

# Transport – Technical Note

UNIT 13, MONTAGUE QUARTER, WORTHING

JANUARY 2026



Reeves Transport Planning

PRODUCED for CAYUGA 013 LLP  
PRODUCED by REEVES TRANSPORT PLANNING LTD  
SGR/MQW/130625 V3

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# 1. INTRODUCTION

- 1.1 Reeves Transport Planning is appointed to provide a Transport Note in support of a proposed residential development at Unit 13, Montague Quarter Shopping Centre, Worthing. The site is situated within Worthing town centre, and a site location plan is attached at Appendix 1.
- 1.2 The site has planning consent for a '*maximum number of three additional floors above the Montague Quarter Shopping Centre to provide 42 No. residential units*' under planning reference AWDM/1624/22, which was approved October 2023. A copy of the Decision Notice is attached at Appendix 2.
- 1.3 There is also a current planning application AWDM/1195/24 for three additional flats that is yet to be determined.
- 1.4 This proposal seeks to increase the total number of residential units to 54, which is an additional nine units that are a function of this Section 73 application and the three noted above. This Transport Note assesses the likely traffic implications of these additional nine units, when based on the principles previously agreed in planning permission AWDM/1624/22.
- 1.5 This Transport Note demonstrates that the site benefits from an excellent, sustainable location and confirms that the addition of nine units will not have an adverse impact on existing transport conditions.

# 2. PLANNING BACKGROUND

- 2.1 The site benefits from consented scheme AWDM/1624/22, which allows three floors of residential dwellings above the existing servicing area of Montague Quarter Shopping Centre, Worthing.
- 2.2 42 residential units and a new servicing area located at the bottom of the existing ramp are approved.
- 2.3 No car parking is provided, except for six disabled parking spaces. Cycle parking for a minimum of 25 bikes is included on the ground and first floors.

### 3. PROPOSED DEVELOPMENT

- 3.1 The proposal seeks to provide an additional nine flats on the first floor of the Montague Quarter Shopping Centre. This space is currently an existing retail store that occupies both the ground and first floor of the centre.
- 3.2 The site is located within Worthing town centre, offering excellent access to a comprehensive range of local amenities and services within a short walking or cycling distance. These include supermarkets, restaurants, takeaways, high street shops, a post office, banks, GP surgeries, a hospital, pharmacies, and convenience stores.
- 3.3 Residents living above the Montague Quarter Shopping Centre will be within a short walking distance of several bus stops, providing regular services across the town and wider area. Worthing Rail Station is located circa one kilometre to the north, offering frequent and regular rail connections. The site is also well connected to pedestrian and cycle routes, with a full range of local shops, services, and amenities easily accessible without the need for a car.
- 3.4 It is evident that the site benefits from a highly accessible and sustainable town centre location, which will attract residents who prioritise convenient access to public transport, services, and active travel options. Accordingly, no additional car parking is proposed, as the scheme will be promoted as 'car free' except for the existing disabled parking provision.
- 3.5 Pedestrian access approved under planning consent AWDM/1624/22 will serve the additional units, with the southern core providing direct access for residents occupying the southern section of the development.

### 4. TRAFFIC AND TRANSPORT IMPACT

#### *Trip Generation*

- 4.1 The latest version of the TRICS database (version 7.11.4) has been interrogated to understand the likely trips generated by the proposed additional nine residential units at Montague Quarter Shopping Centre, when based on specific site characteristics.

- 4.2 The assessment is based on TRICS data for ‘Residential (03) – Flats Privately Owned (C)’. Only sites in England (outside of Greater London) have been selected, excluding Saturday surveys and with car ownership below one space per dwelling. In addition, surveys within town centre or edge of town centre locations and without a Travel Plan have been used.
- 4.3 The data is presented in Table 4.1 and the full TRICS output is included, as Appendix 3.

| Table 4.1: 03 Residential – C Flats Privately Owned |                           |            |       |                               |            |       |
|-----------------------------------------------------|---------------------------|------------|-------|-------------------------------|------------|-------|
| Period                                              | Trip Rates (per dwelling) |            |       | Predicted Trips (9 dwellings) |            |       |
|                                                     | Arrivals                  | Departures | Total | Arrivals                      | Departures | Total |
| AM Peak<br>(08:00–09:00)                            | 0.069                     | 0.212      | 0.281 | 0.6                           | 1.9        | 2.5   |
| PM Peak<br>(17:00–18:00)                            | 0.113                     | 0.075      | 0.188 | 1.0                           | 0.7        | 1.7   |
| Daily Total                                         | 1.025                     | 1.149      | 2.174 | 9.2                           | 10.3       | 19.5  |

- 4.4 The TRICS data informs that the nine additional units could generate circa two vehicle trips during both the traditional peak periods, and up to 20 trips during a typical day. This equates to circa one trip every 30minutes during each of the peak hours, which is unlikely to have any adverse impact on highway capacity.
- 4.5 There are comparable sites in the TRICS database but none of them are car free, so the outputs likely overestimate traffic. Actual trip generation is expected to be lower, as no dedicated residential parking is proposed.
- 4.6 Overall, the proposed additional nine residential units is not expected to have any adverse impact on the local road network, particularly when considered alongside the previously approved scheme. The limited traffic generated by the car-free nature of the scheme further reduces any potential impact.

