



Cube Storage, Station Road, Angmering
Transport Statement

Client: Edward Baden Group Ltd

i-Transport Ref: SGe/DGo/ITS210603-001

Date: 19 December 2025

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i-Transport LLP

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Quality Management

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1.3 Scope

1.3.1 The National Planning Policy Framework (NPPF) identifies the four key transport tests which development should be assessed against, it should be ensured that:

- 1 Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- 2 Safe and suitable access to the site can be achieved for all users;
- 3 The design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code 48; and
- 4 Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

1.3.2 Given that the site has an established access and the building is already in-situ, this Transport Statement (TS) focuses primarily on test (4) and provides a detailed traffic assessment of how the B8 use class will operate in terms of vehicular movements and how these will be mitigated.

1.3.3 The TS also provides an overview of the development proposal including the site access as well as a review of the sustainability credentials within the vicinity of the site.

1.4 Structure of the TS

1.4.1 The remainder of this TS is structured as follows:

- **Section 2** – Provides a summary of the development proposal, including the site access arrangements;
- **Section 3** – Summarises the existing transport conditions in the local area;
- **Section 4** – Provides a traffic impact analysis of the extant use of the site in comparison to the proposed use; and
- **Section 5** – Provides a summary and conclusions.

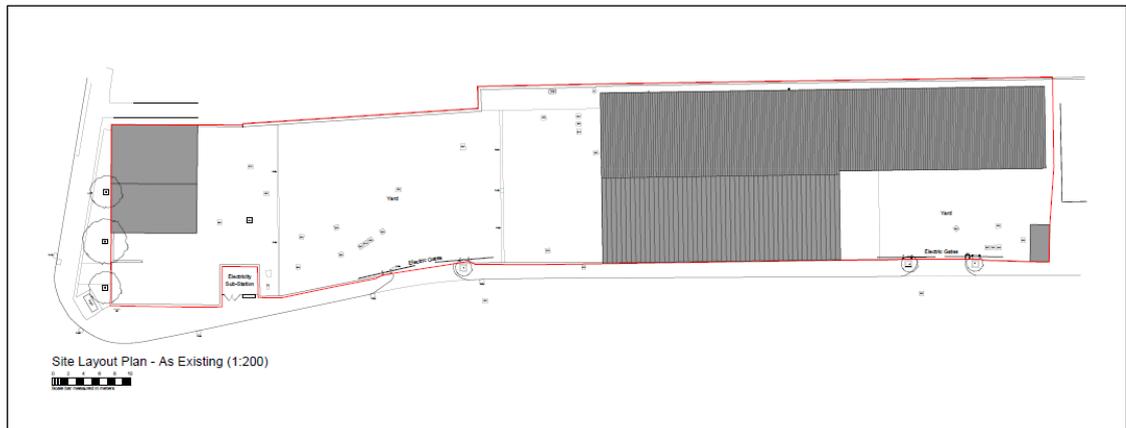
SECTION 2 Development Proposal

2.1.1 This section of the TS summarises the development proposals, the site access arrangement, along with layout considerations including parking provision and servicing.

2.2 The Development

2.2.1 The site was previously occupied by Parker Building Supplies, a Builder's Merchant who operated under the Class A1 use due to the retail counter on site. There are three buildings within the site – a large L shaped building to the east of the site and two smaller buildings to the west. The existing layout of the site is shown in **Image 2.1**.

Image 2.1: Existing Site Layout



2.2.2 To enable the conversion of the now vacant buildings to self-storage, the proposal comprises a change of use from a builder's merchant (Class A1) to a 'Storage and Distribution' use as defined by Class B8 of the Uses Class Order (1987) for the self-storage company, 'Cube'.

