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## HALLWAY PROPERTIES LIMITED

### PROPOSED RETAIL DEVELOPMENT, WATERSMEAD BUSINESS PARK, LITTLEHAMPTON

#### TECHNICAL NOTE 2.0

#### RESPONSE TO NATIONAL HIGHWAYS – TRIPS & DISTRIBUTION

3<sup>RD</sup> JULY 2025

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#### 1.0 Introduction

- 1.1 Connect Consultants Limited (Connect) is a firm of transport planning and highway design engineers that have been instructed by Hallway Properties Limited in relation to a retail development on land at Watersmead Business Park, Littlehampton, West Sussex.
- 1.2 A planning application, with accompanying Transport Assessment (TA) dated May 2025 has been submitted to Arun District Council to support the above development. The planning application reference is LU/93/25/PL.
- 1.3 National Highways (NH) have issued a set of comments on the TA. The comments are dated 4<sup>th</sup> June 2025 and can be seen at Appendix 1.
- 1.4 This Technical Note 2.0 (TN2.0) has been produced to respond to the NH comments. Specifically, this TN2.0 considers the comments made under the headings 'Traffic Generation' and 'Trip Distribution'.

#### 2.0 Development and TRICS Assessment Recap

- 2.1 The Connect TA assesses the following development floor areas;

Foodstore -	5,600sq.m.
Retail Park -	7,874sq.m.
TOTAL -	13,474sq.m.

- 2.2 The foodstore element comprises three separate floor areas, as outlined below.

Unit A1	-	577sq.m.
Unit A2	-	2,906sq.m.
Unit A5	-	2,066sq.m.

- 2.3 The aggregate of these floor areas has been rounded up by adding 51sq.m. to make the total floor area up to 5,600sq.m.
- 2.4 Table 4.9 of the TA outlines trip rates and trips to the development. The trip rates were derived from the TRICS database. Table 4.9 of the TA is reproduced below as Table 2.1. Although TA Table 4.9 correctly applies the calculated TRICS trip rates to the relevant floor areas, there was a discrepancy in the presentation of the trip rates which has been corrected at Table 2.1.

**Table 2.1 – Trip Rates and Trips (Table 4.9 of Transport Assessment)**

‘Food Superstore’ Element (5,560sq.m.)						
Trip Rate per 100sq.m.				Trips		
Peak Hour	Arrival	Depart	Total	Arrival	Depart	Total
08:00-09:00	2.042	1.707	3.749	114	96	210
17:00-18:00	2.792	2.916	5.708	156	163	320
11:15-12:15	5.264	5.105	10.369	295	286	581
‘Retail Park Excluding Food’ Element (7,874sq.m.)						
Trip Rate per 100sq.m.				Trips		
Peak Hour	Arrival	Depart	Total	Arrival	Depart	Total
08:00-09:00	0.833	0.537	1.37	66	42	108
17:00-18:00	2.124	2.036	4.160	167	160	328
11:15-12:15	1.500	1.296	2.796	118	102	220

### 3.0 National Highways - TRICS Filtering

3.1 The NH comments at Appendix 1 suggest that the development trip generation used in the TA is lower than might be anticipated. NH imply that their review of the TRICS database gives rise to considerably higher trip rates. The NH review uses the following TRICS categories;

- Land use category: Retail / Food superstore (01/A);
- Location: Edge of Town, Suburban Area; and
- Actual range: 1260-5600 sqm.

3.2 It is noted that in the above extract, a floor area range of 1,260sq.m. – 5,600sq.m. has been used by NH.

3.3 The TRICS (7.11.4) selection criteria as presented in Table 3.1 below were used to produce the trip rates used in the TA. It is noted that Table 3.1 has been revised (over Table 4.7 given in the TA) to align with the TRICS foodstore selection criteria used in the TA. The TRICS assessment for the foodstore and retail park elements are consistent in terms of site selection and filtering criteria, except the sub-land use category.

