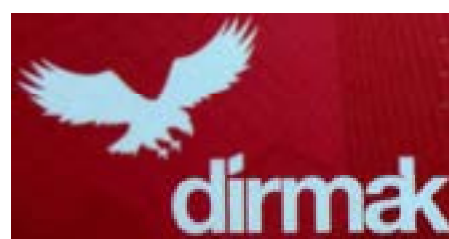


**10-20 Marine Place
Worthing**

Transport Statement

**For
Craig Construction Services**





Document Control Sheet

Transport Statement

10-20 Marine Place, Worthing

Craig Construction Services

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
23/02/26	Draft	A.S.	D.K.
18/03/26	Final	A.S.	D.K.

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1.0 Introduction

- 1.1 DIRMAK Transport Planning has been appointed to advise on highways and transport planning matters associated with proposals located at 10-20 Marine Place, Worthing, within the administrative boundaries of Worthing Borough Council (WBC) and West Sussex County Council (WSCC).
- 1.2 The site is located to the east of Marine Place within Worthing Town Centre and comprises a redundant car park, warehouse, refuse storage area and an electrical substation. Given the town centre location of the site, the site benefits from excellent sustainable transport connectivity, with bus stops located on Marine Parade to the south and South Street to the west, Worthing Railway Station located circa 1.2km to the north of the site and dedicated pedestrian and cycle provision within the vicinity of the site.
- 1.3 The development proposals comprise the demolition of existing buildings and construction of a three-storey development comprising 27 x 1 bed flats, with secure cycle and bin storage. The proposed development will be car free, reflecting the accessible, town centre location of the site.
- 1.4 When considering the development proposals, it is important to note that a planning application (Planning Ref: AWDM/1884/22) comprising the development of a new three-storey building containing 9 apartments, with additional studio/office space at lower ground floor level, on-site bicycle and refuse storage alongside car free residential provision, was approved in April 2023. As part of this application, WSCC Highways provided comments and recommendations, which are considered within this report.
- 1.5 This Transport Statement (TS) is focused on investigating the suitability of the proposals from a transport and highways perspective and has been prepared in order to support this planning application.
- 1.6 The remainder of this report is structured as follows:
 - **Section 2** – Policy Context (outlines the transport policies that are considered pertinent to this application);
 - **Section 3** – Baseline Conditions (considers the existing use / arrangements of the site and reviews the surrounding network and site accessibility by all modes of transport);
 - **Section 4** - Development Proposals (provides an overview of the proposed development);
 - **Section 5** – Trip Generation (sets out the forecast multi-modal trip generation potential of the site); and,
 - **Section 6** - Summary and Conclusion (summarises the key findings and conclusions of this report).

2.0 Policy Context

Applicable Planning Policy

- 2.1 There are a number of documents that contain planning policies relevant to transport. The key documents which set the context for the development proposals are as follows:

- National Planning Policy Framework (December 2024);
- Worthing Local Plan 2023 (March 2023); and,
- West Sussex County Council – Guidance on Parking at New Developments (September 2020).

National Planning Policy Framework (NPPF)

- 2.2 The NPPF outlines the UK government's planning policies for England. It provides a framework for local authorities to prepare their own development plans, ensuring development needs are met in a sustainable way.

- 2.3 Local planning authorities should approach decisions on proposed developments in a positive and creative way, using the full range of planning tools available, including brownfield registers and working proactively with applications to secure development that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

- 2.4 The key transport-related paragraphs within the NPPF are provided below.

- 2.5 Paragraph 109 of the NPPF highlights that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach. 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."

- 2.6 Paragraph 112 refers to parking and states:

"If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

- 2.7 Paragraph 115 states that when assessing specific site uses for development applications, it should be ensured that:

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

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

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

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.8 Paragraph 116 ultimately notes:

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

Worthing Local Plan 2023 (Adopted March 2023)

2.9 The Worthing Local Plan was adopted in March 2023 and provides a strategy for sustainable development and change in Worthing up to 2036. The Local Plan provides the broad policy framework and a long-term spatial strategy to manage development, respond to climate change, promote regeneration, protect the environment, deliver infrastructure and support vibrant healthy communities. The transport-related policies considered pertinent to this application are provided below.

DM15 – Sustainable Transport & Active Travel:

"In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported.

Worthing Borough Council will promote and support development that prioritises active travel by walking, cycling, Non-Motorised User routes and public transport, and reduces the proportion of journeys made by car..."

2.10 It is noted that reference is made for new developments to provide appropriate levels of cycle and car parking, taking into consideration the impact of the development upon on-street parking, residential amenity, highway safety and has regard to WSCC standards/guidance.

2.11 It is also noteworthy that supporting text within the Local Plan states:

"To help reduce parking pressures, particularly for sites in and around the town centre, the Council will consider whether a lower level of provision might be appropriate and will support the use and promotion of car clubs."

2.12 Given the town centre location of the site, a car-free development is therefore proposed. Notwithstanding this, and for completeness, WSCC parking standards are also detailed below.

