

Anchor Springs, Littlehampton

TRANSPORT STATEMENT

for Proposed Hotel
on behalf of Premier Inn Hotels

2024/8391/TS01

April 2025

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1 INTRODUCTION

1.1 Report Context

- 1.1.1 RGP is commissioned by Premier Inn Hotels to provide transport and highways input in support of the proposed hotel at Anchor Springs, Littlehampton, BN17 6AT ("the site").
- 1.1.2 The site currently comprises a former retail food store with accompanying car park offering circa 100 spaces. The development proposals comprise of the redevelopment of the site to provide a 130-bedroom hotel to be operated by Whitbread under the Premier Inn brand, with the hardstanding car parking area retained.
- 1.1.3 As illustrated in the proposed Site Plan attached hereto at **Appendix A**, vehicle access would be afforded under the existing arrangements via Avon Road, including the formation of an inset delivery bay to the rear of the hotel. The main guest and visitor entrance to the hotel would be via Anchor Springs.
- 1.1.4 As background, RGP has considerable experience of Premier Inn sites and has been involved in many new builds and extensions to existing sites within the Whitbread estate nationwide. As a result, RGP has a wealth of survey data in relation to traffic generation and parking demand for existing sites throughout the UK which is used, in part, to determine the potential impact of the proposals in highway terms.
- 1.1.5 RGP's bespoke trip generation and parking accumulation data has also recently been accepted by Councils in support of Premier Inn planning applications at a number of similar locations, including within West Sussex at Bognor Regis (LPA ref. BR/83/23/PL).

1.2 Planning Context

- 1.2.1 A planning application (LPA ref. LU/214/20/PL) was approved at the site in March 2021, proposing 36no. residential units (Class C3) and flexible commercial floorspace (Class A1, A2, A3 and/or D1), with the retention of car parking to the rear of the site. This consent was however not implemented.
- 1.2.2 It is noteworthy that a larger scheme was proposed under planning application LU/3/19, offering 83 residential dwellings with accompanying commercial space. This application was refused by the LPA, however WSCC did agree a baseline traffic generation position for the former food retail store use of the site through the statutory consultation process.

1.3 Pre-Application Engagement

- 1.3.1 The respective Local Planning and Highway Authorities for the site are Arun District Council (ADC) and West Sussex County Council (WSCC).
- 1.3.2 Pre-application discussions have been held with WSCC to establish the in-principle highways and transport considerations of the proposals. This included a 'virtual' meeting with the assigned officer on 10th March 2025.

1.3.3 A formal written response was received on 1st April 2025 and a copy of this is attached hereto at **Appendix B** for reference. The pertinent points from the response are summarised below:

- The site is situated at a sustainable location, within walking distance of local amenities, services and public transport nodes (including the railway station);
- There is not considered to be an inherent road safety issue across the local highway, with collisions not attributed to the layout of the local road network;
- A Travel Plan is required to support the planning application;
- The proposed loading bay location would be outside of the adopted highway;
- The planning submission should be accompanied by a swept path assessment for the vehicles anticipated to use the loading bay;
- A formal footway would not be required along the southern side of Avon Road, with public realm improvements along the northern side of the main building providing benefit for pedestrian passage;
- An assessment of the lawful trip attraction for the site as a food retail store should be provided, with the former LU/3/19 application to be utilised in respect of approved trip rates / generation figures;
- The net difference in trips between the lawful and proposed uses of the site should be considered in the context of any assessments / traffic impact analysis being undertaken;
- The town centre location of the site is favourable in respect of parking provisions at the site, with guests able to travel via alternative means;
- Delivering in the order of 100 spaces would be acceptable for the on-site car park;
- Any additional parking demands from the development would be overnight when the existing parking demands for public car parks would be lowest;
- Comprehensive parking restrictions along local roads would prevent any overspill parking occurring within the vicinity of the site;
- 14 cycle spaces would be appropriate to provide at the development;
- The proposed loading bay arrangement would likely require a TRO in place due to enforceability issues and confusion between double yellows on the public highway and a private bay; and
- It is suggested that improvements be delivered locally off-site in the form of crossing points (including dropped kerbs and tactile paving) at junctions between Avon Road, East Street and Anchor Springs.

1.3.4 The comments have been considered in the development design and are acknowledged through the remainder of this report.

1.4 Public / Local Consultation

- 1.4.1 The Applicant held a public exhibition event with the local community on Wednesday 12th February 2025. This event allowed members of the public to learn more about the proposed development and raise any queries and concerns with the development team, including RGP.
- 1.4.2 The feedback received from local residents has been considered and mitigated where possible as part of the scheme's evolution, within this Transport Statement and the additional supporting reports.

1.5 Report Structure

- 1.5.1 This Transport Statement (TS) has been prepared to provide an overview of the highways and transport implications of the proposals, and therefore comprises the following sections:
- **Section 2: Policy Context** – details the pertinent national and local policies and guidance under which the development proposals are framed;
 - **Section 3: Baseline Conditions** – provides an overview of the site in its current form, including the local highway network (including a review of the local collision history) and accessibility credentials;
 - **Section 4: Trip Generation** – details the existing / lawful trip attraction of the site and provides a forecast of the likely comparable levels post-development for the respective uses as proposed;
 - **Section 5: Access, Layout & Parking** – outlines the means of access and layout at the site, including for delivery and servicing purposes. Overview of the locally adopted car parking standards with reference to a practical accumulation assessment for comparison. Details also into the proposed provisions for cycle parking; and
 - **Section 6: Summary & Conclusions** – provides a concise summary of the information presented and conclusion into the highways and transport implications of the proposals.
- 1.5.2 It is noted that RGP has additionally prepared the following reports to support the planning application which should be read alongside this Transport Statement:
- Travel Plan (ref. 2024/8391/TP01);
 - Delivery and Servicing Management Plan (ref. 2024/8391/DSMP01); and
 - Construction and Environmental Management Plan (ref. 2024/8391/CEMP01).

2 POLICY CONTEXT

2.1 National Planning Policy Framework (December 2024)

2.1.1 The 'National Planning Policy Framework' (NPPF) details the government's planning policies for England and how these are expected to be applied.

2.1.2 In considering development proposals Paragraph 115 states *"in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensure that:*

(a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

(b) safe and suitable access to the site can be achieved for all users;

(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48; and

(d) 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.'

2.1.3 Paragraph 116 states *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

2.1.4 Paragraph 117 states *"Within this context, applications for development should:*

(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

(b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

(c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.2 West Sussex County Council

- 2.2.1 West Sussex County Council's (WSCC) Transport Plan 2022-36 sets out how WSCC will improve, maintain and manage the transport network to 2036. The Plan aims to ensure that transport and land use planning are closely aligned at new developments, through the preparation of transport assessments which take a vision-led approach to development and support travel by a range of modes of transport.
- 2.2.2 WSCC's 'Guidance on Parking at New Developments' Supplementary Planning Document (SPD) contains relevant car and cycle parking standards. Under guidance for non-residential development, businesses should minimise their effect on the environment through the promotion of sustainable travel behaviours, encouraging employees to travel by non-car modes and reducing the number of single occupancy car journeys. The promotion of sustainable behaviours is most effective when supported by 'high levels of accessibility to non-car modes of travel and to local amenities and facilities', and the setting of realistic and achievable travel plan measures.

2.3 Arun District Council

- 2.3.1 Arun District Council's Local Plan 2011 – 2031 (adopted 2018), Policy TOU DM1 (Tourism related development) states "... proposals for development, including expansion, which are likely to attract visitors (such as leisure or cultural facilities) will be supported provided that they:
- a. are in accessible locations;
 - b. are accompanied by workable and realistic travel plans;
 - c. address visitor management issues; and
 - d. achieve good design."
- 2.3.2 This report assesses the accessibility credentials of the site (**Section 3**), notably access by sustainable (walking, cycling and public transport) modes in alternatives to the private car.
- 2.3.3 RGP has prepared a Travel Plan document for the site (2024/8391/TP01) which outlines several SMART aims, objectives and targets, with a view to promote and actively encourage sustainable travel to / from the site.
- 2.3.4 Furthermore, this report assesses the existing and proposed trip generation and parking demand for the site. Reference is also given to the means of access, layout and delivery and servicing arrangements as proposed.

3 BASELINE CONDITIONS

3.1 Site Location

3.1.1 The site is located centrally within Littlehampton, in close proximity of multiple amenities, services and public transport nodes, as illustrated in the figure below.

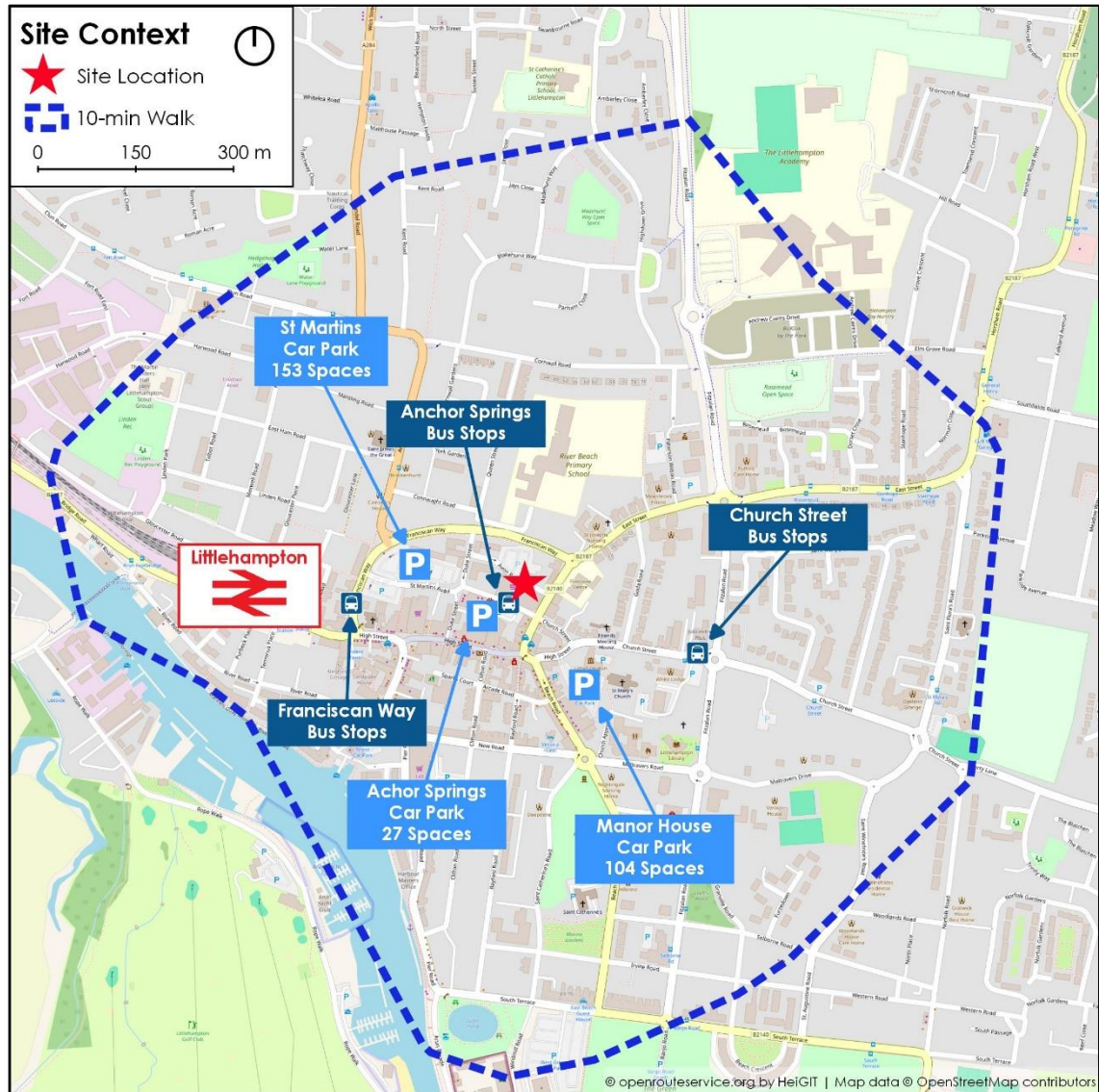


Figure 1 Site Location

3.1.2 The area surrounding the site is largely commercial in nature. As illustrated, there are a number of public car parks surrounding the site, including three within a short walking distance which offer a total of 284 spaces.

3.1.3 Vehicle access to the site is provided via the one-way Avon Road which runs from west to east between the main building and the hardstanding parking area to the rear. The photograph below shows Avon Road when looking east through the site.



Figure 2 Avon Road (February 2025)

3.1.4 As shown, a pedestrian crossing connects the on-site car park to the main building across the road, including tactile paving and dropped kerbs. Attached at **Appendix C** are the extents of adopted highway, which indicate that the eastern extents of Avon Road are adopted highway, from its centre, whilst the western extents are private.