### Parking

- 4.7 West Sussex County Council’s September 2020 Guidance on Parking at New Developments sets out a zoned approach to on-site car parking. The guidance is used as an initial guide for developers, who should undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost

attributed to providing parking and where relevant, attracting/retaining staff. Principle C states that *‘in some locations, limiting parking provision should form part of a strategy to exploit the potential for sustainable transport. In order to realistically promote lower levels of car ownership and use whilst avoiding unacceptable consequences, all of the following should be available or provided:*

- a) travel plan measures, targeted at reducing vehicle ownership levels such as car clubs.*
- b) high levels of accessibility to non-car modes of travel and to local amenities and facilities; and*
- c) comprehensive parking controls, i.e., Controlled Parking Zone’.*

- 4.8 The proposal site is located within the Central Area and Parking Behaviour Zone 5, reflecting its town centre setting. The Montague Quarter Shopping Centre benefits from an accessible location, with excellent links to sustainable transport options and surrounding Controlled Parking Zone A. This provides a strong opportunity for residents to rely on non-car modes of travel and reduce dependence on private car use. Therefore, car parking is not provided.
- 4.9 Cycle parking is included in the main entrances, with at least 0.5 spaces per additional dwelling, which is in line with the adopted guidance.

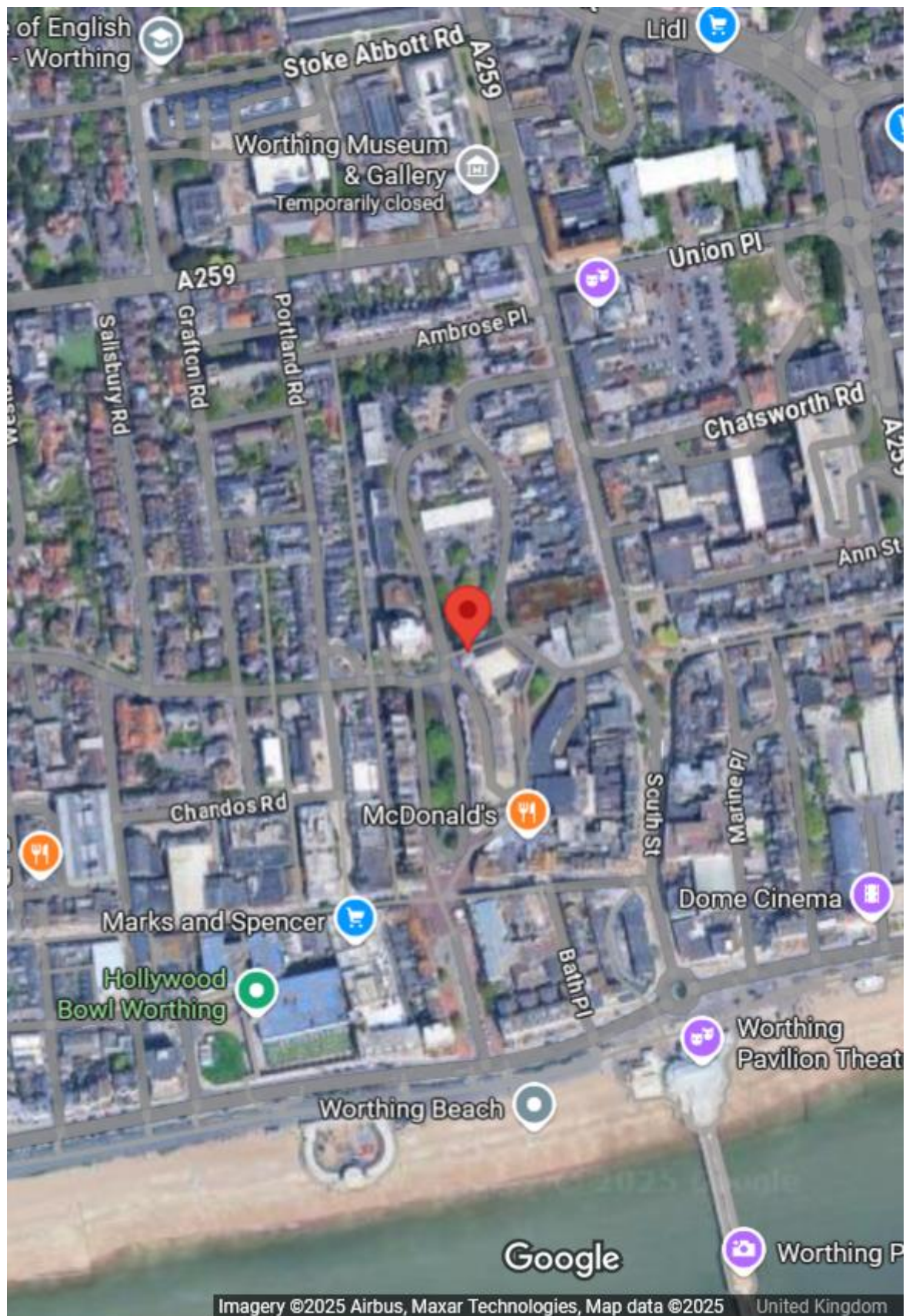
## 5. SUMMARY AND CONCLUSIONS

- 5.1 Reeves Transport Planning is appointed to provide a Transport Note in support of a Section 73 Planning Application to provide an additional nine flats on the first floor of the Montague Quarter Shopping Centre. This space is currently an existing retail store that occupies both the ground and first floor of the centre.
- 5.2 The site benefits from consented scheme AWDM/1624/22, which allows three floors of residential dwellings above the existing servicing area. 42 residential units and no car parking, except for six disabled parking spaces, is approved.
- 5.3 The site is centrally located in Worthing town centre, providing easy access to a wide range of local amenities including supermarkets, shops, restaurants, medical facilities,

and services - all within walking or cycling distance. It is well served by local bus routes, with stops nearby offering regular services across Worthing and the surrounding area. Worthing Rail Station lies circa one kilometre to the north, providing frequent rail connections. The site also benefits from good pedestrian and cycle links, reducing reliance on private vehicles.

