



Transport Assessment

Downley Road, Havant

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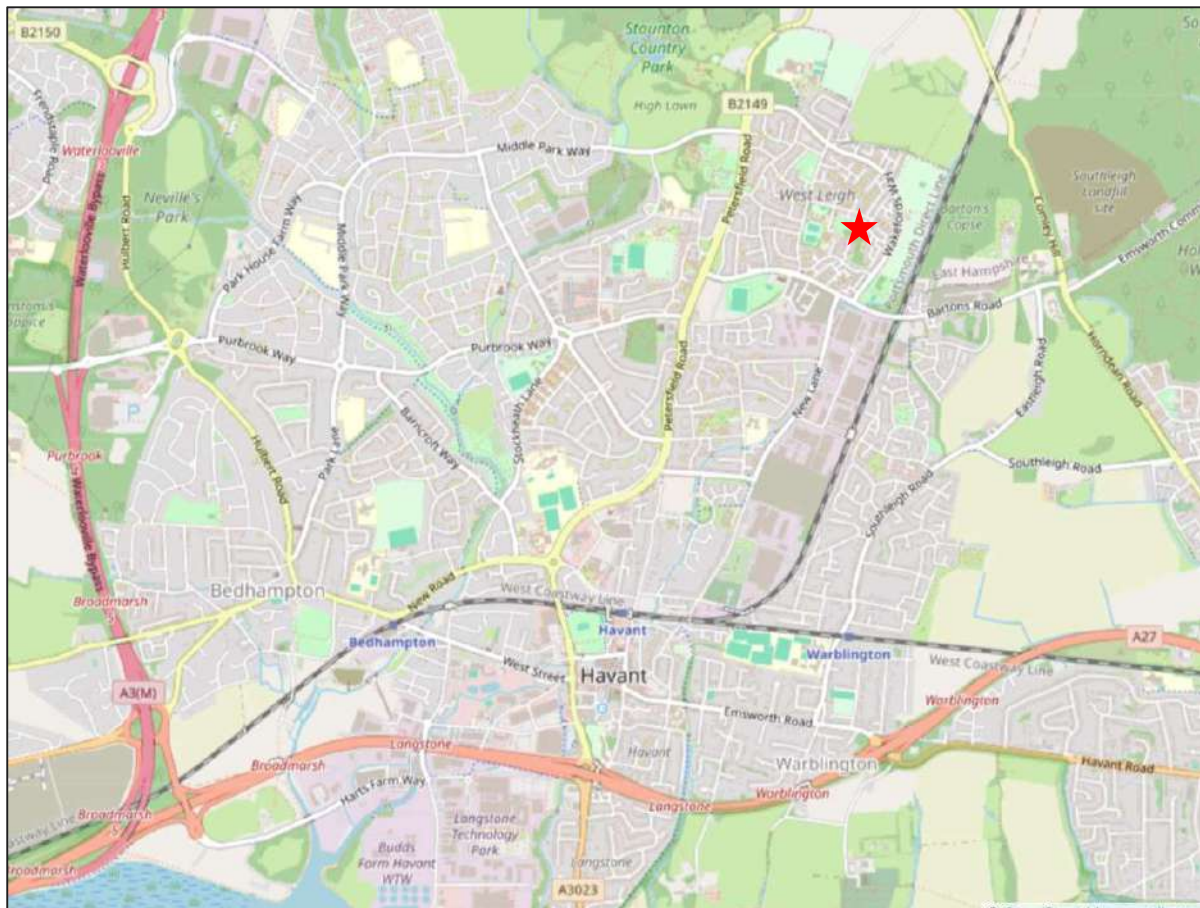


1.0 Introduction

Overview

- 1.1 SLR has been instructed by Canmoor Developments Limited to provide highways and transportation advice in relation to a planning application for a proposed industrial development on land to the east of Downley Road, Havant.
- 1.2 The site is situated in the northeast of Havant, a small town in the southeast corner of Hampshire. As such, it is within the jurisdiction of Havant Borough Council (HBC) and Hampshire County Council (HCC) who act as the local planning and highway authorities respectively.
- 1.3 The location of the site in a wider context within the Borough of Havant is indicated by the red star in **Figure 1-1** below.

Figure 1-1 Site Location (Wider Context)



- 1.4 At present, the site is occupied by a single building which comprises 9,933 sqm of B2 floorspace. A total of 81 car parking spaces are provided to the north of this building.



- 1.5 The development proposals comprise the demolition of the existing building and the construction of three new buildings totalling 9,423 sqm of flexible E(g)(iii)/B2/B8 use floorspace. A total of 136 car parking spaces will be provided, of which 5% will be designated for disabled users.

Background

- 1.6 HBC provided pre-application advice regarding the development proposals in January 2024, which expressed concerns with the level of proposed car parking provision. In response to this, SLR prepared in February 2024 a Technical Note explaining why the proposed car parking provision of 136 spaces was appropriate and demonstrating that it could accommodate the likely parking demand generated by the proposed development.
- 1.7 In May 2024, SLR prepared a Transport Scoping Note which built upon the previously issued Technical Note. This document sought agreement from HCC and HBC regarding trip rates and the transport aspects of the proposed development.
- 1.8 Following the submission of the Scoping Note a pre-application meeting was held with officers from HCC and HBC on 4th June 2024 to discuss the proposed development. At the meeting the officers expressed concerns that the parking provision was insufficient as it was below the adopted HBC standards. Following the meeting a review was undertaken of the parking ratios agreed under recent planning permissions for similar developments within Hampshire. This review was summarised in a Technical Note prepared by SLR and submitted to HBC and HCC on 26th June 2024.
- 1.9 This Transport Assessment (TA) has now been prepared to accompany a planning application, incorporating feedback from the pre-application advice and building on the detail contained within the three previously submitted notes.

Report Detail

- 1.10 This TA has been prepared in accordance with guidance provided by the Department for Transport (DfT) on 'Travel Plans, Transport Assessments and Statements' (2014). Following this introductory chapter, the remainder of the TA is structured as follows:
- **Section 2: Policy Context** – describes the national and local planning policy pertinent to the proposed development;
 - **Section 3: Baseline Conditions** – discusses the existing site and local highway network, as well as existing traffic flows / speeds and collision data in the vicinity of the site;
 - **Section 4: Site Accessibility Review** – describes the accessibility of the site by sustainable modes of travel;
 - **Section 5: Proposed Development** – sets out the development proposals including access, parking and servicing; and
 - **Section 6: Trip Generation and Traffic Impact** – outlines the trip generation and potential impact of the proposed scheme on the wider highway network; and



- **Section 7: Summary and Conclusions** – summarises the findings of the TA and provides the report conclusions.

1.11 This TA should be read in conjunction with the Framework Travel Plan (FTP) which has also been submitted in support of this planning application. The FTP will inform the implementation of a Travel Plan by the future occupants of the development to encourage staff to use sustainable modes of travel.



2.0 Planning Policy

National Planning Policy Framework

- 2.1 The latest National Planning Policy Framework (NPPF) was published in December 2023 by the Ministry of Housing, Communities and Local Government.
- 2.2 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3 As part of promoting sustainable transport, Paragraph 114 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given 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.
- 2.4 Paragraph 115 goes on to state that *“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 would be severe”*.

Local Planning Policy

Hampshire County Council Local Transport Plan 4 (2024)

- 2.5 This document plans how the transport system within the County should develop over the next 30 years. It is based around:
- A vision for what transport will look like in 2050;
 - Transport-related outcomes covering climate change, environment, economy, health and society;
 - Two guiding principles which represent a transformational change in how transport is planned and delivered in Hampshire; and
 - A set of core and theme-related policies that describe how the Plan will be delivered.



2.6 In order to deliver the outcomes of the Plan, the following core policies have been identified:

- Policy C1 – Putting people and places at the heart of decisions;
- Policy C2 – Efficient and sustainable movement of goods;
- Policy C3 – Transport strategies and schemes to be developed in accordance with consideration of all users (Road User Utility Framework);
- Policy C4 – Place climate change at the heart of decision-making;
- Policy C5 – Support local living and reduce demands on transport;
- Policy C6 – Encourage sustainable travel behaviour;
- Policy C7 – A Safe Systems approach for Hampshire;
- Policy C8 – Managing the harmful health effects of poor air quality and noise disturbance due to transport; and
- Policy C9 – Protecting the environment.

Havant Borough Core Strategy (2011)

2.7 This document sets the planning framework for communities situated within the Borough until 2026. It addresses local needs with an emphasis on high quality design and stewardship of the Borough's natural and built environment.

2.8 Policy CS20 regards the transport and access strategy, and states that development should:

- Be consistent with and contribute to the implementation of the Borough's 'Reduce, Manage and Invest' strategy;
- Not increase congestion and promote better use of existing transport networks;
- Improve accessibility to goods, services and employment and promote equality in the transport system;
- Provide transport management measures to ensure the safe and efficient operation of the strategic and local road network;
- Ensure that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users; and
- Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.

2.9 Policy DM11 'seeks to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes' requiring

- Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.
- Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.



- Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.

2.10 Policy DM12 requires 'New developments' 'to mitigate their travel impact' through:

- Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.
- The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.
- The submission of a transport statement must accompany planning applications to explain changes to travel demand.
- A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.

2.11 Policy DM14 stated that 'Development will only be permitted where it provides parking for cars, motorcycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use.'

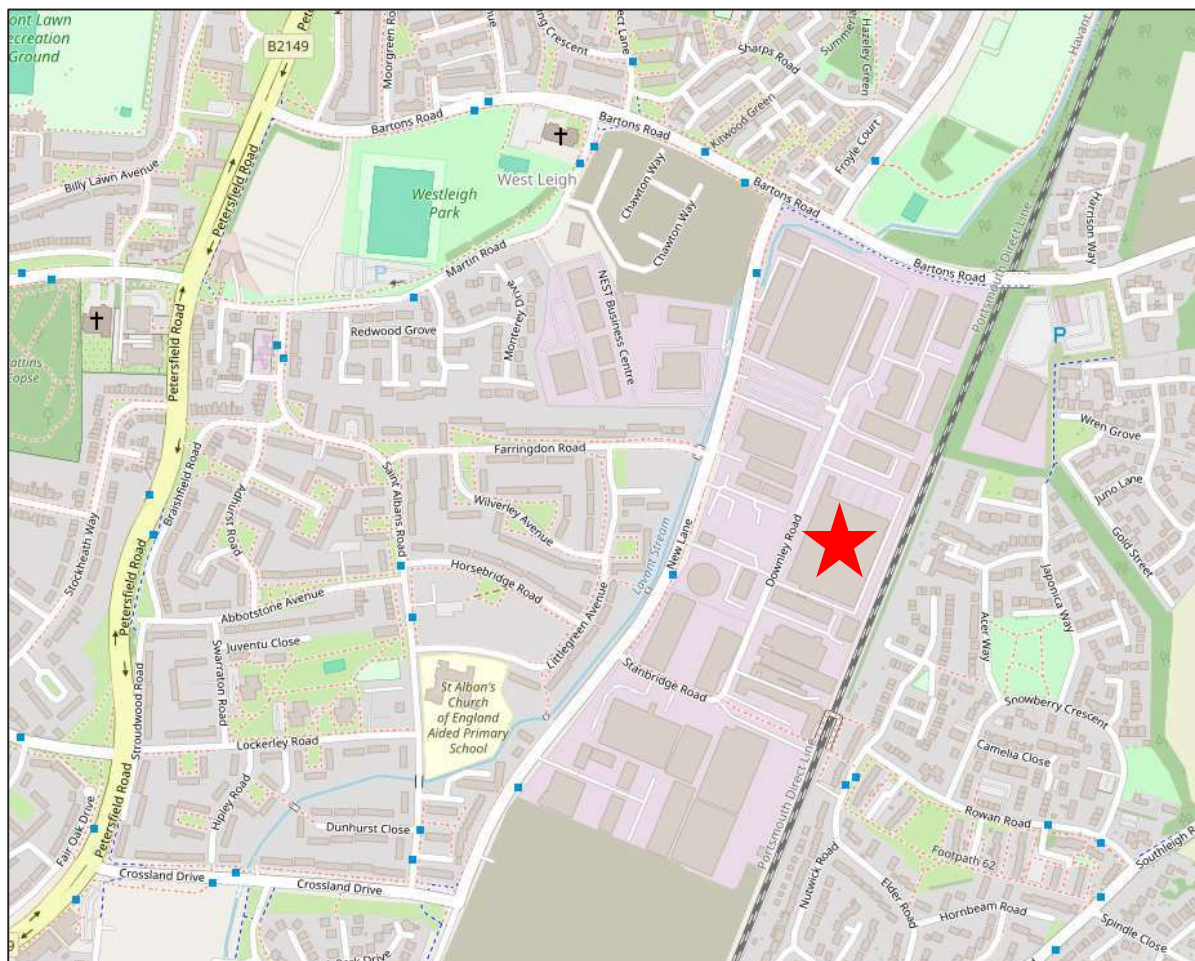


3.0 Baseline Conditions

Existing Site

- 3.1 The location of the site is shown by the red star in **Figure 3-1** below.

Figure 3-1: Site Location (Local Context) and Surrounding Highway Network



- 3.2 The site is located 2km northeast of Havant Town Centre, and approximately 12km northeast of the city of Portsmouth. It is bound by a railway line to the east, and numerous commercial / industrial developments to the north, south and west. It is accessed solely from Downley Road, which runs along its western boundary.

Surrounding Highway Network

- 3.3 Downley Road is a two-way cul-de-sac which generally runs in a north-south alignment, providing access to multiple commercial / industrial developments near the site. It benefits from being approximately 7.5m wide in the vicinity of the site, and lit on both sides of the road. There are no white line markings in the middle of the road for the most part, and either single or double yellow lines along both sides for its entirety.

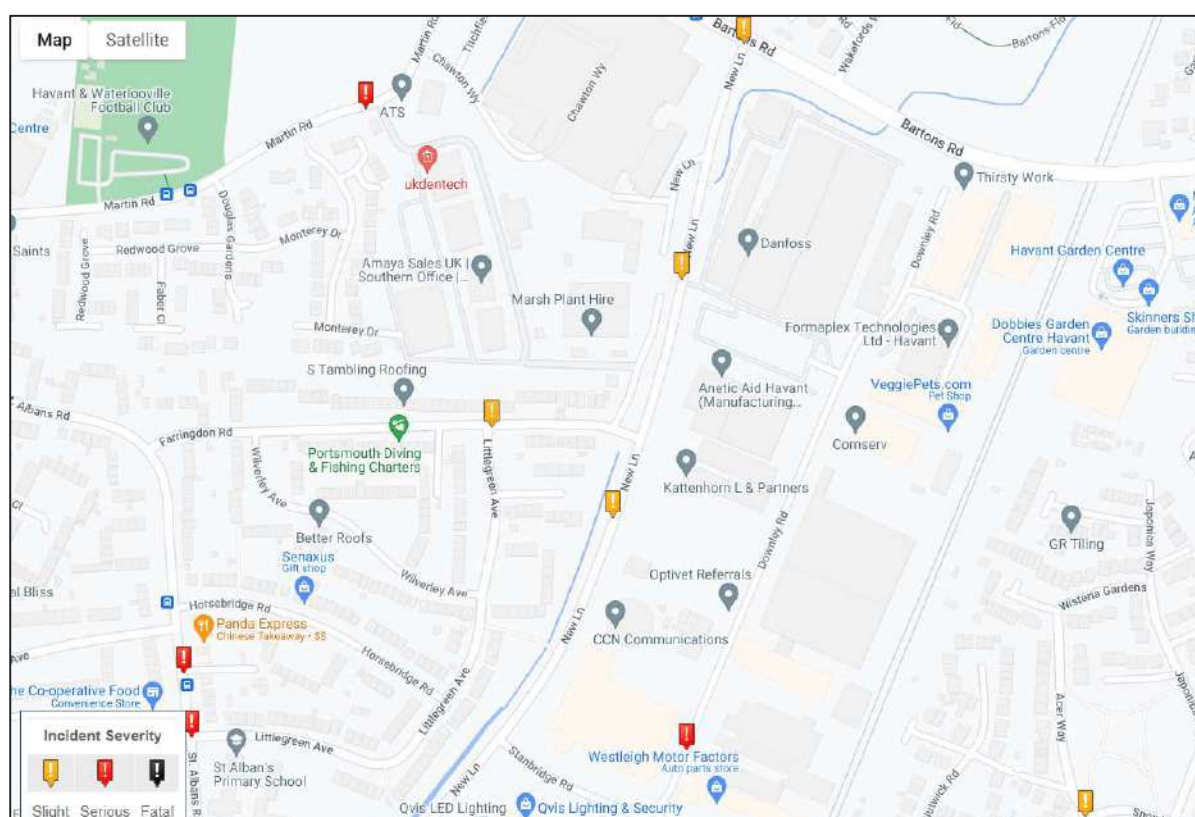


- 3.4 Downley Road is subject to a 30mph speed limit, as per national guidelines for roads in built-up areas and / or with street lighting. This speed limit is consistent with all roads on the highway network surrounding the site.
- 3.5 At its southern end, Downley Road merges into Stanbridge Road. This road is only approximately 125m in length, and it is generally characterised the same as Downley Road although it runs in a west-east alignment.
- 3.6 Stanbridge Road forms a standard priority junction with New Lane at its western end. From this junction, New Lane runs in a north-south alignment providing access to Havant Town Centre. It runs parallel to Downley Road, and connects to Bartons Road in the north and Crossland Drive in the south.
- 3.7 At their western ends, both Bartons Road and Crossland Drive form high capacity junctions with the B2149. This road is an arterial route which connects to the village of Rowlands Castle in the north, and the suburb of Bedhampton in the southwest.

Collision Data

- 3.8 To consider the safety of the highway network in the vicinity of the site, the Crashmap website has been interrogated for the most recently available five-year period between 2018 and 2022. **Figure 3-2** indicates the Crashmap search results for this area and time period.

Figure 3-2: Crashmap Search Results



- 3.9 As illustrated in **Figure 3-2**, there has only been one collision recorded along either Downley Road or Stanbridge Road during the five-year period. This collision was classified as



serious, and involved a single person on a motorcycle who collided with a wall. This suggests driver error rather than any highway fault.

- 3.10 There have been three, slight collisions along the section of New Lane in the vicinity of the site including one collision at its junction with Bartons Road. Of these collisions, one involved a cyclist and none involved a pedestrian.
- 3.11 In the context of the surrounding area which is characterised by commercial / industrial development, the number of recorded collisions is considered to be low with an average of less than one collision occurring per year along Downley Road, Stanbridge Road and the section of New Lane in the vicinity of the site. Based on this review, it is concluded that there are no existing safety issues on the local highway network in the vicinity of the site. .

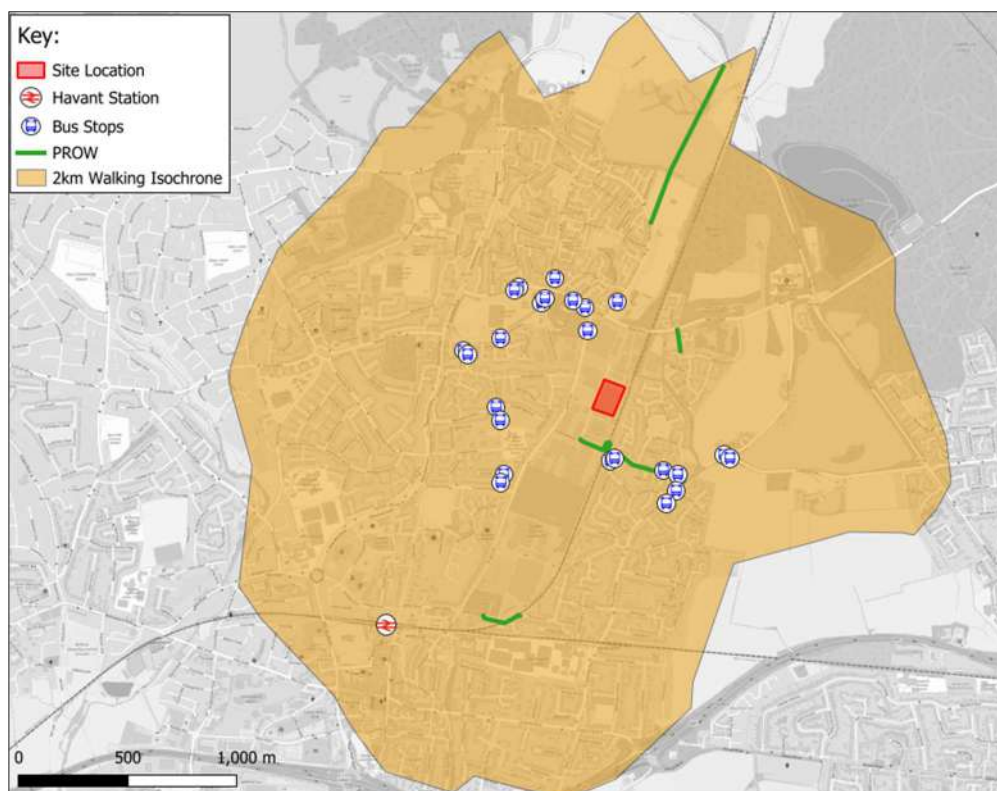


4.0 Site Accessibility Review

Accessibility on Foot

- 4.1 The Institution of Highways and Transportation (IHT) document 'Planning for Walking' (2015) states that most people will make journeys of less than 1 mile on foot and 26% will do the same of journeys for 1-2 miles.
- 4.2 An analysis of the pedestrian routes in the area has been completed to identify areas situated within a 2km catchment which is illustrated in **Figure 4-1** and **Appendix A**. The 2km walking catchment encompasses the majority of Havant including the outskirts of the Town Centre, and it can be seen that there are a number of public rights of way (PROW) within this catchment.

