



Proposed Residential Development
Barns at New Salts Farm, Shoreham-by-Sea

Transport Statement

For

NSF Barns Ltd (Worthing)

Document Control Sheet

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1.0 Introduction

- 1.1 This Transport Statement (TS) has been prepared on behalf of NSF Barns Ltd in relation to a proposed residential development on land at New Salts Farm Barns, New Salts Farm Road, Shoreham-by-Sea, West Sussex ('the site') for 10 dwellings.
- 1.2 The site is located to the south-west of New Salts Farm Road, circa 250 metres north of the A259 and around 1.3 kilometres west of Shoreham-by-Sea, within the administrative boundaries of Adur District Council (ADC) and West Sussex County Council (WSCC).
- 1.3 The site currently comprises 3 No. agricultural barn buildings with access directly onto New Salts Farm Road to the north of the site, via an informal and loose-surfaced access road.
- 1.4 The proposals have been subject to pre-application scoping with WSCC through a pre-application scoping note as submitted by Motion (dated 29th September 2025). WSCC subsequently issued their response on 26th October 2025. The pre-application comments received have been considered when developing the proposals for the site and hence ensuring that the assessment of the proposals is appropriate (for example, in the context of applicable policy and guidance). WSCC's pre-application response is included at [Appendix A](#).
- 1.5 Amongst the key comments received (not exhaustive), WSCC indicated that:
- „ A speed survey should be considered to ascertain 85th percentile speeds;
 - „ Parking should be in accordance with the LHA standards;
 - „ Given the scale of development and predicted trip volumes, junction capacity assessment will not be required; and
 - „ Swept path analysis must be included for a refuse vehicle and fire appliance.
- 1.6 Following this introduction, this Transport Statement is split into 5 sections as follows:
- „ Section 2 outlines the transport planning policies that are considered to be relevant to this application;
 - „ Section 3 provides information on the site and planning background, reviews the accessibility of the site by all modes of transport and assesses existing traffic and road safety conditions;
 - „ Section 4 provides an overview of the proposed development, including details of the proposed access, parking and servicing arrangements;
 - „ Section 5 considers the trip generating potential of the proposals by all modes and considers this in comparison to the previous uses occupying the site; and,
 - „ Section 6 summarises the key findings and conclusions of this report.

2.0 Policy Context

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

- „ National Planning Policy Framework – December 2024;
- „ Adur Local Plan 2017 – December 2017;
- „ West Sussex County Council's Guidance on Parking at New Developments – 2020.

National Policy

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are expected to be applied.

- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. However, Section 9 indicates that local context should be taken into account when planning policy and decisions are being made.

- 2.4 Section 9 of the NPPF relates to 'Promoting Sustainable Transport', with paragraph 109 stating:

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

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

- 2.5 Paragraph 110 emphasises the need for significant developments to be situated in areas which encourage sustainable travel and to actively manage development for sustainable patterns of growth, stating:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making”.

- 2.6 The NPPF defines sustainable transport modes as, “any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport”.

- 2.7 Off-street parking provision is referred to in Paragraph 112 which states that local planning authorities should take into account the following if setting local parking standards for development:
- 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."*
- 2.8 In respect of car parking, paragraph 113 states:
- "Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework)."*
- 2.9 Paragraph 115 outlines points to be taken into account in making site allocations and considering development proposals:
- "In assessing sites that may be allocated for development in plans, or specific applications for development, 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".*
- 2.10 This is followed by paragraph 116 which states:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios".*
- 2.11 Paragraph 117 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug- in and other ultra- low emission vehicles, stating:
- "(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

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

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

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

- 2.12 The NPPF also outlines that Transport Assessments and Travel Plans are necessary where development will generate significant amounts of movement. Planning Practice Guidance, which supplements policy outlined in the NPPF, provides further information on Transport Assessments and Travel Plans, recognising that these documents:

“...can positively contribute to:

- ” Encouraging sustainable travel;*
- ” Lessening traffic generation and its detrimental impacts;*
- ” Reducing carbon emissions and climate impacts;*
- ” Creating accessible, connected, inclusive communities;*
- ” Improving health outcomes and quality of life;*
- ” Improving road safety; and,*
- ” Reducing the need for new developments to increase existing road capacity or provide new roads.”*

Local Policy

Adur Local Plan 2017

- 2.13 The Adur Local Plan was adopted in December 2017 and sets out the planning strategy for up to 2032. Within the document, Policy 28 refers to Transport and Connectivity and states:

“In order to secure significant improvements to transport and mobility in Adur, new development should:

- Improve public transport and access to it where opportunities arise.*
- Work with West Sussex County Council and Brighton & Hove City Council to promote a sustainable transport system along the coast to help in the regeneration of the area including Shoreham Harbour, ensuring that the A259 is improved.*
- Provide for improvements to the road network, including the A259 and A27. Measures include junction improvements, traffic calming, and where necessary new roads. Appropriate mitigation measures to address capacity issues at a number of key junctions on the A259 and A27 will be sought.*
- Encourage proposals to extend the existing cycle network and secure a network of cycle, pedestrian and bridleway facilities linking urban areas, key sites, open space, countryside and coast. These will include new and improved rights of way (suitable for a range of users, including those with mobility difficulties, where appropriate) as well as improved access across the A27.*
- Ensure that new development is located and designed to minimise the need for travel, facilitates and promotes the use of sustainable alternatives to the private car, and provides or contributes to the necessary infrastructure to serve the development and to mitigate against any adverse impacts to an acceptable level. Travel plans and Transport Assessments will be required for certain developments in line with West Sussex County Council guidance and the National Planning Policy Framework.*

- *Ensure new development contributes to the mitigation of air pollution, particularly in Air Quality Management Areas. Air quality assessments may be required. Where practical, new development should be located and designed to incorporate facilities for electric vehicle charging points, thereby extending the current network.*
- *Implement a range of measures to address car parking issues in Shoreham town centre.*
- *Incorporate appropriate levels of car and cycle parking having regard to West Sussex County Council guidance, taking into consideration the impact of development upon on-street parking.*
- *Pursue with West Sussex County Council ways of managing the impact of HGVs in Adur and implement measures as appropriate.*
- *Implement an area-wide behaviour change programme to encourage sustainable modes of transport and reduce demand for the private car. This should include a package of travel behaviour initiatives."*

West Sussex Transport Plan 2022-2036

- 2.14 The West Sussex Transport Plan was adopted in April 2022 and outlines the council's main policy on transport for the county. The Adur transport strategy includes to:

"improve the performance of the A27;

facilitate the introduction of on-street electric vehicle charging infrastructure, initially in Shoreham followed by other areas;

increase space for active travel through infrastructure improvements on priority routes such as A259;

use traffic signal technology to give priority to shared transport where services operate frequently;

use on-street parking and traffic management techniques to manage demand;

deliver Air Quality Action Plans in Shoreham and Southwick;

tackle inappropriate use of unsuitable routes using behavioural initiatives; and,

work with strategic partners to deliver faster rail services to Worthing, Chichester, Brighton and the Solent cities in the long term."

West Sussex County Council Parking Standards

- 2.15 Car and cycle parking standards for West Sussex are contained within WSCC's document entitled 'Guidance on Parking at New Development', which was adopted in September 2020.
- 2.16 The guidance takes into account expected future growth in parking demand using the Department for Transport's (DfT) National Trip End Model dataset for a forecast year of 2033. The guidance provides expected levels of car parking to be provided at residential development based on dwelling size and Parking Behaviour Zone (PBZ), which is based on the location of the site. The proposed development is situated in a PBZ 4 location. Table 2.1 below summarises WSCC's expected car parking standards for residential developments located within PBZ 4.

Number of Bedrooms	Car Parking Provision per Unit for PBZ4
1	0.9
2	1.1
3	1.7
4+	2.2

Table 2.1 - Local Car Parking Standards – PBZ 4

- 2.17 If garages are provided, they should measure at least 6 metres by 3 metres internally to be regarded as providing half an allocated parking space, and calculations of parking demand should take this into account. Garages that do not meet these minimum internal dimensions will not be counted towards the development's parking provision.
- 2.18 Visitor parking requirements will be influenced by the level of unallocated parking. In the absence of sufficient unallocated parking, it may be appropriate to allow for additional demand for Visitor parking at a rate of 0.2/spaces per dwelling.
- 2.19 West Sussex County Council's minimum cycle parking standards for residential developments are provided in Table 2.2 below.

Type	Dwelling Size	Cycle Provision
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces

Table 2.2 - Local Cycle Parking Standards

Summary

- 2.20 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.
- 2.21 The following sections of this report review the accessibility of the site and evaluate whether the development proposals will encourage sustainable modes of transport. In addition to this, a further assessment had been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Baseline Conditions

Overview

- 3.1 To put the site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site. Further, it considers the accessibility of the site by different modes of transport.

Site Location

- 3.2 The site is located to the south-west of New Salts Farm Road, circa 250 metres north of the A259, around 1.3 kilometres west of Shoreham-by-Sea and around 3.7 kilometres east of Lancing. Brighton City Airport is located circa 750 metres north of the site. Locally, New Salts Farm Road provides direct frontage access to residential development, and the site is bordered to the east and southeast by existing dwellings. The site is otherwise bordered by open fields. The site location is shown in Figure 2.1 below.



Figure 3.1 – Site Location

Existing Site Description

- 3.3 The Site currently accommodates a group of three existing agricultural barn buildings comprising:
- ” Two No. 28m x 19m adjoining barns; and
 - ” One No. 28m x 12m detached barn.
- 3.4 The existing agricultural barns therefore collectively provide around 1,400sqm of agricultural land use floor area and are set within a plot of around 0.583 hectares (5,831sqm).