- 5.4 It is evident that the site benefits from a highly accessible and sustainable town centre location, which will attract residents who prioritise convenient access to public transport, services, and active travel options. Accordingly, no additional car parking is proposed, as the scheme will be promoted as 'car free' except for the existing disabled parking provision.
- 5.5 The proposed nine additional residential units will not have an adverse impact on the local highway network. TRICS data suggests low trip generation - circa two vehicle trips during both peak hours - though actual trips are likely to be lower due to the car-free nature of the scheme. Overall, the proposal is considered to have a negligible effect on traffic and highway capacity.
- 5.6 In conclusion, the development is highly sustainable, benefiting from a central location with excellent access to public transport, walking, and cycling infrastructure. The anticipated vehicle trip generation is minimal, particularly due to the car-free nature of the scheme, and well within the capacity of the local highway network. Given these factors, there is no evidence to suggest any adverse impact on highway safety or capacity and therefore fail the tests of the relevant planning policies.

## APPENDIX 1. SITE LOCATION PLAN



## APPENDIX 2. AWDM/1624/22 DECISION NOTICE



# WORTHING BOROUGH COUNCIL

Simon Bareham  
Lewis and Co Planning SE Ltd  
Lewis & Co Planning  
2 Port Hall Road  
Brighton  
BN1 5PD

## PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990  
TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (AMENDMENT) (ENGLAND) ORDER 2015

**APPLICATION NUMBER: AWDM/1624/22**

### Details of Development

**FULL PLANNING PERMISSION FOR A MAXIMUM OF THREE ADDITIONAL FLOORS ABOVE THE MONTAGUE QUARTER SHOPPING CENTRE TO PROVIDE 42 NO. RESIDENTIAL UNITS.**

### Location of Development

**THE MONTAGUE CENTRE LIVERPOOL ROAD WORTHING WEST SUSSEX**

In pursuance of their powers under the above-mentioned Act and Order the Council hereby notify you that they PERMIT the above development, in accordance with the application and relevant correspondence registered on 20th October 2022.

This is for reasons stated on the schedule overleaf and subject to compliance with the conditions specified thereon.

Gary Peck  
Planning Services Manager  
06/10/2023

## SCHEDULE

### Conditions

01. The development hereby permitted shall be carried out in accordance with the following approved plans unless specified otherwise in a subsequent condition imposed on this decision notice.

| Reference/Drawing Number               | Version   | Date Rec   |
|----------------------------------------|-----------|------------|
| LIVERPOOL GARDENS SECTION              | 21251-131 | 02.06.2023 |
| PROPOSED ELEVATIONS (1)                | 21251-120 | 02.06.2023 |
| PROPOSED ELEVATIONS (2)                | 21251-121 | 02.06.2023 |
| BUILDING SECTIONS                      | 21251-124 | 02.06.2023 |
| MANSARD DETAIL                         | 21251-130 | 02.06.2023 |
| Level 00 Ground Floor Plan             | 21251-050 | 14.09.2023 |
| Level 01 Floor Plan                    | 21251-051 | 14.09.2023 |
| Level 02 Floor Plan                    | 21251-052 | 14.09.2023 |
| Level 03 Floor Plan                    | 21251-053 | 14.09.2023 |
| Level 04 Floor Plan                    | 21251-054 | 14.09.2023 |
| Level 05 Roof Plan                     | 21251-055 | 14.09.2023 |
| Obscure Glazing Details and Elevations | 21251-132 | 20.06.2023 |
| LOCATION & SITE PLAN                   | 21251-001 | 20.10.2022 |

**Reason:** *For the avoidance of doubt and in the interests of proper planning.*

02. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

**Reason:** *To comply with Section 91 of the Town and Country Planning Act 1990.*

03. High Standard of Works with Ongoing Liaison

Prior to commencement of any works (including any works of dismantling of external fabric), a programme and timetable of development works shall be submitted to and approved in writing by the Local Planning Authority. This shall describe key stages of the implementation of development directed towards the attainment of a high standard of implementation and workmanship, including:

- i) Any dismantling of existing external fabric and construction of new fabric;
- ii) Arrangements for ongoing liaison with the Local Planning Authority for the prior agreement of external materials, design details and working techniques during key stages;
- iii) Arrangements for early stage review of works as they are implemented and provision to remove such works if they are deemed by the Local Planning Authority to be of an unsatisfactory standard.

The development shall only be carried out in accordance with the details thereby approved.

**Reason:** *In the interests of visual amenity, to ensure a high quality appearance and character of development in accordance with policies DM5 & DM24 of the Worthing Local Plan 2020 - 2036 and paras 126 - 135 of the NPPF, 2021.*

#### 04. Design Details

The following external details shall not be implemented until large scale drawings (typically 1:20 scale or larger) and cross sections where necessary of the following have been submitted to and approved in writing by the Local Planning Authority in accordance with condition 3 ii) of this permission:

- a) windows and doors;
- b) balconies and balustrades / rails;
- c) roof intersections, soffits and eaves;
- d) rainwater goods;
- e) decorative stonework and cappings;
- f) brickwork and brickwork features;
- g) Pedestrian entrance to the new dwellings in the former ground floor retail unit;
- h) balcony screen for flat 1.

**Reason:** *In the interests of visual amenity, to ensure a high quality appearance and character of development in accordance with policies DM5 & DM24 of the Worthing Local Plan 2020 - 2036 and the NPPF, 2023.*

#### 05. External Materials

External materials shall only be used on external faces of the development hereby approved (including any to be used on the external faces of the existing building), subject to their approval in writing first by the Local Planning Authority in accordance with condition 3 ii) of this permission, following the submission of details and samples where required by the Authority, (which may include sample panels on-site).