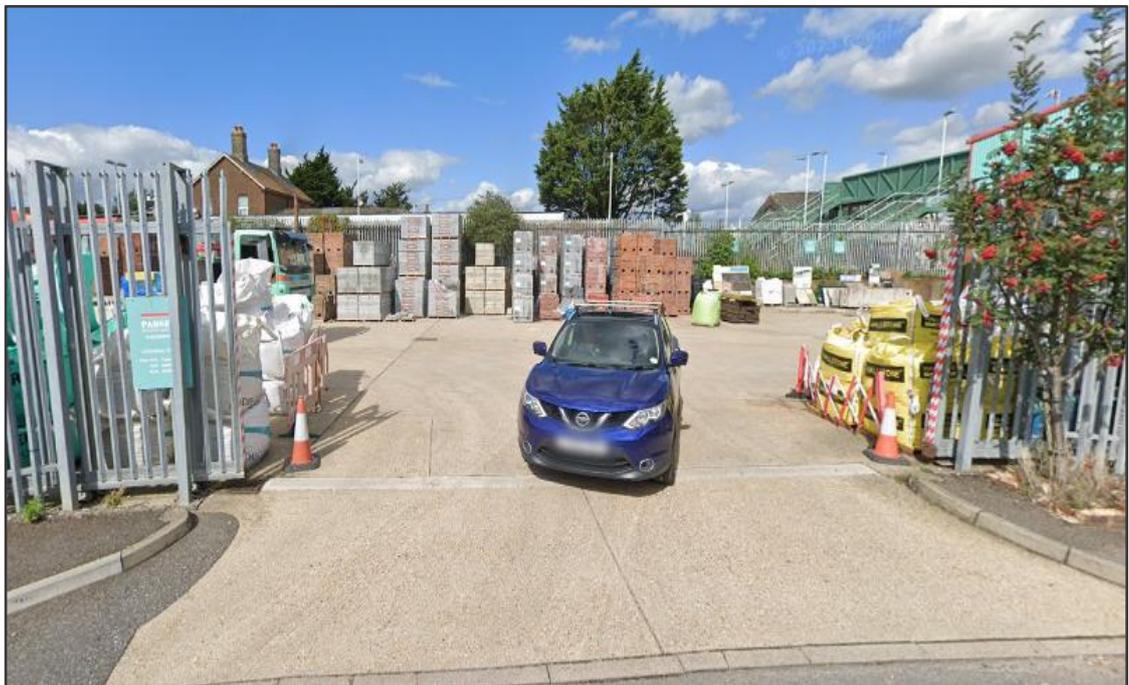
2.2.3 Two mezzanine floors will be introduced into the 'L' shaped building, with a total of approximately 175 storage units to be provided, ranging from 16sqft to 300sqft. The two smaller buildings to the west of the site will not be subject to an increase in floor area.

2.2.4 The site is envisaged to require access between 06:00-22:00, based on the operation of existing Cube storage facilities, with customers able to access by electronic code outside of staffed hours.

2.3 Access

2.3.1 The access road has a simple priority junction with Station Road, with vehicular crossovers to the north of the access road providing two points of access to the site – to the large yard to the west of the building (as shown in **Image 2.2**) and a smaller yard located south and east of the building.

- 2.3.2 No alterations are proposed to the established site accesses, other than the gate being set back at the westernmost access from its current position, enabling vehicles to pull clear of the carriageway and wait for the gate to open.
- 2.3.3 Vehicles entering the access road from station road have an unopposed left turning movement, with any vehicles giving way to oncoming traffic while waiting to turn right located to the south of the level crossing – as such, the retention of the proposed access arrangements will not have a detrimental impact on the operation of the level crossing.

Image 2.2: Existing Site Access

Source: Google Street View

- 2.3.4 The site access can safely accommodate two-way vehicular movement and has been operational for several years in an industrial / commercial use – prior to this, the site was used as a vehicle servicing depot in connection with Arun District Council operations. As such, the retention of the access provides safe and suitable access for the proposed use, consistent with the requirements of paragraph 115 of the National Planning Policy Framework.

2.4 Parking**Car Parking**

- 2.4.1 The West Sussex Guidance on Parking at New Developments sets out that parking at non-residential developments under use class B8 should provide a maximum of one space per 100sqm.

2.4.2 In total, the site equates to approximately 2,000sqm of floor space resulting in a maximum provision of 20 spaces. The proposal provides for 13 car parking spaces, one of which is provided with dimensions suitable for use by disabled motorists.

2.4.3 In accordance with the WSCC parking guidance, where the parking provision deviates from the standard an assessment to demonstrate suitability of the level of parking is required. A car parking accumulation assessment utilising data for self-storage warehousing facilities, is provided at **Appendix A**. The assessment demonstrates that a maximum parking demand of 10 vehicles is expected – therefore, the provision represents a buffer of 20% for standard parking bays to accommodate any daily variation, in addition to the dedicated disabled parking bay.

Cycle Parking

2.4.4 West Sussex guidance requires that 1 space be provided per 500sqm for staff, and 1 space per 1,000 sqm for visitors. This equates to a minimum cycle parking provision of 6 spaces.

2.4.5 A total of 9 cycle parking spaces are provided for within the site layout.

2.5 Servicing Arrangements

2.5.1 The historic use of the site will have attracted movements by larger vehicles including flat-bed lorries, HGVs and LGVs.

2.5.2 The proposed change of use and smaller storage units will attract movements by smaller vehicles – e.g. cars, car-derived vans and vans.

2.5.3 The parking has been laid out as to keep the turning area and loading area clear of obstruction with an additional area for turning and loading retained and accessed via the eastern access

SECTION 3 Existing Transport Conditions

3.1.1 The nature of the use determines that the site is likely to generate vehicular movement associated with the infrequent transfer of items to and from storage. Nevertheless, the TS provides a high-level overview of the site's accessibility given the possibility for staff trips to be undertaken by such modes.

3.2 Site Location and Local Highway Network

3.2.1 The site is located to the east of B2140 Station Road in East Preston. The West Coastway railway line and Angmering railway station is located to the north of the site.

3.2.2 Access into the site is via Station Road, which currently serves a number of industrial units and amenities. Footways are present along either side of the carriageway providing direct accessibility into each of the amenities / units.