3.1.5 The photograph below shows the Avon Road and East Street Junction to the east of the site, permitting egress to the left and right only.



Figure 3 Avon Road / East Street Junction (February 2025)

- 3.1.6 As shown in the photograph, double-yellow line parking restrictions are present around the junction to maintain access and ensure that visibility is unobstructed.
- 3.1.7 Anchor Springs runs to the south of the site in a similar west-east arrangement. There are several bus stops located along the northern side of the road which flank the site, as shown in the photograph below.



Figure 4 Anchor Springs Bus Stops (February 2025)

- 3.1.8 The existing footway along Anchor Springs features bus shelters and waiting areas for passengers along the site frontage, with real-time information boards provided.

3.2 Highway Safety Appraisal

- 3.2.1 In order to assess the local highway safety record, collision data has been taken into consideration in line with current Department for Transport (DfT) guidance. Whilst it is the industry standard for the most recent five-year period to be assessed, an additional two years have been considered in light of the unrepresentative data from 2020 and 2021. The range for the analysis is therefore 2017-2023 with data sourced from Crashmap.co.uk.
- 3.2.2 The figure below illustrates the distribution of collisions within the immediate vicinity of the site.



Figure 5 Local Collision Distribution

3.2.3 There have been no recorded collisions at Avon Road, nor its junctions with Duke Street and East Street respectively. Whilst it is noted that there are recorded collisions at the junction between Anchor Springs and East Street, WSCC confirmed in its pre-application response (attached hereto at **Appendix B**) that these are not owing to the layout of the road network, and that there is generally not a pattern of incidents that would suggest a local safety concern.

3.3 Local Amenities

3.3.1 The table below outlines the amenities available within 500m of the site as defined within BREEAM guidance. In addition, the table includes the general walk times in accordance within the Chartered Institution of Highways of Transportation (CIHT) guidelines of 80 metres per minute walking speed.

| Type of Amenity | Name of Amenity | Location | Distance from Site | Time to Walk |
|---------------------------------|--------------------------------------|---|--------------------|--------------|
| Food Outlet | Chicken Cottage | 9 East St, East Sussex, Littlehampton BN17 6AE | 63m | 1 minute |
| Access to Cash | Sainsbury's Bank ATM | 19-23 High St, Littlehampton BN17 5EG | 230m | 3 minutes |
| Outdoor Open Space | Caffyns Field | Caffyns Field, Beach Rd, Littlehampton BN17 5JG | 450m | 6 minutes |
| Recreation / Leisure Facilities | Littlehampton Museum | Manor House, Church St, Littlehampton BN17 5EW | 120m | 2 minutes |
| Postal Service | Littlehampton Post Office | 66 High St, Littlehampton BN17 5EA | 190m | 3 minutes |
| Community Facility | Dove Lodge Community Resource Centre | 49 Beach Rd, Littlehampton BN17 5JG | 500m | 7 minutes |
| Pharmacy | Kamsons Pharmacy | 84 High St, Littlehampton BN17 5DX | 120m | 2 minutes |
| GP Surgery | Littlehampton Health Centre | Fitzalan Rd, Littlehampton BN17 5HG | 500m | 7 minutes |
| Childcare/School | Alpha Pre-School | 23 Connaught Rd, Littlehampton BN17 6ER | 450m | 6 minutes |

Figure 6 Facilities within 500m

3.3.2 The figure above confirms that the development meets BREEAM assessment option no.9 as there are more than three existing amenities present within 500m of the site. Further details are provided within the supporting Travel Plan.

3.4 Accessibility Credentials

Walking

3.4.1 As noted above, there are several local amenities and services within a short walk of the site across the town centre.

3.4.2 Notwithstanding this, the 'Planning for Walking' guidance (2015) produced by the Chartered Institution of Highways and Transportation (CIHT) has also been considered which provides information on the characteristics of pedestrian journeys, the benefits of walking and the legal framework that applies to pedestrians.

3.4.3 Further guidance set of by CIHT 'Providing for Journeys on Foot' (2000) sets out the considered industry standard in relating to distances that are desirable, acceptable and preferred maximum. This is summarised below on relative journey distances.

| Standard | Town Centre | Commuting / School | Elsewhere |
|-------------------|-------------|--------------------|-----------|
| Desirable | 200m | 500m | 400m |
| Acceptable | 400m | 1km | 800m |
| Preferred Maximum | 800m | 2km | 1.2km |

Figure 7 Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000)

3.4.4 The figure below therefore illustrates an indicative 2km walking catchment from the site.



Figure 8 2km Walk Catchment

- 3.4.5 The application of the 2km walking catchment indicates that the site is well located for access to the town centre as well as peripheral areas to Littlehampton, from which employees are likely to reside.
- 3.4.6 Walking would therefore provide a realistic transport mode for staff commuting from within the local catchment as well as providing for journeys made during guests' stays. Additionally, it is reasonable to suggest that walking could form part of a multi-modal trip enabling guest travel to / from the site from home,

Cycling

- 3.4.7 Over short distances, cycling is often quicker than using a car and more flexible than using public transport.
- 3.4.8 Cycling is an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity has increased demand for cycling.
- 3.4.9 Traditional DfT guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication '*Cycle Friendly Infrastructure*' (1996), suggests that reasonable fit individuals can comfortably cycle a distance of 8km to workplace destinations.
- 3.4.10 In light of the above preferred maximum distances, the figure below illustrates an indicative 5km cycling catchment from the site.



Figure 9 5km Cycle Catchment

- 3.4.11 The analysis indicates that an extensive area can be accessed by bicycle, to include Crossbush, Angmering on sea and Ford.
- 3.4.12 National Cycle Network Route 2 is located towards the east of the site as shown within the figure below. This cycle route connects Littlehampton with Bognor Regis to the east, Route 2 overall connects St Austell to Dover with areas yet to be constructed, such as the route to the east towards Worthing.
- 3.4.13 The local topography across Littlehampton is generally flat and therefore considered conducive to journeys on foot and by bicycle.

Public Transport

- 3.4.1 Due to the central location of the site, staff and guests would be able to arrive at the hotel by public transport and / or undertake a proportion of trips during their stay using sustainable modes.

- 3.4.2 The accessible location of the site also facilitates hotel staff making journeys by sustainable modes, particularly since the majority of staff at Premier Inn sites are employed from within the local area.
- 3.4.3 As shown in **Figure 1** above, the site lies within close proximity of Littlehampton Railway Station and several local bus stops.
- 3.4.4 The Anchor Springs bus stops are located directly adjacent to the site along the primary hotel frontage. The table below provides a summary of the services that operate to / from the stops.

| Service | Route Summary | Frequency / Hours of Operation (Monday – Friday) |
|---------|------------------------------|--|
| 12 | East Preston - Littlehampton | Every hour / 10:20 – 15:22 |
| 500 | Westergate - Littlehampton | Every 30 minutes / 05:45 – 00:03 |
| 700 | Littlehampton - Brighton | Every 12 minutes / 05:40 – 22:34 |
| 9 | Arundel – Shoreham-by-Sea | Every hour / 07:24 – 17:45 |

Figure 10 Bus Service Summary

- 3.4.5 Local bus services would offer a viable means of travel for staff and guests, serving key destinations for primary trips and those during stays.
- 3.4.6 The table below summarises rail services from Littlehampton Railway Station which is located circa 500m (7-minute walk) to the west of the site.

| Destinations | Frequency | Journey Time |
|-----------------|--------------------------|-------------------|
| Chichester | 1 train per hour | 20 minutes |
| Brighton | 1 train every 50 minutes | 50 minutes |
| London Victoria | Every 30 minutes | 1 hour 46 minutes |

Figure 11 Littlehampton Rail Service Summary

- 3.4.7 Rail travel therefore also represents a viable means for staff and guests to travel to the site, with frequent services and a convenient walking route between the station and site.

Taxi

- 3.4.8 It is anticipated that some trips to the site will be made by taxi, especially by those with disabilities and/or carrying heavy luggage. The following operators serve the local area and can be prebooked in advance:

- Arrow Taxi Group (01903713713)
- Apollo Taxis (01903723030)

- Littlehampton Airport Taxi (02039430257).

3.4.9 These operators offer wheelchair accessible vehicles. A number of taxi ranks are available at Littlehampton Train Station. A taxi freephone would also be available within the hotel reception area and will automatically connect to a local operator.

3.4.10 The site layout would allow for taxi drop-off / pick-up both within the on-site car park and the dedicated loading bay when not in use by a delivery / servicing vehicle.

Accessibility Index

3.4.11 The site records an Accessibility Index (AI) score of 6.81. Further details are provided within the supporting Travel Plan.

3.4.12 This is based on calculating the proximity of the site to bus stops within 650m (of which there are 3 served by 4 bus services) and 1 railway station within 1000m and averaging the frequency of each service for a given timeframe. The dedicated school buses have not been included as part of this assessment.

3.4.13 The frequency of public transport is the average number of services per hour. This average is calculated by determining the number of services stopping at the node during the peak arrival and departure times for the building or the building's typical day's operating hours (in this case 07:00 – 20:00) divided by the number of hours within that period (13 hours).

3.4.14 Services that operate from more than one node within the proximity of the building, i.e. the same bus serving two separate bus stops, have only been considered once, at the node in closest proximity to the building. It is noted that different services at the same node count as separate services. Additionally, for the purpose of calculating the index, for bi-directional routes only the direction with the highest frequency has been used.

3.4.15 This AI does not the site for an additional BREEAM credit under Tra 02.

3.5 Accessibility Summary

3.5.1 The site benefits from a highly sustainable location so as to encourage staff and guest travel via alternative modes of travel to the private car, both as a primary journey and during stay at the hotel.

3.5.2 Indeed, WSCC acknowledged the highly accessible nature of the site during pre-application discussions and its written response attached hereto at **Appendix B**.

3.5.3 RGP has prepared a Travel Plan (document ref. 2024/8391/TP01) to support the planning application which contains measures, initiatives and targets to encouraging travel via more sustainable modes.

4 TRIP GENERATION

4.1 Historic Trip Generation

4.1.1 In its most recent form, the site operated as a food retail store (2,375sqm in floorspace by Waitrose), until its closure in 2015.

4.1.2 During pre-application discussions with WSCC, it was confirmed that assessments provided in support of previous residential development (LPA ref. LU/3/19/PL) at the site would be acceptable in providing an overview of the historic trip attraction potential of the site.

Vehicle Trips

4.1.3 The table below replicates the vehicle trip rates and resultant generation for the former retail store (2,375sqm), as presented in 'Technical Note 1' supporting the previous application, prepared by Fore Consulting Limited. It is noted that the assessment was undertaken to align with the general characteristics of the former food store (e.g. by brand, formerly operated by Waitrose). For completeness, the TRICS outputs have been replicated and are attached hereto at **Appendix C** for reference.

| Time Period | Food Store Vehicle Trip Rate (per 100sqm) | | | Food Store Trip Generation (2,375sqm) | | |
|--------------|--|---------------|---------------|--|------------|--------------|
| | Arrival | Departure | Total | Arrival | Departure | Total |
| AM Peak | 1.786 | 1.071 | 2.857 | 42 | 25 | 68 |
| PM Peak | 2.218 | 2.747 | 4.965 | 53 | 65 | 118 |
| Daily | 30.972 | 30.982 | 61.954 | 736 | 736 | 1,471 |

Figure 12 Historic Food Store Vehicle Trip Generation

4.1.4 As shown, a forecast on this basis suggests that the food store could generate in the order of 68 two-way vehicle trips across the AM peak hour and 118 across the PM equivalent. Across the course of a typical weekday, the food store could generate in the order of 1,471 two-way vehicle trips.

4.1.5 It is therefore considered that the above forecast provides a baseline position for vehicle trips associated with the site, as its former use as a food store could be re-implemented without the need for planning permission. These baseline trips have therefore been compared to those that could be expected post-development by the hotel to establish the net impact of the proposals in these terms.

Pedestrian Trips

4.1.6 In order to further contextualise the historic trip attraction potential at the site for the former food store use, an additional assessment has been undertaken to establish pedestrian trips, again utilising the TRICS outputs from the previously approved LU/3/19/PL application.