**Reason:** *In the interests of visual amenity, to ensure a high quality appearance and character of development in accordance with policies DM5 & DM24 of the Worthing Local Plan 2020 - 2036 and the NPPF, 2023.*

06. Vehicular Access, Parking and Delivery Areas

i) No dwelling shall be occupied until all vehicle access, delivery areas and parking have been completed in accordance with the approved plans and shall be retained and kept free for that purpose.

ii) Prior to the provision of the parking spaces hereby approved;

a) a large scale drawing (1:50 or larger) and cross-sections shall be submitted to and approved in writing by the Local Planning Authority to show the layout and surface of the parking spaces for wheelchair users, including any ground or levelling works and markings necessary to ensure safe and convenient usage; and

b) details of electronic vehicle charging, power rating /charge rating connection details, location and appearance, which shall be provided with these spaces.

The spaces and electronic vehicle charging shall be provided and permanently retained in full accordance with these approved details as required under part i) of this Condition.

**Reason:** *In the interests of road safety amenity, air quality and to safeguard the appearance of the Conservation Area and to ensure the retention of delivery and service access for vehicles in accordance with policies DM15, DM22, DM23 & DM24 of the Worthing Local Plan 2020 - 2036 and the NPPF, 2023.*

07. Delivery and Servicing Management Plan

Prior to occupation of the dwellings hereby approved, a Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall describe the management of deliveries and waste management, including arrangements for the collection of waste, commercial delivery times and management of delivery accesses and spaces.

**Reason:** *In the interests of road safety and amenity and to ensure the retention of delivery and service access for vehicles in accordance with policy DM15 of the Worthing Local Plan 2020 - 2036 and the NPPF, 2023.*

08. Cycle Stores and Bin Stores

No dwelling shall be occupied until secure cycle parking stores and bin stores have been provided in accordance with the approved plans. These shall be then kept permanently available and maintained for these purposes.

**Reason:** *In the interests of sustainable transport and amenity in accordance with DM9 of the Worthing Local Plan 2020 - 2036.*

09. Travel Plan

No part of the development shall be first occupied until such time as a Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan Statement shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

**Reason:** *In the interests of sustainable transport and amenity in accordance with DM9 of the Worthing Local Plan 2020 - 2036.*

10. Sustainable Surface Water Drainage

Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA/ No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity. Details shall be supported by an assessment of the risks to controlled waters. The scheme shall be implemented as approved and in accordance with any timetable/phasing agreed as part of the approved scheme.

**Reason:** *To ensure adequate surface water drainage, including sustainable drainage and to ensure that drainage is adequate for the design lifetime and does not increase flood risk elsewhere in accordance with policy DM20 of the Worthing Local Plan 2020 - 2036 and the NPPF 2023.*

11. Drainage Maintenance

No dwelling shall not be occupied until full details of the maintenance and management of the surface water drainage system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. Upon completed construction of the surface water drainage system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.

**Reason:** *To ensure adequate surface water drainage, including sustainable drainage and its maintenance, is adequate for the design lifetime and does not increase flood risk elsewhere, in accordance with policy DM20 of the Worthing Local Plan 2020 - 2036 and the NPPF 2023.*

12. Drainage Verification

Immediately following implementation of the approved surface water drainage system and prior to occupation of any dwelling, the developer/applicant shall

provide the Local Planning Authority with as-built drawings of the implemented scheme together with a completion report prepared by an appropriate qualified engineer that confirms that the scheme was built in accordance with the approved drawing/s and is fit for purpose. The scheme shall thereafter be maintained in perpetuity.

**Reason:** *To ensure an accurate record of drainage in accordance with policy DM20 of the Worthing Local Plan 2020 - 2036 & NPPF 2023.*

13. Foul Water Drainage

No development shall take place until details of foul drainage have been submitted to and approved in writing by the local planning authority in liaison with Southern Water. No dwelling associated shall be occupied until the drainage works have been carried out in accordance with the approved details.

**Reason:** *To ensure appropriate foul drainage, in accordance with policy DM9 of the Worthing Local Plan 2020 - 2036.*

14. Sustainable Construction and Energy

A) The development hereby approved shall (unless alternatives are agreed in writing by the Local Planning Authority), incorporate the following sustainable energy and heat management measures, in accordance with the details in the Energy and Sustainability Report 11025 Rev 1 by Phlorum Consultants , dated 17th April 2023 submitted with the current application:

- i) Energy efficient building fabric and mechanical ventilation;
- ii) Air-source heat pump boiler system (or other such system incorporating renewable energy to achieve a similar outcome as shall first be approved in writing by the Local Planning Authority);
- iii) LED internal & external lighting;
- iv) Efficient water goods and fixtures to achieve <110L/Person usage/day;
- v) Operational waste management.

B) Written confirmation, including independent professional verification, shall be submitted to and approved in writing by the Local Planning Authority, within 3 months of the first occupation of the development, (or such other time as shall first be agreed in writing by the Local Planning Authority), to confirm that these measures have achieved the target CO2 reduction contained in the Phlorum Report below the baseline model including renewable energy, and confirming the installation of water goods and fixtures to achieve a target of <110L/Person usage/day.

The verification document shall include any proposed and timetabled remedial measures if these targets have not been met, in which event the remedial measures thereby approved shall then be implemented in accordance with that timetable.

