

NOTES OF MEETING



	Junction capacity assessments should be undertaken; based on the information set out within the Preliminary Scoping Note this should initially be limited to the following junctions: ▪ Elettia Avenue/Site Access roundabout ▪ B2150 Hambledon Road/Elettia Avenue Roundabout Traffic flow data should include: ▪ Base flows ▪ Committed development from the following sites: Grainger, Sainsbury's (Hambledon Road) and Taylor Wimpey (Old Park Farm) ▪ Fully occupied retained uses at the BAE site (Block E and Beam Plot) [NB: development traffic from the partially occupied existing BAE site will need to be deducted from the TRICs generated baseline] ▪ Proposed redevelopment at the BAE site Base flows and committed development data to be derived from Transport Assessment reports prepared in support of the Grainger, Sainsbury's and Taylor Wimpey development proposals. PBA to consider the benefit of commissioning new traffic surveys. PBA to confirm the anticipated employment generation resulting from the development proposal; this should be used to inform the level of parking provision to be provided. PBA to prepare a Technical Note setting out the 'Net-impact of Development Proposals' and issue to HCC for review / agreement. PBA action
5.	Accessibility PBA to undertake an accessibility audit of the site, considering opportunities to access the site by walking, cycling and public transport; this should take into account improvements to be delivered by the local committed development sites. PBA to review proposals and identify any 'missing links' to ensure high levels of connectivity to the proposed redevelopment for sustainable modes. Subject to timescales, PBA to prepare Technical Note and issue to HCC for review in advance of preparing the full Transport Assessment.
6.	Travel Planning NC confirmed that PBA propose to prepare a Framework Travel Plan (FTP) supporting the development proposal and asked GW if HCC had any particular preferences in respect of travel planning and the type of measures to be proposed. GW advised PBA to review the HCC website pages for further information - http://www3.hants.gov.uk/workplacetravel.htm
7.	Committed Developments GW confirmed the only committed development sites PBA should consider as part of the transport assessment works are: ▪ Grainger ▪ Sainsbury's ▪ Taylor Wimpey GW advised PBA to source and review the S106 documents related to these sites to identify any local transport proposals arising from development. PBA action NC outlined concerns about technical works / potential issues relevant to the development proposal that may not be documented within the publicly available information (i.e. S106 Agreements and/or related technical reports). GW agreed to liaise with colleagues at HCC and to advise PBA of any specific issues to be

NOTES OF MEETING



Meeting Title: BAE Waterlooville: Transport Assessment & Travel Plan Scoping Meeting

Attendees: Graham Wright (Hampshire County Council)
Paul Coote & Nick Church (Peter Brett Associates LLP)

Date of Meeting: 19th April 2012

Job Number: 26365

Item	Subject
1.	Overview Meeting Agenda and Scoping Note issued in advance of the meeting - attached at Appendix A. This meeting note has been prepared to summarise the key issues / actions arising; these matters will need to be addressed within the Transport Assessment and Travel Plan to be submitted in support of the outline planning application for the site.
2.	Draft Masterplan GW advised that adequate provision will need to be made for access, parking and servicing for the retained land uses (E-block and Beam block) as well as the proposed development. PBA to review the final masterplan and advise client team. PBA action In respect of parking provision for the proposed development it was noted that HCC parking standards provide a high/low range subject to application of maximum or accessible location standard; appropriate level of provision to be identified by PBA through: ▪ Review of recently approved development proposals at the Grainger site ▪ Confirmation of anticipated number of jobs created by the development proposal
3.	Existing Uses/ Baseline Site Traffic Generation PBA to confirm existing land use classification for each building on site; in addition a summary of the historical car parking provision and employment generation of the site should also be set out. Given that the site is currently significantly under-utilised and an absence of historical traffic count data, there is no opportunity to undertake surveys to define the baseline traffic generation. The baseline site traffic generation (AM and PM peak hours) should be determined using appropriate TRICs generated trip rates; all agreed that the baseline site traffic generation needs to be defined and agreed at an early stage to inform the 'with-development' impact assessments. The baseline should include all uses on-site, including those that will be retained following the redevelopment proposals; the baseline should assume all uses are 100% occupied (as opposed to the current partial occupation). PBA to prepare a Technical Note setting out the 'Baseline Site Traffic Generation' and issue to HCC for review / agreement. PBA action
4.	Net-Impact Site Traffic Generation PBA to confirm the proposed land uses and set out the trip generation of the site using appropriate TRICs generated trip rates. The net impact of vehicular traffic should be determined (relative to the baseline) and clearly set out.

NOTES OF MEETING



	aware of. HCC action
8.	Outline Planning Application Submission NC confirmed BAE intention to submit a planning application at the earliest opportunity, currently scheduled for the middle / end of May 2012. NC confirmed PBA will seek to submit initial Technical Notes at the earliest opportunity; initial target date 11th May subject to receipt of data. HCC welcomed PBA proposed approach of submitting contained Technical Notes at an early opportunity to inform the preparation of the Transport Assessment; HCC will seek to review and respond to any submissions within 2-weeks of receipt.