West Sussex County Council – Guidance on Parking at New Developments (September 2020)

2.13 The County Council's overall ambition for parking at new developments is to ensure that sufficient parking is provided to meet the needs of the development while maintaining highway network operations, protecting surrounding communities and pursuing opportunities to encourage use of sustainable modes of transport.

2.14 The guidance notes that parking provision should be sufficient to accommodate parking demand while exploiting the potential for sustainable travel, minimising adverse effects on road safety, and avoiding increased on-street parking demand. It goes on to state that limiting parking provision should form part of a strategy to exploit the potential for sustainable transport.

2.15 With regard to vehicle parking for residential developments, WSCC guidance provides recommendations on parking demand based on a zoned approach. When referring to the zoning map provided within Appendix A of the guidance, the site is noted to be in Zone 5. Relevant parking standards are summarised in the table below, along with the minimum cycle parking standards based on the development proposals.

Use Class	Car Parking Standard	Minimum Cycle Parking Standard
Residential	0.6 spaces per 1 bed flat	0.5 spaces (if communal storage) otherwise 1 space per unit

Table 2.1: Relevant WSCC Parking Standards

- 2.16 On the basis of the above, it is evident that whilst reference should be made to the WSCC parking guidance document, limited parking provision is encouraged and should be exploited when a site benefits from sustainable transport accessibility.

Summary

- 2.17 The policy and guidance set out within this chapter have informed the methodologies and assessments undertaken and set out in this TS, with the development proposals considered reflective of the aims and objectives of both National and Local policy.

3.0 Baseline Conditions

Site Location

- 3.1 The site is located within Worthing Town Centre, in an area comprising a mix of uses including retail, residential and leisure. The site is bound by Marine Place to the west, residential properties to the east and commercial uses to the north and south.
- 3.2 The location of the site is shown in **Figure 3.1**.

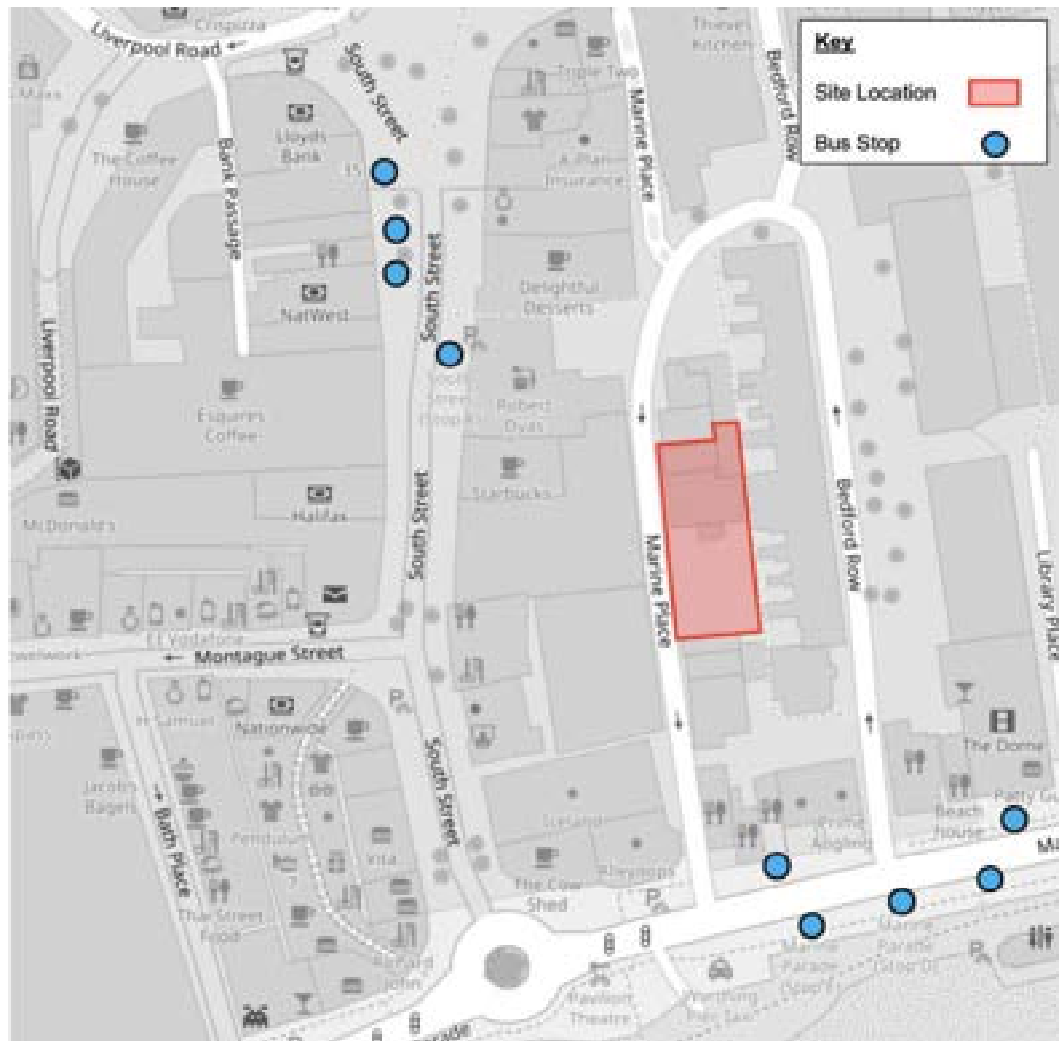


Figure 3.1: Site Location (Source: OpenStreetMap)