**Reason:** *To ensure CO2 reduction through sustainable construction, renewable energy and to ensure water efficiency provision in accordance with policies 17 & 18 of the Worthing Borough Council Core Strategy 2011 and the NPPF, 2023.*

15. District Heating

With the exception of any dismantling works, no development shall take place until a strategy to facilitate connection of the development to a future district heating network, have been submitted to and approved in writing by the Local Planning Authority. This shall:

- i) identify potential routes for connecting pipework;
- ii) Identify an internal distribution system;
- iii) identify plant room space for the future installation of heat interface;
- iii) Include a strategy to facilitate the connection of the network to the development and adaptation / transition to the supply of heat from the network;
- iv) a timetable for connection to the district heating network and operation of this heating system at the site.

The development shall be carried out in accordance with the details approved under this condition.

**Reason:** *To provide for connection to a potential future district heating network in the interests of CO2 reduction through energy efficiency in accordance with policies DM16 & DM17 of the Worthing Local Plan 2020 - 2036.*

16. Amenity and Biodiversity

All planting and biodiversity provisions contained in the submitted Biodiversity Enhancement Plan by David Archer Associates - April 2023 shall be implemented during or before the next planting season following the occupation of the development hereby approved and shall be permanently maintained thereafter. Any vegetation or biodiversity measures or surfacing which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar type, size & species.

**Reason:** *To enhance the character and appearance and biodiversity value of the site in accordance with policy DM18 of the Worthing Local Plan 2020 - 2036 and the NPPF, 2023.*

17. External Lighting - Provision and Limitation

No external lighting which is visible from outside the site, shall be installed unless details, including design, position and luminance, have first been submitted to and approved in writing by the Local Planning Authority.

**Reason:** *In order to provide lighting as part of safe, safe accessible development and to balance lighting needs with the interests of the wider townscape, conservation area, neighbouring and amenities in accordance with*

*policies DM5 and DM22 of the Worthing Local Plan 2020 - 2036 and the NPPF, 2023.*

18. Aerials

Any external aerial/antenna and / or satellite dish (if any) for that building, shall first be submitted to and approved by the Local Planning Authority. Thereafter no other external aerial/antenna or satellite dish shall be installed on any building in areas which are visible from outside the site, unless details have first been submitted to and approved by the Local Planning Authority.

**Reason:** *To avoid multiple aerial / antenna and / or satellite dishes, in order to safeguard the appearance of the development and conservation area with policy DM5 & DM23 & DM24 of the Worthing Local Plan 2020 - 2036.*

19. Sound Insulation Between Floors and Spaces and Acoustic Glazing

Prior to commencement of any works, other than any dismantling, details of:

i) construction and insulation to minimise risk of noise and vibration between floors, walls and adjoining spaces within the development; and

ii) any acoustic glazing and ventilation (based upon an overheating assessment) and any necessary control of odour risk,

shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented and permanently retained.

**Reason:** *To safeguard neighbouring amenities in accordance with policies DM5 and DM22 of the Worthing Local Plan 2020-2036.*

20. Noise Mitigation and Ventilation & Odour Control - Verification

No development shall be occupied until all means of noise and vibration mitigation, acoustic glazing and ventilation, (including any odour risk control measures) approved under condition 19 above have been completed and details of the post implementation independent verification have been submitted to an approved in writing by the Local Planning Authority to demonstrate that the mitigation and ventilation measures undertaken are effective and protect noise sensitive development from noise & vibration. Any remedial actions arising from this verification testing which are then required by the Local Planning Authority shall also be implemented and permanently retained and maintained thereafter.

**Reason:** *To safeguard neighbouring amenities in accordance with policies DM5 and DM22 of the Worthing Local Plan 2020-2036.*

21. External Plant

No external fixed plant, or mechanical vent or duct shall be installed until details including acoustic performance and where relevant, odour management, have

been first been submitted to and approved in writing by the Local Planning Authority All plant shall be maintained in accordance with manufacturer's guidance to ensure the levels contained in the aforementioned Acoustic Assessment are not exceeded and any future plant shall also meet the specified levels within the approved scheme.

**Reason:** *To safeguard neighbouring amenities in accordance with policies DM5 and DM22 of the Worthing Local Plan 2020-2036.*

22. Changes of Use

No existing commercial premises at ground or first floor of the building or associated ground or first floor associated commercial, shall be used for any residential purposes whatsoever (other than the single existing commercial unit which is hereby converted for residential access and cycle storage purposes in accordance with the approved plans), without the prior written approval of the Local Planning Authority. This condition shall apply notwithstanding the provisions of the Town and Country Planning Use Classes Order 1987, as amended or the Town and Country Planning (General Permitted Development) Order 2015, as amended, or any Order revoking or re-enacting these Orders.

**Reason:** *To safeguard the retail function of the premises in the primary retail area of the town centre in accordance with policy DM13 of the Worthing Local Plan 2020 - 2036 .*

23. Obscure Glazing & Balcony Screen

i) Flats 1 & 13 shall not be occupied until details of a balcony screen for the southern side of flat 1 and partial obscure glazing to southern windows in flats 1 & 13, (these windows shall also be shall be un-openable up to 1.6m above internal floor level), have been installed in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority so as to minimise risk of overlooking of neighbours to the south.

ii) Flats 7, 8, 22, 23 & 36 shall not be occupied until obscure glazing has been installed in the west elevation in accordance with drawing no. 21251-132, which was received on 20th June 2023 and shall be un-openable up to 1.6m above internal floor level so as to minimise risk of overlooking of neighbours to the west.

iii) Obscure Glazing in the first and second floor commercial space on the west elevation shall also be permanently installed and retained in accordance with drawing no. 21251-132, which was received on 20th June 2023 and shall be un-openable up to 1.6m above internal floor level so as to minimise risk of overlooking of neighbours to the west.

