
HALLWAY PROPERTIES LIMITED

PROPOSED RETAIL DEVELOPMENT, WATERSMEAD BUSINESS PARK, LITTLEHAMPTON

TECHNICAL NOTE 5.1

RESPONSE TO NATIONAL HIGHWAYS COMMENTS OF 24TH JULY 2025

4TH SEPTEMBER 2025

1.0 Introduction and Background

- 1.1 Connect Consultants Limited (CCL) 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) issued a set of comments, dated 4th June 2025. CCL responded to these comments via Technical Note 2.0, dated 3rd July 2025.
- 1.4 NH issued a second set of comments dated 24th July 2025. A copy of these comments can be seen at Appendix 1.
- 1.5 This Technical Note 5.0 has been produced to respond to the NH comments of 24th July 2025.

2.0 Summary of NH July Comments.

- 2.1 The NH comments indicate that revised TRICS parameters should be used for trip attraction assessment purposes.
- 2.2 An indication should be given as to the traffic effect of the development on the SRN, for the weekday and Saturday peak hours.
- 2.3 The earlier NH response of 24th June 2025 indicates that the key SRN junctions are the Crossbush Roundabout, A27/Arundel Road, and the Clapham Interchange.

3.0 Comments from West Sussex County Council (WSCC)

- 3.1 West Sussex County Council (WSCC) have issued a set of comments pertaining to the NH response of 4th June 2025. The WSCC comments are dated 24th July 2025. The following are extracted from the WSCC comments.

WSCC are of the view that the impact on the SRN is likely to be minimal however the operation of the SRN is not a matter for WSCC to comment on.

It is also important to re-iterate that very few of the trips generated by this development will be new; and most will already be on the network but going somewhere else.

.. we acknowledge there is likely to be some variation between forecast and actual trip generation .. We are satisfied [the TRICS data] is within the same range to that provided by connect consultants, and WSCC would be satisfied that the traffic impacts relating to this proposal would be acceptable on the local highway network.

4.0 National Highways - Trip Attraction

- 4.1 In summary, the NH response of 24th July requests that the effect of development trips on the SRN be assessed. The starting point for such an exercise is establishing a set of trip rates. WSCC have already agreed the trip rates provided in the May Transport Assessment.
- 4.2 NH have indicated that a different set of TRICS filtering criteria should be used to produce a revised set of trip rates. Page 3 of the 24th July 2025 NH response provides the NH preferred TRICS filtering criteria. The NH table is reproduced below as Figure 4.1.

Figure 4.1 – Extract of NH TRICS Filtering Criteria

	JSJV	JSJV
Land Use	Retail / Food superstore (01/A)	Retail / Retail Park Excluding Food (01/K)
Regions	England, Wales and Scotland excluding Greater London	England, Wales and Scotland excluding Greater London
Floor area actual range (Weekday)	1,260 to 5,600 sqm	6,790 to 11,000 sqm
Floor area actual range (Saturday)	1,515 to 4,644 sqm	1,968 to 4,600 sqm
Location	Edge of Town, Suburban Area	Edge of Town, Suburban Area
Surveys (Weekday / Saturday)	4 / 5	3 / 4

- 4.3 No trip rates are provided within the NH response of 24th July 2025. Hence the filtering criteria in Figure 4.1 above have been used within the TRICS 7.11.4 database to obtain trip rates. The 'trip rate for vehicles' as opposed to the 'multi-modal trip rate' category has been selected within TRICS.
- 4.4 The resulting *Food Superstore* TRICS output can be seen at Appendix 2 and the *Retail Park Excluding Food* output can be seen at Appendix 3. The trip rates and trips for the weekday 08:00-09:00, 17:00-18:00 and Saturday 11:15-12:15 periods can be seen at Table 4.2. These are the peak periods established in the Transport Assessment. Trips for the 11:15-12:15 period have been calculated by taking 0.75 and 0.25 of the respective whole hour periods either side.

Table 4.2 – TRICS Trip Rates and Trips Based on NH Input Parameters

'Food Superstore' Element (5,560sq.m.)						
Trip Rate per 100sq.m.				Trips		
Peak Hour	Arrival	Depart	Total	Arrival	Depart	Total
08:00-09:00	2.190	1.890	4.080	123	106	228
17:00-18:00	3.431	3.828	7.259	192	214	407
11:15-12:15	6.665	6.673	13.338	373	374	747
'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	0.825	0.512	1.337	65	40	105
17:00-18:00	1.949	1.758	3.707	153	138	292
11:15-12:15	3.229	3.115	6.344	254	245	500

4.5 For review purposes, Table 2.1 of Connect TN02 provides the trip rates and trip attraction which was used in the Connect TA. For ease of reference Table 2.1 is reproduced below as Table 4.2.

Table 4.2 – Trip Rates and Trips (extract from 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	1.370	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

5.0 Review of NH and Transport Assessment Trips

5.1 Table 5.1 compares the total 'NH' trips from Table 4.1 against the trips put forward in at Table 4.9 of the May 2025 Transport Assessment, referred to as the CCL trips.

Table 5.1 – NH Trips & CCL Trips

Peak Hour	NH Trips			CCL Trips			Difference (NH vs CCL)		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
08:00-09:00	188	146	334	180	138	318	8	8	16
17:00-18:00	346	353	698	324	324	647	22	29	51
11:15-12:15	627	619	1246	413	388	801	214	231	445

- 5.2 Table 5.1 shows that the AM and PM peak hour assessments, based on either the NH or CCL trip methodology result in a similar level of trips. By way of example, the difference of '51' trips in the PM equates to a percentage difference of just 8% between the two methodologies. This difference is considered to be well within typical trip variances that can be expected and would be negligible at the SRN as only a small proportion of traffic would use the A27. Furthermore, the increase results from food shopping trips, which are the trips which are most likely to be locally redistributed with no change in access point or flow to and from the SRN.
- 5.3 On a Saturday, the difference between the NH and CCL assessment results in a difference of 445 trips which is a significant variance, and is considered below.

6.0 Review of NH TRICS Output

Food Retail

- 6.1 The NH TRICS assessment results in four weekday sites and two Saturday sites. This is a low number of sites, with the Saturday assessment in particular being very low. Connect have been unable to produce an output, based on the input parameters at Figure 4.1, that produce five sites as indicated in Figure 4.1.
- 6.2 The effect of having a low number of sites is that each site can heavily influence the output, and if one site is unrepresentative for some reason, this has a disproportional effect on the output.
- 6.3 The Transport Assessment in contrast used 10 surveys on the weekday and 13 on a Saturday.
- 6.4 When the Weekday NH sites are examined in detail, the weekday selection notes how one site (SF-01-A-03) was undertaken during the COVID pandemic, and that this site displays a considerably higher trip rate than other sites, in both the AM and PM, as evident from the two extracts below which represent the AM and PM periods.

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals	Covid
1	SF-01-A-03	ASDA	IPSWICH	4250	Friday	25/09/20	4.024	3.365	7.389	⚠
2	GM-01-A-27	TESCO	MANCHESTER	5600	Wednesday	20/04/22	1.500	1.375	2.875	
3	CA-01-A-04	SAINSBURY'S	CAMBRIDGE	3231	Wednesday	17/05/23	1.331	1.300	2.631	
4	TW-01-A-02	ASDA	NEWCASTLE UPON TYNE	1260	Friday	03/05/19	1.270	0.714	1.984	

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals	Covid
1	SF-01-A-03	ASDA	IPSWICH	4250	Friday	25/09/20	4.824	5.459	10.283	⚠
2	GM-01-A-27	TESCO	MANCHESTER	5600	Wednesday	20/04/22	3.018	3.607	6.625	
3	CA-01-A-04	SAINSBURY'S	CAMBRIDGE	3231	Wednesday	17/05/23	3.126	3.002	6.128	
4	TW-01-A-02	ASDA	NEWCASTLE UPON TYNE	1260	Friday	03/05/19	1.349	1.429	2.778	

- 6.5 Omission of SF-01-A-03 would give rise to AM and PM, 2-way trip rates of 2.489 and 5.177, respectively. This omission would bring the trip rates closer to that given in the Transport Assessment, and lower than requested by NH.
- 6.6 The extract below shows the Saturday NH trip rates and site selected. As noted above, the use of just two sites in the NH assessment means that each site heavily influences the trip rate, and that the trip rates themselves are both considered to be high. One explanation for this might be that the surveys are 8 and 9 years old, when home deliveries were less popular.

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
1	NY-01-A-06	ASDA	SKELTON IN CLEVELAND	4625	Saturday	17/09/16	8.108	7.914	16.022
2	BH-01-A-08	WAITROSE	BRIGHTON	4644	Saturday	23/09/17	6.180	6.309	12.489

- 6.7 Another reason for the high trip rate associated with NY-01-A-06 could be that the site had a limited walk-in catchment. Figure 6.1 below is taken from July 2018 and shows limited propensity for walk-in trade at the time of the survey. The location is very different to that proposed at Littlehampton which is very urban and has a good walk-in catchment and comprehensive non car facilities nearby.

Figure 6.1 – Location of TRICS site NY-01-A-06



Source – Google Maps

- 6.8 It is also noted that site BH-01-A-08 adjoins a large Greyhound racing stadium. It is unclear at the time of the TRICS surveys if there were parking restrictions within the Waitrose that sought to restrict parking by stadium users.
- 6.9 While both of the TRICS sites above feature in the trip rates in the Connect Transport Assessment, they feature as part of a higher number of survey sites (13 on a Saturday), which serves to dilute the effect of having some sites that may not be wholly representative of the development site. This is not evident with the NH assessment.

Non-Food Retail Park

- 6.10 The non-food NH assessment features just three weekday and four Saturday sites. By comparison, the Transport Assessment features four weekday and twelve Saturday sites.
- 6.11 The three sites used in the weekday NH TRICS assessment can be seen in the extract below, along with trip rates for the 17:00-18:00 period.

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
1	GS-01-K-03	RETAIL PARK	CHELTENHAM SPA	9350	Wednesday	03/05/23	2.385	1.925	4.310
2	SM-01-K-01	RETAIL PARK	YEOVIL	11000	Tuesday	13/09/22	2.100	2.155	4.255
3	HF-01-K-02	RETAIL PARK	STEVENAGE	6790	Tuesday	14/11/23	1.105	0.884	1.989

- 6.12 The extract below shows the 11:00-12:00, Saturday, Non-food retail park trip rates.

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals	Covid
1	DV-01-K-02	RETAIL PARK	TOROUAY	3752	Saturday	30/03/19	3.705	3.998	7.703	
2	TB-01-K-01	DUNELM & FURNITURE	EXETER	2809	Saturday	15/07/17	3.845	3.275	7.120	
3	GM-01-K-17	RETAIL PARK	ALTRINCHAM	4600	Saturday	08/05/21	3.065	2.957	6.022	⚠
4	CF-01-K-01	RETAIL PARK	CARDIFF	1968	Saturday	17/03/18	0.915	0.762	1.677	

- 6.13 The TRICS filtering process adopted by NH, particularly on the Saturday non-food seeks to limit the floor area to a narrow range. The result of this is that small sites only include a limited number of non-food units. The limited number of units influences the balance of what are regarded as 'anchor' stores, these being popular stores that are visited often due to the type of product they sell being needed on a day-to-day type basis.
- 6.14 By way of example, site CV-01-K-02 has only three units, and only one would be regarded as an anchor store and TB-01-K-01 has only two units, one of which could be regarded as an anchor store. A two unit development is not reflective of the proposal, which has seven non-food units.
- 6.15 On a Saturday, one site, GM-01-K-17 is a survey undertaken during the COVID pandemic.
- 6.16 It is worth noting that site CF-01-K-01 is not included in the Transport Assessment. The site is known as Cardiff Gate Retail Park, and to its south, separate from the retail park there is an Asda foodstore. The characteristics of this retail park are therefore similar in some ways to that which is proposed, all while having one of the lowest trip rates in the extract above.
- 6.17 Site DV-01-K-02 appears to comprise of just three units. The development proposal comprises of eight units. A reduced number of units in the survey will reduce internalised linked trips, particularly if the units were not complimentary to one-another at the time of the survey. Again while this survey appears in the Transport Assessment, it is provided as part of a 12-site assessment which serves to dilute the single effect of a site.
- 6.18 Hence, the TRICS filtering parameters used by NH are considered to result in trip rates that may not be representative of the level of trips that would be generated by proposed development.

- 6.19 Much of this revolves around a low number of survey sites and some of the sites having a relatively small quantum of non-food space. A low number of survey sites can result in the output being heavily influenced particularly if two or more sites generate a high level of trips (when there are just three or four survey sites).
- 6.20 If a low number of sites is used for all assessment scenarios there needs to be confidence that the sites used are wholly representative. Some of the sites have surveys carried out during the COVID pandemic, and these sites appear to have trip rates towards the higher end of the scale presented by NH.
- 6.21 While having a low number of survey surveys site is sometimes necessary, due to say a limited number of surveys in the database, it is considered less than ideal to heavily filter sites, only to result in a low number of sites, sites when there is no certainty that the resulting sites are highly comparable to a development.
- 6.22 Hence, Connect are not in agreement that the NH TRICS output is reflective of the development proposal.

7.0 Development Trip Assessment - Trips based on NH TRICS Parameters

- 7.1 For assessment purposes, the NH trip rates will be used to satisfy NH of the traffic effect of the development, using their preferred TRICS input parameters.
- 7.2 Table 7.1 summarises the NH trips that will be used for assessment purposes. This table is a reproduction of Table 5.1 given earlier.

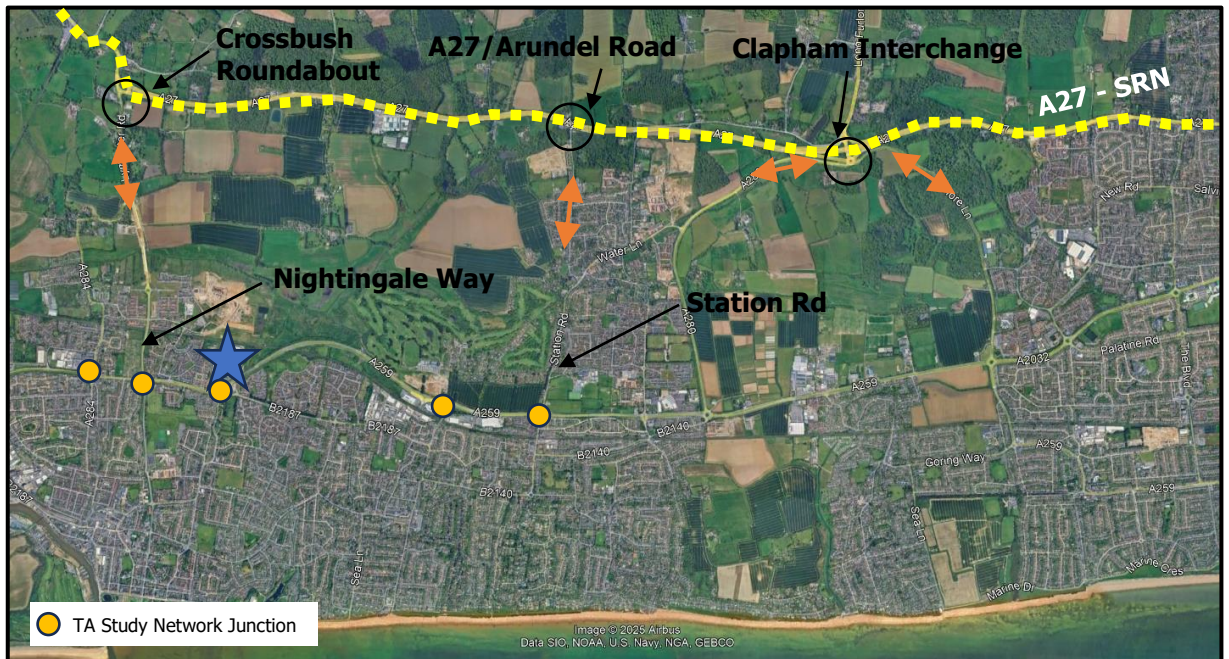
Table 7.1 – Development Trips Based NH Trip Rates

Peak Hour	NH Trips		
	Arrive	Depart	Total
08:00-09:00	188	146	334
17:00-18:00	346	353	698
11:15-12:15	627	619	1246

8.0 Traffic Effect on the SRN.

- 8.1 As noted, in the June NH response, NH indicated that three junctions should be considered; the Crossbush Roundabout, A27/Arundel Road, and the Clapham Interchange. The location of these junctions can be seen at Figure 8.1.
- 8.2 Figure 8.1 also shows the junctions considered in detail within the May 2025 Transport Assessment (collectively referred to as the study area) and the two roads used to access the SRN, namely Nightingale Way and Station Road.