4.1.7 The table below similarly provides a replication of the pedestrian trip rates and the resultant potential attraction for trips on-foot to a food retail store of this size.

| Time Period | Food Store Pedestrian Trip Rate (per 100sqm) | | | Food Store Trip Generation (2,375sqm) | | |
|--------------|---|----------------|----------------|--|--------------|--------------|
| | Arrival | Departure | Total | Arrival | Departure | Total |
| AM Peak | 4.532 | 7.717 | 12.249 | 108 | 183 | 291 |
| PM Peak | 12.561 | 9.583 | 22.144 | 298 | 228 | 526 |
| Daily | 128.208 | 137.067 | 265.275 | 3,045 | 3,255 | 6,300 |

Figure 13 Historic Food Store Pedestrian Trip Generation

4.1.8 As shown, a forecast on this basis suggests that the food store could generate in the order of 291 two-way pedestrian trips across the AM peak hour and 526 across the PM equivalent. Across the course of a typical weekday, the food store could generate in the order of 6,300 two-way pedestrian trips.

4.1.9 Again, it is considered that the above assessment is sufficient to form a baseline position for potential trips on foot to / from the site.

4.2 Proposed Trip Generation

4.2.1 The proposals involve the redevelopment of the former retail store to provide a new hotel with 130 bedrooms.

4.2.2 Although TRICS is typically the industry-standard tool for deriving traffic generation and parking demand for various land uses, in RGP's experience this data is often not comparable for hotel developments.

4.2.3 Many hotels within TRICS are not branded hotels and differ in the operational style of a typical national brand, the likes of which may become the operator of the site, with many TRICS sites also containing leisure uses on site, for example, which makes the data unrepresentative. Additionally, hotels with additional on-site uses do not accurately split parking and vehicle trips generated by each individual element of the site and instead combined to form one single trip rate.

4.2.4 Therefore, as part of RGP's assessment, data collected from surveys of numerous Premier Inn sites has been used to establish the likely operation of the proposed hotel. This bespoke data is regularly used to support planning applications for Premier Inn hotels and is generally well received by planning authorities and proven to be a robust assessment method. As noted, this data was used in support of the Premier Inn hotel at Bognor Regis (LPA ref. BR/83/23/PL) and deemed acceptable by WSCC in its consultation on the application.

4.2.5 Given the comparative location of the site in this instance, the use of the data is also considered acceptable, and this was confirmed by WSCC through the pre-application process.

4.2.6 This survey data has therefore been utilised to assess the likely vehicle trip attraction of a hotel at the site, with trip rates being applied to the proposed 130 bedrooms. The table below summarises the trip rates and their application to the proposed quantum of bedrooms. Consideration has been given to the respective traditional AM (08:00-09:00) and PM (17:00-18:00) peak hours on the local highway network, alongside a daily total.

| Time Period | Trip Rate (per bedroom) | | | Trip Generation (130 bedrooms) | | |
|--------------|----------------------------|--------------|--------------|-----------------------------------|------------|------------|
| | Arrival | Departure | Total | Arrival | Departure | Total |
| AM Peak | 0.039 | 0.202 | 0.241 | 5 | 26 | 31 |
| PM Peak | 0.156 | 0.045 | 0.201 | 20 | 6 | 26 |
| Daily | 1.115 | 1.044 | 2.158 | 145 | 136 | 281 |

Figure 14 Forecasted Hotel Vehicle Trip Generation

4.2.7 The forecast highlights that there may be in order of 281 two-way daily trips associated with the proposed hotel, comprising 31 and 26 across the respective AM and PM peak periods.

4.2.8 It is noted that WSCC was presented the above forecast for hotel trips during the pre-application consultation, with no objections raised to its use in the full planning submission.

4.3 Net Impact

Vehicle Trips

4.3.1 The table below replicates the historic and proposed vehicle trip generation figures from the above assessments to forecast the net impact of the development in these terms.

| Time Period | Former Food Store | | | Proposed Hotel | | | Net Impact | | |
|--------------|-------------------|------------|--------------|----------------|------------|------------|-------------|-------------|---------------|
| | Arr | Dep | Tot | Arr | Dep | Tot | Arr | Dep | Tot |
| AM Peak | 42 | 25 | 68 | 5 | 26 | 31 | -37 | 1 | -37 |
| PM Peak | 53 | 65 | 118 | 20 | 6 | 26 | -33 | -59 | -92 |
| Daily | 736 | 736 | 1,471 | 145 | 136 | 281 | -591 | -600 | -1,190 |

Figure 15 Vehicle Trip Attraction Net Impact

4.3.2 As shown, the proposed development is predicted to produce significantly fewer vehicle trips than the historic use as a food store, both across the respective peak hours and the course of a typical weekday.

- 4.3.3 When considering the likely impact of the proposal in these terms, and in the context of the baseline levels of vehicular traffic across the town centre, it should not be considered significant nor 'severe' as stipulated within the NPPF. This being the case, and following the advice received from WSCC during the pre-application engagement, it is not considered that any junction capacity assessments would be warranted.
- 4.3.4 The majority of staff at the hotel would likely reside locally and hence would be encouraged to travel to / from work via alternative modes to the private car. The hotel operator would promote the uptake of the travel planning measures for staff which would yield wider benefits to the town centre in terms of reducing the vehicular trip attraction of the development and any residual pressures on public parking demands.
- 4.3.5 Notwithstanding the above, the number of hotel staff that typically drive to Premier Inn sites is extremely low and any such vehicles are included within RGP's trip generation and parking accumulation data.

Pedestrians

- 4.3.6 It should further be highlighted that not only would the hotel generate significantly fewer trips than the former food store use by vehicle, but also more generally via all modes of travel. This includes pedestrian trips which would be significantly reduced from the potential 6,300 two-way daily trips as forecasted on foot for the food store.
- 4.3.7 The reduction in trips on foot should therefore be considered in the context of the requests for local improvements to crossing points and onward routes, as per the feedback from WSCC through the pre-application engagement. This is considered in further detail at **Section 6**.

5 PARKING

5.1 Car Parking Standards

- 5.1.1 The relevant parking standards for the site are contained within the Arun District Council (ADC) '*Parking Standards Supplementary Planning Document*', adopted in January 2020.
- 5.1.2 Standards are not defined for C1 (Hotel) uses, as proposed, with the guidance citing that "C1, C2, C2A, C4 and D2 uses parking provision will be determined on a case by case basis on travel plan and needs." This is applicable both to car and cycle parking provision.
- 5.1.3 Given the lack of any quantified standards for such developments by ADC, consideration has also been to the adopted standards from WSCC are detailed within the '*Guidance on Parking at New Developments*' document, released in September 2020. The standards for car parking within are defined as one space per hotel bedroom.
- 5.1.4 The WSCC guidance also suggests that disabled persons' parking spaces should be provided at a minimum of 5% of the total number of parking spaces.

5.2 Proposed Parking Provision

- 5.2.1 As illustrated in the proposed plan attached hereto at **Appendix A**, the site would benefit from a total of 96 formal car parking spaces, retained to the north of the hotel building within the hardstanding area which would be formalised with improved lining and wayfinding.
- 5.2.2 The parking provisions would also comprise eight disabled bays and six 'active' EV bays (with a further four equipped with 'passive' infrastructure to enable future conversion).
- 5.2.3 Whilst a hotel as proposed would typically warrant the delivery of 130 car parking spaces if applying the prescribed WSCC standards stringently, the locational characteristics of the site (town centre location, availability of alternative travel modes and proximity to town centre parking) support a reduced provision. These characteristics are all matters the NPPF confirms should be taken into account when considering levels of parking.
- 5.2.4 Indeed, given the local characteristics of the site, WSCC confirmed that the proposed provisions for car parking at the site would be acceptable.

5.3 Operational Parking Assessment

- 5.3.1 In order to assess the demand for parking at the proposed hotel for guests and staff, the trip generation assessment undertaken using the bespoke Premier Inn data has been further interrogated to establish an accumulation of vehicles based on the proposed arrival and departure movements. The graph below illustrates the typical weekday parking demand for the hotel, assuming all 130 bedrooms are sold.

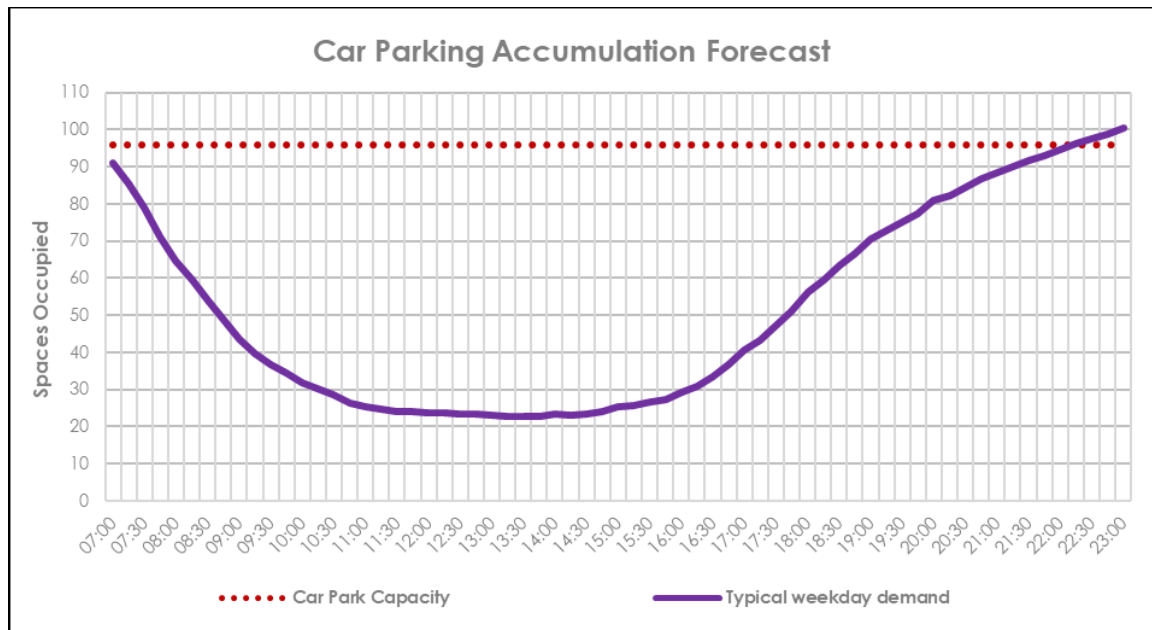


Figure 16 Forecasted Car Parking Accumulation

- 5.3.2 As illustrated, there would be a definitive parking profile associated with the site, with a reduction in parking demand through the morning and an increase in parking accumulation throughout the evening. The peak parking demand for the hotel would occur overnight, with a maximum demand for circa 100 car parking spaces. It should be noted this is factored to reflect full occupancy and hence is robust.
- 5.3.3 Although the on-site car park would be able to accommodate the large majority of vehicles at the site, there are multiple public car parks within close proximity of the site that would be able to accommodate additional overflow from the development if required (as shown in **Figure 1**).
- 5.3.4 Whilst the surrounding car parks currently generate peak parking accumulations during the middle part of the day, the proposed hotel would generate the majority of its parking demands overnight i.e. when the existing parking demands are very low. As a result, any overspill parking from the hotel would occur overnight, when they are likely to experience significant spare capacity.
- 5.3.5 This arrangement, where guests utilise local public car parking, is commonplace at town centre hotels, including numerous other Premier Inn sites in similar town centre locations, and is known to work effectively. This scenario was accepted by WSCC during the pre-application discussions and as confirmed formally in the response attached hereto at **Appendix B**.
- 5.3.6 Furthermore, owing to the touristic nature of Littlehampton, the hotel could potentially accommodate people who may have been visiting the town on a day trip regardless. The new hotel, providing additional overnight accommodation, would therefore enable these existing visitors to stay overnight, and hence these trips would not necessarily create additional traffic or parking pressures, thereby making the above assessment robust.

5.4 Cycle Parking

- 5.4.1 The proposed Site Plan attached hereto at **Appendix A** illustrates the provision of a dedicated cycle store to the rear of the site, accessible via Avon Road. The cycle store would offer capacity for 14 cycles in total. This would be appropriate in adhering to the suggested provisions by WSCC during the pre-application engagement and as confirmed in the written response attached hereto at **Appendix B**.
- 5.4.2 It should be noted that Whitbread permits Premier Inn guests to store bicycles within bedrooms which hence further increases the effective provisions for cycle storage at the site. Further information can be found at <https://www.premierinn.com/gb/en/why/bike-friendly.html>.

6 ACCESS AND LAYOUT

6.1 Vehicle Access

- 6.1.1 Avon Road passes to the north of the main building at the site, with the east-west route to be retained post-development. Vehicles accessing the parking area and the loading bay to the rear of the site would be able to access via the west and egress to the east via Avon Road, in a consistent manner to the existing arrangements.
- 6.1.2 The existing car park access points (one entrance point and two egress points) would be retained in their current form post-development, with no alterations proposed in these terms. On-street parking restrictions (double-yellow lines) would also be retained along Avon Road as existing.