Figure 4-1 Pedestrian 2km Catchment



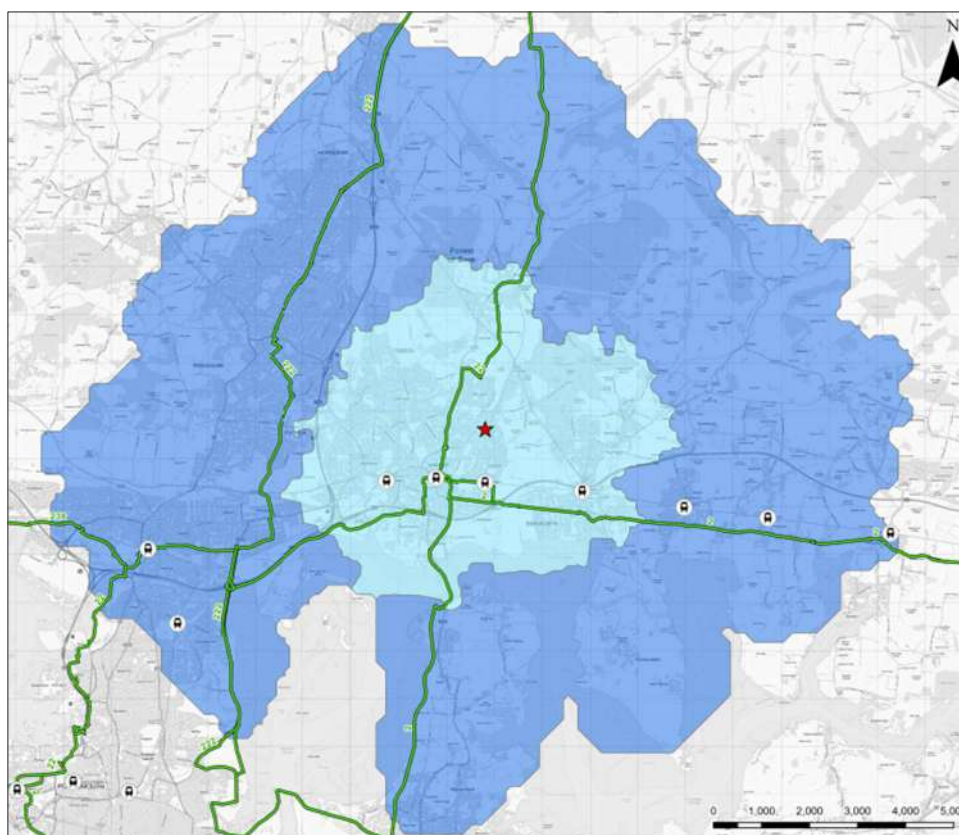
- 4.3 The site is embedded within an established urban area, and benefits from a highly accessible network of existing pedestrian infrastructure. To support pedestrian movements, there are street lit footways along both sides of all roads in the vicinity of the site, including both sides of Downley Road, Stanbridge Road and New Lane. Dropped kerbs and typically tactile paving is provided at junctions.
- 4.4 At the eastern end of Stanbridge Road, there is a PROW which crosses over the railway line in the form of a footbridge. This route provides access to the eastern suburbs of Havant.



Accessibility by Cycle

- 4.5 Cycling is an effective mode for short trips up to three to five miles (5-8km) and a catchment of 5km represents a journey time of 20 minutes using a leisurely cycle speed of 10mph (16kph).
- 4.6 **Appendix B** shows the 5km and 10km cycle catchment from the site. The 5km cycle catchment includes all of Havant as well as the town of Emsworth to the southeast, and the 10km encompasses the town of Waterlooville to the northwest, Hayling Island and the northern suburbs of Portsmouth.

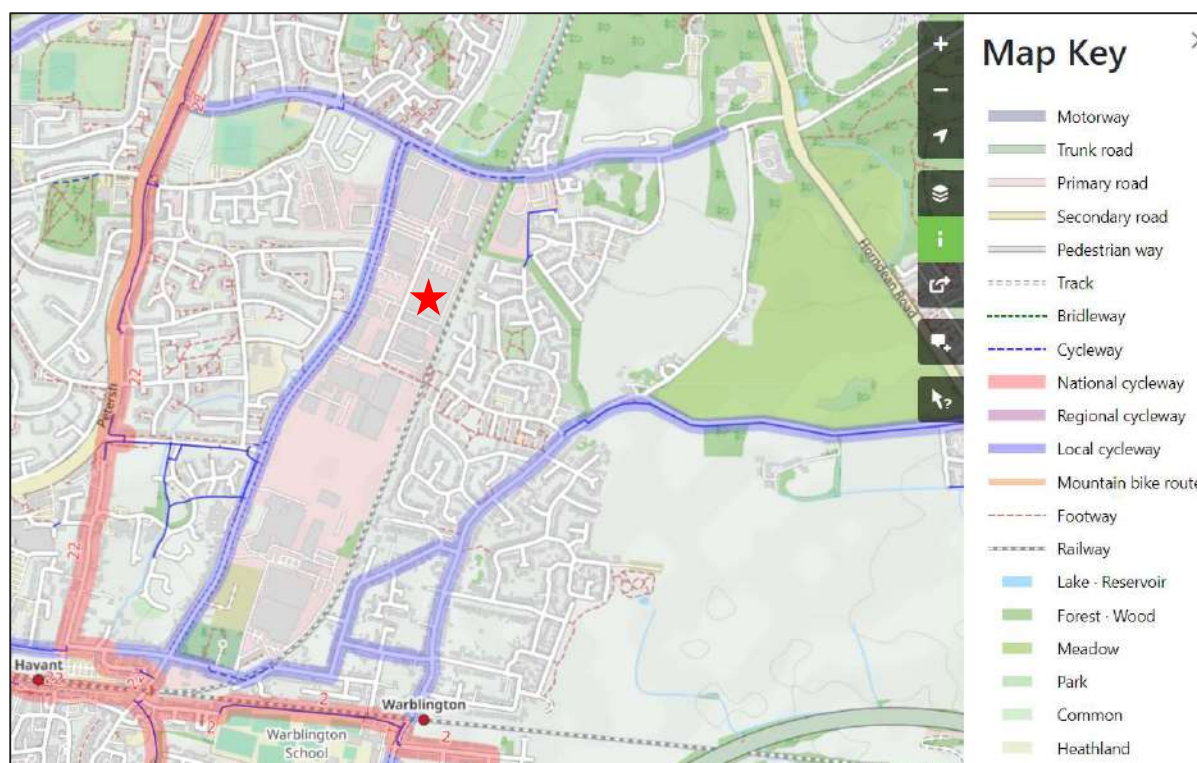
Figure 4-2 Cycling 5 and 10km Catchment



- 4.7 The cycle infrastructure in the vicinity of the site is shown in **Figure 4-3**, the site location is shown by the red star.



Figure 4-3: Cycle Infrastructure



- 4.8 As illustrated in **Figure 4-1**, New Lane and Bartons Road are both designated local cycleways. On-road cycle lanes are provided along both sides of New Lane in the vicinity of its junction with Stanbridge Road. Further afield, National Cycle Network (NCN) Routes 2 and 22 run through Havant and provide connections to local destinations such as Emsworth, Hayling Island and Portsmouth. NCN 22 can be most easily accessed via New Lane and a cycleway which is provided along Crosslands Drive.

Accessibility by Bus

- 4.9 There are two pairs of bus stops situated within the 1km pedestrian catchment of the site. The first of these are 900m to the southwest on St Albans Road, which runs parallel to New Lane and can be accessed from Crosslands Drive. These have recently been upgraded to include a shelter and seating. The second pair are on Southleigh Road approximately 950m to the southeast of the site, and can be accessed via the footbridge over the railway line. Both sets of bus stops comprise a flag post, with the St Albans Road stops also comprising bus box markings and the Southleigh Road stops comprising bus shelters with seating.
- 4.10 A summary of the bus services on St Albans Road and Southfield Road is provided in **Table 4-1** below.



Table 4-1 Bus Services Summary

Service No.	Route	Frequency (buses per hour)					
		Weekdays				Sat.	Sun.
		AM Peak	Day.	PM Peak	Eve.		
St Albans Road							
20	Havant to Portsmouth, via Bedhampton and Cosham	2	2	2	0	2	0
21	Havant to Portsmouth, via Bedhampton and Farlington	6	6	6	2	6	3
Southleigh Road							
27	Rowlands Castle to Emsworth. via Havant	4 times a day every 3 hours, weekdays only					

- 4.11 It can be seen in **Table 4-1** that the bus stops on St Albans Road are frequently served on all days of the week, with up to 8 services per hour heading towards Havant Town Centre on Portsmouth in both the AM and PM weekday peaks. Whilst the Southleigh Road bus stops are served less frequently, they do provide access to a service which directly connects to Rowlands Castle and Emsworth.

Accessibility by Rail

- 4.12 The closest railway station to the site is Havant, which is located approximately 1.8km to the south. This station is served by Southwestern Railway and Southern services, with frequent services to local destinations such as Portsmouth Harbour and destinations further afield such as Southampton Central, Brighton and London Victoria. The average travel time between Havant and Portsmouth Harbour on this service is 17 minutes.
- 4.13 Havant Railway Station benefits from being within a 2km cycling catchment, and it is situated approximately 450m to the north of Havant Bus Station which is served by all of the bus services accessible from the stops identified above. As such, there are opportunities for multi-modal trips to the site by rail and walk / cycle / bus. To further support intermodal rail and cycling trips, covered cycle parking is provided at Havant Railway Station and bikes can be stored on both Southwestern Railway and Southern services.



5.0 Proposed Development

Overview

- 5.1 In summary, the development proposals comprise the demolition of the existing building and the construction of three new buildings totalling 9,423 sqm of flexible E(g)(iii)/B2/B8 use floorspace.
- 5.2 The Units will be split into three individual units comprising approximately 3,577sqm, 3,310sqm and 2,545sqm of floorspace respectively. The units will each provide both warehouse and ancillary office space.
- 5.3 An indicative site layout plan is contained within **Appendix C**.

Access Strategy

- 5.4 The site benefits from existing vehicular access points situated in its northwestern and southwestern corners from Downley Road, and these are approximately 8m and 7.5m wide respectively at their bellmouths.
- 5.5 The existing vehicular access points at either end of the site frontage on Downley Road are to be retained.

Servicing Strategy

- 5.6 Waste collection and deliveries will be undertaken within the site. Sufficient space will be provided so that all vehicles are able to enter and exit in forward gear as demonstrated on the swept path analysis included at **Appendix D**.

Parking Provision

- 5.7 The proposed development will be supported by a total of 136 car parking spaces, of which 5% will be designated for disabled users.
- 5.8 The appropriateness of the proposed car parking provision is discussed further in Section 6.
- 5.9 In terms of cycle parking, if all units were in E(g)(iii) use, 38 long stay spaces and 19 short stay spaces would need to be provided to meet the adopted HBC standards. If all units were in B8 use, 19 long stay and 10 short stay spaces would be needed to meet the HBC standards. It is proposed that 60 spaces will be provided for the Site which is above the 57 required by E(g)(iii) use.
- 5.10 Space to park six motorcycles will be provided which is above the five required by HBC standards.



6.0 Trip Generation and Traffic Impact

Existing Site

- 6.1 The existing building is vacant, however, it could be reoccupied for B2 use. Applying the trip rates from the Technical Note produced by SLR in February 2024 (contained in **Appendix E**) to the existing floor area of 9,934 sqm gives the weekday AM and PM peak hour and daily traffic flows that the existing site could generate as set out in **Table 6-1** below.

Table 6-1: Existing Site Trip Generation

Time Period	Arrivals	Departures	Total
AM	46	24	70
PM	19	45	63
Daily	377	368	745

- 6.2 As can be seen in **Table 6-1**, the existing site would be estimated to generate approximately one two-way vehicle movement every minute in the weekday AM and PM peak hours if reoccupied for B2 use.

Proposed Site

- 6.3 The proposed development seeks to deliver three units providing a total of 9,424 sqm of floorspace in flexible E(g)(iii)/B2/B8 use. It is widely accepted that E(g)(iii) use has broadly the same trip generation characteristics as B2 use. On that basis, if all units were in E(g)(iii) use, the trip generation of the proposed development would be the same as if they were all in B2 use.
- 6.4 **Table 6-2** below provides the weekday AM and PM peak hour and daily traffic generation of the site if all three units were in any one of the proposed uses. This is based on the B2 and B8 trip rates from **Appendix E**.

Table 6-2: Proposed Site Trip Generation

Time Period	Arrivals		Departures		Total	
	E(g)(iii)/B2	B8	E(g)(iii)/B2	B8	E(g)(iii)/B2	B8
AM	43	18	23	15	66	34
PM	18	15	42	24	60	39
Daily	358	299	349	284	707	583

- 6.5 As can be seen in **Table 6-2**, the proposed site would also be estimated to generate approximately one two-way vehicle movement every minute in the weekday AM and PM peak hours if occupied by E(g)(iii)/B2 use. However, if it was occupied by B8 then this would reduce to around one two-way vehicle movement every two minutes.
- 6.6 It can be seen from comparing **Table 6-2** with **Table 6-1** that the proposed development would result in a reduction in the trip generation of the site when compared to the existing situation. On this basis, the proposed development would not affect or have an adverse traffic impact on the operation of the highway network in the vicinity of the site.



7.0 Parking

- 7.1 This section considers the appropriateness of the proposed car parking provision (136 spaces at a ratio of 1 space per 69 sqm) and demonstrates that there is unlikely to be an impact arising on the local highway network as a result of the proposed development.

Parking Standards

- 7.2 The car parking standards for new commercial developments are provided within the HBC Parking Supplementary Planning Document (SPD) (July 2016, partially updated in September 2019).
- 7.3 The car parking standards for commercial development uses are set out in **Table 7-1** below, with the application of these standards to the total proposed floor area also included.

Table 7-1 HBC Car Parking Standards

Land Use	Parking Standard	Application Site Area (Total)	Application of Standard
E(g)(iii) (formerly B1(c) Light Industry	1 space per 45 sqm	9424 sqm	209 spaces
B2 General Industry	1 space per 45 sqm		209 spaces
B8 Warehouse	1 space per 90 sqm		105 spaces

- 7.4 It can be seen that if all of the proposed floorspace was in E(g)(iii)/B2 use then there would be a shortfall of 73 car parking spaces compared to the provision required by the standards. If, however, all the proposed floorspace were in B8 use there would be an overprovision of 31 spaces when compared to the standard.
- 7.5 Planning permission is sought for flexible E(g)(iii)/B2/B8 use across all three of the proposed units. Based on local demand for industrial/warehouse space it is most likely at least one unit will be in B8 use. If the smallest proposed unit (Unit 1) was in B8 use and the other two units were in E(g)(iii)/B2 use, 183 spaces would be required to meet the standards. If the largest proposed unit (Unit 3) was in B8 use and the other two units were in E(g)(iii)/B2 use, 171 spaces would be required to meet the standards. If Units 2 and 3 were in B8 use and Unit 1 were in E(g)(iii)/B2 use 134 spaces would be required.
- 7.6 Irrespective of the eventual uses that the proposed units would be in if they were occupied, it does not automatically follow that if parking provision is not provided at the level required by the standards that the parking provision would be inadequate.
- 7.7 Prior to considering the potential parking demand that the proposed development might generate, it is worth noting that the original planning permission (98/56131/008) for the existing building on site, which provides more floorspace than the proposed development, included 169 parking spaces. This provision is less than the amount of car parking that would be required if the current parking standards were applied to the existing amount of B2 use. It is also worth noting that there were only 81 car parking spaces marked out on site when it was previously occupied.



Parking Ratios at Similar Permitted Development Sites in Hampshire

- 7.8 Following discussions with HCC and HBC a desktop study was undertaken to review parking ratios agreed at Sites within Hampshire for similar land uses. **Table 7-2** shows the results of the review and the full note is in **Appendix F**.

Table 7-2 Comparable Scheme Parking Review

App Ref	LPA	Address	Use(s)	Parking Ratio	LPA Parking Standard
F/23/96253	Eastleigh BC	Unit 1 Statagic Park, Hedge End	E(g)(iii)/B2/B8	1 per 54sqm	No policy Referred to HCC guidance from 2002 1 per 45sqm for E(g)(iii)/B2
F/22/93417	Eastleigh BC	Unit 2 Statagic Park, Hedge End	E(g)(iii)/B2/B8	1 per 60sqm	No policy Referred to HCC guidance from 2002 1 per 45sqm for E(g)(iii)/B2
P/23/0792/FP	Fareham BC	5 Barnes Wallis Road, Fareham	E(g)(iii)/B2/B8	1 per 60sqm	1 per 30sqm – 1 per 60sqm for unknown mix
19/01553/NMA	Winchester CC	Concorde Way (Concorde Park)	E(g)(iii)/B2/B8	1 per 47sqm	Case by case basis Referred to HCC guidance from 2002 1 per 45sqm for E(g)(iii)/B2
App/19/00660	Havant BC	38 New Lane, Havant	E(g)(iii)/B2/B8	1 per 40sqm	Policy for E(g)(iii)/B2 is 1 per 45sqm
App/16/00812 and App/20/01154	Havant BC	Velocity, 1 Stanbridge Road, Havant	E(g)(iii)/B2/B8	1 per 70sqm	Policy for E(g)(iii)/B2 is 1 per 45sqm

- 7.9 The table demonstrates that with the exception of the Concorde Way scheme and the 38 New Lane scheme, the approved parking ratios were significantly below the applicable standard at the time.
- 7.10 The table also shows that the Velocity Site, which is located approximately 250m south of the site, was approved with an almost identical car parking ratio to that of the proposed development.

Potential Parking Accumulation based on TRICS

- 7.11 The trip rates were used to calculate hourly arrival/departure and parking accumulation profiles for all of the potential mix of use combinations across the three proposed units. These calculations are provided in the Transport Technical Note submitted in February 2024, **Appendix E**, and the predicted maximum parking accumulations for each scenario are summarised in **Table 7-3** below.
- 7.12 It can be seen that the maximum predicted parking accumulation/demand for parking is 94 spaces. This is significantly less than the 136 spaces currently proposed.



Table 7-3 Parking Accumulation

Scenario	E(G)(III)/B2 USE	B8 USE	Calculated Maximum Parking Accumulation
1	All Units = 9424 sqm	0 sqm	94
2	0 sqm	All Units = 9424 sqm	78
3	Unit 1 + Unit 2 = 5880 sqm	Unit 3 = 3544 sqm	88
4	Unit 2 + Unit 3 = 6853 sqm	Unit 1 = 2571 sqm	89
5	Unit 1 + Unit 3 = 6115 sqm	Unit 2 = 3309 sqm	88
6	Unit 1 = 2571 sqm	Unit 2 + Unit 3 = 6853 sqm	82
7	Unit 2 = 3309 sqm	Unit 1 + Unit 3 = 6115 sqm	83
8	Unit 3 = 3544 sqm	Unit 1 + Unit 2 = 5880 sqm	83

Survey of Parking Demand at Velocity, Stanbridge Road

- 7.13 The Velocity development is located approximately 250 m to the south of the site. It is occupied by three units which provide a total of 9,450 sqm of E(g)(iii)/B2/B8 use. It is understood that Units 1 and 2 are occupied by Sartorius for manufacturing (B2) purposes and Unit 3 is occupied by IMC Pro Logistics for distribution (B8) purposes. The final iteration of the scheme, APP/16/00812, provided 105 car parking spaces across the three Units.

A parking survey of Velocity was carried out by drone over a 12-hour period on the 2nd July 2024. It counted the number of cars parked at 30-minute intervals between 07:00-19:00. Based on the drone footage, there were 108 car parking spaces available on site on the day of the survey. The layout of the car parking is shown at **Figure 7-1**



Figure 7-1 Parking Layout at Velocity



- 7.14 The results of the survey showed that of the 108 parking spaces a maximum of 39 spaces were used during this period which equates to an occupancy rate of 36%. This was recorded between 1100-1200. The full results are shown in **Appendix G**.

Summary

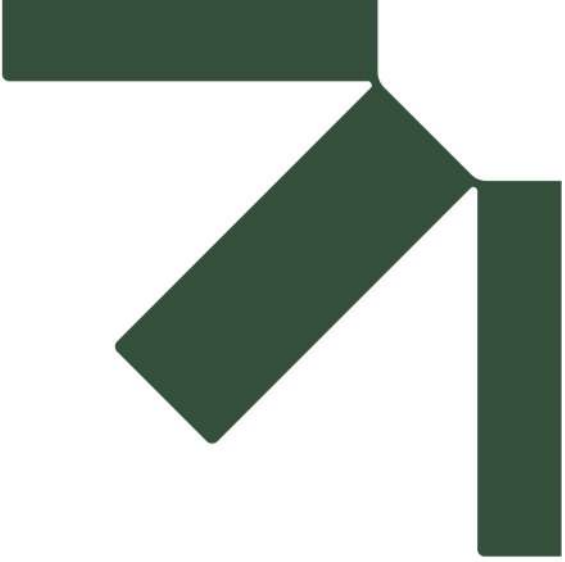
- 7.15 The proposed level of car parking is below that which would be required by the HBC standards but it does not automatically follow that there would be overspill car parking on street as a result.
- 7.16 A number of comparable schemes to that proposed have recently been permitted within Hampshire with parking ratios at significantly below the level required by the applicable standards.
- 7.17 One of these schemes, Velocity, was permitted with an identical car parking ratio to that of the proposed development, but survey of car parking demand at Velocity on 2nd July 2024 showed that the maximum car parking demand was only around one third of the available parking capacity.
- 7.18 A parking accumulation exercise based TRICS trip rates indicates that the car parking provision at the proposed development would be sufficient to accommodate the likely demand it generates irrespective of the eventual mix of occupiers.
- 7.19 On the basis of the above, the car parking provision is considered to be appropriate and will not lead to overspill car parking onto the streets surrounding the site.