**Table 3.1 – TRICS Selection Criteria**

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	01 – RETAIL
Sub Land Use:	A – FOOD SUPERSTORE
Calculation Options:	TOTAL VEHICLES
Regions:	England excluding Greater London
Primary filtering	
Trip Rate Parameters:	Gross Floor Area
Floor Area Range:	Default (800sqm – 15,950sqm)
Selected Dates:	01/01/15 – 14/11/23
Week days to include:	Weekday only, Saturday only
Location Types to include:	Edge of Town Centre (sat), Suburban Area, Edge of Town, Neighbourhood Centre

- 3.4 In the TA, the default floor area range was used.
- 3.5 Using the NH TRICS filtering criteria on a Saturday, this results in 3 TRICS sites, and the Connect filtering criteria results in 13 sites.
- 3.6 There is a trade-off when filtering, as this reduces the number of data points and it is a matter of judgement as to how to use the software.
- 3.7 In this case, the wider selection range was used to provide more datapoints.
- 3.8 The smallest store in TRICS is 1260 sq.m., such that there is no difference between selecting 800m or 1260 sq.m. as the lower end of the search range.

#### 4.0 Traffic Generation

- 4.1 The National Highways response goes on to say that:

We note that the evidence has not considered the SRN when distributing and assigning vehicle trips from the development onto the network. We have forecast the proposed development to generate 1,320 two-way vehicle trips during the Saturday peak (519 more than the applicant).

- 4.2 If the NH TRICS screening criteria given in Section 3.0 above are entered directly into TRICS 7.4.11 database, with no other filtering other than selecting weekday and Saturday, this results in the trip rates as per Table 4.1. The full weekday and Saturday TRICS outputs can be seen at Appendix 2.

**Table 4.1 – Trip Rates and Trips – NH Assessment – Food Retail only**

'Food Superstore' Element (5,560sq.m.)						
Peak Hour	Trip Rate per 100sq.m.			Trips		
	Arrival	Depart	Total	Arrival	Depart	Total
08:00-09:00	2.117	1.748	3.865	118	97	215
17:00-18:00	3.690	4.099	7.789	205	228	433
11:15-12:15	5.647	5.557	11.204	314	309	623

4.3 Table 4.1 indicates that the NH assessment TRICS parameters result in a weekday AM level of trips that is virtually identical to the TA (210 vs 215), a weekday PM level of trips that is slightly higher (320 vs 433) and a Saturday level of trips that is slightly higher (581 vs 623).

4.4 The Saturday difference between 581 and 623 equates to a difference of just 42 vehicles (or approximately 7%). This is considerably less than the increase of 519 vehicles indicated by NH.

**5.0 Traffic/Vehicle Trip Distribution and Real World-Effect on the SRN**

Foodstore

5.1 The SRN (i.e. the A27) is approximately 2.5km due north of the development site. The SRN along with the location of the site and other major food retailers in and around Littlehampton/Worthing is shown in Figure 5.1.

5.2 Figure 5.1 shows how there are five existing foodstores to the east and west of the site. This indicates there is a comprehensive food-retail catchment servicing Littlehampton and Worthing.

**Figure 5.1 – Location of the Site, SRN and Major Food Retailers**



Source - Google Earth | Site is denoted by a blue star | Red dot denotes major existing food retailer

- 5.3 Foodstore trips to the site from the SRN are likely to be made in substitution for a trip to one of the existing stores in the Littlehampton area, and there is no obvious reason why the point of connection to the A27 would be different than the existing trip.

Non-food

- 5.4 Trips to the non-food elements area likely to be trips which originate within the Littlehampton / Worthing area and would not use the SRN. While it is conceivable that a small proportion of trips might use the SRN from further afield, the most likely effect of the development is that it would result in more trip containment within the Littlehampton / Worthing area, with less use of the SRN for trips to stores in Chichester etc.