Local Highway Network

- 3.5 The existing site access road connects directly onto New Salts Farm Road, an unclassified and privately-owned (not maintainable at public expense) residential street comprising an informal shared-surface two-way single carriageway and which is subject to a signed 20mph speed limit.
- 3.6 The 20mph speed limit is supported with traffic calming measures including speed limit roundels and 'slow' markings on the carriageway as well as signage and speed humps. There is additionally a physical narrowing of the carriageway present to the immediate north of the existing site access junction which operates as a priority give-way arrangement offering priority to southbound traffic. This feature includes a speed hump and hence is assumed to be provided for the purpose of traffic calming (as opposed to avoiding a physical constraint).
- 3.7 To the north of the site access, New Salts Farm Road is also subject to notable restrictions. Around 200 metres north of the site access there is a weak bridge with a weight limit of 2.5 tonnes. This bridge is single-track width only, resulting in vehicles travelling in the middle of the carriageway and hence being required to give-way (although no directional priority is identified). There is also signage present indicating that the route is closed as a through road between 11.30pm to 6am each day, although it is unclear why, or how this restriction is policed. A short distance north of that bridge (around 20m), there is a subsequent tunnel under the railway bridge which is also a single-track width (again placing vehicles in the centre of the carriageway) and hence also requiring vehicles to give-way (with no directional priority identified). The tunnel under the bridge is also subject to a 2.1 metre height restriction. North of the bridge is Brighton City Airport.
- 3.8 In general, to the north of the site access, New Salts Farm Road varies in width with several single-track sections and provides access to a handful of residential dwellings (five in total) before continuing under the rail bridge onto Cecil Pashley Way, providing access to Brighton City Airport before eventually connecting onto Old Shoreham Road.
- 3.9 To the south of the site access, New Salts Farm Road varies in width with typical widths of between around 4.2 and 4.5 metres in proximity to the site access. Further south, the carriageway widens to around 5 metres in width before connecting to the Saltings Roundabout. The Saltings Roundabout forms part of the A259 which provides access east towards Shoreham-by-Sea and onwards to Brighton and Eastbourne. To the west, the A259 provides access towards Worthing and onwards to Bognor Regis.
- 3.10 There are no parking restrictions present along New Salts Farm Road, however given its restricted width, private nature and abundant parking availability for the dwellings along it, on-street parking is considered unlikely. There are typically carriageway edge markings present, but no centreline markings.

Automatic Traffic Counter (ATC) Survey Data

- 3.11 As indicated above, New Salts Farm Road has a signed speed limit of 20mph. However, given the character and geometry of the road, along with significant traffic calming measures present immediately adjacent to the proposed site access junction, it is expected that actual traffic speeds would be lower than the signed speed limit in the proximity of the proposed site access junction.
- 3.12 Therefore, for the purpose of establishing the prevailing 85th percentile traffic speeds on the section of New Salts Farm Road adjacent to the site access junction, and hence determining the required junction visibility splay distances, an ATC was placed to the immediate north of the existing access junction for a period of seven days, commencing Monday 24th November 2025. The collection of speed data was recommended by WSCC in their pre-application advice.
- 3.13 The ATC recorded 85th percentile vehicle speeds below the signed speed limit as expected, and therefore the required stopping sight distances (SSD)/junction visibility splays have been calculated based on the formula set out within Manual for Streets 2 (MfS2). The recorded 85th percentile directional speeds, calculated junction visibility splays and five-day average traffic volumes are provided within Table 3.1 below.

Direction	Mean Average Speed (mph)	85 th Percentile Dry Speed (mph)	Required SSD/Visibility Splays (m)	Seven-Day Average Traffic Flow
Northbound	12.2	15.99	18.9	399
Southbound	13.0	16.44	19.5	400

Table 3.1 – ATC Survey Summary and Calculated SSD

- 3.14 It is noted that the average two-way daily traffic volume (800) and prevailing 85th percentile speeds are in keeping with the suggested parameters for a 'quiet lane' as described in LTN 1/20 guidance. The full ATC data are attached for reference at [Appendix B](#).

Road Safety Review

- 3.15 Personal injury collision information was obtained from Collision Plot for the latest available five-year period. The study area includes incidents between the junction of Saltings Roundabout to the south and the bridge of the railway and New Salts Farm Road to the north. The review demonstrates that no incidents have occurred within the vicinity of the site within the latest 5 year period.

Sustainable Transport Accessibility

- 3.16 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:

- „ *“Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes”* (Planning for Walking, 2015).
- „ *“Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles”* (Planning for Cycling, 2014).

- 3.17 The NPPF recognises that *“the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel”*. Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as *“having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot”*.

- 3.18 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2015 (NTS) also noted that *“76% of all trips under one mile are walks”*, making it the most frequent mode of travel for very short distances.

Accessibility on Foot and by Cycle

- 3.19 New Salts Farm Road is a shared surface (mixed use) rural street with no separate footways. Traffic speeds and volumes are evidently low, with observed average daily two-way traffic volumes and prevailing average speeds significantly below the desirable upper limits enabling inclusive cycling (2,500 daily movements and 20mph respectively) as set out in LTN 1/20 guidance. Furthermore, the observed speeds and flows are also below the recommended upper limits for 'quiet lanes' and other mixed-use rural streets (1,000 daily movements and 40mph respectively) as set out in LTN 1/20 guidance.
- 3.20 Footways and a footway/cycleway join New Salts Farm at its southernmost point (around 300m south of the site access) where it joins with Saltings Roundabout and the A259. These footways and the footway/cycleway are separated from the carriageway by a grass verge in proximity of Saltings Roundabout and are provided with dropped kerbs and appropriate tactile paving where required. From Saltings Roundabout, there are footways on both sides of the A259 in both directions (as well as the footway/cycleway which extends around 100m southwest of the junction).

- 3.21 Within proximity of the site there are a number of Public Right of Ways (PRoWs) which provide access to local amenities. These are located to the south of the site along Shoreham Beach and along the western edge of the River Adur. The location of the site in relation to PRoWs is demonstrated within Figure 3.2 below.

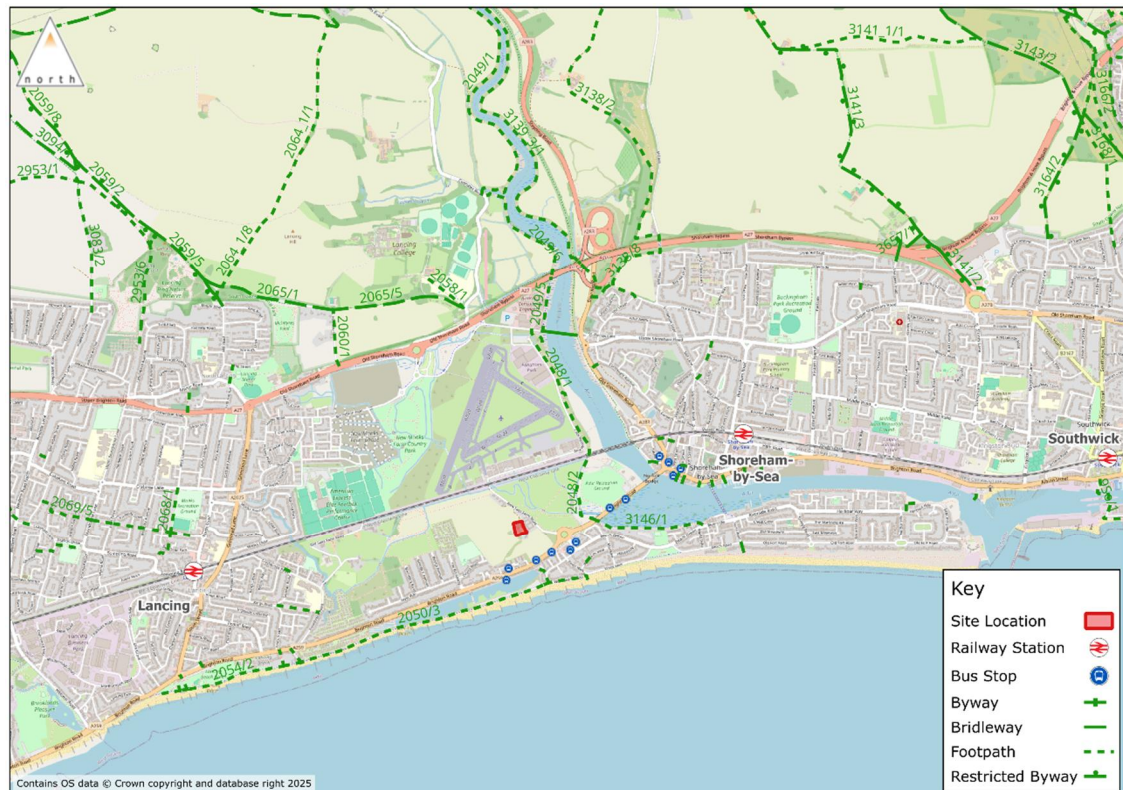


Figure 3.2 – PRoW near to the Site Location

- 3.22 There are no designated cycle lanes along New Salts Farm Road, however the observed speeds and flows on this rural street are low, and substantially below the upper limits recommended for inclusive cycling (or indeed below those stipulated for quiet rural/mixed use streets) as set out within LTN 1/20. It is therefore expected that New Salts Farm Road is deemed acceptable for cyclists. The ATC survey observed average daily two-way flows of around 66 bicycles (around 7.7% of total daily traffic volume).
- 3.23 It should also be noted that the observed volume of vehicles per hour is below 100 two-way movements throughout the day, with the minor exception of the morning peak hour (08:00 to 09:00) on some weekdays only, where 100 vehicles an hour is exceeded. The mean average weekday morning peak hour flow remains around 99 two-way movements however. The volume and speed of traffic on New Salts Farm Road is therefore broadly within the parameters set out in Manual for Streets (MfS) for a shared-surface residential street where pedestrians are comfortable sharing road space.
- 3.24 Along Saltings Roundabout and the A259, heading west there is a shared footway/cycleway providing access towards Worthing. Shoreham can be accessed by cycle on local roads with low-speed limits and limited traffic including Beach Green and Riverside.

Accessibility by Bus and Rail

Accessibility by Bus

- 3.25 There are bus stops serving both directions on the A259 within around 600 metres (eastbound stop) and around 450 metres (westbound stop) of the site access onto New Salts Farm Road. These stops both enjoy shelters with seating, a flagpole and timetable.