6.2 Pedestrian Access

- 6.2.1 The primary entrance to the hotel would be provided along Anchor Springs, as shown in the proposed Site Plan attached hereto at **Appendix A**, with this frontage including the hotel reception and the bar / restaurant entrance.
- 6.2.2 It should be highlighted that the proposed building line is to be set-back from the existing which hence would afford further space to the footway along Anchor Springs adjacent to the site frontage. The hardstanding area at the frontage of the site would be delivered to tie into the existing footway and this therefore allows for additional passage and waiting space for pedestrians, both those using the site facilities at the Anchor Springs bus stops.
- 6.2.3 Passage from the car park to the rear of the hotel across Avon Road would be maintained in the form of the pedestrian crossing point, with a secondary entrance also provided to the rear.
- 6.2.4 Pedestrians passing from the parking area and Avon Road are able to pass to the west of the main building via the throughfare which would be improved so far as possible with enhanced landscaping and surveillance.

6.3 Off-Site Highway Works

- 6.3.1 As noted, WSCC suggested that the local area would benefit from improvement works at crossing points between Avon Road, East Street and Anchor Springs respectively.
- 6.3.2 In light of the likely significant reduction in pedestrian trips following the implementation of the hotel when compared to the former food store use, it is not considered that the improvements sought would be proportional, necessary, nor reasonable to the scale of the development proposals and likely impacts, as stipulated in paragraph 58 of the NPPF.
- 6.3.3 Furthermore, it is important to highlight the significant improvement works to the public realm as part of the proposals, including to the rear of the site along Avon Road and along the primary frontage of the site with Anchor Springs.

6.3.4 It is therefore considered that the existing and proposed provisions for pedestrian access to the development would be sufficient.

6.4 Delivery and Servicing Arrangements

6.4.1 Whitbread (the hotel operator) typically uses vehicles of between 12m and 16.5m for delivery purposes, depending on local constraints. In this instance Whitbread has confirmed that a 16.5m vehicle would not be used and instead a 14.6m or 12m rigid would be the largest vehicle types used to service the proposed hotel.

6.4.2 As illustrated in the proposed Site Plan attached hereto at **Appendix A**, the hotel would be afforded an inset loading bay to the rear which would be accessible via Avon Road. This location would be to the west of the delivery and servicing area for the former food retail store.

6.4.3 As illustrated within the Site Plan attached hereto at **Appendix A**, the refuse store would be located to the west of the loading bay which would serve to be within an acceptable distance for the convenient transfer of bins between the store and the bay. Additionally, the linen, food and drink delivery entrances are located to the south of the loading bay, also within an acceptable distance.

6.4.4 Drawing **2024/8391/005**, attached hereto, illustrates the design of the proposed loading bay arrangement. As indicated within the drawing, this could be delivered wholly within land under control of The Applicant. For reference, the adopted highway extents are confirmed in the plan attached hereto at **Appendix C**. There would therefore not be a requirement for material changes to Avon Road.

6.4.5 The proposed loading bay would therefore privately managed and controlled by Whitbread. This would include the display of appropriate signage plates to make clear to users that the bay is within private land and that the bay is to only be used by delivery vehicles and short term drop off and pick up use. This would avoid the need for restrictions that would typically be attached to loading bays within the adopted public highway. As such, the applicant has no issue with not including double yellow lines from the bay and including clear signage as to the management of the loading bay which would therefore address the potential concerns raised during the pre-application engagement with WSCC.

6.4.6 The drawing illustrates that a 12m rigid delivery vehicle would be able to enter and egress the loading bay accordingly, and this is similarly the case for a 14.6m small articulated vehicle. Refuse collections would be undertaken by smaller vehicles and would service the site following the same arrangements as these delivery vehicles.

6.4.7 Based on vast experience of similar sites, Whitbread has confirmed the hotel would generate approximately 14 service vehicle movements per week, which equates to approximately two service vehicle movements per day. The table below sets out the proposed weekly schedule for the hotel which is consistent across all Premier Inn sites of this scale and offering.

| Type | No. Visits | Duration | Timings | Activity |
|--------------------|------------|----------|---------------|------------------------------------|
| Linen | 7 | 30 mins | 06.30 – 18.00 | 1.5 m ³ cages on wheels |
| Food | 3 | 40 mins | 06.30 – 18.00 | trolley with 1 m x 1.2m pallets |
| Drinks | 1 | 45 mins | 06.30 – 18.00 | trolley with 1 m x 1.2m pallets |
| Refuse / Recycling | 3 | 20 mins | 06.30 – 18.00 | Bins emptied |

Figure 17 Premier Inn Weekly Delivery Schedule

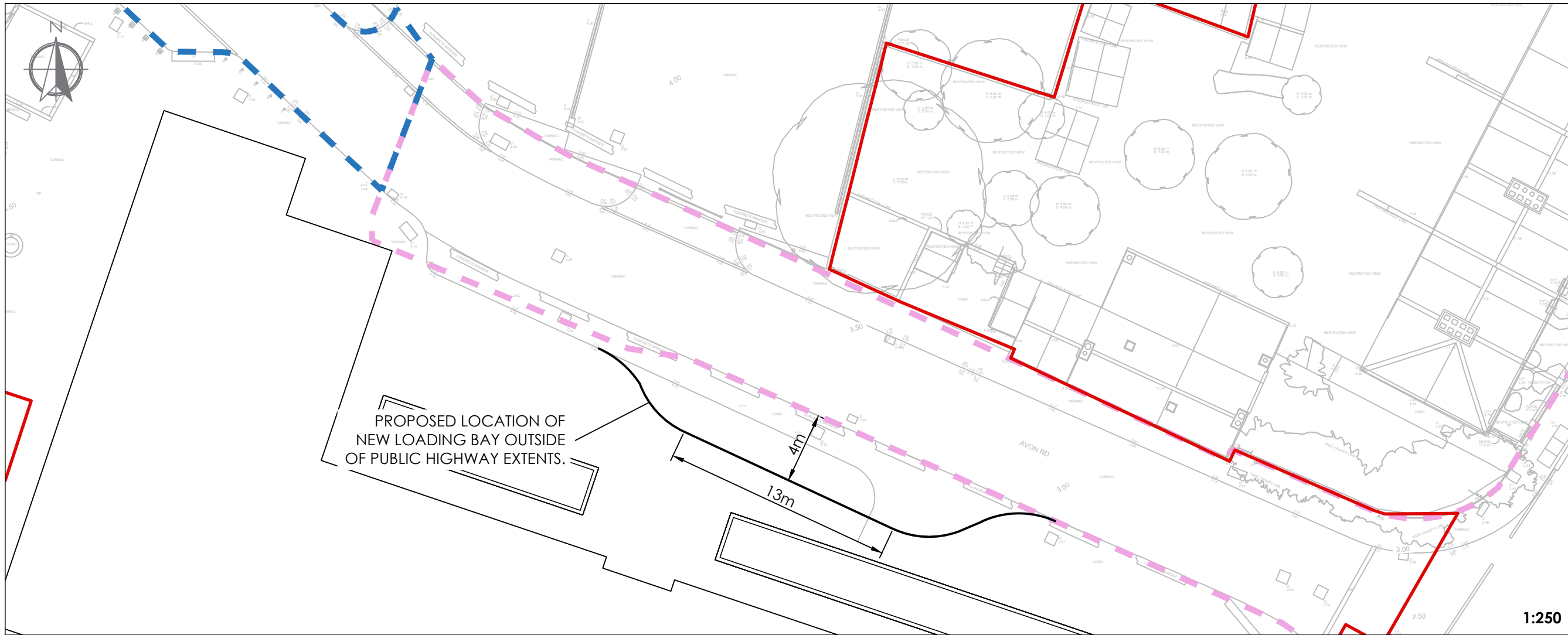
- 6.4.8 It is therefore not considered that the delivery and servicing frequencies at the site would represent an intensive level and all purposes could be accommodated within the loading area from Avon Road.
- 6.4.9 Whitbread operates a ‘Good Night Guarantee’ initiative at its Premier Inn hotels which permits guests to claim a refund if they have not had a satisfactory nights’ sleep. In order to achieve this and minimise any disruption to guests during the night, delivery and servicing activities are scheduled outside of these hours at off-peak times.
- 6.4.10 In addition, due to the nature of the development, all Whitbread deliveries are coordinated regionally to enable one delivery vehicle to serve several Whitbread hotels. The number and level of deliveries are constantly reviewed with the frequency and size of each delivery continually monitored to ensure that the minimum number of deliveries occur for each site.
- 6.4.11 Each delivery vehicle visit would therefore not necessarily represent a new vehicle trip on the highway network, with these vehicles arriving from and / or continuing to another Whitbread hotel locally.
- 6.4.12 The delivery and servicing activities at the site are outlined in the accompanying Delivery and Servicing Management Plan (2024/8391/DSMP01) which RGP has prepared to support the planning application.
- 6.4.13 As noted, when the loading bay is not in use for delivery and servicing purposes, pick-up and drop-off activities can be undertaken for guests and visitors from this location.

7 SUMMARY AND CONCLUSIONS

- 7.1.1 RGP is commissioned by Whitbread Plc. to provide transport and highways input in support of the proposed hotel development at Anchor Springs, Littlehampton, BN17 6AT.
- 7.1.2 The site currently comprises a former retail food store with accompanying car park offering circa 100 spaces. The development proposals comprise of the redevelopment of the site to provide a 130-bedroom hotel to be operated by Whitbread under the Premier Inn brand, with the hardstanding car parking area retained.
- 7.1.3 Vehicle access would be afforded under the existing arrangements via Avon Road, including the formation of an inset delivery bay to the rear of the hotel. The main guest and visitor entrance to the hotel would be via Anchor Springs.
- 7.1.4 This report has assessed the highways and transport considerations of the proposals and can make the following conclusions:
- The proposed hotel would be well located to benefit from sustainable modes of travel, thereby reducing the need to travel by car;
 - The proposed hotel would feature 96 on-site car parking spaces with public car parks within the close vicinity of the site available to accommodate any overflow demand;
 - The proposals would not generate a significant level of vehicular traffic in their own right and would represent a significant reduction in trips when compared to those for the former use of the site as a food store;
 - Delivery and servicing activities would be safely accommodated within the proposed loading bay to the rear of the site, accessible via Avon Road; and
 - In light of the forecasted significant reduction in trips when comparing the proposed hotel to the former use of the site as a food store, it is not considered that any off-site highway works would be warranted to mitigate the vehicle and pedestrian impacts of the development.
- 7.1.5 In light of the assessments and information presented within the report, WSCC and Arun District Council are respectfully invited to confirm that the proposed development would be acceptable in highways and transport terms.



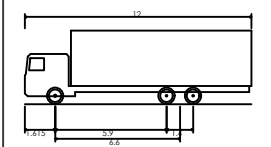
DRAWINGS



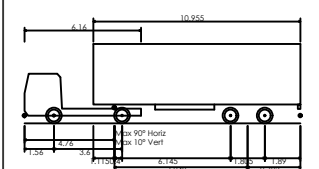
NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

- SITE BOUNDARY
- - - EXTENT OF PUBLIC HIGHWAY
- - - EXTENT OF PRIVATE LAND

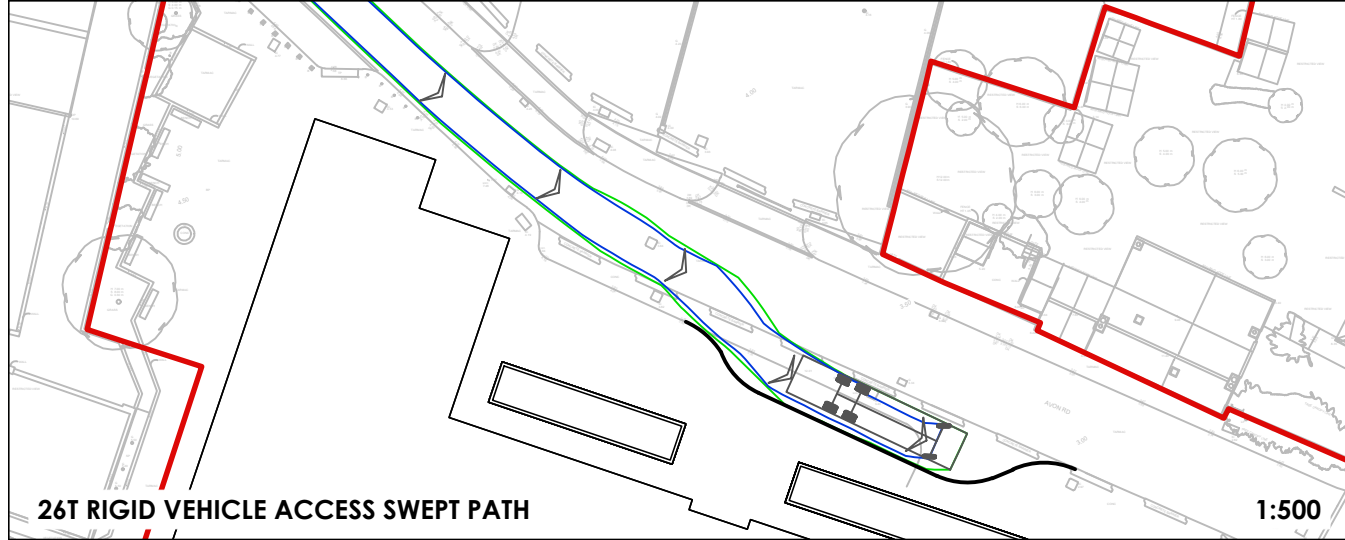


WHITBREAD Rigid 26t
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 Overall Width 2.650m
 Overall Body Height 3.900m
 Min Body Ground Clearance 0.427m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.972m