## 6.0 Vision

- 6.1 The Transport Assessment, at section 1.6, outlines the vision of the development.
- 6.1.1 The concept of a vision led approach is given at Paragraph 109 of the National Planning Policy Framework (NPPF). The paragraph sets out how:

*"109. Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*

*a) making transport considerations an important part of early engagement with local communities;*

*b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*

*c) understanding and addressing the potential impacts of development on transport networks;*

*d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*

*e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*

*f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

- 6.2 Paragraph 48 of the Circular 01/2022 (Strategic Road network and the delivery of sustainable development) provides detail of the vision that is required, as it relates to the strategic road network, and reads as follows;

*"Where a transport assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites."*

- 6.3 The vision of the proposed development, which is aligned with paragraph 109 of the NPPF and paragraph 48 of the Circular 01/2022 is to be a retail led development that has safe and suitable access by sustainable travel modes, and encourages their use, with an emphasis on travel by foot as this is the most relevant non-car travel mode for retail uses. Also, that the development provides safe and suitable access by vehicular modes, to achieve reduced travel distances, and also encourage the use of electric vehicles. Furthermore, that the development does not unacceptably impact on the operation of the surrounding road network.
- 6.4 With regards the wording of Circular 01/2022, the Transport Assessment has tested various scenarios, with and without development which has in turn been used to identify if the highway infrastructure is sub-optimum. The Transport Assessment has also demonstrated that the site can be accessed by non-car modes and improvements to the non-car infrastructure have been put forward where sub-optimum non car infrastructure has been identified.
- 6.5 Hence, the development is compliant with the vision-based wording of the NPPF and Circular 01/2022.

## **7.0 Summary and Conclusion**

- 7.1 This Technical Note 2.0 (TN2.0) has been produced to respond to National Highways (NH) comments dated 4<sup>th</sup> June 2025 on planning application LU/93/25/PL.
- 7.2 The TRICS assessment in the Connect Transport Assessment has been shown to be suitable, and the alternative site selection method suggested does not show a substantially different trip rate, especially when considered in the context of the minimal additional trips which would be drawn from the SRN.
- 7.3 The development is unlikely to have any material effect on the SRN, as it would result in a redistribution of existing foodstore trips without affecting the entry point to A27, and that the non-food development would be more likely to lead to trip containment within the Littlehampton / Worthing area (which benefits the SRN) than attract new trips from the SRN.
- 7.4 A vision for the development has been provided with the Transport Assessment and supplemented to within this TN2.0, specifically considering the wording of circular 01/2022.

### **Enclosures**

- Appendix 1 - National Highways Response  
Appendix 2 - TRICS Assessment

# Appendix 1

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## National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Michelle Berrington (Head of Planning & Development)  
Operations Directorate  
South East Region  
National Highways  
[REDACTED]

To: [Arun District Council] (FAO Ms. Kathryn Welch)  
[planning.responses@arun.gov.uk](mailto:planning.responses@arun.gov.uk)

CC: [REDACTED]  
[REDACTED]

**Council's Reference:** LU/93/25/PL

**Location:** Units 5-7 Watersmead Business Park Norway Lane/Worthing Road  
Littlehampton BN17 6LS

**Proposal:** Part demolition, conversion, refurbishment and re-elevation of Units 5 and 6 and construction of retail (food and non-food), leisure and food & beverage units (Use Class E), together with associated car parking, access, loading areas, landscaping and associated works. This application is in CIL Zone 2 and is CIL Liable.

**National Highways Ref:** NH/25/11385

Referring to the consultation on a planning application dated 29 May 2025 referenced above, in the vicinity of the A27 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) ~~offer no objection (see reasons at Annex A);~~
- b) ~~recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);**
- d) ~~recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.<sup>1</sup>

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via [REDACTED] and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [REDACTED].

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on [REDACTED].

**Signature: D.Kirkman**

**Date: 4 June 2025**

**Name: Darren Kirkman**

**Position: Assistant Spatial Planner**

**National Highways**

**Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ**  
[REDACTED]

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<sup>1</sup> Where relevant, further information will be provided within Annex A.

