

PROPOSED VARIATION OF USE CLASS AND MEZZANINE

**Charwood House, Oakhurst Business Park, Wilberforce Way,
Southwater**

Transport Assessment

September 2026

Proposed Variation of Use Class and Mezzanine Area
Charwood House, Oakhurst Business Park, Wilberforce Way, Southwater.

Transport Assessment

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1.0 INTRODUCTION

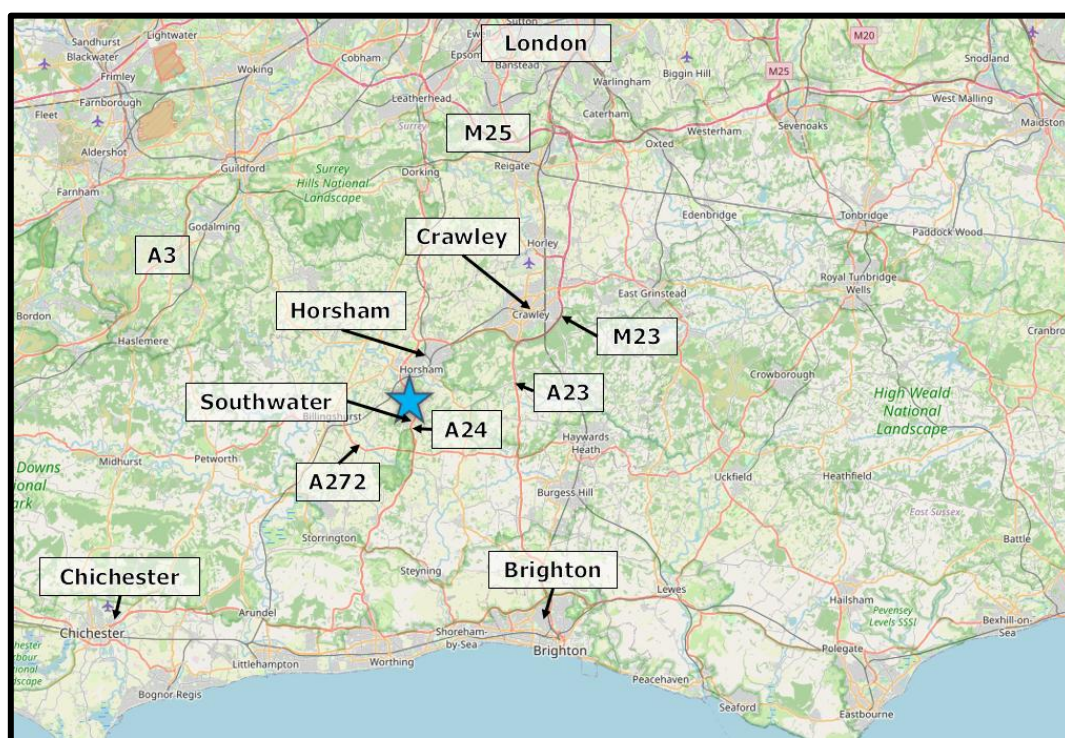
1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed in relation to proposals to vary the use of Charwood House, Oakhurst Business Park, Wilberforce Way, Southwater, RH13 9RT.

1.2 Site Location

- 1.2.1 The proposal site (herein referred to as 'the Site') is the Charwood House located within Oakhurst Business Park on Wilberforce Way, Southwater.
- 1.2.2 Oakhurst Business Park is bound to the north and south by residential dwellings, to the east by Blakes Farm Road and to the west by Worthing Road.
- 1.2.3 The Hop Oast Roundabout (A24 / B2237 Worthing Road / Worthing Road) junction is located c. 550m north of the Oakhurst Business Park.
- 1.2.4 Charwood House itself is bound to the east by Wilberforce Way, to the north and west by internal access roads, and to the south by residential dwellings.
- 1.2.5 The location of the Site within the wider area is shown at Figure 1.1 below.

Figure 1.1 – Site Location Plan



Source: Open Street Map. N.B. Site denoted by a blue star.

- 1.2.6 The Site is located within the industrial area of Southwater, with a large residential catchment also in close proximity. The A24 is located to the east of the Site, beyond Blakes Farm Road.
- 1.2.7 Figure 1.2 below identifies the context of the Site in relation to the local area.

Figure 1.2 – Site in its Local Context



Source: Google. N.B Approximate Site boundary shown in red. Existing Site access shown in green.

1.3 Existing Site Use and Planning Background

- 1.3.1 Charwood House occupies a plot measuring 0.79 hectares, and its total internal floor area is approximately 5,443 square metres and benefits from a recent permission for Use Class E.
- 1.3.2 The Charwood House building itself benefits from a recent Planning permission (local planning authority reference DC/25/0179) granted by Horsham District Council on 20th June 2025 for:

"Change of use of Charwood House from Class B8 (storage and distribution) to Class E, with ancillary office floorspace."

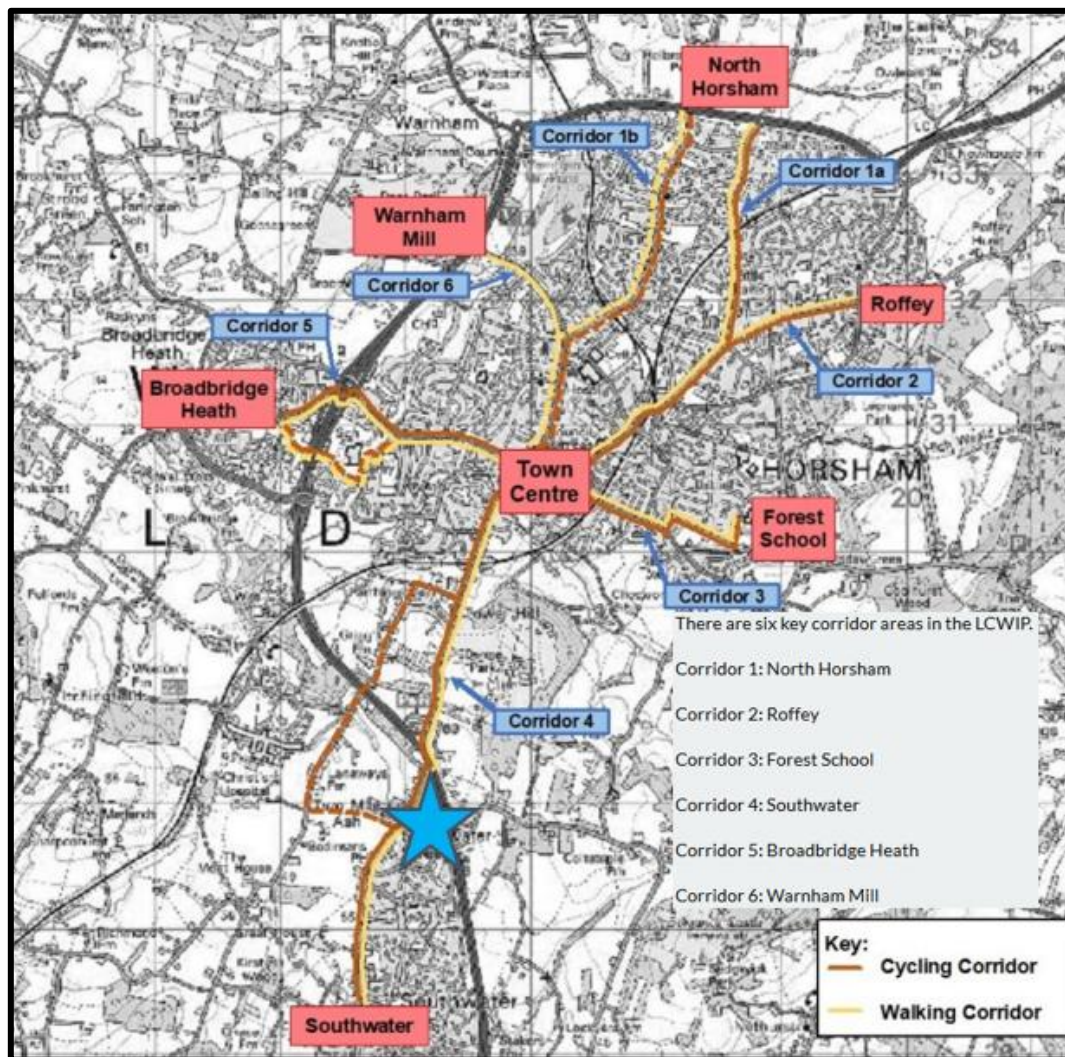
1.4 Development Proposals

- 1.4.1 The development proposals are shown on the plan provided at Appendix 1. The proposal seeks approval to vary the use of the entire plot within which Charwood House sits to allow Class E(g), as well as retaining the existing Use Class B8, with an additional 345sqm of mezzanine floor space and alterations to the parking layout and associated landscaping.
- 1.4.2 No physical changes to the Site access arrangements are proposed.
- 1.4.3 The Local Planning Authority is Horsham District Council (HDC) and the Local Highway Authority is West Sussex County Council (WSCC).

1.5 HDC Local Cycling and Walking Infrastructure Plan (LCWIP)

- 1.5.1 The Horsham District Council Local Cycling and Walking Infrastructure Plan (LCWIP) adopted in December 2020 shows the cycle and walking corridor for Southwater, connecting the Site to the surrounding villages. An extract is shown below.