Current Land Use and Planning Context

- 3.3 The site comprises a redundant car park, warehouse, refuse storage area and an electrical substation. Vehicle access to an area of hardstanding (redundant car park) is currently provided in the form of dropped kerb provision from Marine Place on the western boundary of the site.
- 3.4 For reference, the existing site layout plan is contained within **Appendix A**.

- 3.5 The site benefits from a planning approval (planning ref: AWDM/1884/22) comprising the development of a new three-storey building containing 9 apartments, with additional studio/office space at lower ground floor level, on-site bicycle and refuse storage alongside car free residential provision. This provides useful context in establishing the acceptability of the proposed use at the site.

Accessibility

Accessibility by Foot

- 3.6 Given the town centre location of the site, the site benefits from excellent connectivity by pedestrian infrastructure. Marine Place benefits from footways on both sides of the carriageway, with the eastern footway running continuously from Warwick Street to the north and Marine Parade to the south.
- 3.7 Marine Parade benefits from footways on either side of the carriageway, with the southern footway running alongside the coastline. Warwick Street is a pedestrian-only area, providing access to a number of restaurants and cafes.
- 3.8 South Street is located to the west of the site, and is a pedestrian zone, except for loading (midnight to 10am and 4pm to midnight), taxis (midnight to 6am and 10pm to midnight) and buses. As such, South Street is predominantly traffic-free during the day, apart from buses. South Street provides connections to the wider area, including a number of local amenities.
- 3.9 There are also noted to be crossing facilities in the vicinity of the site, including a number of signalised crossing points on Marine Parade.
- 3.10 The existing pedestrian infrastructure is well connected and also provides connections to the wider area, including Worthing Railway Station, which is located circa 1.2km to the north of the site.

Accessibility by Cycle

- 3.11 The site benefits from being in close proximity to designated cycle routes. For example, Marine Parade and South Street are noted to be local cycleways and National Cycleway 2 runs parallel to Marine Parade to the south of the site. The local cycle routes provide connections to the wider area, including Worthing Railway Station to the north, Goring-by-Sea and Rustington to the west. National Cycleway 2 provides connections to Shoreham-by-Sea and Brighton and runs east-west parallel to the coastline.
- 3.12 The location of the site in the context of cycle routes is shown in **Figure 3.2**.