Figure 8.1 – SRN Junction Location & TA Study Area



Source - Google Earth | Site is denoted by a blue star

- 8.3 In order to quantify the effect of the NH trips upon the SRN it is necessary to produce a set of traffic flow diagrams covering the study network identified above, in a similar manner as was produced for the Transport Assessment. From these traffic flow diagrams, the effect of the development, using the NH trips, can be gauged.
- 8.4 All traffic flow diagrams have been produced using the trip type and trip distribution/assignment principles put forward in the Transport Assessment.
- Appendix 4 - Existing site flows (reproduced from TA)
 - Appendix 5 – Primary Trip Distribution - all
 - Appendix 6 – Primary New Flows – All retail uses
 - Appendix 7 – Passby Flows – All retail uses
 - Appendix 8 - Food Retail – Transferred Flows Morrisons
 - Appendix 9 - Food Retail – Transferred Flows Aldi
 - Appendix 10 - Food Retail – Transferred Flows Sainsbury’s
 - Appendix 11 - Proposed Development flows
 - Appendix 12 - Proposed Development minus extant (net traffic effect)

Weekday Traffic Effect

- 8.5 The flow diagrams at Appendix 12 can be used to gauge the overall traffic effect of the development.

8.6 It is reiterated that in retail developments, a considerable proportion of trips are local, and new retail developments simply results in a localised redistribution of trips. This principle was accepted by WSCC as noted within their earlier comments where they note that:

..very few of the trips generated by this development will be new; and most will already be on the network..

8.7 Table 8.1 below summarises the change in trips traveling to/from the direction of the SRN junctions, based on the traffic flows at Appendix 12.

Table 8.1– Weekday Traffic Effect at SRN (From Appendix 12 of this TN)

Junction	Two-Way Change in Trips	
	AM	PM
Crossbush Roundabout ¹	-2	7
A27/Arundel Road & Clapham Interchange ²	-2	8

¹ trips via Nightingale Way | ² trips via Station Road

8.8 Table 8.1 shows that the overall change in weekday trips, attributable to the development, based on the NH trip rates is wholly minimal and would not be expected to have a material effect on the SRN as the flows are low.

Saturday Traffic Effect

8.9 Saturday trips, based on the NH TRICS parameters have been quantified at Table 8.2. These trips can be distributed onto the network using the methodology outlined in the May 2025 Transport Assessment.

8.10 The Saturday net traffic effect can be seen at Appendix 11 of this TN5.0. Table 8.2 below summarises the change in trips traveling to/from the direction of the SRN junctions, based on Appendix 12.

Table 8.2 – Saturday Traffic Effect at SRN (From Appendix 12 of this TN)

Junction	Two-Way Change in Trips
	Saturday
Crossbush Roundabout ¹	25
A27/Arundel Road & Clapham Interchange ²	28

¹ trips via Nightingale Way | ² trips via Station Road

8.11 Table 8.2 shows that the number of trips heading to/from the SRN is small. This is consistent with the earlier assertion by WSCC that the majority of trips are anticipated to be already on the network, with the development principally resulting in a redistribution of existing trips.

8.12 Table 8.2 indicates that trips are 25-28 per hour, or approximately 1 vehicle every 2 minutes. This level of trips is low when set against any reasonable level of traffic that can be expected at the SRN.

- 8.13 Table 8.2 is a worst-case in that assumes that all of the trips on Nightingale Way/Station Road head to from the SRN, when in reality only a proportion will arrive/depart via the SRN, reducing traffic effect such that it is lower than presented within Table 8.2.
- 8.14 This assertion is further reinforced by the fact that at a practical level, much of the non-food trips that are on the SRN that would use the site are likely to be on the SRN in any event. All the development proposal would seek to do is intercept existing non-food trips that are on the SRN. The development proposal therefore simply provides an alternative destination that would capture trips already on the on the SRN. This minimises the effect on the SRN even further.

9.0 Summary and Conclusion

- 9.1 This Technical Note 5.0 has considered the effect of the development trips associated with planning application LU/93/25/P on the Strategic Road Network.
- 9.2 This Technical Note uses TRICS filtering parameters provided by National Highways to quantify development trips.
- 9.3 Connect have reviewed the National Highways trip rates, and are unconvinced as to their suitability, but have carried out an assessment using the National Highways trip rates, at their request.
- 9.4 In the AM and PM weekday peak hours, the resultant National Highways trip rates/trips are highly comparable to those used in the Transport Assessment produced to support LU/93/25/P. When the traffic diagrams in the Transport Assessment that show the development traffic effect are reviewed, they indicated that the level of trips occurring to and from the direction of the Strategic Road Network is very small; just 8 vehicles an hour, at most.
- 9.5 The National Highways TRICS assessment indicates a higher level of trips than indicated by the Transport Assessment. When the National Highways trips are distributed onto the study network using the principles outlined in the Transport Assessment, the number of trips occurring to and from the direction of the Strategic Road Network is shown to be small, at 28 vehicles per hour, at most. This is under 1 vehicle per minute and would not be expected to have any material effect on the Strategic Road Network.
- 9.6 In conclusion the traffic effect of the development on the Strategic Road Network is small, and not anticipated to be material. Therefore the traffic effect of the development on the SRN is acceptable.

Enclosures

- Appendix 1 - NH Comments – 24th July 2025
- Appendix 2 - TRICS Output - Food Superstore – NH Parameters
- Appendix 3 - TRICS Output - Retail Park Excluding Food – NH Parameters
- Appendix 4 - Existing site flows (reproduced from TA)
- Appendix 5 – Primary Trip Distribution - all
- Appendix 6 – Primary New Flows – All retail uses
- Appendix 7 – Passby Flows – All retail uses
- Appendix 8 - Food Retail – Transferred Flows Morrisons
- Appendix 9 - Food Retail – Transferred Flows Aldi
- Appendix 10 - Food Retail – Transferred Flows Sainsbury's
- Appendix 11 - Proposed Development flows
- Appendix 12 - Proposed Development minus extant (net traffic effect)

Appendix 1

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Arun District Council, Civic Centre, Maltravers Rd
Littlehampton, West Sussex, BN17 5LF
www.arun.gov.uk

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From: Nigel De Wit [REDACTED]
Sent: 24 July 2025 09:09
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Cc: Planning SE [REDACTED]; [REDACTED]
Subject: #25353 - LU/93/25/PL - Units 5-7 Watersmead Business Park Norway Lane/Worthing Road - NH response 24/07/25

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.

For Attention of: Emma Sheppard, Arun District Council

Your Reference: LU/93/25/PL - 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.

Our Reference: #25353

Dear Emma,

Thank you for your email of 8 July 2025 consulting National Highways on additional information submitted in support of the above referenced planning application.

We are concerned about the safety, reliability, and operational efficiency of the Strategic Road Network (SRN), in this case the A27 in the vicinity of the site.

We have reviewed the submitted **Technical Note 2.0 ‘Response to National Highways – Trips & Distribution’ (TN2.0)**. We have reviewed TN2.0 in the context of our National Highways’ Planning Response (NHPR) of 4 June 2025. Please find our comments below:

Proposed Vehicle Trip Generation

Our NHPR highlighted that we do not consider the proposed retail vehicle trip rates as appropriate. We (JSJV on behalf of National Highways) found significant variation in the figures compared to those presented by the applicant’s consultant.

Within TN2.0, the consultant assessed the variation in vehicle trip generation by investigating the differences between their own and our (the JSJV’s) TRICS selection parameters.

The main difference in TRICS selection parameters identified by the consultant was the gross floor area range. For ease, the JSJV (on behalf of National Highways) has presented the difference in selection parameters in Table 1 below:

Table 1: TRICS Selection Parameter Comparison

Retail Food Store		
	CC	JSJV
Land Use	Retail / Food superstore (01/A)	Retail / Food superstore (01/A)
Regions	England excluding Greater London	England, Wales and Scotland excluding Greater London
Floor area actual range (Weekday)	1,260 to 14,000 sqm	1,260 to 5,600 sqm
Floor area actual range (Saturday)	850 to 15,950 sqm	1,515 to 4,644 sqm
Location	Edge of Town, Suburban Area, Neighbourhood Centre	Edge of Town, Suburban Area
Surveys (Weekday / Saturday)	10 / 13	4 / 5
Retail Excluding Food		
	CC	JSJV
Land Use	Retail / Retail Park Excluding Food (01/K)	Retail / Retail Park Excluding Food (01/K)
Regions	England excluding Greater London	England, Wales and Scotland excluding Greater London
Floor area actual range (Weekday)	6,790 to 22,300 sqm	6,790 to 11,000 sqm
Floor area actual range (Saturday)	2,809 to 110,000 sqm	1,968 to 4,600 sqm
Location	Edge of Town Centre, Edge of Town, Suburban Area	Edge of Town, Suburban Area
Surveys (Weekday / Saturday)	5 / 12	3 / 4

The main difference between our and the consultant's selection parameters is that we have filtered the floor area, whereas the applicant's consultant has left the floor area at the default value, which includes all surveys regardless of the development size.

We agree that filtering has resulted in a smaller number of surveys included in our analysis; however, we consider these sites to more closely resemble the size of the proposed development. For example, the consultant's analysis included a survey of a retail park (excluding food) that is 110,000 sqm—102,126 sqm larger than the development proposed as part of the application. We suggest that a site that much larger than the proposal is unlikely to be representative of the trip rate for the proposed development. We do not consider it to be good practice to include all surveyed sites, irrespective of their size, in order to maximise the number of surveys; particularly, the "TRICS Good Practice Guide 2025" states:

“It is considered better practice to have a lower yet practical number of surveys acceptable to the selection criteria than to have a larger data set that is not”.

We therefore maintain our position that we do not consider the proposed retail trip rates to be appropriate; they should be revised, or further evidence should be provided to justify the trip rates presented, especially during the Saturday peak period.

TRICS Filtering

We have reviewed the TRICS summary sheet provided in Appendix 2 of TN2.0 and note that the difference in vehicle trip rates and generation between the consultant’s and our analyses is due to the consultant including a survey from Connaught and Ulster in the Republic of Ireland; the selection parameters are otherwise the same.

Consequently, we maintain that 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

Our NHPR highlighted that 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.

The applicant’s consultant notes with five existing foodstores already serving Littlehampton and Worthing, most foodstore trips to the new site are expected to substitute trips to existing stores. Additionally, the consultant notes that trips to the non-food elements are expected to originate mainly from within the Littlehampton/Worthing area.

We would reiterate that it is important to understand the potential impact on any part of the SRN. Transferred trips and new trips have the potential to change movement patterns and affect traffic volumes at junctions. Therefore, it is important for the applicant to provide evidence quantifying the impact on the SRN during both weekday and weekend peak periods through appropriate trip distribution and assignment analysis. Such evidence related to transferred trips particularly, should be supported by the Retail Impact Assessment (RIA).

Until such time that this information is agreed it will not be possible for us to advise on the need for and form of any analysis relating to the SRN.

Concluding Comments

In conclusion, given the outstanding matters highlighted in this email, **it remains appropriate to maintain our holding recommendation dated 4 June 2025.**

Should you or any others have any queries regarding our response, please contact us via

[REDACTED]

Kind regards,

Nigel De Wit MRTPI, Spatial Planner
South East Region, Operations Directorate
National Highways

[REDACTED]
[REDACTED]

Web: www.nationalhighways.co.uk

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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

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 2 days

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

Selected survey types:

Manual count 4 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
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:

Development Zone 1
Residential Zone 3

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 2 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 4 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:

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:

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
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	3 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	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

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

LIST OF SITES relevant to selection parameters

1	CA-01-A-04	SAINSBURY'S		CAMBRI D G E S H I R E
	EDDINGTON AVENUE			
	CAMBRIDGE			
	EDDINGTON			
	Edge of Town			
	Development Zone			
	Total Gross floor area:		3231 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>17/05/23</i>	<i>Survey Type: MANUAL</i>
2	GM-01-A-27	TESCO		G R E A T E R M A N C H E S T E R
	PARRS WOOD LANE			
	MANCHESTER			
	DIDSBURY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		5600 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>20/04/22</i>	<i>Survey Type: MANUAL</i>
3	SF-01-A-03	ASDA		S U F F O L K
	STOKE PARK DRIVE			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:		4250 sqm	
	<i>Survey date: FRIDAY</i>		<i>25/09/20</i>	<i>Survey Type: MANUAL</i>
4	TW-01-A-02	ASDA		T Y N E & W E A R
	WANSBECK ROAD SOUTH			
	NEWCASTLE UPON TYNE			
	GOSFORTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		1260 sqm	
	<i>Survey date: FRIDAY</i>		<i>03/05/19</i>	<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	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	4	3585	1.318	4	3585	0.934	4	3585	2.252
08:00 - 09:00	4	3585	2.190	4	3585	1.890	4	3585	4.080
09:00 - 10:00	4	3585	2.915	4	3585	2.427	4	3585	5.342
10:00 - 11:00	4	3585	3.096	4	3585	2.824	4	3585	5.920
11:00 - 12:00	4	3585	3.452	4	3585	3.263	4	3585	6.715
12:00 - 13:00	4	3585	4.149	4	3585	4.121	4	3585	8.270
13:00 - 14:00	4	3585	3.403	4	3585	3.626	4	3585	7.029
14:00 - 15:00	4	3585	3.514	4	3585	3.549	4	3585	7.063
15:00 - 16:00	4	3585	4.003	4	3585	3.319	4	3585	7.322
16:00 - 17:00	4	3585	3.710	4	3585	4.128	4	3585	7.838
17:00 - 18:00	4	3585	3.431	4	3585	3.828	4	3585	7.259
18:00 - 19:00	4	3585	3.696	4	3585	3.814	4	3585	7.510
19:00 - 20:00	4	3585	2.754	4	3585	3.089	4	3585	5.843
20:00 - 21:00	4	3585	1.360	4	3585	1.799	4	3585	3.159
21:00 - 22:00	4	3585	1.102	4	3585	1.304	4	3585	2.406
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:			45.593			45.591			91.184

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):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-142301-250814-0830

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

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 4644 (units: sqm)
Range Selected by User: 1515 to 4644 (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 2 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 1
Out of Town 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(a) 2 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

Population within 1 mile:

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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

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	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	1 days

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BH-01-A-08	WAITROSE		BRIGHTON & HOVE
	NEVILL ROAD			
	BRIGHTON			
	WEST BLATCHINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		4644 sqm	
	Survey date: SATURDAY		23/09/17	Survey Type: MANUAL
2	NY-01-A-06	ASDA		NORTH YORKSHIRE
	PHEASANT FIELDS LANE			
	SKELTON IN CLEVELAND			
	Edge of Town			
	Out of Town			
	Total Gross floor area:		4625 sqm	
	Survey date: SATURDAY		17/09/16	Survey Type: MANUAL

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

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	2	4635	2.050	2	4635	1.359	2	4635	3.409
08:00 - 09:00	2	4635	3.517	2	4635	2.945	2	4635	6.462
09:00 - 10:00	2	4635	5.524	2	4635	4.445	2	4635	9.969
10:00 - 11:00	2	4635	6.020	2	4635	5.060	2	4635	11.080
11:00 - 12:00	2	4635	6.506	2	4635	6.527	2	4635	13.033
12:00 - 13:00	2	4635	7.142	2	4635	7.110	2	4635	14.252
13:00 - 14:00	2	4635	6.538	2	4635	6.732	2	4635	13.270
14:00 - 15:00	2	4635	5.858	2	4635	5.923	2	4635	11.781
15:00 - 16:00	2	4635	5.901	2	4635	6.257	2	4635	12.158
16:00 - 17:00	2	4635	5.761	2	4635	6.462	2	4635	12.223
17:00 - 18:00	2	4635	4.359	2	4635	5.200	2	4635	9.559
18:00 - 19:00	2	4635	3.571	2	4635	3.895	2	4635	7.466
19:00 - 20:00	2	4635	2.169	2	4635	2.460	2	4635	4.629
20:00 - 21:00	2	4635	1.403	2	4635	1.672	2	4635	3.075
21:00 - 22:00	2	4635	0.723	2	4635	1.219	2	4635	1.942
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:			69.961			69.839			139.800

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:	4625 - 4644 (units: sqm)
Survey date range:	01/01/16 - 25/05/24
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
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.