DRAFT - for HCC review

Appendix A

Meeting Title: BAE Waterlooville: Transport Assessment Scoping Meeting

Required Invitees: Graham Wright (HCC);
Paul Coote (PBA);
Nick Church (PBA)

Date of Meeting: TBC

Location: Hampshire County Council Offices (tbc)

Job Number: 26365

Item	Subject
1.	Background Information • Planning & development background of the existing site • Local Transport Policy / Strategy / Schemes
2.	Existing Site • Existing land uses • Baseline trip generation (consented use) - <i>see Preliminary Scoping Note</i>
3.	Masterplan Proposals • Proposed land uses - <i>see Preliminary Scoping Note</i> • Appropriate levels of parking for location
4.	Defining the Trip Generation Baseline • Trip rates & generation – <i>see Preliminary Scoping Note</i>
5.	Sustainable Transport Strategy • Accessibility to Town Centre & other key locations • Pedestrian and Cycle connections / HCC identified desire lines • Public Transport (First Service 45a to Portsmouth) • Committed improvements: developer related & HCC led
6.	Traffic Impact Assessment • Study area of junction impact assessment (& accident data) • Traffic flow data requirements: scope and availability • Committed Developments & Related Data ○ Proposed Sainsbury's Supermarket, Hambledon Road ○ MDA West of Waterlooville Site (Consented development) ○ Other developments (HCC to confirm) • Traffic Distribution (based on existing Journey to work data for Brambles Business park) • Committed highway improvement schemes • Detailed junction modelling – submission prior to planning application
7.	Travel Plan • Recognition of uncertainty of future occupiers • HCC preferred approach
8.	AOB

BAE Waterlooville - Preliminary Scoping Note

Prepared by: Paul Coote

Reviewed by: Nick Church

**Introduction:**

This note has been prepared by Peter Brett Associates LLP (PBA) on behalf of BAE Systems Properties Ltd (BAE) to initiate scoping discussions with Hampshire County Council (HCC) in regards to Transport works relating to the redevelopment of the existing BAE site at Waterlooville.

This note provides background information regarding the development proposals and transport matters for review by HCC to inform the scope of transport assessment works required to support an outline planning application for the redevelopment of the BAE site.

A scoping meeting is proposed to provide the opportunity to discuss the development proposal and related transportation matters; in particular it is considered that agreeing an appropriate methodology to define the development baseline is critical at an early stage to define the scope of assessment works.

BAE are seeking to submit a planning application at the earliest opportunity; to this end the following programme is proposed:

- PBA submit Preliminary Scoping Note for HCC review: 5th April 2012
- Scoping Meeting: 12th, 16th, 17th April or alternative date tbc by HCC
- PBA submit Detailed Scoping Note: target 20th April
- PBA prepare Transport Assessment: target mid-May

1. Existing BAE Site

- Situated on B2150 Hambledon Road via Elettra Avenue, Waterlooville;
- A copy of the existing site layout is provided in **Appendix A**
- The site contains:
 - i. office land use (160,000ft²)
 - ii. associated restaurant,
 - iii. industrial (Beam and E Block) land uses
- The site currently provides circa 850 parking spaces.

2. Development Proposals

The redevelopment of site includes replacing the existing office (160,000ft²), associated restaurant and car parking area (circa 850 spaces). The development will retain the existing B2 Industrial use (Beam and E Block) which will sit outside of the planning application red line boundary

The proposed land uses as shown on the current site masterplan (HGP Drawing 11.074.sk02 Rev D provided in **Appendix B**) include;

- 66,000ft² B2 Industrial Units;
- 45,000ft² B8 Warehousing;

- 10,000ft² Car Showroom;
- 60 bed Hotel;
- 650m² Restaurant; and
- 240m² Drive in restaurant;

NB: the masterplan remains subject to further refinement although is anticipated to deliver the broad mix and quantum of land uses listed above. Quantum remains subject to confirmation from the architect as to whether it is GEA or GIA.

Proposed Parking

Parking is illustrated on the masterplan and will be provided in accordance with **Table 1** (taken from the 'Hampshire Parking Strategy and Standards, Spring 2002'). The views of HCC are invited as to what level of parking would be suitable in this location noting the significant range between the maximum and accessible location standards tabled below.

Table 1 - Hampshire Parking Strategy and Standards, Spring 2002'

(Based on GEA)	Max parking limit	Parking in accessible locations
B1	1 space per 30 sqm	1 space per 100 sqm
B2	1 space per 45 sqm	1 space per 167 sqm
B8	1 space per 90 sqm	1 space per 303 sqm
Hotels	1 space per bedroom	1 space per 2 bedrooms
Eating and drinking establishments	1 space per 5 sqm dining area	1 space per 7.5 sqm
Car sales - staff	1 space per full-time staff	1 space per 3 full-time staff
Car sales - customers	1 space per 10 cars on display	1 space per 15 cars

3. Preliminary Vehicular Trip Generation

An preliminary trip generation exercise has been completed by PBA to initiate defining the baseline and the net-impact of development proposals. Whilst it is acknowledged that further details and analysis will need to be presented within the Transport Assessment including person trip analysis; the purpose at this stage is to get a broad feel for the net-impact of proposals to inform the scope of assessment, and in particular to identify what (if any) additional surveys may be required.

