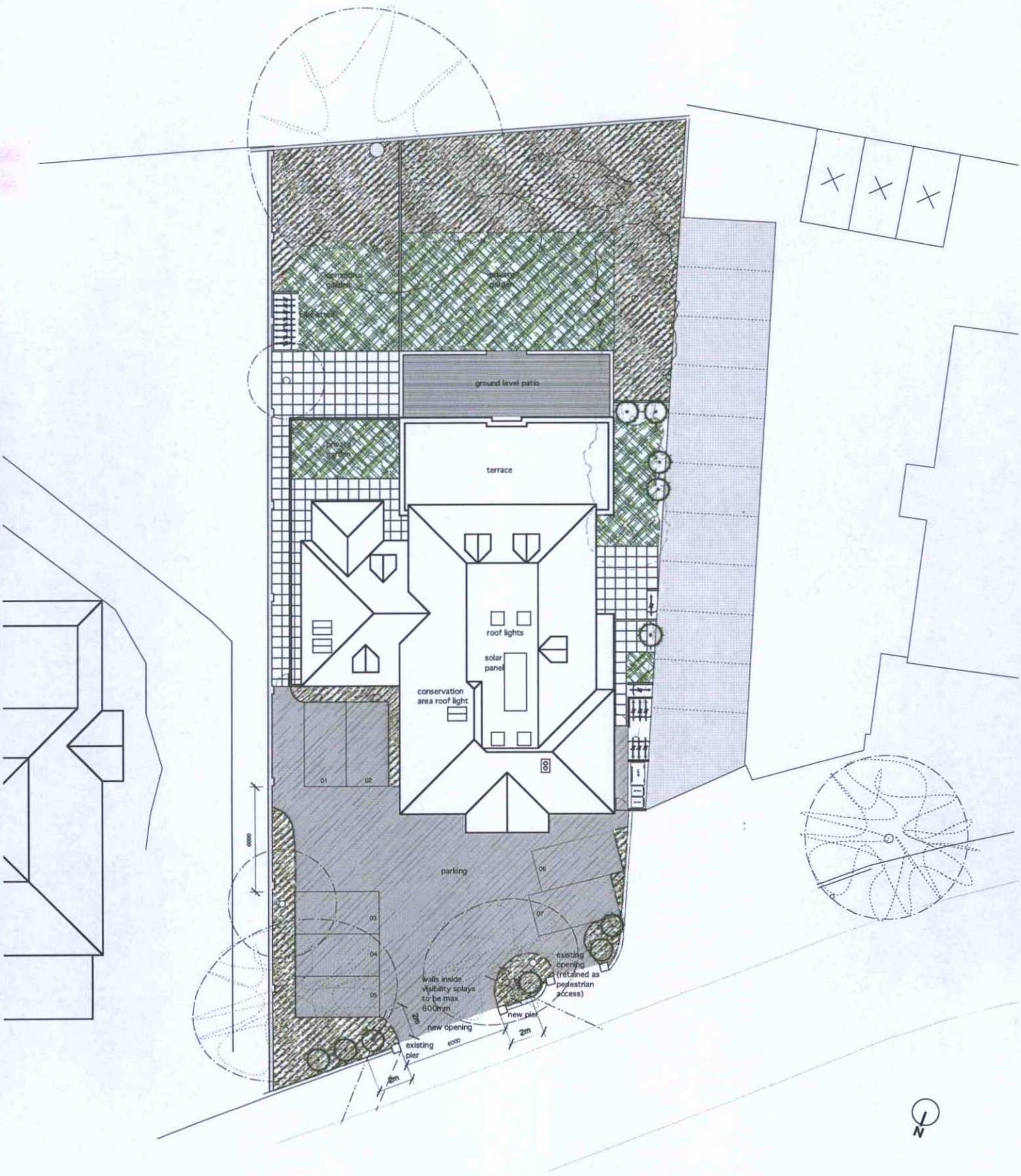
client: Leslie Christopher Homes

project: Mill Road, Worthing

scale: 1:200 @A3		title: Existing Roof Plan	
date: 05-03-08			
drawn by: ST	job no.	dwg no. 02	rev.
checked by: ST	027	purpose of issue: PLANNING	

Appendix B

Proposed Site Layout



PROPOSED ROOF / SITE PLAN

0 2 4 6 8 10M

date	rev.	revision [check print: revision box 85mm long @A3]
30-06-08	A	alterations to east extension, front courtyard reduced and amended

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date: 05-03-08
drawn by: ST
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job no. 027

title: Proposed Roof / Site Plan
dwg no. 10
rev. A
purpose of issue: PLANNING

Appendix C

Automated Traffic Count Survey Results

VEHICLE SPEED AND VOLUME SURVEY – MILL ROAD, WORTHING

REPORT ID:
CustomList - 196.

DATASETS:
Site: . Mill Road, Worthing, Lamp Column No. 4
Direction: 8 - East bound A>B, West bound B>A., Lane: 0.
Survey Duration: 18:15 09 February 2007 => 10:21 15 February 2007.
File: E:\Feb15\Worthing.EC0 (Plus).
Identifier: 22248HEB MC56-6 [MC55] (c)Microcom 02/03/01.
Algorithm: Advanced.

PROFILE:
Filter time: **19:00 09 February 2007 => 10:21 15 February 2007.**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12,
Speed range: 0 - 80 mph.
Direction: East (bound) / West (bound).
Headway: All.
Scheme: ARX.
Name: Factory default profile.
Method: Vehicle classification.
Units: Non-Metric (ft, mi, f/s, mph, lb, ton).

DEFINITIONS / ABBREVIATIONS

Time - Time period commencing. (1-hour summaries given).
Total - Total number of vehicles counted in time period.
RunTot - Running or cumulative total of vehicles over survey period.
Vbin
30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).
35
Mean - Mean speed.
Vmin - Minimum speed.
Vmax - Maximum speed.
n> PSL 30 - Number of vehicles exceeding Posted Speed Limit (30 mph).
%> PSL 30 - Percentage of vehicles exceeding Posted Speed Limit (30 mph).
Vpp 85 - 85th percentile speed.