## **Annex A National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

### **Recommended Non-Approval**

It is recommended that the application should not be approved until 4 September 2025; to allow the applicant to address the points set out below.

#### **Reasons**

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of the A27. We require further information to be provided by the applicant on this application in order that an informed decision can be made in relation to the potential impacts of the development on the strategic road network. In particular, the following comments should be passed onto the applicant:

#### **Proposed Vehicle Trip Generation**

**The Transport Assessment should include a vision for the site prepared in accordance with the requirements of DfT Circular 01/2022 and also set out how the vision will be realised.**

#### **Traffic Generation**

A brief Travel Plan has been submitted with focuses on staff trips. The TRICS selection parameters for retail as are follows:

- Land use category: Retail / Food superstore (01/A);
- Location: Edge of Town, Suburban Area; and
- Actual range: 800 to 3500 sqm.

The proposed development is forecast to generate 318 two-way vehicle trips in the AM peak, 647 two-way vehicle trips in the PM peak and 801 trips in the Saturday peak period.

We have reviewed the proposed trip rates and generation. We believe that the more appropriate retail parameters are as follows:

- Land use category: Retail / Food superstore (01/A);
- Location: Edge of Town, Suburban Area; and
- Actual range: 1260-5600 sqm.

In our forecast the total proposed development generates significantly more vehicle trips compared to the submitted figures, especially in the Saturday peak period. Consequently, we do not consider that proposed retail vehicle trip rates as appropriate, and they should be revised.

**The net traffic generation figures should be amended once the proposed vehicle trip generation has been revised and agreed for all time periods.** In particular, we are mindful that there are no vehicle trips associated with the existing development during the weekend peak periods.

### **Vehicle Trip Distribution**

We note that the evidence has not considered the SRN when distributing and assigning vehicle trips from the development onto the network. We have forecast the proposed development to generate 1,320 two-way vehicle trips during the Saturday peak (519 more than the applicant).

**The applicant should provide evidence to quantify the impact on the SRN during the weekday and weekend peak periods through appropriate trip distribution and assignment analysis. This should include showing the development's traffic flows at key SRN junctions: Crossbush Roundabout, A27/Arundel Road junction, and Clapham Interchange.** At such time this information is agreed, it will be possible to advise on the need for and form of any analysis relating to the SRN.

### **Construction Traffic Management Plan**

It can reasonably be expected that construction traffic will impact on the SRN (A27). At an appropriate stage of the planning process, we suggest that National Highways recommends a suitable planning condition in relation to the preparation, approval and adherence to a construction Traffic Management Plan

### **Recommendation: that planning permission is not granted for a specific period**

It is recommended that the application should not be approved until 4 September 2025; unless in the meantime all concerns and requirements raised by National Highways are fully resolved and this Holding Recommendation is replaced. This does not fetter the Council's ability, if they so wish, to refuse the application or agree an extension of time beyond 4 September 2025.

### **Standing advice to the local planning authority**

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to

promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.






These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

Arun District Council, Civic Centre, Maltravers Rd  
Littlehampton, West Sussex, BN17 5LF  
[www.arun.gov.uk](http://www.arun.gov.uk)

To register to receive notifications of planning applications in your area please go to  
<https://www1.arun.gov.uk/planning-application-finder>



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**From:** Darren Kirkman [REDACTED]  
**Sent:** 04 June 2025 12:10  
**To:** Planning.Responses <Planning.Responses@arun.gov.uk>

**Subject:** National Highways Response re (NH/25/11385) LU/93/25/PL Units 5-7 Watersmead Business Park Norway Lane/Worthing Road Littlehampton BN17 6LS

**CAUTION:** This email originated from outside of the organisation. You should take extra care when clicking links or opening attachments - if you are unsure the content is safe contact the IT Helpdesk before clicking or opening.

Dear Ms. Welch

Thank you for your email of 29 May 2025 regarding the above-named application.