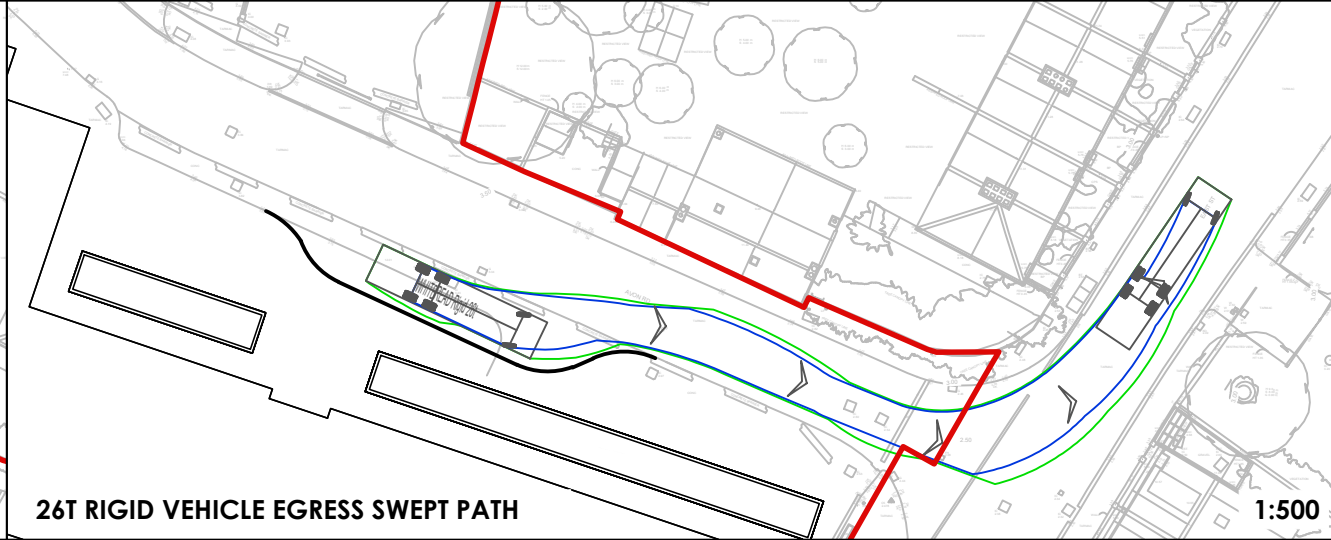
WHITBREAD Small Articulated
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 Overall Width 2.650m
 Overall Body Height 4.200m
 Min Body Ground Clearance 0.406m
 Track Width 2.376m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 5.300m

1:250



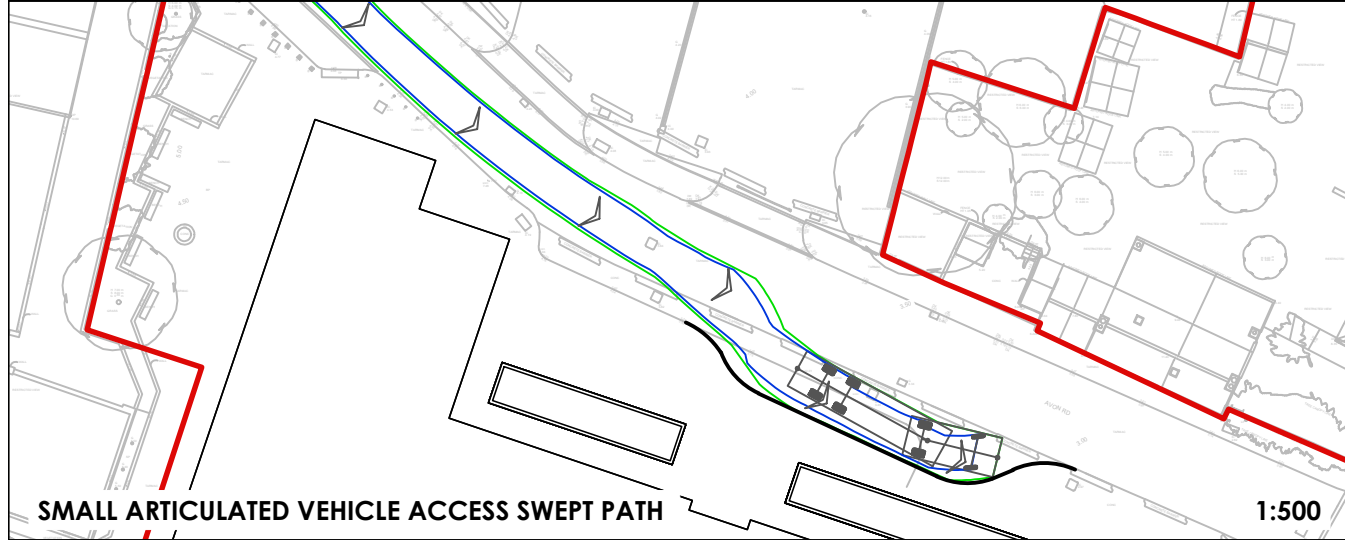
26T RIGID VEHICLE ACCESS SWEEP PATH

1:500



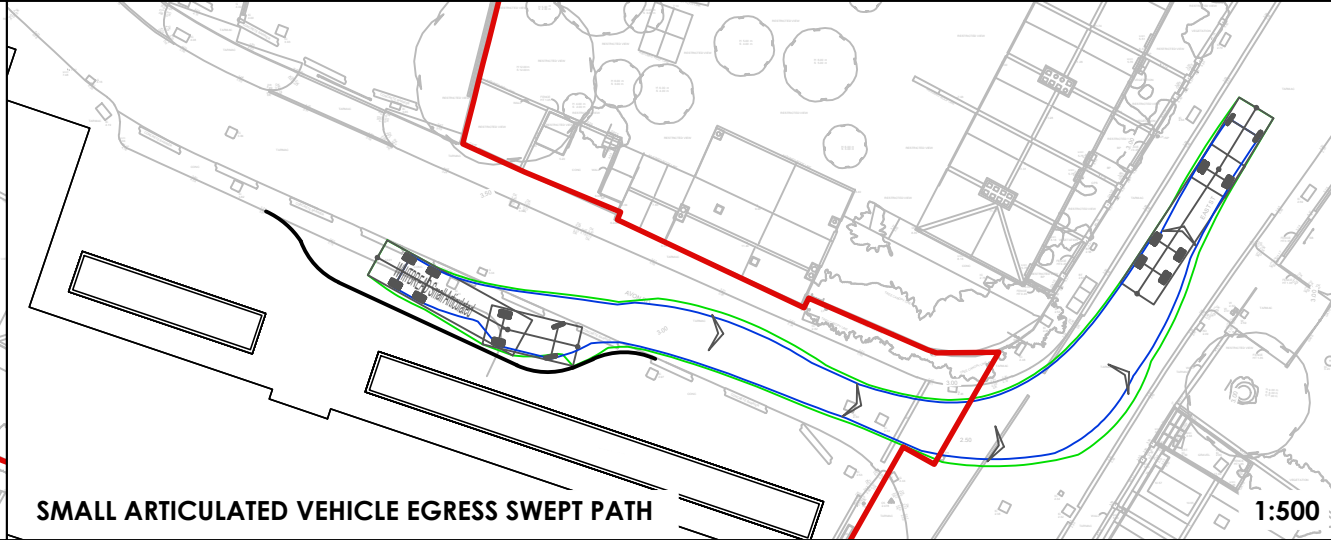
26T RIGID VEHICLE EGRESS SWEEP PATH

1:500



SMALL ARTICULATED VEHICLE ACCESS SWEEP PATH

1:500



SMALL ARTICULATED VEHICLE EGRESS SWEEP PATH

1:500

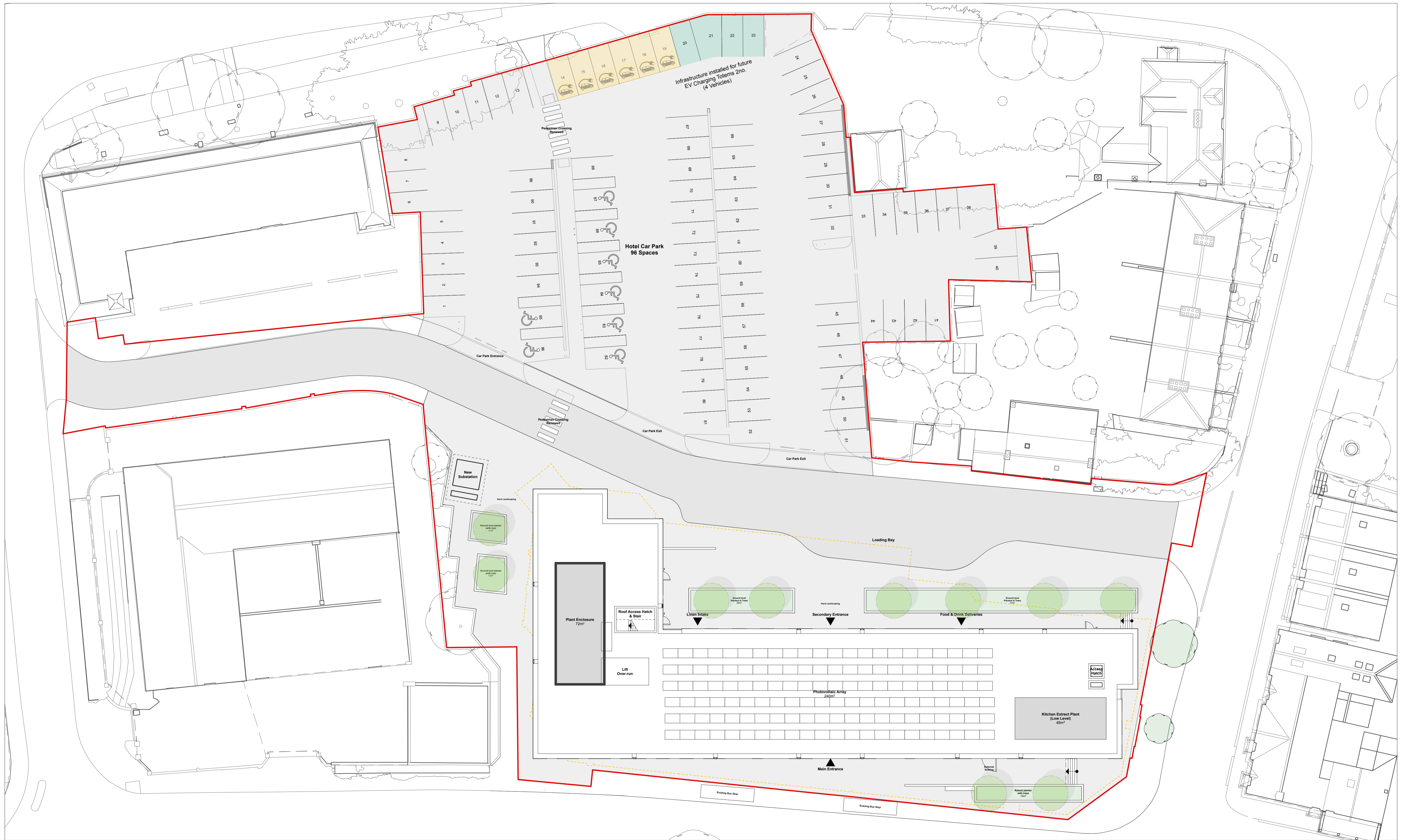
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| Rev. | Drawn | Comments | Date |
|------|-------|-----------------------------------|----------|
| P4 | GE | UPDATED LOADING BAY | 14/04/25 |
| P3 | GE | UPDATED SITE LAYOUT | 08/04/25 |
| P2 | GE | UPDATED LOADING BAY & SWEEP PATHS | 02/04/25 |
| P1 | GE | FIRST ISSUE | 13/03/25 |