Cls 1 - (Number of vehicles) Class 1 (bicycles & motorcycles).
Cls 2 - Class 2 (cars and vans - without trailer).
Cls 3 - Class 3 (cars and vans towing trailer).
Cls 4 - Class 4 (HGV / bus 2-axle rigid).
Cls 5 - Class 5 (HGV / bus 3-axle rigid).
Cls 6 - Class 6 (HGV 4-axle rigid).
Cls 7 - Class 7 (HGV 3-axle articulated).
Cls 8 - Class 8 (HGV 4-axle articulated).
Cls 9 - Class 9 (HGV 5-axle articulated).
Cls 10 - Class 10 (HGV 6-axle articulated).
Cls 11 - Class 11 (HGV 6-axle articulated comprising two trailers).
Cls 12 - Class 12 (HGV 7 + axle articulated comprising two trailers).

Fri 09 Time	February Total	2007 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
1900	306	306	0	0	4	24	93	150	32	3	0	0	0	0	0	0	0	0	12.3	25.6	36	35	11.4	29.3
2000	188	494	0	0	1	9	42	100	34	2	0	0	0	0	0	0	0	0	14.1	26.8	36.6	36	19.1	30.4
2100	214	708	0	0	1	12	51	110	36	4	0	0	0	0	0	0	0	0	14.4	26.8	39.2	40	18.7	31.1
2200	152	860	0	0	1	6	39	80	23	3	0	0	0	0	0	0	0	0	11.6	26.6	36.5	26	17.1	30.2
2300	106	966	0	0	0	4	21	44	25	11	1	0	0	0	0	0	0	0	17.1	28.4	40.7	37	34.9	33.3
07-19	0	966	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
06-22	708	966	0	0	6	45	186	360	102	9	0	0	0	0	0	0	0	0	12.3	26.3	39.2	111	15.7	30
06-00	966	966	0	0	7	55	246	484	150	23	1	0	0	0	0	0	0	0	11.6	26.5	40.7	174	18	30.4
00-00	**966**	**966**	**0**	**0**	**7**	**55**	**246**	**484**	**150**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.6**	**26.5**	**40.7**	**174**	**18**	**30.4**

Sat 10 February 2007 Westbound																								
Time	Total	RunTot	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	81	1047	0	0	1	0	7	28	38	7	0	0	0	0	0	0	0	0	13.5	30	38.2	45	55.6	33.6
0100	54	1101	0	0	0	1	2	24	20	6	1	0	0	0	0	0	0	0	19.6	30.2	40.7	27	50	34
0200	36	1137	0	0	0	1	5	8	12	7	3	0	0	0	0	0	0	0	18.9	31.2	42.2	22	61.1	37.8
0300	22	1159	0	0	1	0	1	7	5	8	0	0	0	0	0	0	0	0	12.2	30.7	38.7	13	59.1	35.8
0400	12	1171	0	0	0	1	2	2	5	2	0	0	0	0	0	0	0	0	19.1	29.5	36.3	7	58.3	32.4
0500	13	1184	0	0	0	0	3	3	6	0	1	0	0	0	0	0	0	0	22.4	29.9	41.5	7	53.8	33.6
0600	38	1222	0	0	0	2	7	20	8	1	0	0	0	0	0	0	0	0	16.3	27.2	35.9	9	23.7	30.4
0700	100	1322	0	0	2	5	31	49	13	0	0	0	0	0	0	0	0	0	13.9	25.9	34.2	13	13	29.5
0800	218	1540	0	0	0	9	61	115	30	3	0	0	0	0	0	0	0	0	15.3	26.5	36.5	33	15.1	29.8
0900	310	1850	0	1	3	15	106	144	37	3	1	0	0	0	0	0	0	0	9	25.7	41.5	41	13.2	29.3
1000	380	2230	0	2	3	32	152	159	32	0	0	0	0	0	0	0	0	0	7.9	24.9	34.5	32	8.4	28.6
1100	469	2699	0	3	17	53	190	168	32	6	0	0	0	0	0	0	0	0	7.4	24.2	38	38	8.1	28.2
1200	555	3254	1	3	18	47	270	190	25	1	0	0	0	0	0	0	0	0	4.9	23.8	36.7	26	4.7	27.5
1300	518	3772	1	5	14	43	220	204	29	2	0	0	0	0	0	0	0	0	1.8	24.2	37.5	31	6	28
1400	494	4266	1	5	15	51	217	185	19	1	0	0	0	0	0	0	0	0	2.3	23.7	36.9	20	4	27.3
1500	506	4772	0	1	9	44	214	212	24	1	0	0	0	0	0	0	1	0	9.8	24.5	72.9	26	5.1	27.7
1600	538	5310	1	1	9	35	252	216	24	0	0	0	0	0	0	0	0	0	1	24.4	33.1	24	4.5	27.7
1700	468	5778	0	2	10	60	176	187	31	2	0	0	0	0	0	0	0	0	8	24.2	35.9	33	7.1	28.2
1800	338	6116	0	1	2	38	120	140	34	2	1	0	0	0	0	0	0	0	7.8	25.2	42.2	37	10.9	28.9
1900	220	6336	0	0	4	13	59	101	34	9	0	0	0	0	0	0	0	0	10.9	26.5	39.9	43	19.5	30.6
2000	194	6530	0	0	0	2	33	124	32	3	0	0	0	0	0	0	0	0	16.7	27.6	37.1	35	18	30.4
2100	165	6695	0	0	0	13	35	96	19	2	0	0	0	0	0	0	0	0	16.7	26.4	37.5	21	12.7	29.1
2200	199	6894	0	0	0	8	59	110	22	0	0	0	0	0	0	0	0	0	15.1	26	33.3	22	11.1	29.3
2300	116	7010	0	0	0	6	25	55	28	2	0	0	0	0	0	0	0	0	17.1	27.4	38.3	30	25.9	31.3
07-19	4894	7010	4	24	102	432	2009	1969	330	21	2	0	0	0	0	0	1	0	1	24.5	72.9	354	7.2	28.2
06-22	5511	7010	4	24	106	462	2143	2310	423	36	2	0	0	0	0	0	1	0	1	24.8	72.9	462	8.4	28.6
06-00	5826	7010	4	24	106	476	2227	2475	473	38	2	0	0	0	0	0	1	0	1	24.9	72.9	514	8.8	28.6
00-00	**6044**	**7010**	**4**	**24**	**108**	**479**	**2247**	**2547**	**559**	**68**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**25.1**	**72.9**	**635**	**10.5**	**28.9**