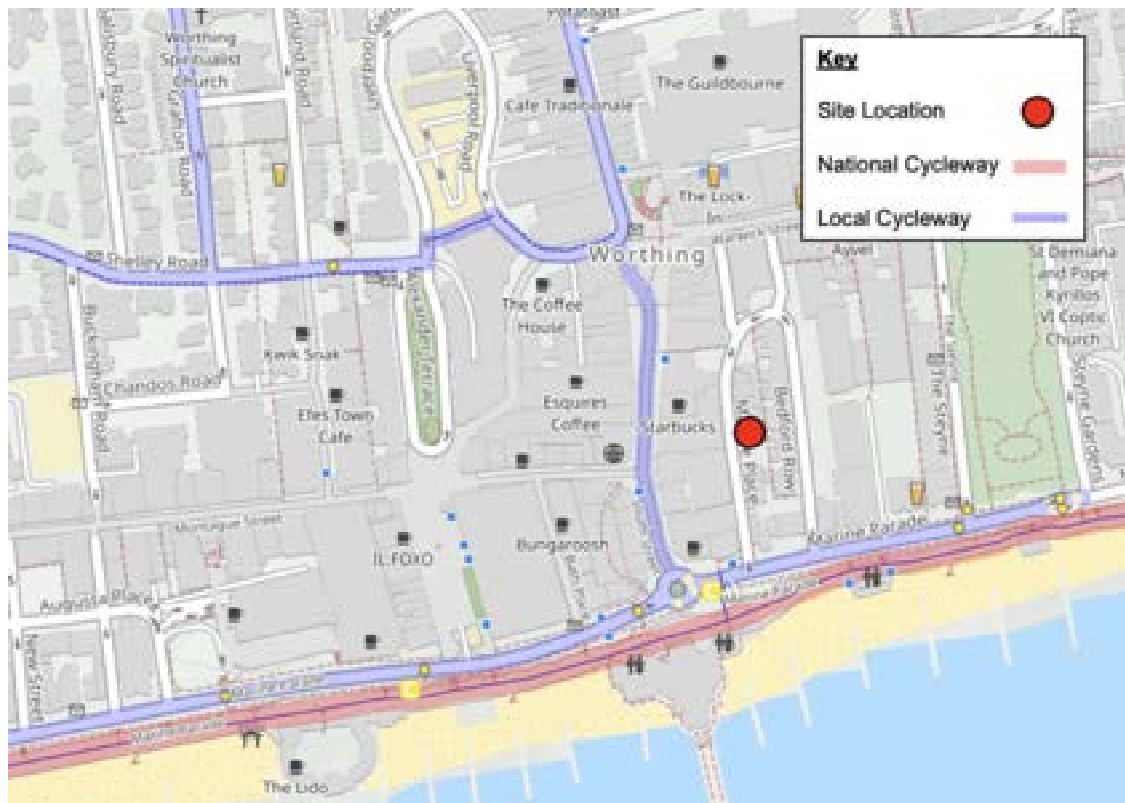


Figure 3.2: Cycling Routes in the Vicinity of the Site (Source: OpenStreetMap)

- 3.13 On this basis, it is evident that the site is very well located by existing cycle infrastructure, which provides connections to the wider area and nearby towns.

Accessibility by Bus

- 3.14 The nearest bus stops are located approximately 100m to the south of the site on Marine Parade. There are also further bus stops located on South Street, approximately 250m to the west of the site. The location of the closest bus stops to the site are shown in **Figure 3.1**.
- 3.15 The nearby bus stops provide access to a number of services, such as 1, 5, 7, 9, 10, 11, 16, 23, 23X, 106, 701 and the N700 Coastliner service. These services provide access to various locations, including Shoreham, Brighton, North Lancing, Broadwater, Angmering, Littlehampton, Goring-by-Sea and East Preston. A map of the aforementioned services is provided in **Appendix B**.
- 3.16 On the basis of the above, the site is very well located with regard to access to bus services.

Accessibility by Rail

- 3.17 Worthing Railway Station is located approximately 1.2km to the north of the site and is managed by Southern, who operate all services from the station. The typical service from the station includes frequent trains to London Victoria via Gatwick Airport, Brighton, Littlehampton, Portsmouth & Southsea, Chichester via Littlehampton and Southampton Central. There are also peak hour services to London Bridge.
- 3.18 Worthing Railway Station, therefore, benefits from frequent services to a range of destinations, including London.

Access to Local Amenities

- 3.19 Given the town centre location of the site, there are a number of local amenities within walking distance of the site. These include a range of uses, including restaurants, cafes, healthcare, education and leisure land uses.

Surrounding Highway Network

- 3.20 The site is located to the east of Marine Place, which is a single carriageway subject to one-way working (southbound movements only). Marine Place serves a number of uses, such as residential and commercial uses and benefits from loading bay provision. There are also parking restrictions on both sides of the road, which prohibit on-street parking.
- 3.21 To the south, Marine Place provides access to Marine Parade, which is a two-way single carriageway, running parallel to the coastline. To the east, Marine Parade provides connections to Brighton Road, which in turn provides connections towards Brighton. To the west, Marine Parade provides connections towards Goring-by-Sea and Ferring.
- 3.22 The A27 is located to the north of the site, accessed by local roads. The A27 routes through Worthing and Lancing and serves as a primary east-west route in West Sussex, and provides connections to the wider area as well as the A24 further north.

Personal Injury Collision Record

- 3.23 Following a review of CrashMap for the latest 5 year period available, there are no recorded collisions on Marine Place, in the vicinity of the site. Given that the proposals will be car-free, the development is unlikely to result in an increase in collisions at this location. In any case, as demonstrated above, the existing pedestrian and cycle infrastructure is of good quality, with appropriate crossing provision provided, and as such, there is not considered to be any existing road safety issue on roads in the vicinity of the site.

Summary

- 3.24 Given the town centre location of the site, it benefits from excellent sustainable transport accessibility in the vicinity of the site. For example, there is a well-connected set of footways and cycleways in the vicinity of the site that provide connections to local amenities as well as the wider area, including Worthing Railway Station.
- 3.25 The site also benefits from being in proximity to a number of bus stops, which provide access to frequent services to a range of destinations.
- 3.26 Following a review of personal injury collisions in the vicinity of the site, no collisions have been recorded on Marine Parade, and as such, there is no identifiable existing road safety issue that would be exacerbated by the development proposals.

4.0 Development Proposals

Overview

- 4.1 This chapter sets out the development proposals, including details on access arrangements, the proposed level of parking, and the proposed refuse and servicing arrangements.
- 4.2 It should be noted that the design of the scheme and key principles from a highways perspective have had regard to the previously approved planning application (Planning Ref: AWDM/1884/22) at the site comprising the development of a new three-storey building containing 9 apartments, with additional studio/office space at lower ground floor level, on-site bicycle and refuse storage alongside car free residential provision.
- 4.3 As noted, the development proposals as part of this application comprise the demolition of existing buildings and the construction of a three-storey development comprising 27 x 1 bed flats. The proposed site layout is included in **Appendix C**.