8.0 Summary and Conclusion

- 8.1 SLR has been instructed by Canmoor Developments Limited to provide highways and transportation advice in relation to a planning application for a proposed industrial development on land to the east of Downley Road, Havant.
- 8.2 The site is situated in the northeast of Havant, a small town in the southeast corner of Hampshire. As such, it is within the jurisdiction of Havant Borough Council (HBC) and Hampshire County Council (HCC) who act as the local planning and highway authorities respectively.
- 8.3 The Crashmap database has been interrogated for the area in the vicinity of the site, and it has been demonstrated that the number of recorded collisions is considered to be low with an average of less than one collision occurring per year along Downley Road, Stanbridge Road and the section of New Lane in the vicinity of the site.
- 8.4 The site is embedded within an established urban area, and benefits from a highly accessible network of existing pedestrian and cyclist infrastructure. There are frequent bus services which operate in the vicinity of the site, and ample opportunities for multi-modal trips to the site by rail and walk / cycle / bus.
- 8.5 Using the industry-standard TRICS database, a trip generation exercise has shown that the proposed development would result in a reduction in the trip generation of the site when compared to the existing situation and therefore, it would not affect the operation of the highway network in the vicinity of the site.
- 8.6 Significant work has been undertaken to demonstrate that the proposed provision of parking is suitable for the proposed development and that it will not lead to overspill parking in the neighbouring areas.
- 8.7 In conclusion, it is therefore considered that there are no material reasons as to why the proposed development should not be granted planning consent on highways and transportation grounds.





Appendix A Walking Catchment

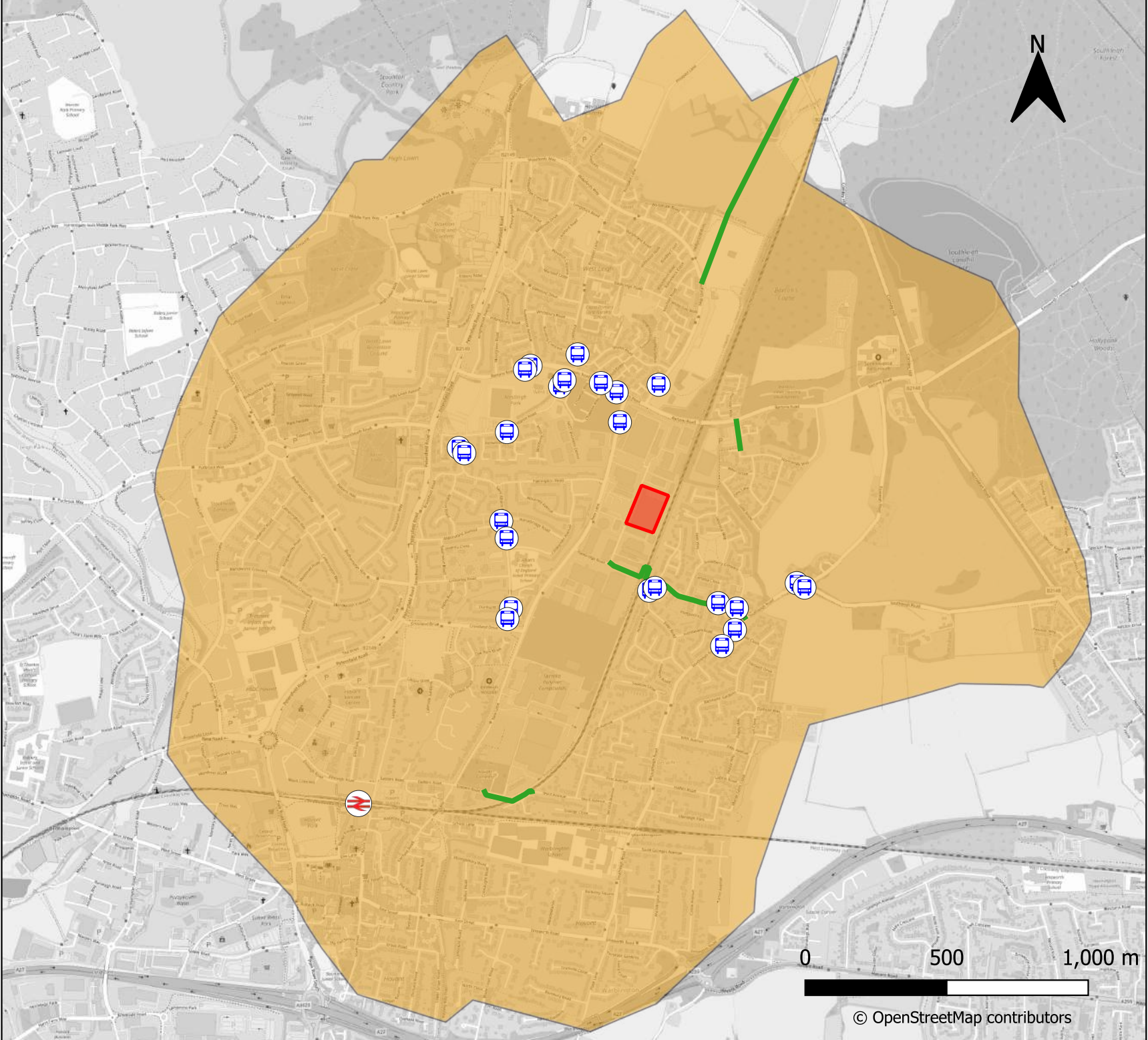
Transport Assessment

Downley Road, Havant

Canmoor Developments Limited

SLR Project No.: 425.065366.00001

5 July 2024



Key:

-  Site Location
-  Havant Station
-  Bus Stops
-  PROW
-  2km Walking Isochrone

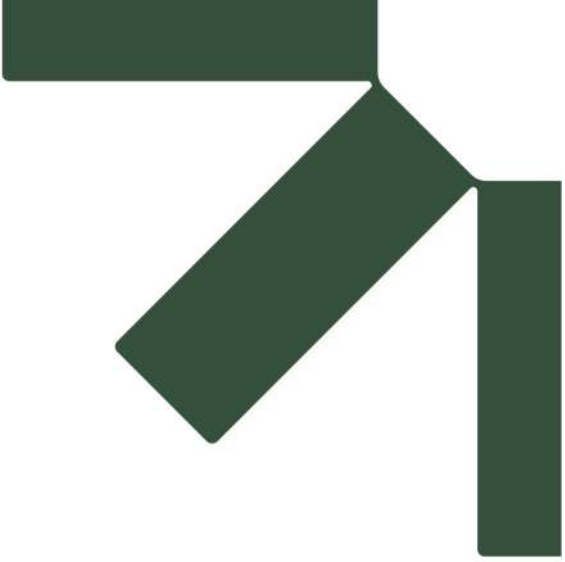
Canmoor

Downley Road, Havant

2km Walking Catchment



Drawn By: BW Checked By: KL 05/07/2024
Figure 1



Appendix B Cycling Catchment

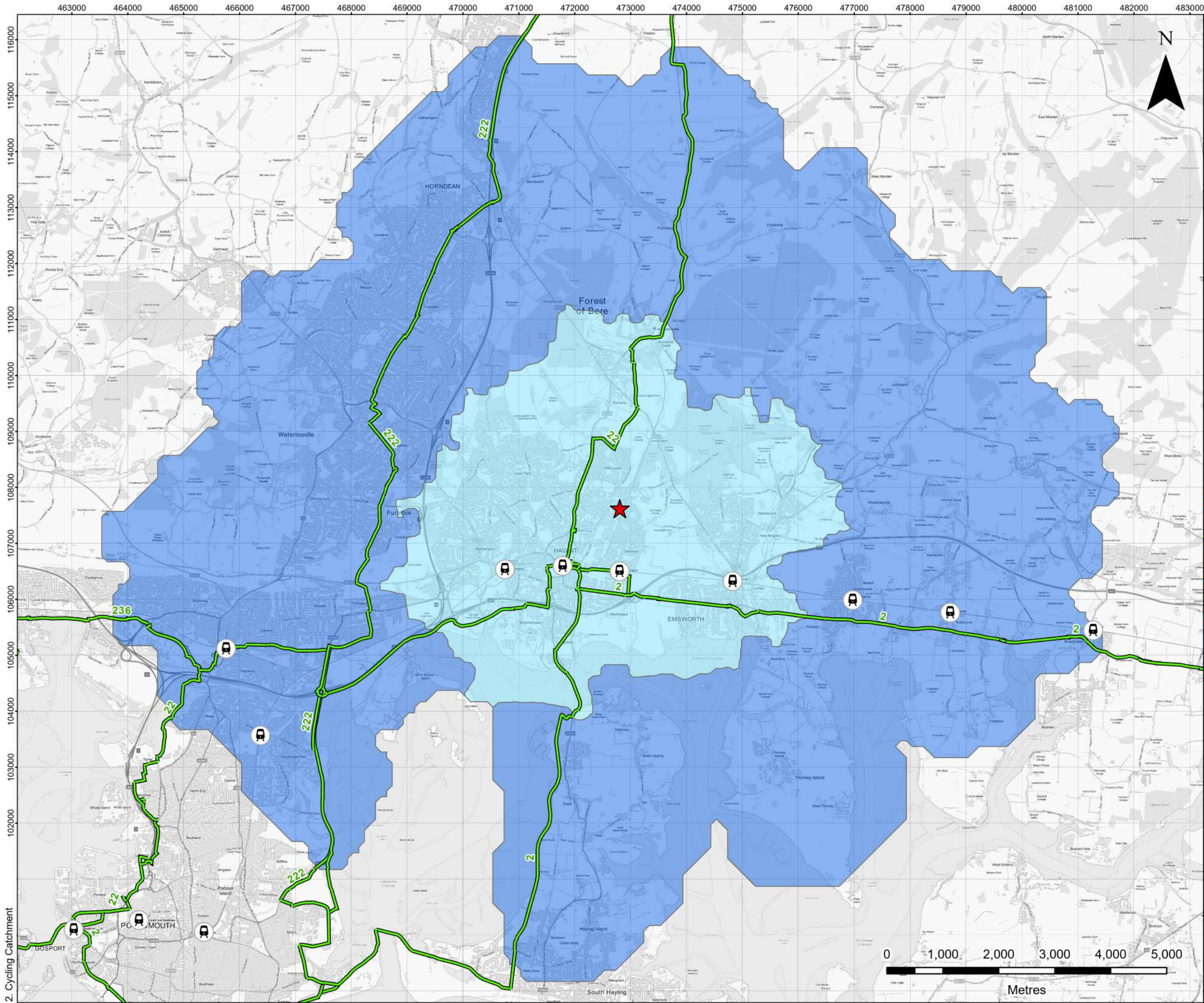
Transport Assessment

Downley Road, Havant

Canmoor Developments Limited

SLR Project No.: 425.065366.00001

5 July 2024



LEGEND

★ Site Location

🚂 Railway Station

— National Cycle Network (NCN)

Cycling Catchment

0 - 5km

5 - 10km

SLR

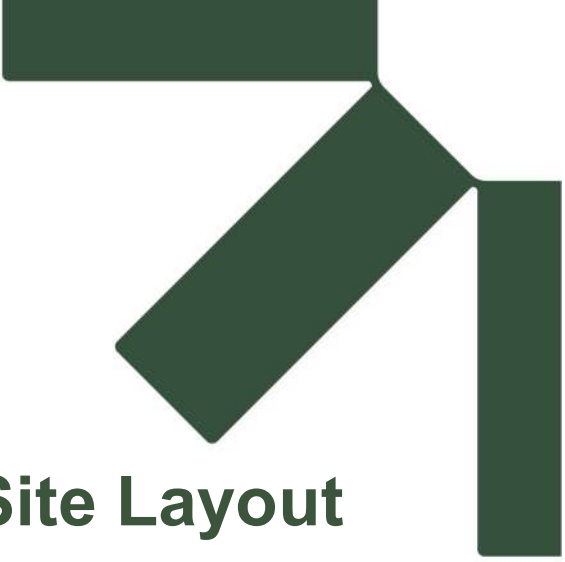
425.065366.00001

DOWNLEY ROAD, HAVANT

CYCLING CATCHMENT

PLAN 2

Scale 1:63,750 @ A3 Date JUNE 2024



Appendix C Indicative Site Layout

Transport Assessment

Downley Road, Havant

Canmoor Developments Limited

SLR Project No.: 425.065366.00001

5 July 2024



Disclaimer:
Subject to survey.

N

0 5 10 15 20 25

Notes:

KEY

Ownership Boundary

Site Boundary
(16,970m² / 4.19acres / 1.70ha)

Key Plan

NEW ENTRANCE

1 Cycle Stands

R Refuse

D Disabled Parking Bays

SS Sub-Station

AREA SCHEDULE (GIA)

UNIT 1 (GIA) **27,395ft²**
Warehouse (incl. office Undercroft) 23,725ft²
Office (FF) 3,670ft²
Car Parking 40
(Including 2 accessible bays)
EV charging spaces 8
Cycle parking spaces 20
Motor bike spaces 2

UNIT 2 (GIA) **35,535ft²**
Warehouse (incl. office Undercroft) 32,540ft²
Office (FF) 2,995ft²
Car Parking 45
(Including 2 accessible bays)
EV charging spaces 10
Cycle parking spaces 20

UNIT 3 (GIA) **38,500ft²**
Warehouse (incl. office Undercroft) 33,400ft²
Office (FF) 5,100ft²
Car Parking 51
(Including 2 accessible bays)
EV charging spaces 10
Cycle parking spaces 20
Motor bike spaces 3

TOTAL (GIA) **101,430ft²**
Total Parking **136**

H	EV Charging bays and Area check	20.06.24	HT	HA
G	Additional cycle and motor bike spaces	17.05.24	AH	HA
F	Unit Plan Updated	01.05.24	HT	HA
E	Changes to Yard Layout	25.01.24	AH	HA
D	Changes to Sheet Layout	25.01.24	AH	HA
C	Hedge Width Increased to 1.5m	24.01.24	AH	HA
B	Additional landscaping and trees added to the Downley Road frontage, car parking spaces increased and ancillary offices completely encompassed into the units	23.01.24	AH	HA
A	Updated Site Plan	13.11.23	TM	HA
-	First Issue	10.11.23	TM	HA

Rev: Notes: Date: Dwn: Iss:

Suitability Code:

PLANNING

Client:

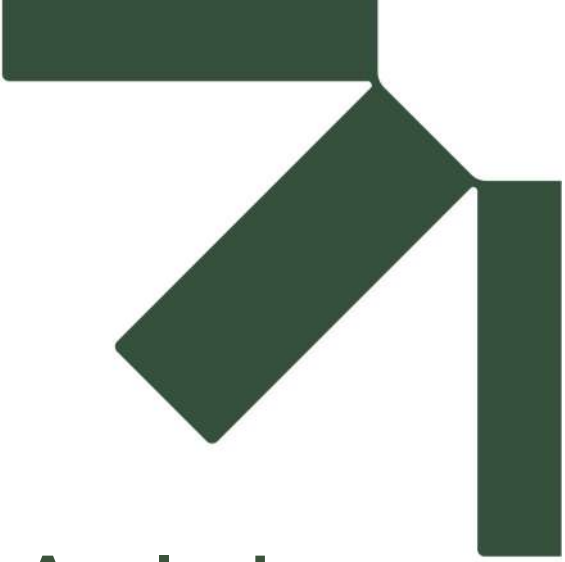
CANMOOR

hale
ARCHITECTURE
22c Leathermarket Street, London, SE1 3HP

Project:
Dunham Bush Site, Downley Road Havant

Drawing Title:
Proposed Site Plan

Project No: 23076	Scale @ A1 / A3 1:500 / 1:1000	Revision: H
Drawing No: PL004		



Appendix D Swept Path Analysis

Transport Assessment

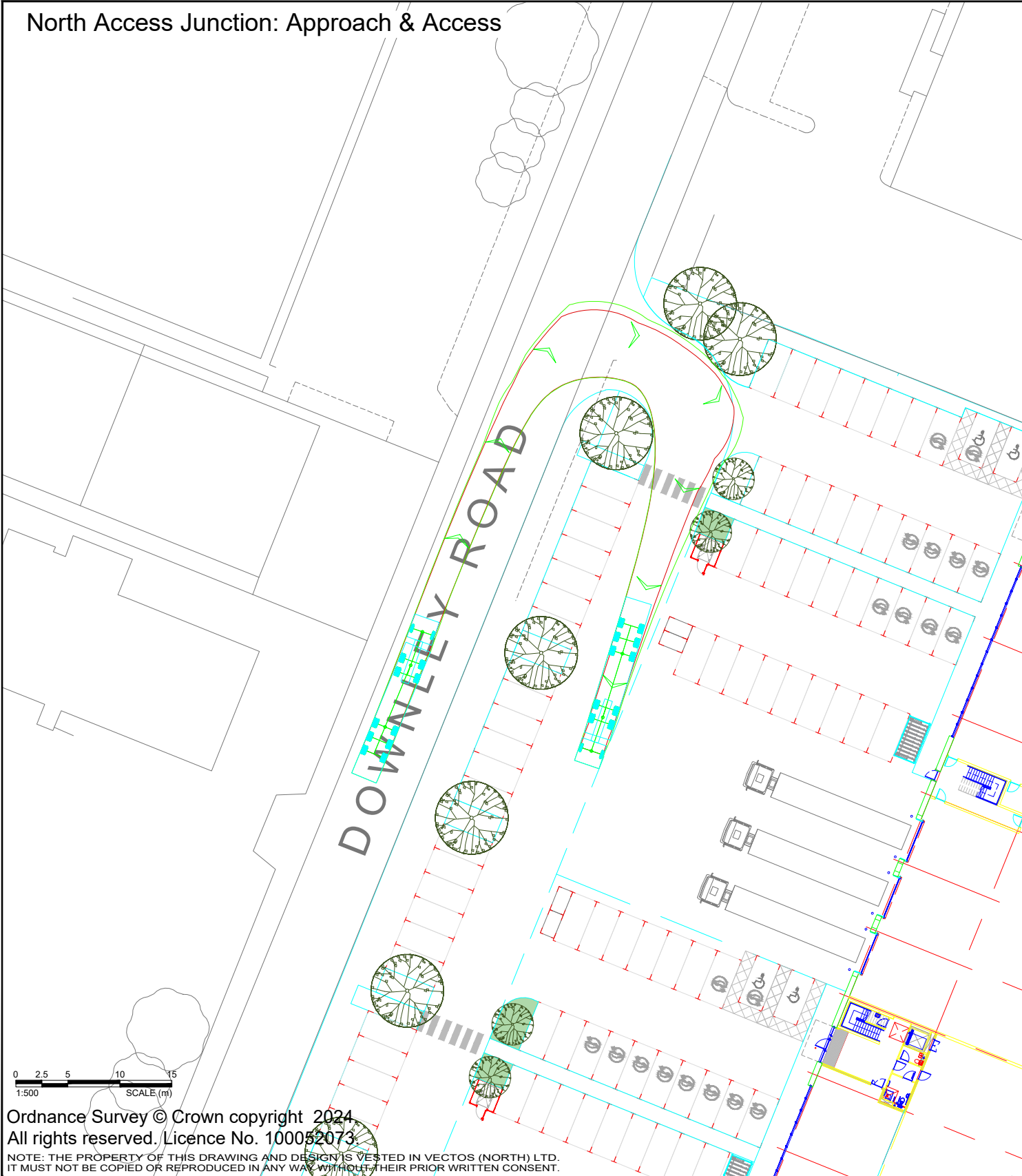
Downley Road, Havant

Canmoor Developments Limited

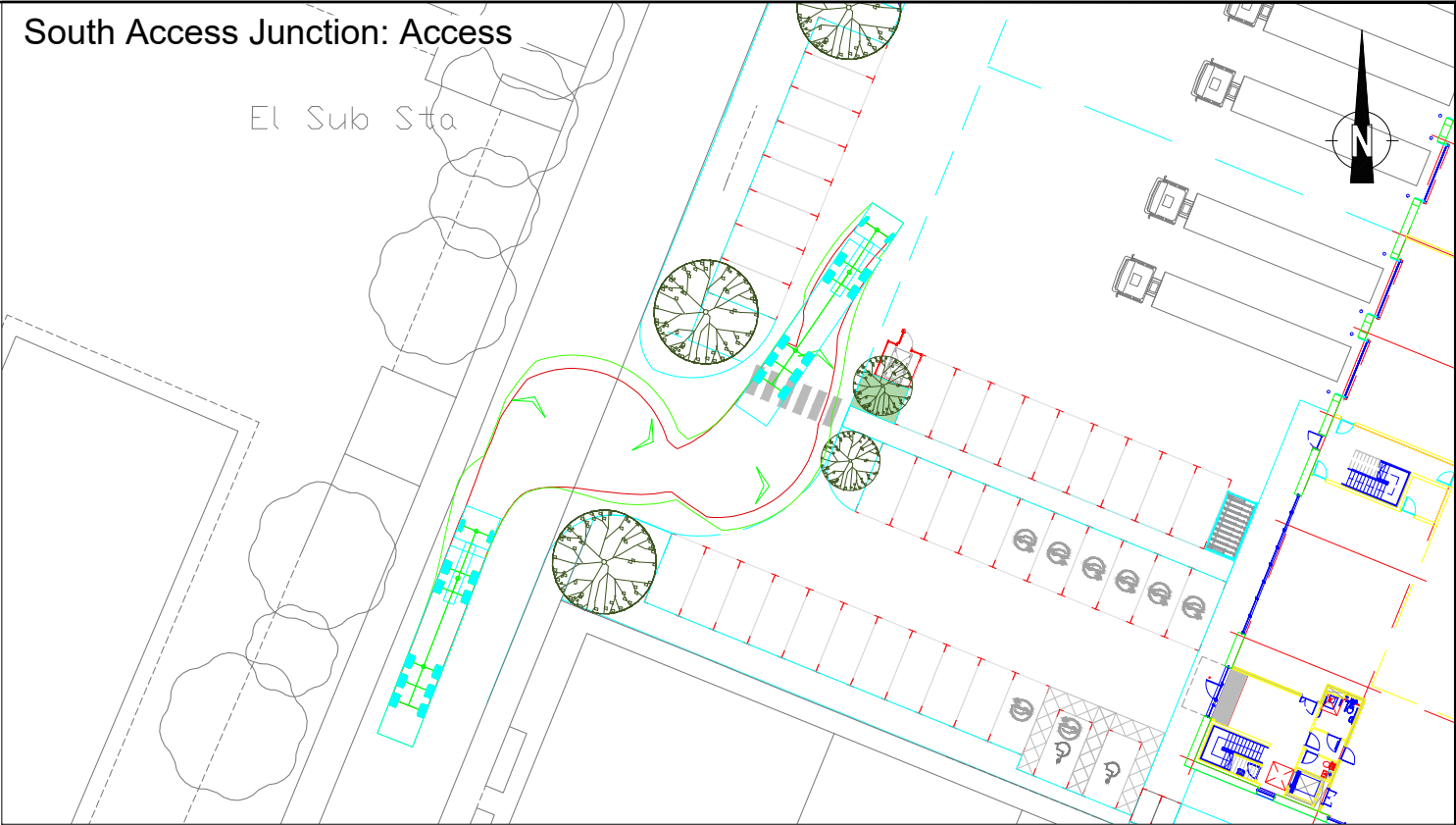
SLR Project No.: 425.065366.00001

5 July 2024

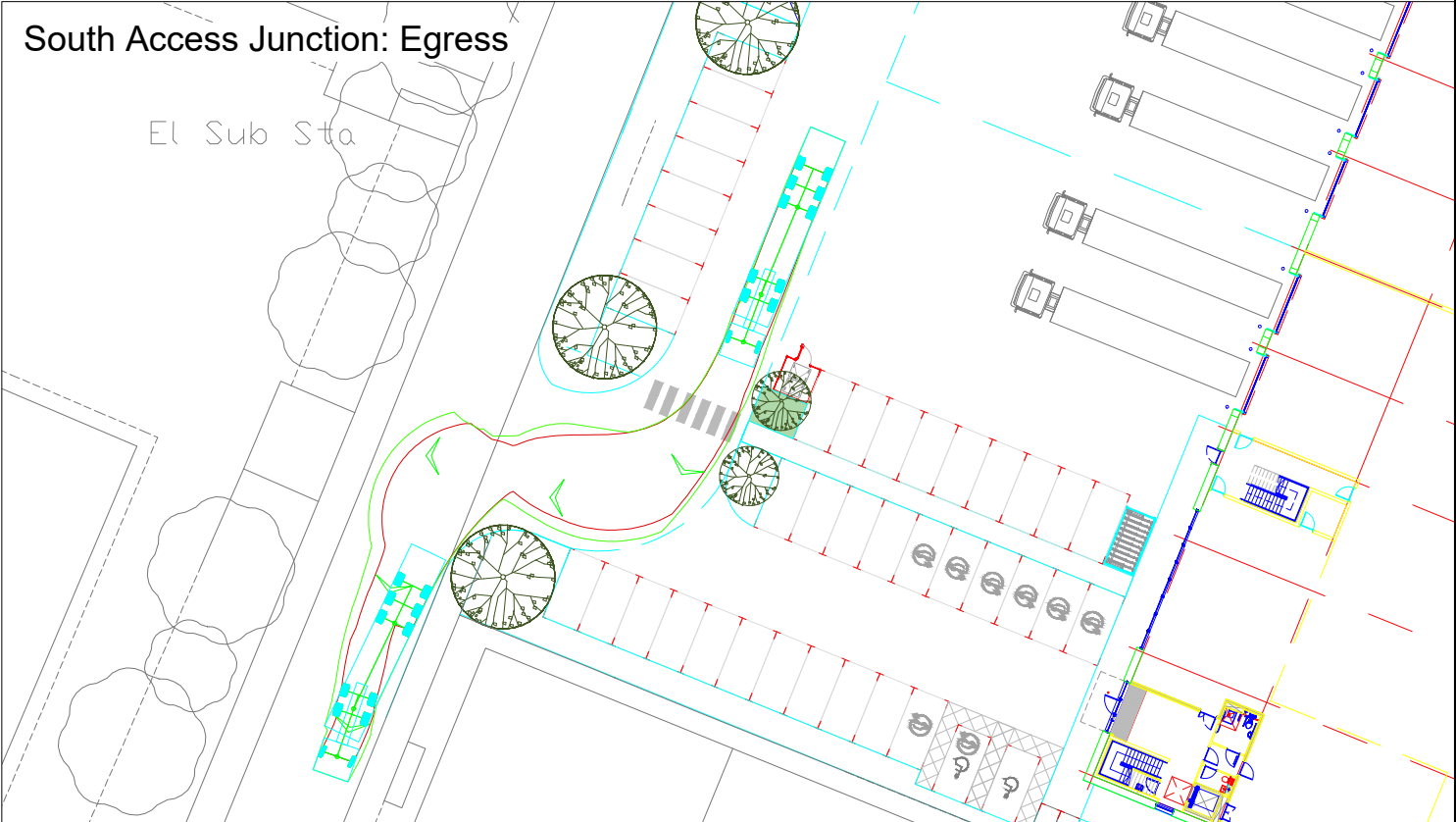
North Access Junction: Approach & Access



South Access Junction: Access



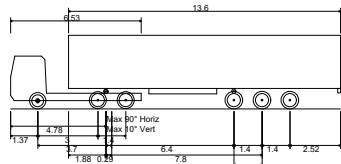
South Access Junction: Egress



REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	CG	TF	04.07.24

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Downley Road, Havant

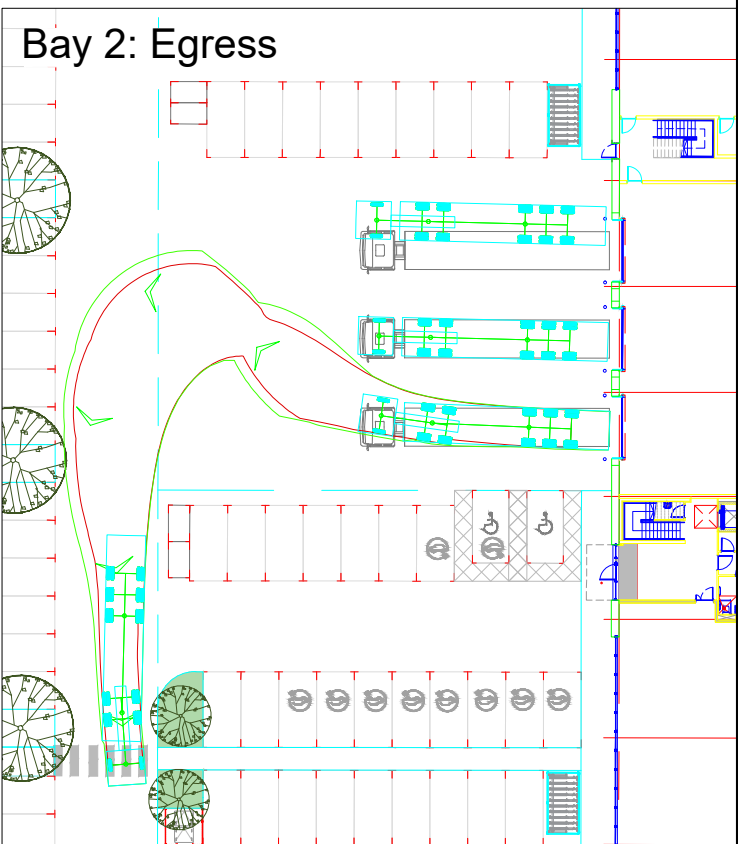
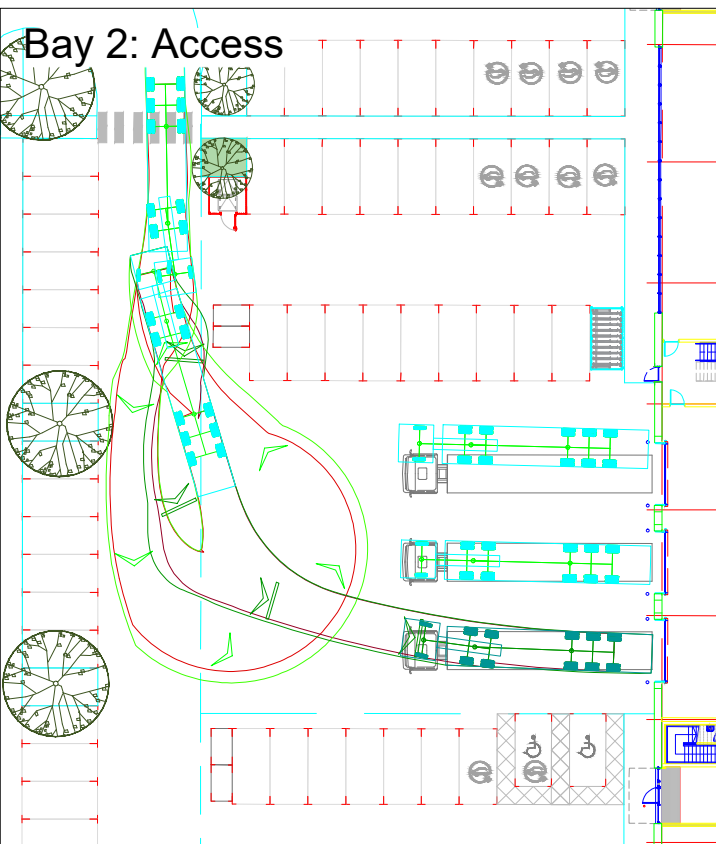
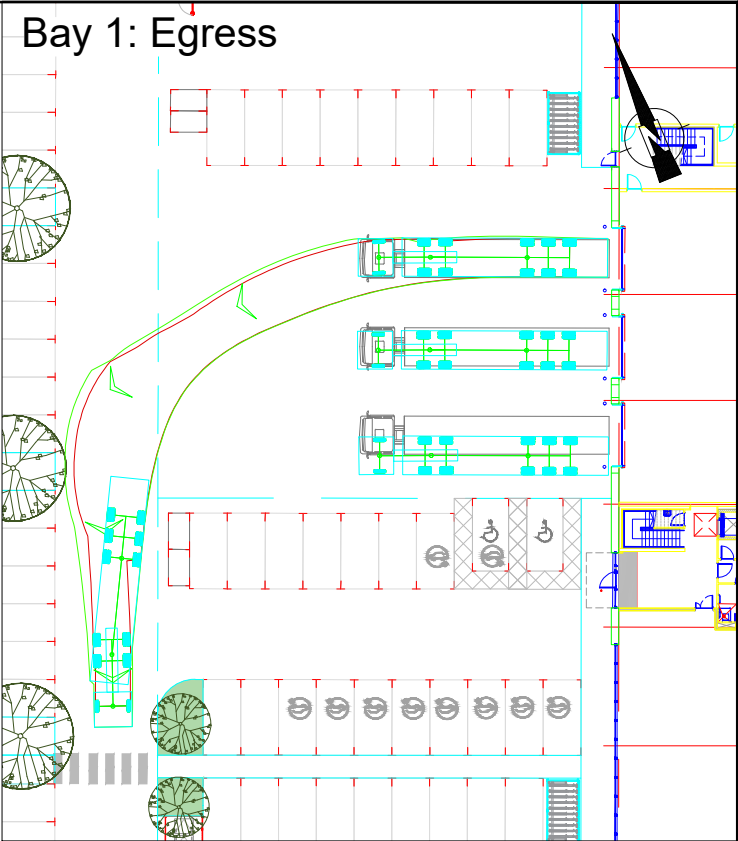
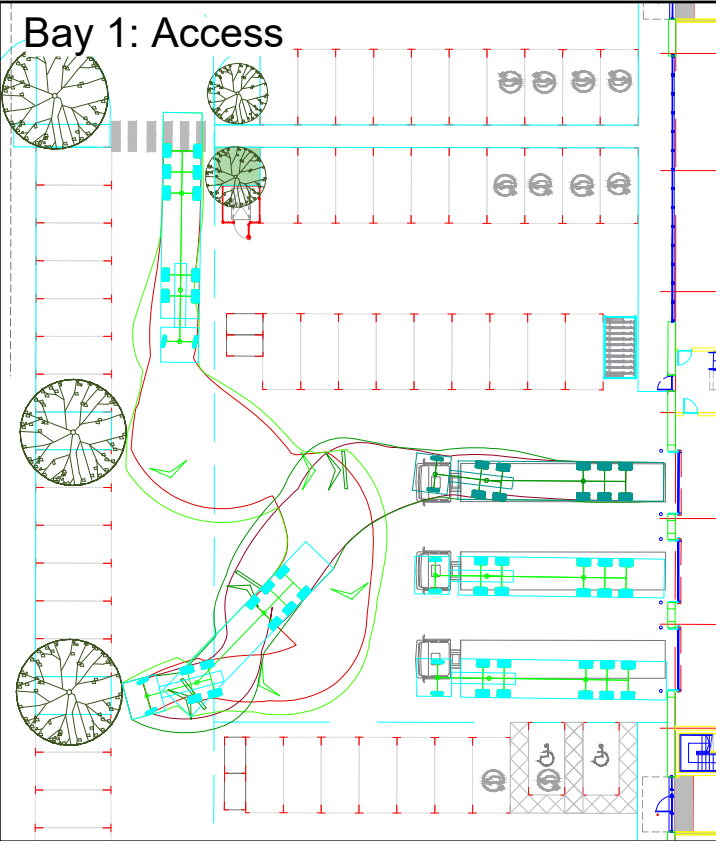
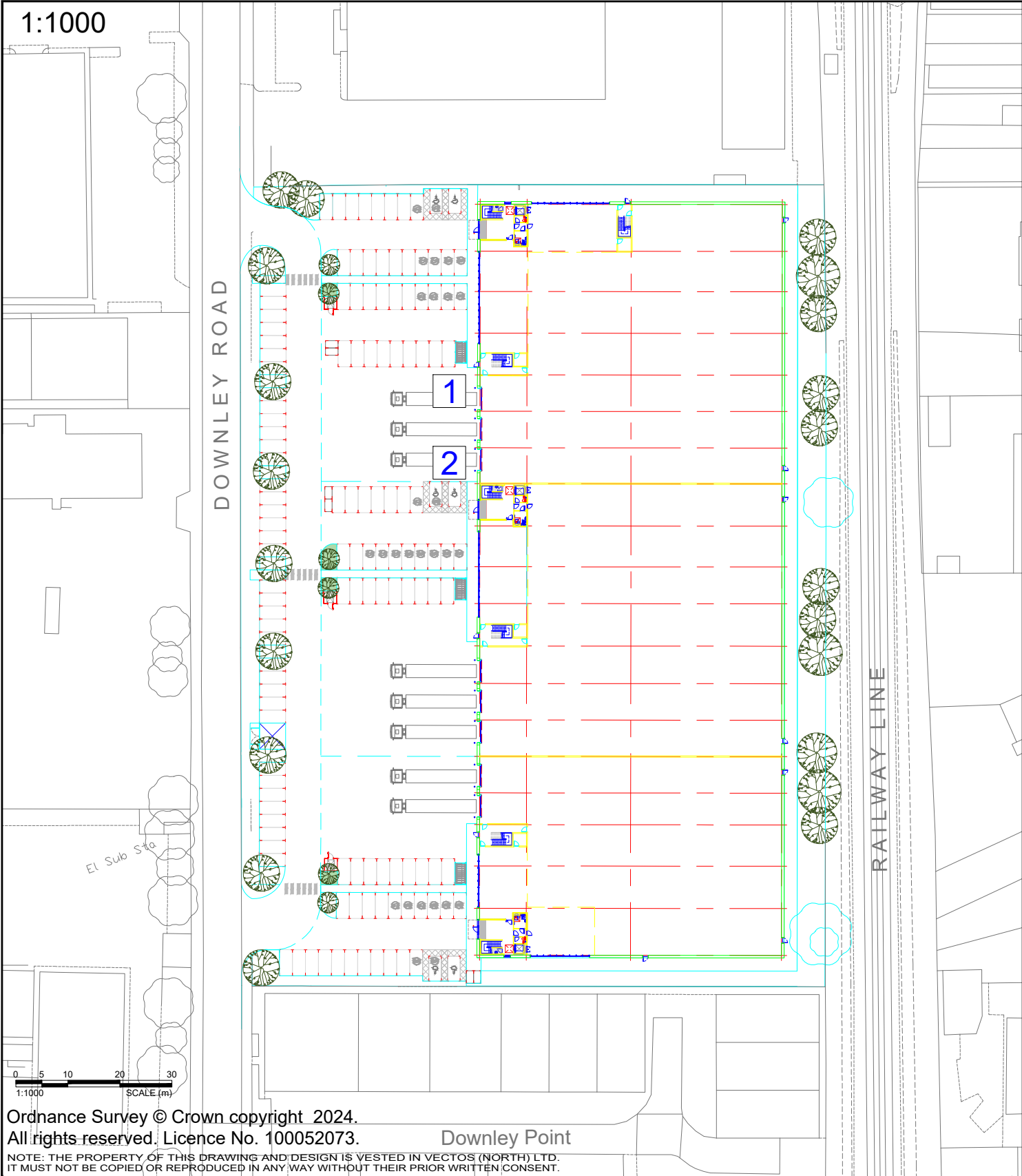
Swept Path Analysis
Loading Bays & North/South Site Access Junctions
Articulated HGV

DRAWN:	CHECKED:	DATE:	SCALES:
CG	DR/TF	02.02.24	1:500 at A3

Hale Architecture



DRAWING NUMBER:	REVISION:
425.065366.00001 - AT/A01	A



REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:
A	Site layout & tracking updated	CG	TF	04.07.24	1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only. Max Legal Length (UK) Articulated Vehicle (16.5m) Overall Length 16.500m Overall Width 2.550m Overall Body Height 3.681m Min Body Ground Clearance 0.411m Max Track Width 2.500m Lock to lock time 6.00s Kerb to Kerb Turning Radius 6.530m