Sun 11 Time	February Total	2007 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	95	7105	0	0	1	6	11	53	20	3	1	0	0	0	0	0	0	0	14.5	27.8	40.6	24	25.3	31.5
0100	71	7176	0	0	1	2	14	26	23	5	0	0	0	0	0	0	0	0	10.8	28.4	37.3	28	39.4	32.7
0200	66	7242	0	0	1	0	7	34	21	3	0	0	0	0	0	0	0	0	14.1	28.7	37.9	24	36.4	31.3
0300	30	7272	0	0	0	0	4	8	10	8	0	0	0	0	0	0	0	0	22.9	30.9	39.2	18	60	36
0400	5	7277	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	23.4	29.4	33.4	3	60	-
0500	7	7284	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	24.1	28.5	35.4	3	42.9	-
0600	15	7299	0	0	0	1	2	6	5	1	0	0	0	0	0	0	0	0	16.3	27.9	36.1	6	40	31.1
0700	45	7344	0	0	0	0	12	25	6	2	0	0	0	0	0	0	0	0	20.4	27.4	36.9	8	17.8	30.4
0800	71	7415	0	0	0	2	15	34	19	1	0	0	0	0	0	0	0	0	17.4	27.4	36.7	20	28.2	30.9
0900	153	7568	0	0	2	5	23	88	35	0	0	0	0	0	0	0	0	0	14	27.4	35	35	22.9	30.6
1000	229	7797	0	0	1	7	58	132	29	1	1	0	0	0	0	0	0	0	14.6	26.8	40.8	31	13.5	29.8
1100	346	8143	0	1	2	22	117	173	28	3	0	0	0	0	0	0	0	0	8.5	25.4	36	31	9	28.9
1200	531	8674	0	3	10	41	201	248	24	4	0	0	0	0	0	0	0	0	7	24.7	37.8	28	5.3	28
1300	400	9074	0	1	5	21	124	207	42	0	0	0	0	0	0	0	0	0	7.7	25.7	34.6	42	10.5	29.1
1400	388	9462	0	1	2	20	141	179	43	2	0	0	0	0	0	0	0	0	9.3	25.6	38	45	11.6	29.3
1500	375	9837	0	0	3	14	132	182	40	4	0	0	0	0	0	0	0	0	11.3	26	36.4	44	11.7	29.5
1600	379	10216	0	0	1	33	119	181	38	7	0	0	0	0	0	0	0	0	13.3	25.5	38.1	45	11.9	29.1
1700	230	10446	0	0	1	15	53	117	36	8	0	0	0	0	0	0	0	0	14.9	26.8	39.7	44	19.1	30.4
1800	232	10678	0	0	2	17	68	108	36	1	0	0	0	0	0	0	0	0	12.9	25.8	38.2	37	15.9	30
1900	164	10842	0	0	3	9	26	99	24	2	1	0	0	0	0	0	0	0	13	26.8	40.6	27	16.5	30
2000	140	10982	0	0	1	3	30	72	31	2	0	1	0	0	0	0	0	0	14.6	27.3	45.1	34	24.3	30.9
2100	150	11132	0	1	0	3	27	92	24	3	0	0	0	0	0	0	0	0	5.1	27.2	35.5	27	18	30.4
2200	61	11193	0	0	1	3	11	33	12	1	0	0	0	0	0	0	0	0	14.7	27.2	37.8	13	21.3	30.2
2300	44	11237	0	0	0	0	2	22	13	7	0	0	0	0	0	0	0	0	23.8	30	37.9	20	45.5	34.7
07-19	3379	11237	0	6	29	197	1063	1674	376	33	1	0	0	0	0	0	0	0	7	25.8	40.8	410	12.1	29.5
06-22	3848	11237	0	7	33	213	1148	1943	460	41	2	1	0	0	0	0	0	0	5.1	26	45.1	504	13.1	29.5
06-00	3953	11237	0	7	34	216	1161	1998	485	49	2	1	0	0	0	0	0	0	5.1	26	45.1	537	13.6	29.8
00-00	**4227**	**11237**	**0**	**7**	**37**	**224**	**1200**	**2122**	**564**	**69**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5.1**	**26.2**	**45.1**	**637**	**15.1**	**30**

Mon 12 Time	February Total	2007 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	20	11257	0	0	2	2	2	8	5	1	0	0	0	0	0	0	0	0	13.3	26.3	35.5	6	30	32.2
0100	8	11265	0	0	0	0	0	5	1	2	0	0	0	0	0	0	0	0	26.6	31	35.9	3	37.5	-
0200	7	11272	0	0	0	0	1	1	5	0	0	0	0	0	0	0	0	0	24.5	30.9	33.6	5	71.4	-
0300	6	11278	0	0	1	0	1	3	0	1	0	0	0	0	0	0	0	0	11.9	25.9	36.1	1	16.7	-
0400	10	11288	0	0	0	1	1	5	2	1	0	0	0	0	0	0	0	0	17.3	27.5	35.6	3	30	-
0500	25	11313	0	0	0	1	6	10	5	3	0	0	0	0	0	0	0	0	19.3	28.9	38.8	8	32	34.2
0600	78	11391	0	0	0	2	18	34	23	1	0	0	0	0	0	0	0	0	17.1	27.7	35.4	24	30.8	31.5
0700	235	11626	0	0	2	11	64	131	25	2	0	0	0	0	0	0	0	0	14.2	26.2	39.1	27	11.5	29.3
0800	421	12047	1	2	11	44	164	175	23	1	0	0	0	0	0	0	0	0	0.5	24.1	35.4	24	5.7	28
0900	373	12420	2	2	5	34	127	178	23	2	0	0	0	0	0	0	0	0	1.4	24.6	35.3	25	6.7	28.2
1000	381	12801	0	4	12	41	160	144	18	2	0	0	0	0	0	0	0	0	8.2	23.9	37.6	20	5.2	27.5
1100	409	13210	0	1	8	33	148	192	27	0	0	0	0	0	0	0	0	0	7.4	24.8	34.9	27	6.6	28.6
1200	485	13695	0	0	13	32	206	198	34	2	0	0	0	0	0	0	0	0	10.8	24.8	36.1	36	7.4	28.4
1300	472	14167	0	3	11	44	191	185	34	3	0	0	0	0	1	0	0	0	5.3	24.6	64.6	38	8.1	28.6
1400	491	14658	0	1	6	47	178	228	30	1	0	0	0	0	0	0	0	0	9.6	24.9	35	31	6.3	28.4
1500	547	15205	0	3	26	50	232	204	31	1	0	0	0	0	0	0	0	0	8.4	24	36.2	32	5.9	28
1600	681	15886	0	1	15	99	273	267	26	0	0	0	0	0	0	0	0	0	9.6	23.9	34.9	26	3.8	27.7
1700	679	16565	1	2	20	121	240	272	20	3	0	0	0	0	0	0	0	0	2.4	23.5	37	23	3.4	27.5
1800	428	16993	0	1	6	23	138	201	51	8	0	0	0	0	0	0	0	0	8.2	25.9	39.5	59	13.8	29.8
1900	263	17256	0	0	1	5	63	137	52	4	1	0	0	0	0	0	0	0	14.6	27.3	40.7	57	21.7	30.9
2000	198	17454	0	0	3	3	33	104	45	9	1	0	0	0	0	0	0	0	14	27.9	40.7	55	27.8	31.5
2100	177	17631	0	0	0	7	35	94	36	5	0	0	0	0	0	0	0	0	15.5	27.6	38.5	41	23.2	31.5
2200	121	17752	0	0	0	3	28	49	33	6	1	1	0	0	0	0	0	0	15.7	28.3	50	41	33.9	32.9
2300	49	17801	0	0	0	0	10	16	18	4	1	0	0	0	0	0	0	0	20.6	29.7	40.5	23	46.9	34.4
07-19	5602	17801	4	20	135	579	2121	2375	342	25	0	0	0	0	1	0	0	0	0.5	24.5	64.6	368	6.6	28.2
06-22	6318	17801	4	20	139	596	2270	2744	498	44	2	0	0	0	1	0	0	0	0.5	24.8	64.6	545	8.6	28.6
06-00	6488	17801	4	20	139	599	2308	2809	549	54	4	1	0	0	1	0	0	0	0.5	24.9	64.6	609	9.4	28.9
00-00	**6564**	**17801**	**4**	**20**	**142**	**603**	**2319**	**2841**	**567**	**62**	**4**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0.5**	**25**	**64.6**	**635**	**9.7**	**28.9**