NB: the retained uses (Beam and E Block) have been excluded from this exercise at this stage as they are not planned to change from the current day operation.

Existing

PBA are awaiting confirmation from the client team that there are no recent records of site traffic generation (or parking usage). Assuming there are no records, the baseline trip generation will need to be defined.

Given that the site is currently significantly under-occupied, commissioning new surveys will be of limited value.

Preliminary vehicular trip generation for the existing B1 office use of 160,000ft² has been undertaken using TRICS version 2012 (a) to inform the baseline situation. **Table 2** provides

the calculated AM and PM peak trip rates for the current B1 office use (the TRICS output files are provided in **Appendix C**).

Table 2 – B1 Office Use Trip Rates

TRICS version 2012 (a) v6.9.2	Site Area Parameters	Vehicle Trip Rates					
		AM 0800-0900			PM 1700-1800		
Land Use	GFA	Arrivals	Departures	2-way	Arrivals	Departures	2-way
Office - (GDO use class B1)	8k-20k sqm	1.623	0.151	1.774	0.129	1.386	1.515

Table 3 provides the calculated AM and PM peak trip generation for the current B1 office use.

Table 3 – B1 Office Use Trip Generation

Existing Land Use	Area (sq ft)	Area (sqm)	2-way trip rate AM	AM Two Way	2-way trip rate PM	PM Two Way
B1	160,000	14,864	1.774	264	1.515	225

Proposed

Preliminary vehicular trip generation for the proposed land uses has been calculated using TRICS. **Table 4** provides the calculated AM and PM peak trip rates for agreement with HCC; whilst Table 5 provides the resulting trip generation in accordance with the current site masterplan (the TRICS output files are provided in Appendix C).

Table 4 – Proposed Land Use Trip Rates

TRICS version 2012 (a) v6.9.2	Site Area Parameters	Vehicle Trip Rates					
		AM 0800-0900			PM 1700-1800		
Land Use	GFA or bedrooms	Arrivals	Departures	2-way	Arrivals	Departures	2-way
Office - (GDO use class B1)	8k-20k sqm	1.623	0.151	1.774	0.129	1.386	1.515
Industrial Estate (GDO use class B2)	up to 3k sqm	1.100	0.663	1.763	0.350	0.750	1.100
Industrial Estate (GDO use class B2)	3k-9k sqm	0.861	0.333	1.194	0.254	0.759	1.013
Warehousing (commercial) (GDO use class B8)	up to 34k sqm	0.312	0.153	0.465	0.175	0.244	0.419
Car showroom	up to 15k sqm	2.175	0.887	3.062	0.639	1.708	2.347
Hotel	40-80 bedrooms	0.097	0.227	0.324	0.205	0.078	0.283
Restaurant	200-12k sqm	0.000	0.000	0.000	3.451	2.271	5.722
Fast-food	up to 800 sqm	5.940	4.409	10.349	10.780	10.486	21.266

Table 5 provides the calculated AM and PM peak trip generation for the proposed land uses.

Table 5 – Proposed Land Use Trip Generation

Proposed Land Use	GFA (sq ft)	GFA (m2)	2-way trip rate AM	AM Two Way	2-way trip rate PM	PM Two Way
B2 - up to 3k sqm - Total	66,000	6,132	1.763	108	1.100	67
B2 - 3k-9k sqm - Total	66,000	6,132	1.194	73	1.013	62
B8 - Total	45,000	4,181	0.465	19	0.419	18
Car Showroom	10,000	929	3.062	28	2.347	22
Hotel (rooms)	60	60	0.324	19	0.283	17
Restaurant	6,997	650	0.000	0	5.722	37
Fast Food Restaurant	2,583	240	10.349	25	21.266	51
Total (using higher B2 rate)				200		212
Total (using lower B2 rate)				165		207

Net-Impact

Table 6 provides a summary analysis of the net-impact of the development proposals; confirming that the proposed development would generate less traffic than the existing consented uses.

Table 6 – Net-Impact between the Preliminary existing B1 Office Use and Proposed Land Uses

	AM Two Way	PM Two Way
Existing B1 Land Use (Baseline)	264	225
Total Proposed Land Use (using higher B2 rate)	200	212
Total Proposed Land Use (using lower B2 rate)	165	207
Difference of B1 and Proposed Land Use (using higher B2 rate)	-64	-13
Difference of B1 and Proposed Land Use (using lower B2 rate)	-99	-18

4. Proposed Transport Assessment Structure

A review of the following documents has been undertaken to inform the proposed scope and structure of the Transport Assessment:

- Proposed Sainsbury's Supermarket, Hambledon Road, Watlooville (Oct 2010); and
- DfT Guidance on Transport Assessment (March 2007).