Figure 1.3 – HDC Local Cycling and Walking Infrastructure Plan (LCWIP)



Source: <https://www.horsham.gov.uk/planning/local-cycling-and-walking-infrastructure-plan>. N.B The Site is indicated by a blue star.

1.6 Development Vision

- 1.6.1 The vision of the proposed development is to deliver a sustainable and inclusive development with safe and suitable access for all users, including pedestrians, cyclists, and public transport users.
- 1.6.2 The development will:
- Prioritise sustainable and active travel to encourage walking, cycling, and the use of public transport;

- Minimise the traffic effect by managing parking appropriately to meet the need without encouraging car dependency or causing obstruction, and by demonstrating that the residual cumulative impacts of the development on the local road network are not severe.

1.7 National and Local Transport Planning Policy

- 1.7.1 The National Planning Policy Framework (NPPF) was first published on 27th March 2012 and revised on 17th August 2026. It sets out the Government's planning policies for plan-making and national decision-making in England.
- 1.7.2 Chapter 15 of the NPPF seeks to ensure that transport is fully considered in the preparation and assessment of development proposals, adopting a vision-led approach that supports the creation of sustainable, inclusive and well-designed places.
- 1.7.3 Under the heading 'Plan-making policies', Policy TR1 sets out the requirement for a vision-led approach to planning for transport. It is provided below for ease of reference.

NPPF Policy TR1: Vision-led approach to planning for transport

1. Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:
 - a. Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils. This is so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take opportunities for prioritising and maximising sustainable movement across the area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed;
 - b. Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The Connectivity Tool ([Connectivity Tool - GOV.UK](https://www.gov.uk/government/publications/connectivity-tool)) should be used to inform the assessment and selection of sites for development alongside other relevant quantitative or qualitative evidence;
 - c. Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
 - d. Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure; and
 - e. Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them. This includes uses such as ports, airports, lorry parking facilities, freight interchanges, public transport hubs, roadside services, electric vehicle charging and bus and rail depots. In doing so plan-makers should consider whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements, and the importance of maintaining a national network of aviation airfields.
2. Spatial development strategies and local plans may set thresholds for what constitutes a significant amount of movement arising from new development, based on the circumstances of their areas, for the purposes of applying policies TR3 and TR6.

Source: NPPF 2026, Chapter 15, TR1, pp.68-69.

- 1.7.4 National decision-making policies are set out at policies TR3-TR8. The policies relevant to this development proposal include policies TR3, TR4, TR6, and TR8. These policies are provided below for ease of reference.

NPPF Policy TR3: Locating development in sustainable locations

1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:
 - a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;
 - b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;
 - c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;
 - d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and
 - e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.
2. The Connectivity Tool ([Connectivity Tool - GOV.UK](#)) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.

Source: NPPF 2026, Chapter 15, TR3, pp.69-70.

NPPF Policy TR4: Street design, access and parking

1. To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:
 - a. Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;
 - b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;
 - c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:
 - i. Minimise the scope for conflict between pedestrians, cyclists and vehicles;
 - ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and
 - iii. Avoid unnecessary street clutter.
 - d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and
- e. Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.
2. The principles set out in national design guidance⁴⁶ should be used to inform how this policy is applied.

⁴⁶ Manual for streets published in: [Designing and modifying residential streets: Manual for streets - GOV.UK](#) and the Design and Placemaking planning practice guidance.

Source: NPPF 2026, Chapter 15, TR4, pp.70-71.

NPPF Policy TR6: Assessing transport impacts

1. Development proposals that are likely to generate significant amounts of movement should be supported by:
 - a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and
 - b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.
2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).
3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).
4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

Source: NPPF 2026, Chapter 15, TR6, pp.71-72.

NPPF Policy TR8: Public rights of way

1. Development proposals should:
 - a. Protect and enhance the network of public rights of way, including through suitable diversions agreed with the highway authority; and
 - b. Take opportunities to extend, link or improve the quality of existing routes where this enables one or more of the following:
 - i. Improved access to green spaces and the countryside;
 - ii. New direct and circular routes and connections between local and long-distance footpaths, bridleways and cycle routes;
 - iii. The provision of accessible, safe and convenient links to services and facilities; and
 - iv. Improved connections with public transport stops and interchanges.

Source: NPPF 2026, Chapter 15, TR7, pp.72-73.

Local Policy

1.7.5 The local planning policies relevant to the transport aspects of development proposals are set out in the following documents:

- Horsham District Planning Framework (2015)
- West Sussex Transport Plan
- Southwater Neighbourhood Development Plan

Horsham District Planning Framework, November 2015

1.7.6 The Horsham District Planning Framework dated November 2015 sets out the spatial vision, objectives and policies for the district up to the plan period 2031.

1.7.7 The plan sets out a series of Transport policies, including:

- Policy 39 - Strategic Policy: Infrastructure Provision
- Policy 40 - Sustainable Transport
- Policy 41 - Parking

Emerging Horsham District Local Plan 2045

1.7.8 Horsham District Council is in the process of developing a new Local Plan. At the time of writing, the Horsham District Planning Framework 2015 to 2031 remains the adopted Local Plan.

West Sussex Transport Plan, April 2022.

1.7.9 The West Sussex Local Transport Plan adopted by West Sussex Council in April 2022, sets out the objectives, strategies and vision up to the plan year 2036. An extract of the vision includes:

"A West Sussex transport network in 2036 that works for communities in the Coastal West Sussex, Gatwick Diamond and Rural West Sussex economic areas by helping to address the spatial economic challenges of the County, level up the coastal economy and provide access to employment and services countywide."

Southwater Neighbourhood Development Plan, August 2020

1.7.10 The Southwater Neighbourhood Development Plan (Referendum Version) adopted in August 2020 sets out how Southwater *"wish to shape future development from 2019-2031"*.

1.8 Car Parking Policy

1.8.1 NPPF Policy TR2 sets the overarching framework for parking standards. It is provided below for ease of reference.

NPPF Policy TR2 - Local parking standards

1. Development plans should set local parking standards for residential and non-residential development, across the plan area or for specific sites or sub-areas, in a way which aligns with the transport vision for the plan and opportunities to promote sustainable transport.
2. Maximum standards for car parking should be set where they will support efforts to encourage the use of sustainable transport modes and shared transport, optimise the density of development in well-connected locations, or where they are necessary for managing the local road network.
3. Parking standards should take into account:
 - a. The connectivity of development in different locations by different modes of transport, especially in terms of access to employment and day-to-day services;
 - b. Opportunities for improvements in walking, wheeling, cycling and public transport;
 - c. Local car ownership levels and travel trends, and opportunities to promote car sharing and other schemes which may reduce vehicle parking requirements;
 - d. Providing sufficient spaces for electric vehicle charging, blue badge holders, pedal and electric cycles and e-scooters, considering likely future demand and the need for associated infrastructure; and
 - e. The appropriateness of setting different standards for the type and mix of development, including to address specific business requirements where commercial standards are being set; and of using ranges where a degree of flexibility is desirable.

Source: NPPF 2026, Chapter 15, TR2, p.69.

Adopted Local Parking Standards

- 1.8.2 'Policy 41 Parking' of the Horsham District Planning Framework, dated November 2015 sets out the following:

- "1. Development should seek to improve parking in town centres so it is convenient, safe and secure. Parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.*
- 2. Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired.*
- 3. Development which involves the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere or the need for the development overrides the loss of parking and where necessary measures are in place to mitigate against the impact.*
- 4. Planning permission will not be granted for off-airport parking facilities related to Gatwick Airport unless a need can be demonstrated and all realistic alternatives have been examined."*

- 1.8.3 The local parking standards relevant to the Site are set out in 'Table 3: Non-Residential Parking Demand' of the WSCC Guidance on Parking at New Developments (September 2020).

- 1.8.4 The Plan sets out the cycle and car parking guidance for the development. An extract is shown at Figure 1.4 below.

Figure 1.4 – Local Car and Cycle Parking Standards

Table 3: Non-Residential Parking Demand		
Use Class	Vehicular	Cycle
E Commercial, Business and Service – Business (office, research and development and light industrial process)	1 space per 30sqm	1 space per 150sqm for staff and 1 space per 500sqm for visitors

Source: WSCC Guidance on Parking at New Developments, September 2020 (Table 3).

Disabled Parking Standards

- 1.8.5 Paragraph 4.16 of the WSCC Guidance on Parking at New Developments set out the following:

"Disabled persons parking spaces should be provided at a minimum of 5% of the total number of parking spaces being provided on the site. For sites with no or low parking provision due to site constraints, justification of exclusion of disabled person parking places should be clearly set out in planning applications. However, it is advisable that a minimum of one disabled parking space is provided."

Electric Vehicle Parking Standards

- 1.8.6 Paragraph 4.7 of the WSCC Guidance on Parking at New Developments set out the following:

"'Active' charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in future."

- 1.8.7 The proposed parking provision is set out at Section 3.4 of this report.

1.9 Report Overview

- 1.9.1 The remainder of this report is divided into five further sections, which are as follows: -

Section 2.0 Site Transport Context

- 1.9.2 This section of the report provides details of the Site context, including its accessibility by all relevant transport modes, and a road safety review.