Tue 13 Time	February Total	2007 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	18	17819	0	0	1	2	1	5	6	3	0	0	0	0	0	0	0	0	14.7	29.1	38.3	9	50	34.2
0100	7	17826	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	23.9	29.6	35.5	3	42.9	-
0200	5	17831	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	26	32.1	36.5	3	60	-
0300	5	17836	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	12.2	25.4	32.4	1	20	-
0400	7	17843	0	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	21.7	31	35.8	5	71.4	-
0500	23	17866	0	0	0	1	4	6	7	4	1	0	0	0	0	0	0	0	18.9	30	40.2	12	52.2	35.1
0600	78	17944	0	0	0	5	14	37	19	3	0	0	0	0	0	0	0	0	15	27.8	38	22	28.2	32.7
0700	230	18174	2	1	3	8	50	106	51	9	0	0	0	0	0	0	0	0	1.2	27.2	37.2	60	26.1	31.8
0800	481	18655	0	4	10	29	151	246	40	1	0	0	0	0	0	0	0	0	6.4	25.3	36	41	8.5	28.9
0900	399	19054	0	1	3	17	147	184	44	3	0	0	0	0	0	0	0	0	7.8	25.7	39.5	47	11.8	29.3
1000	397	19451	0	1	4	18	140	198	34	2	0	0	0	0	0	0	0	0	8	25.5	35.2	36	9.1	28.6
1100	445	19896	0	0	4	30	161	212	37	1	0	0	0	0	0	0	0	0	10.6	25.4	37.5	38	8.5	28.9
1200	535	20431	0	1	19	48	216	223	27	1	0	0	0	0	0	0	0	0	10	24.3	37.2	28	5.2	28
1300	513	20944	1	2	4	29	149	275	52	1	0	0	0	0	0	0	0	0	1.7	25.7	39.7	53	10.3	29.1
1400	506	21450	0	0	10	43	160	248	41	4	0	0	0	0	0	0	0	0	10.5	25.3	37.8	45	8.9	28.6
1500	616	22066	0	2	14	52	217	290	39	2	0	0	0	0	0	0	0	0	9.2	24.8	35.4	41	6.7	28
1600	637	22703	0	3	10	62	276	255	30	0	1	0	0	0	0	0	0	0	7.7	24.4	40	31	4.9	28
1700	704	23407	0	5	46	104	297	234	18	0	0	0	0	0	0	0	0	0	8	22.9	34.7	18	2.6	26.8
1800	470	23877	0	1	12	22	154	232	47	2	0	0	0	0	0	0	0	0	6.8	25.5	36.4	49	10.4	28.9
1900	275	24152	1	0	3	13	79	138	38	3	0	0	0	0	0	0	0	0	2.4	26.1	36.4	41	14.9	30
2000	228	24380	0	0	0	12	50	124	40	2	0	0	0	0	0	0	0	0	15	26.9	37.7	42	18.4	30.4
2100	236	24616	0	0	0	15	63	121	37	0	0	0	0	0	0	0	0	0	16	26.3	34.7	37	15.7	30
2200	102	24718	0	0	0	0	21	56	22	3	0	0	0	0	0	0	0	0	20.3	27.9	38.7	25	24.5	31.8
2300	47	24765	0	0	0	1	9	23	9	5	0	0	0	0	0	0	0	0	19.8	28.5	38	14	29.8	33.6
07-19	5933	24765	3	21	139	462	2118	2703	460	26	1	0	0	0	0	0	0	0	1.2	24.9	40	487	8.2	28.6
06-22	6750	24765	4	21	142	507	2324	3123	594	34	1	0	0	0	0	0	0	0	1.2	25.1	40	629	9.3	28.9
06-00	6899	24765	4	21	142	508	2354	3202	625	42	1	0	0	0	0	0	0	0	1.2	25.2	40	668	9.7	28.9
00-00	**6964**	**24765**	**4**	**21**	**144**	**511**	**2362**	**3221**	**646**	**53**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1.2**	**25.2**	**40.2**	**701**	**10.1**	**28.9**