Appendix 3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : K - RETAIL PARK - EXCLUDING FOOD
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	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: 6790 to 11000 (units: sqm)
Range Selected by User: 6790 to 11000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 14/11/23

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

Selected survey days:

Tuesday 2 days
Wednesday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

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

Retail Zone 2
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:

10,001 to 15,000	1 days
15,001 to 20,000	2 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 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	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	GS-01-K-03 HATHERLEY LANE CHELTENHAM SPA	RETAIL PARK		GLOUCESTERSHIRE
	Edge of Town Retail Zone			
	Total Gross floor area:		9350 sqm	
	Survey date: WEDNESDAY		03/05/23	Survey Type: MANUAL
2	HF-01-K-02 MONKSWOOD WAY STEVENAGE	RETAIL PARK		HERTFORDSHIRE
	Edge of Town Retail Zone			
	Total Gross floor area:		6790 sqm	
	Survey date: TUESDAY		14/11/23	Survey Type: MANUAL
3	SM-01-K-01 WESTERN AVENUE YEOVIL HOUNDSTONE	RETAIL PARK		SOMERSET
	Suburban Area (PPS6 Out of Centre) No Sub Category			
	Total Gross floor area:		11000 sqm	
	Survey date: TUESDAY		13/09/22	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/K - RETAIL PARK - EXCLUDING FOOD

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	2	8070	0.143	2	8070	0.050	2	8070	0.193
07:00 - 08:00	3	9047	0.405	3	9047	0.402	3	9047	0.807
08:00 - 09:00	3	9047	0.825	3	9047	0.512	3	9047	1.337
09:00 - 10:00	3	9047	1.842	3	9047	1.389	3	9047	3.231
10:00 - 11:00	3	9047	2.130	3	9047	1.817	3	9047	3.947
11:00 - 12:00	3	9047	2.524	3	9047	2.325	3	9047	4.849
12:00 - 13:00	3	9047	2.811	3	9047	2.830	3	9047	5.641
13:00 - 14:00	3	9047	2.845	3	9047	2.793	3	9047	5.638
14:00 - 15:00	3	9047	2.388	3	9047	2.627	3	9047	5.015
15:00 - 16:00	3	9047	2.211	3	9047	2.133	3	9047	4.344
16:00 - 17:00	3	9047	1.949	3	9047	2.192	3	9047	4.141
17:00 - 18:00	3	9047	1.949	3	9047	1.758	3	9047	3.707
18:00 - 19:00	3	9047	1.245	3	9047	1.780	3	9047	3.025
19:00 - 20:00	3	9047	0.980	3	9047	1.319	3	9047	2.299
20:00 - 21:00	3	9047	0.398	3	9047	0.542	3	9047	0.940
21:00 - 22:00	2	8895	0.354	2	8895	0.478	2	8895	0.832
22:00 - 23:00	1	6790	0.118	1	6790	0.206	1	6790	0.324
23:00 - 24:00	1	6790	0.118	1	6790	0.147	1	6790	0.265
Total Rates:			25.235			25.300			50.535

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:	6790 - 11000 (units: sqm)
Survey date range:	01/01/16 - 14/11/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : K - RETAIL PARK - EXCLUDING FOOD
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
	TB TORBAY	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
10	WALES	
	CF CARDIFF	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: 1968 to 4600 (units: sqm)
Range Selected by User: 1968 to 4600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 08/05/21

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

Selected survey days:

Saturday 4 days

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

Selected survey types:

Manual count 4 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
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:

Industrial Zone 1
Residential Zone 1
Retail Zone 2

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 3 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 4 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:

15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	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	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

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

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	3284	0.442	2	3284	0.061	2	3284	0.503
08:00 - 09:00	4	3282	0.922	4	3282	0.335	4	3282	1.257
09:00 - 10:00	4	3282	2.102	4	3282	1.226	4	3282	3.328
10:00 - 11:00	4	3282	3.047	4	3282	2.338	4	3282	5.385
11:00 - 12:00	4	3282	3.092	4	3282	2.993	4	3282	6.085
12:00 - 13:00	4	3282	3.641	4	3282	3.481	4	3282	7.122
13:00 - 14:00	4	3282	3.367	4	3282	3.359	4	3282	6.726
14:00 - 15:00	4	3282	3.466	4	3282	3.717	4	3282	7.183
15:00 - 16:00	4	3282	3.298	4	3282	3.572	4	3282	6.870
16:00 - 17:00	4	3282	2.460	4	3282	3.077	4	3282	5.537
17:00 - 18:00	4	3282	1.676	4	3282	2.483	4	3282	4.159
18:00 - 19:00	4	3282	0.526	4	3282	1.043	4	3282	1.569
19:00 - 20:00	3	3440	0.368	3	3440	0.523	3	3440	0.891
20:00 - 21:00	3	3440	0.136	3	3440	0.281	3	3440	0.417
21:00 - 22:00	3	3440	0.058	3	3440	0.058	3	3440	0.116
22:00 - 23:00	1	3752	0.027	1	3752	0.027	1	3752	0.054
23:00 - 24:00	1	3752	0.000	1	3752	0.080	1	3752	0.080
Total Rates:			28.628			28.654			57.282

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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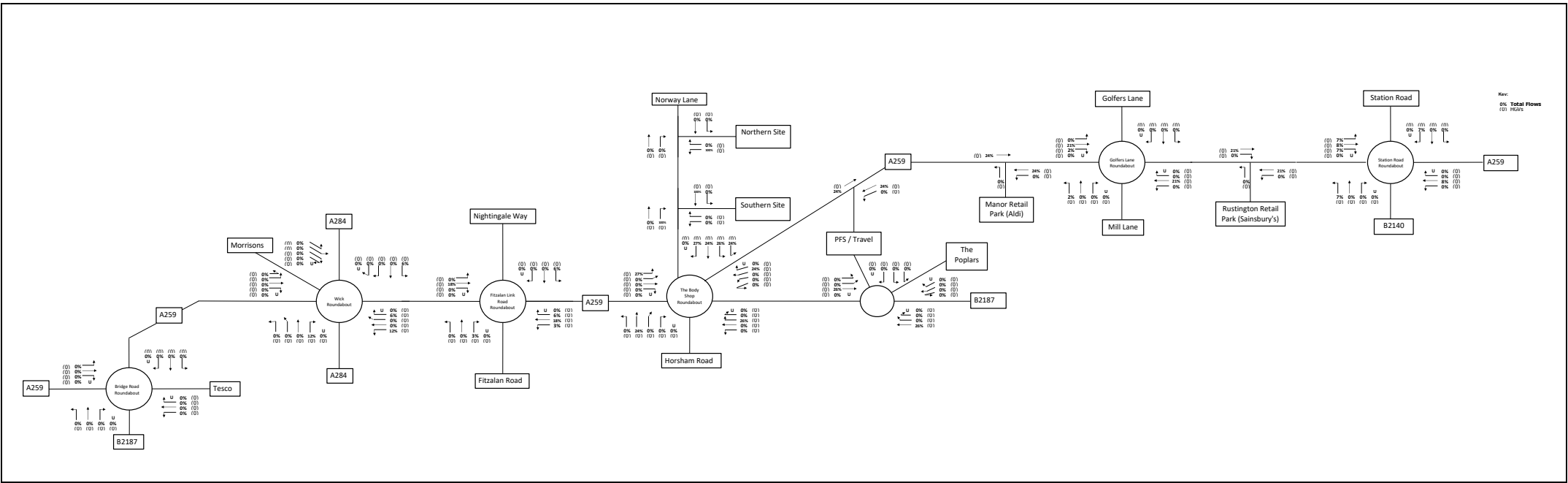
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Parameter summary

Trip rate parameter range selected: 1968 - 4600 (units: sqm)
 Survey date range: 01/01/16 - 08/05/21
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 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.