Section 3.0 Proposed Development

- 1.9.3 The various components of the development proposal, including the Site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

- 1.9.4 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

Section 5.0 Summary and Conclusions

1.9.5 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report considers the accessibility of the Site in terms of a range of transport modes.
- 2.1.2 The Site is an existing employment unit situated within an established employment area. Its accessibility by all travel modes has already been accepted in planning terms, as evidenced by its long-standing employment use.
- 2.1.3 Accordingly, the proposed change of use does not introduce new or unfamiliar access requirements when compared with the established baseline.

2.2 Pedestrian Access

- 2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

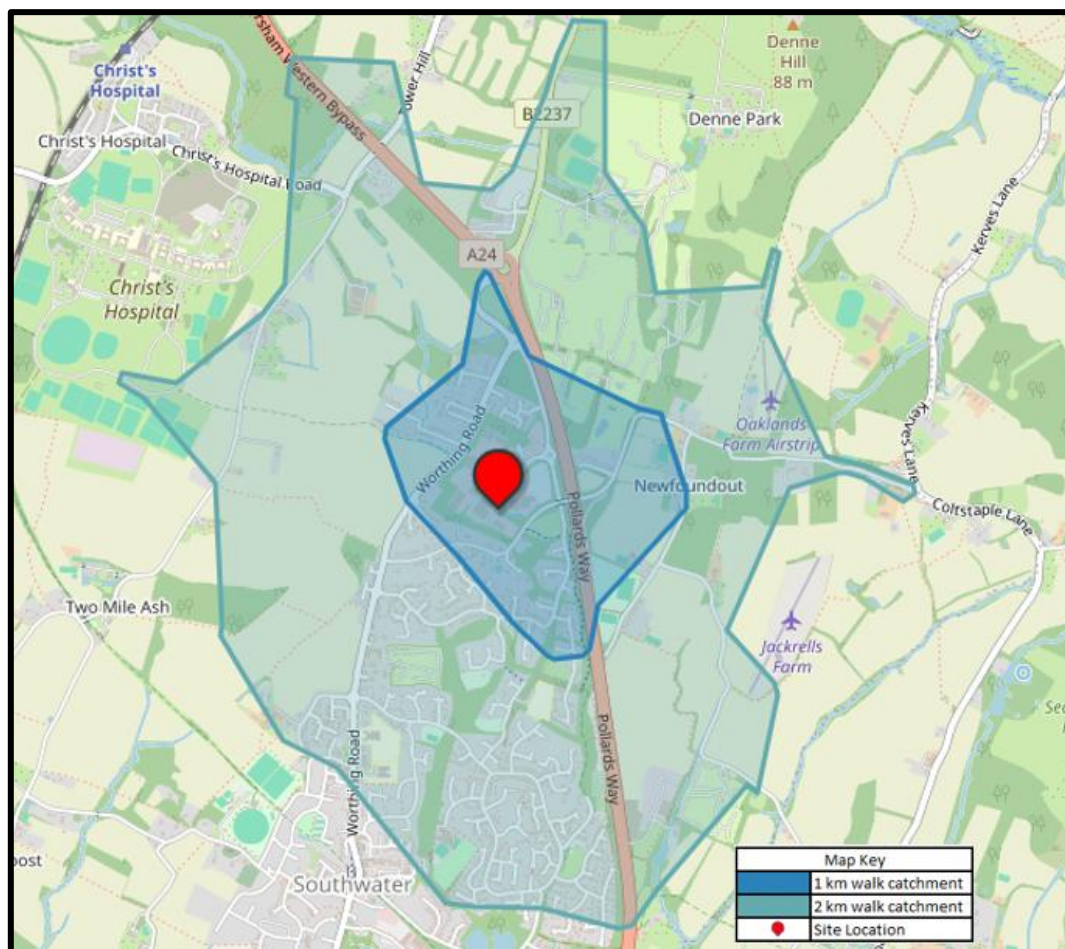
"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 2.2.2 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment. For retail trips, the likely maximum walk distance is 800m due to the fact that shoppers will be carrying bags on their return journey, while for work-based / commuting trips, people are likely to be prepared to walk further.
- 2.2.6 Based on walking distances of 800m and 2km, the indicative walking catchments of the Site are shown at Figure 2.1 below. These have been shown as 1km and 2km isochrones.

Figure 2.1 – Indicative 1km and 2km Walk Catchments



Source: Openrouteservice

- 2.2.7 The walk catchments above indicate that the entirety of Oakhurst Business Park, including the surrounding residential catchments to the north and south of the business park is within a 1km walk of the Site. The 2km walk catchment includes the majority of Southwater residential areas, including Horsham Park and Ride.
- 2.2.8 The Site benefits from a direct connection to the existing street-lit footways on Wilberforce Way, which lead north to Public Right of Way (PRoW) 'SOW-1669' c. 250m northeast of the Site on Wilberforce Way/ Blakes Farm Roundabout junction.
- 2.2.9 PRoW 'SOW-1669' provide active travel connections to Worthing Road to the west and Southwater Street and further afield to the south via a dedicated route, connecting the Site to the wider pedestrian network as shown at Figure 2.2.
- 2.2.10 The Site benefits from dedicated pedestrian access adjacent to the Site's main access. There are pedestrian crossing facilities across the Site's main access and double yellow lines are present on the entirety of Wilberforce Way as shown at Figure 2.3.
- 2.2.11 The Site also benefits from pedestrian crossing facilities, including accessibility kerbs and tactile paving on the northeastern and northwestern boundaries of the Site, and bollards are present on the opposite side of the northeastern crossing facilities.

2.2.12 Wilberforce Way, Worthing Road, and the internal access road on the northern boundary of the Site benefit from pedestrian footways on both sides of the road, and pedestrian crossing facilities are present along the roads.

2.2.13 The access on the eastern side of the Site benefits from an existing footway along the boundary of the Site.

Figure 2.2 – Pedestrian Facilities



Source: Google.

Figure 2.3 – Pedestrian Access



Source: Google.

2.2.14 As shown in Figure 2.4, there are a number of footpaths and rights of way within the vicinity of the Site. These provide a range of walking routes within the local area.

Figure 2.4 – Local Footpaths and Public Rights of Way



Source: <https://www.westsussex.gov.uk/land-waste-and-housing/public-paths-and-the-countryside/public-rights-of-way/public-rights-of-way-imap/imap/> N.B. The approximate Site boundary is indicated in red.

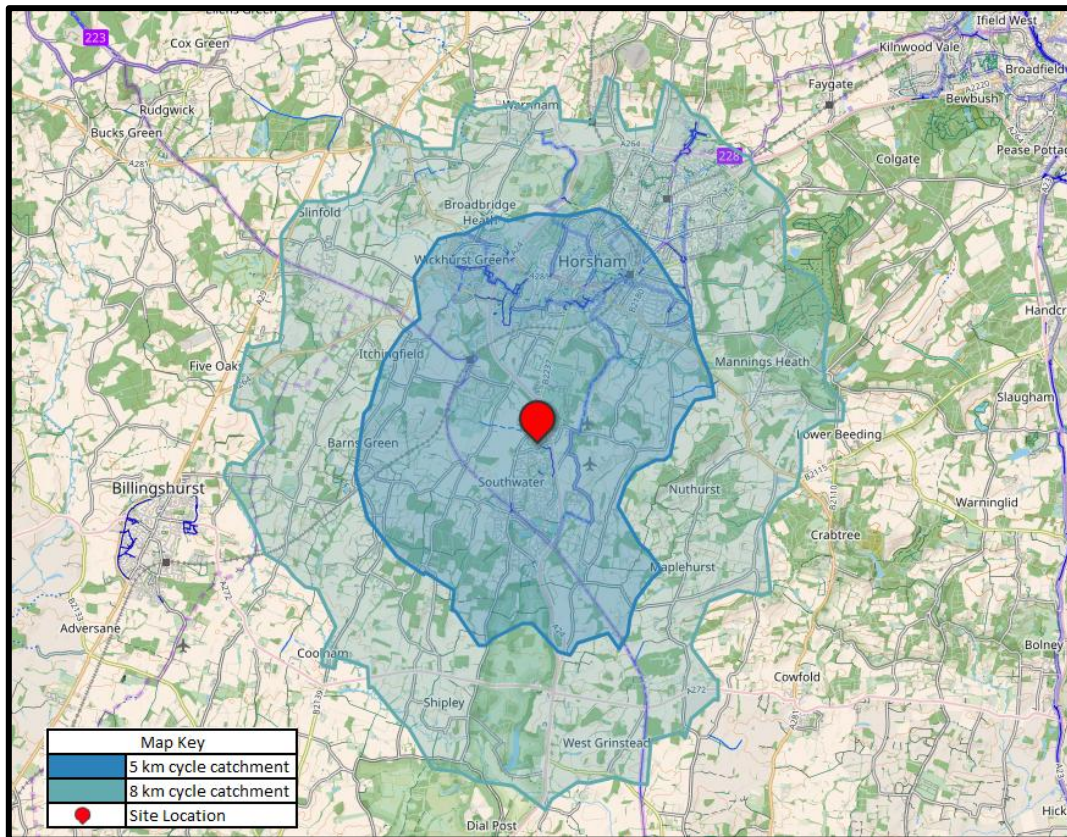
2.2.15 In light of the local pedestrian facilities, the Site is well connected to the local pedestrian network with opportunities for employees to make trips on foot.