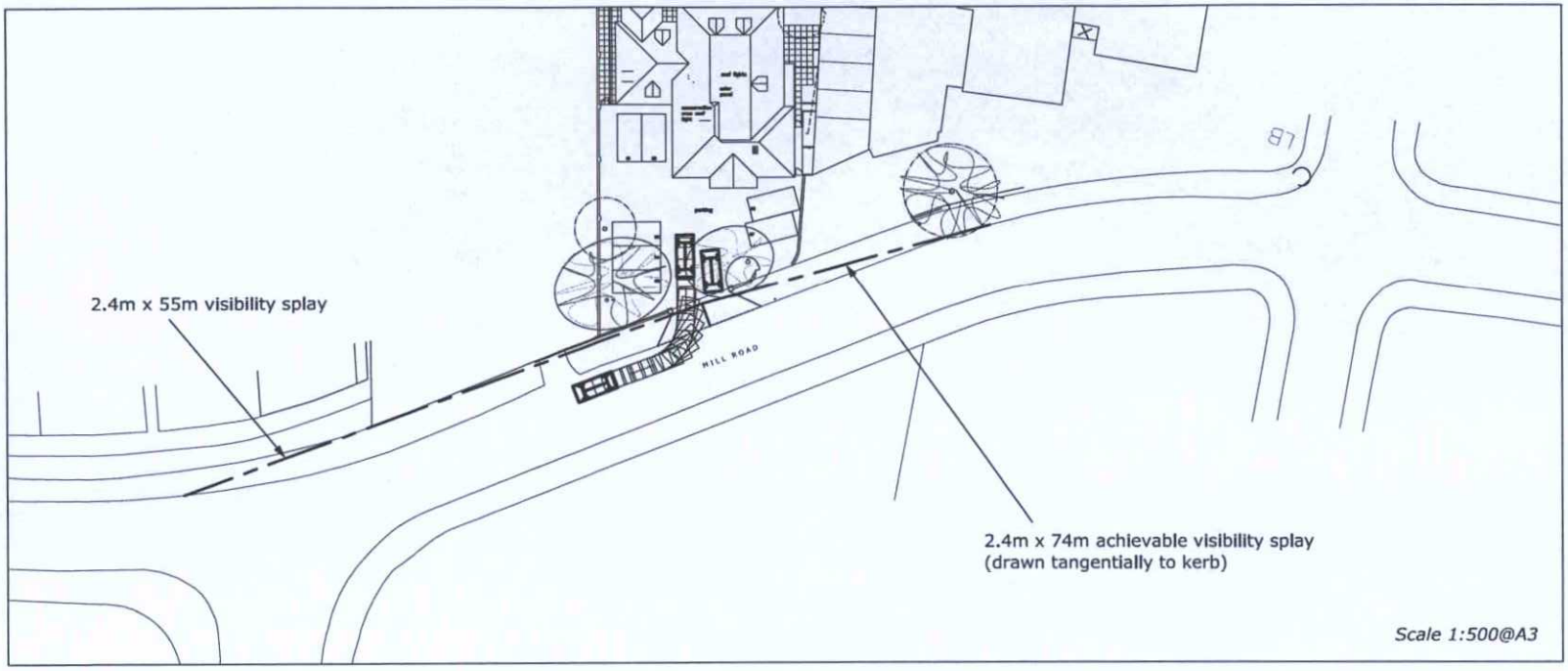
Wed 14 Time	February Total	2007 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	26	24791	0	0	2	1	2	7	9	5	0	0	0	0	0	0	0	0	11.5	29.1	39.1	14	53.8	34.9
0100	9	24800	0	0	1	0	0	4	3	1	0	0	0	0	0	0	0	0	11.1	28.5	37.2	4	44.4	-
0200	5	24805	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	27.7	31.6	34.9	3	60	-
0300	4	24809	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	12.5	26.6	34.4	2	50	-
0400	9	24818	0	0	0	0	2	3	3	1	0	0	0	0	0	0	0	0	21.3	28.8	36.4	4	44.4	-
0500	18	24836	0	0	0	1	5	6	4	2	0	0	0	0	0	0	0	0	15.5	27.8	38.4	6	33.3	34.7
0600	77	24913	0	0	1	4	12	40	13	7	0	0	0	0	0	0	0	0	14.4	27.9	38.5	20	26	31.3
0700	249	25162	0	0	2	14	52	124	47	10	0	0	0	0	0	0	0	0	11.8	27	38.4	57	22.9	30.9
0800	481	25643	2	0	19	49	150	231	30	0	0	0	0	0	0	0	0	0	3.6	24.5	34.5	30	6.2	28.2
0900	406	26049	0	1	5	35	181	159	25	0	0	0	0	0	0	0	0	0	9.4	24.5	35	25	6.2	28
1000	396	26445	0	0	2	28	142	183	39	2	0	0	0	0	0	0	0	0	11.4	25.4	35.8	41	10.4	28.9
1100	483	26928	0	0	6	27	176	240	31	3	0	0	0	0	0	0	0	0	10.6	25.2	37.9	34	7	28.2
1200	553	27481	0	1	6	33	210	248	52	3	0	0	0	0	0	0	0	0	8.7	25.3	37.5	55	9.9	28.4
1300	508	27989	0	2	8	47	166	243	39	2	0	0	0	0	0	1	0	0	9.4	25.2	70	42	8.3	28.9
1400	551	28540	1	1	9	53	238	214	33	2	0	0	0	0	0	0	0	0	4.9	24.4	36.5	35	6.4	28.4
1500	556	29096	0	5	18	69	227	218	19	0	0	0	0	0	0	0	0	0	5.1	23.8	34.8	19	3.4	28
1600	612	29708	0	3	25	58	265	227	30	4	0	0	0	0	0	0	0	0	7.6	24	39.2	34	5.6	28
1700	726	30434	0	6	32	102	253	302	29	1	1	0	0	0	0	0	0	0	7.4	23.6	43.2	31	4.3	27.7
1800	444	30878	0	0	11	41	169	175	44	4	0	0	0	0	0	0	0	0	10.6	25	39.2	48	10.8	28.9
1900	300	31178	0	1	2	11	59	165	52	8	2	0	0	0	0	0	0	0	9.4	27.2	44.2	62	20.7	30.6
2000	187	31365	0	0	1	12	25	101	38	8	2	0	0	0	0	0	0	0	14.4	27.8	44	48	25.7	31.1
2100	200	31565	0	0	1	8	31	113	39	8	0	0	0	0	0	0	0	0	13.4	27.7	39.1	47	23.5	31.1
2200	160	31725	0	0	0	0	37	82	38	3	0	0	0	0	0	0	0	0	20.1	27.7	36.4	41	25.6	31.3
2300	84	31809	0	0	1	2	12	34	31	4	0	0	0	0	0	0	0	0	11	28.8	39	35	41.7	32.2
07-19	5965	31809	3	19	143	556	2229	2564	418	31	1	0	0	0	0	1	0	0	3.6	24.7	70	451	7.6	28.4
06-22	6729	31809	3	20	148	591	2356	2983	560	62	5	0	0	0	0	1	0	0	3.6	25	70	628	9.3	28.9
06-00	6973	31809	3	20	149	593	2405	3099	629	69	5	0	0	0	0	1	0	0	3.6	25.1	70	704	10.1	28.9
00-00	**7044**	**31809**	**3**	**20**	**153**	**595**	**2414**	**3122**	**653**	**78**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3.6**	**25.1**	**70**	**737**	**10.5**	**29.1**