- 3.26 The stop on the southern side of the A259 can be accessed via an uncontrolled crossing point with a pedestrian refuge island located circa 20 metres east of that stop. These bus stops provide access to services 700 Coastliner, 19A and N700 Coastliner, which provide continuous, frequent routes between Brighton and Durrington, and Worthing.
- 3.27 Further bus stops are located along The Saltings, to the south of Saltings Roundabout which provide access to service 19 providing a route between Shoreham Beach and Shoreham-by-Sea.
- 3.28 Details of all local bus services are summarised within Table 3.2 below.

Destination	Route	Frequency		
		Mon-Fri	Sat	Sun
19A	Shoreham – Lancing (School Bus)	2 per day	-	-
700 Coastliner	Brighton – Hove – Portslade – Shoreham-by-Sea – South Lancing – Worthing – West Worthing – West Durrington	5 per hour	5 per hour	4 per hour
N700 Coastliner		3 between 00:10 and 03:25	4 between 00:10 and 04:25	3 between 00:10 and 03:25

Table 3.2 – Local bus Services

Accessibility by Rail

- 3.29 The closest railway station to the site (Shoreham-by-Sea) is located around 1.9 kilometres to the east, which can be accessed within a 25-minute walk or 6-minute cycle. Shoreham-by-Sea railway station has 42 covered cycle parking spaces as well as 131 car parking spaces. The railway station provides frequent services to London Victoria, Portsmouth & Southsea, Brighton, Southampton Central, Littlehampton and Chichester.
- 3.30 Details of all local rail services are summarised within Table 3.3 below.

Destination	Route	Frequency		
		Mon-Fri	Sat	Sun
Littlehampton	Shoreham-by-Sea – Lancing – worthing – West Worthing - Durrington-on-Sea – Goring-by-Sea – Angmering – Littlehampton	3 per hour	3 per hour	1 per hour
Brighton	Shoreham-by-Sea – Hove – Brighton	4 per hour	4 per hour	3 per hour
London Victoria	Shoreham-by-Sea – Portslade – Hove – Preston Park – Hassocks – Burgess Hill – Haywards Heath – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	2 per hour	2 per hour	1 per hour
Portsmouth & Southsea	Shoreham-by-Sea – Lancing – worthing – West Worthing - Durrington-on-Sea – Goring-by-Sea – Angmering – Barnham – Chichester – Havant – Fratton - Portsmouth & Southsea	2 per hour	1 per hour	3 per hour
Southampton Central	Shoreham-by-Sea – Lancing – worthing – West Worthing - Durrington-on-Sea – Goring-by-Sea – Angmering – Barnham – Chichester – Southbourne – Emsworth – Havant – Cosham – Portchester – Fareham – Swanwick – Woolston	2 per hour	2 per hour	-

Table 3.3 – Local Rail Services

Access to Local Amenities

- 3.31 There are a number of facilities accessible on foot and by cycle from the site. The majority of these are located south and east of the site, towards or in Shoreham-by-Sea. Table 3.4 provides a summary of some of the everyday local amenities in the vicinity of the site.

Amenity	Distance (m)	Walk Time (min)	Cycle Time (min)
Little Waitrose at Shell Shoreham	600	8	2
Beach Green Stores	650	9	2
Pebbles Pre-School Shoreham	700	10	3
Beach Green Playground	1,200	16	4
Adur Recreation Ground and Playground	1,000	13	3
Shoreham High Street	1,500	19	5
Boots Pharmacy	1,500	19	5
Shoreham Health Centre	1,800	24	7
Co-op Shoreham	2,000	27	7

Table 3.4 – Access to Local Amenities

- 3.32 Furthermore, everyday amenities are available within Shoreham as well as Worthing, which can be accessed by bus and train.

Summary

- 3.33 The above review demonstrates that the site is accessible by active and sustainable transport modes, with the closest bus stop and railway station being easily accessed from the site and providing routes to nearby towns and villages where further amenities or transport options are available, that have the potential to reduce reliance upon the private car. In this regard, it is considered that the location of the site gives future residents a genuine choice about how they wish to travel.

4.0 Development Proposal

Overview

- 4.1 This planning application seeks permission for the demolition of the agricultural barns on site and the construction of 10 dwellings (arranged as 3 No. three-bedroom units and 7 No. four-bedroom units) with access for all modes provided via an improved access onto New Salts Farm Road to the north of the site. The existing access road and junction will be retained and enhanced to ensure suitable two-way vehicle movements are catered for. The proposed architect's site layout is attached at [Appendix C](#).

Transport Vision

- 4.2 In line with the current NPPF, the development proposals have been shaped by a long-term, place-specific vision that promotes sustainable, inclusive and well-designed development. Central to this vision is the creation of a connected and accessible neighbourhood that encourages active travel and reduces car dependency. The transport vision for the development ensures:
- „ A design speed of 20mph (although significantly lower speeds are anticipated in practice);
 - „ The shared-surface access road has been designed with generous carriageway width and sinuous form to constrain vehicle speeds whilst also providing comfortable space for pedestrians and cyclists to pass by the low predicted volume of vehicular traffic;
 - „ The site layout prioritises walking, cycling and the use of active modes to reach public transport through the provision of a distinctly legible residential cul de sac (integrating home zone principles from MfS for example) where the place function is evident throughout and hence access for cars is de-prioritised;
 - „ Direct links are maintained (via New Salts Farm Road) to existing local routes and services;
 - „ Opportunities to connect to new and emerging active travel routes in the future are not sterilised by the proposals (connections to the new access road would remain possible);
 - „ The site layout includes integrated green infrastructure and play areas;
 - „ The development is designed and equipped to reduce the need to travel by provision of high-speed broadband to support working from home and online shopping; and
 - „ Dwellings are installed with appropriate provision for charging electric vehicles and e-bikes.

Proposed Access Arrangements

- 4.3 Access to the site for all modes will be provided via the existing access junction onto New Salts Farm Road located to the north of the development site. The access road and junction will be enhanced and improved to allow safe and suitable two-way vehicle movements to and from New Salts Farm Road (including for refuse collection vehicles). The drawing attached at [Appendix D](#) illustrates the proposed access arrangements, which are described below.
- 4.4 The existing priority junction is currently configured to allow for turning movements to and from the south only (left in and right out) and therefore joins New Salts Farm Road at an angle which favours this movement, which is considered logical given the former use. However, under the proposed residential use, it is expected that a refuse vehicle would be required to enter from the south and exit to the north to serve the small number of dwellings situated to the north on New Salts Farm Road.
- 4.5 Therefore, the priority junction has been redesigned to provide a conventional bell mouth junction arrangement with 5.5m carriageway width and 6m junction radii to allow for turning movements by a large refuse vehicle. In order to facilitate left turn out movements for refuse vehicles, it is necessary to relocate the traffic calming feature further north, which results in some local widening of the carriageway.

- 4.6 The access road itself has been designed with a 5.5m wide shared-surface carriageway to enable a car to pass a HGV or refuse vehicle. The alignment of the carriageway is broadly in keeping with the existing route and includes significant bends in the road to ensure that traffic speeds remain low. Either side of the carriageway, 2m wide service margins are proposed and which are not proposed to be surfaced.
- 4.7 Internally the access road will continue as a lightly trafficked and low speed shared surface residential cul de sac street allowing for safe pedestrian and cycle movements in accordance with MfS and LTN 1/20 guidance.

Junction Visibility Splays

- 4.8 As previously discussed, New Salts Farm Road has a signed speed limit of 20mph. However, an ATC placed to the immediate north of the access junction recorded 85th percentile vehicle speeds below the signed speed limit. Therefore, the required stopping sight distances (SSD)/junction visibility splays have been calculated based on the formula set out within Manual for Streets 2 (MfS2). The recorded 85th percentile directional speeds, calculated junction visibility splays and five-day average traffic volumes are reproduced within Table 4.1 below for ease of reference.

Direction	Mean Average Speed (mph)	85 th Percentile Dry Speed (mph)	Required SSD/Visibility Splays (m)	Seven-Day Average Traffic Flow
Northbound	12.2	15.99	18.9	399
Southbound	13.0	16.44	19.5	400

Table 4.1 – ATC Survey Summary and Calculated SSD

- 4.9 The required access junction visibility splays (as indicated above) are illustrated in the access arrangement drawing included at Appendix D.

Parking Provision

- 4.10 The proposals include parking in accordance with WSCC's parking standards as detailed in Section 2. The indicative schedule of accommodation, parking standards and required parking provision is summarised in Table 4.2 below.

Number of Bedrooms	PBZ 4 – Car Parking Standards	Proposed Units	Standard Provision	Proposed Provision
1-bed unit	0.9	-	-	-
2-bed unit	1.1	-	-	-
3-bed unit	1.7	3	5.1	6
4-bed unit	2.2	7	15.4	17.5
Total		10	20.5	23.5

Table 4.2 – WSCC's Car Parking Standards

- 4.11 In practice, it is challenging to provide parking at decimal rates for small volumes of housing where allocated parking is provided in-curtilage. It is therefore proposed that each of the three-bedroom units would be provided two parking spaces each, resulting in 6 spaces overall. For the four-bedroom units, it is proposed to provide two parking spaces each, plus a garage (to the required minimum internal dimensions) resulting in a notional provision of 2.5 spaces per dwelling and hence the equivalent of 17.5 spaces overall. The total allocated parking for the development would therefore equate to 23.5 spaces. These levels of provision are therefore broadly in keeping with WSCC's published guidance. It is also proposed that each dwelling would be provided with an active electric vehicle charging (EVC) outlet as per the applicable mandatory building regulations.

- 4.12 In addition to the allocated parking, there are 4 unallocated/visitor parking spaces proposed throughout the site to allow for short-term deliveries, tradesman and visitor parking without obstructing the shared surface street. WSCC suggest consideration of visitor parking at a rate of around 0.2 per dwelling.
- 4.13 Each dwelling will be provided with secure, convenient and lit cycle storage for a minimum of 2 cycles per dwelling either in garages (where provided) or in bespoke cycle stores located in rear gardens. It is intended that all cycle stores would include charging facilities for e-bikes. The exact type and location of proposed cycle stores can be secured by condition.