2.3 Access by Cycling

2.3.1 The 2024 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.5.3km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are up to five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 8km.

2.3.2 Indicative cycle catchments are shown at Figure 2.5 below, being a 5km catchment (representing the 5.3km NTS average cycling distance) and an 8km catchment (being the distance of 80% of cycle trips).

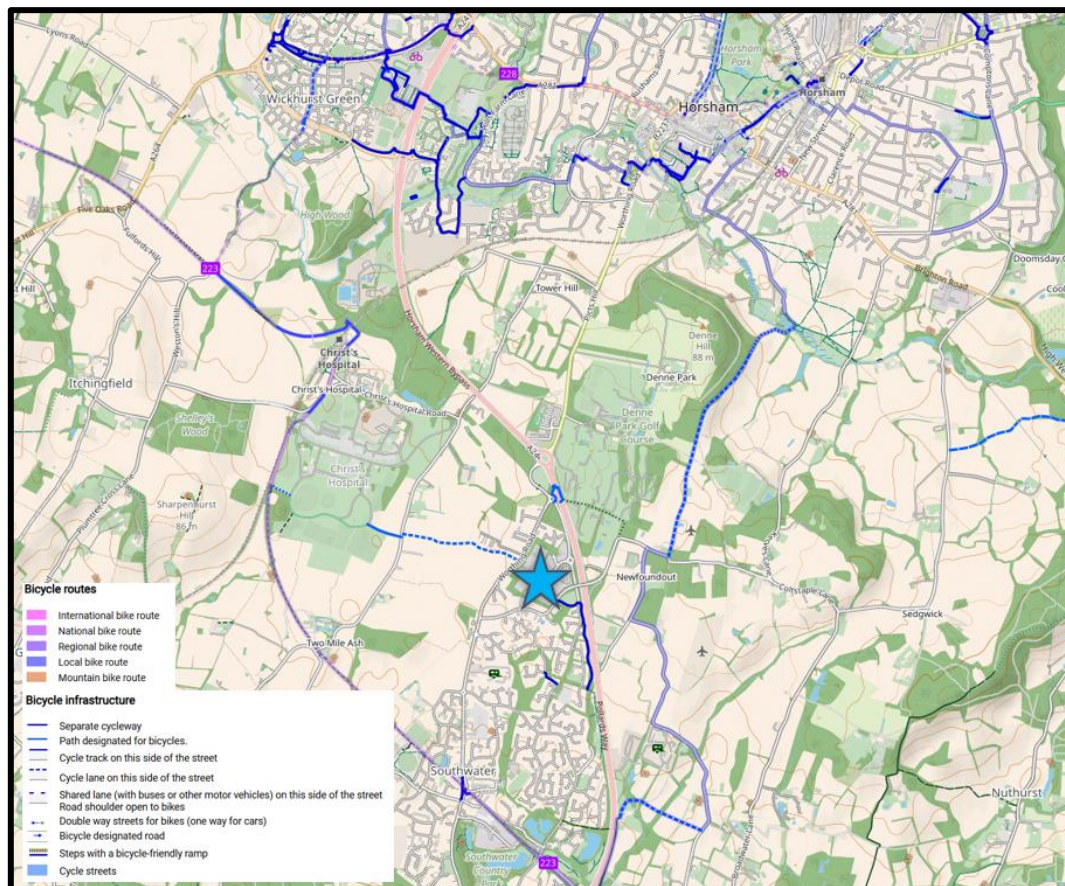
Figure 2.5 – Cycle Catchment Area



Source: Openrouteservice

- 2.3.3 The 5km cycle catchment includes all of Southwater, Christ's Hospital, Broadbridge Heath, as well as the southern extents of Horsham, including Horsham train station, Christ's Hospital train station and the centre of Horsham. The 8km cycle catchment includes several surrounding villages.
- 2.3.4 Figure 2.6 below, shows a cycle map for the local area taken from OpenStreetMap, showing local and national cycle ways in the area.

Figure 2.6 – Local Cycle Map



Source: OpenStreetMap. N.B. The Site is indicated by a blue star.

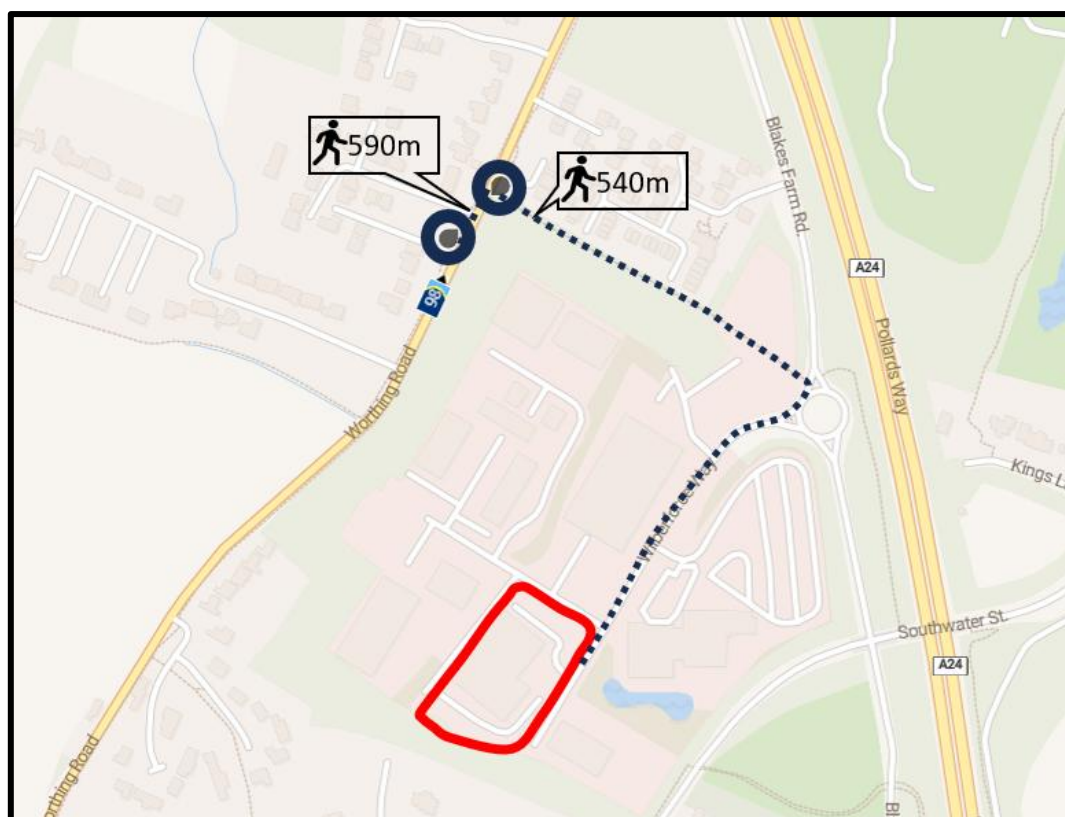
- 2.3.5 National cycle route (NCR) 223 runs northwest to southeast of the centre of Southwater, c.2.5km south of the Site. NCR 23 connects the Site north to Christ's Church train station and further afield to London; to the south, NCR 23 connects to Shoreham-by-Sea.
- 2.3.6 A local cycle way which connects Southwater to Horsham, Wickhurst Green, and Warnham is located on Coltstaple Lane c. 1,1km east of the Site, connecting the Site to the wider cycle network.
- 2.3.7 Horsham's Local Cycling and Walking Infrastructure Plan (LCWIP) at Figure 1.3 show that the Site is located on a walking and cycling corridor, connecting the Site to Horsham and several surrounding villages.
- 2.3.8 Considering the local topography, the presence of cycle routes and infrastructure, and that the Site is within cycle distance of a large residential area, it is a realistic and viable option for employees and visitors of the development to travel by bike.

2.4 Access by Bus

- 2.4.1 The nearest bus stops to the Site are the 'Warnham Gate' bus stops located on Worthing Road, c. 540m and 590m north of the Site.
- 2.4.2 The bus stops are indicated by a flag-and-pole, benefit from bus timetable information and bus lay-by.

- 2.4.3 The bus stops are served by the Metrobus 23 and 23X (Horsham Bus Station or Worthing Pier - Crawley Bus Station), and the Metrobus 98 (Rusper Road, Naldrett Close - Manor Fields, Crawley Road).
- 2.4.4 The Metrobus 98 provides a frequent service of up to four buses every hour on weekdays and Saturdays in both directions. On Sundays, the service provides up to two services every hour in both directions.
- 2.4.5 The Metrobus 23 and 23X provide a frequent service of up to two buses every hour on weekdays and Saturdays in both directions. On Sundays, the service provides an hourly bus service in both directions.
- 2.4.6 The Bus 98 and 23/23X connect the Site to several surrounding villages, including Horsham town centre, Crawley town centre, Ashington, Washington, Findon, and Worthing.
- 2.4.7 Other bus services which call at the bus stop include the Metrobus 398 (St Wilfrids School - Southwater, Lintot Square) and the Metrobus 690 (Millais School - Southwater, Lintot Square), albeit of limited frequency.
- 2.4.8 The Horsham Park and Ride is located c.840m north of the Site (five minutes by bike and 17 minutes on foot).
- 2.4.9 The Park and Ride benefits from a live bus timetable, cycle parking, a bus shelter with seating, refuse bins, a bench, street lighting and security cameras.
- 2.4.10 The bus stops and the likely walking routes to/from the Site are shown at Figure 2.7 below.