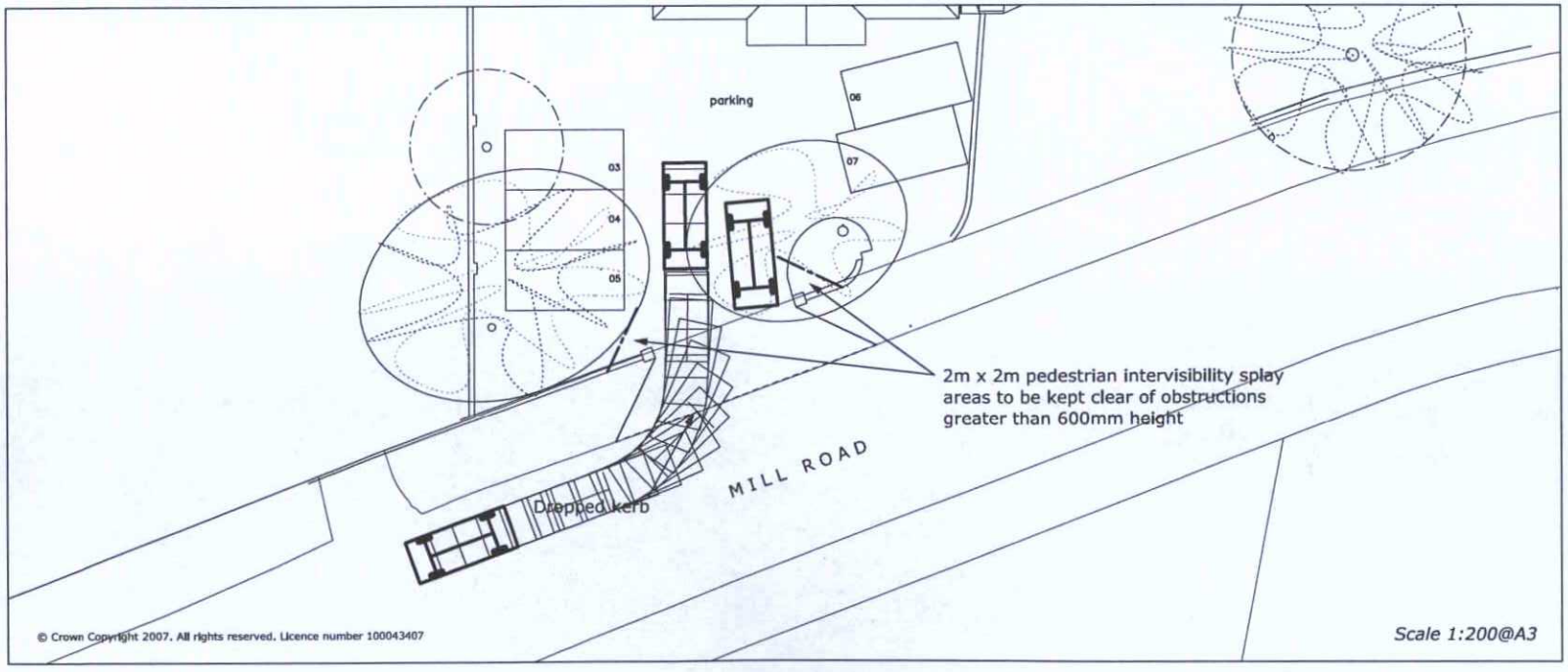
Thu 15 Time	February Total	2007 RunTot	Westbound Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	44	31853	0	0	0	3	8	14	16	3	0	0	0	0	0	0	0	0	16.1	28.1	38.1	19	43.2	32.2
0100	18	31871	0	0	1	1	2	6	5	3	0	0	0	0	0	0	0	0	13	28.3	37.4	8	44.4	32.7
0200	9	31880	0	0	0	0	1	2	5	0	1	0	0	0	0	0	0	0	24.9	30.8	40.8	6	66.7	-
0300	9	31889	0	0	1	0	2	1	5	0	0	0	0	0	0	0	0	0	11.9	28.2	34.9	5	55.6	-
0400	5	31894	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	27.8	31.4	35.5	2	40	-
0500	25	31919	0	0	0	2	2	13	5	2	1	0	0	0	0	0	0	0	18.5	28.8	41.8	8	32	30.9
0600	79	31998	0	0	1	6	10	35	19	8	0	0	0	0	0	0	0	0	14.9	28	39.7	27	34.2	33.6
0700	228	32226	0	0	5	8	48	122	40	5	0	0	0	0	0	0	0	0	10.9	26.9	37.3	45	19.7	30.9
0800	407	32633	4	6	20	49	176	137	14	1	0	0	0	0	0	0	0	0	0.4	23.2	35.9	15	3.7	27.5
0900	374	33007	1	1	4	25	145	164	32	1	1	0	0	0	0	0	0	0	0.6	25	41	34	9.1	28.6
1000	135	33142	0	0	0	11	41	68	15	0	0	0	0	0	0	0	0	0	15.2	25.9	35	15	11.1	29.5
07-19	1144	33142	5	7	29	93	410	491	101	7	1	0	0	0	0	0	0	0	0.4	24.8	41	109	9.5	28.9
06-22	1223	33142	5	7	30	99	420	526	120	15	1	0	0	0	0	0	0	0	0.4	25	41	136	11.1	29.1
06-00	1223	33142	5	7	30	99	420	526	120	15	1	0	0	0	0	0	0	0	0.4	25	41	136	11.1	29.1
00-00	**1333**	**33142**	**5**	**7**	**32**	**105**	**435**	**565**	**157**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.4**	**25.3**	**41.8**	**184**	**13.8**	**29.8**