Downley Road, Havant

Swept Path Analysis
Loading Bays Sheet 1 of 2
Articulated HGV

DRAWN: CG

CHECKED: DR/TF

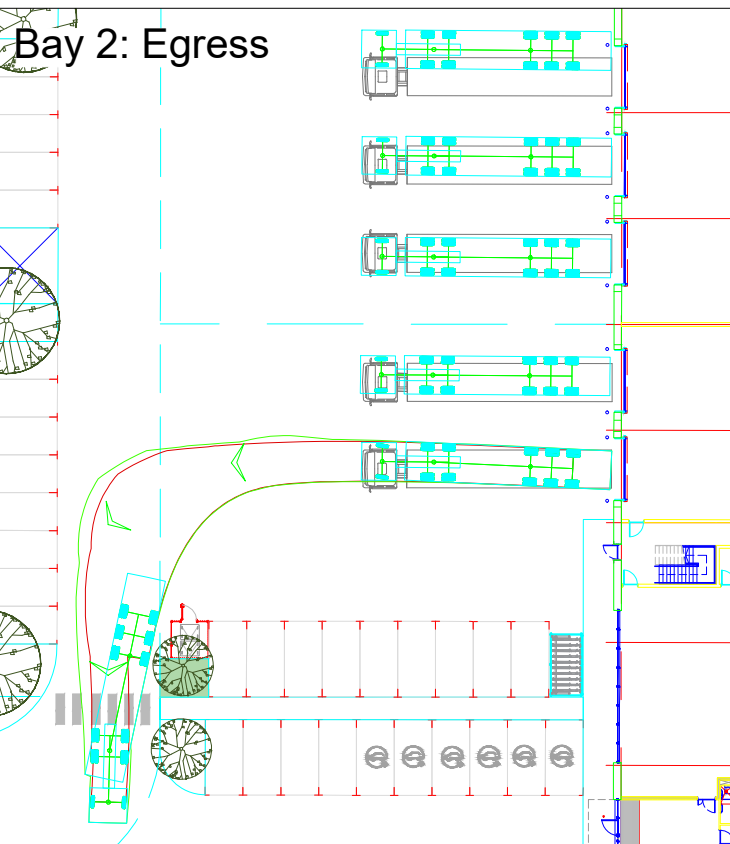
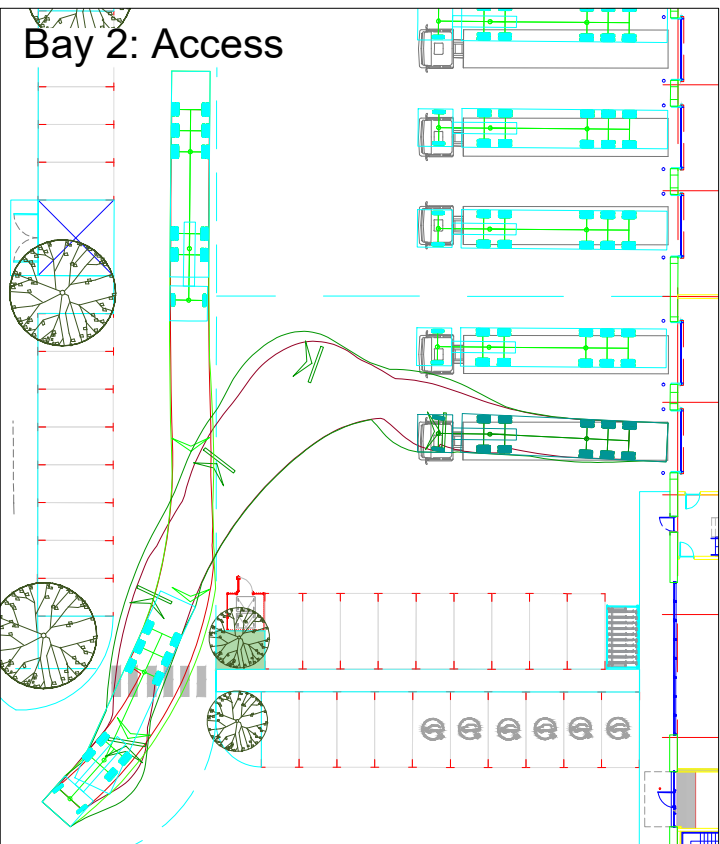
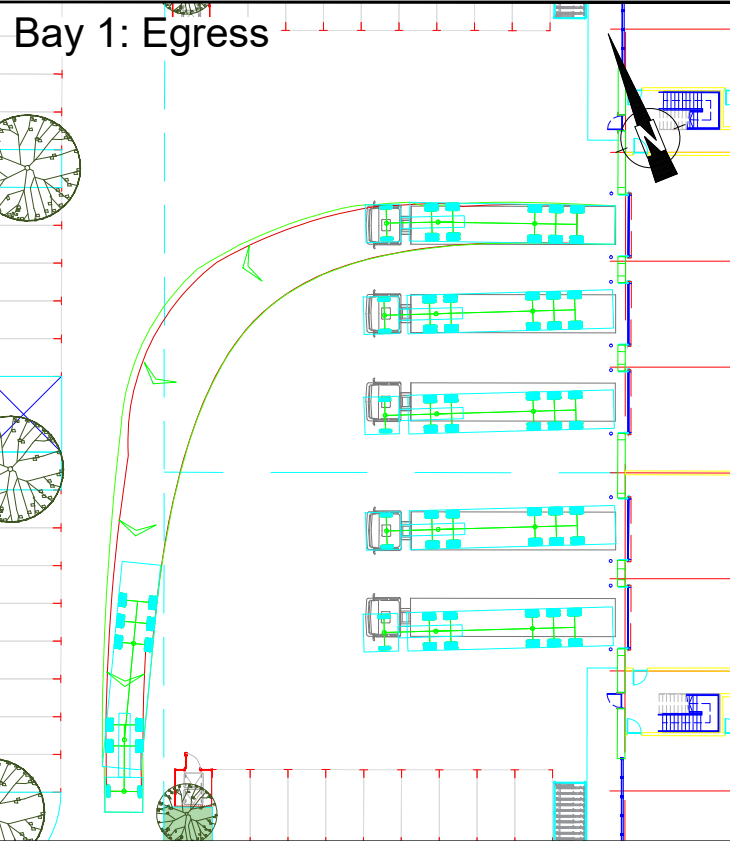
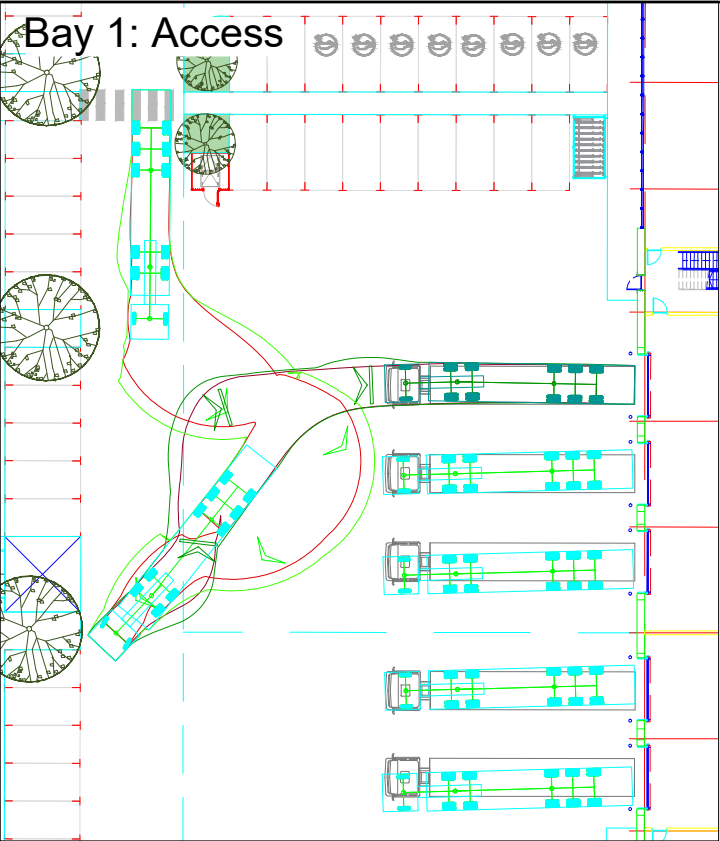
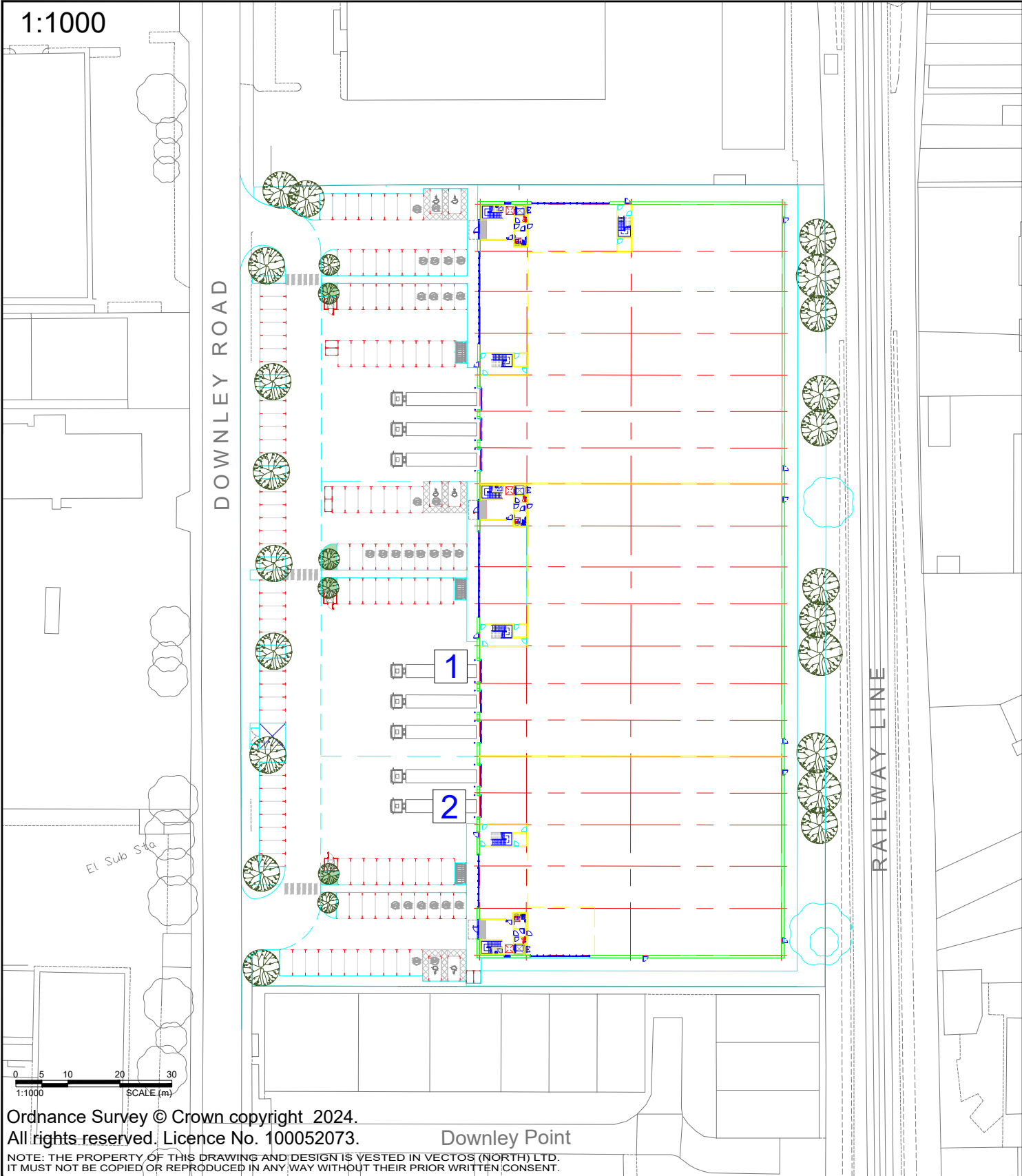
DATE: 02.02.24

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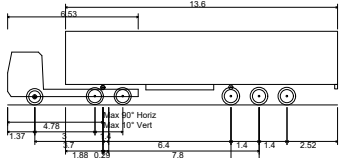
Hale Architecture

DRAWING NUMBER: 425.065366.00001 - AT/A02

REVISION: A



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REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:
A	Site layout updated	CG	TF	04.07.24	1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.  Max Legal Length (UK) Articulated Vehicle (16.5m) Overall Length 16.500m Overall Width 2.550m Overall Body Height 3.681m Min Body Ground Clearance 0.411m Max Track Width 2.500m Lock to lock time 6.00s Kerb to Kerb Turning Radius 6.530m

Downley Road, Havant

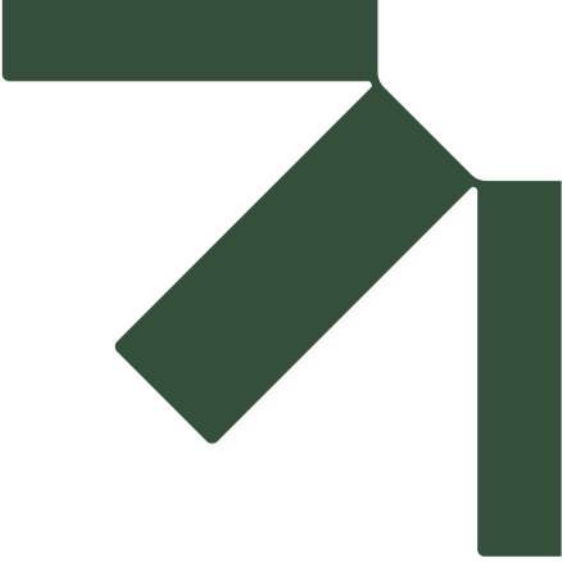
Swept Path Analysis
Loading Bays Sheet 2 of 2
Articulated HGV

DRAWN:	CHECKED:	DATE:	SCALES:
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Hale Architecture



DRAWING NUMBER:	REVISION:
425.065366.00001 - AT/A03	A



Appendix E SLR Technical Note

Feb 2024

Transport Assessment

Downley Road, Havant

Canmoor Developments Limited

SLR Project No.: 425.065366.00001

5 July 2024



Transport Technical Note

Dunham Bush Site, Downley Road, Havant

Canmoor

Prepared by:

SLR Consulting Limited

The Cursitor, 38 Chancery Lane, London, WC2A 1EN

SLR Project No.: 425.065366.00001

Client Reference No: 425.065366.00001

28 February 2024

Revision: B

Introduction

- 1.1 SLR Consulting Limited are appointed by Canmoor to provide transport planning advice in relation to their proposal to redevelop the former Dunham Bush site at Downley Road, Havant.
- 1.2 The site is currently occupied by a single building providing 9,933 sqm of B2 floorspace. There are 81 car parking spaces on site at present.
- 1.3 It is proposed to demolish the existing building and construct a new one. The new building would be subdivided into three units providing a total of 9,424 sqm of floorspace in flexible E(g)(iii)/B2/B8 use. It should however be noted that these units will most likely be occupied by B8 storage and distribution uses, as this reflects the local demand. However, the developer seeks the versatility to also accommodate light or general industrial use classes.
- 1.4 Pre-application advice regarding the proposed development was requested from Havant Borough Council (HBC). At the time the advice was sought, the proposed site layout included 114 car parking spaces.
- 1.5 HBC provided their pre-application advice in a letter dated 24th January 2024, a copy of which is provided at **Appendix A**. They were not satisfied that the proposed car parking provision would be adequate to accommodate the demand generated by the proposed development.
- 1.6 Since the pre-application advice was sought the proposed site layout has been revised. A copy of the latest site layout plan is included at **Appendix B**. The total proposed floorspace remains the same but there are now 136 car parking spaces provided.
- 1.7 This Transport Technical Note has been prepared to explain why the currently proposed car parking provision is appropriate and demonstrate that it can accommodate the likely demand generated by the proposed development.

Parking Standards

- 1.8 The car parking standards for new commercial developments are provided within the HBC Parking Supplementary Planning Document (SPD) (July 2016, partially updated in September 2019).
- 1.9 The car parking standards for commercial development uses are set out in **Table 1** below, with the application of these standards to the total proposed floor area also included.

Table 1 – HBC Car Parking Standards

Land Use	Parking Standard	Application Site Area (Total)	Application of Standard
E(g)(iii) (formerly B1(c) Light Industry	1 space per 45 sqm	9424 sqm	209 spaces
B2 General Industry	1 space per 45 sqm		209 spaces
B8 Warehouse	1 space per 90 sqm		105 spaces



- 1.10 It can be seen that if all of the proposed floorspace was in E(g)(iii)/B2 use then there would be a shortfall of 73 car parking spaces compared to the provision required by the standards. If, however, all the proposed floorspace were in B8 use there would be an overprovision of 31 spaces when compared to the standard.
- 1.11 As discussed, whilst it is likely that all units will be in B8 use, the developer seeks the flexibility of this including light or general industrial uses across the premises. This is due to the fact that occupiers can change from time to time and the developer would like to avoid applying for planning permission on each occasion. Planning permission would therefore be sought for flexible E(g)(iii)/B2/B8 use across all three of the proposed units.
- 1.12 If the smallest proposed unit was in B8 use and the other two units were in E(g)(iii)/B2 use, 181 spaces would be required to meet the standards. If the largest proposed unit was in B8 use and the other two units were in E(g)(iii)/B2 use, 170 spaces would be required to meet the standards. However, it is highly likely that at least two units will be used as a B8 use at anyone time. This development mix would result in three scenarios where 133, 142 or 144 parking spaces would be required to meet the standard, which aligns or broadly aligns with the parking provision that is proposed.
- 1.13 Irrespective of the eventual uses that the proposed units would be in if they were occupied, it does not automatically follow that if parking provision is not provided at the level required by the standards that the parking provision would be inadequate.
- 1.14 Prior to considering the potential parking demand that the proposed development might generate, it is worth noting that the original planning permission (98/56131/008) for the existing building on site, which provides more floorspace than the proposed development, included 169 parking spaces. This provision is less than the amount of car parking that would be required if the current parking standards were applied to the existing amount of B2 use. It is also worth noting that there were only 81 car parking spaces marked out on site when it was previously occupied.

Parking Demand

- 1.15 To understand the level of parking demand that the proposed development might generate, a parking accumulation assessment was undertaken based on appropriate vehicular trip rates from the TRICS database (v 7.10.4).
- 1.16 It is widely accepted that E(g)(iii) use has broadly the same trip generation characteristics as B2 use and the fact that the HBC parking standard for the uses is the same supports this. As such, one set of trip rates was derived to cover both uses. Another set of trip rates were derived for B8 use. Comparable sites were selected in both cases and any survey undertaken during the Covid-19 pandemic were excluded. The full TRICS output files are included at **Appendix C**.
- 1.17 The derived trip rates were used to calculate hourly arrival/departure and parking accumulation profiles for all of the potential mix of use combinations across the three proposed units. These calculations are provided at **Appendix D** and the predicted maximum parking accumulations for each scenario are summarised in **Table 2** below.



Table 2 – Development Scenarios & Maximum Parking Accumulation

Scenario	E(G)(III)/B2 USE	B8 USE	Calculated Maximum Parking Accumulation
1	All Units = 9424 sqm	0 sqm	94
2	0 sqm	All Units = 9424 sqm	78
3	Unit 1 + Unit 2 = 5880 sqm	Unit 3 = 3544 sqm	88
4	Unit 2 + Unit 3 = 6853 sqm	Unit 1 = 2571 sqm	89
5	Unit 1 + Unit 3 = 6115 sqm	Unit 2 = 3309 sqm	88
6	Unit 1 = 2571 sqm	Unit 2 + Unit 3 = 6853 sqm	82
7	Unit 2 = 3309 sqm	Unit 1 + Unit 3 = 6115 sqm	83
8	Unit 3 = 3544 sqm	Unit 1 + Unit 2 = 5880 sqm	83

- 1.18 It can be seen that the maximum predicted parking accumulation/demand for parking is 94 spaces. This is significantly less than the 114 spaces originally proposed, and the 136 spaces currently proposed.

Summary & Conclusion

- 1.19 SLR Consulting Limited are appointed by Canmoor to provide transport planning advice in relation to their proposal to redevelop the former Dunham Bush site at Downley Road, Havant.
- 1.20 It is proposed to demolish the existing building and construct a new one. The new building would be subdivided into three units providing a total of 9,424 sqm of floorspace in flexible E(g)(iii)/B2/B8 use. It should however be noted that these units will most likely be occupied by B8 storage and distribution uses, as this reflects the local demand. However, the developer seeks the versatility to also accommodate light or general industrial use classes.
- 1.21 The proposed car parking provision of 136 car parking spaces is below the amount that would be required to meet the HBC parking standards if all three units were in E(g)(iii)/B2 use but in excess of what would be required if they were all in B8 use.
- 1.22 It does not automatically follow that if the standards are not met for all potential mix scenarios that the parking provision is inadequate. An exercise to establish the potential maximum parking accumulation/parking demand under any of the scenarios revealed that it would be 94 spaces.
- 1.23 In this context the proposed car parking provision is more than adequate and there would be no potential overspill car parking arising from the proposed development.
- 1.24 In any case, parking on the streets immediately surrounding the site is controlled through yellow lines. It is illegal to park on them between 07:00 and 18:00 Monday to Friday.



- 1.25 It can therefore be concluded that the proposed car parking provision is appropriate and that there would be no parking on street as a result of the proposed development.



APPENDIX A – PRE-APPLICATION ADVICE



Ms Fellows

Our Ref: GEN/23/01036
Direct Line: 07442 713744
Ask For: Kayleigh Taylor
Email: planning.development@havant.gov.uk

26 January 2024

Site Location: 8 Downley Road, Havant, PO9 2JD

Re: The new development seeks to demolish the existing vacant commercial buildings, car parking and service areas within the site and replace with a single industrial building, totalling 9,424 sqm gross internal floor area (101,430 sq ft), split into three units having a flexible set of mixed industrial uses. This includes use classes E (g) (iii), B2 and B8 along with ancillary offices, car parking, service areas and soft landscaping. This building replaces the existing old, outdated and vacant building with three modern industrial units which respond to modern day business needs both now and in the future.

Dear Ms Fellows

I am writing to you further to your enquiry received on the 17 November 2023 regarding the above address and our meeting on 12 January 2024.

The proposal seeks;

- Demolition of the existing vacant commercial buildings measuring a total of 9,933sqm.
- Erection of a single industrial building, totalling 9,424 sqm gross internal floor area (101,430 sq ft). The building would be split into three units with a flexible set of mixed industrial uses including; classes E (g) (iii) (industrial processes that can be carried out in a residential area without detriment to its amenity), B2 (industrial) and B8 (storage or distribution) along with ancillary offices and services.
- Car parking would be provided at the front of the site. The proposal seeks 114 car spaces and 8 loading bays. Approximately 5% of the spaces would be disabled spaces. There would be 36 cycle parking spaces.
- Soft landscaping comprises a 5m landscape buffer to the rear of the site adjacent to the railway line and a small amount of soft landscaping is proposed to the front of the site.

The main considerations, based on your initial pre-application submission, are:

1. The principle of the development and planning history
2. Scale, design, layout and landscaping
3. Impact on residential amenity
4. Highways and Parking Provision
5. Pollution
6. Flooding and Drainage

7. Ecology
8. Source Protection
9. Sustainability
10. Archaeology
11. S106 / CIL

1. The principle of the development and planning history

The site lies within the built-up area and is an existing employment site. Its redevelopment for employment purposes is acceptable in principle.

The submitted pre-app design document refers to planning permissions that are associated with land outside the application site (on the opposite site of Downley Road), this is true for application numbers:

02/67435/000 - Alterations and extension to existing workshop unit incorporating increase in height and recladding of all elevations., PERMIT 16/07/2002

99/56131/009 - Change of Use from General Industry with ancillary vehicular parking (Use Class B2) to use of part for Open Storage of new cars awaiting transference to local car showrooms/forecourt and use of remainder as Contractor's Depot/Yard, with provision of a new access from New Lane, PERMIT 11/06/1999

However I can confirm that the following planning applications do relate to the application site;

98/56131/008 - 169 proposed car parking spaces to north of main building. PERMIT 02/10/1998 – I will enclose a copy of the approved plan and decision notice with this pre-app response.

91/56131/000 - Erection of gas meter kiosk on north elevation. PERMIT

91/56131/003 - Loading bay and shutter door inserted into southern elevation. PERMIT

91/56131/004 - Retention of canopy to south elevation over access and loading bay. PERMIT

92/56131/007 - Retention of Test Rig facility to south side of existing building. PERMIT

APP/15/00062 - Construction of new plant room to eastern elevation., PERMIT 29/04/2015

The planning history for the site would be a material planning consideration when assessing any future planning application. Whilst there is no planning history relating to the original building, the application form submitted with planning application APP/15/00062 indicates that the lawful use of the site is B2 (general industrial) with ancillary B1(a) offices (now

E(g)(i)).

The proposal seeks a more flexible use of the site comprising; E (g) (iii) (industrial processes that can be carried out in a residential area without detriment to its amenity), B2 (industrial) and B8 (storage or distribution) along with ancillary offices and services. This mix of uses in principle is broadly acceptable in this location, but will be subject to the considerations set out in the following sections of this report.

Policy CS2 (Employment) of the Havant Borough Core Strategy applies, which states that the Council will seek to accommodate a net total of 162,000 square metres of new employment floorspace between 2006 and 2026 (which includes 45,500 square metres of B2 Manufacturing and 41,500 square metres of B8 Warehousing). The submitted pre-app design document indicates that the current buildings occupying the site have a cumulative floor area of 9,933sqm. The proposed redevelopment of the site would result in a 509sqm loss in floor area. It is acknowledged that the existing buildings are outdated and the sawtooth roof is failing over the main factory area. The redevelopment of the site could provide an opportunity for a more efficient use of the land. We would expect justification to be included within the planning statement for the reduction in floor area and you should provide details of any marketing in line with policy DM3, that has been undertaken for the existing site.