3.2.3 To the west, B2140 Station Road is accessed via a simple priority junction with dropped kerbs provided. Footways are provided on each side of the carriageway providing a connection into Angmering to the north and East Preston to the south.

3.3 Public Transport

Bus

3.3.1 The nearest bus stops are located to the north of the site approximately 120m away (a 2-minute walk). Both stops provide real time information (RTI) on live services and seating, with the northbound bus stop offering a shelter for waiting passengers.

3.3.2 The stops are served by the number 9 service which operates hourly between 08:01 and 19:08 between Monday and Saturday and provides a connection to and from Arundel, Shoreham-by-Sea, West Preston and Worthing.

Rail

3.3.3 Angmering railway station is located to the north of the site approximately 170m away (a 2-minute walk). Angmering station is served by the Southampton to Brighton mainline, with hourly services to and from the following destinations:

- Worthing (8 minute journey time)
- Littlehampton (10 minute journey time)
- Lancing (12 minute journey time time)

- Shoreham-by-Sea (16 minute journey time)

3.4 Local Facilities and Services

3.4.1 The site is within walking distance to a number of local facilities and services that have been identified as realistic destinations for employees at the proposed site and equally, for visitors which may visit the site in conjunction with other destinations. Nearby facilities and services are summarised below in **Table 3.1**.

Table 3.1: Accessibility to Local Facilities

Destination	Distance	Walking Duration (minutes)	Cycle Duration (minutes)
The Co-operative Food East Preston	110m	2 minutes	1 minute
Main post Office / News Plus	110m	2 minutes	1 minute
Kamsons Pharmacy	200m	3 minutes	1 minute
Willow Green Surgery	300m	4 minutes	2 minutes
Sainsbury's including on-site Starbucks	700m	10 minutes	3 minutes

3.5 Summary

3.5.1 The site is located south of Angmering railway station and is accessed from B2140 Station Road, where continuous footways provide connectivity to the nearest bus stops and local facilities.

3.5.2 While the nature of the use may limit the opportunity for sustainable travel, given the need to transfer items to and from storage by vehicle, the operation of bus and rail services align with the proposed opening hours of the self-storage facility and provide opportunity for staff travel and linked trips within the vicinity of the site via sustainable travel modes.

SECTION 4 Traffic Impact Analysis

4.1.1 This section of the TS assesses the likely traffic generation and vehicular impact of the proposed change of use development on the local highway network.

4.2 Overview

4.2.1 The proposed development comprises the change of use from a building merchants under the A1 use class to a B8 land use 'Storage and Distribution'. It is proposed that the change of use will facilitate the capacity for a self-storage facility with prospective tenant for the premises in place.

4.2.2 The proposal will increase the extent of the floor area present in the site, as summarised below:

Existing		Proposed	
Outbuildings	2,400sqft / 220sqm	Outbuildings	2,400sqft / 220sqm
Main Building – West	12,900sqft / 1,200sqm	Main Building – West	15,300sqft / 1,420sqm
Main Building – East	4,440sqft / 400sqm	Main Building – East	4,400sqft / 400sqm
TOTAL	19,700sqft / 1,830sqm	TOTAL	22,100sqft / 2,050sqm

4.2.3 To establish the likely vehicular trip generation of the existing and proposed development, vehicular trip rates have been derived from comparable surveys contained within the TRICS database.

4.3 Extant Trip Generation

4.3.1 The site has been previously used as a builder's merchants. This use generates movements onto the local highway network, staff attendance, site visitors and servicing. The total gross floor area of the building is approximately 1,200sqm.

4.3.2 In order to appropriately reflect the trip generation of the existing site, multi-modal trip rates have been obtained from the TRICS database for the 'Retail – Builders Merchants' category with the trip rates per 100m² for the typical network peak of 08:00-09:00, 17:00-18:00 and 07:00-19:00.

4.3.3 The full TRICS outputs are contained within **Appendix A**, and the resultant trip generation is shown below in **Table 4.1**.

Table 4.1: Existing Trip Rates and Trip Generation – Builder Merchants (1,830 sqm)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	1.066	0.871	1.937	20	16	35
Evening Peak (17:00 – 18:00)	0.090	0.526	0.616	2	10	11
Daily (07:00-19:00)	11.308	11.279	22.587	207	206	413

Source: TRICS v8.25.6

4.3.4 **Table 4.1** demonstrates that the existing use at the site is likely to generate 35 two-way movements during the morning peak hour, 11 two-way movements during the evening peak hour and 413 two-way daily movements.

4.4 Forecast Trip Generation

4.4.1 The change of use to a B8 use class is likely to generate movements onto the local highway network associated with staff attendance, site visitors and servicing. The total gross floor area of the building will increase through the introduction of mezzanine floors to a total of approximately 2,000 sqm.