At this stage, it is anticipated that a Transport Assessment (and Travel Plan) will be required to support an outline planning application submission. The content of the Transport Assessment would cover the following:

1. Introduction;
2. Existing Site Context;
3. Development Proposals;
4. Planning Policy;
5. Travel Demand;
6. Site Access and Sustainable Transport Strategy;
7. Traffic Impact Assessment;
8. Mitigation; and
9. Summary and Conclusions.

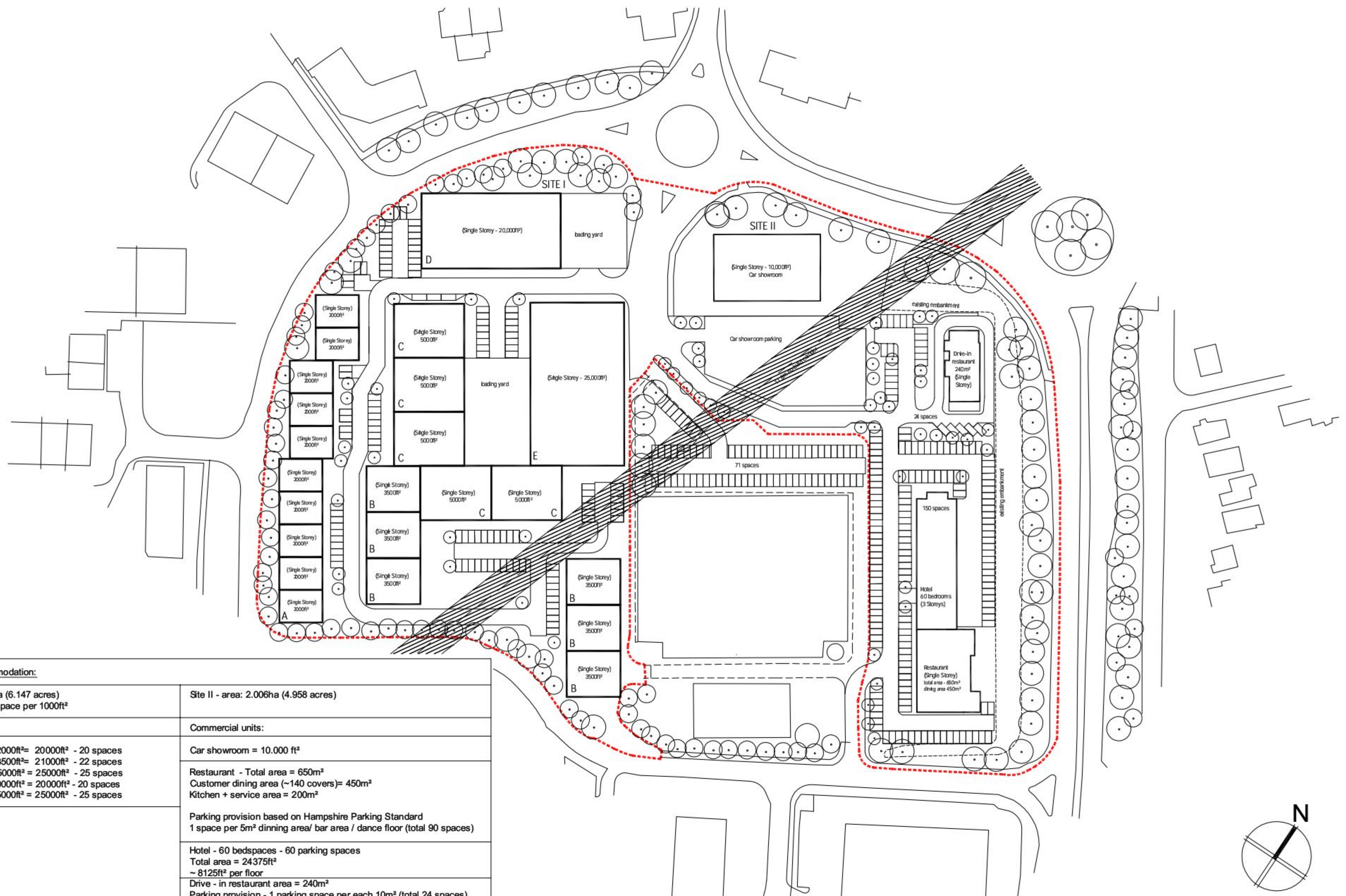
In respect of the Travel Plan, PBA would appreciate early engagement with HCC to discuss the level of detail to be presented, recognising that there are currently no confirmed prospective occupiers for the redeveloped site.