Figure 2.7 – Bus stop locations



Source: bustimes.org. N.B All Distances, Locations and Areas approximate.

- 2.4.11 Having regard to bus stops, the frequency of buses, a nearby Park and Ride, and the areas that the existing local buses serve, the Site is accessible by bus.

2.5 Access by Rail

- 2.5.1 Christs Hospital station is located c.3.5km south of the Site. The train station is served by frequent trains to London Victoria and Bognor Regis, with up to two services every hour.
- 2.5.2 It is therefore feasible that some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made by bike, taxi or car-share.

2.6 Vehicular Access

- 2.6.1 The proposed development will retain the two existing accesses off Wilberforce Way, on the eastern and western sides of the Site.
- 2.6.2 Wilberforce Way is a 'no-through' single-carriageway access road of approximately 6.5m width in the vicinity of the Site, subject to 20 mph speed limit. It is not adopted public highway.
- 2.6.3 Wilberforce Way leads north to the Blakes Farm Road/ Wilberforce Way roundabout junction.
- 2.6.4 From here, Blakes Farm Road leads north to the Blakes Farm Road leads / Worthing Road roundabout junction, and south to the wider Southwater residential area and further afield to Worthing Road.
- 2.6.5 Worthing Road leads south to the centre of Southwater and provides onward connections to the A24 and the A272. Worthing Road leads north to the Hop Oast roundabout junction (A24 / Worthing Road / B2237 Worthing Road).
- 2.6.6 The B2237 Worthing Road leads north to Horsham, the A24 leads south to Worthing and north to Leatherhead, with onward connections to the M25, Junction 9.
- 2.6.7 Figure 1.1 shows the local highway context, demonstrating that the Site is readily accessible from the local and strategic road network.

2.7 Road Safety Review

- 2.7.1 Publicly available official collision records include collisions which resulted in a personal injury and which were reported to the police. The data does not include details of damage-only collisions or those which were not reported to the police.
- 2.7.2 Personal-injury collisions are classified by the police as one of either 'Slight', 'Serious' or 'Fatal'. Where more than one personal injury occurs, the classification is determined by the most serious. A description of each classification is provided in the DfT publication Instructions for the Completion of Road Accident Reports dated October 2004, summarised below:

Slight:

- Sprains, not necessarily requiring medical treatment
- Neck whiplash injury
- Bruises
- Slight cuts
- Slight shock requiring roadside attention.
- (Persons who are merely shaken and who have no other injury should not be included unless they receive or appear to need medical treatment).

Serious:

- Fracture
- Internal injury
- Severe cuts
- Crushing
- Burns (excluding friction burns)
- Concussion
- Severe general shock requiring hospital treatment
- Detention in hospital as an in-patient, either immediately or later
- Injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident.

Fatal:

- 'Fatal' injury includes only those cases where death occurs in less than 30 days as a result of the accident. 'Fatal' does not include death from natural causes or suicide.

2.7.3 Personal injury collision data has been obtained from Crashmap for the area local to the site for the most recent five-year period between 2020-2024. The locations and levels of severity of the recorded collisions are shown at Figure 2.8 below.

Figure 2.8 – Local Collision Map



Source: Crashmap. N.B. The approximate Site boundary is denoted by a red line.

2.7.4 As shown above, no collisions have occurred in the vicinity of the exiting Site access junctions nor on the entirety of both Wilberforce Way and Blakes Farm Road during the past five years.

2.8 Section Conclusion

- 2.8.1 The Site is surrounded by a pedestrian network that includes a number of crossing facilities, and a residential catchment within walking distance.
- 2.8.2 The area local to the Site is conducive to cycling, with a wide range of services and amenities within cycling distance, and there are good opportunities for staff and visitors to make their journeys by bike.
- 2.8.3 Having regard to bus stops, the frequency of buses, a nearby Park and Ride, and the areas that the existing local buses serve, the Site is accessible by bus.
- 2.8.4 Christs Hospital rail station is within cycling distance of the Site; some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made by bike, taxi or car-share.
- 2.8.5 The Site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.
- 2.8.6 Overall, the site has a good level of accessibility by all relevant transport modes, thereby complying with national and local transport planning policy including the vision of the proposed development.
- 2.8.7 The Site is an existing employment unit situated within an established employment area. Its accessibility by all travel modes has already been accepted in planning terms, as evidenced by its long-standing employment use.

3.0 PROPOSED DEVELOPMENT

3.1 Development Proposals

- 3.1.1 The development proposals are shown on the plan provided at Appendix 1. The proposal seeks approval to vary the use of the Site to Class E(g) (light industrial, research, office), as well as retain existing Use Class B8, with an additional 345sqm of mezzanine space, and alterations to the parking layout and associated landscaping.
- 3.1.2 The proposed change of use and mezzanine area will allow the occupiers 'Chess Dynamics' to operate flexibly within Use Class E(g) and B8 to meet their operational needs now and into the future as they grow.
- 3.1.3 Chess Dynamics is an established business within the Horsham area, which operates within a rapidly growing sector and needs to relocate to larger premises to accommodate its planned future growth.
- 3.1.4 The proposal comprises the following:
- 345sqm mezzanine within the existing building, bringing the total floor area to 5,788sqm. ([2,706sqm at ground floor + 1,219sqm at first floor + 1,518sqm at second floor] Totalling 5,788sqm).
 - 644sqm basement car/cycle parking spaces with associated stair/lift
 - 126 Car parking spaces, of which:
 - 108 car parking spaces will be located on the ground floor, of which 37 are existing and 71 are proposed.
 - 18 existing car parking spaces located in the basement will be retained.
 - Two disabled car parking spaces.
 - 12 existing basement cycle parking spaces will be retained.
 - Two new cycle parking spaces will be provided on the ground floor.
 - HGV loading/unloading bay.

3.2 Site Access Arrangements

- 3.2.1 No physical changes are proposed to the existing two Site accesses.

3.3 Deliveries / Servicing

- 3.3.1 No changes to the previously permitted servicing arrangements are proposed.
- 3.3.2 The layout of the rear yard parking has been designed to retain access to the rear loading door by the largest vehicle expected to visit the Site.
- 3.3.3 The Site accesses have been assessed for the swept path tracking of an articulated lorry manoeuvre based on the 16.5m long vehicle. The swept path assessment is shown on the proposed site layout at Appendix 1.
- 3.3.4 The track plot shows that the Site layout is satisfactory and that service vehicles will be able to manoeuvre within the site, enabling them to arrive and depart in forward gear.

3.4 Car and Cycle Parking

Car Parking

- 3.4.1 The adopted local parking standards are set out in Section 1.8 above.
- 3.4.2 The 'Non-Residential Parking Demand' set out in Table 3 of the WSCC Guidance on Parking at New Developments have been used to determine the car parking provision for the proposed development.
- 3.4.3 Paragraph 6.3 of the WSCC guidance sets out the following:
- "Therefore, although new guidance has been prepared, it should only be 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."*
- 3.4.4 The WSCC guidance indicates a guidance provision of 'one space per 30 sqm' for Class E developments. This equates to a guidance of 193 car parking spaces ($5,788 \text{ sqm} \div 30 = 192.9$).
- 3.4.5 The proposed provision of 126 car parking spaces, comprising the existing 55 spaces plus the proposed additional 71 car parking spaces, lies below the guidance provision.
- 3.4.6 It is worth noting that the existing building at 5,443 sqm should provide 181 parking spaces to be compliant with the WSCC guidance. With only 55 parking spaces (a ratio of 1 space per 99 sqm) it is 126 below the parking standards. The proposal equates to a ratio of 1 space per 45 sqm so the proposed development represents a significant betterment in that respect, which will result in more self-containment than if the building was to be reoccupied without seeking planning permission to increase the parking provision.
- 3.4.7 A parking assessment based on average trip rate data from the TRICS database and also using first-principles data from the intended occupiers is provided at Section 4.5 below.

Cycle Parking

- 3.4.8 The guidance indicates a minimum of 'one space per 150 sqm for staff and one space per 500 sqm for visitors'.
- 3.4.9 Based on the above, the development requires a minimum of 50 cycle parking spaces ($[5,788 \text{ sqm} \div 150 = 38.5 \text{ cycle parking spaces for staff}] + [5,788 \text{ sqm} \div 500 = 11.57 \text{ cycle parking spaces for visitors}] = 50.1 \text{ cycle parking spaces}$).
- 3.4.10 The proposals include 14 cycle parking spaces. More cycle parking spaces will be provided if demand warrants it once the Site is operational.

Disabled Parking Standards and Provision

- 3.4.11 The guidance requires a minimum of six disabled car parking spaces ($5\% \times 126 = 6.3$).
- 3.4.12 The proposed development provides two disabled car parking bays.