4.4.2 In order to compare the extant generation of the site to the proposed use of the site, the 'Employment – Warehouse (Self Storage)' category of the TRICS database has been used to derive trip rates per 100m² for the typical network peak of 08:00-09:00, 17:00-18:00 and 07:00-19:00.

4.4.3 The full TRICS outputs are contained within **Appendix B** and the resultant trip generation is shown below in **Table 4.2**.

Table 4.2: Forecast Trip Rates and Trip Generation – Warehouse Self-Storage (2,050sqm)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	0.244	0.213	0.457	5	4	9
Evening Peak (17:00 – 18:00)	0.183	0.264	0.447	4	5	9
Daily (07:00-19:00)	2.306	2.306	4.612	46	46	92

Source: TRICS v8.25.6

4.5 A1 Use of Site

4.5.1 While historically used in a builder's merchant capacity, the site operates and has a lawful A1 (retail) use. As such, it could be brought into use as a large retail premises without the need for a further change in use – the building of this size could be utilised as a discount food retailer, for example.

- 4.5.2 To enable additional analysis and to represent the alternative baseline trip attraction associated with the site, the TRICS database has been used to derive associated trip rates. The trip rates and associated movements are summarised in **Table 4.3** and the full outputs provided at **Appendix C**.

Table 4.3: Forecast Trip Rates and Trip Generation – A1 Discount Retail (1,830sqm)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	4.390	3.497	7.887	80	64	144
Evening Peak (17:00 – 18:00)	4.575	5.110	9.685	84	94	177
Daily (07:00-19:00)	57.675	58.549	116.224	1,055	1,071	2,127

Source: TRICS v8.25.6

4.6 Net Traffic Impact Assessment

- 4.6.1 A net impact assessment has been undertaken using the existing traffic generation in **Tables 4.1** and **4.3** and the proposed traffic generation in **Table 4.2**. The results of the assessment are presented in **Table 4.3**.

Table 4.4: Net Traffic Impact Assessment

Morning Peak Hour			Evening Peak Hour			Daily (12 hour)		
Arrivals	Depart.	Two-way	Arrivals	Depart.	Two-way	Arrivals	Depart.	Two-way
Existing Use – Builder Merchants (1,830sqm)								
20	16	35	2	10	11	207	206	413
Alternative Existing Use – Discount Retail (1,830sqm)								
80	64	144	84	94	177	1055	1071	2127
Proposed Use – Self Storage (2,050sqm)								
5	4	9	4	5	9	46	46	92
Net Impact Assessment								
<i>Existing vs Proposed</i>								
-15	-12	-27	+2	-5	-2	-161	-160	-321
<i>Alternative Existing vs Proposed</i>								
-75	-60	-135	-80	-89	-169	-1,059	-1,025	-2,035

Source: Consultant's Calculations

- 4.6.2 The proposed change of use of the building will result in a less intensive use of the site when considered in the context of the historic use of the site, and a significant reduction in traffic when considered against an alternative, lawful use of the site in an A1 capacity.

4.7 Summary

- 4.7.1 The net traffic impact assessment demonstrates that the proposed change of use application to a self-storage facility is expected to result in a significant reduction of c. 300 two-way traffic movements on the local highway network over a 12-hour period of 07:00 to 19:00.
- 4.7.2 Should the site be brought back into use in an A1 capacity, it has the theoretical potential to generate c. 2,100 movements per day. A change of use to B8 represents a significant reduction from this potential fall-back use.
- 4.7.3 Therefore, in accordance with paragraph 115 of the NPPF the proposed development will not have a severe impact on the operation or safety of the local highway network, indeed, the proposal will result in a less vehicular intensive use of the site.

SECTION 5 Summary and Conclusion

- 5.1.1 Edward Baden Group Ltd has appointed i-Transport LLP to provide highways and transport advice in relation to a change of use application from A1 use class to B8 use class.
- 5.1.2 The site was occupied by Parker Building Supplies, who vacated earlier in the year. Whilst categorised as a B8 use or sui generis operator, the site was granted an A1 use class in 2012 to reflect the trade counter. As such, the applicant proposes to submit a change of use application to reflect the intended B8 use class in relation to a self-storage operated by Cube.
- 5.1.3 The exterior appearance of the buildings on site will not undergo any changes with the site's gross internal area increased from c. 1,200sqm to 1,402sqm through the introduction of two mezzanine floors.
- 5.1.4 The site is currently accessed via a simple priority vehicle crossover located on the western side of Station Road. The access and servicing arrangements are to be retained without alteration, other than the setting back of the gate at the western access to enable customers to pull clear of the highway while waiting for the gates to open.
- 5.1.5 A total of 13 car parking spaces and 9 cycle storage spaces are to be provided, consistent with the requirements of the West Sussex Parking Guidance.
- 5.1.6 While the nature of the use will predominantly attract vehicle journeys, given the need to transfer items to and from storage, the site is located within short walking distance of bus and rail services. The operation of bus and rail services align with the proposed opening hours of the self-storage facility and provide opportunity for staff journeys or linked trips via sustainable travel modes.
- 5.1.7 A net traffic impact assessment has been undertaken which demonstrates that the proposed change of use application to a self-storage facility will result in significantly fewer vehicles movements than the historic and extant use of the site. Therefore, in accordance with paragraph 115 of the NPPF the proposed development will not have a severe impact on the operation or safety of the local highway network.
- 5.1.8 On this basis, the development proposals accord with the requirements of national and local transport policy, in so far that:
- The site is well located to encourage sustainable travel.
 - Safe and suitable access is provided for all users.