Grand Time	Total Total	RunTot	Westbound Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
--	33142	33142	20	99	623	2572	11223	14902	3296	377	25	2	0	0	1	1	1	0	0.4	25.3	72.9	3703	11.2	29.1

Appendix D

Visibility Splays





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north

motion
transport planning

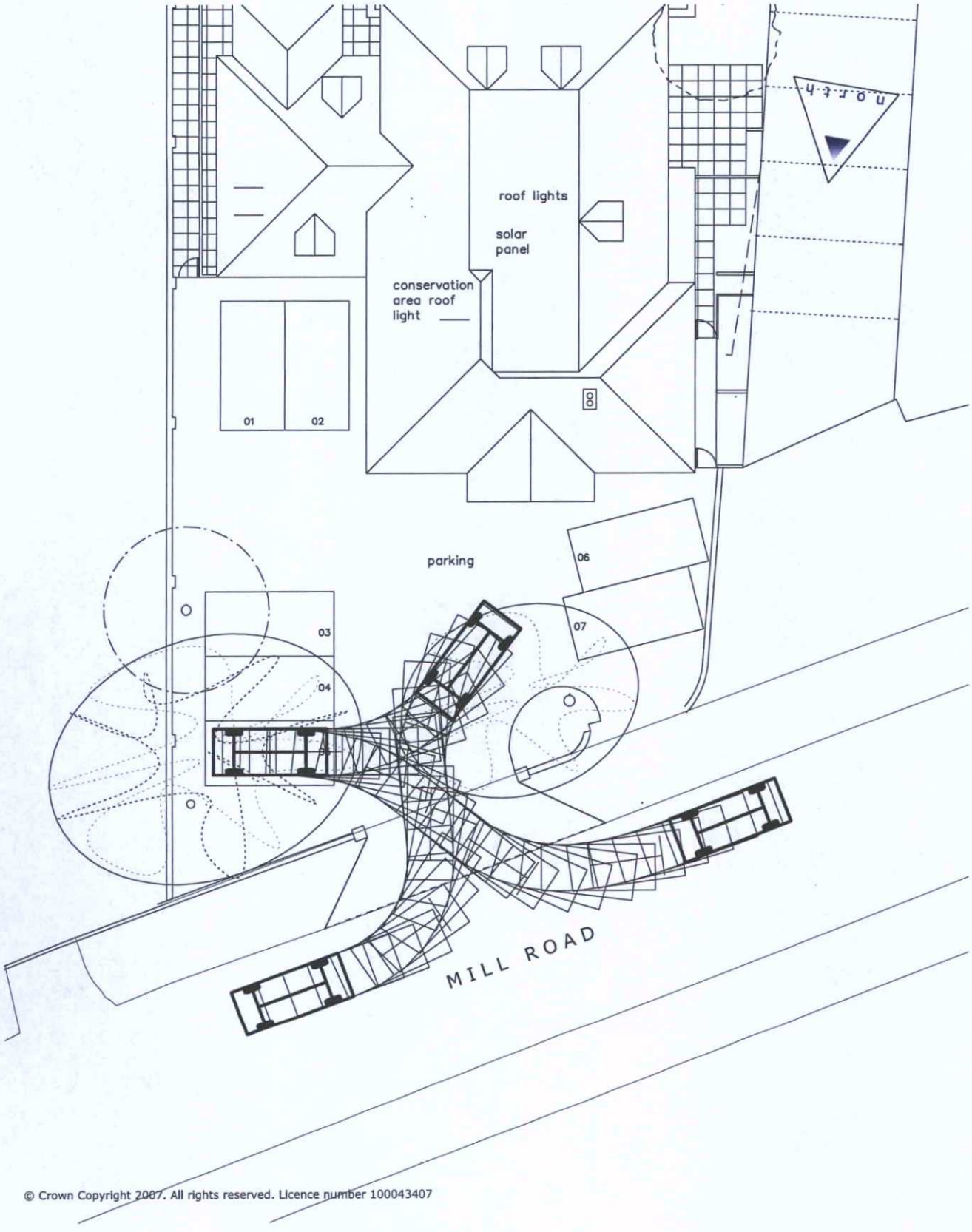
Mill Road, Worthing
Proposed Access and
Associated Visibility Splays

(Scale as stated)