Appendix A – Existing Site Layout

BAE SYSTEMS, Elettra Avenue, Waterlooville, Hants. PO7 7XS



Appendix B – HGP Drawing 11.074.sk02 Rev D



Schedule of Accommodation:

Site I - area: 2.487ha (6.147 acres)
parking provision 1 space per 1000ft²

Industrial units:

Building A = 10 x 2000ft² = 20000ft² - 20 spaces
Building B = 6 x 3500ft² = 21000ft² - 22 spaces
Building C = 5 x 5000ft² = 25000ft² - 25 spaces
Building D = 1 x 20000ft² = 20000ft² - 20 spaces
Building E = 1 x 25000ft² = 25000ft² - 25 spaces

TOTAL: 111,000 ft²

Site II - area: 2.006ha (4.958 acres)

Commercial units:

Car showroom = 10,000 ft²
Restaurant - Total area = 650m²
Customer dining area (~140 covers) = 450m²
Kitchen + service area = 200m²

Parking provision based on Hampshire Parking Standard
1 space per 5m² dining area / bar area / dance floor (total 90 spaces)

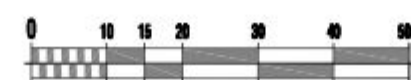
Hotel - 60 bedspaces - 60 parking spaces
Total area = 24375ft²
~ 8125ft² per floor

Drive - in restaurant area = 240m²
Parking provision - 1 parking space per each 10m² (total 24 spaces)

D	20.03.12	Site layout redesigned	IS	GG
C	08.03.12	Site redesigned.	IS	GG
B	08.03.12	Site redesigned according to the planning brief.	IS	GG
A	02.12.11	New parking to the existing industrial building added.	IS	GG

Rev	Date	Description	By	PM
REVISIONS				

FOR COMMENTS



CLIENT
BAE System

Scale @ A2: 1:1000
Date: © June 2011

Drawn by: IS
Checked by: GG

TITLE
Waterlooville

**Proposed Site Plan
Option 2**

Drawing No:
11.074.sk02

Revised:
D

HGP
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Appendix C – TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLESSelected regions and areas:**02 SOUTH EAST**

ES	EAST SUSSEX	1 days
HC	HAMPSHIRE	3 days
SC	SURREY	3 days

04 EAST ANGLIA

CA	CAMBRIDGESHIRE	1 days
SF	SUFFOLK	1 days

06 WEST MIDLANDS

WM	WEST MIDLANDS	1 days
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Filtering Stage 2 selection:

Parameter: Gross floor area

Actual Range: 8000 to 19974 (units: sqm)

Range Selected by User: 8000 to 20000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 27/09/10

Selected survey days:

Monday	3 days
Tuesday	3 days
Thursday	4 days

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	4

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	5
Residential Zone	2
No Sub Category	2

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	1	19974	0.000	1	19974	0.005	1	19974	0.005
05:30 - 06:00	1	19974	0.020	1	19974	0.005	1	19974	0.025
06:00 - 06:30	1	19974	0.070	1	19974	0.005	1	19974	0.075
06:30 - 07:00	1	19974	0.105	1	19974	0.025	1	19974	0.130
07:00 - 07:30	10	13289	0.202	10	13289	0.014	10	13289	0.216
07:30 - 08:00	10	13289	0.531	10	13289	0.048	10	13289	0.579
08:00 - 08:30	10	13289	0.794	10	13289	0.073	10	13289	0.867
08:30 - 09:00	10	13289	0.829	10	13289	0.078	10	13289	0.907
09:00 - 09:30	10	13289	0.487	10	13289	0.084	10	13289	0.571
09:30 - 10:00	10	13289	0.245	10	13289	0.090	10	13289	0.335
10:00 - 10:30	10	13289	0.126	10	13289	0.068	10	13289	0.194
10:30 - 11:00	10	13289	0.117	10	13289	0.085	10	13289	0.202
11:00 - 11:30	10	13289	0.075	10	13289	0.076	10	13289	0.151
11:30 - 12:00	10	13289	0.087	10	13289	0.085	10	13289	0.172
12:00 - 12:30	10	13289	0.108	10	13289	0.187	10	13289	0.295
12:30 - 13:00	10	13289	0.143	10	13289	0.168	10	13289	0.311
13:00 - 13:30	10	13289	0.170	10	13289	0.120	10	13289	0.290
13:30 - 14:00	10	13289	0.156	10	13289	0.111	10	13289	0.267
14:00 - 14:30	10	13289	0.117	10	13289	0.114	10	13289	0.231
14:30 - 15:00	10	13289	0.089	10	13289	0.131	10	13289	0.220
15:00 - 15:30	10	13289	0.082	10	13289	0.174	10	13289	0.256
15:30 - 16:00	10	13289	0.096	10	13289	0.195	10	13289	0.291
16:00 - 16:30	10	13289	0.092	10	13289	0.407	10	13289	0.499
16:30 - 17:00	10	13289	0.069	10	13289	0.440	10	13289	0.509
17:00 - 17:30	10	13289	0.088	10	13289	0.843	10	13289	0.931
17:30 - 18:00	10	13289	0.041	10	13289	0.543	10	13289	0.584
18:00 - 18:30	10	13289	0.032	10	13289	0.379	10	13289	0.411
18:30 - 19:00	10	13289	0.020	10	13289	0.169	10	13289	0.189
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.991			4.722			9.713