Parking Arrangements

- 4.4 Given the site is located in a highly accessible town centre location of the site, the development proposals are to be car-free, with no on-site parking provision provided.
- 4.5 There are noted to be a number of pay and display car parks, as well as on-street car parking in the vicinity of the site, which would be appropriate to accommodate visitors to the site. In addition, should future residents decide to bring a car to the site, they are able to apply for a resident's parking permit.
- 4.6 When considering the proposed parking provision, the previously approved application at the site (Planning Ref: AWDM/1884/22) was also proposed to be car-free for the residential element, and this was accepted by WSCC Highways, who stated the following within their formal consultation comments (dated 5 December 2022):
- 'Due to the highly sustainable town centre location, WSCC are satisfied residents are not likely to have/or need a car as it is so close to local public transport. Information provided in the transport assessment submitted by Reeves Transport Planning states car parking provision in town centre locations often has no material effect on car ownership, and a 'car free' development is likely to have no effect on the actual parking demand generated by the proposal.*
- WSCC take the view that given Worthing town centre has several pay and display car parks, as well as on-street car parking for visitors, no parking provision is acceptable. Should residents decide to bring a car to the site they can also apply for a residents parking permit.'*
- 4.7 Given the previously established view above, as well as the location and accessibility of the site as set out in the previous section of this report, it is considered that the car-free nature of this proposal is both acceptable and aligns with relevant current policy.
- 4.8 In addition, the applicant will provide a 2 year membership for a car club for each new household, and a modest drive-time credit allowance, to familiarise new residents with this option. Currently, a car club is in operation at the Council's High Street Car Park. This can be secured by s.106 provision and is noted to align with the previously approved application at the site, which was provided in support of a car-free development.
- 4.9 The proposals shall provide a minimum of 14 cycle parking spaces to the rear of the site in the form of two-tier cycle racks. This exceeds WSCC cycle parking standards (as set out in Section 2) and is therefore considered to be appropriate.

Access Arrangements

- 4.10 Given the development proposals are to be car-free, access to the site will be limited to pedestrians and cycles only. Access to the site is located at the southern end of the site, in the form of a ramp. The ramped access provides access to the rear of the site, where the bike and bin stores are located.
- 4.11 With regard to the ramped access, this shall be constructed to a suitable gradient to facilitate pedestrian and cyclist access, including those with mobility impairments.



Refuse and Servicing Vehicle Arrangements

- 4.12 The refuse storage is accessed via the proposed access point via Marine Place. It is important to note that the refuse collection strategy is consistent with the previously approved scheme (Planning Ref: AWDM/1884/22) and is therefore considered to be acceptable.
- 4.13 With regard to deliveries, there are noted to be provision of loading bays (x2), which can accommodate approximately 4 to 5 vehicles on Marine Parade. As such, delivery vehicles would be able to utilise the existing provision in the vicinity of the site. Based on the quantum of development, there is unlikely to be a significant number of deliveries serving the site and the current loading bay provision is considered to be appropriate.

5.0 Trip Generation

Overview

- 5.1 This chapter presents a forecast trip generation assessment based on the proposed development of 27 x 1 bed apartments at the site and considers the likely impact on the surrounding highway and public transport network. It is noted that the trip generation assessment accounts for the car-free nature of the proposals, with limited car trips expected at the site.
- 5.2 In addition, whilst the site has an existing use, this has not been accounted for in this trip generation assessment. However, it is important to note that the proposals would lead to an overall net reduction in car trips when compared to the site's previous use (warehouse and car park facility).

Total Person Trip Generation

- 5.3 In order to establish the likely trip generating potential of the proposed development, the TRICS database has been interrogated for land uses and sites that are considered similar to the proposed use in order to estimate its potential total person trip generation. The following criteria were applied to the TRICS database search:
- TRICS Land Use: 03 – Residential, C, Flats Privately Owned
 - Unit Numbers: 10 – 50
 - Date Range: 2014 - 2021
 - Survey Days: Weekdays
 - Locations: Town Centre
 - Regions: England
- 5.4 The anticipated total person trip rates during the AM and PM weekday peak hour periods for the proposed scheme are summarised in **Table 5.1** below. The full TRICS output files are included in **Appendix D**.

	Weekday AM Peak			Weekday PM Peak		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Total Person Trip Rate	0.104	0.349	0.453	0.368	0.217	0.585
Total Person Trips	3	9	12	10	6	16

Table 5.1: Total Person Trip Rates and Resulting Trip Generation

- 5.5 As shown in the table above, the proposals are likely to result in approximately 12 two-way total person movements in the AM peak and 16 in the PM peak.
- 5.6 In order to distribute these trips across the varying modes of transport, Census 2011 data has been reviewed. Travel to work Census data for the MSOA in which the site is located (Worthing 011) has been adopted for this analysis and the results are presented in **Table 5.2**. When considering the below, the car driver mode share has been adjusted to reflect the car-free nature of the proposals, with all other modes of travel proportionally increased.