Servicing and Refuse Collection

- 4.14 It is proposed that refuse collection and servicing will be undertaken on site and hence the access road and internal layout has been specifically designed to accommodate access and turning for refuse collection and other large service vehicles.
- 4.15 Residents would present their refuse bins on-street on the appropriate bin collection days. All bin stores will be located within an acceptable distance for both residents and bin collection personnel to access. A turning head has been designed to allow for refuse collection vehicles to turn on site and hence leave in a forward gear. It is expected that the refuse collection vehicle would be the largest vehicle to typically require access to the site.
- 4.16 In order to ensure the proposed access can facilitate the refuse vehicle manoeuvres without interfering with the free flow of traffic or leading to an adverse effect upon the safety levels of the adjoining highway network, swept path analysis of the access and internal layout has been undertaken. Swept path analysis included at [Appendix F](#), demonstrates that a 10.25 metre refuse vehicle can enter the site in forward gear, navigate the internal access road and turn on site, and exit the site in forward gear.
- 4.17 At the request of WSCC, a swept path of a fire tender is also included at [Appendix F](#).

Summary

- 4.18 This section demonstrates that the proposal makes provision for safe and suitable access for private cars, service and emergency vehicles, pedestrians and cyclists and integrates well with the existing highway network. In addition, appropriate provision will be made for parking and cycle storage in accordance with relevant standards and guidance.

5.0 Trip Generation

Overview

- 5.1 This section outlines the predicted volume of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours, as well as the daily movements (07:00-19:00).

Residential Trip Demand

- 5.2 The trip demand potential of the 10 residential units proposed has been assessed based on trip rates derived from the TRICS database. In order to establish trip rates for the proposed development, all dwellings are assessed as privately owned. This provides a worst-case scenario as privately owned dwellings are generally assumed to generate a higher proportion of vehicular trips in comparison to affordable dwellings (although the actual numerical difference is likely to be negligible for development proposals of this scale).
- 5.3 The TRICS database was interrogated for comparable vehicular surveys of privately owned housing/ flats (use class C3). The criteria included:
- „ Land Use – Private Housing/ Flats (worst case scenario);
 - „ Location – Sites located within ‘Suburban Areas’ and ‘Edge of Town locations’ and,
 - „ Selected days – Weekdays.
- 5.4 The TRICS output for these sites is included at [Appendix G](#) and the trip rates and estimated trips for the indicative development quantum (10 dwellings) are summarised in Tables 5.1 and 5.2 (respectively) below.

Mode	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person	0.549	1.690	1.042	0.493	10.938	9.157
Pedestrian	0.183	0.239	0.211	0.127	2.827	2.664
Cyclists	0.014	0.070	0.056	0.014	0.488	0.431
Bus	0.099	0.169	0.141	0.014	1.631	1.114
Rail	0.028	0.507	0.113	0.000	1.879	1.330
Total Vehicular	0.211	0.479	0.310	0.169	2.916	2.729

Table 5.1 - TRICS Weekday Residential Trip Rates

Mode	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person	5	17	10	5	109	92
Pedestrian	2	2	2	1	28	27
Cyclists	0	1	1	0	5	4
Bus	1	2	1	0	16	11
Rail	0	5	1	0	19	13
Total Vehicular	2	5	3	2	29	27

Table 5.2 – Predicted Weekday Residential Trip Generation (10 dwellings)

- 5.5 The predicted trip volumes in Table 5.2 demonstrate that the proposals (10 dwellings) might generate up to around 22 two-way total person trips (of which around 7 might be vehicle trips) in the morning peak hour, and 15 two-way total person trips (of which around 5 might be vehicle trips) in the evening peak hour. Over a typical day there might be around 201 two-way total person trips, of which around 56 might be vehicle trips.
- 5.6 These predicted trip volumes are modest and would equate to an additional vehicle around every 9-12 minutes in the peak hours. It should also be noted that a net reduction in the potential for agricultural HGV movements can be expected as a result of the removal of the barns, which has not been accounted for in the above estimation of increased vehicle trip volumes.

6.0 Summary and Conclusion

- 6.1 This Transport Statement has been prepared on behalf of NSF Barns Ltd in relation to a proposed residential development on land at New Salts Farm Barns, New Salts Farm Road, Shoreham-by-Sea, West Sussex for 10 dwellings.
- 6.2 The site is located to the south-west of New Salts Farm Road, circa 250 metres north of the A259 and around 1.3 kilometres west of Shoreham-by-Sea, within the administrative boundaries of Adur District Council and West Sussex County Council (WSCC).
- 6.3 The site currently comprises 3 No. agricultural barn buildings with an existing informal access junction directly onto New Salts Farm Road to the north of the site, via an informal and loose-surfaced access road.
- 6.4 This planning application seeks permission for the removal of the existing barns and the construction of 10 dwellings (arranged as 3 No. three-bedroom and 7 No. four-bedroom units) with associated car parking and landscaping. Access to the site will be taken via the existing access junction onto New Salts Farm Road, which will be formalised and enhanced. Appropriate levels of car parking and cycle storage will be provided in accordance with relevant standards.
- 6.5 The proposals have been subject to pre-application scoping with WSCC and applicable advice has been taken on board.
- 6.6 In summary this Transport Statement has demonstrated the following:
- „ The proposals accord with national and local policies relevant to transport;
 - „ The site is accessible by public transport, walking and cycling within the applicable context. This offers future residents a genuine choice of travel modes;
 - „ Safe and suitable access to the site can be achieved for all users;
 - „ Appropriate provision is made for car parking (including EVC) having regard to the relevant guidance;
 - „ Each residential dwelling will benefit from secure cycle storage;
 - „ The proposals include appropriate provision for refuse collection and servicing activity; and
 - „ The proposals would not create a significant amount of vehicle movements and therefore would not have a detrimental impact on the operation of the local highway network.
- 6.7 In view of the above, the proposed development is considered acceptable in highways and transportation terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would be no demonstratable harm arising from the proposed scheme and it would not cause any severe impacts. Therefore, there are no highways and transportation related reasons why the proposals should be resisted.

Appendix A

WSCC Pre-Application Response

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Motion Consultants Ltd FAO: Richard Allman
FROM:	WSCC - Highways Authority
DATE:	26 October 2025
LOCATION:	LAND AND BARNES, NEW SALTS FARM, NEW SALTS FARM ROAD, LANCING, WEST SUSSEX, BN43 5FE
SUBJECT:	Internal Reference: PRE-85-25 Redevelopment of agricultural barns to 10 residential dwellings.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted for pre-application advice regarding the proposed residential development of 10 dwellings (Class C3) on a land at New Salts Farm Road, Lancing BN43 5FE. The highway aspects are supported by a Pre-Application Advice / Transport Scoping Note (TSN) dated 29th September 2025.

The advice provided below has been prepared by means of a desktop study, using the information and plans submitted with this request, in conjunction with other available WSCC map information. We currently operate a scheme of charging for detailed highways and transport pre-application advice to enable this service to be provided to a consistent and high standard. Please find further information on our Pre-Application Service at the link below:

<https://www.westsussex.gov.uk/planning/planning-applications/county-planning-pre-application-advice>

The LHA have assessed the TSN and would offer the following comments and advice to the proposals:

- A site location plan scale (1:1250) with site boundary indicated.
- Schedule of existing uses including planning history with reference numbers.
- Description, including site layout plans, of the proposed development and schedule of uses.
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated.
- A speed survey should be considered to ascertain the 85th percentile road speeds which would allow the correct speed applied.

- A Transport Statement/Assessment, including location plan of key services, availability of sustainable modes of transport should be included.
- In addition, the application should provide suitable links for pedestrians and cyclists within the development and explore opportunities outside the development.
- Parking strategy, including provision of parking for all modes of transport should be included. Parking should be in accordance with the LHA's standards.
- Proposed trip rates supported with TRICS outputs have been outlined with under 30 trips in the AM and PM peaks. Given the size of the proposals and the TRICS data submitted we would not expect a formal junction capacity survey with the usage proposed within the pre-app.
- Swept path analysis must be included for a refuse vehicle and a fire appliance to demonstrate suitability of the access and internal layout.

Conclusion

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

Roopa Bilichodmath
Planning Services

Appendix B

ATC Survey Data

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0485	New Salts Farm Barns, Shoreham	New Salts Farm Road (North)	50.830391, -0.292867	24/11/2025 - 30/11/2025	Monday - Sunday	0000-0000hrs on each day



24 November 2025

[illegible]

25 November 2025

[illegible]

26 November 2025

[illegible]