Electric Vehicle (EV) Parking Standards and Provision

- 3.4.13 The guidance requires a minimum of 25 EV car parking spaces ($20\% \times 126 = 25.2$).

3.5 Section Conclusion

- 3.5.1 No physical changes are proposed to the access arrangements.
- 3.5.2 The proposed provision of 126 parking spaces lies below the WSCC guideline provision for the proposed E(g) use.
- 3.5.3 It is noted that the Site benefits from recent permission for Class E uses; therefore the Site could continue to operate under its current permission without providing any additional parking.
- 3.5.4 The proposed development represents a significant betterment compared to the parking provision of the existing building.
- 3.5.5 It must be borne in mind that the Site is an existing employment unit located within an established business park and employment area. Accordingly, the proposal does not introduce new or unfamiliar access and parking requirements when compared with the established baseline.
- 3.5.6 The proposal therefore accords with the adopted local plan and with policies TR2, TR3, and TR4 of the NPPF. This includes complying with the vision of the proposed development.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

- 4.1.1 This section of the report provides an assessment of the proposed development's traffic effect.
- 4.1.2 The pertinent question relating to the traffic effect of the proposed development is whether the proposal will result in significantly more traffic than the existing uses on the Site, and if so, whether there would be an unacceptable impact on highway safety or whether the impact on the road network would be severe.

4.2 Existing Site Trip Attraction

- 4.2.1 As noted, Charwood House has planning permission for use under Class E (local planning authority reference DC/25/0179).
- 4.2.2 To understand the potential traffic attraction of this 'fallback position', the industry-standard TRICS database (current version 8.26.6) has been used.
- 4.2.3 The TRICS database is a collection of trip surveys, detailing hourly arrivals and departures, recorded from a variety of existing development sites using a standardised methodology.
- 4.2.4 Under the permitted Class E use, the Site could be lawfully used for offices, research and development, or light industrial.
- 4.2.5 The TRICS database contains surveys from a range of land-use categories, of which the most suitable to represent the Site is '02/C – Industrial Unit', which is defined as a "single industrial building used by one organisation, may be light or general industry".
- 4.2.6 Following the TRICS best practice guidance, the database has been filtered using the following criteria in Table 4.1 to obtain a dataset of comparable development sites.

Table 4.1 – TRICS Database Filtering

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	02 - EMPLOYMENT
Sub Land Use:	C - INDUSTRIAL UNIT
Calculation Options:	Vehicle Trip Rates
Primary filtering	
Trip Rate Parameters:	Gross Floor Area
Range:	1112 to 8000sqm
Selected Dates:	01/01/10 to 14/04/25
Week days to include:	Weekdays only
Location Types to include:	Suburban Area, Edge of Town
Secondary filtering	
Population < 1 Mile:	<15,000
Population < 5 Miles:	<75,000

- 4.2.7 Surveys undertaken during periods of Covid restrictions have been excluded from the dataset.

- 4.2.8 The TRICS survey data includes the “Breakdown of Site Operations” for each surveyed Site. For the resultant dataset of Industrial Units, the Breakdown of Site Operations are comparable to the proposed development, as shown below:

Table 4.2 – TRICS “Breakdown of Site Operations” – Industrial Unit

TRICS Site	Offices	Research and Development	Light Industrial and General Industrial	Storage and distribution
CS-02-C-01	26%	74%	0%	0%
FU-02-C-01	10%	0%	60%	30%
HE-02-C-02	5%	0%	95%	0%
MG-02-C-01	10%	10%	80%	0%

- 4.2.9 The resultant average trip rates (per 100sqm) during the observed peak hours, along with the equivalent average trip numbers based on the 5,443sqm of the existing use of the Site, are set out at Table 4.3. The TRICS outputs are provided at Appendix 2.
- 4.2.10 The TRICS data shows that the Site could attract an average total of 249 person-trips each day, of which 21 would be in the AM peak hour and 15 during the PM peak hour.
- 4.2.11 Within those total person-trips, there could be an average of 19 vehicle movements during the AM peak hour and 14 vehicle movements in the PM peak hour, with a total of 202 vehicle movements across the day (comprising arrivals and departures).
- 4.2.12 A daily total of 53 goods vehicles could be expected, with an average of 5 and 2 in the AM and PM peak hours respectively.

Table 4.3 – TRICS Data: Fallback Position – Industrial Unit

	Average Trip Rates (per 100 sqm)			Trip Attraction (5,443sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total People						
AM peak	0.283	0.098	0.381	15	5	21
PM peak	0.033	0.25	0.283	2	14	15
Daily	2.458	2.115	4.573	135	115	249
Total Vehicles						
AM peak	0.25	0.098	0.348	14	5	19
PM peak	0.033	0.218	0.251	2	12	14
Daily	1.904	1.802	3.706	104	98	202
Of which OGVs						
AM peak	0.087	0.011	0.098	5	1	5
PM peak	0.022	0.011	0.033	1	1	2
Daily	0.407	0.568	0.975	22	31	53

N.B. Some of the figures include mathematical rounding.

4.3 Proposed Development Trip Attraction

- 4.3.1 A planning permission is based on use-class rather than a specific occupier or organisation. The proposed development is to allow Class E(g) over the whole of the Site with an additional 345sqm of mezzanine floor space within Charwood House, while also retaining the existing permitted B8 use at the Site.

4.3.2 As the use class will effectively remain the same as existing, the same TRICS dataset has been used to calculate the trip attraction of the proposed uplift in floor area.

4.3.3 This is shown in Table 4.4.

Table 4.4 – TRICS Data: Proposed Development

	Average Trip Rates (per 100 sqm)			Trip Attraction (proposed 5,788sqm)		
Total People	Arrivals	Departures	Total	Arrivals	Departures	Total
AM peak	0.283	0.098	0.381	16	6	22
PM peak	0.033	0.25	0.283	2	14	16
Daily	2.458	2.115	4.573	142	122	265
Total Vehicles	Arrivals	Departures	Total	Arrivals	Departures	Total
AM peak	0.25	0.098	0.348	14	6	20
PM peak	0.033	0.218	0.251	2	13	15
Daily	1.904	1.802	3.706	110	104	215
Of which OGVs	Arrivals	Departures	Total	Arrivals	Departures	Total
AM peak	0.087	0.011	0.098	5	1	6
PM peak	0.022	0.011	0.033	1	1	2
Daily	0.407	0.568	0.975	24	33	56

N.B. Some of the figures include mathematical rounding.

4.3.4 The TRICS data shows that the Site as proposed could attract an average total of 265 person-trips each day, of which 22 would be in the AM peak hour and 16 during the PM peak hour.

4.3.5 Within those total person-trips, there could be an average of 20 vehicle movements during the AM peak hour and 15 vehicle movements in the PM peak hour, with a total of 215 vehicle movements across the day (comprising arrivals and departures).

4.3.6 A daily total of 56 goods vehicles could be expected, with an average of 6 and 2 in the AM and PM peak hours respectively.

4.4 Net Trip Attraction

4.4.1 As set out in Section 4.1.2, the pertinent test is the scale of increase in traffic attraction associated with the proposed development compared that of the existing use of the Site. In other words, the difference between the fallback position and the proposed development.

4.4.2 Table 4.5 shows the net uplift in trips resulting from the proposed development (proposed trip numbers minus the existing / fallback trip numbers).

Table 4.5 – Proposed Development Net Trip Uplift

	Net Trip Attraction (proposed minus existing)		
Total People	Arrivals	Departures	Total
AM peak	1	0	1
PM peak	0	1	1
Daily	8	7	16
Total Vehicles	Arrivals	Departures	Total
AM peak	1	0	1
PM peak	0	1	1
Daily	7	6	13
Of which OGVs	Arrivals	Departures	Total
AM peak	0	0	0
PM peak	0	0	0
Daily	1	2	3

N.B. Some of the figures include mathematical rounding.

- 4.4.3 As shown in Table 4.5, the proposed additional mezzanine floor area results in only a minor uplift in trip attraction to the Site, equating to an average of 16 additional person-trips over the whole day, with only one additional vehicle trip during each of the weekday peak hours. There could be an additional three goods vehicle movements over the course of the day.