All obscure glazing in i) - iii) above shall provide a degree of obscuration equivalent to Pilkington 4 or similar index, (including the balcony screen at i) if glass is used). The screen and obscure glazing and balcony shall be permanently retained and maintained in accordance with the details thereby approved.

**Reason:** *To safeguard neighbouring amenities and privacy in accordance with policy DM5 of the Worthing Local Plan 2020 - 2036.*

24. Precautionary Approach

If during development, contamination not previously identified is found to be present at the site, (for example, asbestos containing material, grossly impacted or odorous material), then no further development within that localised area of the site that the contaminated material in question is discovered in shall be carried out until it has been investigated by the developer. The Local Planning Authority must be informed immediately of the nature and degree of the contamination present and a method statement detailing how the unsuspected contamination shall be dealt with must be prepared and submitted to the Local Planning Authority for approval in writing before being implemented. If no such contaminated material is identified during the development, a statement to this effect must be submitted in writing to the Local Planning Authority as part of the verification reporting.

**Reason:** *To minimise and manage and residual risks in accordance with policy DM22 of the Worthing Local Plan 2020-2036 and the NPPF, 2023.*

25. Construction Management Plan

No development shall take place, including any works of dismantling, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- i) the anticipated number, frequency and types of vehicles used during construction;
- ii) the method of access and routing of vehicles during construction;
- iii) the parking of vehicles by site operatives and visitors;
- iv) the loading and unloading of plant, materials and waste;
- v) the storage of plant and materials used in construction of the development;
- vi) the erection and maintenance of security hoarding;
- vii) the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
- viii) details of public engagement both prior to and during construction works.

**Reason:** *In the interests of highway safety and the amenities of the area.*

26. Hours of Work

No construction work relating to the development, or operational or construction vehicles, shall be undertaken or operated on the site except between the hours of: 08.00 and 18.00 on Mondays to Friday and between the hours of 08.30 and 13.00 on Saturday and not at any time on Sundays or Public Holidays.

**Reason:** *In the interests of highway safety and the amenities of the area and a balance between the protection of local and residential amenities and times of development work in accordance with policies DM13 and DM22 Worthing Local Plan 2020 - 2036.*

27. Safeguarding of Groundwater/ Approval of Piling

Piling or deep foundation using penetrative methods, if used shall not be carried out other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

**Reason:** *Piling or deep foundation using penetrative methods has the potential to mobilise contamination which could impact on groundwater resources beneath the site, controlled waters in accordance with policy DM22 of the Worthing Local Plan 2020-2036 and the NPPF, 2023.*

**Informatives / Notes to Applicant**

01. Legal Agreement

This planning permission is subject to the s.106 legal agreement dated 5 October 2023 concerning provisions including affordable housing contribution and review, open space contribution, car club provision, district heating connection and site management and maintenance, including deliveries and servicing.

02. Highway Authority

The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

03. Southern Water.

Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

Please Note: There is a decommissioned distribution main crossing in the development site. Furthermore, it is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

To make an application visit Southern Water's Get Connected service: [developerservices.southernwater.co.uk](https://developerservices.southernwater.co.uk) and please read our New Connections

Charging Arrangements documents which are available on our website via the following link:

[southernwater.co.uk/developing-building/connection-charging-arrangements](https://southernwater.co.uk/developing-building/connection-charging-arrangements)

For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119).

Further Information:

- The 300 mm public surface water sewer requires a clearance of 3 metres on either side of the public surface water sewer to protect it from construction works and to allow for future maintenance access.
- No development or tree planting should be carried out within 3 metres of the external edge of the public surface water sewer without consent from Southern Water.
- No soakaways, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of a public surface water sewer.
- All existing infrastructure should be protected during the course of construction works.

Please refer to: [southernwater.co.uk/media/3011/stand-off-distances.pdf](https://southernwater.co.uk/media/3011/stand-off-distances.pdf)

**04. West Sussex County Council - Lead Local Flood Authority**

In accordance with West Sussex County Council Sustainable Drainage Policy 2, it is recommended that maintenance of the drainage system is completed prior to any works starting, to restore operational capacity and functionality of the existing drainage system.

Consent from the appropriate body for discharging to existing surface water sewer may be required.

It is advised that access and egress is considered by the developer based on the Defra & Environment Agency's Flood Risk Assessment for New Development Phase 2 technical report (FD2320/TR2, Table 13.1) which advises that the surface water flood risk on adjacent roads that are proposed for access could be a danger for some.

**05. Fire Safety**

A fire safety assessment will be needed under Building Regulations. The applicant should contact a Building Regulations advisor for guidance. Advice may also be found via the Water and Access Manager at West Sussex Fire and Rescue Service West Sussex County Council, Bognor Fire Station, West Meads

Drive, Bognor, PO21 5TB Phone: 0330 222 3117 | E-mail: frs.waterandaccess@westsussex.gov.uk

06. Secure By Design

The applicant's attention is drawn to the comments of the West Sussex Police Designing Out Crime Officer who advises, to reduce the opportunity for crime and the fear of crime the proposal should have regard to Secured by Design (SBD) standards. SBD is owned by the UK Police service and supported by the Home Office that recommends a minimum standard of security using proven, tested and accredited products. Full details can be found at [www.securedbydesign.com](http://www.securedbydesign.com). including:

- Control of access to buildings building
- Internal compartmentalisation and secure entry systems
- Postal arrangements
- Passive surveillance and lighting of communal areas, including play areas and pathways
- Provision and management of secure cycle and bin stores.