The Council's Economic Development team has commented that they would likely support the proposal and would like to meet with the developers to discuss a National Skills Academy for Construction Employment & Skills Plan as part of the construction of the premises if planning consent is granted. They would also like to work with any future occupier to secure jobs for the local population and connect them with local skills provision. The Council's Economic Development Officer has confirmed that they do not object to the reduction in floor area given that the existing building is vacant and dilapidated.

2. Layout, scale, design and landscaping

Policy CS16 of the Havant Borough Core Strategy requires proposed developments to be of a high standard.

The existing building is located to the front of the site with parking provision to its north. Although it appears onsite that the land to the rear of building (adjacent the railway line) is used for open-air storage, this land has been subject to a planning permission (98/56131/008) to be used for car parking.

The current proposal seeks to reconfigure the layout of the site, the proposed building would be set further back into the site with parking provision to the front. It is understood that your intentions are to use the building mass to screen views of the operational use of the building and block any external noise generated. The proposed layout would also utilise the two existing vehicular access points. The rationale for this layout is understood, however, concern is raised that the parking provision would be significantly more prominent and visible from Downley Road than currently. This would need to be adequately mitigated through robust soft landscaping to receive officer support. The Council's Landscape Officer has commented that they would like to see a hedgerow separating the proposed parking and the footway along Downley Road to help mitigate the visual impact of the excessive

continuous line of parking.

The Council's Landscape Officer has also commented '*Given the increase in the height of the units we will want to see a significant amount of soft landscaping around the perimeter of the site to soften the visual impact of the development and retain the existing green corridors. This should be in the form of UK native trees. The site plan suggests a number of planting areas which would be ideal for this intervention.*'

The submitted plans show a 5m landscape buffer at the rear of the site, adjacent the train track. Your attention is also drawn to National Rail's consultation response which states 'Any trees/shrubs to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Network Rail wish to be involved in the approval of any landscaping scheme adjacent to the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. If required, Network Rail's Asset Protection team are able to provide more details on which trees/shrubs are permitted within close proximity to the railway.'

There is a public sewer along the southern site boundary which has been highlighted in both the Building Control and Southern Water responses. There should be a 3m easement from the external edge of the 200 mm public surface water rising main and it should be clear from buildings and trees unless otherwise agreed with Southern Water.

The proposal would replace a large factory building with a sawtooth roof measuring approximately 8.5m in height, with a two storey office to the front measuring approximately 8m in height. The proposed building would measure approximately 11.5m in height, whilst this is taller than the existing building on the site it is understood that the haunch would be 8.5m, which is considered reasonable for the proposed use. Furthermore, the building would be set further back within the site. The proposed building would extend almost the whole width of the site, it is noted that this is similar to the existing building on the site. The proposed scale, bulk and mass therefore could be considered acceptable subject to adequate detailing and landscaping.

The current building albeit dated benefits from a regular pattern of fenestration and varied materials on the front elevation. There would be a reasonable amount of interest created by the windows and varied materials on the front and side elevations of the proposed building. The proposed rear elevation lacks detailing, this is a wide elevation and should be visually broken up. The submitted plans with this pre-app shows that would be a variation in the colour of cladding, however, I am not persuaded that this would sufficiently visually break up this elevation which would be visible from the railway line and footbridge. I understand from our meeting that you intend on addressing this and have been working on improving this elevation.

3. Impact on residential amenity

Given the separation distances to residential dwellings, it is considered there would unlikely be harm by way of loss of light, overbearing impact or loss of privacy.

The Council's Environmental Health team have provided the following comments with regards to residential amenity:

'The site sits within an already established industrial unit. The pre-applicant seeks to demolish existing commercial you to replace with a mixed flexible industrial unit with ancillary services. There closest residential street is circa 100 yards West side of the intersecting railway line. Section 8 of the design and access statement addresses key issues relating to the impact of the development on residential receptors. The D&A states based on the design scheme; noise is unlikely to have a problem on nearest residential receptors. However, we differ slightly and required that should a full application be made, the following should be considered.

Noise and Vibration

It is considered that the site may be suitable for the intended development given the present use, however, a noise impact assessment is prepared by a competent acoustician as part of the formal application. To ensure a robust model is created, inputs need to be truly representative of the acoustic environment across the development site. The scale may involve significant HGV movements and any assessment should consider these in the context of access routes to and from the site. Due to the scale of the development and to ensure proposed uses do not generate excessive noise , we would expect the processes contained within the guidance and policy document and British standards. It would be preferable to consider as early as possible and present preliminary findings for consideration at an early stage to ensure that the offsite impact of the development has been fully considered and that assessment is representative. Any noise / vibration assessment must have due regard to current government / industry standards, best practice, and guidance.

Light Nuisance/ Pollution _

Any external lighting which forms an integral part of the development must assessed to minimise spillage. The lighting impact assessment should predict lighting levels including spillage outside the site boundary. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

The artificial lighting impact assessment will be required to establish lighting during pre and post curfew, in accordance with the ILP guidance notes. The assessment of light intrusion into windows as vertical lux levels is required. "The outdoor site lighting performance method (OSP)" should consider vertical sides at the boundary above the highest mounted luminaire in the installation or the highest point of the pitch illuminated. By identifying the location and magnitude of the maximum illuminances in other to establish the potential for light trespass. We would welcome the inclusion of the Outline Lighting Strategy to inform the assessment process. Lighting schemes should include layout plans / elevations with

luminaire locations annotated, full Isolux contour map / diagrams showing the predicted illuminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties, hours and frequency of use, a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls)

Construction management

It is expected there will be noise and vibration to residents during these works. We consider that any application should be accompanied by a construction and environmental management plan to address measure to control noise/and vibration and other environmental nuisance associated with construction works and ensure that the impact is kept as far as reasonably practical to the barest minimum. This requirement should be pre-commencement as the construction management plan needs to be in place before any works associated with the development takes place and to mitigate again construction activities. The Construction of dusts and emissions during construction and demolition document provides details of undertaking a dust risk assessment which identifies suitable mitigation measures to be implemented as part of the construction management.'

We expect you to address these issues in any future planning application by submitting the requested assessments and a CEMP.

4. Highways and Parking Provision

Policies DM11, DM12 and DM14 of the Havant Borough Council Core Strategy apply.

The proposal seeks a flexible mixed use of the site, which could result in differing parking demands depending on the future occupiers of the site. The proposal seeks 114 car spaces and 36 cycle parking spaces. Whereas the parking standards set out in the Council's Parking SPD require 209 car parking spaces (1 per 45qm), 38 long stay cycles and 19 short stay cycles for Light/general industrial uses and 105 car parking spaces (1 per 90sqm), 19 long stay cycles, 10 short stay cycles for Storage/distribution.

The submitted existing plans show 81 parking spaces on the site which roughly aligns with the Officer's estimation of 82 spaces visibly marked on site. Whilst it is acknowledged that this is less than the current standards for a B2 use (221 for 9933 sqm floor area). The planning history suggests that there has been demand for additional parking at the site, with planning permission previously granted for development totalling 169 parking spaces on site (application reference: 98/56131/008).

The current proposal seeks 3 flexible use commercial units, which could result in a more intensive use of the site. The LPA would need to be satisfied that adequate parking provision could be provided within the application site, particularly as site does not benefit from good public transport links.

The reference to ratios in the submitted pre-app design document is not clearly presented and therefore not persuasive that a lower parking provision is acceptable in this instance. In

our meeting you suggested that you could undertake a parking capacity study and commented that a blended rate was agreed on the Spring site. It would appear from the officer report for APP/19/00660 that the parking provision (134 spaces for 5516 sqm floor area) was calculated using the higher standards for B1c/B2c uses and not based on the lower rate for B8 uses, as such, I disagree that there is a precedent.

In terms of highway implications and the internal layout of the development, you are strongly encouraged to seek advice from the County Highway Authority prior to submitting a planning application through their own pre-application advice service.

5. Pollution

Core Strategy Policy DM10 Pollution applies.

The Council's Environmental Health Officer full comments are provided separately. These highlight the need for contaminated land investigation/ intrusive geo-environmental assessment.

In terms of air quality the Council's Environmental Health Officer has suggested that the proposed transport assessment includes a Walking, Cycling and Horse-Riding Assessment and Review and that this be used to identify proportionate opportunities to improve local environment for Walking & Cycling in particular. It is also suggested that the BREEAM assessment be considered with air quality & emissions in mind.

The Council's Environmental Health Officer highlights that *'Even mitigated process emission outlets may have a material adverse impact upon the health of nearby occupants, and where the installation of plant, air handling equipment or flues requires planning consent, Environmental Health will seek to ensure that the emissions are acceptable for nearby residents. Co-location of industrial processes and residences can cause problems, and might lead to constraints on the flue position or orientation, or requirements for enhanced emissions mitigation (flue heights, filtration standards, or other active emissions abatement techniques).'* This should be considered that the design stage to ensure that the impact on residential amenity is minimised and to ensure that the positioning of the flues would not result in harm to visual amenity.

6. Flooding and Drainage

The application site is located within Flood Zone 1 and as such a low risk of fluvial or coastal flooding arises. A Flood Risk Assessment is required nonetheless given the scale of the proposed development.

Your attention is drawn to Network Rail's consultation response which states that *'Soakaways, as a means of storm/surface water disposal must not be constructed within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property.'*

We also encourage you to engage with the LLFA through their own pre-application advice service.

7. Ecology

The Council's Ecologist has commented '*The pre-application package is not accompanied by any ecological information. I have undertaken my own non-exhaustive desk-based assessment using the application documents, online sources and GIS mapping. The proposal would be unlikely to result in significant ecological impacts, but there is potential for the site to support legally protected species such as roosting bats and nesting birds. The existing building is extensive and may exhibit suitable bat access/egress and bird nesting locations.*

I would recommend that the applicant provides an ecological assessment, to be provided by a qualified ecologist. The Chartered Institute of Ecology and Environmental Management (CIEEM) (www.cieem.net) holds a database of suitably qualified ecologists. An ecological assessment will determine whether there is any evidence of protected and notable habitats and species, and whether the proposed works are likely to result in impacts to those habitats and species. Unless the qualified ecologist can conclude that there is no reasonable likelihood of protected habitats and species being present (due to negligible potential) or that if present they are not to be impacted by the works, it is likely that further ecological survey work will be required prior to determination of any application. The results of any further surveys should be used to provide an assessment of the likely ecological impacts of the proposed works and to inform any mitigation, compensation and enhancement measures. I would expect the redeveloped site to include biodiversity enhancement features such as bird and bat boxes and for landscaping proposals to include appropriate native species plantings.

NPPF, Circular 06/2005 and Natural England Standing Advice, require that planning decisions are based on full, up-to-date ecological information and it is essential that all necessary survey, assessment and mitigation information is available to the Local Planning Authority prior to determination, particularly in the case of protected sites, habitats and species, which are a material planning consideration. This will enable the Local Planning Authority to determine the application on the basis of full knowledge about the potential ecological impacts of the proposal and to ensure that any impacts can and will be mitigated.'

Biodiversity Net Gain will apply to major applications after 12th February 2024. We would expect any planning application to be accompanied by a BNG calculation and appropriate mitigation, which in the first instance BNG should be provided on site. In our meeting you asked about off-site credits, I have spoken with the Council's Ecologist whom has advised you would need to undertake your own investigations as there is no register of providers that they can direct you to at this time.

8. Source Protection

It is recommended that you seek pre-application advice from Portsmouth Water and the Environment Agency, whom have identified that the site is within a Source protection Zone 1C and underlain by a Superficial aquifer secondary A.

9. Archeology

The County Archeologist has confirmed that there are no archaeological sites currently recorded at this location nor in its immediate vicinity. They also note that the site is already developed with a substantial building on site and therefore it is very likely that the existing development will have compromised any archaeological survival that there might otherwise have been.

10. Sustainability

Policy CS14 of the Havant Borough Core Strategy applies. We are pleased to hear you are looking to deliver BREEAM very good/excellent and include electric vehicle charging points, passive ducting to parking spaces and solar PV. This would weigh positively in the planning balance and aligns with the Council's aspirations set out in the Havant Borough Council Climate Change and Environment Strategy 2021-2026 which is a material planning consideration.

11. S106 / CIL

The development is not CIL liable. S106 obligations may arise once a full application is submitted and consulted upon (for example HCC Highways).

Amended plan received 25/01/2024

The amended block plan submitted after our meeting shows an improved layout with enhanced soft landscaping on the road frontage, however there is still a lot of hardstanding proposed in the centre of the site that would benefit from being broken up by planting. Furthermore, I am still concerned that there is a shortfall in parking for the floor space proposed.

By relocating the ancillary office space into the building, there would no longer be any footprint relief on the front elevation. Care would need to be taken with the detailed design to ensure that the flat elevation would have an appropriate level of interest, given its width and height.

Conclusion

The redevelopment of the site to provide 3 industrial units of mixed and flexible use is considered acceptable in principle. However, to receive officer support for a planning application, an appropriate balance between floor space, parking provision and landscaping would need to be achieved, along with all other technical matters in this letter being satisfactorily addressed.

Validation requirements

Please see the Council's [Local Information Requirements List](#) for full details of validation requirements, the following should be included in the submission of a planning application:

- Application form
- Location Plan
- Existing and proposed plans
- Design and Access Statement – please include justification for loss of floor area and any marketing details for the existing building.
- Air Quality Assessment
- Biodiversity/ Ecological Assessment – including BNG calculations
- Drainage and Foul Sewage Assessment
- Flood Risk Assessment
- Land Contamination Assessment
- Landscaping details
- Lighting Assessment
- Noise Impact Assessment
- Parking plan
- Sustainability Statement
- Transport Assessment
- Travel Plan
- Arboricultural Impact Assessment and Method Statement
- Utilities Assessment
- Ventilation/Extraction details
- Construction and Environmental Management Plan

Please note that the above comments are the opinion of an individual Planning Officer and are in no way binding upon the Council when determining an application for planning permission and nor will they prejudice the outcome of any application submitted.

This advice also only relates to planning matters, and does not relate to any other application that may be required under the Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 023 9244 6571.

Yours sincerely

Kayleigh Taylor

Kayleigh Taylor
Principal Planning Officer
Our Ref: GEN/23/01036

APPENDIX B – PROPOSED SITE LAYOUT





Disclaimer:
Subject to survey.

Notes:

KEY

- Ownership Boundary
- Site Boundary (16,970m² / 4.19acres / 1.70ha)

Key Plan

- NEW ENTRANCE
- 1 Cycle Stands
- R Refuse
- D Disabled Parking Bays
- SS Sub-Station

AREA SCHEDULE (GIA)

UNIT 1 (GIA)	27,670ft²
Warehouse (incl. office Undercroft)	24,370ft ²
Office (FF)	3,300ft ²
Car Parking	40
Cycle parking spaces (Including 2 accessible bays)	12

UNIT 2 (GIA)	35,610ft²
Warehouse (incl. office Undercroft)	32,590ft ²
Office (FF)	3,020ft ²
Car Parking	45
Cycle parking spaces (Including 2 accessible bays)	12

UNIT 3 (GIA)	38,150ft²
Warehouse (incl. office Undercroft)	33,420ft ²
Office (FF)	4,730ft ²
Car Parking	51
Cycle parking spaces (Including 2 accessible bays)	12

TOTAL (GIA)	101,430ft²
Total Parking	136

D	Changes to Sheet Layout	25.01.24	AH	HA
C	Hedge Width Increased to 1.5m	24.01.24	AH	HA
B	Additional landscaping and trees added to the Downley Road frontage, car parking spaces increased and ancillary offices completely encompassed into the units	23.01.24	AH	HA
A	Updated Site Plan	13.11.23	TM	HA
-	First Issue	10.11.23	TM	HA
Rev:	Notes:	Date:	Dwn:	Iss:
Suitability Code:				
PLANNING				
Client:				
hale ARCHITECTURE 22c Leathermarket Street, London, SE1 3HP				
Project: Dunham Bush Site, Downley Road Havant				
Drawing Title: Proposed Site Plan				
Project No: 23076	Scale @ A1 / A3 1:500 / 1:1000	Revision: D		
Drawing No: PL004				

APPENDIX C – TRICS OUTPUT FILES



Calculation Reference: AUDIT-529502-240222-0247

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
	KS KIRKLEES	1 days
08	NORTH WEST	
	LC LANCASHIRE	3 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3600 to 17570 (units: sqm)
 Range Selected by User: 2000 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 14/09/22

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Thursday	3 days
Friday	4 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	8

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

Selected Location Sub Categories:

Industrial Zone	10
Development Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	11 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	9 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days

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

Travel Plan:

No	11 days
----	---------

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

PTAL Rating:

No PTAL Present	11 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DR-02-D-03 MIDDLE BANK DONCASTER	INDUSTRIAL ESTATE	DONCASTER
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6737 sqm Survey date: TUESDAY 21/09/21 Survey Type: MANUAL		
2	DV-02-D-07 BITTERN ROAD EXETER SOWTON IND. ESTATE	INDUSTRIAL ESTATE	DEVON
	Edge of Town Industrial Zone Total Gross floor area: 3600 sqm Survey date: MONDAY 03/07/17 Survey Type: MANUAL		
3	EX-02-D-03 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK	INDUSTRIAL ESTATE	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 4876 sqm Survey date: FRIDAY 18/05/18 Survey Type: MANUAL		
4	EX-02-D-05 HECKWORTH CLOSE COLCHESTER SEVERALLS INDUSTRIAL PK	INDUSTRIAL ESTATE	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 7280 sqm Survey date: FRIDAY 18/05/18 Survey Type: MANUAL		
5	KS-02-D-02 LAW STREET CLECKHEATON	INDUSTRIAL ESTATE	KIRKLEES
	Edge of Town Industrial Zone Total Gross floor area: 23226 sqm Survey date: THURSDAY 15/09/16 Survey Type: MANUAL		
6	LC-02-D-06 SMALLSHAW LANE BURNLEY	INDUSTRIAL ESTATE	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 7383 sqm Survey date: THURSDAY 29/09/16 Survey Type: MANUAL		
7	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 17/11/17 Survey Type: MANUAL		
8	LC-02-D-08 NOOK LANE BAMBER BRIDGE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4000 sqm Survey date: TUESDAY 06/11/18 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

9	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
10	TW-02-D-08 NORTH HYLTON ROAD SUNDERLAND SOUTHWICK	INDUSTRIAL ESTATE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL
11	WK-02-D-03 EASTBORO WAY NUNEATON	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	20860 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
NM-02-D-01	21/10/20	Undertaken during Covid

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	11549	0.212	2	11549	0.017	2	11549	0.229
06:00 - 07:00	3	11454	0.108	3	11454	0.032	3	11454	0.140
07:00 - 08:00	11	8226	0.351	11	8226	0.080	11	8226	0.431
08:00 - 09:00	11	8226	0.460	11	8226	0.241	11	8226	0.701
09:00 - 10:00	11	8226	0.376	11	8226	0.253	11	8226	0.629
10:00 - 11:00	11	8226	0.317	11	8226	0.257	11	8226	0.574
11:00 - 12:00	11	8226	0.277	11	8226	0.326	11	8226	0.603
12:00 - 13:00	11	8226	0.288	11	8226	0.359	11	8226	0.647
13:00 - 14:00	11	8226	0.302	11	8226	0.339	11	8226	0.641
14:00 - 15:00	11	8226	0.229	11	8226	0.304	11	8226	0.533
15:00 - 16:00	11	8226	0.219	11	8226	0.249	11	8226	0.468
16:00 - 17:00	11	8226	0.252	11	8226	0.410	11	8226	0.662
17:00 - 18:00	11	8226	0.189	11	8226	0.449	11	8226	0.638
18:00 - 19:00	11	8226	0.059	11	8226	0.154	11	8226	0.213
19:00 - 20:00	3	11454	0.143	3	11454	0.157	3	11454	0.300
20:00 - 21:00	3	11454	0.017	3	11454	0.079	3	11454	0.096
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.799			3.706			7.505

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:	3600 - 17570 (units: sqm)
Survey date range:	01/01/15 - 14/09/22
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	11549	0.004	2	11549	0.004	2	11549	0.008
06:00 - 07:00	3	11454	0.000	3	11454	0.000	3	11454	0.000
07:00 - 08:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
08:00 - 09:00	11	8226	0.001	11	8226	0.001	11	8226	0.002
09:00 - 10:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
10:00 - 11:00	11	8226	0.001	11	8226	0.001	11	8226	0.002
11:00 - 12:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
12:00 - 13:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
13:00 - 14:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
14:00 - 15:00	11	8226	0.001	11	8226	0.001	11	8226	0.002
15:00 - 16:00	11	8226	0.002	11	8226	0.001	11	8226	0.003
16:00 - 17:00	11	8226	0.001	11	8226	0.001	11	8226	0.002
17:00 - 18:00	11	8226	0.001	11	8226	0.001	11	8226	0.002
18:00 - 19:00	11	8226	0.001	11	8226	0.001	11	8226	0.002
19:00 - 20:00	3	11454	0.003	3	11454	0.003	3	11454	0.006
20:00 - 21:00	3	11454	0.000	3	11454	0.000	3	11454	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.014			0.029

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	11549	0.000	2	11549	0.004	2	11549	0.004
06:00 - 07:00	3	11454	0.003	3	11454	0.000	3	11454	0.003
07:00 - 08:00	11	8226	0.012	11	8226	0.008	11	8226	0.020
08:00 - 09:00	11	8226	0.032	11	8226	0.031	11	8226	0.063
09:00 - 10:00	11	8226	0.034	11	8226	0.029	11	8226	0.063
10:00 - 11:00	11	8226	0.027	11	8226	0.028	11	8226	0.055
11:00 - 12:00	11	8226	0.023	11	8226	0.027	11	8226	0.050
12:00 - 13:00	11	8226	0.025	11	8226	0.024	11	8226	0.049
13:00 - 14:00	11	8226	0.021	11	8226	0.015	11	8226	0.036
14:00 - 15:00	11	8226	0.022	11	8226	0.032	11	8226	0.054
15:00 - 16:00	11	8226	0.021	11	8226	0.020	11	8226	0.041
16:00 - 17:00	11	8226	0.010	11	8226	0.013	11	8226	0.023
17:00 - 18:00	11	8226	0.007	11	8226	0.007	11	8226	0.014
18:00 - 19:00	11	8226	0.001	11	8226	0.002	11	8226	0.003
19:00 - 20:00	3	11454	0.000	3	11454	0.000	3	11454	0.000
20:00 - 21:00	3	11454	0.000	3	11454	0.000	3	11454	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.238			0.240			0.478