Time	Total	C1s	C2s	C3s	C4s	C5s	C6s	C7s	C8s	C9s	C10s	C11s	C12s	C13s	C14s	C15s	C16s	C17s	C18s	C19s	C20s	C21s	C22s	C23s	C24s	C25s	C26s	C27s	C28s	C29s	C30s	C31s	C32s	C33s	C34s	C35s	C36s	C37s	C38s	C39s	C40s	C41s	C42s	C43s	C44s	C45s	C46s	C47s	C48s	C49s	C50s	C51s	C52s	C53s	C54s	C55s	C56s	C57s	C58s	C59s	C60s	C61s	C62s	C63s	C64s	C65s	C66s	C67s	C68s	C69s	C70s	C71s	C72s	C73s	C74s	C75s	C76s	C77s	C78s	C79s	C80s	C81s	C82s	C83s	C84s	C85s	C86s	C87s	C88s	C89s	C90s	C91s	C92s	C93s	C94s	C95s	C96s	C97s	C98s	C99s	C100s	C101s	C102s	C103s	C104s	C105s	C106s	C107s	C108s	C109s	C110s	C111s	C112s	C113s	C114s	C115s	C116s	C117s	C118s	C119s	C120s	C121s	C122s	C123s	C124s	C125s	C126s	C127s	C128s	C129s	C130s	C131s	C132s	C133s	C134s	C135s	C136s	C137s	C138s	C139s	C140s	C141s	C142s	C143s	C144s	C145s	C146s	C147s	C148s	C149s	C150s	C151s	C152s	C153s	C154s	C155s	C156s	C157s	C158s	C159s	C160s	C161s	C162s	C163s	C164s	C165s	C166s	C167s	C168s	C169s	C170s	C171s	C172s	C173s	C174s	C175s	C176s	C177s	C178s	C179s	C180s	C181s	C182s	C183s	C184s	C185s	C186s	C187s	C188s	C189s	C190s	C191s	C192s	C193s	C194s	C195s	C196s	C197s	C198s	C199s	C200s	C201s	C202s	C203s	C204s	C205s	C206s	C207s	C208s	C209s	C210s	C211s	C212s	C213s	C214s	C215s	C216s	C217s	C218s	C219s	C220s	C221s	C222s	C223s	C224s	C225s	C226s	C227s	C228s	C229s	C230s	C231s	C232s	C233s	C234s	C235s	C236s	C237s	C238s	C239s	C240s	C241s	C242s	C243s	C244s	C245s	C246s	C247s	C248s	C249s	C250s	C251s	C252s	C253s	C254s	C255s	C256s	C257s	C258s	C259s	C260s	C261s	C262s	C263s	C264s	C265s	C266s	C267s	C268s	C269s	C270s	C271s	C272s	C273s	C274s	C275s	C276s	C277s	C278s	C279s	C280s	C281s	C282s	C283s	C284s	C285s	C286s	C287s	C288s	C289s	C290s	C291s	C292s	C293s	C294s	C295s	C296s	C297s	C298s	C299s	C300s	C301s	C302s	C303s	C304s	C305s	C306s	C307s	C308s	C309s	C310s	C311s	C312s	C313s	C314s	C315s	C316s	C317s	C318s	C319s	C320s	C321s	C322s	C323s	C324s	C325s	C326s	C327s	C328s	C329s	C330s	C331s	C332s	C333s	C334s	C335s	C336s	C337s	C338s	C339s	C340s	C341s	C342s	C343s	C344s	C345s	C346s	C347s	C348s	C349s	C350s	C351s	C352s	C353s	C354s	C355s	C356s	C357s	C358s	C359s	C360s	C361s	C362s	C363s	C364s	C365s	C366s	C367s	C368s	C369s	C370s	C371s	C372s	C373s	C374s	C375s	C376s	C377s	C378s	C379s	C380s	C381s	C382s	C383s	C384s	C385s	C386s	C387s	C388s	C389s	C390s	C391s	C392s	C393s	C394s	C395s	C396s	C397s	C398s	C399s	C400s	C401s	C402s	C403s	C404s	C405s	C406s	C407s	C408s	C409s	C410s	C411s	C412s	C413s	C414s	C415s	C416s	C417s	C418s	C419s	C420s	C421s	C422s	C423s	C424s	C425s	C426s	C427s	C428s	C429s	C430s	C431s	C432s	C433s	C434s	C435s	C436s	C437s	C438s	C439s	C440s	C441s	C442s	C443s	C444s	C445s	C446s	C447s	C448s	C449s	C450s	C451s	C452s	C453s	C454s	C455s	C456s	C457s	C458s	C459s	C460s	C461s	C462s	C463s	C464s	C465s	C466s	C467s	C468s	C469s	C470s	C471s	C472s	C473s	C474s	C475s	C476s	C477s	C478s	C479s	C480s	C481s	C482s	C483s	C484s	C485s	C486s	C487s	C488s	C489s	C490s	C491s	C492s	C493s	C494s	C495s	C496s	C497s	C498s	C499s	C500s	C501s	C502s	C503s	C504s	C505s	C506s	C507s	C508s	C509s	C510s	C511s	C512s	C513s	C514s	C515s	C516s	C517s	C518s	C519s	C520s	C521s	C522s	C523s	C524s	C525s	C526s	C527s	C528s	C529s	C530s	C531s	C532s	C533s	C534s	C535s	C536s	C537s	C538s	C539s	C540s	C541s	C542s	C543s	C544s	C545s	C546s	C547s	C548s	C549s	C550s	C551s	C552s	C553s	C554s	C555s	C556s	C557s	C558s	C559s	C560s	C561s	C562s	C563s	C564s	C565s	C566s	C567s	C568s	C569s	C570s	C571s	C572s	C573s	C574s	C575s	C576s	C577s	C578s	C579s	C580s	C581s	C582s	C583s	C584s	C585s	C586s	C587s	C588s	C589s	C590s	C591s	C592s	C593s	C594s	C595s	C596s	C597s	C598s	C599s	C600s	C601s	C602s	C603s	C604s	C605s	C606s	C607s	C608s	C609s	C610s	C611s	C612s	C613s	C614s	C615s	C616s	C617s	C618s	C619s	C620s	C621s	C622s	C623s	C624s	C625s	C626s	C627s	C628s	C629s	C630s	C631s	C632s	C633s	C634s	C635s	C636s	C637s	C638s	C639s	C640s	C641s	C642s	C643s	C644s	C645s	C646s	C647s	C648s	C649s	C650s	C651s	C652s	C653s	C654s	C655s	C656s	C657s	C658s	C659s	C660s	C661s	C662s	C663s	C664s	C665s	C666s	C667s	C668s	C669s	C670s	C671s	C672s	C673s	C674s	C675s	C676s	C677s	C678s	C679s	C680s	C681s	C682s	C683s	C684s	C685s	C686s	C687s	C688s	C689s	C690s	C691s	C692s	C693s	C694s	C695s	C696s	C697s	C698s	C699s	C700s	C701s	C702s	C703s	C704s	C705s	C706s	C707s	C708s	C709s	C710s	C711s	C712s	C713s	C714s	C715s	C716s	C717s	C718s	C719s	C720s	C721s	C722s	C723s	C724s	C725s	C726s	C727s	C728s	C729s	C730s	C731s	C732s	C733s	C734s	C735s	C736s	C737s	C738s	C739s	C740s	C741s	C742s	C743s	C744s	C745s	C746s	C747s	C748s	C749s	C750s	C751s	C752s	C753s	C754s	C755s	C756s	C757s	C758s	C759s	C760s	C761s	C762s	C763s	C764s	C765s	C766s	C767s	C768s	C769s	C770s	C771s	C772s	C773s	C774s	C775s	C776s	C777s	C778s	C779s	C780s	C781s	C782s	C783s	C784s	C785s	C786s	C787s	C788s	C789s	C790s	C791s	C792s	C793s	C794s	C795s	C796s	C797s	C798s	C799s	C800s	C801s	C802s	C803s	C804s	C805s	C806s	C807s	C808s	C809s	C810s	C811s	C812s	C813s	C814s	C815s	C816s	C817s	C818s	C819s	C820s	C821s	C822s	C823s	C824s	C825s	C826s	C827s	C828s	C829s	C830s	C831s	C832s	C833s	C834s	C835s	C836s	C837s	C838s	C839s	C840s	C841s	C842s	C843s	C844s	C845s	C846s	C847s	C848s	C849s	C850s	C851s	C852s	C853s	C854s	C855s	C856s	C857s	C858s	C859s	C860s	C861s	C862s	C863s	C864s	C865s	C866s	C867s	C868s	C869s	C870s	C871s	C872s	C873s	C874s	C875s	C876s	C877s	C878s	C879s	C880s	C881s	C882s	C883s	C884s	C885s	C886s	C887s	C888s	C889s	C890s	C891s	C892s	C893s	C894s	C895s	C896s	C897s	C898s	C899s	C900s	C901s	C902s	C903s	C904s	C905s	C906s	C907s	C908s	C909s	C910s	C911s	C912s	C913s	C914s	C915s	C916s	C917s	C918s	C919s	C920s	C921s	C922s	C923s	C924s	C925s	C926s	C927s	C928s	C929s	C930s	C931s	C932s	C933s	C934s	C935s	C936s	C937s	C938s	C939s	C940s	C941s	C942s	C943s	C944s	C945s	C946s	C947s	C948s	C949s	C950s	C951s	C952s	C953s	C954s	C955s	C956s	C957s	C958s	C959s	C960s	C961s	C962s	C963s	C964s	C965s	C966s	C967s	C968s	C969s	C970s	C971s	C972s	C973s	C974s	C975s	C976s	C977s	C978s	C979s	C980s	C981s	C982s	C983s	C984s	C985s	C986s	C987s	C988s	C989s	C990s	C991s	C992s	C993s	C994s	C995s	C996s	C997s	C998s	C999s	C1000s
Period	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			

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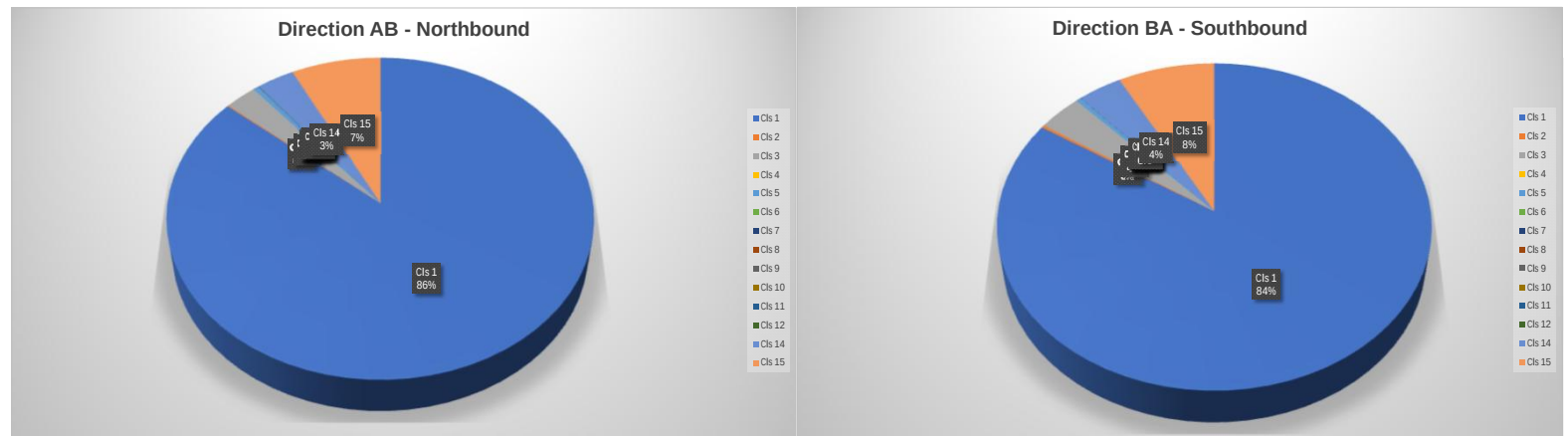