Parameter summary

Trip rate parameter range selected:	8000 - 19974 (units: sqm)
Survey date date range:	01/01/04 - 27/09/10
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

02 SOUTH EAST	
HC HAMPSHIRE	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
08 NORTH WEST	
LC LANCASHIRE	1 days
09 NORTH	
TV TEES VALLEY	1 days
11 SCOTLAND	
HI HIGHLAND	1 days
ML MIDLOTHIAN	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Actual Range: 387 to 4000 (units: sqm)
 Range Selected by User: 387 to 4000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 05/07/11

Selected survey days:

Tuesday	2 days
Wednesday	4 days
Friday	1 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Industrial Zone	5
Commercial Zone	1
Residential Zone	1

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	6	2063	0.089	6	2063	0.065	6	2063	0.154
07:30 - 08:00	7	1875	0.137	7	1875	0.084	7	1875	0.221
08:00 - 08:30	7	1875	0.152	7	1875	0.069	7	1875	0.221
08:30 - 09:00	7	1875	0.160	7	1875	0.084	7	1875	0.244
09:00 - 09:30	7	1875	0.114	7	1875	0.168	7	1875	0.282
09:30 - 10:00	7	1875	0.091	7	1875	0.107	7	1875	0.198
10:00 - 10:30	7	1875	0.091	7	1875	0.069	7	1875	0.160
10:30 - 11:00	7	1875	0.076	7	1875	0.107	7	1875	0.183
11:00 - 11:30	7	1875	0.099	7	1875	0.099	7	1875	0.198
11:30 - 12:00	7	1875	0.107	7	1875	0.053	7	1875	0.160
12:00 - 12:30	7	1875	0.122	7	1875	0.130	7	1875	0.252
12:30 - 13:00	7	1875	0.130	7	1875	0.053	7	1875	0.183
13:00 - 13:30	7	1875	0.130	7	1875	0.130	7	1875	0.260
13:30 - 14:00	7	1875	0.107	7	1875	0.091	7	1875	0.198
14:00 - 14:30	7	1875	0.145	7	1875	0.145	7	1875	0.290
14:30 - 15:00	7	1875	0.145	7	1875	0.099	7	1875	0.244
15:00 - 15:30	7	1875	0.099	7	1875	0.168	7	1875	0.267
15:30 - 16:00	7	1875	0.107	7	1875	0.122	7	1875	0.229
16:00 - 16:30	7	1875	0.107	7	1875	0.130	7	1875	0.237
16:30 - 17:00	7	1875	0.099	7	1875	0.137	7	1875	0.236
17:00 - 17:30	7	1875	0.122	7	1875	0.137	7	1875	0.259
17:30 - 18:00	7	1875	0.053	7	1875	0.107	7	1875	0.160
18:00 - 18:30	7	1875	0.023	7	1875	0.114	7	1875	0.137
18:30 - 19:00	7	1875	0.000	7	1875	0.053	7	1875	0.053
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.505			2.521			5.026

Parameter summary

Trip rate parameter range selected:	387 - 4000 (units: sqm)
Survey date date range:	01/01/04 - 05/07/11
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS

Category : A - CAR SHOW ROOMS

VEHICLES

Selected regions and areas:

02 SOUTH EAST	
KC KENT	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
05 EAST MIDLANDS	
LE LEICESTERSHIRE	2 days
LN LINCOLNSHIRE	1 days
NR NORTHAMPTONSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	2 days
10 WALES	
WR WREXHAM	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Range: 600 to 1450 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 15/11/10

Selected survey days:

Monday	2 days
Tuesday	4 days
Thursday	1 days
Friday	3 days

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	4

Selected Location Sub Categories:

Commercial Zone	2
Residential Zone	3
Village	4
No Sub Category	1

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	1	1350	0.000	1	1350	0.000	1	1350	0.000
07:00 - 08:00	5	1140	1.017	5	1140	0.298	5	1140	1.315
08:00 - 09:00	10	1048	2.175	10	1048	0.887	10	1048	3.062
09:00 - 10:00	10	1048	1.918	10	1048	1.393	10	1048	3.311
10:00 - 11:00	10	1048	1.498	10	1048	1.336	10	1048	2.834
11:00 - 12:00	10	1048	1.374	10	1048	1.364	10	1048	2.738
12:00 - 13:00	10	1048	1.393	10	1048	1.355	10	1048	2.748
13:00 - 14:00	10	1048	1.536	10	1048	1.403	10	1048	2.939
14:00 - 15:00	10	1048	1.469	10	1048	1.450	10	1048	2.919
15:00 - 16:00	10	1048	1.460	10	1048	1.546	10	1048	3.006
16:00 - 17:00	10	1048	1.326	10	1048	1.689	10	1048	3.015
17:00 - 18:00	10	1048	0.639	10	1048	1.708	10	1048	2.347
18:00 - 19:00	10	1048	0.181	10	1048	0.859	10	1048	1.040
19:00 - 20:00	4	1033	0.121	4	1033	0.460	4	1033	0.581
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			16.107				15.748	31.855	