Appendix 4

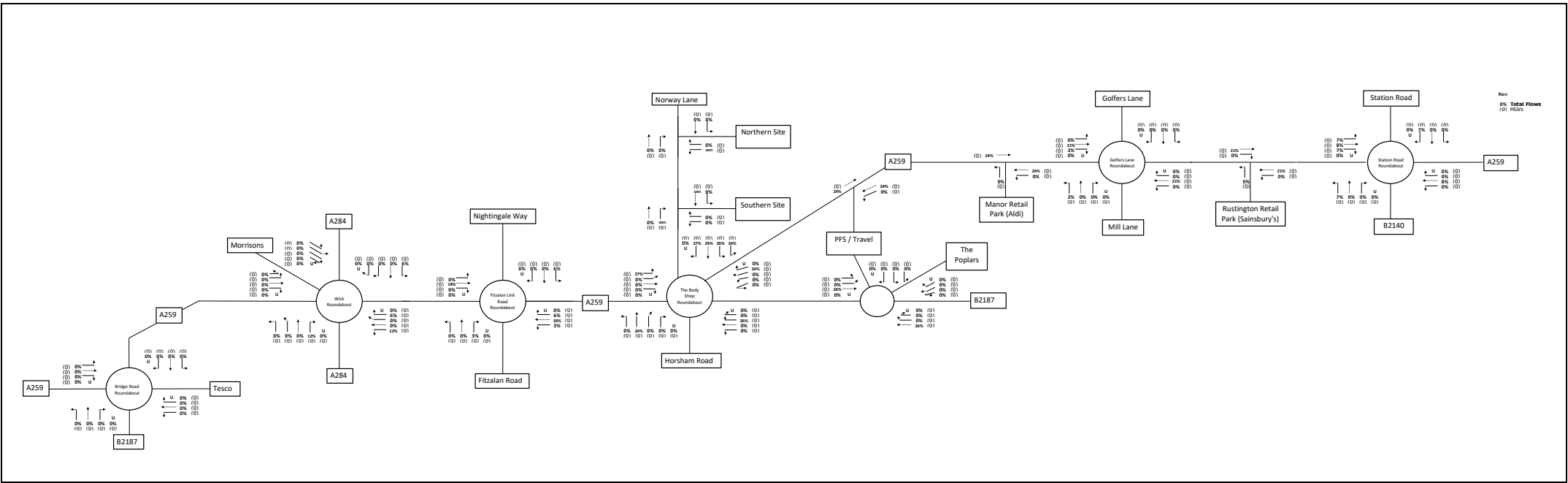


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

AM Peak 08:00-09:00

Primary Trip Distribution



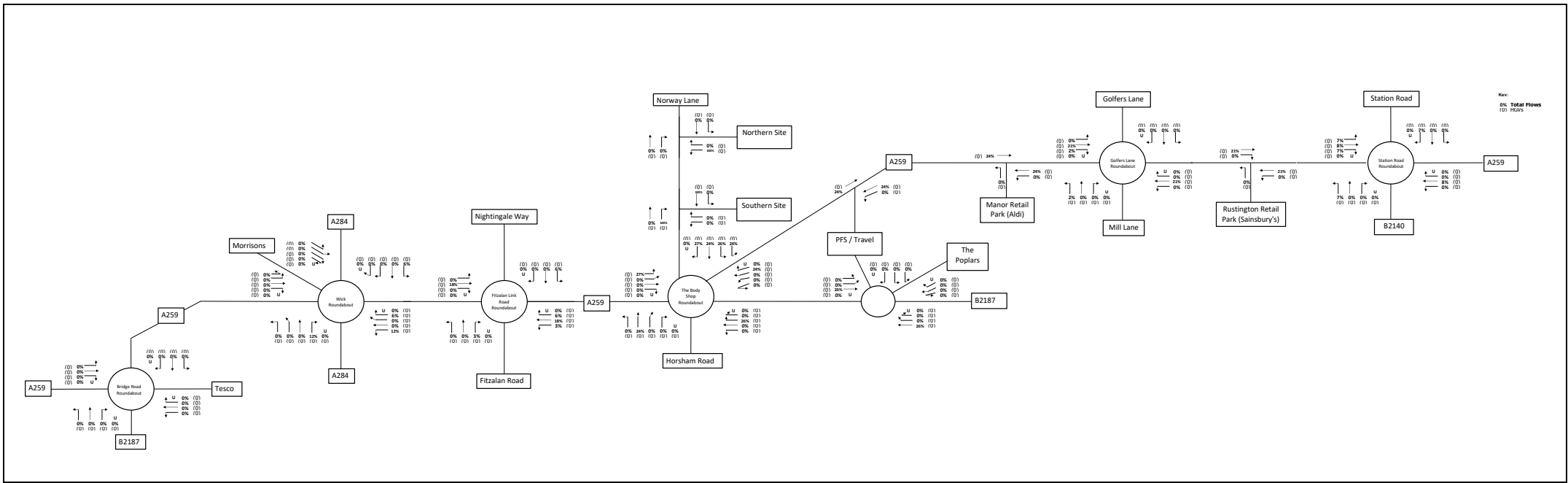


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

PM Peak 17:00-18:00

Primary Trip Distribution



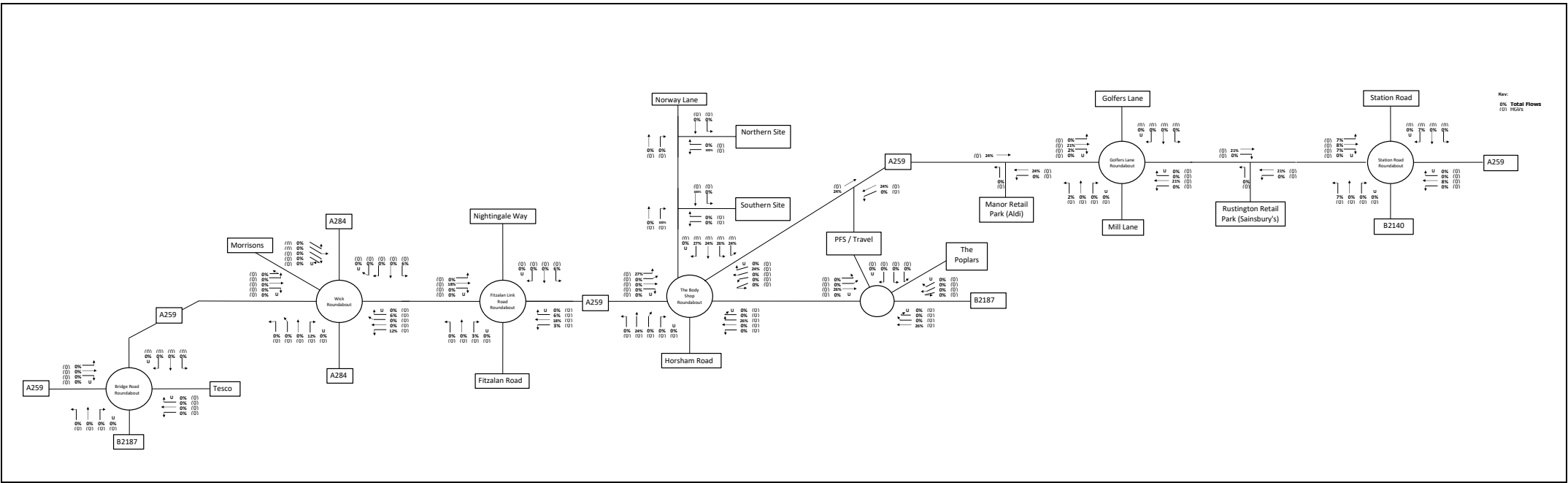


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

SAT Peak 11:15-12:15

Primary Trip Distribution



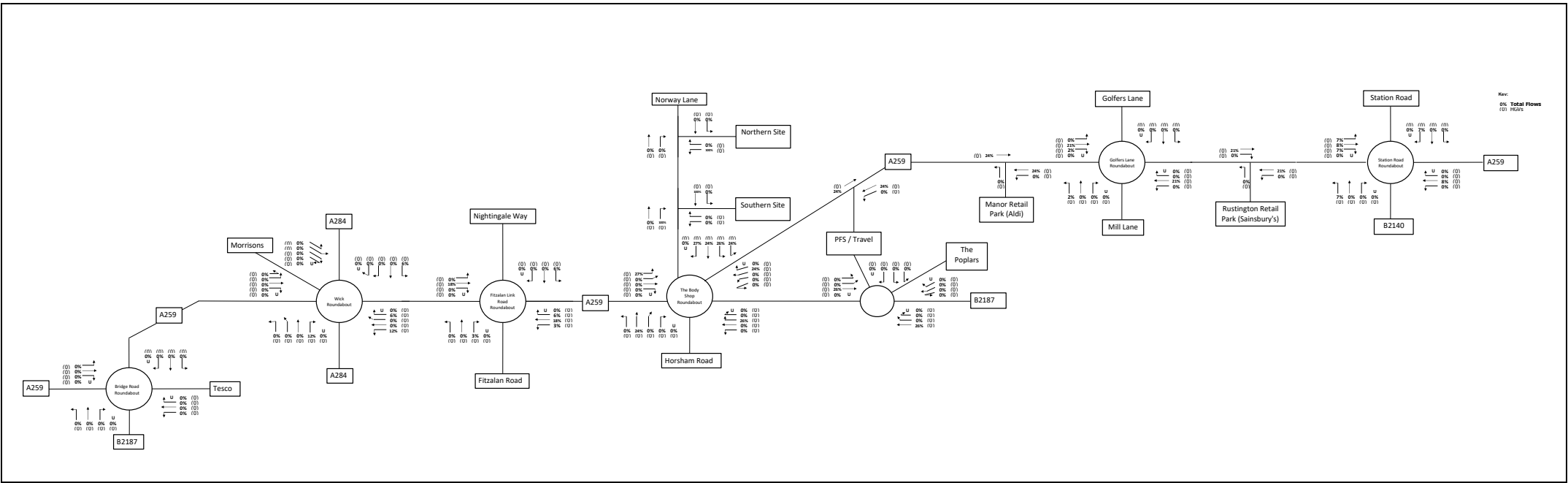


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

AM Peak 08:00-09:00

Morrisons Transfer Distribution - Proposed





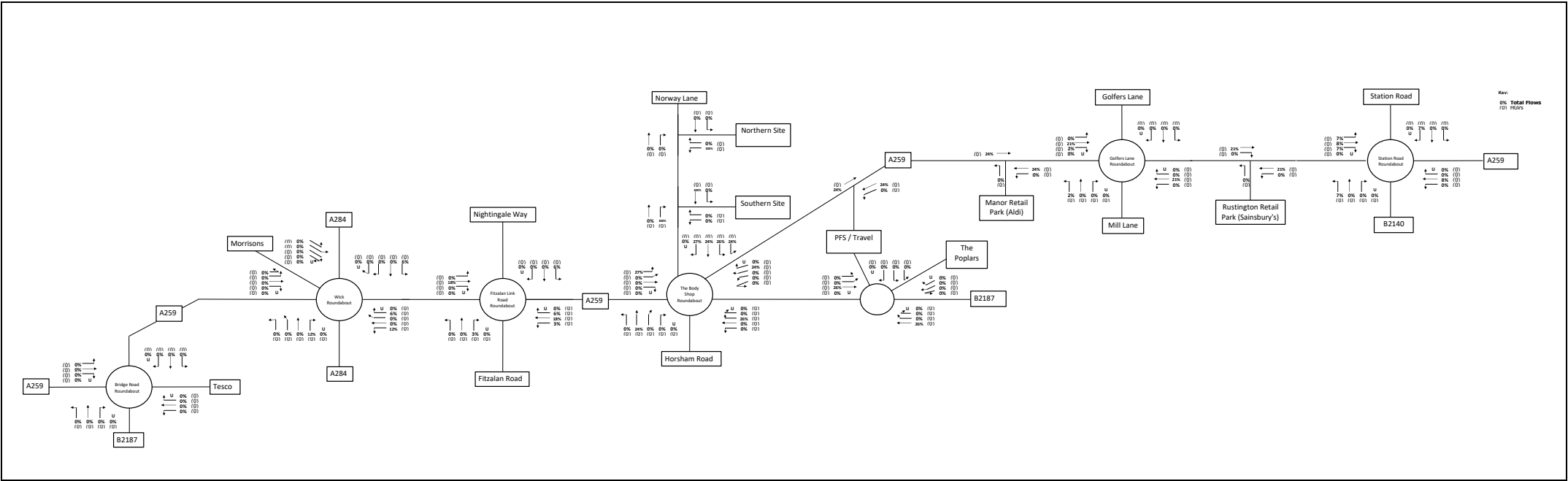
Key:
 0% Total Flows
 (1) 100%

PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

PM Peak 17:00-18:00

Morrisons Transfer Distribution - Proposed



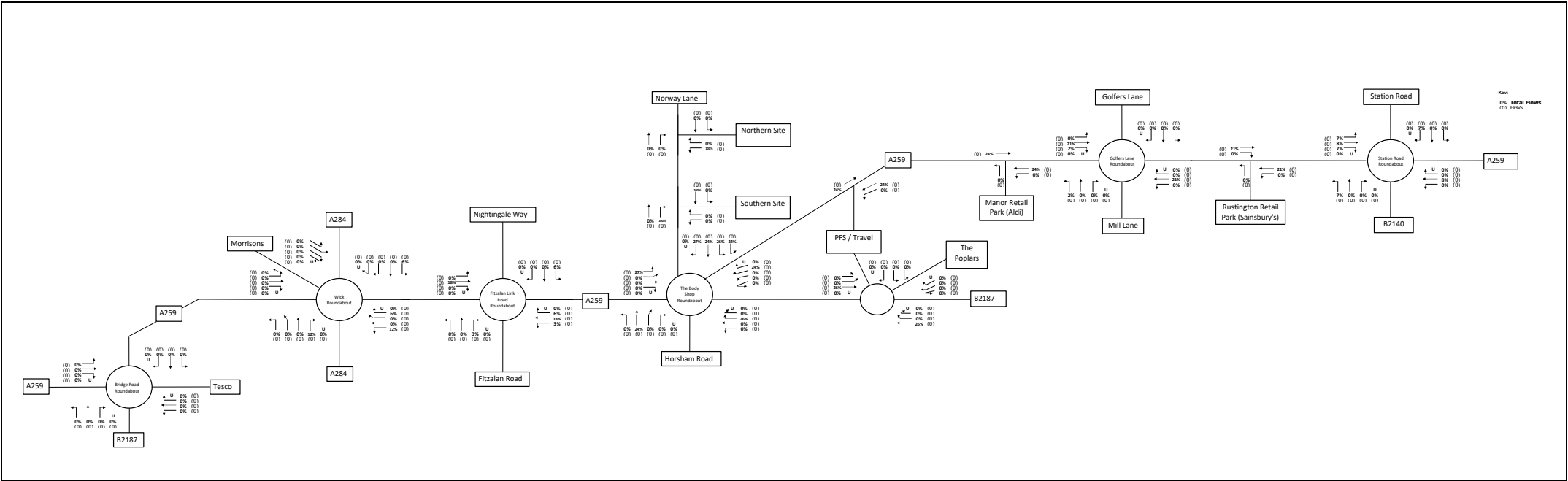


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

SAT Peak 11:15-12:15

Morrisons Transfer Distribution - Proposed



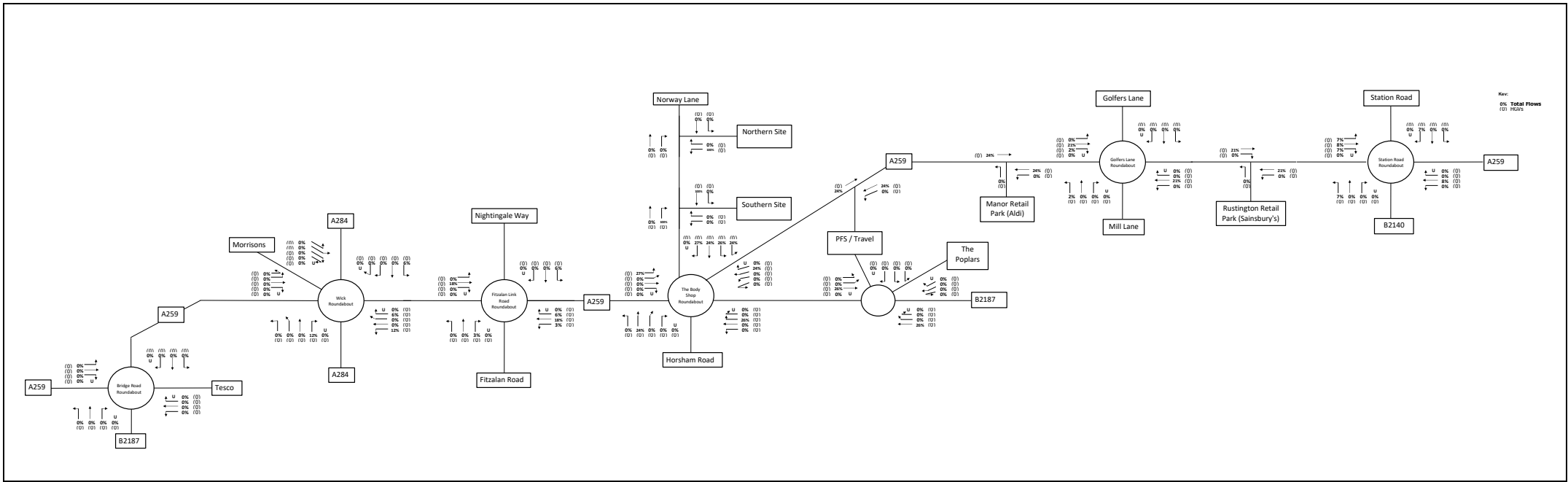


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

AM Peak 08:00-09:00

Sainsbury's Transfer Distribution Proposed



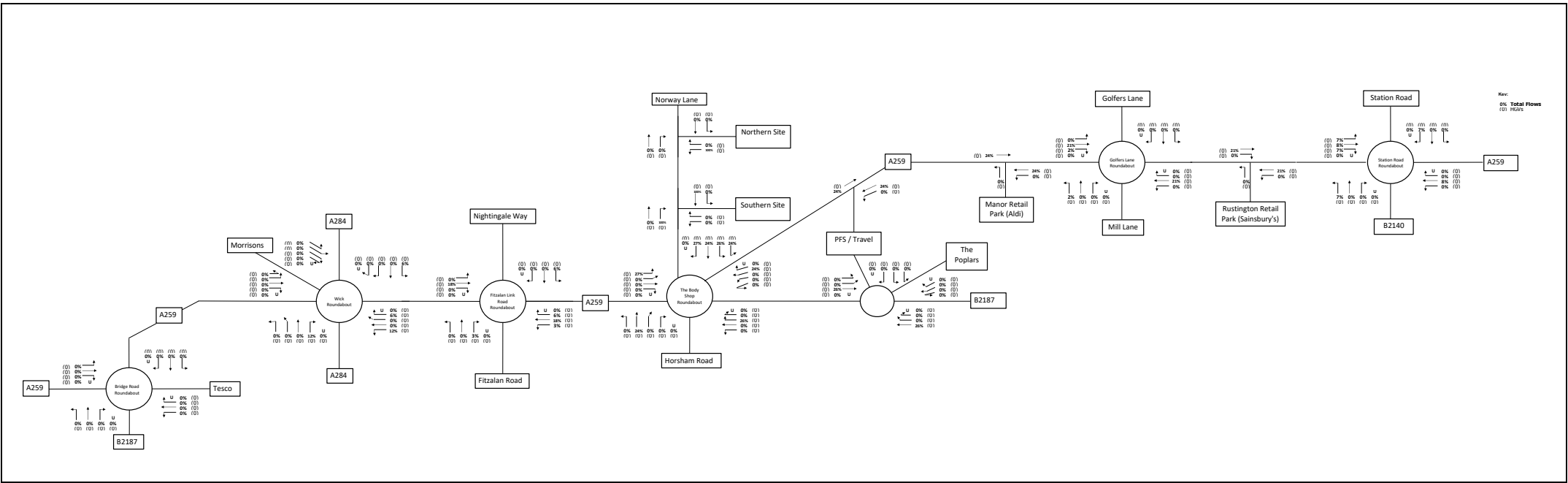


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

PM Peak 17:00-18:00

Sainsbury's Transfer Distribution Proposed



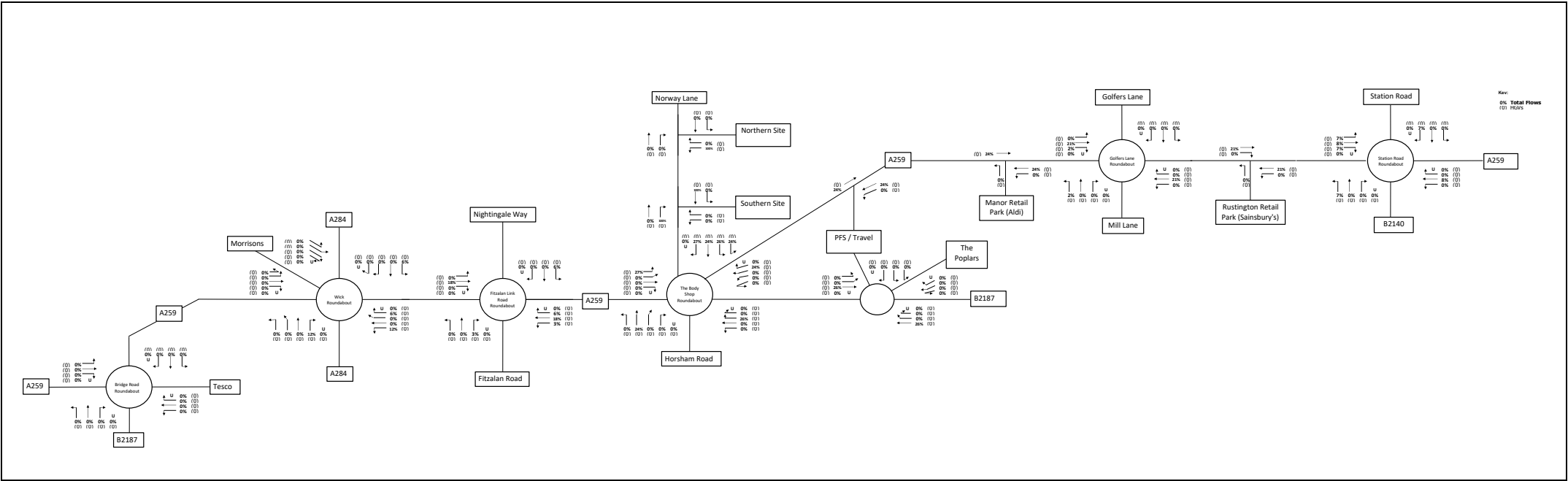