Mode of travel	Mode Share	Adjusted Mode Share	Weekday AM Peak			Weekday PM Peak		
			Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Train	9.5%	15.9%	0	1	2	2	1	3
Bus	6.0%	10.1%	0	1	1	1	1	2
Taxi	0.3%	0.5%	0	0	0	0	0	0
Motorcycle, scooter or moped	1.0%	1.7%	0	0	0	0	0	0
Driving a car or van	40.3%	0.0%	0	0	0	0	0	0
Passenger in a car or van	5.1%	8.6%	0	1	1	1	1	1
Bicycle	5.1%	8.5%	0	1	1	1	0	1
On foot	31.8%	53.3%	1	5	7	5	3	8
Other	0.8%	1.4%	0	0	0	0	0	0
Total	100%	100%	3	9	12	10	6	16

Table 5.2: Trip Generation by Mode of Travel (27 x 1 bedroom apartments)

- 5.7 As shown in the table above, the proposals are likely to result in 7 two-way pedestrian movements in the AM peak and 8 in the PM peak, and 1 two-way cycling movement in both the AM and PM peaks. With regard to public transport movements, the proposals would result in approximately 3 two-way rail movements and 2 two-way bus movements in peak hour periods.

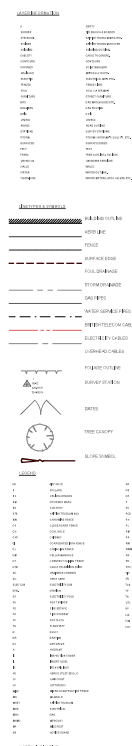
Summary

- 5.8 On the basis of the above, the development proposals are likely to have a negligible impact on the surrounding local highway and public transport networks. As such, no further assessment is required, and the proposals would not constitute a severe impact.

6.0 Summary and Conclusions

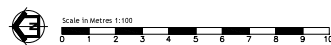
- 6.1 DIRMAK Transport Planning has been appointed to advise on highways and transport planning matters associated with proposals located at 10-20 Marine Place, Worthing.
- 6.2 The development proposals comprise the demolition of existing buildings and construction of a three-storey development comprising 27 x 1 bed flats, with secure cycle and bin storage. The proposed development will be car free, reflecting the accessible town centre location of the site.
- 6.3 The key conclusions of this assessment are as follows:
- The site is located in a town centre location and therefore benefits from excellent pedestrian and cycle accessibility. The existing infrastructure is of good quality and very well connected, providing access to nearby local amenities as well as bus stops and Worthing Railway Station. There are also traffic-free routes in the vicinity of the site, further enhancing walking and cycling opportunities.
 - Worthing Railway Station is located to the north of the site and provides access to frequent services to a range of destinations, including London. There are also a number of bus stops in proximity to the site, providing access to frequent services to a variety of local and further afield destinations.
 - The site is well located with regard to the surrounding highway network, with access provided onto the A27 to the north. Following a review, there are also no recorded personal injury collisions in the vicinity of the site on Marina Parade.
 - The development proposals are to be car-free, which reflects the highly accessible location of the site and is consistent with the site's previous planning consent in relate to residential development. There are also a number of pay & display car parks and on-street parking opportunities for visitors. In addition, if future residents decide to own a car, then they can apply for a resident parking permit.
 - The proposals make provision for a minimum of 14 cycle parking spaces at the rear of the site, which exceeds WSCC standards.
 - Access within the site is limited to pedestrians and cycles, with a ramped access provided at the southern end of the site, providing access to the bin and cycle stores.
 - The refuse storage is accessed via the proposed access point via Marine Place. It is important to note that the refuse collection strategy is consistent with the previously approved scheme (Planning Ref: AWD/1884/22) and is therefore considered to be acceptable.
 - There are loading bays (x2), which can accommodate approximately 4 to 5 vehicles on Marine Parade. As such, delivery vehicles would be able to utilise the existing provision in the vicinity of the site. Based on the quantum of development, there is unlikely to be a significant number of deliveries serving the site and the current loading bay provision is considered to be appropriate.
 - The development proposals are forecast to generate approximately 12 two-way total person movements in the AM peak and 16 in the PM peak. When the total person movements are distributed across different modes of travel, the likely impacts of the proposals would be negligible. The development would therefore not result in a significant impact on the surrounding local highway and public transport networks.
- 6.4 On the basis of the above, the proposals are considered appropriate on traffic and transport related grounds. Based on the findings of this study and with reference to the NPPF, it is not considered that there would be *'an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'*
- 6.5 Therefore, it is considered that the planning application for the proposed development should be supported on traffic and transport grounds.