Project ID and Name: IW0485 New Salts Farm Barns, Shoreham
Site No: 1
Location Name: New Salts Farm Road (North)
Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (20mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	3018	120	4%
Direction BA - Southbound	3043	127	4%

Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	2601	3	80	0	14	0	0	0	2	0	0	0	94	224
Vehicle Proportion - %	86.2%	0.1%	2.7%	0.0%	0.5%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	3.1%	7.4%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	2561	8	110	0	13	0	0	0	1	0	0	0	110	240
Vehicle Proportion - %	84.2%	0.3%	3.6%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	7.9%



Direction AB - Speed Statistics (7 days)

Vehicles = 3018
Posted speed limit = 20 mph, Exceeding = 120 (3.976%), Mean Exceeding = 23.66 mph
Maximum = 38.6 mph, Minimum = 6.2 mph, Mean = 12.2 mph
85% Speed = 15.99 mph, 95% Speed = 19.46 mph, Median = 11.46 mph
10 mph Pace = 6 - 16, Number in Pace = 2597 (86.05%)
Variance = 15.50, Standard Deviation = 3.94 mph

Direction AB - Speed Statistics (5 days - Monday - Friday)

Vehicles = 2534
Posted speed limit = 20 mph, Exceeding = 97 (3.828%), Mean Exceeding = 23.68 mph
Maximum = 38.5 mph, Minimum = 6.2 mph, Mean = 12.2 mph
85% Speed = 15.88 mph, 95% Speed = 19.35 mph, Median = 11.52 mph
10 mph Pace = 7 - 17, Number in Pace = 2189 (86.39%)
Variance = 15.17, Standard Deviation = 3.89 mph

Direction BA - Speed Statistics (7 days)

Vehicles = 3043
Posted speed limit = 20 mph, Exceeding = 127 (4.174%), Mean Exceeding = 22.99 mph
Maximum = 36.3 mph, Minimum = 6.2 mph, Mean = 13.0 mph
85% Speed = 16.44 mph, 95% Speed = 19.57 mph, Median = 12.53 mph
10 mph Pace = 8 - 18, Number in Pace = 2661 (87.45%)
Variance = 12.79, Standard Deviation = 3.58 mph

Direction BA - Speed Statistics (5 days - Monday - Friday)

Vehicles = 2504
Posted speed limit = 20 mph, Exceeding = 114 (4.553%), Mean Exceeding = 23.12 mph
Maximum = 36.3 mph, Minimum = 6.2 mph, Mean = 13.2 mph
85% Speed = 16.44 mph, 95% Speed = 19.88 mph, Median = 12.75 mph
10 mph Pace = 8 - 18, Number in Pace = 2188 (87.38%)
Variance = 13.08, Standard Deviation = 3.62 mph

Appendix C

Proposed Site Layout



01-Site Layout Plan 1:200
Proposed

0 1 2 5 10 20

Scale in metres

General Notes:

Meynell Gunton is a trading name of JD RM Architectural Design LLP.

© This drawing is the property of JD RM Architectural Design LLP and protected by the Copyright, Designs and Patents Act, 1988.

Do not scale from drawings, use listed dimensions only, request additional dimensions from Meynell Gunton if required.

All dimensions and conditions are to be verified on site prior to commencing any work or ordering materials.

Units (Unless noted otherwise):
- Dimensions: Millimetres
- Levels: Metres
- Areas: Metres (all areas are approximate)

Report any discrepancies to Meynell Gunton in writing.

Project Notes:

Revision History:			
Date	Rev	Notes	Appr
18/11/25	-	First Issue - Frozen Layout	GG
24/11/25	A	Amendment to Plot 05 & 07 - garage added	GG
28/11/25	B	Amended red line around access road	GG
20/01/26	C	For Planning	GG
18/05/26	C	Red line amendment	GG

Meynell + Gunton

8 Beaconsfield Studios
25 Ditchling Rise
Brighton, BN1 4QL

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meynellgunton.com
hello@meynellgunton.com

Project:
Barns at New Salts Farm, Shoreham by Sea, BN43

Client:
NSF Barns Ltd

Drawing Title:
Proposed Site Plan

Project No:
2250

Drawing No:
(11)001

Revision:
D

Drawing Status:
For Planning

Scale: 1:200 @ A1

Approved By: GG

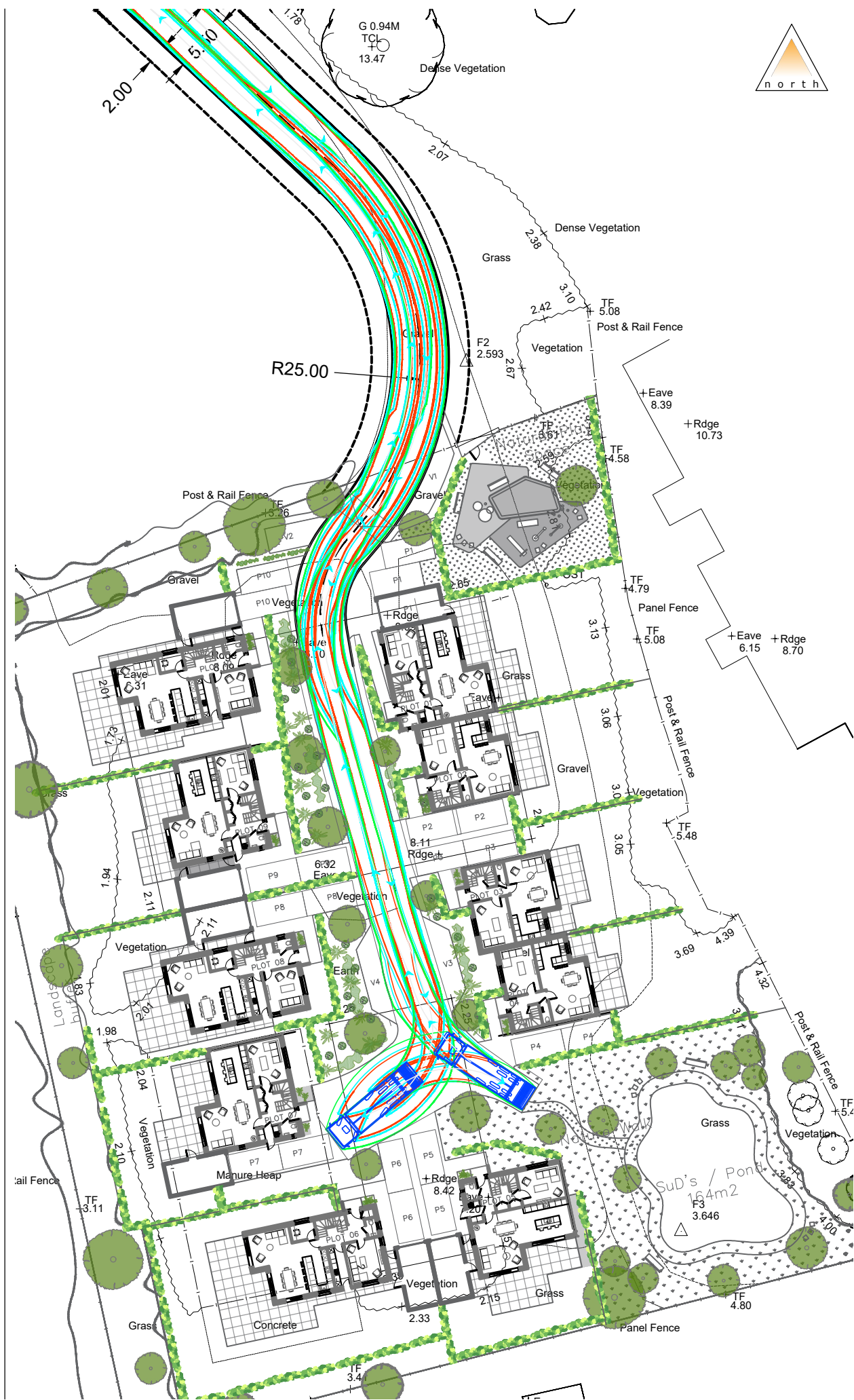
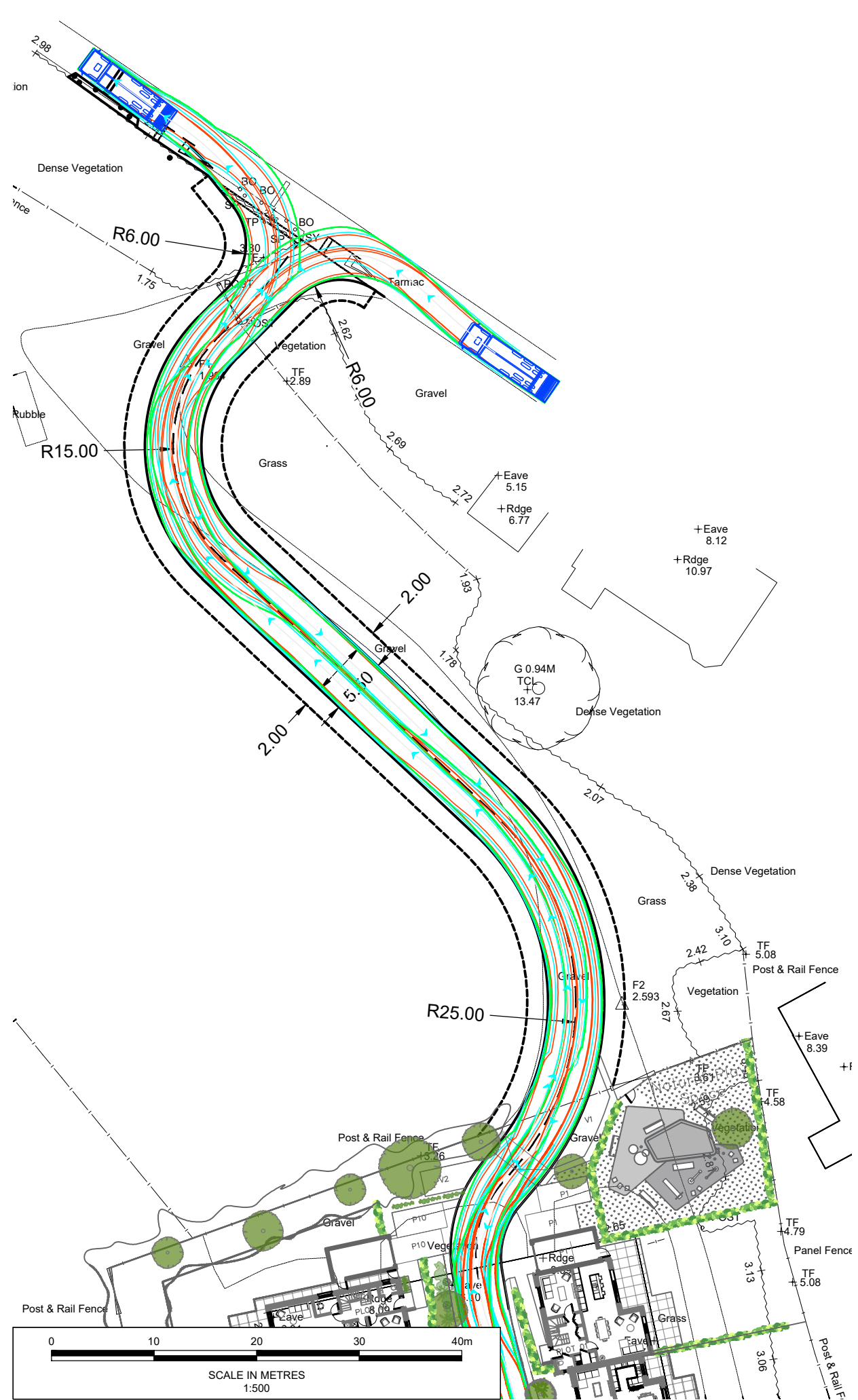
Appendix D