Parameter summary

Trip rate parameter range selected: 600 - 1450 (units: sqm)
 Survey date range: 01/01/03 - 15/11/10
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH

VEHICLES

Selected regions and areas:

02 SOUTH EAST	
HC HAMPSHIRE	1 days
03 SOUTH WEST	
DC DORSET	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
05 EAST MIDLANDS	
NR NORTHAMPTONSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
SY SOUTH YORKSHIRE	1 days
11 SCOTLAND	
EB CITY OF EDINBURGH	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Range: 220 to 498 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 19/10/11

Selected survey days:

Tuesday	2 days
Wednesday	3 days
Thursday	2 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2
Built-Up Zone	1
No Sub Category	2

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	1	450	0.889	1	450	0.667	1	450	1.556
07:00 - 08:00	3	389	4.110	3	389	3.082	3	389	7.192
08:00 - 09:00	4	408	5.940	4	408	4.409	4	408	10.349
09:00 - 10:00	5	377	5.417	5	377	5.204	5	377	10.621
10:00 - 11:00	6	393	6.701	6	393	6.234	6	393	12.935
11:00 - 12:00	7	388	7.285	7	388	6.071	7	388	13.356
12:00 - 13:00	7	388	14.202	7	388	13.024	7	388	27.226
13:00 - 14:00	7	388	12.399	7	388	13.208	7	388	25.607
14:00 - 15:00	7	388	6.843	7	388	8.793	7	388	15.636
15:00 - 16:00	7	388	8.756	7	388	7.358	7	388	16.114
16:00 - 17:00	7	388	9.676	7	388	8.977	7	388	18.653
17:00 - 18:00	7	388	10.780	7	388	10.486	7	388	21.266
18:00 - 19:00	7	388	12.141	7	388	12.730	7	388	24.871
19:00 - 20:00	7	388	10.118	7	388	11.700	7	388	21.818
20:00 - 21:00	7	388	8.352	7	388	8.683	7	388	17.035
21:00 - 22:00	7	388	5.151	7	388	6.034	7	388	11.185
22:00 - 23:00	4	380	3.684	4	380	3.882	4	380	7.566
23:00 - 24:00	2	470	0.957	2	470	1.915	2	470	2.872
Total Rates:			133.401			132.457			265.858

Parameter summary

Trip rate parameter range selected: 220 - 498 (units: sqm)
 Survey date range: 01/01/03 - 19/10/11
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS

VEHICLES

Selected regions and areas:

02 SOUTH EAST	
WS WEST SUSSEX	2 days
03 SOUTH WEST	
GS GLOUCESTERSHIRE	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
06 WEST MIDLANDS	
WO WORCESTERSHIRE	2 days
08 NORTH WEST	
GM GREATER MANCHESTER	1 days
09 NORTH	
TV TEES VALLEY	1 days
11 SCOTLAND	
DU DUNDEE CITY	1 days
EB CITY OF EDINBURGH	1 days
GC GLASGOW CITY	1 days

Filtering Stage 2 selection:

Parameter: Number of bedrooms
 Range: 40 to 78 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 14/10/10

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	4 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	9

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	8

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	11	64	0.064	11	64	0.114	11	64	0.178
08:00 - 09:00	11	64	0.097	11	64	0.227	11	64	0.324
09:00 - 10:00	11	64	0.108	11	64	0.138	11	64	0.246
10:00 - 11:00	11	64	0.102	11	64	0.105	11	64	0.207
11:00 - 12:00	11	64	0.097	11	64	0.107	11	64	0.204
12:00 - 13:00	11	64	0.122	11	64	0.098	11	64	0.220
13:00 - 14:00	11	64	0.108	11	64	0.108	11	64	0.216
14:00 - 15:00	11	64	0.092	11	64	0.118	11	64	0.210
15:00 - 16:00	11	64	0.101	11	64	0.092	11	64	0.193
16:00 - 17:00	11	64	0.112	11	64	0.095	11	64	0.207
17:00 - 18:00	11	64	0.205	11	64	0.078	11	64	0.283
18:00 - 19:00	11	64	0.180	11	64	0.112	11	64	0.292
19:00 - 20:00	8	62	0.190	8	62	0.093	8	62	0.283
20:00 - 21:00	8	62	0.097	8	62	0.059	8	62	0.156
21:00 - 22:00	6	64	0.081	6	64	0.068	6	64	0.149
22:00 - 23:00	2	57	0.079	2	57	0.088	2	57	0.167
23:00 - 24:00	2	57	0.018	2	57	0.000	2	57	0.018
Total Rates:			1.853				1.700	3.553	

Parameter summary

Trip rate parameter range selected: 40 - 78 (units:)
 Survey date range: 01/01/03 - 14/10/10
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

03 SOUTH WEST	
BR BRISTOL CITY	2 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	2 days
05 EAST MIDLANDS	
LN LINCOLNSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Actual Range: 4225 to 6000 (units: sqm)
 Range Selected by User: 3000 to 9000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 09/09/10

Selected survey days:

Tuesday	3 days
Thursday	3 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	5