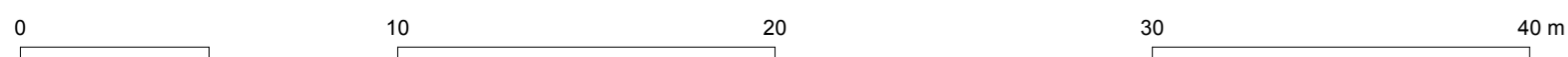
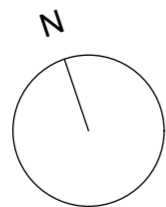
| | | | |
|---------------|------------------------------|------------|----|
| Client | Premier Inn Hotels | | |
| Project | Premier Inn Littlehampton | | |
| Drawing title | Proposed Loading Arrangement | | |
| Drawing No. | 2024/8391/005 | Rev. | P4 |
| Scale | AS SHOWN | Drawn by | GE |
| | | Checked by | JC |
| | | | A3 |



APPENDIX A

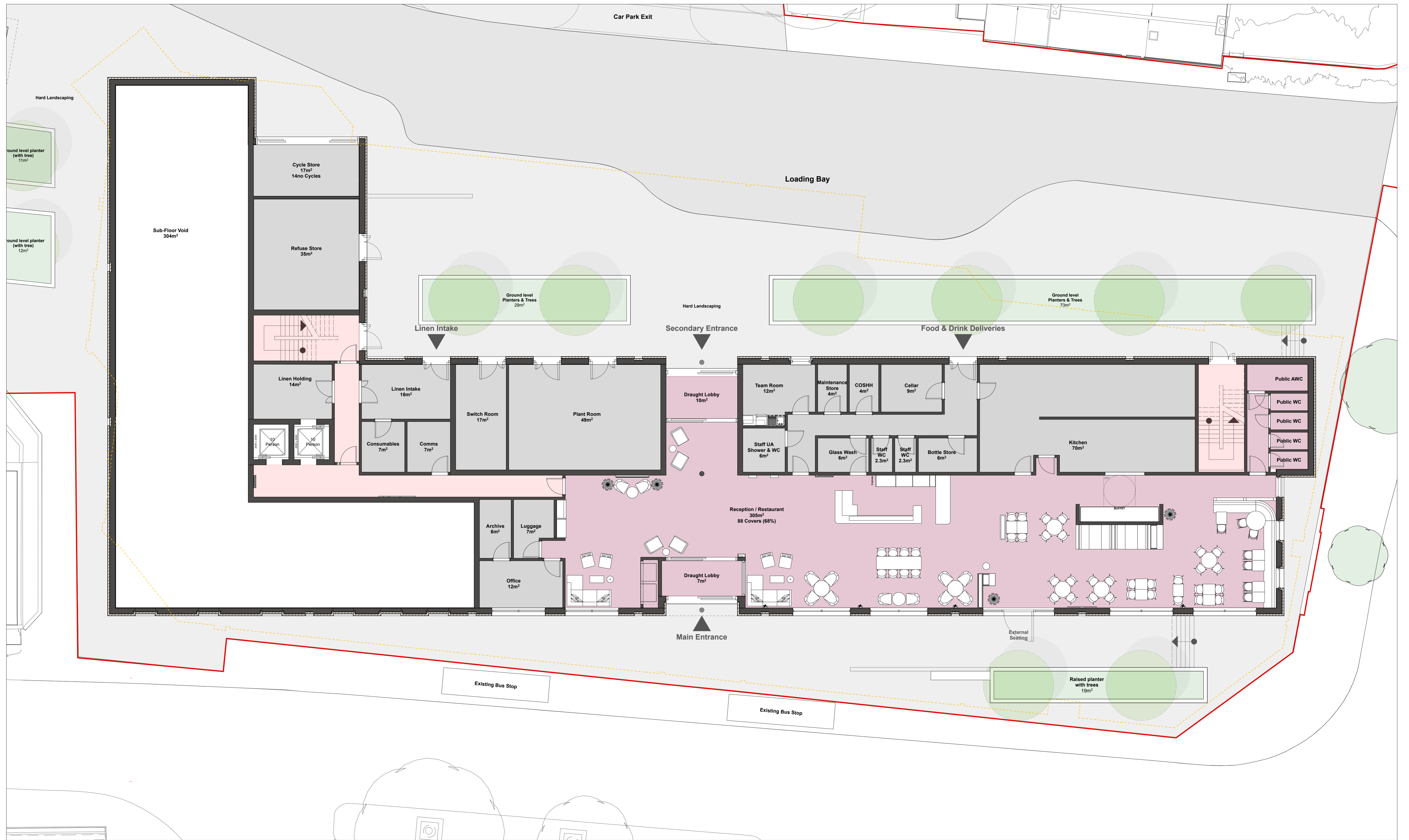


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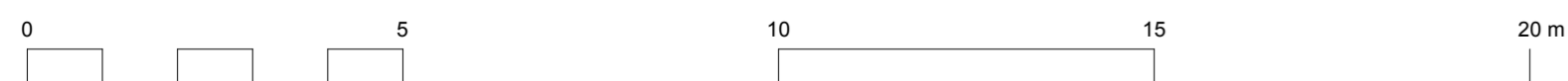
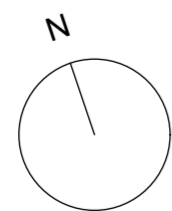


| | | |
|--|--|------------------------------------|
| <p>Client Premier Inn Hotels</p> <p>Project Anchor Springs Littlehampton Premier Inn</p> <p>Drawing No. 6122-P-</p> | <p>1 Brooklands Yard Southover High Street Lewes East Sussex BN7 1HU</p> <p>01273 479434 www.axiomarchitects.co.uk</p> <p>ARCHITECTS</p> <p>Drawing Proposed Site Plan</p> | <p>AXIOM ARCHITECTS</p> |
|--|--|------------------------------------|

| Rev | Date | Description | By | Chk | Status |
|-----|------|-------------|----|-----|----------|
| | | | | | PLANNING |



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| | | | |
|--|---|---|---|
| <p>Client Premier Inn Hotels</p> <p>Project Anchor Springs Littlehampton Premier Inn</p> <p>Drawing No. 6122-P-</p> | <p>1 Brooklands Yard Southover High Street Lewes East Sussex BN7 1HU 01273 479434 www.axiomarchitects.co.uk</p> <p>ARCHITECTS</p> <p>Drawing Proposed Ground Floor Plan</p> | <p>Rev Date Description By Chk</p> | <p>Revision Date Scale Drawn Checked Status</p> <p>100 08/04/25 1:100 @ A1 LB LB PLANNING</p> |
|--|---|---|---|



APPENDIX B

WEST SUSSEX COUNTY COUNCIL - PRE APPLICATION CONSULTATION

| | |
|------------------|--|
| TO: | Organisation: RGP - FAO: James Colston |
| FROM: | WSSC - Highways Authority |
| DATE: | 02 April 2025 |
| LOCATION: | EMPTY SUPERMARKET PREMISES, AVON ROAD, LITTLEHAMPTON BN17 6AT |
| SUBJECT: | Internal Reference: PRE-10-25 130-bedroom hotel to be operated by Whitbread under the Premier Inn brand. |
| DATE OF MEETING: | 10 March 2025 |
| RECOMMENDATION: | Advice |

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at EMPTY SUPERMARKET PREMISES. A virtual meeting was held on 10 March 2025. The comments below are based on documents provided by applicant and discussions from the meeting, including revised layby proposals sent on 01/04/25.

Site Context / Accessibility & Potential Off-Site Improvements

Existing site is food retail store with associated car parking of 100 x spaces (access from Avon Road – one way only west to east). Waitrose vacated in 2015.

Within town centre, walking distance to amenities, services, bus stops on Anchor Springs and Train Station 7-minute walk distant.

LU/214/20 consent for 36 x dwellings and commercial units – not implemented. LU/3/19 refused by LPA (83 x dwellings and commercial floorspace) – trip rates for existing use were agreed with LHA.

RTCs – none on Avon Road, a few at junction of Anchor Springs with East Street but none related to road layout, no pattern of incidents suggesting safety concern.

There are dropped kerbs at some side road crossings and existing RealTime boards at Anchor Springs bus stops. However, improvements could be made:

- New dropped kerb and tactile paved crossing of Anchor Springs junction with East Street (will improve safety of crossing at appropriate location for pedestrian movement southwards from the site, providing safe and suitable access for all as per NPPF para. 115).
- Tactile paving at the existing dropped kerb crossing of Avon Road/East Street junction.
- Tactile paving at existing dropped kerb crossing of Avon Road/Duke Street junction.

Full review of pedestrian desire lines (to town/train station) and whether any additional improvements can be identified along this route.

TRAVEL PLAN (TP) – full TP required, guidance can be sent separately. Monitoring fee of £3,950 + VAT would be secured via legal agreement.

Access Arrangements

Car park currently has 3 x access points with a zebra crossing of Avon Road to reach the building on south side of Avon Road. It is proposed to extinguish the eastern most access (within public highway) and reinstate footway (minor works licence would be required) and retain other two accesses as separate entrance and exit points. The western most access is from privately maintained section of Avon Road. The proposed car park exit point is half in private maintained/ half adopted highway. It does not appear any physical works are proposed to these points. Tactile paving could be included at both access and egress points to further assist pedestrian movement.

Is zebra crossing currently in the best location as the tactile on southern side Avon Road does not line up and crosses to end of a parking layby. This could be explored – explore best options for mobility and sight impaired including location of zebra crossing and in

light of fact that main entrance is on Anchor Springs side – will secondary building access be located on pedestrian desire line from car park?

New servicing layby on Avon Road proposed entirely within private land which would mean remaining double yellow lines across mouth only. The Traffic Regulation Order (TRO) team have been consulted for comments and raise concerns on these proposals, stating it is not generally acceptable to have a double yellow line across the front of an open bay and this applies even if the bay is privately owned. Having an open bay with a yellow line across the front of it subject to local authority parking enforcement, with private enforcement operating in the bay itself, is very likely to cause confusion. If a loading bay is necessary then it must either be formalised with a TRO amendment or constructed well away from the public highway so it is clear that it is within a private area.

If the road material change is proposed at join with public highway then some form of licence may be required. Full swept path tracking for anticipated vehicles will be provided at planning stage.

14 service vehicle movements per week (2/ day). Delivery and Servicing Management Plan to form part of planning application and likely to be reviewed and conditioned.

In terms of requirement for formal footway on south side of Avon Road – LHA would not insist on this, there is footway provision on northern side and dropped kerb/tactile paved improvements as set out above would provide some improvement. The public realm improvements on northern side will naturally provide space for pedestrians etc. though is presumed this will remain private land.

Trip Generation

Some type of assessment of existing potential trips under the food retail use should be provided to enable an assessment of likely change in vehicle movements. Trip rates were agreed under LU/3/19 and could be used for this purpose.

Data from other Premier Inn sites will be used to predict potential vehicle trip generation – 31 in AM and 26 in PM peak hours. Would have to compare this against existing vehicle movements to ascertain whether junction modelling required – as there are over 30 trips in AM peak may require modelling of site access and for completeness nearby junctions but LHA would consider this in context of what the increase/decrease is over existing.

Car Parking

Arun SPD does not hold specific standards for hotels. WSCC standards are one space per bedroom. There are 100 spaces on site and 130 bedrooms proposed. However, the LHA are mindful of the town centre location. Furthermore, parking accumulation exercise reveals full demand would be overnight, circa. 100 spaces but this is on basis of full occupancy of all hotel rooms. Any overspill parking would be demanded overnight when existing parking demands for public car parks would be lower. There are also comprehensive parking restrictions on nearby roads meaning overspill parking could not occur in locations detrimental to highway safety.

There are sufficient existing disabled/accessible bays in the car park. We discussed there is unlikely possible to provide some on building side – if not achievable consider location of accessible bays and zebra crossing as most direct to site for mobility impaired etc.

Cycle Parking

6 x cycle stands for 12 x cycles – also note that guests can store bicycles in rooms. Under WSCC guidance 1 space per 8 x car parking spaces thus 12.5 spaces – considering town centre location would advise perhaps 7 stands/14 cycles and changing facilities/cycle maintenance facilities for staff. If this is not provided, the TP should include provision for extra cycle spaces/facilities in the event cycling uptake needs to be further encouraged.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Final Stage 1 Road Safety Audit (RSA) of the site access and any proposed highway works, with the Road Safety Audit Response Report (RSARR) in word format for the LHA to edit as Overseeing Organisation, including any amended plans. – depends if intensification of the existing access is anticipated – to be determined as part of trip generation assessment.
- A Transport Assessment (and Travel Plan), including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs/ equivalent and site selection methodology
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology – to be determined

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts.