Appendix A – Existing Site Layout Plan

A2
page

project		
10-20 Marine Parade Worthing BN11 3DN		
client		
Seaside Limited		
date	scale	drawn
May 2025	1:100@A2	4
drawing		
Co-living units- Pre App Stage Existing Site Plan		
drawing number		revision
25-P01-10		E

Pre-App : Existing



Appendix B – Worthing Bus Map

Worthing Network Map

& ticket zone boundaries



Need to travel further?

South Gold tickets are valid on all Stagecoach buses across Surrey, Hampshire & West Sussex.

Correct at time of print: 06/04/2025



Appendix C – Proposed Site Layout



+00 Ground Floor Plan

MARINE PLACE

Planning : Proposed

A - 05/3/26 - Adjust Fire Exit to Bedford Row

revision date description



project

10-20 Marine Parade
Worthing
BN11 3DN

client

Seaside Limited

date

March 2026

scale

1:100@A2

drawn

rl

drawing

Proposed Flat Development-Planning Stage
Proposed Plans

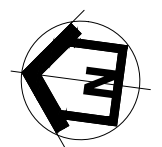
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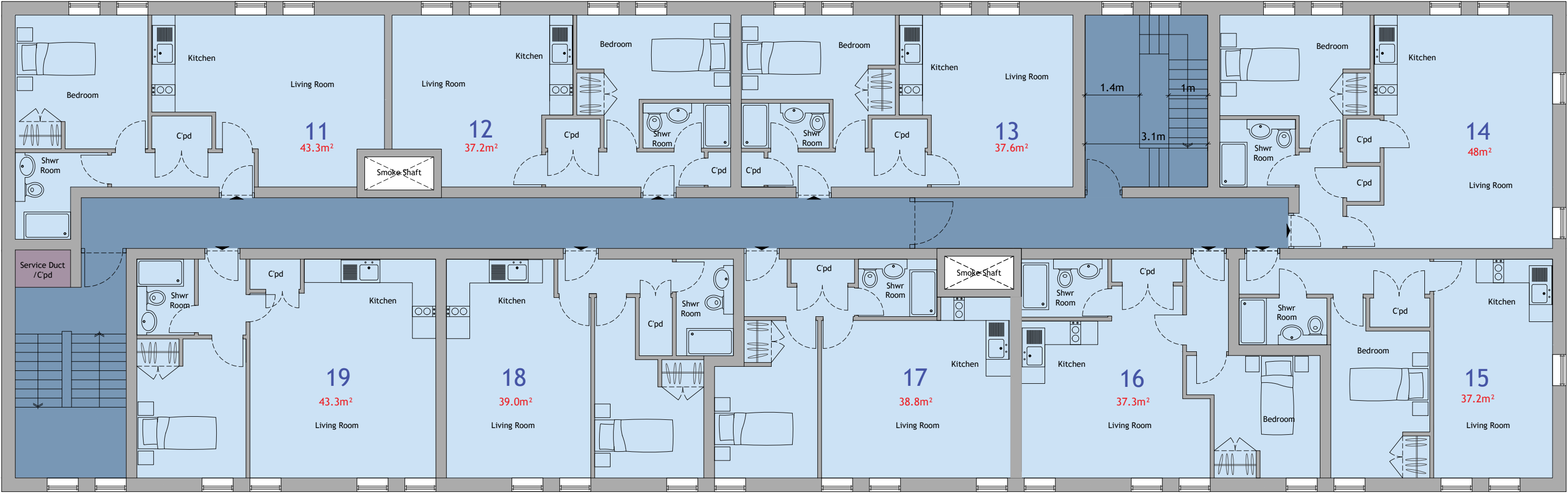
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revision

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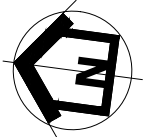
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First Floor Plan

+01 First Floor Plan



revision	date	description
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PLATFORM 3

SURVEY - DESIGN - VISUALISE

studio@platform3.design - www.platform3.design
Platform 3 Architecture & Visualisation is a trading name of Platform Creation Ltd