We have carried out a review of the additional information and our comments are set out in the NHPR attached. Our recommendation is that we request the planning authority does not determine the application for a period of three months (until 4 September 2025) to allow the applicant time to address the outstanding issues raised in the attached NHPR.

Thank you for consulting with National Highways and please continue to consult on other planning applications via our inbox [REDACTED]

Kind regards,

**Darren Kirkman**, Assistant Spatial Planner  
South East Region, Operations Directorate  
National Highways

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**National Highways Limited** | **General enquiries:** [REDACTED] | **National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF** | <https://nationalhighways.co.uk> | [REDACTED]

*Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ*

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# Appendix 2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : A - FOOD SUPERSTORE  
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
12	CONNAUGHT	
	MA MAYO	1 days

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

## Primary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 1260 to 5600 (units: sqm)  
Range Selected by User: 1260 to 5600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 25/05/24

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

Selected survey days:

Wednesday 2 days  
Friday 3 days

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

Selected survey types:

Manual count 5 days  
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2  
Edge of Town 3

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

Selected Location Sub Categories:

Development Zone 1  
Residential Zone 3  
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected  
Servicing vehicles Excluded 3 days - Selected

## Secondary Filtering selection:

Use Class:

E(a) 5 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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,000 or Less	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days
2.1 to 2.5	1 days

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

Petrol filling station:

PFS is present at the site and is included in the count	1 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	4 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:

No	5 days
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*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	5 days
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*This data displays the number of selected surveys with PTAL Ratings.*

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	5600	0.143	1	5600	0.107	1	5600	0.250
06:00 - 07:00	2	4925	0.528	2	4925	0.325	2	4925	0.853
07:00 - 08:00	5	3523	1.186	5	3523	0.812	5	3523	1.998
08:00 - 09:00	5	3523	2.117	5	3523	1.748	5	3523	3.865
09:00 - 10:00	5	3523	2.833	5	3523	2.344	5	3523	5.177
10:00 - 11:00	5	3523	2.986	5	3523	2.742	5	3523	5.728
11:00 - 12:00	5	3523	3.605	5	3523	3.253	5	3523	6.858
12:00 - 13:00	5	3523	4.138	5	3523	4.235	5	3523	8.373
13:00 - 14:00	5	3523	3.434	5	3523	3.730	5	3523	7.164
14:00 - 15:00	5	3523	3.656	5	3523	3.565	5	3523	7.221
15:00 - 16:00	5	3523	4.002	5	3523	3.463	5	3523	7.465
16:00 - 17:00	5	3523	3.877	5	3523	4.184	5	3523	8.061
17:00 - 18:00	5	3523	3.690	5	3523	4.099	5	3523	7.789
18:00 - 19:00	5	3523	3.684	5	3523	3.786	5	3523	7.470
19:00 - 20:00	5	3523	2.793	5	3523	3.190	5	3523	5.983
20:00 - 21:00	5	3523	1.448	5	3523	1.868	5	3523	3.316
21:00 - 22:00	5	3523	1.073	5	3523	1.334	5	3523	2.407
22:00 - 23:00	4	3585	0.418	4	3585	0.690	4	3585	1.108
23:00 - 24:00	1	5600	0.411	1	5600	0.554	1	5600	0.965
Total Rates:			46.022			46.029			92.051

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:	1260 - 5600 (units: sqm)
Survey date range:	01/01/16 - 25/05/24
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : A - FOOD SUPERSTORE  
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days

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

## Primary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 4625 to 5000 (units: sqm)  
Range Selected by User: 1260 to 5600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 25/05/24

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

Selected survey days:

Saturday 3 days

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

Selected survey types:

Manual count 3 days  
Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 1  
Out of Town 1  
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected  
Servicing vehicles Excluded 2 days - Selected

## Secondary Filtering selection:

Use Class:

E(a) 3 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Petrol filling station:

PFS is present at the site and is included in the count	1 days
PFS is present at the site but is excluded from the count	1 days
There is no PFS at the site	1 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	1 days
No	2 days