The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph - 25 metres
- 25 mph - 33 metres
- 30 mph - 43 metres

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

Parking

For applications within Arun, Crawley and South Downs National Park any parking provision should be provided in line with the Planning Authorities adopted

Supplementary Planning Guidance (SPG) which will set out parking standards for development in these areas. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Arun

<https://www.arun.gov.uk/supplementary-planning-documents-spds/>

For all other areas West Sussex County Councils latest parking standards which we adopted in SEP 2020 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

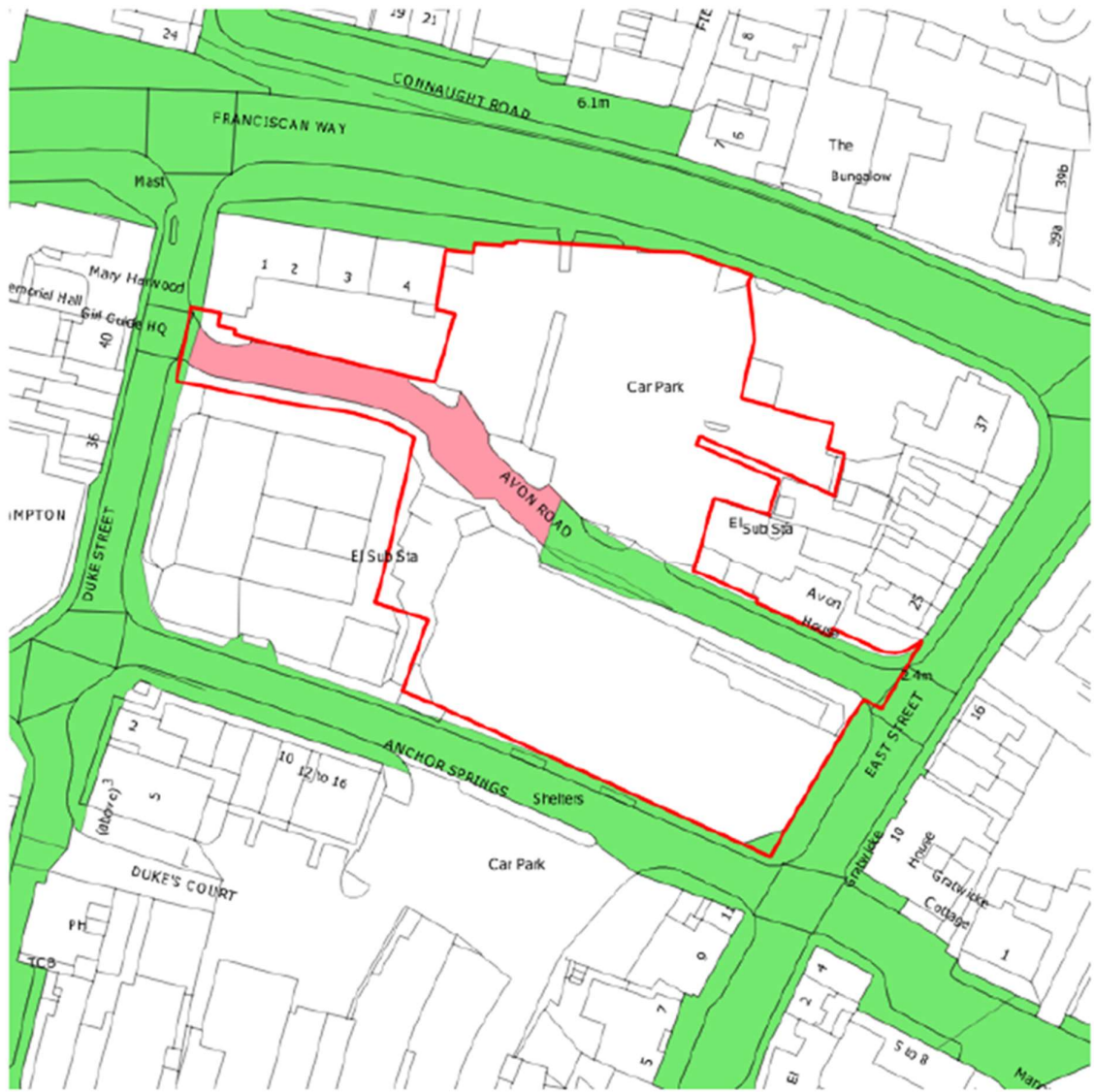
<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Katie Kurek
Planning Services



APPENDIX C



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 Site Boundary

 Public

Highway maintainable at public expense as defined under 536 of the Highways Act.

 Private

Road has not been adopted as a highway maintainable at public expense.

Members of the public may still have the right to use the road in their vehicles or on foot but the responsibility for and cost of maintenance is held privately.

 PMH/S38

Prospectively Maintainable Highway - Road is not currently adopted as a highway maintainable at public expense but the relevant authority has indicated through proposals, bonds, bond waivers or other means that they may adopt the road for maintenance at a future date.

 Highways Agency

This road is managed and maintained by the Highways Agency.

 Other Maintainable

Where identified please refer to the Notes box on the next page.



APPENDIX D

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-250408-0426

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : A - FOOD SUPERSTORE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

| | | |
|----|-------------------|--------|
| 01 | GREATER LONDON | |
| | CN CAMDEN | 2 days |
| | IS ISLINGTON | 2 days |
| | KI KINGSTON | 1 days |
| 02 | SOUTH EAST | |
| | SC SURREY | 1 days |
| 04 | EAST ANGLIA | |
| | CA CAMBRIDGESHIRE | 1 days |
| | SF SUFFOLK | 1 days |

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

RGP Mill Pool House Godalming

Licence No: 728001

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1625 to 4746 (units: sqm)
Range Selected by User: 820 to 12550 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 23/03/18

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

Selected survey days:

| | |
|-----------|--------|
| Monday | 1 days |
| Tuesday | 2 days |
| Wednesday | 1 days |
| Thursday | 2 days |
| Friday | 2 days |

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 8 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|-------------|---|
| Town Centre | 8 |
|-------------|---|

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 | 1 |
| Retail Zone | 2 |
| Built-Up Zone | 1 |
| High Street | 4 |

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 Vehicles Counts:

| | |
|-----------------------------|-------------------|
| Servicing vehicles Included | 3 days - Selected |
| Servicing vehicles Excluded | 7 days - Selected |

Secondary Filtering selection:

Use Class:

| | |
|------|--------|
| E(a) | 8 days |
|------|--------|

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:

All Surveys Included

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection (Cont.):

Population within 1 mile:

| | |
|-------------------|--------|
| 5,001 to 10,000 | 1 days |
| 10,001 to 15,000 | 2 days |
| 25,001 to 50,000 | 1 days |
| 50,001 to 100,000 | 3 days |
| 100,001 or More | 1 days |

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 days |
| 125,001 to 250,000 | 2 days |
| 500,001 or More | 5 days |

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

Car ownership within 5 miles:

| | |
|-------------|--------|
| 0.5 or Less | 1 days |
| 0.6 to 1.0 | 4 days |
| 1.1 to 1.5 | 3 days |

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

Petrol filling station:

| | |
|---|--------|
| PFS is present at the site and is included in the count | 0 days |
| PFS is present at the site but is excluded from the count | 0 days |
| There is no PFS at the site | 8 days |

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:

| | |
|-----|--------|
| Yes | 2 days |
| No | 6 days |

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

| | |
|---------------------|--------|
| No PTAL Present | 3 days |
| 6a Excellent | 2 days |
| 6b (High) Excellent | 3 days |

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

LIST OF SITES relevant to selection parameters

| | | | |
|---|---|---------------------|----------------------------|
| 1 | CA-01-A-01 SIDNEY STREET CAMBRIDGE | SAINSBURY'S | CAMBRI DGESHI RE |
| | Town Centre High Street Total Gross floor area: 2210 sqm <i>Survey date: FRIDAY 12/07/13</i> | | <i>Survey Type: MANUAL</i> |
| 2 | CN-01-A-05 TOTTENHAM COURT RD BLOOMSBURY | SAINSBURY'S CENTRAL | CAMDEN |
| | Town Centre Built-Up Zone Total Gross floor area: 1710 sqm <i>Survey date: TUESDAY 30/09/14</i> | | <i>Survey Type: MANUAL</i> |
| 3 | CN-01-A-06 KINGSWAY HOLBORN | SAINSBURY'S CENTRAL | CAMDEN |
| | Town Centre Commercial Zone Total Gross floor area: 1845 sqm <i>Survey date: MONDAY 29/09/14</i> | | <i>Survey Type: MANUAL</i> |
| 4 | IS-01-A-02 LIVERPOOL ROAD ANGEL | WAITROSE | ISLINGTON |
| | Town Centre High Street Total Gross floor area: 1625 sqm <i>Survey date: TUESDAY 05/07/16</i> | | <i>Survey Type: MANUAL</i> |
| 5 | IS-01-A-03 HOLLOWAY ROAD HOLLOWAY | WAITROSE | ISLINGTON |
| | Town Centre High Street Total Gross floor area: 1813 sqm <i>Survey date: WEDNESDAY 15/11/17</i> | | <i>Survey Type: MANUAL</i> |
| 6 | KI-01-A-02 EDEN STREET KINGSTON UPON THAMES EDEN WALK SHOP. CEN. | SAINSBURY'S | KINGSTON |
| | Town Centre Retail Zone Total Gross floor area: 2650 sqm <i>Survey date: THURSDAY 25/09/14</i> | | <i>Survey Type: MANUAL</i> |
| 7 | SC-01-A-08 LONDON ROAD REDHILL | SAINSBURY'S | SURREY |
| | Town Centre Retail Zone Total Gross floor area: 4746 sqm <i>Survey date: THURSDAY 08/07/10</i> | | <i>Survey Type: MANUAL</i> |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | |
|---|-------------------------|-------------|---------------------|
| 8 | SF-01-A-02 | SAINSBURY'S | SUFFOLK |
| | UPPER BROOK STREET | | |
| | IPSWICH | | |
| | Town Centre | | |
| | High Street | | |
| | Total Gross floor area: | 3280 sqm | |
| | Survey date: FRIDAY | 19/07/13 | Survey Type: MANUAL |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 8.60