- The traffic will have a positive impact on network capacity with a forecast reduction in vehicular traffic.

FIGURES

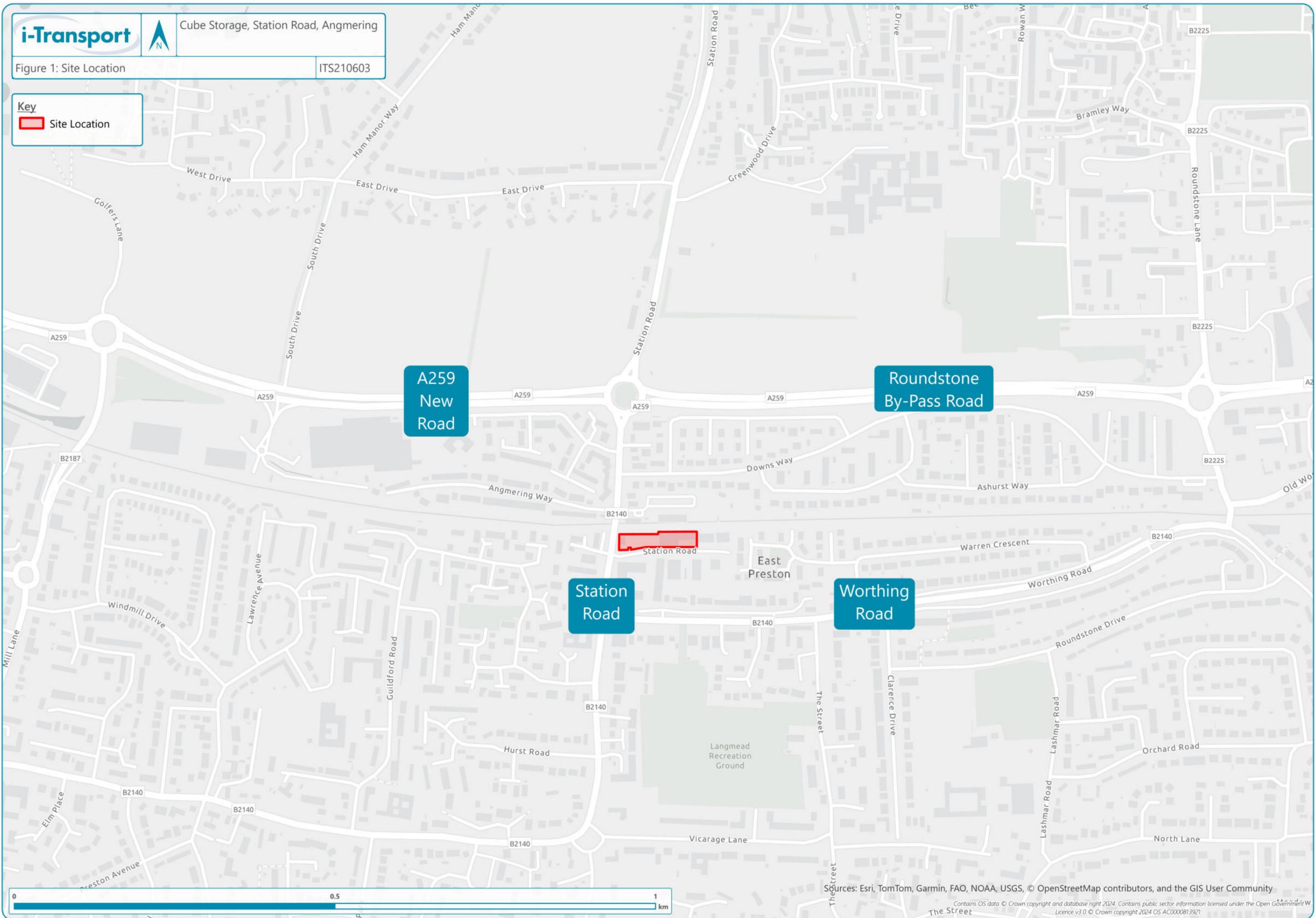


Figure 1: Site Location

ITS210603

Key

Site Location



APPENDIX A. Parking Accumulation Assessment

TRICS 8.25.11

Trip Rate Parameter: GFA

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

Calculator 100 sqm

Count Type Total Vehicles

Floor Area Factor

20.05

Period	No.Days	Ave.GFA	Arrivals	Departures	Totals	Parking Accumulation		
						Arrivals	Departures	Accumulation
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	4	2460	0.122	0.061	0.183	2	1	2
08:00-09:00	4	2460	0.244	0.213	0.457	5	4	6
09:00-10:00	4	2460	0.152	0.152	0.304	3	3	5
10:00-11:00	4	2460	0.132	0.152	0.284	3	3	4
11:00-12:00	4	2460	0.183	0.102	0.285	4	2	5
12:00-13:00	4	2460	0.254	0.213	0.467	5	4	8
13:00-14:00	4	2460	0.315	0.264	0.579	6	5	10
14:00-15:00	4	2460	0.244	0.285	0.529	5	6	10
15:00-16:00	4	2460	0.213	0.254	0.467	4	5	8
16:00-17:00	4	2460	0.183	0.183	0.366	4	4	7
17:00-18:00	4	2460	0.183	0.264	0.447	4	5	7
18:00-19:00	4	2460	0.081	0.163	0.244	2	3	3
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Daily Trip Rates:			2.306	2.306	4.612			

APPENDIX B. TRICS – Existing Use



Audit Code: f60d33a1-e7d9-445a-b5b4-79d8a52362af

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: L - BUILDER'S MERCHANTS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	EG	EALING	1 day
02	SOUTH EAST		
	RE	READING	2 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day

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

Audit Code: f60d33a1-e7d9-445a-b5b4-79d8a52362af

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:	GFA
Actual Range:	600 to 13051 (units:sqm)
Range Selected by User:	600 to 5000 (units:sqm)
Parking Spaces Range:	3 - 72

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	24/10/94 to 10/09/24

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:

Thursday	1 days
Tuesday	3 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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 days
Edge of Town Centre	1 days
Suburban Area	1 days

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:

Commercial Zone	2 days
Residential Zone	2 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	4 days
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Audit Code: f60d33a1-e7d9-445a-b5b4-79d8a52362af

Secondary Filtering Selection:

Use Class:

E(a)	4 surveys
------	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

1482 - 4000

Population within 1 mile:

1,001 to 5,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys

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 surveys