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

SAT Peak 11:15-12:15

Sainsbury's Transfer Distribution Proposed



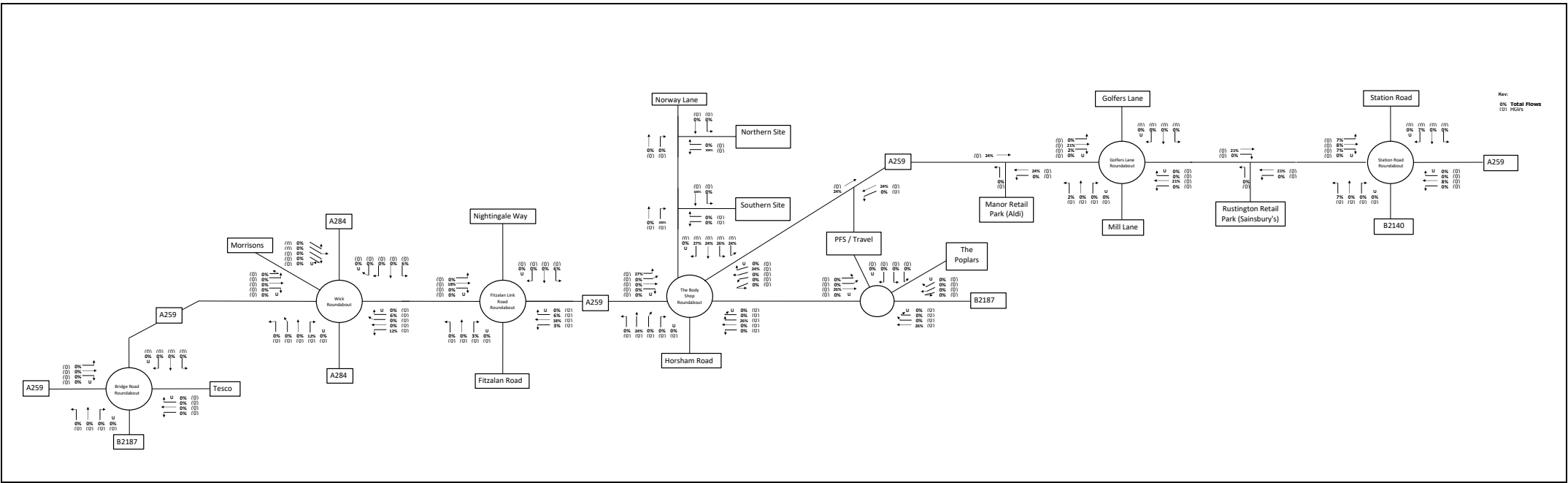


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

AM Peak 08:00-09:00

Aldi Transfer Distribution Proposed



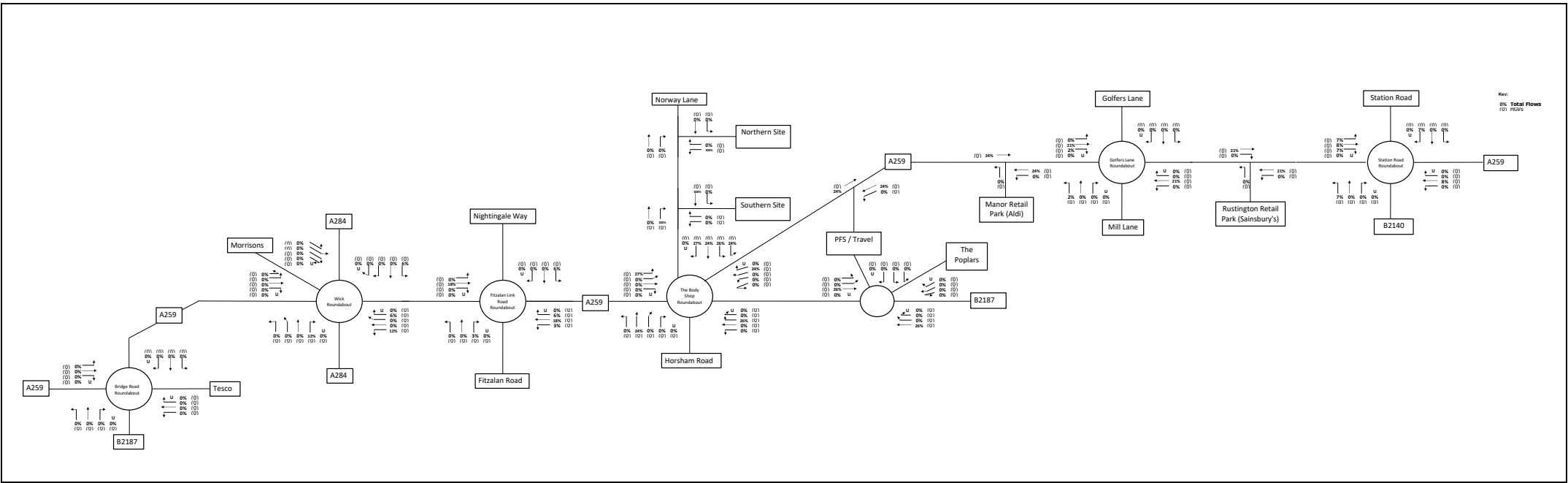


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

PM Peak 17:00-18:00

Aldi Transfer Distribution Proposed





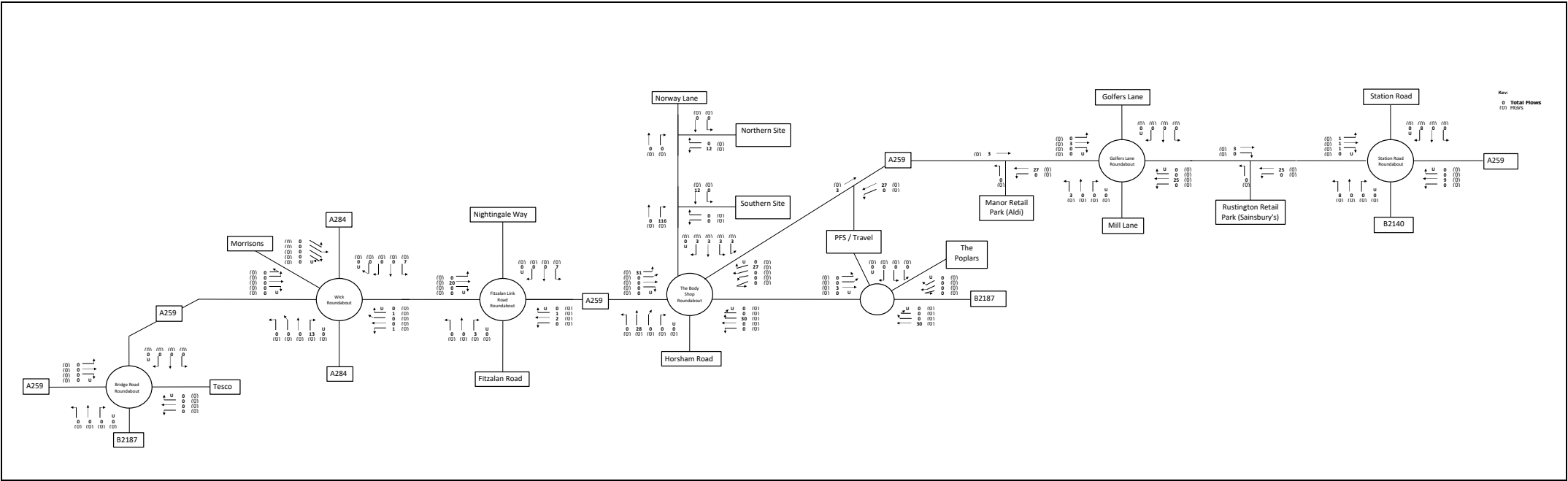
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

SAT Peak 11:15-12:15

Aldi Transfer Distribution Proposed



Appendix 5

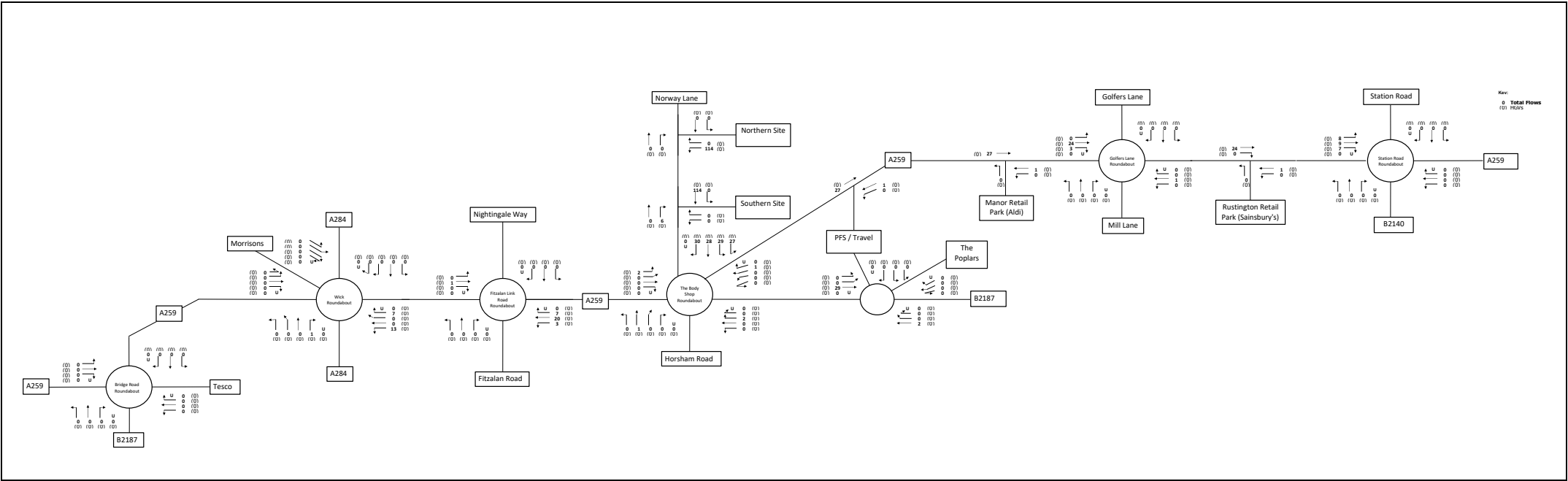


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

AM Peak 08:00-09:00

Extant Employment Flows





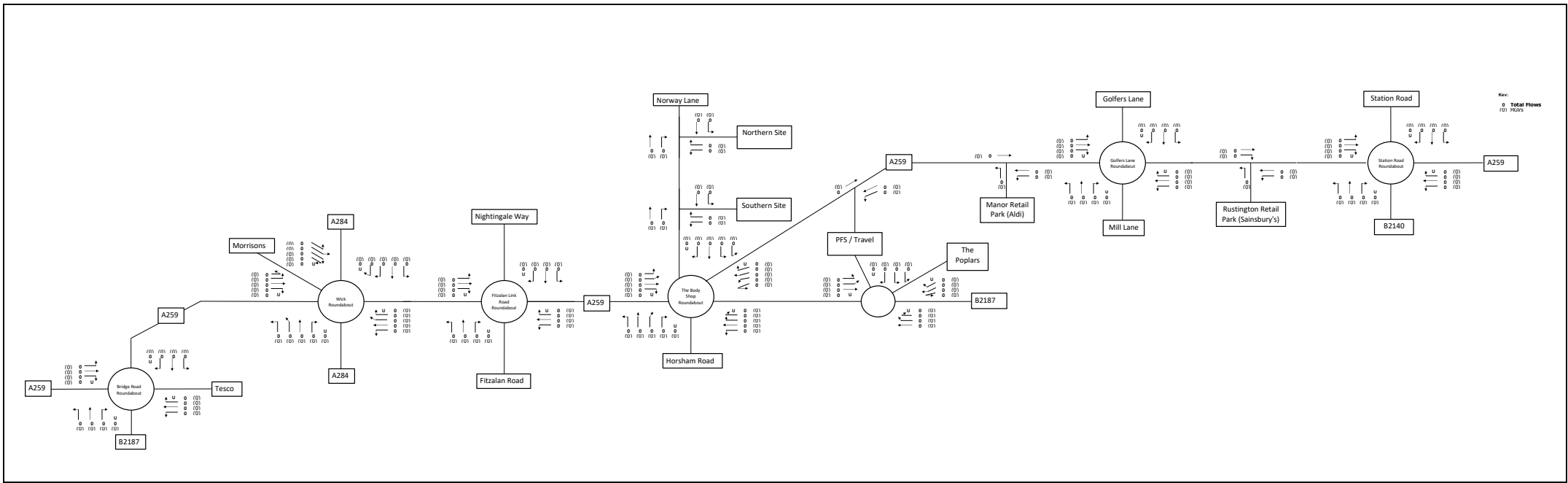
Key:
 0 Total Flows
 (01) 0 (01)

PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

PM Peak 17:00-18:00

Extant Employment Flows





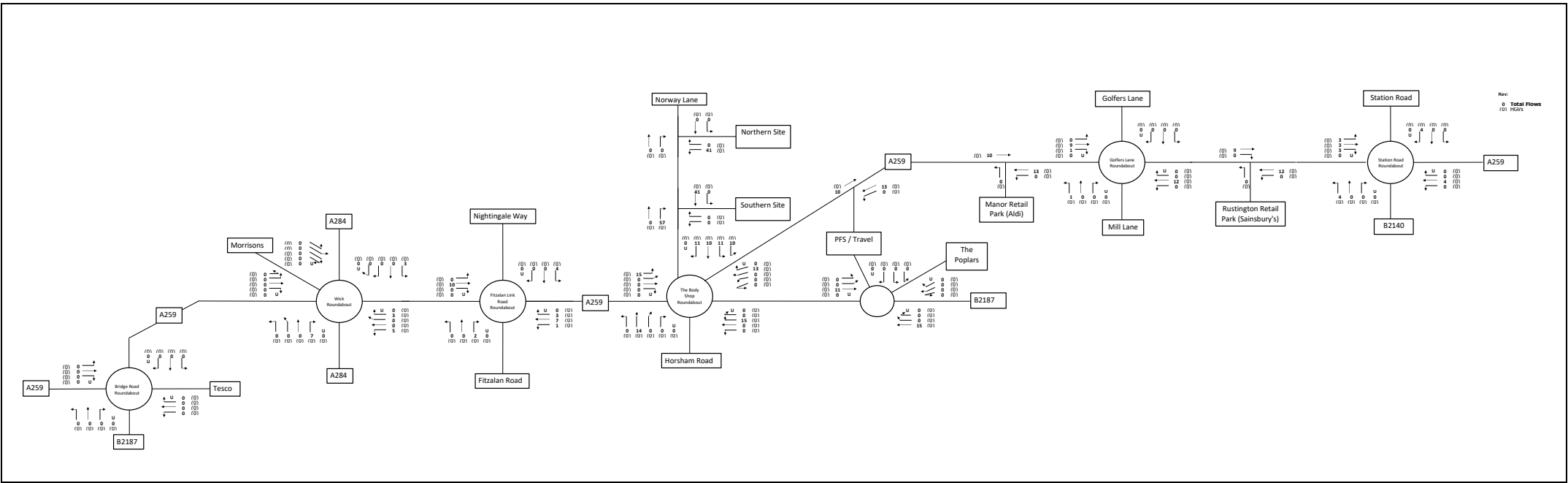
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

SAT Peak 11:15-12:15

Extant Employment Flows



Appendix 6

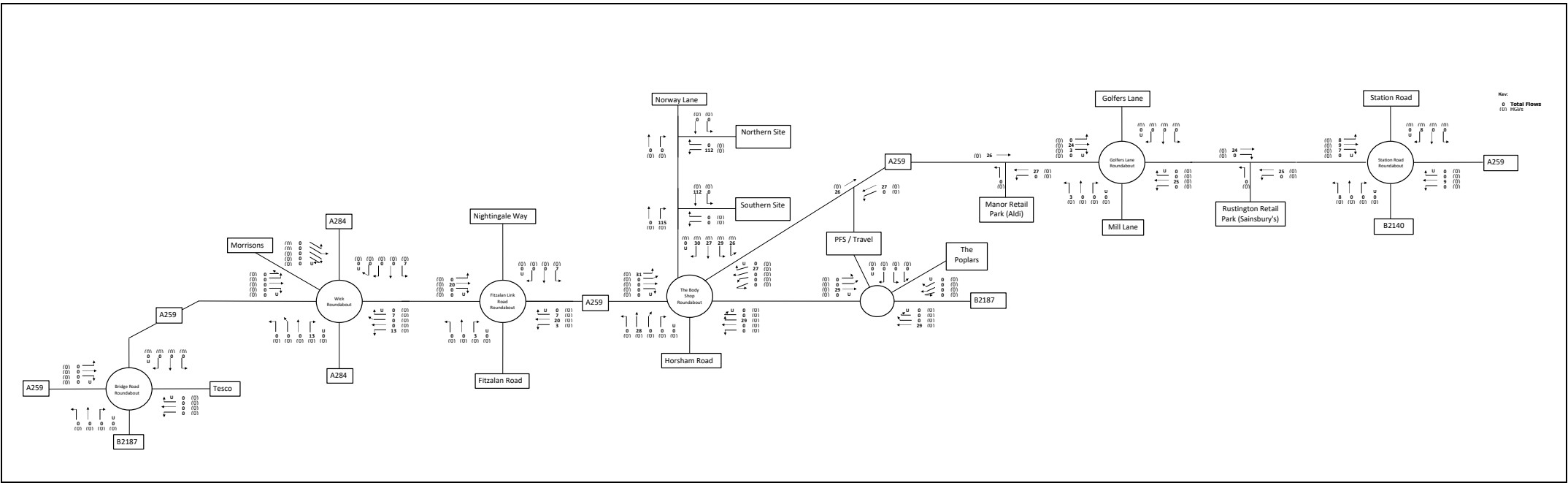


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

AM Peak 08:00-09:00

Proposed Development – Primary (New to Network)





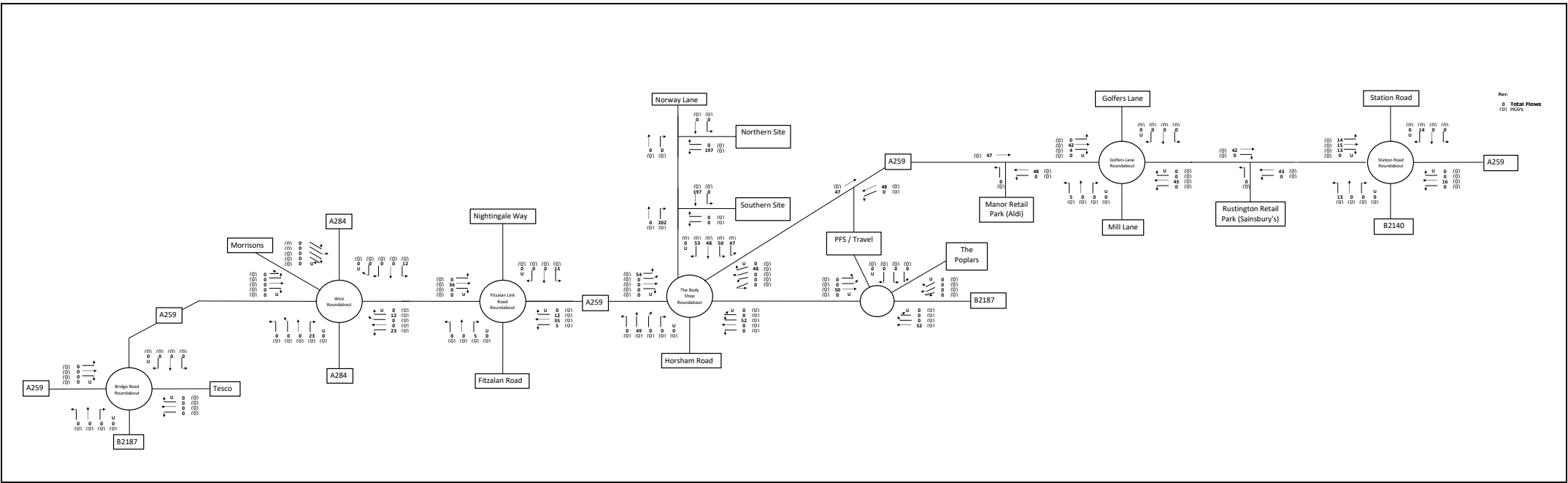
Key:
 0 Total Flows
 (U) (P) (M)

PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

PM Peak 17:00-18:00

Proposed Development – Primary (New to Network)





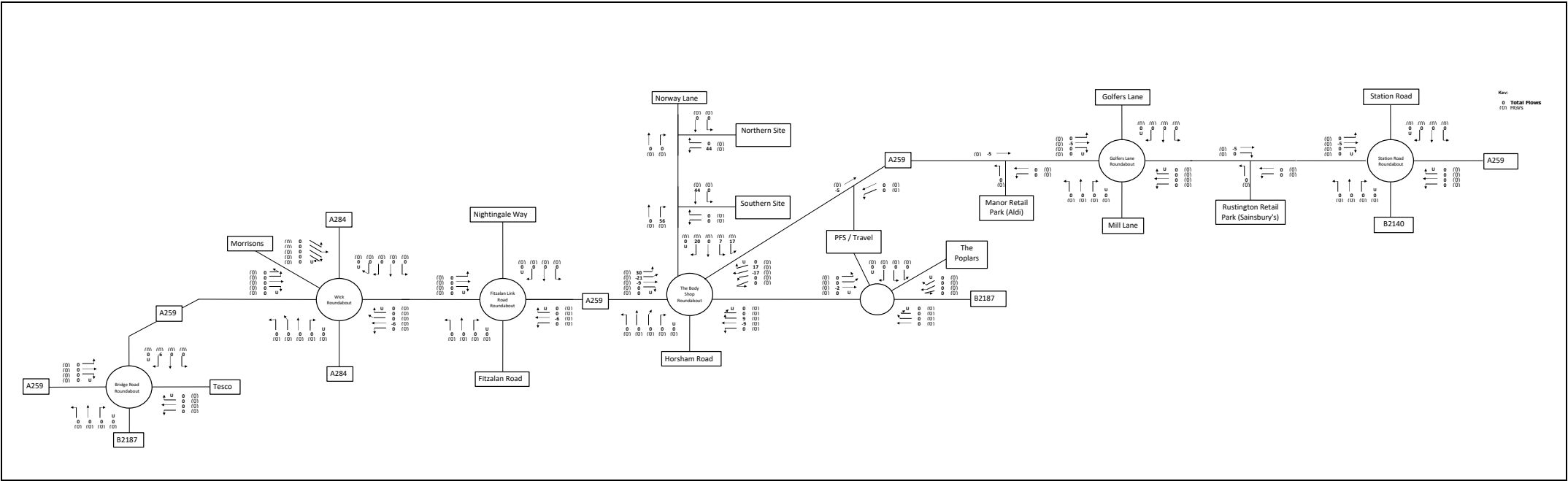
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

SAT Peak 11:15-12:15

Proposed Development – Primary (New to Network)



Appendix 7



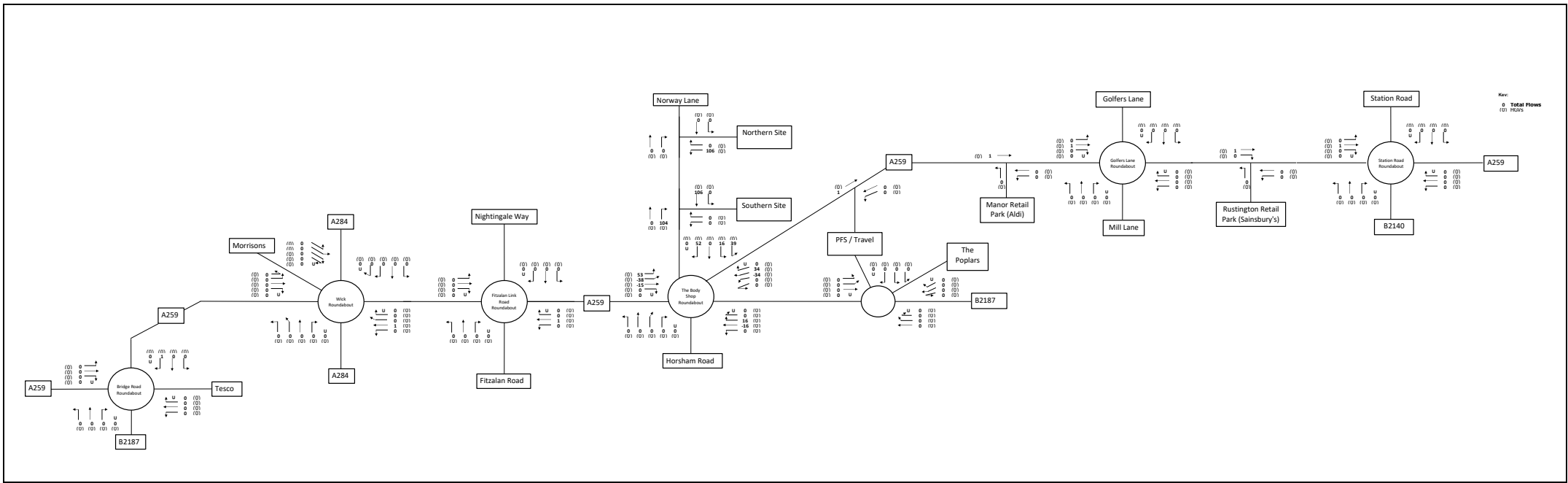
Key:
 0 Total Flows
 (1) 102%

PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

AM Peak 08:00-09:00

Proposed Development – Pass By (from the Bodyshop Roundabout)



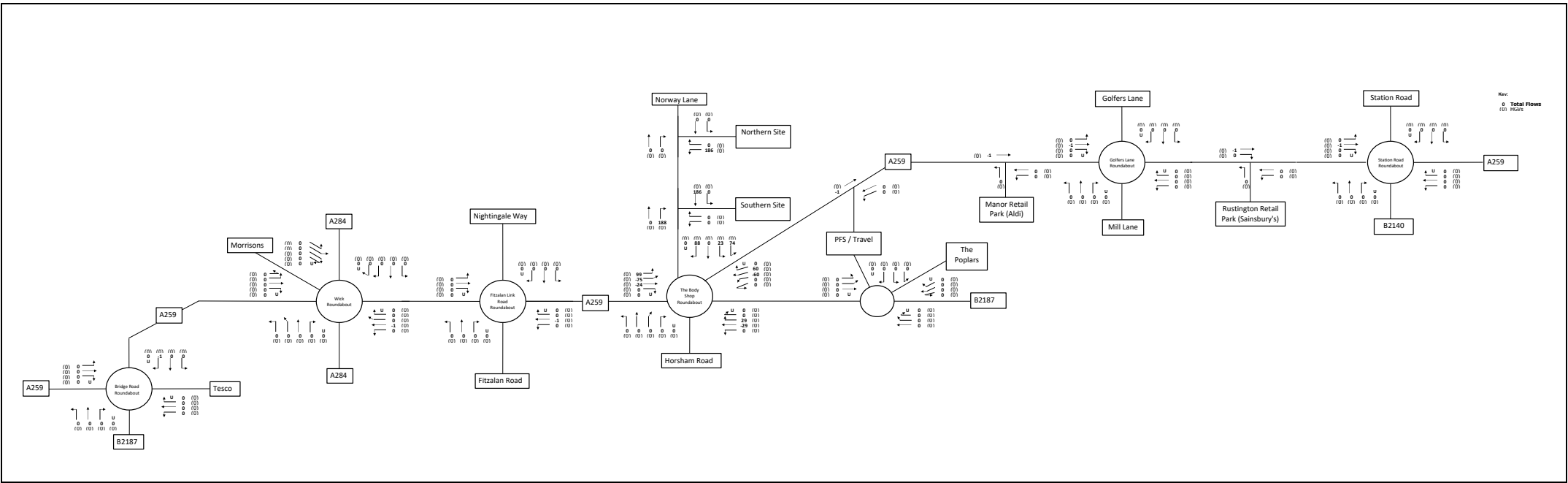


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

PM Peak 17:00-18:00

Proposed Development – Pass By (from the Bodyshop Roundabout)





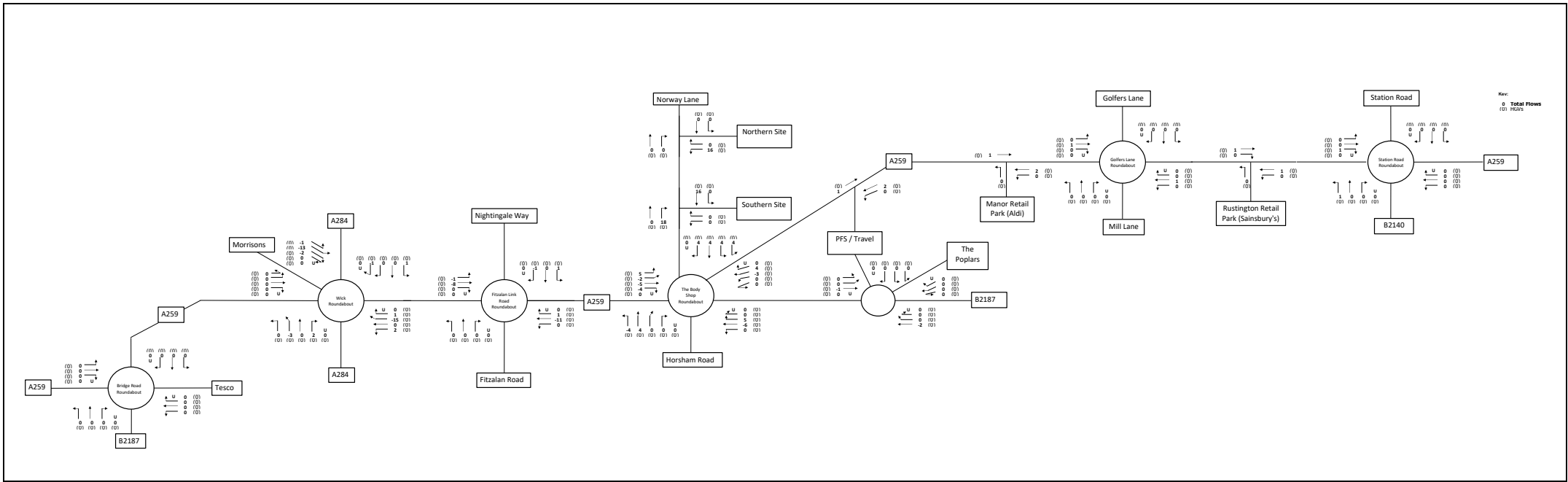
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

SAT Peak 11:15-12:15

Proposed Development – Pass By (from the Bodyshop Roundabout)



Appendix 8

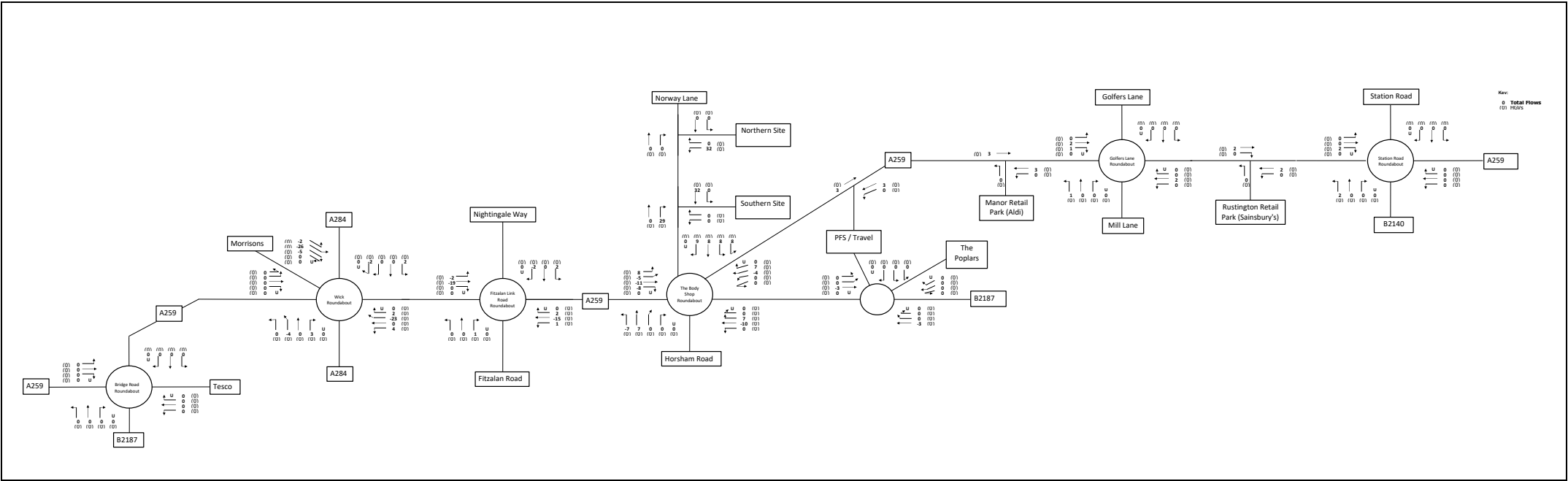


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

AM Peak 08:00-09:00

Proposed Development – Transferred Food Trips (Morrisons)



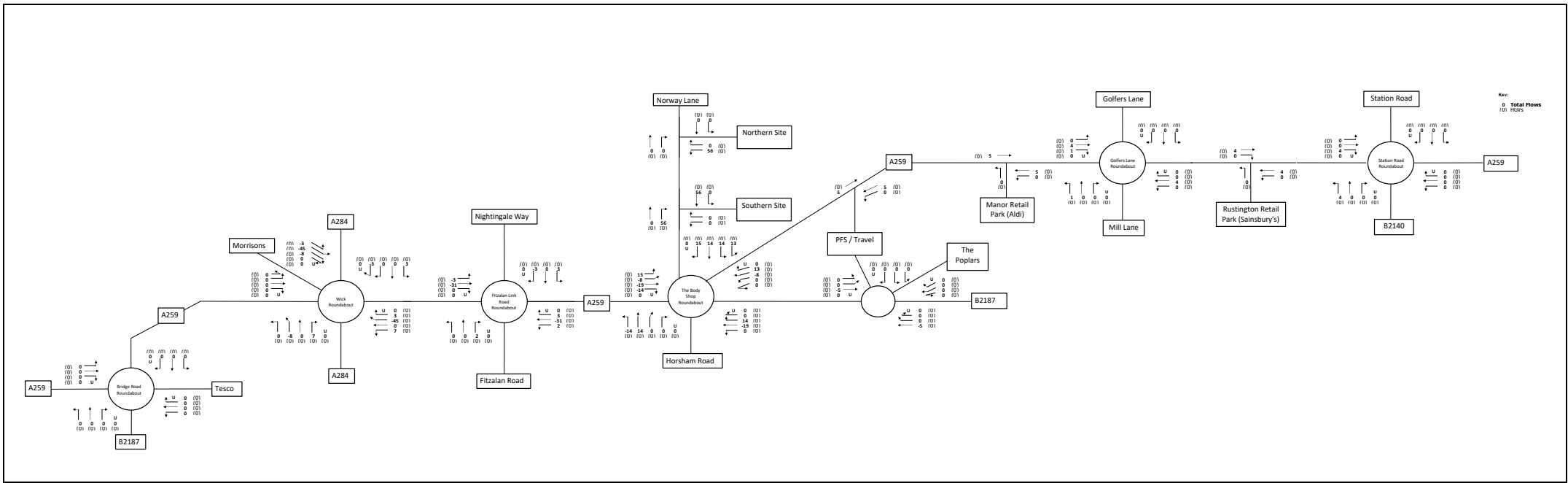


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

PM Peak 17:00-18:00

Proposed Development – Transferred Food Trips (Morrisons)