Proposed Access Arrangements

Appendix E

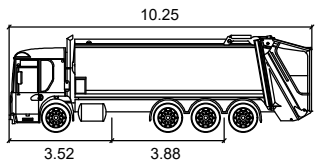
Swept Path Analysis

C:\Users\rallman\Motion\StaffSite - Jasalt 2501106\Drawings\2501106-TK01C, TK02A And TK03A.dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.



Dennis Eagle OL 27W 2013

	metres
Width	: 2.53
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 22.7

C	Minor Revision	GL	RA	RA	01/06/2026
B	Minor Revision	GL	RA	RA	28/11/2025
A	Minor Revision	GL	RA	RA	27/11/2025
-	Draft Issue	GL	RA	RA	24/11/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

New Salts Farm

Project:

Barns at New Salts Farm
New Salts Farm Road, Shoreham

Title:

Swept Path Analysis
Refuse Vehicle

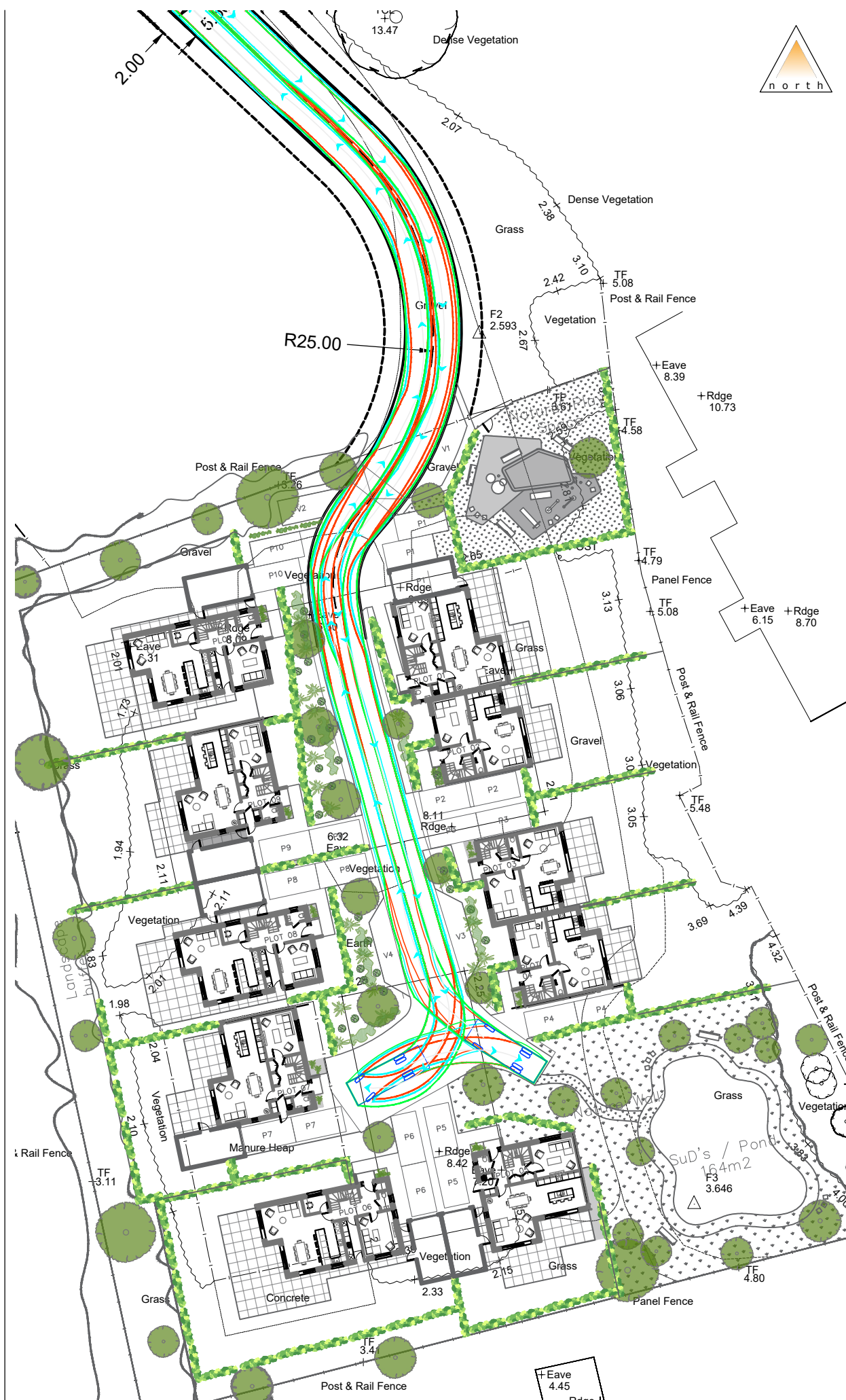
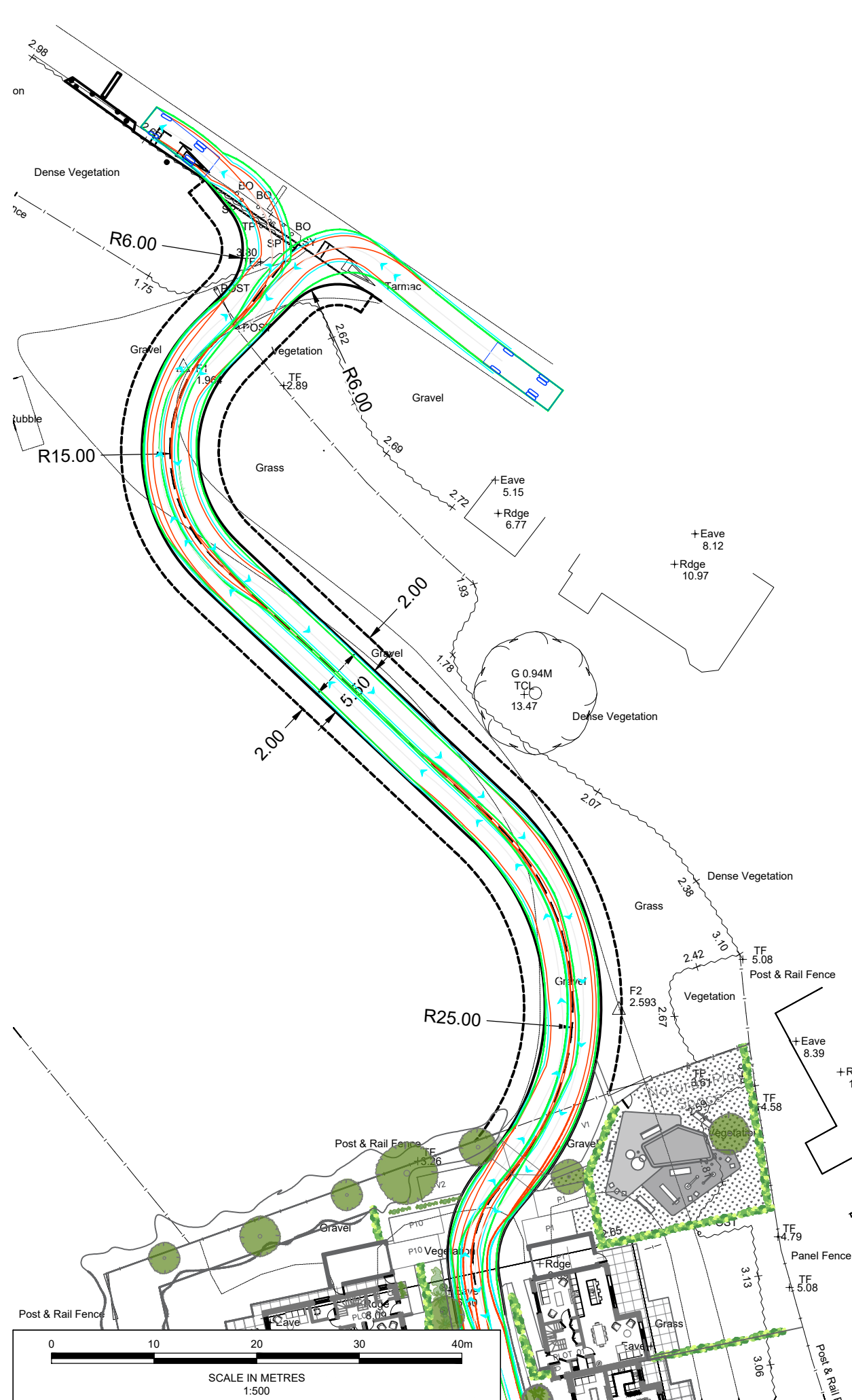
Scale: 1:500 (@ A3)

Drawing:

2501106-TK01

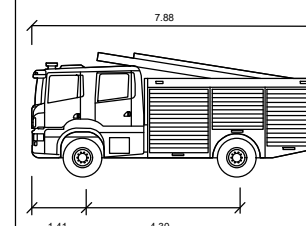
Revision:

C



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.