60929-01 Rev B

Appendix E

Swept Paths



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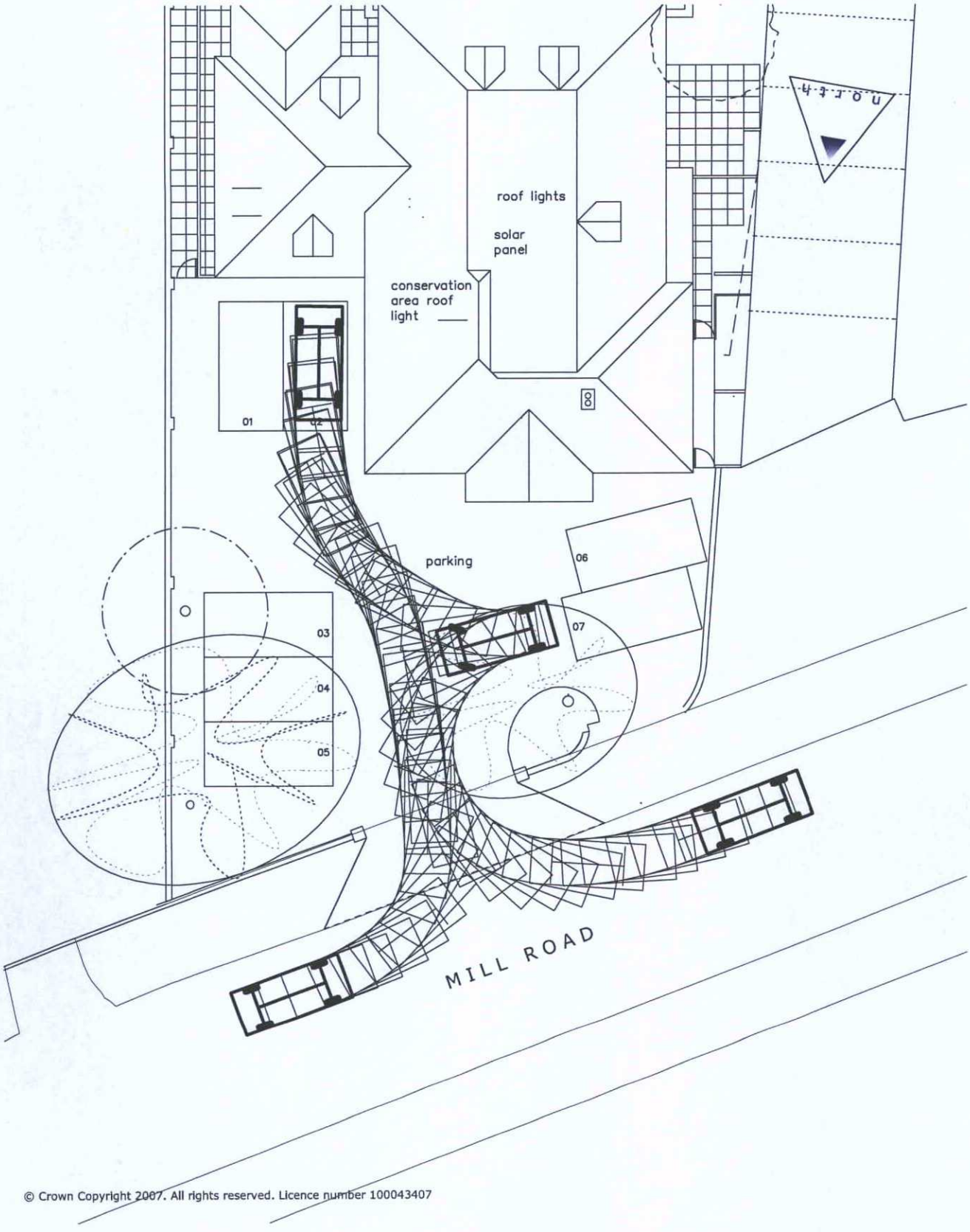
motion
transport planning

Mill Road, Worthing
Swept Path of DB32 Car Accessing and Leaving Parking Bay

Scale 1:200@A4

60929-TK09



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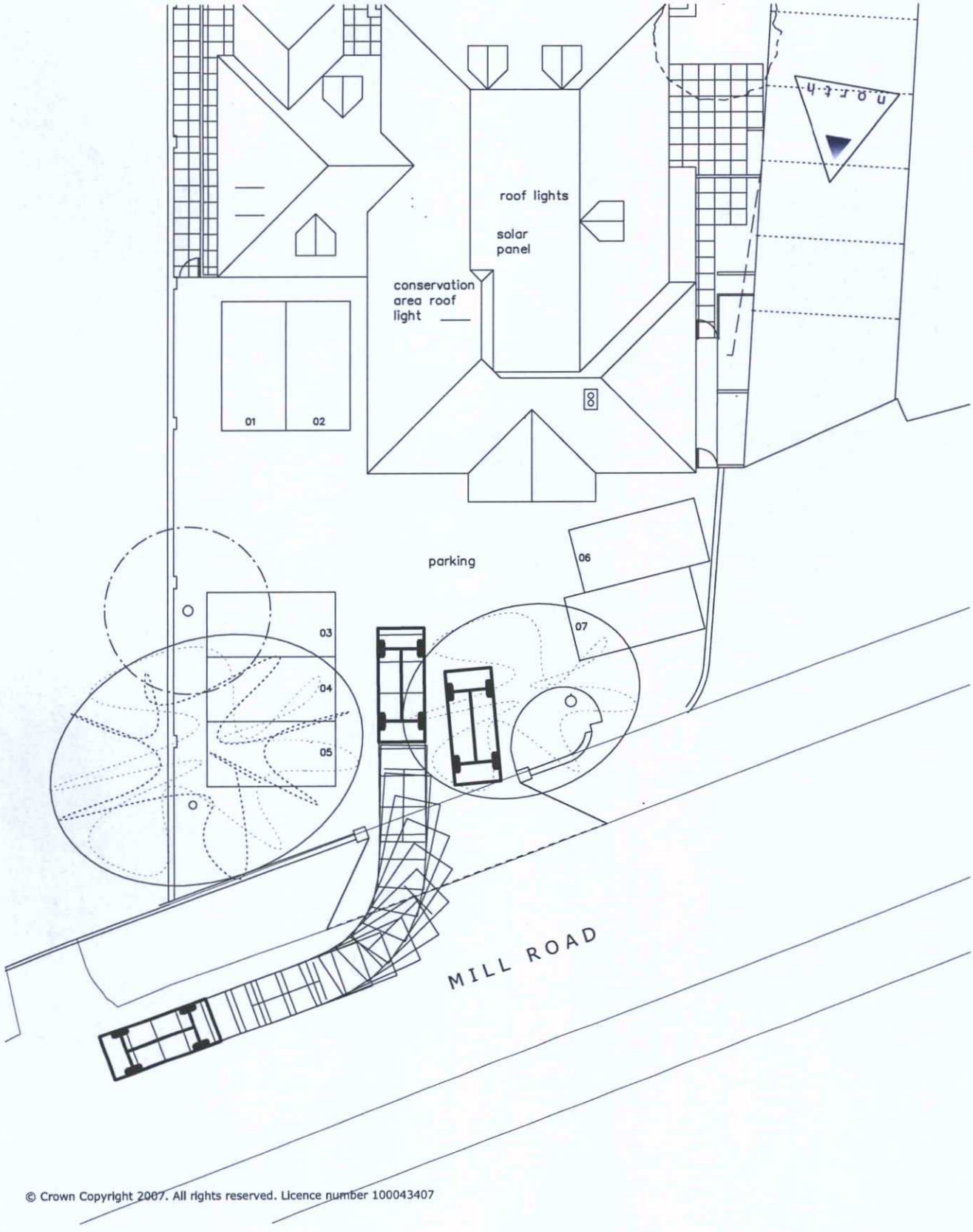
motion
transport planning

Mill Road, Worthing
Swept Path of DB32 Car Accessing and Leaving Parking Bay

Scale 1:200@A4

60929-TK10



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motion
transport planning

Mill Road, Worthing
Swept Path of DB32 Car Entering Site with Car Waiting to Leave

Scale 1:200@A4

60929-TK11