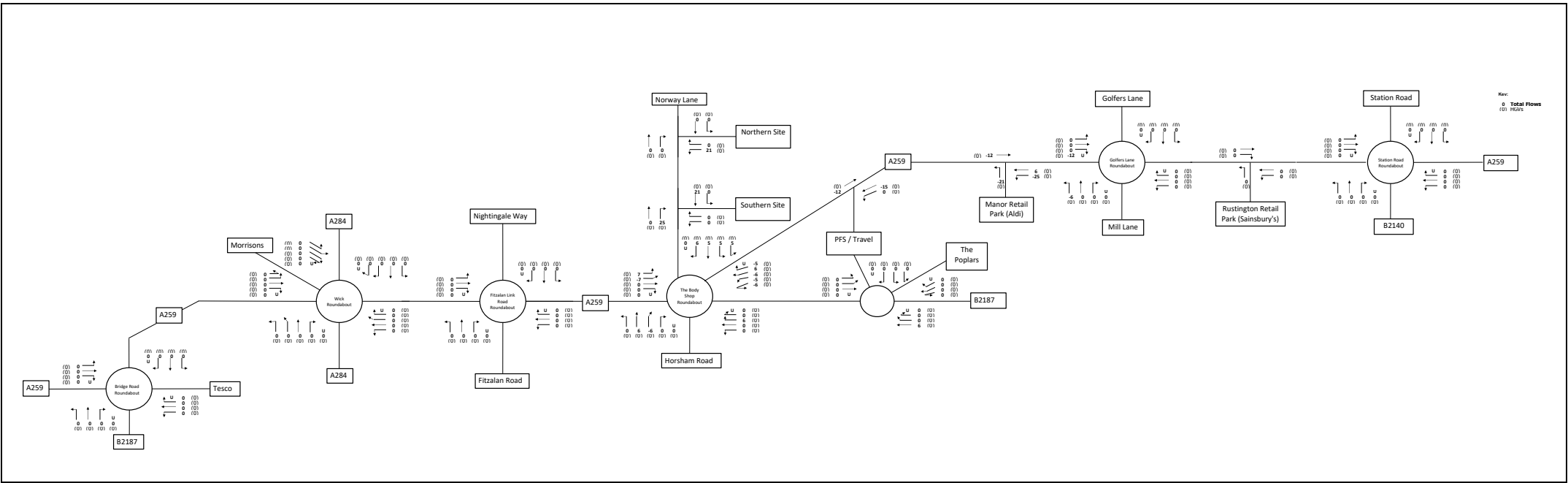
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

SAT Peak 11:15-12:15

Proposed Development – Transferred Food Trips (Morrisons)



Appendix 9



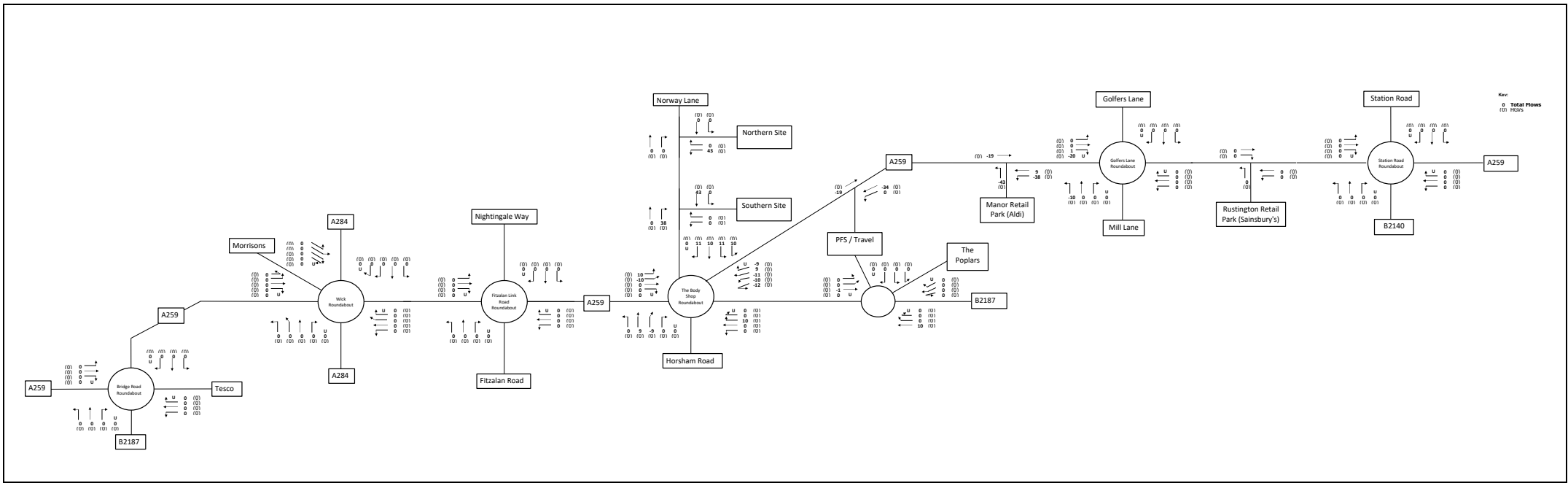
Key:
 0 Total Flows
 (1) 100%

PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

AM Peak 08:00-09:00

Proposed Development – Transferred Food Trips (Manor Retail Park food)



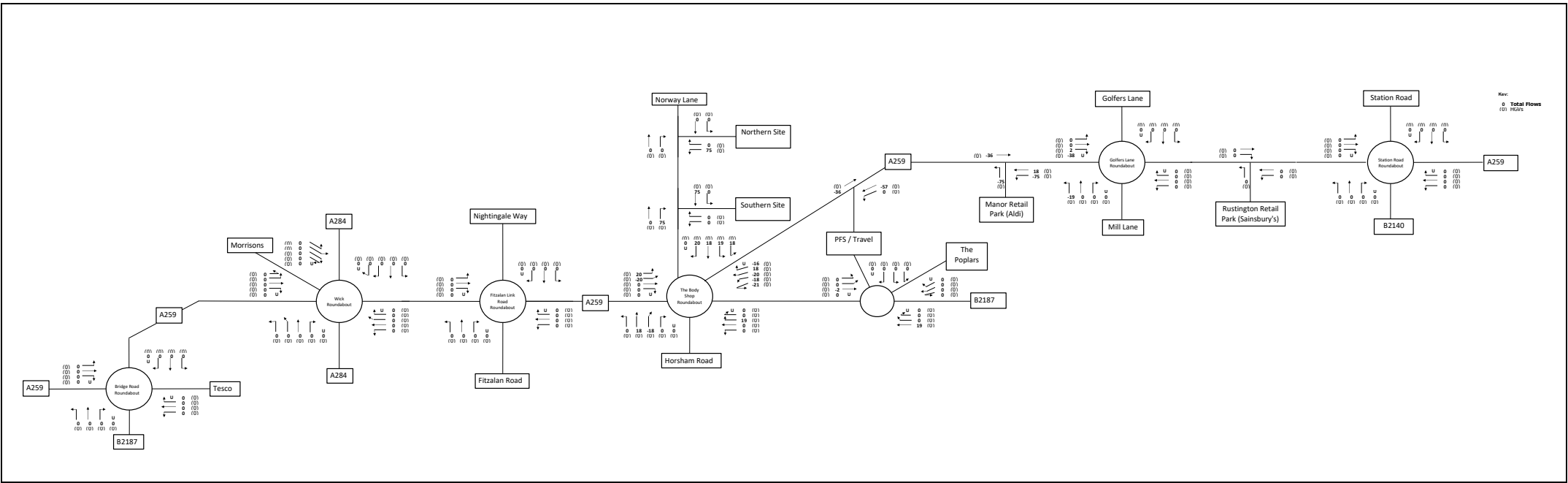


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

PM Peak 17:00-18:00

Proposed Development – Transferred Food Trips (Manor Retail Park food)





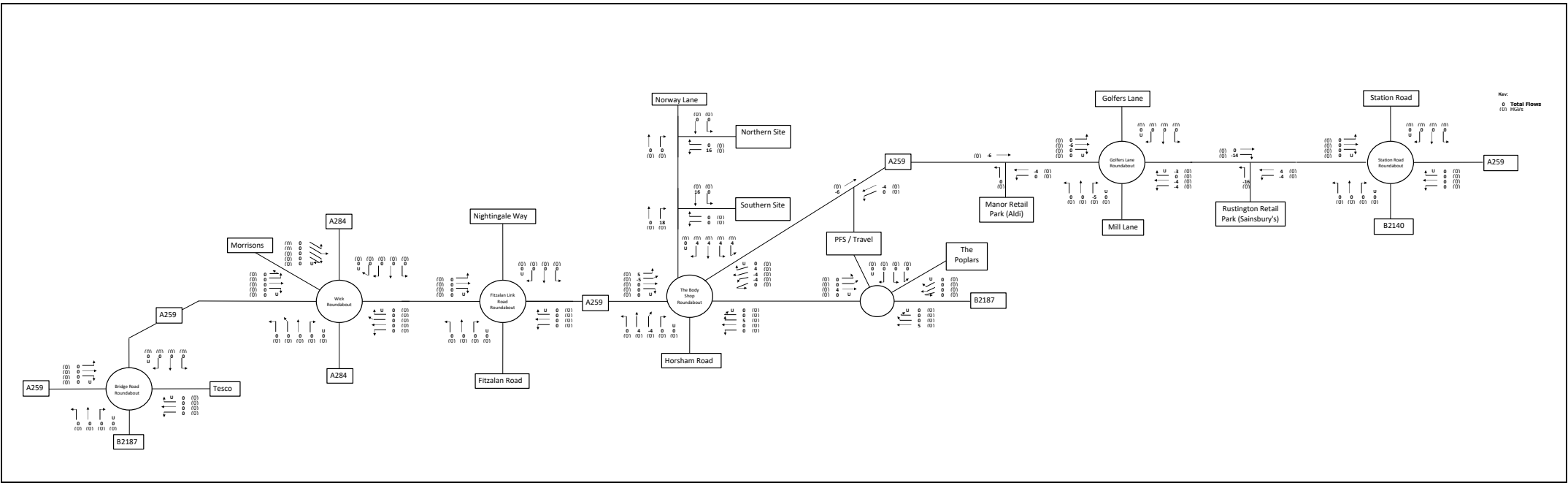
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

SAT Peak 11:15-12:15

Proposed Development – Transferred Food Trips (Manor Retail Park food)



Appendix 10

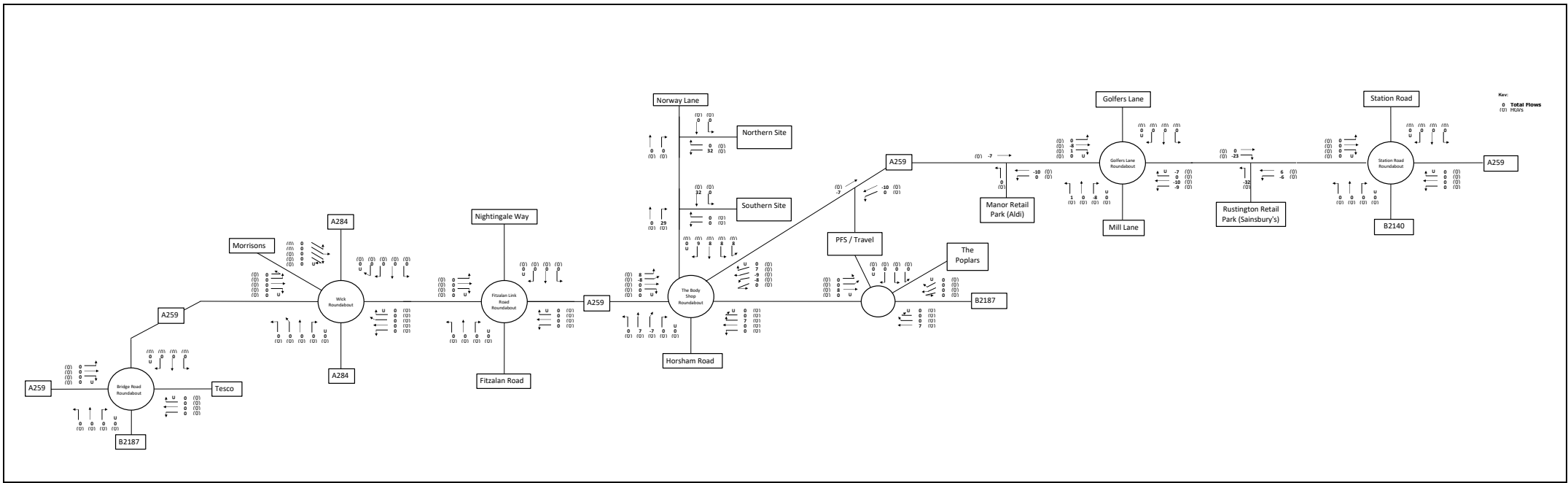


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

AM Peak 08:00-09:00

Proposed Development – Transferred Food Trips (Rustington Retail Park food)



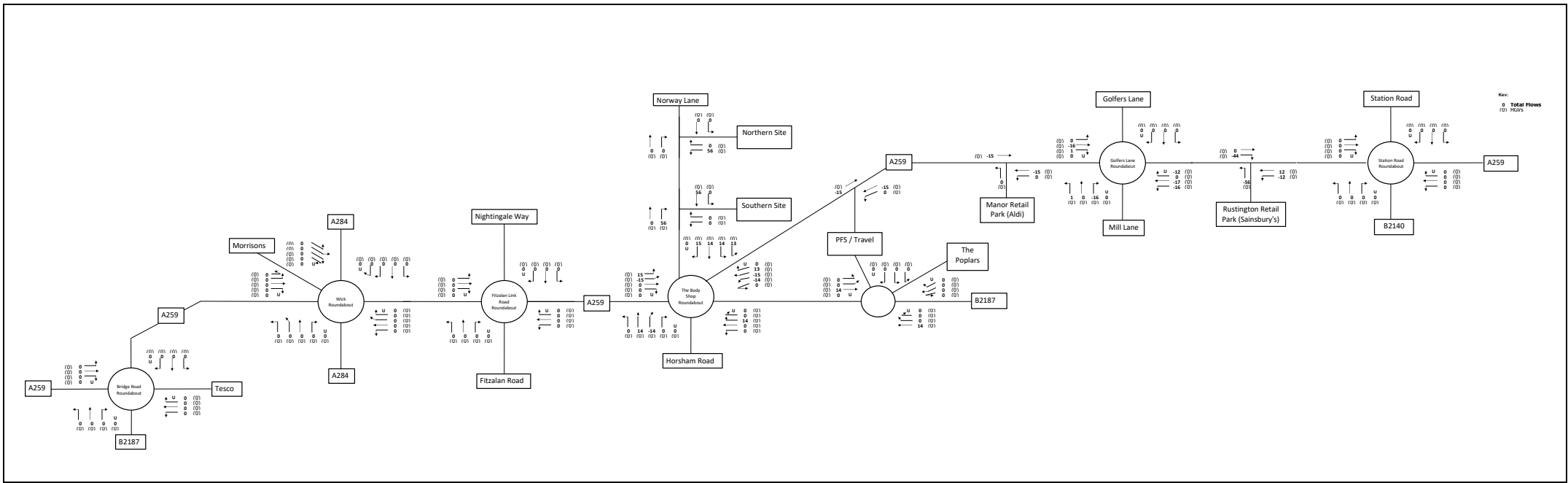


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

PM Peak 17:00-18:00

Proposed Development – Transferred Food Trips (Rustington Retail Park food)