Fire Appliance Scania Emergency One

	meters
Width	: 2.45
Track	: 2.45
Lock to Lock Time	: 6.0
Steering Angle	: 33.7

A	Minor Revision	GL	RA	RA	01/06/2026
-	Draft Issue	GL	RA	RA	28/11/2025
Rev.	Description	Drn	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Guildford - Reading - London
www.motion.co.uk

Client:
New Salts Farm

Project:
Barns at New Salts Farm
New Salts Farm Road, Shoreham

Title:
**Swept Path Analysis
Fire Appliance**

Scale: 1:500 (@ A3)

Drawing: 2501106-TK02 Revision: A

Appendix F

TRICS Data

Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: K - MIXED PRIV HOUS (FLATS AND HOUSES)

Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 day
02	SOUTH EAST		
	WS	WEST SUSSEX	1 day
09	NORTH		
	FU	WESTMORLAND & FURNESS	1 day

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

Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

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:	0.32 to 1.1 (units:DWELLS)
Range Selected by User:	15 to 50 (units:DWELLS)
Parking Spaces Range:	18 - 1442

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 11/06/24

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	3
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:

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

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	3 days
------------------	--------

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 Excluded	2 days
Servicing vehicles Included	1 days

Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

Secondary Filtering Selection:

Use Class:

C3	3 surveys
----	-----------

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:

0 - 0

Population within 1 mile:

15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
25,001 to 50,000	1 surveys
500,001 or More	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	1 surveys
1.1 to 1.5	2 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.

Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

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	2 surveys
Yes	1 surveys

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:

3 - Moderate	1 surveys
No PTAL Present	2 surveys

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

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.



Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

1 DRAPERS ROAD ENFIELD GORDON HILL Edge of Town Residential Zone Site area: 0.54 hect Survey date: Tuesday 07/11/2017	EN-03-K-04	MIXED HOUSES & FLATS	ENFIELD	Survey Type: Manual
2 NATLAND ROAD KENDAL Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.32 hect Survey date: Tuesday 21/06/2016	FU-03-K-01	SEMI-DETACHED & FLATS	WESTMORLAND & FURNESS	Survey Type: Manual
3 WESTERN ROAD CHICHESTER Edge of Town Residential Zone Site area: 1.1 hect Survey date: Wednesday 12/06/2024	WS-03-K-06	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual

Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	24	0.042	0.296	0.338
08:00-09:00	3	24	0.211	0.479	0.690
09:00-10:00	3	24	0.211	0.254	0.465
10:00-11:00	3	24	0.169	0.099	0.268
11:00-12:00	3	24	0.183	0.155	0.338
12:00-13:00	3	24	0.127	0.141	0.268
13:00-14:00	3	24	0.141	0.141	0.282
14:00-15:00	3	24	0.169	0.141	0.310
15:00-16:00	3	24	0.197	0.211	0.408
16:00-17:00	3	24	0.338	0.197	0.535
17:00-18:00	3	24	0.310	0.169	0.479
18:00-19:00	3	24	0.352	0.113	0.465
19:00-20:00	1	15	0.333	0.200	0.533
20:00-21:00	1	15	0.133	0.133	0.266
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.916	2.729	5.645

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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Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

Parameter Summary:

Trip rate parameter range selected:	15 - 50 (units: DWELLS)
Survey date date range:	21/06/2016 - 12/06/2024
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	24	0.183	0.887	1.070
08:00-09:00	3	24	0.549	1.690	2.239
09:00-10:00	3	24	0.549	0.845	1.394
10:00-11:00	3	24	0.535	0.648	1.183
11:00-12:00	3	24	0.451	0.592	1.043
12:00-13:00	3	24	0.423	0.535	0.958
13:00-14:00	3	24	0.577	0.493	1.070
14:00-15:00	3	24	0.606	0.408	1.014
15:00-16:00	3	24	0.775	0.563	1.338
16:00-17:00	3	24	0.887	0.423	1.310
17:00-18:00	3	24	1.042	0.493	1.535
18:00-19:00	3	24	1.028	0.380	1.408
19:00-20:00	1	15	2.000	0.733	2.733
20:00-21:00	1	15	1.333	0.467	1.800
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			10.938	9.157	20.095

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.

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Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

Parameter Summary:

Trip rate parameter range selected:	15 - 50 (units: DWELLS)
Survey date date range:	21/06/2016 - 12/06/2024
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Cyclists

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	24	0.000	0.070	0.070
08:00-09:00	3	24	0.014	0.070	0.084
09:00-10:00	3	24	0.028	0.042	0.070
10:00-11:00	3	24	0.028	0.042	0.070
11:00-12:00	3	24	0.014	0.014	0.028
12:00-13:00	3	24	0.028	0.014	0.042
13:00-14:00	3	24	0.028	0.028	0.056
14:00-15:00	3	24	0.042	0.014	0.056
15:00-16:00	3	24	0.014	0.028	0.042
16:00-17:00	3	24	0.099	0.000	0.099
17:00-18:00	3	24	0.056	0.014	0.070
18:00-19:00	3	24	0.070	0.028	0.098
19:00-20:00	1	15	0.067	0.000	0.067
20:00-21:00	1	15	0.000	0.067	0.067
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.488	0.431	0.919

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.

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Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

Parameter Summary:

Trip rate parameter range selected:	15 - 50 (units: DWELLS)
Survey date date range:	07/11/2017 - 12/06/2024
Number of weekdays (Monday-Friday):	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Pedestrians

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	24	0.099	0.183	0.282
08:00-09:00	3	24	0.183	0.239	0.422
09:00-10:00	3	24	0.225	0.197	0.422
10:00-11:00	3	24	0.211	0.268	0.479
11:00-12:00	3	24	0.099	0.183	0.282
12:00-13:00	3	24	0.169	0.225	0.394
13:00-14:00	3	24	0.225	0.254	0.479
14:00-15:00	3	24	0.225	0.155	0.380
15:00-16:00	3	24	0.197	0.155	0.352
16:00-17:00	3	24	0.127	0.099	0.226
17:00-18:00	3	24	0.211	0.127	0.338
18:00-19:00	3	24	0.056	0.113	0.169
19:00-20:00	1	15	0.333	0.333	0.666
20:00-21:00	1	15	0.467	0.133	0.600
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.827	2.664	5.491

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.

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Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

Parameter Summary:

Trip rate parameter range selected:	15 - 50 (units: DWELLS)
Survey date date range:	21/06/2016 - 12/06/2024
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Bus/Tram Passengers

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	24	0.042	0.155	0.197
08:00-09:00	3	24	0.099	0.169	0.268
09:00-10:00	3	24	0.014	0.085	0.099
10:00-11:00	3	24	0.042	0.070	0.112
11:00-12:00	3	24	0.042	0.070	0.112
12:00-13:00	3	24	0.042	0.042	0.084
13:00-14:00	3	24	0.056	0.028	0.084
14:00-15:00	3	24	0.028	0.070	0.098
15:00-16:00	3	24	0.085	0.070	0.155
16:00-17:00	3	24	0.141	0.014	0.155
17:00-18:00	3	24	0.141	0.099	0.240
18:00-19:00	3	24	0.099	0.042	0.141
19:00-20:00	1	15	0.600	0.067	0.667
20:00-21:00	1	15	0.200	0.133	0.333
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.631	1.114	2.745

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.

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Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

Parameter Summary:

Trip rate parameter range selected:	15 - 50 (units: DWELLS)
Survey date date range:	07/11/2017 - 12/06/2024
Number of weekdays (Monday-Friday):	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

Total Rail Passengers

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	24	0.000	0.113	0.113
08:00-09:00	3	24	0.028	0.507	0.535
09:00-10:00	3	24	0.014	0.085	0.099
10:00-11:00	3	24	0.085	0.169	0.254
11:00-12:00	3	24	0.028	0.099	0.127
12:00-13:00	3	24	0.014	0.070	0.084
13:00-14:00	3	24	0.085	0.014	0.099
14:00-15:00	3	24	0.070	0.028	0.098
15:00-16:00	3	24	0.127	0.056	0.183
16:00-17:00	3	24	0.113	0.000	0.113
17:00-18:00	3	24	0.113	0.028	0.141
18:00-19:00	3	24	0.268	0.028	0.296
19:00-20:00	1	15	0.467	0.133	0.600
20:00-21:00	1	15	0.467	0.000	0.467
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.879	1.330	3.209

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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Audit Code: 03e07487-eeef-4814-a3f5-cd69223b3b2f

Parameter Summary:

Trip rate parameter range selected:	15 - 50 (units: DWELLS)
Survey date date range:	07/11/2017 - 12/06/2024
Number of weekdays (Monday-Friday):	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.