4.5 Parking Assessment

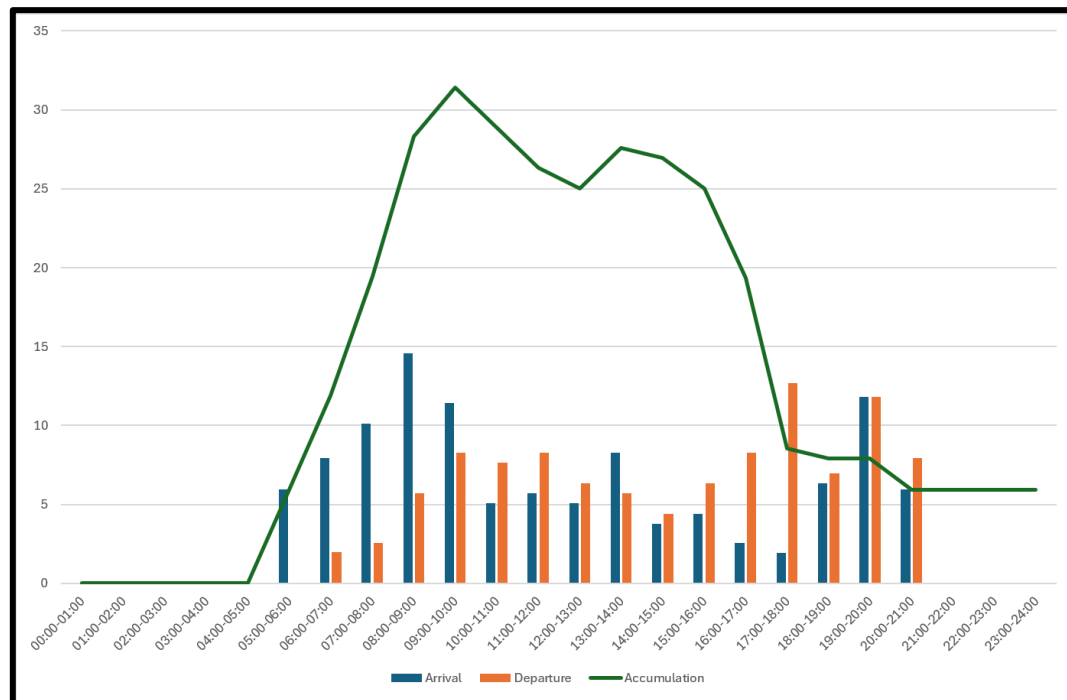
- 4.5.1 It is demonstrated above that the proposed additional floor area within the Site represents a negligible scale of vehicle trip attraction compared to the extant permitted use.
- 4.5.2 Nonetheless, an assessment of the potential demand for car parking at the Site under the proposed development has been undertaken using the same TRICS data that was used in the previous section.
- 4.5.3 The average hourly number of vehicle arrivals and departures across the whole day has been used to calculate the hourly accumulation profile of vehicles for the Site.
- 4.5.4 Table 4.6 shows the hourly numbers of vehicle arrivals and departures for the proposed 5,788sqm of Class E(g) use, alongside the hourly accumulation of vehicles at the Site. The same accumulation data is shown graphically at Figure 4.1.
- 4.5.5 The accumulation assessment shows that the number of cars on site builds to a peak of 31 during the morning working hours, with a secondary peak of 28 vehicles in the early afternoon.
- 4.5.6 This is well within the proposed capacity of 126 car parking spaces within the Site.

Table 4.6 – Car Parking Accumulation – Proposed Use Classes

Time	Proposed Development Vehicle Trips		
	Arrivals	Departures	Accumulation
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	6	0	6
06:00-07:00	8	2	12
07:00-08:00	10	3	19
08:00-09:00	14	6	28
09:00-10:00	11	8	31
10:00-11:00	5	8	29
11:00-12:00	6	8	26
12:00-13:00	5	6	25
13:00-14:00	8	6	27
14:00-15:00	4	4	27
15:00-16:00	4	6	25
16:00-17:00	3	8	19
17:00-18:00	2	13	9
18:00-19:00	6	7	8
19:00-20:00	12	12	8
20:00-21:00	6	8	6
21:00-22:00	0	0	6
22:00-23:00	0	0	6
23:00-24:00	0	0	6

N.B. Some of the figures include mathematical rounding.

Figure 4.1 – Car Parking Accumulation – Proposed Development



4.6 Section Conclusions

- 4.6.1 The industry-standard TRICS database has been used to identify the average vehicle trip rates for the fallback position and for the proposed development.
- 4.6.2 The analysis demonstrates that the proposed uplift in floor area associated with the 345sqm mezzanine will result in a negligible increase in vehicle trips to/from the Site when compared with the existing use of the Site.
- 4.6.3 A parking accumulation assessment has been undertaken using the derived TRICS arrival and departure profiles. This shows that peak parking demand for the proposed development would be approximately 31 vehicles, which is well within the proposed provision of 126 on-site car parking spaces.
- 4.6.4 Therefore, the proposed development is shown to result in no material increase in traffic movements, no unacceptable parking impacts, and no adverse effects on the operation or safety of the local highway network.
- 4.6.5 The proposal therefore accords with the adopted local plan and does not conflict with Policies TR3 and TR6 of the NPPF.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed in relation to proposals to vary the use of Charwood House, Oakhurst Business Park, Wilberforce Way, Southwater, RH13 9RT.
- 5.1.2 The proposal seeks approval to vary the use of the entire plot within which Charwood House sits to allow Class E(g), as well as retaining the existing Use Class B8, with an additional 345sqm of mezzanine floor space and alterations to the parking layout and associated landscaping..
- 5.1.3 The Site is surrounded by a pedestrian network that includes a number of crossing facilities, and a residential catchment within walking distance.
- 5.1.4 The area local to the Site is conducive to cycling, with a wide range of services and amenities within cycling distance, and there are good opportunities for staff to make their journeys by bike.
- 5.1.5 Having regard to bus stops, the frequency of buses, a nearby Park and Ride, and the areas that the existing local buses serve, the Site is accessible by bus.
- 5.1.6 Christs Hospital rail station is within cycling distance of the Site; some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made by bike, taxi or car-share.
- 5.1.7 The Site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.
- 5.1.8 Overall, the site has a good level of accessibility by all relevant transport modes, thereby complying with national and local transport planning policy including the vision of the proposed development.
- 5.1.9 No physical changes are proposed to the Site access arrangements.
- 5.1.10 The proposed provision of 126 parking spaces lies below the WSCC guideline provision for the proposed E(g) use.
- 5.1.11 It is worth noting that this is also the case for the existing permitted use of the Site.
- 5.1.12 It is noted that the Site benefits from recent permission for Class E uses; therefore the Site could continue to operate under its current permission without providing any additional parking.
- 5.1.13 The proposed development represents a significant betterment compared to the parking provision of the existing building.
- 5.1.14 It must be borne in mind that the Site is an existing employment unit located within an established business park and employment area. Accordingly, the proposal does not introduce new or unfamiliar access and parking requirements when compared with the established baseline.
- 5.1.15 The industry-standard TRICS database has been used to identify the average vehicle trip rates for the fallback position and for the proposed development.
- 5.1.16 The analysis demonstrates that the proposed uplift in floor area associated with the 345sqm mezzanine will result in a negligible increase in vehicle trips to/from the Site when compared with the existing use of the Site.

-
- 5.1.17 A parking accumulation assessment has been undertaken using the derived TRICS arrival and departure profiles. This shows that peak parking demand for the proposed development would be approximately 31 vehicles, which is well within the proposed provision of 126 on-site car parking spaces.
- 5.1.18 Therefore, the proposed development is shown to result in no material increase in traffic movements, no unacceptable parking impacts, and no adverse effects on the operation or safety of the local highway network.
- 5.1.19 The proposal is therefore considered to accord with the relevant local plan and NPPF transport policies.

5.2 Conclusions

- 5.2.1 The proposal is shown to accord with the adopted local plan with Policies TR1, TR2, TR3, TR4, TR6, and TR8 of the NPPF.
- 5.2.2 Overall, the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test (NPPF Policy TR6 paragraphs 3 and 4). The proposals are also in line with the development's vision.

APPENDIX 1 – PROPOSED SITE LAYOUT



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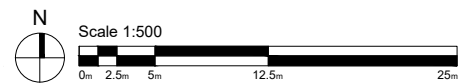
Note: Design Intent
Drawing based on OS Data, retrieved March 2026 and record information by Mitchell Design and Construct Limited
Ref: MDC157-105D Dated: 24.01.2008 and Drawing by Keen Consultants
Ref: 2591-KC-XX-YTREE-TPP01 Dated: 10.07.2026

KEY

- 0.79 Ha / 1.95 Acres Site Area
- Existing trees; refer to landscape drawing 2591-KC-XX-YTREE-TPP01 for more information
- Existing TPO trees; refer to landscape drawing 2591-KC-XX-YTREE-TPP01 for more information
- Root Protection Area; refer to landscape drawing 2591-KC-XX-YTREE-TCP01 for more information
- Deciduous Woodland; refer to landscape drawing 2591-KC-XX-YTREE-TCP01 for more information
- Extent of parking spaces affected by TPO; circa. 6 spaces to be constructed with 'no-dig' methods; as per recommendations by Arboriculturist.
- Reserved parking spaces
- Demolished trees; refer to landscape drawing 2591-KC-XX-YTREE-TPP01 for more information
- Proposed acoustic fence; subject to review by acoustic consultant.