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	11549	0.000	2	11549	0.000	2	11549	0.000
06:00 - 07:00	3	11454	0.000	3	11454	0.000	3	11454	0.000
07:00 - 08:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
08:00 - 09:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
09:00 - 10:00	11	8226	0.000	11	8226	0.001	11	8226	0.001
10:00 - 11:00	11	8226	0.001	11	8226	0.001	11	8226	0.002
11:00 - 12:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
12:00 - 13:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
13:00 - 14:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
14:00 - 15:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
15:00 - 16:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
16:00 - 17:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
17:00 - 18:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
18:00 - 19:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
19:00 - 20:00	3	11454	0.000	3	11454	0.000	3	11454	0.000
20:00 - 21:00	3	11454	0.000	3	11454	0.000	3	11454	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.002			0.003

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	11549	0.191	2	11549	0.004	2	11549	0.195
06:00 - 07:00	3	11454	0.090	3	11454	0.020	3	11454	0.110
07:00 - 08:00	11	8226	0.253	11	8226	0.030	11	8226	0.283
08:00 - 09:00	11	8226	0.312	11	8226	0.092	11	8226	0.404
09:00 - 10:00	11	8226	0.243	11	8226	0.113	11	8226	0.356
10:00 - 11:00	11	8226	0.185	11	8226	0.124	11	8226	0.309
11:00 - 12:00	11	8226	0.150	11	8226	0.182	11	8226	0.332
12:00 - 13:00	11	8226	0.169	11	8226	0.230	11	8226	0.399
13:00 - 14:00	11	8226	0.186	11	8226	0.235	11	8226	0.421
14:00 - 15:00	11	8226	0.108	11	8226	0.185	11	8226	0.293
15:00 - 16:00	11	8226	0.112	11	8226	0.160	11	8226	0.272
16:00 - 17:00	11	8226	0.167	11	8226	0.312	11	8226	0.479
17:00 - 18:00	11	8226	0.155	11	8226	0.397	11	8226	0.552
18:00 - 19:00	11	8226	0.045	11	8226	0.122	11	8226	0.167
19:00 - 20:00	3	11454	0.134	3	11454	0.151	3	11454	0.285
20:00 - 21:00	3	11454	0.015	3	11454	0.070	3	11454	0.085
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.515			2.427			4.942	

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	11549	0.009	2	11549	0.004	2	11549	0.013
06:00 - 07:00	3	11454	0.015	3	11454	0.012	3	11454	0.027
07:00 - 08:00	11	8226	0.088	11	8226	0.041	11	8226	0.129
08:00 - 09:00	11	8226	0.117	11	8226	0.117	11	8226	0.234
09:00 - 10:00	11	8226	0.096	11	8226	0.109	11	8226	0.205
10:00 - 11:00	11	8226	0.104	11	8226	0.104	11	8226	0.208
11:00 - 12:00	11	8226	0.103	11	8226	0.115	11	8226	0.218
12:00 - 13:00	11	8226	0.092	11	8226	0.104	11	8226	0.196
13:00 - 14:00	11	8226	0.094	11	8226	0.087	11	8226	0.181
14:00 - 15:00	11	8226	0.097	11	8226	0.085	11	8226	0.182
15:00 - 16:00	11	8226	0.084	11	8226	0.067	11	8226	0.151
16:00 - 17:00	11	8226	0.074	11	8226	0.084	11	8226	0.158
17:00 - 18:00	11	8226	0.025	11	8226	0.039	11	8226	0.064
18:00 - 19:00	11	8226	0.011	11	8226	0.027	11	8226	0.038
19:00 - 20:00	3	11454	0.006	3	11454	0.000	3	11454	0.006
20:00 - 21:00	3	11454	0.003	3	11454	0.009	3	11454	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.018			1.004			2.022

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	11549	0.009	2	11549	0.000	2	11549	0.009
06:00 - 07:00	3	11454	0.000	3	11454	0.000	3	11454	0.000
07:00 - 08:00	11	8226	0.001	11	8226	0.001	11	8226	0.002
08:00 - 09:00	11	8226	0.002	11	8226	0.000	11	8226	0.002
09:00 - 10:00	11	8226	0.002	11	8226	0.001	11	8226	0.003
10:00 - 11:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
11:00 - 12:00	11	8226	0.001	11	8226	0.002	11	8226	0.003
12:00 - 13:00	11	8226	0.002	11	8226	0.001	11	8226	0.003
13:00 - 14:00	11	8226	0.001	11	8226	0.001	11	8226	0.002
14:00 - 15:00	11	8226	0.000	11	8226	0.001	11	8226	0.001
15:00 - 16:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
16:00 - 17:00	11	8226	0.000	11	8226	0.000	11	8226	0.000
17:00 - 18:00	11	8226	0.001	11	8226	0.006	11	8226	0.007
18:00 - 19:00	11	8226	0.000	11	8226	0.002	11	8226	0.002
19:00 - 20:00	3	11454	0.000	3	11454	0.003	3	11454	0.003
20:00 - 21:00	3	11454	0.000	3	11454	0.000	3	11454	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.018			0.037

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.

Calculation Reference: AUDIT-529502-240222-0243

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	2 days
	MW MEDWAY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 3500 to 13200 (units: sqm)
 Range Selected by User: 2000 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 27/09/21

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

Selected survey days:

Monday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	4

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

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

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

Travel Plan:

No	5 days
----	--------

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

PTAL Rating:

No PTAL Present	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BD-02-F-01 STAITHGATE LANE BRADFORD NEWHALL Edge of Town Industrial Zone Total Gross floor area: 10446 sqm Survey date: THURSDAY 14/03/19	DISTRIBUTION COMPANY BRADFORD	Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18	SPORTS SUPPLEMENTS ESSEX	Survey Type: MANUAL
3	HC-02-F-02 RUTHERFORD ROAD BASINGSTOKE Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 13200 sqm Survey date: THURSDAY 16/06/16	LOGISTICS HAMPSHIRE	Survey Type: MANUAL
4	HC-02-F-03 WARSASH ROAD PARK GATE Edge of Town Industrial Zone Total Gross floor area: 3665 sqm Survey date: MONDAY 27/09/21	PPE DISTRIBUTION HAMPSHIRE	Survey Type: MANUAL
5	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17	COMMERCIAL WAREHOUSING MEDWAY	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-F-01	15/10/20	Undertaken During Covid

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	10446	0.354	1	10446	0.172	1	10446	0.526
06:00 - 07:00	1	10446	0.565	1	10446	0.249	1	10446	0.814
07:00 - 08:00	5	9014	0.300	5	9014	0.175	5	9014	0.475
08:00 - 09:00	5	9014	0.195	5	9014	0.162	5	9014	0.357
09:00 - 10:00	5	9014	0.226	5	9014	0.133	5	9014	0.359
10:00 - 11:00	5	9014	0.169	5	9014	0.153	5	9014	0.322
11:00 - 12:00	5	9014	0.153	5	9014	0.175	5	9014	0.328
12:00 - 13:00	5	9014	0.171	5	9014	0.140	5	9014	0.311
13:00 - 14:00	5	9014	0.169	5	9014	0.197	5	9014	0.366
14:00 - 15:00	5	9014	0.149	5	9014	0.220	5	9014	0.369
15:00 - 16:00	5	9014	0.149	5	9014	0.233	5	9014	0.382
16:00 - 17:00	5	9014	0.146	5	9014	0.248	5	9014	0.394
17:00 - 18:00	5	9014	0.158	5	9014	0.251	5	9014	0.409
18:00 - 19:00	5	9014	0.069	5	9014	0.166	5	9014	0.235
19:00 - 20:00	1	10446	0.096	1	10446	0.249	1	10446	0.345
20:00 - 21:00	1	10446	0.105	1	10446	0.086	1	10446	0.191
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.174			3.009			6.183

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:	3500 - 13200 (units: sqm)
Survey date date range:	01/01/15 - 27/09/21
Number of weekdays (Monday-Friday):	6
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/F - WAREHOUSING (COMMERCIAL)
 TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	10446	0.000	1	10446	0.000	1	10446	0.000
06:00 - 07:00	1	10446	0.010	1	10446	0.010	1	10446	0.020
07:00 - 08:00	5	9014	0.009	5	9014	0.009	5	9014	0.018
08:00 - 09:00	5	9014	0.000	5	9014	0.000	5	9014	0.000
09:00 - 10:00	5	9014	0.000	5	9014	0.000	5	9014	0.000
10:00 - 11:00	5	9014	0.000	5	9014	0.000	5	9014	0.000
11:00 - 12:00	5	9014	0.000	5	9014	0.000	5	9014	0.000
12:00 - 13:00	5	9014	0.000	5	9014	0.000	5	9014	0.000
13:00 - 14:00	5	9014	0.000	5	9014	0.000	5	9014	0.000
14:00 - 15:00	5	9014	0.000	5	9014	0.000	5	9014	0.000
15:00 - 16:00	5	9014	0.000	5	9014	0.000	5	9014	0.000
16:00 - 17:00	5	9014	0.004	5	9014	0.004	5	9014	0.008
17:00 - 18:00	5	9014	0.004	5	9014	0.004	5	9014	0.008
18:00 - 19:00	5	9014	0.000	5	9014	0.000	5	9014	0.000
19:00 - 20:00	1	10446	0.000	1	10446	0.000	1	10446	0.000
20:00 - 21:00	1	10446	0.000	1	10446	0.000	1	10446	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	10446	0.077	1	10446	0.115	1	10446	0.192
06:00 - 07:00	1	10446	0.086	1	10446	0.163	1	10446	0.249
07:00 - 08:00	5	9014	0.055	5	9014	0.089	5	9014	0.144
08:00 - 09:00	5	9014	0.042	5	9014	0.082	5	9014	0.124
09:00 - 10:00	5	9014	0.064	5	9014	0.038	5	9014	0.102
10:00 - 11:00	5	9014	0.087	5	9014	0.053	5	9014	0.140
11:00 - 12:00	5	9014	0.069	5	9014	0.064	5	9014	0.133
12:00 - 13:00	5	9014	0.067	5	9014	0.042	5	9014	0.109
13:00 - 14:00	5	9014	0.033	5	9014	0.071	5	9014	0.104
14:00 - 15:00	5	9014	0.049	5	9014	0.064	5	9014	0.113
15:00 - 16:00	5	9014	0.062	5	9014	0.058	5	9014	0.120
16:00 - 17:00	5	9014	0.080	5	9014	0.058	5	9014	0.138
17:00 - 18:00	5	9014	0.100	5	9014	0.044	5	9014	0.144
18:00 - 19:00	5	9014	0.051	5	9014	0.027	5	9014	0.078
19:00 - 20:00	1	10446	0.019	1	10446	0.057	1	10446	0.076
20:00 - 21:00	1	10446	0.029	1	10446	0.048	1	10446	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.970			1.073			2.043

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	10446	0.268	1	10446	0.048	1	10446	0.316
06:00 - 07:00	1	10446	0.440	1	10446	0.057	1	10446	0.497
07:00 - 08:00	5	9014	0.184	5	9014	0.040	5	9014	0.224
08:00 - 09:00	5	9014	0.118	5	9014	0.033	5	9014	0.151
09:00 - 10:00	5	9014	0.095	5	9014	0.044	5	9014	0.139
10:00 - 11:00	5	9014	0.038	5	9014	0.055	5	9014	0.093
11:00 - 12:00	5	9014	0.042	5	9014	0.073	5	9014	0.115
12:00 - 13:00	5	9014	0.055	5	9014	0.060	5	9014	0.115
13:00 - 14:00	5	9014	0.098	5	9014	0.089	5	9014	0.187
14:00 - 15:00	5	9014	0.069	5	9014	0.124	5	9014	0.193
15:00 - 16:00	5	9014	0.055	5	9014	0.133	5	9014	0.188
16:00 - 17:00	5	9014	0.040	5	9014	0.160	5	9014	0.200
17:00 - 18:00	5	9014	0.031	5	9014	0.169	5	9014	0.200
18:00 - 19:00	5	9014	0.013	5	9014	0.126	5	9014	0.139
19:00 - 20:00	1	10446	0.067	1	10446	0.182	1	10446	0.249
20:00 - 21:00	1	10446	0.057	1	10446	0.029	1	10446	0.086
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.670			1.422			3.092

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	10446	0.000	1	10446	0.010	1	10446	0.010
06:00 - 07:00	1	10446	0.029	1	10446	0.019	1	10446	0.048
07:00 - 08:00	5	9014	0.049	5	9014	0.038	5	9014	0.087
08:00 - 09:00	5	9014	0.035	5	9014	0.047	5	9014	0.082
09:00 - 10:00	5	9014	0.067	5	9014	0.051	5	9014	0.118
10:00 - 11:00	5	9014	0.040	5	9014	0.044	5	9014	0.084
11:00 - 12:00	5	9014	0.042	5	9014	0.038	5	9014	0.080
12:00 - 13:00	5	9014	0.042	5	9014	0.038	5	9014	0.080
13:00 - 14:00	5	9014	0.035	5	9014	0.038	5	9014	0.073
14:00 - 15:00	5	9014	0.031	5	9014	0.027	5	9014	0.058
15:00 - 16:00	5	9014	0.031	5	9014	0.038	5	9014	0.069
16:00 - 17:00	5	9014	0.020	5	9014	0.027	5	9014	0.047
17:00 - 18:00	5	9014	0.022	5	9014	0.029	5	9014	0.051
18:00 - 19:00	5	9014	0.004	5	9014	0.013	5	9014	0.017
19:00 - 20:00	1	10446	0.010	1	10446	0.010	1	10446	0.020
20:00 - 21:00	1	10446	0.019	1	10446	0.010	1	10446	0.029
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.476			0.477			0.953

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	10446	0.010	1	10446	0.000	1	10446	0.010
06:00 - 07:00	1	10446	0.000	1	10446	0.000	1	10446	0.000
07:00 - 08:00	5	9014	0.002	5	9014	0.000	5	9014	0.002
08:00 - 09:00	5	9014	0.000	5	9014	0.000	5	9014	0.000
09:00 - 10:00	5	9014	0.000	5	9014	0.000	5	9014	0.000
10:00 - 11:00	5	9014	0.004	5	9014	0.000	5	9014	0.004
11:00 - 12:00	5	9014	0.000	5	9014	0.000	5	9014	0.000
12:00 - 13:00	5	9014	0.007	5	9014	0.000	5	9014	0.007
13:00 - 14:00	5	9014	0.002	5	9014	0.000	5	9014	0.002
14:00 - 15:00	5	9014	0.000	5	9014	0.004	5	9014	0.004
15:00 - 16:00	5	9014	0.000	5	9014	0.004	5	9014	0.004
16:00 - 17:00	5	9014	0.002	5	9014	0.000	5	9014	0.002
17:00 - 18:00	5	9014	0.000	5	9014	0.004	5	9014	0.004
18:00 - 19:00	5	9014	0.000	5	9014	0.000	5	9014	0.000
19:00 - 20:00	1	10446	0.000	1	10446	0.000	1	10446	0.000
20:00 - 21:00	1	10446	0.000	1	10446	0.000	1	10446	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.012			0.039

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.

APPENDIX D – FULL CAR PARKING ACCUMULATION EXERCISE



APPENDIX D - FULL CAR PARKING ACCUMULATION EXERCISE

Scenario 1 - 100% B2 Use - Car Parking Accumulation

Time	Trip Rate per 100 sqm (Appendix B)			Development Trip Profile (9424 sqm)			Parking Accumulation
	Arr	Dep	Total	Arr	Dep	Total	
05:00 - 06:00	0.212	0.017	0.229	20	2	22	23
06:00 - 07:00	0.108	0.032	0.14	10	3	13	31
07:00 - 08:00	0.351	0.08	0.431	33	8	41	56
08:00 - 09:00	0.46	0.241	0.701	43	23	66	77
09:00 - 10:00	0.376	0.253	0.629	35	24	59	88
10:00 - 11:00	0.317	0.257	0.574	30	24	54	94
11:00 - 12:00	0.277	0.326	0.603	26	31	57	89
12:00 - 13:00	0.288	0.359	0.647	27	34	61	83
13:00 - 14:00	0.302	0.339	0.641	28	32	60	79
14:00 - 15:00	0.229	0.304	0.533	22	29	50	72
15:00 - 16:00	0.219	0.249	0.468	21	23	44	69
16:00 - 17:00	0.252	0.41	0.662	24	39	62	54
17:00 - 18:00	0.189	0.449	0.638	18	42	60	30
18:00 - 19:00	0.059	0.154	0.213	6	15	20	21
19:00 - 20:00	0.143	0.157	0.3	13	15	28	20
20:00 - 21:00	0.017	0.079	0.096	2	7	9	14
Total Rates	3.799	3.706	7.505	358	349	707	

	Total Site Area	Factor
Per 100sqm	9424	94.24
Base - parked up before 05:00		5

Scenario 2 - 100% B8 Use - Car Parking Accumulation

Time	Trip Rate per 100 sqm (Appendix C)			Development Trip Profile (9424 sqm)			Parking Accumulation
	Arr	Dep	Total	Arr	Dep	Total	
05:00 - 06:00	0.354	0.172	0.526	33	16	50	22
06:00 - 07:00	0.565	0.249	0.814	53	23	77	52
07:00 - 08:00	0.3	0.175	0.475	28	16	45	64
08:00 - 09:00	0.195	0.162	0.357	18	15	34	67
09:00 - 10:00	0.226	0.133	0.359	21	13	34	76
10:00 - 11:00	0.169	0.153	0.322	16	14	30	77
11:00 - 12:00	0.153	0.175	0.328	14	16	31	75
12:00 - 13:00	0.171	0.14	0.311	16	13	29	78
13:00 - 14:00	0.169	0.197	0.366	16	19	34	75
14:00 - 15:00	0.149	0.22	0.369	14	21	35	69
15:00 - 16:00	0.149	0.233	0.382	14	22	36	61
16:00 - 17:00	0.146	0.248	0.394	14	23	37	51
17:00 - 18:00	0.158	0.251	0.409	15	24	39	42
18:00 - 19:00	0.069	0.166	0.235	7	16	22	33
19:00 - 20:00	0.096	0.249	0.345	9	23	33	19
20:00 - 21:00	0.105	0.086	0.191	10	8	18	21
Total Rates	3.174	3.009	6.183	299	284	583	

	Total Site Area	Factor
Per 100sqm	9424	94.24
Base - parked up before 05:00		5

Scenario 3 - Car Parking Accumulation

Time	Development Trip Profile - B2 %			Development Trip Profile - B8 %			Total			Parking Accumulation
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
05:00 - 06:00	12	1	13	13	6	19	25	7	32	23
06:00 - 07:00	6	2	8	20	9	29	26	11	37	39
07:00 - 08:00	21	5	25	11	6	17	31	11	42	59
08:00 - 09:00	27	14	41	7	6	13	34	20	54	73
09:00 - 10:00	22	15	37	8	5	13	30	20	50	84
10:00 - 11:00	19	15	34	6	5	11	25	21	45	88
11:00 - 12:00	16	19	35	5	6	12	22	25	47	84
12:00 - 13:00	17	21	38	6	5	11	23	26	49	81
13:00 - 14:00	18	20	38	6	7	13	24	27	51	78
14:00 - 15:00	13	18	31	5	8	13	19	26	44	71
15:00 - 16:00	13	15	28	5	8	14	18	23	41	66
16:00 - 17:00	15	24	39	5	9	14	20	33	53	53
17:00 - 18:00	11	26	38	6	9	14	17	35	52	35
18:00 - 19:00	3	9	13	2	6	8	6	15	21	26
19:00 - 20:00	8	9	18	3	9	12	12	18	30	19
20:00 - 21:00	1	5	6	4	3	7	5	8	12	16
Total Rates	223	218	441	112	107	219	336	325	660	

	Total Site Area	Factor
Per 100sqm - B2	5880	58.80
Per 100sqm - B8	3544	35.44
Base - parked up before 05:00		5

Scenario 4 - Car Parking Accumulation

Time	Development Trip Profile - B2 %			Development Trip Profile - B8 %			Total			Parking Accumulation
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
05:00 - 06:00	15	1	16	9	4	14	24	6	29	23
06:00 - 07:00	7	2	10	15	6	21	22	9	31	36
07:00 - 08:00	24	5	30	8	4	12	32	10	42	58
08:00 - 09:00	32	17	48	5	4	9	37	21	57	74
09:00 - 10:00	26	17	43	6	3	9	32	21	52	85
10:00 - 11:00	22	18	39	4	4	8	26	22	48	89
11:00 - 12:00	19	22	41	4	4	8	23	27	50	85
12:00 - 13:00	20	25	44	4	4	8	24	28	52	81
13:00 - 14:00	21	23	44	4	5	9	25	28	53	78
14:00 - 15:00	16	21	37	4	6	9	20	26	46	71
15:00 - 16:00	15	17	32	4	6	10	19	23	42	67
16:00 - 17:00	17	28	45	4	6	10	21	34	55	53
17:00 - 18:00	13	31	44	4	6	11	17	37	54	33
18:00 - 19:00	4	11	15	2	4	6	6	15	21	24
19:00 - 20:00	10	11	21	2	6	9	12	17	29	19
20:00 - 21:00	1	5	7	3	2	5	4	8	11	16
Total Rates	260	254	514	82	77	159	342	331	673	

	Total Site Area	Factor
Per 100sqm - B2	6853	58.53
Per 100sqm - B8	2571	25.71
Base - parked up before 05:00		5