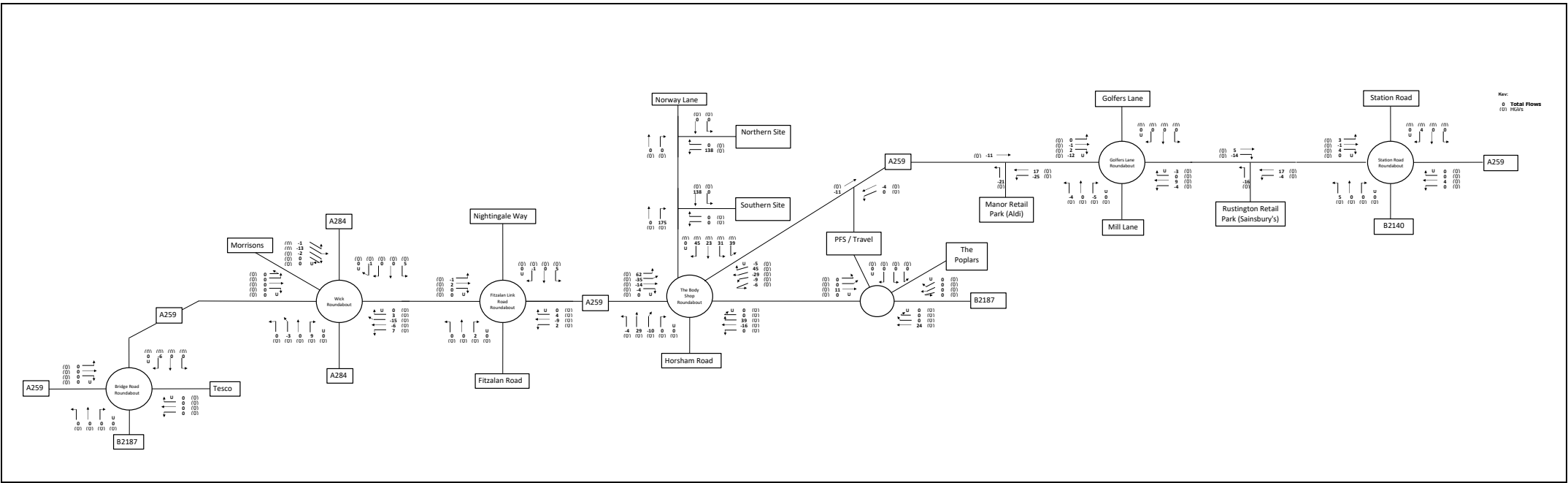
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

SAT Peak 11:15-12:15

Proposed Development – Transferred Food Trips (Rustington Retail Park food)



Appendix 11

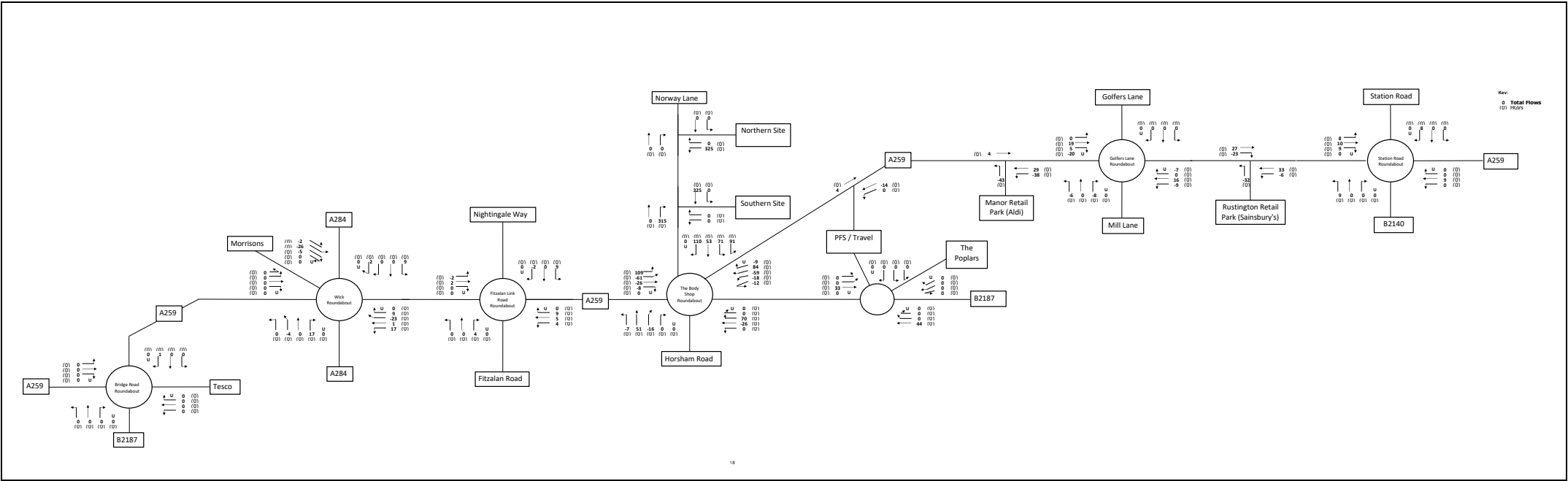


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

AM Peak 08:00-09:00

Proposed Development – Total



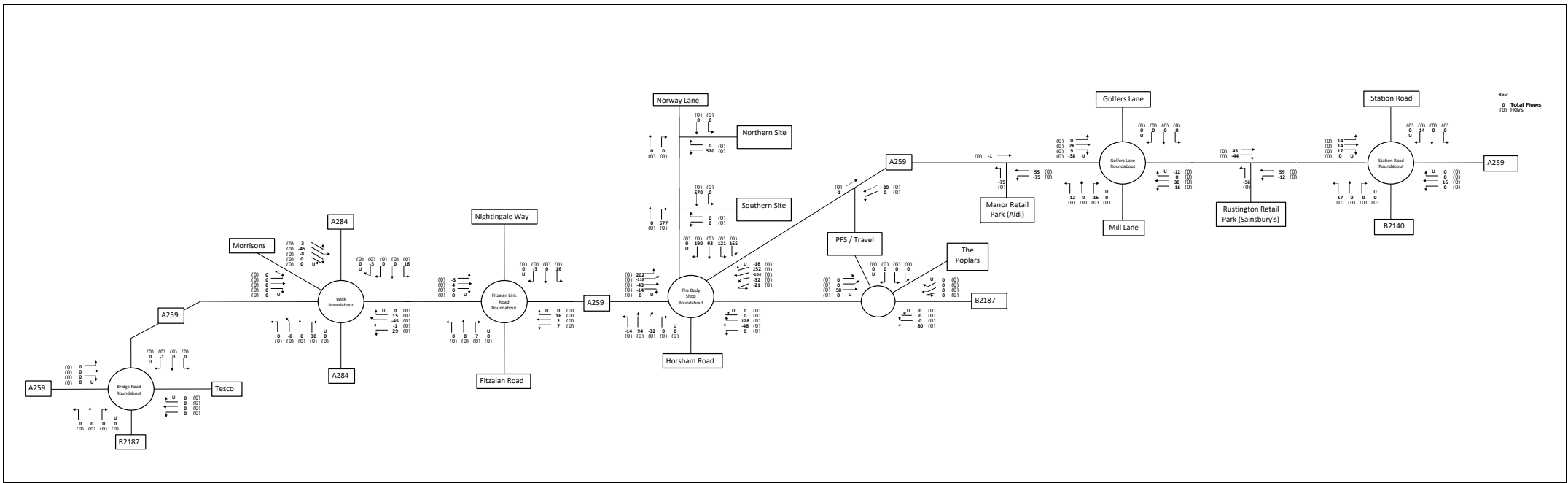


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

PM Peak 17:00-18:00

Proposed Development – Total





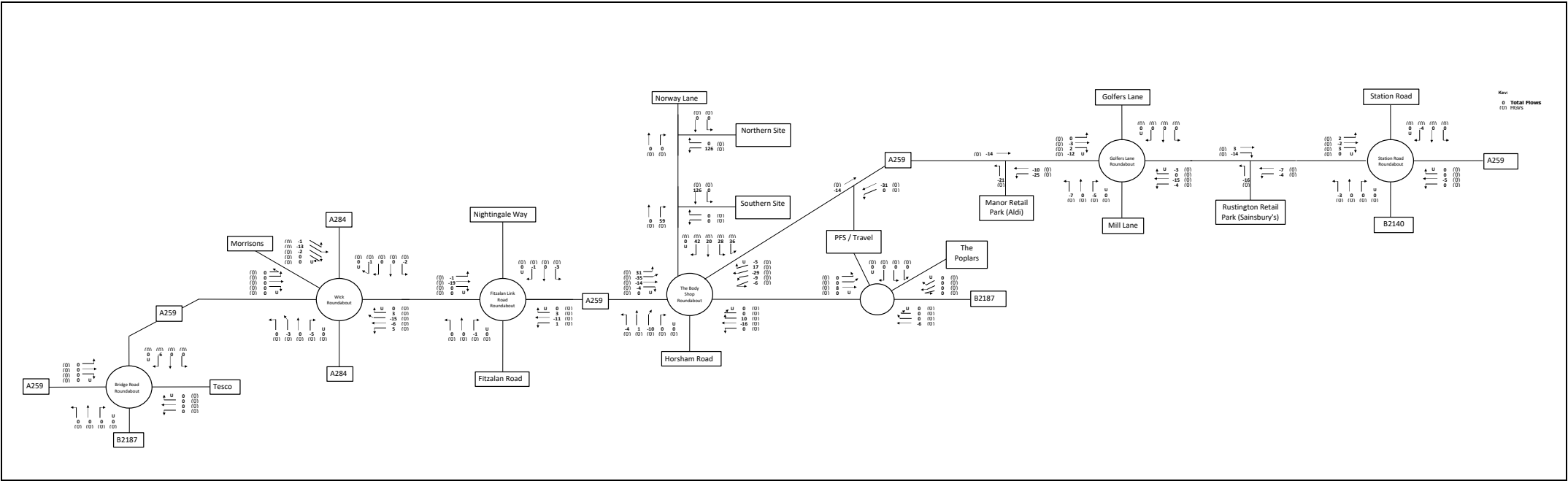
PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

SAT Peak 11:15-12:15

Proposed Development – Total



Appendix 12

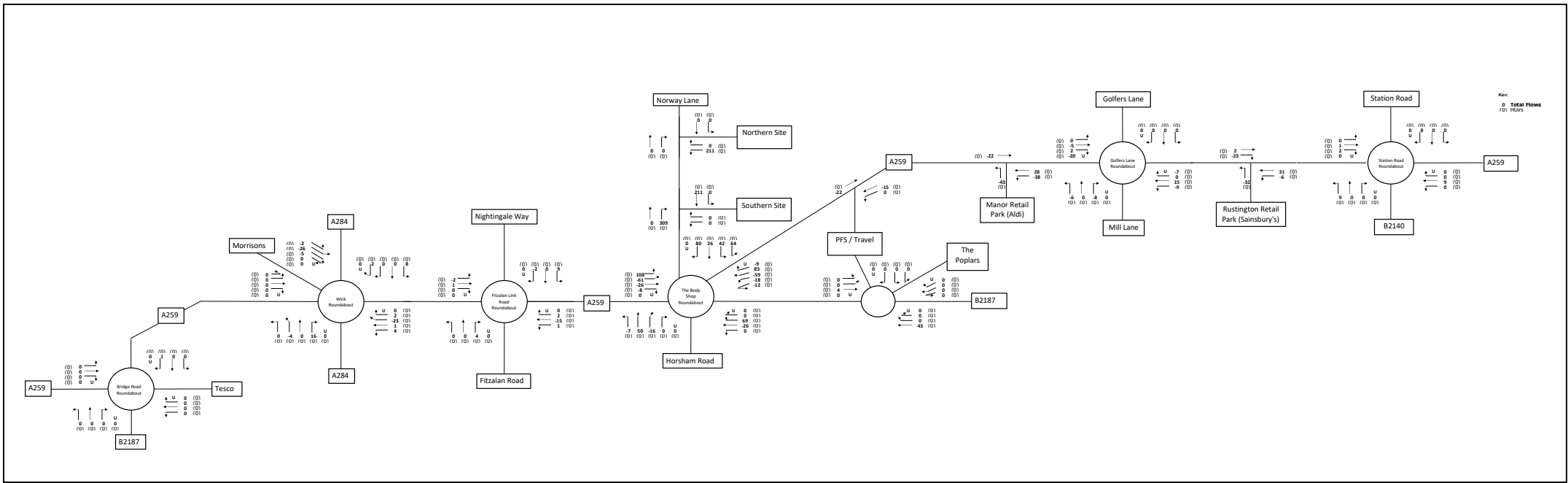


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

AM Peak 08:00-09:00

Proposed Development – Net (proposed minus extant)



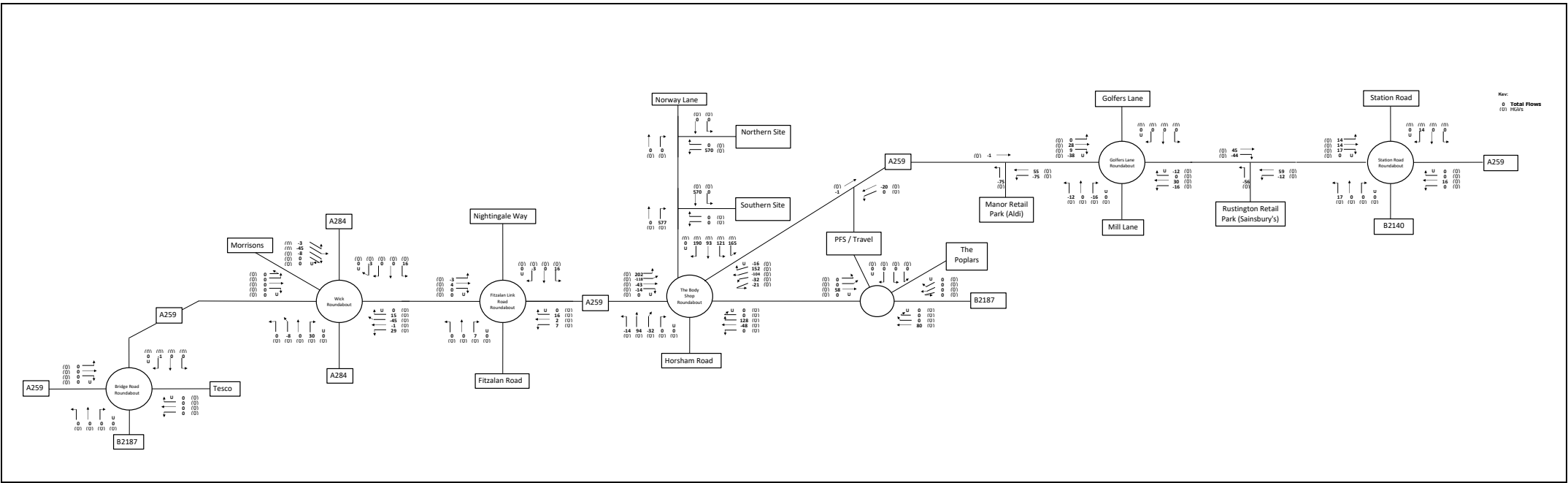


PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

PM Peak 17:00-18:00

Proposed Development – Net (proposed minus extant)





PROPOSED DEVELOPMENT: Mixed-Use Retail-led Development, Watersmead Business Park, Littlehampton

SAT Peak 11:15-12:15

Proposed Development – Net (proposed minus extant)



From: Daun Johnson on behalf of Planning.Responses
Sent: 10 September 2025 09:41
To: Planning Scanning
Subject: FW: LU/93/25/PL Response to National Highways [FREETHS-ACTIVE.FID5583079]
Attachments: TN5.1 - Response to NH - COMPLETE.pdf

Please upload attachment to LU/93/25/PL, planning, consultee response, national highways

Daun Johnson
Technical Support Unit Assistant
Planning Services



T: 01903 737762 Ext 37762
E: Daun.Johnson@arun.gov.uk

Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
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<https://www1.arun.gov.uk/planning-application-finder>



From: Emma Sheppard <Emma.Sheppard@arun.gov.uk>
Sent: 05 September 2025 10:10
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: LU/93/25/PL Response to National Highways [FREETHS-ACTIVE.FID5583079]

Good morning

Please can the attached be uploaded accordingly and National Highways reconsulted.

Many thanks

Emma

Emma Sheppard BA (Hons) MRTPI
Principal Planning Officer
Planning Services









T: 07851 243252
E: emma.sheppard@arun.gov.uk

Working days Tuesday-Friday

Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
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From: Mark Harris [REDACTED]
Sent: 05 September 2025 08:55
To: Emma Sheppard <Emma.Sheppard@arun.gov.uk>
Cc: Beth Evans [REDACTED] James Carver [REDACTED] Nick Bradshaw [REDACTED]
Subject: Land at Norway Lane, Littlehampton (LPA Ref: LU/93/25/PL): Response to National Highways [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

I refer to the above application and National Highways' comments dated 24th July 2025.

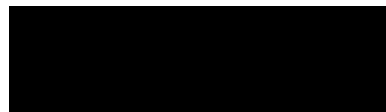
The comments have been reviewed by the applicant's highway consultant (Connect, copied in) and the attached response has been prepared. I have copied National Highways into this email. I understand you will also consult with them directly.

We hope the attached will address National Highways' comments and look forward to receiving their response in due course. In the meantime, should you have any queries or wish to discuss further, please do not hesitate to contact Beth or myself.

Regards,

Mark

Mark Harris
Partner



FREETHS



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