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|---------------|------------|----------|---------------|----------|----------|---------------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 1 | 4746 | 0.105 | 1 | 4746 | 0.084 | 1 | 4746 | 0.189 |
| 07:00 - 08:00 | 8 | 2485 | 0.916 | 8 | 2485 | 0.453 | 8 | 2485 | 1.369 |
| 08:00 - 09:00 | 8 | 2485 | 1.786 | 8 | 2485 | 1.071 | 8 | 2485 | 2.857 |
| 09:00 - 10:00 | 8 | 2485 | 2.158 | 8 | 2485 | 1.846 | 8 | 2485 | 4.004 |
| 10:00 - 11:00 | 8 | 2485 | 2.586 | 8 | 2485 | 2.108 | 8 | 2485 | 4.694 |
| 11:00 - 12:00 | 8 | 2485 | 2.711 | 8 | 2485 | 2.319 | 8 | 2485 | 5.030 |
| 12:00 - 13:00 | 8 | 2485 | 2.681 | 8 | 2485 | 2.842 | 8 | 2485 | 5.523 |
| 13:00 - 14:00 | 8 | 2485 | 2.983 | 8 | 2485 | 2.988 | 8 | 2485 | 5.971 |
| 14:00 - 15:00 | 8 | 2485 | 2.892 | 8 | 2485 | 2.787 | 8 | 2485 | 5.679 |
| 15:00 - 16:00 | 8 | 2485 | 2.631 | 8 | 2485 | 2.857 | 8 | 2485 | 5.488 |
| 16:00 - 17:00 | 8 | 2485 | 2.560 | 8 | 2485 | 2.837 | 8 | 2485 | 5.397 |
| 17:00 - 18:00 | 8 | 2485 | 2.218 | 8 | 2485 | 2.747 | 8 | 2485 | 4.965 |
| 18:00 - 19:00 | 8 | 2485 | 1.741 | 8 | 2485 | 2.168 | 8 | 2485 | 3.909 |
| 19:00 - 20:00 | 8 | 2485 | 1.001 | 8 | 2485 | 1.388 | 8 | 2485 | 2.389 |
| 20:00 - 21:00 | 6 | 2325 | 1.219 | 6 | 2325 | 1.190 | 6 | 2325 | 2.409 |
| 21:00 - 22:00 | 6 | 2325 | 0.753 | 6 | 2325 | 1.140 | 6 | 2325 | 1.893 |
| 22:00 - 23:00 | 2 | 3186 | 0.031 | 2 | 3186 | 0.157 | 2 | 3186 | 0.188 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 30.972 | | | 30.982 | | | 61.954 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 1625 - 4746 (units: sqm)
 Survey date range: 01/01/10 - 23/03/18
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 1 | 4746 | 0.021 | 1 | 4746 | 0.042 | 1 | 4746 | 0.063 |
| 07:00 - 08:00 | 8 | 2485 | 0.015 | 8 | 2485 | 0.010 | 8 | 2485 | 0.025 |
| 08:00 - 09:00 | 8 | 2485 | 0.010 | 8 | 2485 | 0.015 | 8 | 2485 | 0.025 |
| 09:00 - 10:00 | 8 | 2485 | 0.010 | 8 | 2485 | 0.005 | 8 | 2485 | 0.015 |
| 10:00 - 11:00 | 8 | 2485 | 0.020 | 8 | 2485 | 0.010 | 8 | 2485 | 0.030 |
| 11:00 - 12:00 | 8 | 2485 | 0.015 | 8 | 2485 | 0.030 | 8 | 2485 | 0.045 |
| 12:00 - 13:00 | 8 | 2485 | 0.005 | 8 | 2485 | 0.000 | 8 | 2485 | 0.005 |
| 13:00 - 14:00 | 8 | 2485 | 0.010 | 8 | 2485 | 0.010 | 8 | 2485 | 0.020 |
| 14:00 - 15:00 | 8 | 2485 | 0.010 | 8 | 2485 | 0.005 | 8 | 2485 | 0.015 |
| 15:00 - 16:00 | 8 | 2485 | 0.005 | 8 | 2485 | 0.005 | 8 | 2485 | 0.010 |
| 16:00 - 17:00 | 8 | 2485 | 0.010 | 8 | 2485 | 0.020 | 8 | 2485 | 0.030 |
| 17:00 - 18:00 | 8 | 2485 | 0.000 | 8 | 2485 | 0.000 | 8 | 2485 | 0.000 |
| 18:00 - 19:00 | 8 | 2485 | 0.000 | 8 | 2485 | 0.000 | 8 | 2485 | 0.000 |
| 19:00 - 20:00 | 8 | 2485 | 0.005 | 8 | 2485 | 0.005 | 8 | 2485 | 0.010 |
| 20:00 - 21:00 | 6 | 2325 | 0.000 | 6 | 2325 | 0.000 | 6 | 2325 | 0.000 |
| 21:00 - 22:00 | 6 | 2325 | 0.000 | 6 | 2325 | 0.000 | 6 | 2325 | 0.000 |
| 22:00 - 23:00 | 2 | 3186 | 0.016 | 2 | 3186 | 0.016 | 2 | 3186 | 0.032 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.152 | | | 0.173 | | | 0.325 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 1 | 4746 | 0.000 | 1 | 4746 | 0.000 | 1 | 4746 | 0.000 |
| 07:00 - 08:00 | 8 | 2485 | 0.181 | 8 | 2485 | 0.086 | 8 | 2485 | 0.267 |
| 08:00 - 09:00 | 8 | 2485 | 0.402 | 8 | 2485 | 0.277 | 8 | 2485 | 0.679 |
| 09:00 - 10:00 | 8 | 2485 | 0.418 | 8 | 2485 | 0.327 | 8 | 2485 | 0.745 |
| 10:00 - 11:00 | 8 | 2485 | 0.423 | 8 | 2485 | 0.428 | 8 | 2485 | 0.851 |
| 11:00 - 12:00 | 8 | 2485 | 0.407 | 8 | 2485 | 0.498 | 8 | 2485 | 0.905 |
| 12:00 - 13:00 | 8 | 2485 | 0.619 | 8 | 2485 | 0.553 | 8 | 2485 | 1.172 |
| 13:00 - 14:00 | 8 | 2485 | 0.634 | 8 | 2485 | 0.558 | 8 | 2485 | 1.192 |
| 14:00 - 15:00 | 8 | 2485 | 0.528 | 8 | 2485 | 0.609 | 8 | 2485 | 1.137 |
| 15:00 - 16:00 | 8 | 2485 | 0.518 | 8 | 2485 | 0.483 | 8 | 2485 | 1.001 |
| 16:00 - 17:00 | 8 | 2485 | 0.578 | 8 | 2485 | 0.578 | 8 | 2485 | 1.156 |
| 17:00 - 18:00 | 8 | 2485 | 0.624 | 8 | 2485 | 0.639 | 8 | 2485 | 1.263 |
| 18:00 - 19:00 | 8 | 2485 | 0.528 | 8 | 2485 | 0.719 | 8 | 2485 | 1.247 |
| 19:00 - 20:00 | 8 | 2485 | 0.241 | 8 | 2485 | 0.262 | 8 | 2485 | 0.503 |
| 20:00 - 21:00 | 6 | 2325 | 0.194 | 6 | 2325 | 0.251 | 6 | 2325 | 0.445 |
| 21:00 - 22:00 | 6 | 2325 | 0.136 | 6 | 2325 | 0.151 | 6 | 2325 | 0.287 |
| 22:00 - 23:00 | 2 | 3186 | 0.000 | 2 | 3186 | 0.016 | 2 | 3186 | 0.016 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 6.431 | | | 6.435 | | | 12.866 |

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.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 1 | 4746 | 0.021 | 1 | 4746 | 0.000 | 1 | 4746 | 0.021 |
| 07:00 - 08:00 | 8 | 2485 | 1.962 | 8 | 2485 | 3.013 | 8 | 2485 | 4.975 |
| 08:00 - 09:00 | 8 | 2485 | 4.532 | 8 | 2485 | 7.717 | 8 | 2485 | 12.249 |
| 09:00 - 10:00 | 8 | 2485 | 5.599 | 8 | 2485 | 7.500 | 8 | 2485 | 13.099 |
| 10:00 - 11:00 | 8 | 2485 | 6.082 | 8 | 2485 | 7.646 | 8 | 2485 | 13.728 |
| 11:00 - 12:00 | 8 | 2485 | 7.621 | 8 | 2485 | 8.859 | 8 | 2485 | 16.480 |
| 12:00 - 13:00 | 8 | 2485 | 15.599 | 8 | 2485 | 16.968 | 8 | 2485 | 32.567 |
| 13:00 - 14:00 | 8 | 2485 | 16.082 | 8 | 2485 | 17.793 | 8 | 2485 | 33.875 |
| 14:00 - 15:00 | 8 | 2485 | 9.377 | 8 | 2485 | 10.368 | 8 | 2485 | 19.745 |
| 15:00 - 16:00 | 8 | 2485 | 9.598 | 8 | 2485 | 8.627 | 8 | 2485 | 18.225 |
| 16:00 - 17:00 | 8 | 2485 | 9.749 | 8 | 2485 | 9.336 | 8 | 2485 | 19.085 |
| 17:00 - 18:00 | 8 | 2485 | 12.561 | 8 | 2485 | 9.583 | 8 | 2485 | 22.144 |
| 18:00 - 19:00 | 8 | 2485 | 11.052 | 8 | 2485 | 9.165 | 8 | 2485 | 20.217 |
| 19:00 - 20:00 | 8 | 2485 | 6.967 | 8 | 2485 | 7.656 | 8 | 2485 | 14.623 |
| 20:00 - 21:00 | 6 | 2325 | 6.904 | 6 | 2325 | 7.771 | 6 | 2325 | 14.675 |
| 21:00 - 22:00 | 6 | 2325 | 4.502 | 6 | 2325 | 5.018 | 6 | 2325 | 9.520 |
| 22:00 - 23:00 | 2 | 3186 | 0.000 | 2 | 3186 | 0.047 | 2 | 3186 | 0.047 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 128.208 | | | 137.067 | | | 265.275 |

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.*

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 1 | 4746 | 0.021 | 1 | 4746 | 0.000 | 1 | 4746 | 0.021 |
| 07:00 - 08:00 | 8 | 2485 | 3.798 | 8 | 2485 | 2.249 | 8 | 2485 | 6.047 |
| 08:00 - 09:00 | 8 | 2485 | 7.817 | 8 | 2485 | 4.331 | 8 | 2485 | 12.148 |
| 09:00 - 10:00 | 8 | 2485 | 6.424 | 8 | 2485 | 4.371 | 8 | 2485 | 10.795 |
| 10:00 - 11:00 | 8 | 2485 | 5.901 | 8 | 2485 | 4.286 | 8 | 2485 | 10.187 |
| 11:00 - 12:00 | 8 | 2485 | 6.338 | 8 | 2485 | 4.920 | 8 | 2485 | 11.258 |
| 12:00 - 13:00 | 8 | 2485 | 9.824 | 8 | 2485 | 7.601 | 8 | 2485 | 17.425 |
| 13:00 - 14:00 | 8 | 2485 | 11.223 | 8 | 2485 | 10.177 | 8 | 2485 | 21.400 |
| 14:00 - 15:00 | 8 | 2485 | 6.670 | 8 | 2485 | 6.731 | 8 | 2485 | 13.401 |
| 15:00 - 16:00 | 8 | 2485 | 5.775 | 8 | 2485 | 6.555 | 8 | 2485 | 12.330 |
| 16:00 - 17:00 | 8 | 2485 | 5.352 | 8 | 2485 | 6.670 | 8 | 2485 | 12.022 |
| 17:00 - 18:00 | 8 | 2485 | 6.228 | 8 | 2485 | 8.109 | 8 | 2485 | 14.337 |
| 18:00 - 19:00 | 8 | 2485 | 6.736 | 8 | 2485 | 8.351 | 8 | 2485 | 15.087 |
| 19:00 - 20:00 | 8 | 2485 | 4.437 | 8 | 2485 | 4.537 | 8 | 2485 | 8.974 |
| 20:00 - 21:00 | 6 | 2325 | 4.108 | 6 | 2325 | 4.395 | 6 | 2325 | 8.503 |
| 21:00 - 22:00 | 6 | 2325 | 2.982 | 6 | 2325 | 2.595 | 6 | 2325 | 5.577 |
| 22:00 - 23:00 | 2 | 3186 | 0.000 | 2 | 3186 | 0.000 | 2 | 3186 | 0.000 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 93.634 | | | 85.878 | | | 179.512 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 8.60

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
| | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 1 | 4746 | 0.211 | 1 | 4746 | 0.105 | 1 | 4746 | 0.316 |
| 07:00 - 08:00 | 8 | 2485 | 6.997 | 8 | 2485 | 5.876 | 8 | 2485 | 12.873 |
| 08:00 - 09:00 | 8 | 2485 | 14.845 | 8 | 2485 | 13.557 | 8 | 2485 | 28.402 |
| 09:00 - 10:00 | 8 | 2485 | 15.021 | 8 | 2485 | 14.503 | 8 | 2485 | 29.524 |
| 10:00 - 11:00 | 8 | 2485 | 15.635 | 8 | 2485 | 15.021 | 8 | 2485 | 30.656 |
| 11:00 - 12:00 | 8 | 2485 | 17.591 | 8 | 2485 | 17.073 | 8 | 2485 | 34.664 |
| 12:00 - 13:00 | 8 | 2485 | 29.222 | 8 | 2485 | 28.648 | 8 | 2485 | 57.870 |
| 13:00 - 14:00 | 8 | 2485 | 31.506 | 8 | 2485 | 31.928 | 8 | 2485 | 63.434 |
| 14:00 - 15:00 | 8 | 2485 | 20.127 | 8 | 2485 | 21.198 | 8 | 2485 | 41.325 |
| 15:00 - 16:00 | 8 | 2485 | 19.186 | 8 | 2485 | 19.191 | 8 | 2485 | 38.377 |
| 16:00 - 17:00 | 8 | 2485 | 18.738 | 8 | 2485 | 20.092 | 8 | 2485 | 38.830 |
| 17:00 - 18:00 | 8 | 2485 | 21.958 | 8 | 2485 | 21.596 | 8 | 2485 | 43.554 |
| 18:00 - 19:00 | 8 | 2485 | 20.459 | 8 | 2485 | 21.027 | 8 | 2485 | 41.486 |
| 19:00 - 20:00 | 8 | 2485 | 12.994 | 8 | 2485 | 14.317 | 8 | 2485 | 27.311 |
| 20:00 - 21:00 | 6 | 2325 | 12.675 | 6 | 2325 | 13.886 | 6 | 2325 | 26.561 |
| 21:00 - 22:00 | 6 | 2325 | 8.424 | 6 | 2325 | 9.176 | 6 | 2325 | 17.600 |
| 22:00 - 23:00 | 2 | 3186 | 0.031 | 2 | 3186 | 0.235 | 2 | 3186 | 0.266 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 265.620 | | | 267.429 | | | 533.049 |

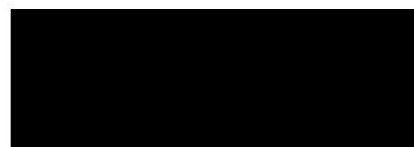
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To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



RGP - Transport Planning and Infrastructure Design Consultants

Surrey Office Shackleford Suite, Mill Pool House, Godalming, Surrey GU7 1EY
London Office 10 York Road, London SE1 7ND



www.rgp.co.uk