This may assist in the integration of any entrance systems provided as part of the new pedestrian entrance to the new dwellings in the former ground floor retail unit (Condition 4 (g) of this permission).

07. You are advised to ensure that the development works accord with the Party Wall Act 1996, which set out responsibilities for the undertaking of works at or close to the party wall of any neighbouring owner. Further information can be found at:

<https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance>

08. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

**TOWN AND COUNTRY PLANNING ACT 1990  
TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (AMENDMENT)  
(ENGLAND) ORDER 2015**

**YOUR ATTENTION IS DIRECTED TO THE FOLLOWING NOTES FROM THE ABOVE ORDER. THEY ARE FOR INFORMATION ONLY AND DO NOT PRETEND TO SET OUT THE WHOLE OF THE LAW ON THE SUBJECT. IT WOULD BE WELL FOR YOU TO CONSULT YOUR SOLICITOR IF YOU ARE IN ANY DOUBT**

**Appeals to the Secretary of State**

1. If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
2. If the decision relates to a householder application or minor commercial application, and you want to appeal, then you must do so within 12 weeks of the date of this notice. If the decision relates to express consent for the display of an advertisement, then you must do so within 8 weeks of the date of this notice. If the decision relates to a non-householder application, an appeal must be lodged within 6 months of the date of the decision notice. Appeals must be made using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or online at <https://www.gov.uk/appeal-planning-decision>.
3. The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances, which excuse the delay in giving notice of appeal.
4. The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
5. In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

**Purchase Notices**

6. If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a purchase notice on the District Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Planning Act 1990..
7. Where this notice conveys approval or permission, conditional or unconditional, please note that the decision given does not purport to convey any consent or approval which may be required under the Building Act and Building Regulations, or any other legislation.

**Reduced time for making a planning appeal where enforcement action is being taken**

Where an enforcement notice has been served in relation to the same, or substantially the same, development as in the planning application no earlier than 2 years before the date the application was made, the period for receiving a planning appeal is within 28 days of the date on the planning application decision notice or of the date by which the LPA should have decided the application.

However, the LPA may formally decline to determine a retrospective planning application for permission for any development contained within a pre-existing enforcement notice served on or after 6 April 2012, where that notice was issued before the application was received by the LPA (see above). There is no right to make a planning appeal in such circumstances.

Where an enforcement notice was served in relation to the same, or substantially the same, development after the decision notice on the application was issued or after the end of the period the LPA had to determine the application, the period for receiving a planning appeal is within 28 days of the date the enforcement notice was served (unless this would extend the period beyond the normal 12 weeks or 6 months deadline).

## APPENDIX 3.

### TRICS DATA

Calculation Reference: AUDIT-753101-250721-0734

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : C - FLATS PRIVATELY OWNED  
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |               |        |
|----|---------------|--------|
| 02 | SOUTH EAST    |        |
|    | PO PORTSMOUTH | 1 days |
| 05 | EAST MIDLANDS |        |
|    | NG NOTTINGHAM | 1 days |
| 08 | NORTH WEST    |        |
|    | MS MERSEYSIDE | 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: No of Dwellings  
 Actual Range: 24 to 90 (units: )  
 Range Selected by User: 6 to 90 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 02/10/23

*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:

Monday 2 days  
 Tuesday 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:

Town Centre 1  
 Edge of Town Centre 2

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

Selected Location Sub Categories:

Residential Zone 1  
 Built-Up 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 4 days - Selected  
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C3 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:

|                   |        |
|-------------------|--------|
| 20,001 to 25,000  | 1 days |
| 25,001 to 50,000  | 1 days |
| 50,001 to 100,000 | 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 | 1 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 | 3 days |
|------------|--------|

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

## Travel Plan:

|     |        |
|-----|--------|
| Yes | 1 days |
| No  | 2 days |

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

## PTAL Rating:

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

*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 | MS-03-C-04             | BLOCK OF FLATS  | MERSEYSIDE          |
|   | HOY DRIVE              |                 |                     |
|   | NEWTON-LE-WILLOWS      |                 |                     |
|   | EARLESTOWN             |                 |                     |
|   | Edge of Town Centre    |                 |                     |
|   | Residential Zone       |                 |                     |
|   | Total No of Dwellings: | 24              |                     |
|   | Survey date: MONDAY    | 12/04/21        | Survey Type: MANUAL |
| 2 | NG-03-C-03             | BLOCK OF FLATS  | NOTTINGHAM          |
|   | CANAL STREET           |                 |                     |
|   | NOTTINGHAM             |                 |                     |
|   | Town Centre            |                 |                     |
|   | Built-Up Zone          |                 |                     |
|   | Total No of Dwellings: | 46              |                     |
|   | Survey date: MONDAY    | 02/10/23        | Survey Type: MANUAL |
| 3 | PO-03-C-01             | BLOCKS OF FLATS | PORTSMOUTH          |
|   | CROSS STREET           |                 |                     |
|   | PORTSMOUTH             |                 |                     |
|   | Edge of Town Centre    |                 |                     |
|   | Built-Up Zone          |                 |                     |
|   | Total No of Dwellings: | 90              |                     |
|   | Survey date: TUESDAY   | 05/06/18        | 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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 9 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.22