250,001 to 500,000	1 surveys
50,001 to 75,000	1 surveys
500,001 or More	1 surveys

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 surveys
1.1 to 1.5	3 surveys

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.



Audit Code: f60d33a1-e7d9-445a-b5b4-79d8a52362af

Petrol filling station:

PFS is present at the site but is excluded from the count 4 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 4 surveys

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 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No



Audit Code: f60d33a1-e7d9-445a-b5b4-79d8a52362af

1 SNAPE HILL LANE DRONFIELD Edge of Town Centre Residential Zone Gross floor area: 980 sqm Survey date:	DS-01-L-01	BUILDERS' MERCHANT	DERBYSHIRE	Survey Type: Unknown
2 BOLLO BRIDGE ROAD ACTON Suburban Area Residential Zone Gross floor area: 2120 sqm Survey date:	EG-01-L-02	BUILDERS' MERCHANT	EALING	Survey Type: Unknown
3 ELGAR ROAD SOUTH READING Edge of Town Commercial Zone Gross floor area: 1514 sqm Survey date:	RE-01-L-01	BUILDERS' MERCHANT	READING	Survey Type: Unknown
4 ARROWHEAD ROAD THEALE Edge of Town Commercial Zone Gross floor area: 2045 sqm Survey date: Thursday 24/11/1994	RE-01-L-02	BUILDERS' MERCHANT	READING	Survey Type: Unknown



Audit Code: f60d33a1-e7d9-445a-b5b4-79d8a52362af

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	4	1665	0.751	0.315	1.066
08:00-09:00	4	1665	1.066	0.871	1.937
09:00-10:00	4	1665	1.547	1.322	2.869
10:00-11:00	4	1665	1.186	1.322	2.508
11:00-12:00	4	1665	1.322	1.322	2.644
12:00-13:00	4	1665	1.382	1.442	2.824
13:00-14:00	4	1665	1.111	1.171	2.282
14:00-15:00	4	1665	1.171	1.126	2.297
15:00-16:00	4	1665	0.886	0.871	1.757
16:00-17:00	4	1665	0.796	0.991	1.787
17:00-18:00	4	1665	0.090	0.526	0.616
18:00-19:00	3	1513	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			11.308	11.279	22.587

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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Audit Code: f60d33a1-e7d9-445a-b5b4-79d8a52362af

Parameter Summary:

Trip rate parameter range selected:	600 - 5000 (units: sqm)
Survey date date range:	22/11/1994 - 10/09/2024
Number of weekdays (Monday-Friday):	4
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 show. 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 – Proposed Use



Audit Code: 95ee5b92-a749-491f-854e-b420738ac4ec

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: E - WAREHOUSING (SELF STORAGE)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA		
	PB	PETERBOROUGH	1 day
05	EAST MIDLANDS		
	DY	DERBY	1 day
	NG	NOTTINGHAM	1 day
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 day