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

PTAL Rating:

No PTAL Present	3 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	BH-01-A-08 NEVILL ROAD BRIGHTON WEST BLATCHINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: <i>Survey date: SATURDAY</i>	WAITROSE      4644 sqm 23/09/17	BRIGHTON & HOVE       <i>Survey Type: MANUAL</i>
2	CV-01-A-01 THOMAS STREET BAILIEBOROUGH BECKSCOURT Edge of Town No Sub Category Total Gross floor area: <i>Survey date: SATURDAY</i>	TESCO      5000 sqm 20/05/17	CAVAN       <i>Survey Type: MANUAL</i>
3	NY-01-A-06 PHEASANT FIELDS LANE SKELTON IN CLEVELAND  Edge of Town Out of Town Total Gross floor area: <i>Survey date: SATURDAY</i>	ASDA      4625 sqm 17/09/16	NORTH YORKSHIRE       <i>Survey Type: MANUAL</i>

*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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	4625	1.038	1	4625	0.389	1	4625	1.427
07:00 - 08:00	3	4756	1.458	3	4756	0.981	3	4756	2.439
08:00 - 09:00	3	4756	2.621	3	4756	2.152	3	4756	4.773
09:00 - 10:00	3	4756	4.289	3	4756	3.441	3	4756	7.730
10:00 - 11:00	3	4756	5.109	3	4756	4.282	3	4756	9.391
11:00 - 12:00	3	4756	5.487	3	4756	5.417	3	4756	10.904
12:00 - 13:00	3	4756	6.125	3	4756	5.978	3	4756	12.103
13:00 - 14:00	3	4756	5.635	3	4756	5.971	3	4756	11.606
14:00 - 15:00	3	4756	5.130	3	4756	5.025	3	4756	10.155
15:00 - 16:00	3	4756	5.095	3	4756	5.396	3	4756	10.491
16:00 - 17:00	3	4756	5.067	3	4756	5.656	3	4756	10.723
17:00 - 18:00	3	4756	4.107	3	4756	4.710	3	4756	8.817
18:00 - 19:00	3	4756	3.497	3	4756	3.714	3	4756	7.211
19:00 - 20:00	3	4756	2.285	3	4756	2.558	3	4756	4.843
20:00 - 21:00	3	4756	1.710	3	4756	2.004	3	4756	3.714
21:00 - 22:00	3	4756	1.072	3	4756	1.521	3	4756	2.593
22:00 - 23:00	1	4625	1.016	1	4625	1.146	1	4625	2.162
23:00 - 24:00	1	4625	0.865	1	4625	1.038	1	4625	1.903
Total Rates:			61.606			61.379			122.985

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#### Parameter summary

Trip rate parameter range selected:	4625 - 5000 (units: sqm)
Survey date range:	01/01/16 - 25/05/24
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF  
[www.arun.gov.uk](http://www.arun.gov.uk)

**Our priorities...**

 <p>Improving the wellbeing of Arun</p>	 <p>Delivering the right homes in the right places</p>	 <p>Supporting our environment to support us</p>	 <p>Fulfilling Arun's economic potential</p>	 
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**From:** Beth Evans [REDACTED]  
**Sent:** 04 July 2025 09:23  
**To:** Emma Sheppard <Emma.Sheppard@arun.gov.uk>  
**Cc:** Mark Harris [REDACTED]  
**Subject:** LU/93/25/PL Land at Norway Lane, Littlehampton - National Highways Response [FREETHS-ACTIVE.FID5583079]

**CAUTION:** This email originated from outside of the organisation. You should take extra care when clicking links or opening attachments - if you are unsure the content is safe contact the IT Helpdesk before clicking or opening.

Morning Emma,

Further to our discussions yesterday, please find attached our response, prepared by Connect Consultants, to the consultation comments received from National Highways.

We would be grateful if you could re-consult accordingly.

Kind regards  
Beth

**Beth Evans**  
Managing Associate



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