Scenario 5 - Car Parking Accumulation

Time	Development Trip Profile - B2 %			Development Trip Profile - B8 %			Total			Parking Accumulation
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
05:00 - 06:00	13	1	14	12	6	17	25	7	31	23
06:00 - 07:00	7	2	9	19	8	27	25	10	35	38
07:00 - 08:00	21	5	26	10	6	16	31	11	42	59
08:00 - 09:00	28	15	43	6	5	12	35	20	55	73
09:00 - 10:00	23	15	38	7	4	12	30	20	50	84
10:00 - 11:00	19	16	35	6	5	11	25	21	46	88
11:00 - 12:00	17	20	37	5	6	11	22	26	48	84
12:00 - 13:00	18	22	40	6	5	10	23	27	50	81
13:00 - 14:00	18	21	39	6	7	12	24	27	51	78
14:00 - 15:00	14	19	33	5	7	12	19	26	45	71
15:00 - 16:00	13	15	29	5	8	13	18	23	41	66
16:00 - 17:00	15	25	40	5	8	13	20	33	54	53
17:00 - 18:00	12	27	39	5	8	14	17	36	53	34
18:00 - 19:00	4	9	13	2	5	8	6	15	21	25
19:00 - 20:00	9	10	18	3	8	11	12	18	30	19
20:00 - 21:00	1	5	6	3	3	6	5	8	12	16
Total Rates	232	227	459	105	100	205	337	326	664	

	Total Site Area	Factor
Per 100sqm - B2	6115	61.15
Per 100sqm - B8	3309	33.09
Base - parked up before 05:00		5

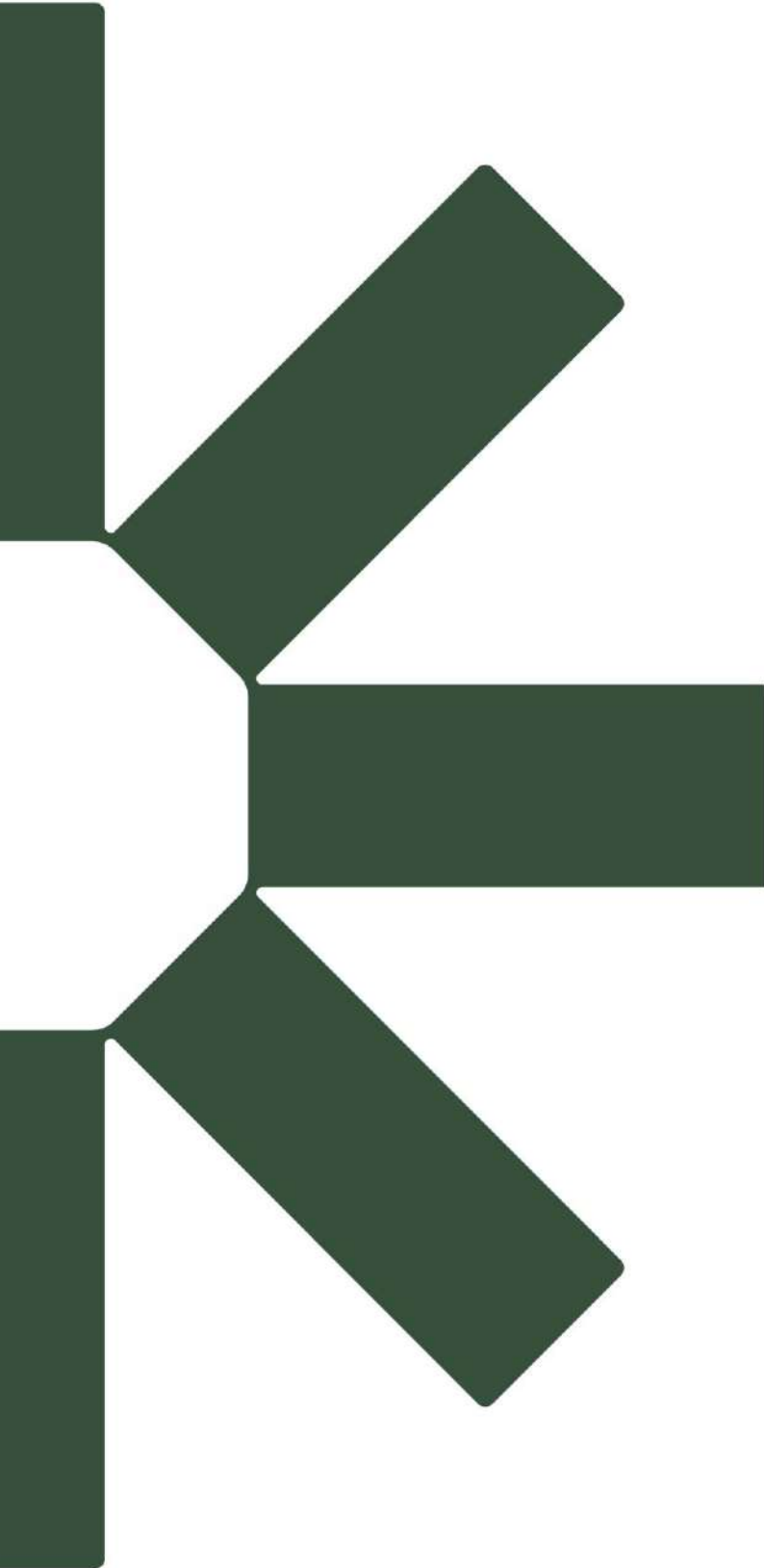
Scenario 6 - Car Parking Accumulation

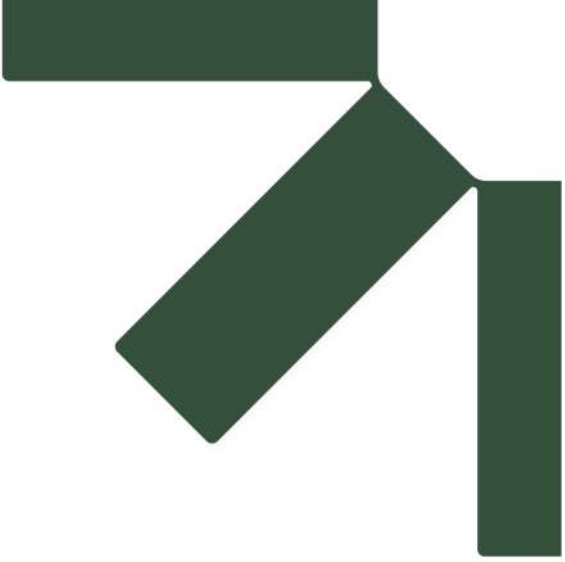
Time	Development Trip Profile - B2 %			Development Trip Profile - B8 %			Total			Parking Accumulation
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
05:00 - 06:00	5	0	6	24	12	36	30	12	42	22
06:00 - 07:00	3	1	4	39	17	56	41	18	59	46
07:00 - 08:00	9	2	11	21	12	33	30	14	44	62
08:00 - 09:00	12	6	18	13	11	24	25	17	42	70
09:00 - 10:00	10	7	16	15	9	25	25	16	41	79
10:00 - 11:00	8	7	15	12	10	22	20	17	37	82
11:00 - 12:00	7	8	16	10	12	22	18	20	38	79
12:00 - 13:00	7	9	17	12	10	21	19	19	38	79
13:00 - 14:00	8	9	16	12	14	25	19	22	42	76
14:00 - 15:00	6	8	14	10	15	25	16	23	39	70
15:00 - 16:00	6	6	12	10	16	26	16	22	38	63
16:00 - 17:00	6	11	17	10	17	27	16	28	44	52
17:00 - 18:00	5	12	16	11	17	28	16	29	44	39
18:00 - 19:00	2	4	5	5	11	16	6	15	22	30
19:00 - 20:00	4	4	8	7	17	24	10	21	31	19
20:00 - 21:00	0	2	2	7	6	13	8	8	16	19
Total Rates	98	95	193	218	206	424	315	301	617	

	Total Site Area	Factor
Per 100sqm - B2	2571	25.71
Per 100sqm - B8	6853	68.53
Base - parked up before 05:00		5

Scenario 7 - Car Parking Accumulation

Time	Development Trip Profile - B2 %			Development Trip Profile - B8 %			Total			Parking Accumulation
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	
05:00 - 06:00	7	1	8	22	11	32	29	11	40	23
06:00 - 07:00	4	1	5	35	15	50	38	16	54	44
07:00 - 08:00	12	3	14	18	11	29	30	13	43	61
08:00 - 09:00	15	8	23	12	10	22	27	18	45	70
09:00 - 10:00	12	8	21	14	8	22	26	17	43	80
10:00 - 11:00	10	9	19	10	9	20	21	18	39	83
11:00 - 12:00	9	11	20	9	11	20	19	21	40	80
12:00 - 13:00	10	12	21	10	9	19	20	20	40	80
13:00 - 14:00	10	11	21	10	12	22	20	23	44	77
14:00 - 15:00	8	10	18	9	13	23	17	24	40	70
15:00 - 16:00	7	8	15	9	14	23	16	22	39	64
16:00 - 17:00	8	14	22	9	15	24	17	29	46	52
17:00 - 18:00	6	15	21	10	15	25	16	30	46	38
18:00 - 19:00	2	5	7	4	10	14	6	15	21	29
19:00 - 20:00	5	5	10	6	15	21	11	20	31	19
20:00 - 21:00	1	3	3	6	5	12	7	8	15	18
Total Rates	126	123	248	194	184	378	320	307	626	





Appendix F Comparable Schemes Car Parking Review

Transport Assessment

Downley Road, Havant

Canmoor Developments Limited

SLR Project No.: 425.065366.00001

5 July 2024

To: Hampshire
Highways and Development Planning

From: SLR
Transport and Mobility Planning

cc: -

Date: 26 June 2024

**RE: Dunham Bush Site, Downley Road, Havant
Local Scheme Car Parking Review**

1.0 Introduction

SLR have been appointed by Canmoor to provide transport advice for the redevelopment of the Dunham Bush Site on Downley road in Havant, Hampshire.

The site is currently occupied by a single building providing 9,933 sqm of B2 floorspace. There are 81 car parking spaces on site at present.

It is proposed to demolish the existing building and construct a new one. The new building would be split into three units providing a total of 9,423 sqm of floorspace in flexible E(g)(iii)/B2/B8 use. There would be 136 car parking spaces provided on site, of which 5% will be designated for disabled use.

A Transport Scoping Note (TSN) dated 16th May 2024 was submitted to Hampshire County Council (HCC) and Havant Borough Council (HBC) as the basis for a pre-application meeting with officers on 4th June 2024.

The TSN included a detailed consideration of the appropriateness of the proposed car parking provision, which can be summarised as follows:

- The proposed car parking provision of 136 car parking spaces is below the level required to meet the HBC parking standards if all three units were in E(g)(iii)/B2 use (209), but in excess of what would be required if they were all in B8 use (105);
- It does not automatically follow that if the standards are not met for all potential mix scenarios that the parking provision is inadequate. An exercise to establish the potential maximum level of car parking accumulation/parking demand under any of the scenarios using data from the TRICS database indicated this would be 94 cars;
- The proposed level of car parking provision is therefore considered more than adequate to accommodate the likely maximum demand with no potential for overspill car parking; and,
- In any case, parking on the streets immediately surrounding the site is restricted, controlled by means of yellow line road markings making it illegal for cars to park throughout most of the daytime on a weekday.

During the meeting on 4th June 2024 HCC raised concerns regarding the use of TRICS data to estimate the potential maximum parking demand generated by the proposed development and indicated that they would need further evidence to be convinced that providing car parking below the level required by HBC standards would be appropriate.

It was accepted that there are some limitations to using TRICS data in this way for employment schemes, but it was highlighted that TRICS based parking accumulation profiles often form part of the consideration when making judgements about the appropriate level of car parking for new developments.

In terms of further evidence, it was highlighted that the applicant's team were aware of several recent planning permissions in Hampshire where the approved level of car parking was not at the level required by the applicable local planning authority's standards. It was agreed that applicant's team would provide a summary of these schemes to aid HCC in reaching a view on the appropriateness of the parking provision for the proposed development.

2.0 Comparable Scheme Parking Review

SLR has undertaken a review of planning permissions for similar schemes identified locally within Hampshire to establish the approved parking ratios and the basis on which they were judged appropriate. Table 2-1 below provides a summary of the findings.

Table 2-1 Comparable Scheme Parking Review

App Ref	LPA	Address	Use(s)	Parking Ratio	LPA Parking Standard
F/23/96253	Eastleigh BC	Unit 1 Statagic Park, Hedge End	E(g)(iii)/B2/B8	1 per 54sqm	No policy Referred to HCC guidance from 2002 1 per 45sqm for E(g)(iii)/B2
F/22/93417	Eastleigh BC	Unit 2 Statagic Park, Hedge End	E(g)(iii)/B2/B8	1 per 60sqm	No policy Referred to HCC guidance from 2002 1 per 45sqm for E(g)(iii)/B2
P/23/0792/FP	Fareham BC	5 Barnes Wallis Road, Fareham	E(g)(iii)/B2/B8	1 per 60sqm	1 per 30sqm – 1 per 60sqm for unknown mix
19/01553/NMA	Winchester CC	Concorde Way (Concorde Park)	E(g)(iii)/B2/B8	1 per 47sqm	Case by case basis Referred to HCC guidance from 2002 1 per 45sqm for E(g)(iii)/B2
App/19/00660	Havant BC	38 New Lane, Havant	E(g)(iii)/B2/B8	1 per 40sqm	Policy for E(g)(iii)/B2 is 1 per 45sqm
App/16/00812 and App/20/01154	Havant BC	Velocity, 1 Stanbridge Road, Havant	E(g)(iii)/B2/B8	1 per 70sqm	Policy for E(g)(iii)/B2 is 1 per 45sqm

The summary table demonstrates that except for the Concorde Way and 38 New Lane schemes, the approved parking ratios were significantly below the ratios required by the applicable standards at the time.

The supporting information for the Unit 1, Strategic Park application (F/23/96253) included estimates of potential parking demand based on TRICS data and these were the basis for HCC stating in their consultation response that *“there are no concerns raised with the number of parking spaces proposed from a highways perspective”*.

This was the only application which included estimates of potential parking demand. In all other cases the local planning authority reached the conclusion that the proposed parking ratios were acceptable without them, and HCC did not object from a highways perspective.

It is also worth noting that in all cases HCC and the local planning authorities accepted that the proposed developments would not have unacceptable traffic impacts on the local highway networks based on trip rates from the TRICS database alone.

3.0 Summary

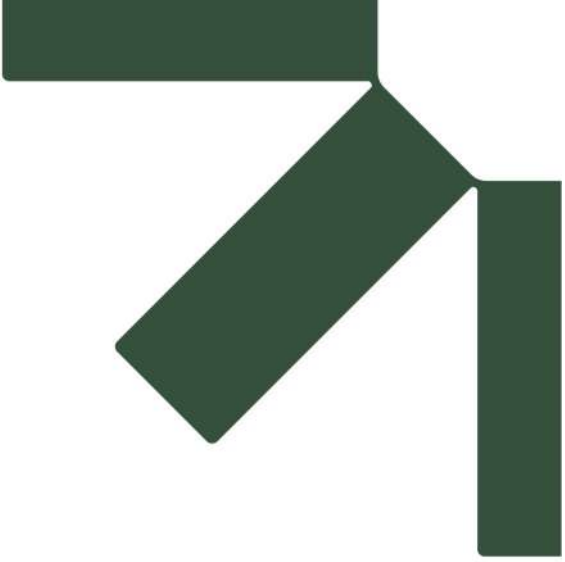
SLR have undertaken a review of recent planning permissions for similar schemes to that proposed by Canmoor and in all except two cases, the approved parking ratios were significantly below that required by the applicable local planning authority standards. In all



except one case the judgements made by the local planning authorities were made without the benefit of estimates of potential parking demand. In the case where estimates were provided, they were based on TRICS data and were accepted by HCC.

Based on the review, it remains the view of SLR that the car parking provision for the development proposed by Canmoor is appropriate and would not result in any significant adverse impact on the local highway network.





Appendix G Parking Survey

Transport Assessment

Downley Road, Havant

Canmoor Developments Limited

SLR Project No.: 425.065366.00001

5 July 2024



Havant Industrial Park| CAR PARK SURVEY



DATE: 02/07/2024

Car park zone ->	Havant Industrial Park						Overall total	
Type of space ->	Standard (Marked Bays)		Disabled		Lorry Loading Bay		All	
Spaces ->	103		5		8		116	
Time	Occupied	Stress	Occupied	Stress	Occuoiied	Stress	Occupied	Stress
07:00	11	11%	0	0%	0	0%	11	9%
07:30	14	14%	0	0%	1	13%	14	12%
08:00	25	24%	0	0%	1	13%	25	22%
08:30	33	32%	0	0%	0	0%	33	28%
09:00	34	33%	1	20%	0	0%	35	30%
09:30	33	32%	1	20%	0	0%	34	29%
10:00	34	33%	1	20%	0	0%	35	30%
10:30	35	34%	2	40%	0	0%	37	32%
11:00	37	36%	2	40%	0	0%	39	34%
11:30	37	36%	2	40%	0	0%	39	34%
12:00	37	36%	2	40%	0	0%	39	34%
12:30	32	31%	1	20%	0	0%	33	28%
13:00	31	30%	1	20%	0	0%	32	28%
13:30	34	33%	1	20%	0	0%	35	30%
14:00	34	33%	1	20%	1	13%	35	30%
14:30	35	34%	1	20%	0	0%	36	31%
15:00	34	33%	1	20%	0	0%	35	30%
15:30	32	31%	1	20%	0	0%	33	28%
16:00	28	27%	0	0%	0	0%	28	24%
16:30	18	17%	0	0%	0	0%	18	16%
17:00	5	5%	0	0%	0	0%	5	4%
17:30	4	4%	0	0%	0	0%	4	3%
18:00	3	3%	0	0%	0	0%	3	3%
18:30	3	3%	0	0%	0	0%	3	3%
19:00	3	3%	0	0%	0	0%	3	3%

07:00



07:30



08:00



08:30



09:00



09:30



10:00



10:30



11:00



11:30



12:00



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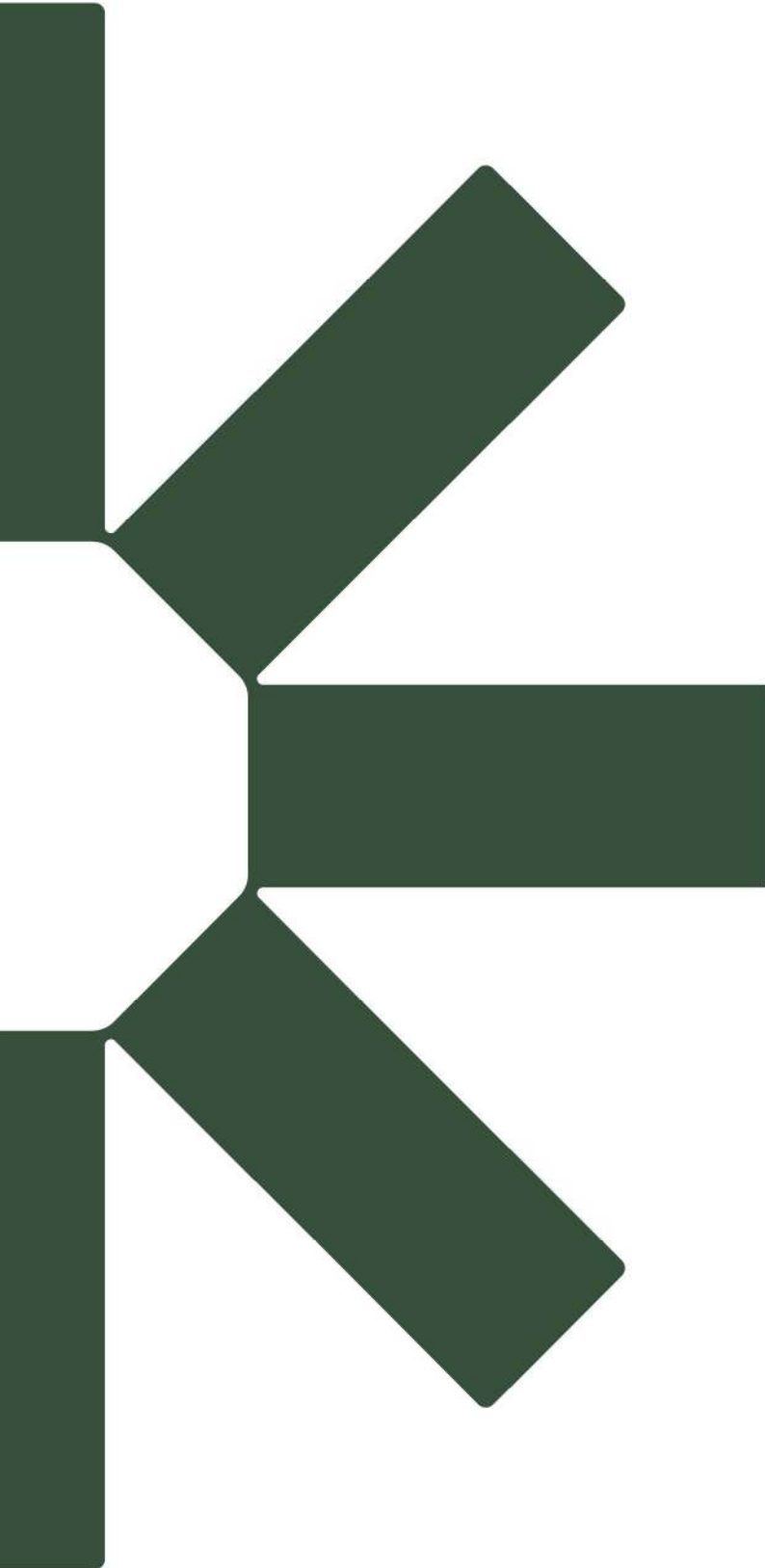


18:30



19:00





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