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

Audit Code: 95ee5b92-a749-491f-854e-b420738ac4ec

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:	GFA
Actual Range:	1350 to 14000 (units:sqm)
Range Selected by User:	1000 to 4000 (units:sqm)
Parking Spaces Range:	7 - 105

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	08/03/02 to 15/10/21

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:	
Thursday	2 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:	
Manual count	4
Direction ATC Count	0

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

Selected Locations:	
Edge of Town Centre	1 days
Suburban Area	3 days

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:	
Built-Up Zone	1 days
Commercial Zone	1 days
Development Zone	1 days
Residential Zone	1 days

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.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	4 days

Audit Code: 95ee5b92-a749-491f-854e-b420738ac4ec

Secondary Filtering Selection:

Use Class:

B8 4 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

520 - 1344

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
250,001 to 500,000	2 surveys

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 surveys
1.1 to 1.5	2 surveys

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.



Audit Code: 95ee5b92-a749-491f-854e-b420738ac4ec

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 4 surveys

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 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions



Audit Code: 95ee5b92-a749-491f-854e-b420738ac4ec

1 BALMORAL ROAD BELFAST Suburban Area Built-Up Zone Gross floor area: 1875 sqm Survey date: Wednesday 02/06/2021	AN-02-E-01	SELF STORAGE	ANTRIM	Survey Type: Unknown
2 FORRESTERS BUSINESS P. DERBY SINFIN LANE Edge of Town Centre Commercial Zone Gross floor area: 1900 sqm Survey date:	DY-02-E-01	ARMADILLO S. STORAGE	DERBY	Survey Type: Unknown
3 LENTON LANE NOTTINGHAM Suburban Area Development Zone Gross floor area: 2860 sqm Survey date: Thursday 17/11/2016	NG-02-E-02	BIG YELLOW SELF STORAGE	NOTTINGHAM	Survey Type: Unknown
4 WESTFIELD ROAD PETERBOROUGH NETHERTON Suburban Area Residential Zone Gross floor area: 3205 sqm Survey date: Thursday 20/10/2011	PB-02-E-02	ARMADILLO SELF STORAGE	PETERBOROUGH	Survey Type: Unknown



Audit Code: 95ee5b92-a749-491f-854e-b420738ac4ec

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	4	2460	0.122	0.061	0.183
08:00-09:00	4	2460	0.244	0.213	0.457
09:00-10:00	4	2460	0.152	0.152	0.304
10:00-11:00	4	2460	0.132	0.152	0.284
11:00-12:00	4	2460	0.183	0.102	0.285
12:00-13:00	4	2460	0.254	0.213	0.467
13:00-14:00	4	2460	0.315	0.264	0.579
14:00-15:00	4	2460	0.244	0.285	0.529
15:00-16:00	4	2460	0.213	0.254	0.467
16:00-17:00	4	2460	0.183	0.183	0.366
17:00-18:00	4	2460	0.183	0.264	0.447
18:00-19:00	4	2460	0.081	0.163	0.244
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.306	2.306	4.612

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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Audit Code: 95ee5b92-a749-491f-854e-b420738ac4ec

Parameter Summary:

Trip rate parameter range selected:	1000 - 4000 (units: sqm)
Survey date date range:	05/07/2011 - 02/06/2021
Number of weekdays (Monday-Friday):	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX D. TRICS – Alternative Extant Use



Audit Code: e118ef87-fd37-4f32-a8b8-7e3af292f28e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: C - DISCOUNT FOOD STORES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 day
	SO	SLOUGH	1 day
	WS	WEST SUSSEX	1 day
06	WEST MIDLANDS		
	TE	TELFORD & WREKIN	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NO	NORTH LINCOLNSHIRE	1 day
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 day
	LC	LANCASHIRE	2 days
11	SCOTLAND		
	AD	ABERDEEN CITY	1 day
13	MUNSTER		
	KE	KERRY	1 day
17	ULSTER (NORTHERN IRELAND)		
	TY	TYRONE	1 day

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



Audit Code: e118ef87-fd37-4f32-a8b8-7e3af292f28e

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:	GFA
Actual Range:	1192 to 1950 (units:sqm)
Range Selected by User:	425 to 2000 (units:sqm)
Parking Spaces Range:	1 - 230

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	22/11/91 to 30/10/24

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:

Friday	3 days
Thursday	4 days
Tuesday	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	10
Direction ATC Count	1

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	11 days
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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:

Built-Up Zone	3 days
Industrial Zone	2 days
No Sub Category	4 days
Retail Zone	2 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	3 days
Servicing vehicles Unknown	8 days



Audit Code: e118ef87-fd37-4f32-a8b8-7e3af292f28e

Secondary Filtering Selection:

Use Class:

E(a) 11 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

1305 - 5900

Population within 1 mile:

10,001 to 15,000	3 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	4 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	5 surveys
25,001 to 50,000	2 surveys
75,001 to 100,000	3 surveys

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	9 surveys
1.1 to 1.5	2 surveys

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.