PROPOSED PARKING SCHEDULE

GROUND FLOOR	
EXISTING	+37 SPACES
PROPOSED	+71 SPACES
BASEMENT	+18 SPACES
TOTAL ON SITE	+126 SPACES



P06	Trees updated	CS	AG	02.09.26
P05	Fences updated	CS	AG	11.08.26
P04	Minor Amendments	CS	AG	03.08.26
P03	Fences updated	CS	AG	28.07.26
P02	Tree layout updated	CS	AG	21.07.26
P01	FIRST ISSUE	CS	AG	21.07.26
Rev	Amendments	By	Chkd	Date



Document Status
Preliminary

Client Name
Chess Dynamics

Project Name
Charwood House, Horsham

Scale
A3-1:500

HNW Project No.
26010

Date Created
July 2026

Document Title
Proposed Site Plan

Document Reference
26010-HNW-ZZ-ZZ-DR-A-2100

Revision
P06

Chichester 61 North Street, Chichester, PO19 1NB 01243 533300
Brighton & Hove Plaff9rm, Church Road, Hove, BN3 2AF 01273 932485
London Spaces, 25 Wilton Road, SW1V 1LW 02030 987300

APPENDIX 2 – TRICS DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

06	WEST MIDLANDS	
	HE	HEREFORDSHIRE 1 day
09	NORTH	
	FU	WESTMORLAND & FURNESS 1 day
12	CONNAUGHT	
	CS	SLIGO 1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	MG	MONAGHAN 1 day

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

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	1112 to 8000 (units:sqm)
Range Selected by User:	1000 to 10000 (units:sqm)
Parking Spaces Range:	7 - 1378

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/10 to 14/04/25

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

Selected survey days:	
Tuesday	4 days

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

Selected survey types:	
Manual count	4
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	4 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:	
Commercial Zone	2 days
Industrial Zone	1 days
No Sub Category	1 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 Unknown	4 days

Secondary Filtering Selection:

Use Class:

Not Known	4 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:

350 - 1591

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	2 surveys
10,001 to 15,000	1 surveys

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

Population within 5 miles:

5,001 to 25,000	3 surveys
50,001 to 75,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	4 surveys
------------	-----------

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

Petrol filling station:

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

Travel Plan:

No 4 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:

No PTAL Present 4 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

1 RATHFINN CLOSE SLIGO FINISKLIN BUSINESS PARK Edge of Town Commercial Zone Gross floor area: 1112.00 sqm Survey date: Tuesday 28/04/2015	CS-02-C-01	AV SPECIALISTS	SLIGO	Survey Type: Unknown
2 COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Gross floor area: 2950.00 sqm Survey date: Tuesday 10/06/2014	FU-02-C-01	DOMINO'S PIZZA	WESTMORLAND & FURNESS	Survey Type: Unknown
3 COLLEGE ROAD HEREFORD BURCOTT Edge of Town Commercial Zone Gross floor area: 1880.00 sqm Survey date: Tuesday 22/10/2013	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE	Survey Type: Unknown
4 COOLSHANNAGH ROAD NEAR MONAGHAN COOLSHANNAGH Edge of Town No Sub Category Gross floor area: 3240.00 sqm Survey date: Tuesday 04/12/2012	MG-02-C-01	ENGINEERING	MONAGHAN	Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HE-02-C-01	14-10-2010	Removed: Site re-surveyed by HE-02-C-02

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	1	2950	0.102	0.000	0.102
06:00-07:00	1	2950	0.136	0.034	0.170
07:00-08:00	4	2296	0.174	0.044	0.218
08:00-09:00	4	2296	0.250	0.098	0.348
09:00-10:00	4	2296	0.196	0.142	0.338
10:00-11:00	4	2296	0.087	0.131	0.218
11:00-12:00	4	2296	0.098	0.142	0.240
12:00-13:00	4	2296	0.087	0.109	0.196
13:00-14:00	4	2296	0.142	0.098	0.240
14:00-15:00	4	2296	0.065	0.076	0.141
15:00-16:00	4	2296	0.076	0.109	0.185
16:00-17:00	4	2296	0.044	0.142	0.186
17:00-18:00	4	2296	0.033	0.218	0.251
18:00-19:00	4	2296	0.109	0.120	0.229
19:00-20:00	1	2950	0.203	0.203	0.406
20:00-21:00	1	2950	0.102	0.136	0.238
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.904	1.802	3.706

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:	1000 - 10000 (units: sqm)
Survey date date range:	04/12/2012 - 28/04/2015
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total People

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	1	2950	0.203	0.000	0.203
06:00-07:00	1	2950	0.305	0.034	0.339
07:00-08:00	4	2296	0.207	0.044	0.251
08:00-09:00	4	2296	0.283	0.098	0.381
09:00-10:00	4	2296	0.250	0.142	0.392
10:00-11:00	4	2296	0.087	0.152	0.239
11:00-12:00	4	2296	0.098	0.152	0.250
12:00-13:00	4	2296	0.109	0.109	0.218
13:00-14:00	4	2296	0.174	0.131	0.305
14:00-15:00	4	2296	0.076	0.109	0.185
15:00-16:00	4	2296	0.098	0.131	0.229
16:00-17:00	4	2296	0.054	0.261	0.315
17:00-18:00	4	2296	0.033	0.250	0.283
18:00-19:00	4	2296	0.142	0.163	0.305
19:00-20:00	1	2950	0.237	0.203	0.440
20:00-21:00	1	2950	0.102	0.136	0.238
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.458	2.115	4.573

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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Parameter Summary:

Trip rate parameter range selected:	1000 - 10000 (units: sqm)
Survey date date range:	04/12/2012 - 28/04/2015
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	1	2950	0.000	0.000	0.000
06:00-07:00	1	2950	0.034	0.000	0.034
07:00-08:00	4	2296	0.000	0.000	0.000
08:00-09:00	4	2296	0.011	0.000	0.011
09:00-10:00	4	2296	0.000	0.000	0.000
10:00-11:00	4	2296	0.000	0.000	0.000
11:00-12:00	4	2296	0.000	0.000	0.000
12:00-13:00	4	2296	0.000	0.000	0.000
13:00-14:00	4	2296	0.011	0.011	0.022
14:00-15:00	4	2296	0.000	0.011	0.011
15:00-16:00	4	2296	0.000	0.000	0.000
16:00-17:00	4	2296	0.000	0.011	0.011
17:00-18:00	4	2296	0.000	0.011	0.011
18:00-19:00	4	2296	0.000	0.011	0.011
19:00-20:00	1	2950	0.000	0.000	0.000
20:00-21:00	1	2950	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.056	0.055	0.111

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	1000 - 10000 (units: sqm)
Survey date date range:	22/10/2013 - 10/06/2014
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	1	2950	0.000	0.000	0.000
06:00-07:00	1	2950	0.068	0.000	0.068
07:00-08:00	4	2296	0.022	0.022	0.044
08:00-09:00	4	2296	0.087	0.011	0.098
09:00-10:00	4	2296	0.033	0.044	0.077
10:00-11:00	4	2296	0.033	0.044	0.077
11:00-12:00	4	2296	0.054	0.054	0.108
12:00-13:00	4	2296	0.022	0.033	0.055
13:00-14:00	4	2296	0.022	0.011	0.033
14:00-15:00	4	2296	0.000	0.011	0.011
15:00-16:00	4	2296	0.022	0.011	0.033
16:00-17:00	4	2296	0.011	0.000	0.011
17:00-18:00	4	2296	0.022	0.011	0.033
18:00-19:00	4	2296	0.011	0.011	0.022
19:00-20:00	1	2950	0.000	0.203	0.203
20:00-21:00	1	2950	0.000	0.102	0.102
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.407	0.568	0.975

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:	1000 - 10000 (units: sqm)
Survey date date range:	04/12/2012 - 10/06/2014
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	1	2950	0.068	0.000	0.068
06:00-07:00	1	2950	0.068	0.000	0.068
07:00-08:00	4	2296	0.022	0.000	0.022
08:00-09:00	4	2296	0.000	0.000	0.000
09:00-10:00	4	2296	0.022	0.000	0.022
10:00-11:00	4	2296	0.000	0.011	0.011
11:00-12:00	4	2296	0.000	0.000	0.000
12:00-13:00	4	2296	0.000	0.000	0.000
13:00-14:00	4	2296	0.011	0.011	0.022
14:00-15:00	4	2296	0.011	0.022	0.033
15:00-16:00	4	2296	0.011	0.000	0.011
16:00-17:00	4	2296	0.011	0.087	0.098
17:00-18:00	4	2296	0.000	0.000	0.000
18:00-19:00	4	2296	0.000	0.000	0.000
19:00-20:00	1	2950	0.000	0.000	0.000
20:00-21:00	1	2950	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.224	0.131	0.355

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:	1000 - 10000 (units: sqm)
Survey date date range:	22/10/2013 - 28/04/2015
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	1	2950	0.000	0.000	0.000
06:00-07:00	1	2950	0.000	0.000	0.000
07:00-08:00	4	2296	0.000	0.000	0.000
08:00-09:00	4	2296	0.000	0.000	0.000
09:00-10:00	4	2296	0.000	0.000	0.000
10:00-11:00	4	2296	0.000	0.000	0.000
11:00-12:00	4	2296	0.000	0.000	0.000
12:00-13:00	4	2296	0.000	0.000	0.000
13:00-14:00	4	2296	0.000	0.000	0.000
14:00-15:00	4	2296	0.000	0.000	0.000
15:00-16:00	4	2296	0.000	0.000	0.000
16:00-17:00	4	2296	0.000	0.011	0.011
17:00-18:00	4	2296	0.000	0.000	0.000
18:00-19:00	4	2296	0.000	0.000	0.000
19:00-20:00	1	2950	0.000	0.000	0.000
20:00-21:00	1	2950	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.011	0.011

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:	1000 - 10000 (units: sqm)
Survey date date range:	10/06/2014 - 10/06/2014
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