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | No. Days | Ave. DWELLS | Trip Rate | Estimated Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | Estimated Trip Rate | No. Days | Ave. DWELLS | Trip Rate | Estimated 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 | 3        | 53          | 0.050     | 0.450               | 3          | 53          | 0.131     | 1.181               | 3        | 53          | 0.181     | 1.631               |
| 08:00 - 09:00 | 3        | 53          | 0.069     | 0.619               | 3          | 53          | 0.212     | 1.912               | 3        | 53          | 0.281     | 2.531               |
| 09:00 - 10:00 | 3        | 53          | 0.106     | 0.956               | 3          | 53          | 0.044     | 0.394               | 3        | 53          | 0.150     | 1.350               |
| 10:00 - 11:00 | 3        | 53          | 0.056     | 0.506               | 3          | 53          | 0.081     | 0.731               | 3        | 53          | 0.137     | 1.237               |
| 11:00 - 12:00 | 3        | 53          | 0.106     | 0.956               | 3          | 53          | 0.106     | 0.956               | 3        | 53          | 0.212     | 1.912               |
| 12:00 - 13:00 | 3        | 53          | 0.094     | 0.844               | 3          | 53          | 0.113     | 1.012               | 3        | 53          | 0.207     | 1.856               |
| 13:00 - 14:00 | 3        | 53          | 0.056     | 0.506               | 3          | 53          | 0.075     | 0.675               | 3        | 53          | 0.131     | 1.181               |
| 14:00 - 15:00 | 3        | 53          | 0.075     | 0.675               | 3          | 53          | 0.063     | 0.563               | 3        | 53          | 0.137     | 1.237               |
| 15:00 - 16:00 | 3        | 53          | 0.063     | 0.563               | 3          | 53          | 0.050     | 0.450               | 3        | 53          | 0.112     | 1.012               |
| 16:00 - 17:00 | 3        | 53          | 0.125     | 1.125               | 3          | 53          | 0.069     | 0.619               | 3        | 53          | 0.194     | 1.744               |
| 17:00 - 18:00 | 3        | 53          | 0.113     | 1.012               | 3          | 53          | 0.075     | 0.675               | 3        | 53          | 0.188     | 1.687               |
| 18:00 - 19:00 | 3        | 53          | 0.113     | 1.012               | 3          | 53          | 0.131     | 1.181               | 3        | 53          | 0.244     | 2.193               |
| 19:00 - 20:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 20:00 - 21:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 21:00 - 22:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 1.025     | 9.223               |            |             | 1.149     | 10.348              |          |             | 2.174     | 19.571              |

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: 24 - 90 (units: )  
Survey date range: 01/01/16 - 02/10/23  
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 for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
**MULTI-MODAL TOTAL PEOPLE**  
 Calculation factor: 1 DWELLS  
 Estimated TRIP rate value per 9 DWELLS shown in shaded columns  
**BOLD** print indicates peak (busiest) period  
 Total People to Total Vehicles ratio (all time periods and directions): 2.22

| Time Range    | ARRIVALS |             |           |                     | DEPARTURES |             |           |                     | TOTALS   |             |           |                     |
|---------------|----------|-------------|-----------|---------------------|------------|-------------|-----------|---------------------|----------|-------------|-----------|---------------------|
|               | No. Days | Ave. DWELLS | Trip Rate | Estimated Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | Estimated Trip Rate | No. Days | Ave. DWELLS | Trip Rate | Estimated 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 | 3        | 53          | 0.138     | 1.238               | 3          | 53          | 0.381     | 3.431               | 3        | 53          | 0.519     | 4.669               |
| 08:00 - 09:00 | 3        | 53          | 0.138     | 1.238               | 3          | 53          | 0.431     | 3.881               | 3        | 53          | 0.569     | 5.119               |
| 09:00 - 10:00 | 3        | 53          | 0.169     | 1.519               | 3          | 53          | 0.125     | 1.125               | 3        | 53          | 0.294     | 2.644               |
| 10:00 - 11:00 | 3        | 53          | 0.144     | 1.294               | 3          | 53          | 0.156     | 1.406               | 3        | 53          | 0.300     | 2.700               |
| 11:00 - 12:00 | 3        | 53          | 0.144     | 1.294               | 3          | 53          | 0.138     | 1.238               | 3        | 53          | 0.282     | 2.532               |
| 12:00 - 13:00 | 3        | 53          | 0.219     | 1.969               | 3          | 53          | 0.244     | 2.194               | 3        | 53          | 0.463     | 4.163               |
| 13:00 - 14:00 | 3        | 53          | 0.163     | 1.463               | 3          | 53          | 0.169     | 1.519               | 3        | 53          | 0.332     | 2.982               |
| 14:00 - 15:00 | 3        | 53          | 0.131     | 1.181               | 3          | 53          | 0.169     | 1.519               | 3        | 53          | 0.300     | 2.700               |
| 15:00 - 16:00 | 3        | 53          | 0.144     | 1.294               | 3          | 53          | 0.056     | 0.506               | 3        | 53          | 0.200     | 1.800               |
| 16:00 - 17:00 | 3        | 53          | 0.294     | 2.644               | 3          | 53          | 0.206     | 1.856               | 3        | 53          | 0.500     | 4.500               |
| 17:00 - 18:00 | 3        | 53          | 0.313     | 2.813               | 3          | 53          | 0.244     | 2.194               | 3        | 53          | 0.556     | 5.006               |
| 18:00 - 19:00 | 3        | 53          | 0.269     | 2.419               | 3          | 53          | 0.244     | 2.194               | 3        | 53          | 0.513     | 4.613               |
| 19:00 - 20:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 20:00 - 21:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 21:00 - 22:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 22:00 - 23:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| 23:00 - 24:00 |          |             |           |                     |            |             |           |                     |          |             |           |                     |
| Total Rates:  |          |             | 2.265     | 20.365              |            |             | 2.563     | 23.063              |          |             | 4.828     | 43.428              |

*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.*