project

10-20 Marine Parade
Worthing
BN11 3DN

client

Seaside Limited

date	scale	drawn
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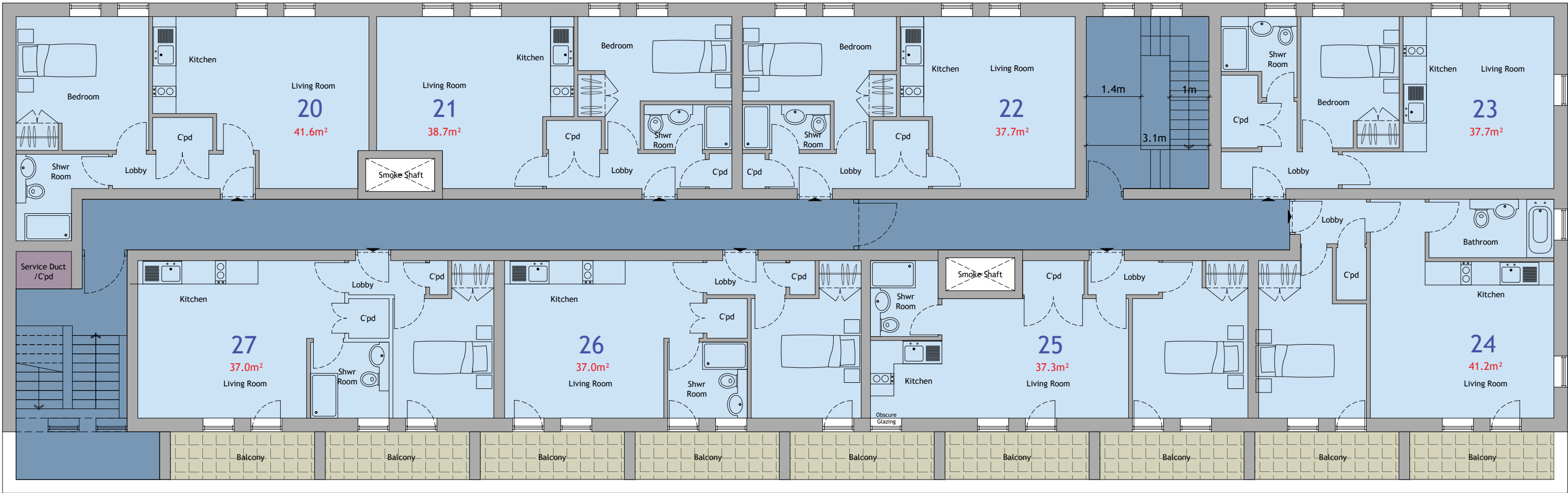
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drawing

Proposed Flat Development-Planning Stage
Proposed Plans

drawing number	revision
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25-P01-161	
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Second Floor Plan

+02 Second Floor Plan

Planning : Proposed

revision date description

PLATFORM 3
SURVEY - DESIGN - VISUALISE
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Platform 3 Architecture & Visualisation is a trading name of Renowned Creative Ltd

project

10-20 Marine Parade
Worthing
BN11 3DN

client

Seaside Limited

date scale drawn

Jan 2026 1:100@A2 rl

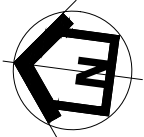
drawing

Proposed Flat Development-Planning Stage

Proposed Plans

drawing number revision

25-P01-162



Appendix D – TRICS Ouputs



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total People

Selected regions and areas:

05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 day
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 day
09	NORTH		
	CU	CUMBERLAND	1 day

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:	DWELLS
Actual Range:	10 to 48 (units:DWELLS)
Range Selected by User:	10 to 50 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	19/07/91 to 24/06/25

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

Selected survey days:

Friday	1 days
Monday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Town Centre	3 days
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	3 days
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	2 days

Secondary Filtering Selection:**Use Class:**

C3	3 surveys
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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:**846 - 7456****Population within 1 mile:**

25,001 to 50,000	2 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

250,001 to 500,000	1 surveys
500,001 or More	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	1 surveys

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

Petrol filling station:

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

Travel Plan:

No	3 surveys
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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	3 surveys
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This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CS-03-C-01 15-06-2007	15-06-2007	Not in England
HI-03-C-01 20-05-2009	20-05-2009	Not in England
HM-03-C-01 16-07-2014	16-07-2014	London site
WT-03-C-02 19-06-2007	19-06-2007	Not in England

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	35	0.028	0.075	0.103
08:00-09:00	3	35	0.047	0.132	0.179
09:00-10:00	3	35	0.057	0.019	0.076
10:00-11:00	3	35	0.057	0.066	0.123
11:00-12:00	3	35	0.047	0.047	0.094
12:00-13:00	3	35	0.038	0.028	0.066
13:00-14:00	3	35	0.066	0.094	0.160
14:00-15:00	3	35	0.057	0.047	0.104
15:00-16:00	3	35	0.047	0.038	0.085
16:00-17:00	3	35	0.123	0.038	0.161
17:00-18:00	3	35	0.075	0.075	0.150
18:00-19:00	3	35	0.094	0.123	0.217
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.736	0.782	1.518

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:	10 - 50 (units: DWELLS)
Survey date date range:	14/10/2011 - 02/10/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	35	0.047	0.226	0.273
08:00-09:00	3	35	0.104	0.349	0.453
09:00-10:00	3	35	0.085	0.104	0.189
10:00-11:00	3	35	0.151	0.189	0.340
11:00-12:00	3	35	0.104	0.217	0.321
12:00-13:00	3	35	0.123	0.123	0.246
13:00-14:00	3	35	0.179	0.217	0.396
14:00-15:00	3	35	0.198	0.123	0.321
15:00-16:00	3	35	0.151	0.123	0.274
16:00-17:00	3	35	0.302	0.132	0.434
17:00-18:00	3	35	0.368	0.217	0.585
18:00-19:00	3	35	0.245	0.151	0.396
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.057	2.171	4.228

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

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