Audit Code: e118ef87-fd37-4f32-a8b8-7e3af292f28e

Petrol filling station:

PFS is present at the site but is excluded from the count 11 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 9 surveys

Yes 2 surveys

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 11 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions



Audit Code: e118ef87-fd37-4f32-a8b8-7e3af292f28e

1 GREENWELL ROAD ABERDEEN Suburban Area Industrial Zone Gross floor area: 1950 sqm Survey date: Wednesday 09/06/2021	AD-01-C-02	LIDL	ABERDEEN CITY	Survey Type: Manual
2 LONDON ROAD BEXHILL Suburban Area Built-Up Zone Gross floor area: 1222 sqm Survey date: Thursday 04/10/2001	ES-01-C-01	ALDI	EAST SUSSEX	Survey Type: Manual
3 B6222 BELL LANE BURY Suburban Area Built-Up Zone Gross floor area: 1192 sqm Survey date: Thursday 24/10/1996	GM-01-C-08	ALDI	GREATER MANCHESTER	Survey Type: Manual
4 DEERPARK ROAD KILLARNEY Suburban Area No Sub Category Gross floor area: 1354 sqm Survey date: Thursday 17/10/2019	KE-01-C-01	ALDI	KERRY	Survey Type: Manual
5 BLACKPOOL ROAD PRESTON RIBBLETON Suburban Area Retail Zone Gross floor area: 1192 sqm Survey date: Friday 25/03/1994	LC-01-C-01	ALDI	LANCASHIRE	Survey Type: Manual
6 A6063 DEEPPDALE ROAD PRESTON Suburban Area No Sub Category Gross floor area: 1360 sqm Survey date: Friday 07/06/1996	LC-01-C-05	KWIK SAVE	LANCASHIRE	Survey Type: Manual
7 DONCASTER ROAD SCUNTHORPE FRODINGHAM Suburban Area Built-Up Zone Gross floor area: 1323 sqm Survey date: Wednesday 24/11/1999	NO-01-C-01	LIDL	NORTH LINCOLNSHIRE	Survey Type: Manual
8 BATH ROAD SLOUGH Suburban Area Retail Zone	SO-01-C-02	LIDL	SLOUGH	



Audit Code: e118ef87-fd37-4f32-a8b8-7e3af292f28e

Gross floor area: 1920 sqm
Survey date: Thursday 12/09/2024 Survey Type: Manual

9 CASTLE STREET TELFORD HADLEY Suburban Area No Sub Category Gross floor area: 1900 sqm Survey date: Tuesday 16/06/2009	TE-01-C-01	LIDL	TELFORD & WREKIN
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Survey Type: Manual

10 JAMES STREET OMAGH Suburban Area No Sub Category Gross floor area: 1266 sqm Survey date: Saturday 27/09/2003	TY-01-C-01	LIDL	TYRONE
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Survey Type: Manual

11 FOUNDRY LANE HORSHAM Suburban Area Industrial Zone Gross floor area: 1563 sqm Survey date: Tuesday 10/09/2024	WS-01-C-08	LIDL	WEST SUSSEX
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Survey Type: Manual



Audit Code: e118ef87-fd37-4f32-a8b8-7e3af292f28e

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	1266	0.000	0.000	0.000
01:00-02:00	1	1266	0.000	0.000	0.000
02:00-03:00	1	1266	0.000	0.000	0.000
03:00-04:00	1	1266	0.000	0.000	0.000
04:00-05:00	1	1266	0.000	0.000	0.000
05:00-06:00	1	1266	0.000	0.000	0.000
06:00-07:00	2	1414	0.071	0.000	0.071
07:00-08:00	6	1654	0.232	0.030	0.262
08:00-09:00	8	1580	1.955	1.306	3.261
09:00-10:00	11	1477	4.390	3.497	7.887
10:00-11:00	11	1477	4.907	4.575	9.482
11:00-12:00	11	1477	5.209	4.858	10.067
12:00-13:00	11	1477	5.135	5.283	10.418
13:00-14:00	11	1477	5.110	4.907	10.017
14:00-15:00	11	1477	5.209	5.510	10.719
15:00-16:00	11	1477	5.264	5.535	10.799
16:00-17:00	11	1477	5.480	5.443	10.923
17:00-18:00	11	1477	4.575	5.110	9.685
18:00-19:00	10	1505	3.960	4.239	8.199
19:00-20:00	8	1563	3.039	3.878	6.917
20:00-21:00	7	1515	2.112	2.480	4.592
21:00-22:00	5	1611	0.844	1.354	2.198
22:00-23:00	5	1611	0.025	0.149	0.174
23:00-00:00	1	1266	0.158	0.395	0.553
Total Rates:			57.675	58.549	116.224

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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Audit Code: e118ef87-fd37-4f32-a8b8-7e3af292f28e

Parameter Summary:

Trip rate parameter range selected:	425 - 2000 (units: sqm)
Survey date date range:	25/03/1994 - 12/09/2024
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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.