Selected Location Sub Categories:

Industrial Zone	3
Residential Zone	1
Built-Up Zone	1
No Sub Category	1

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	6	5050	0.139	6	5050	0.099	6	5050	0.238
07:30 - 08:00	6	5050	0.317	6	5050	0.083	6	5050	0.400
08:00 - 08:30	6	5050	0.429	6	5050	0.155	6	5050	0.584
08:30 - 09:00	6	5050	0.432	6	5050	0.178	6	5050	0.610
09:00 - 09:30	6	5050	0.330	6	5050	0.162	6	5050	0.492
09:30 - 10:00	6	5050	0.221	6	5050	0.218	6	5050	0.439
10:00 - 10:30	6	5050	0.264	6	5050	0.215	6	5050	0.479
10:30 - 11:00	6	5050	0.185	6	5050	0.162	6	5050	0.347
11:00 - 11:30	6	5050	0.215	6	5050	0.191	6	5050	0.406
11:30 - 12:00	6	5050	0.182	6	5050	0.195	6	5050	0.377
12:00 - 12:30	6	5050	0.238	6	5050	0.290	6	5050	0.528
12:30 - 13:00	6	5050	0.208	6	5050	0.201	6	5050	0.409
13:00 - 13:30	6	5050	0.221	6	5050	0.231	6	5050	0.452
13:30 - 14:00	6	5050	0.277	6	5050	0.195	6	5050	0.472
14:00 - 14:30	6	5050	0.195	6	5050	0.231	6	5050	0.426
14:30 - 15:00	6	5050	0.149	6	5050	0.175	6	5050	0.324
15:00 - 15:30	6	5050	0.201	6	5050	0.231	6	5050	0.432
15:30 - 16:00	6	5050	0.208	6	5050	0.221	6	5050	0.429
16:00 - 16:30	6	5050	0.145	6	5050	0.294	6	5050	0.439
16:30 - 17:00	6	5050	0.205	6	5050	0.347	6	5050	0.552
17:00 - 17:30	6	5050	0.165	6	5050	0.498	6	5050	0.663
17:30 - 18:00	6	5050	0.089	6	5050	0.261	6	5050	0.350
18:00 - 18:30	6	5050	0.059	6	5050	0.152	6	5050	0.211
18:30 - 19:00	6	5050	0.030	6	5050	0.043	6	5050	0.073
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			5.104			5.028			10.132

Parameter summary

Trip rate parameter range selected:	4225 - 6000 (units: sqm)
Survey date date range:	01/01/04 - 09/09/10
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Actual Range: 552 to 2430 (units: sqm)
 Range Selected by User: 552 to 3000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 17/10/11

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Industrial Zone	4
No Sub Category	1

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	5	1600	0.537	5	1600	0.237	5	1600	0.774
07:30 - 08:00	5	1600	0.525	5	1600	0.200	5	1600	0.725
08:00 - 08:30	5	1600	0.525	5	1600	0.275	5	1600	0.800
08:30 - 09:00	5	1600	0.575	5	1600	0.388	5	1600	0.963
09:00 - 09:30	5	1600	0.912	5	1600	0.525	5	1600	1.437
09:30 - 10:00	5	1600	0.463	5	1600	0.588	5	1600	1.051
10:00 - 10:30	5	1600	0.625	5	1600	0.600	5	1600	1.225
10:30 - 11:00	5	1600	0.700	5	1600	0.600	5	1600	1.300
11:00 - 11:30	5	1600	0.650	5	1600	0.625	5	1600	1.275
11:30 - 12:00	5	1600	0.725	5	1600	0.713	5	1600	1.438
12:00 - 12:30	5	1600	0.688	5	1600	0.800	5	1600	1.488
12:30 - 13:00	5	1600	0.613	5	1600	0.625	5	1600	1.238
13:00 - 13:30	5	1600	0.487	5	1600	0.450	5	1600	0.937
13:30 - 14:00	5	1600	0.512	5	1600	0.575	5	1600	1.087
14:00 - 14:30	5	1600	0.637	5	1600	0.588	5	1600	1.225
14:30 - 15:00	5	1600	0.575	5	1600	0.400	5	1600	0.975
15:00 - 15:30	5	1600	0.338	5	1600	0.550	5	1600	0.888
15:30 - 16:00	5	1600	0.388	5	1600	0.550	5	1600	0.938
16:00 - 16:30	5	1600	0.525	5	1600	0.537	5	1600	1.062
16:30 - 17:00	5	1600	0.350	5	1600	0.838	5	1600	1.188
17:00 - 17:30	5	1600	0.150	5	1600	0.487	5	1600	0.637
17:30 - 18:00	5	1600	0.200	5	1600	0.263	5	1600	0.463
18:00 - 18:30	5	1600	0.113	5	1600	0.250	5	1600	0.363
18:30 - 19:00	5	1600	0.025	5	1600	0.138	5	1600	0.163
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			11.838			11.802			23.640

Parameter summary

Trip rate parameter range selected:	552 - 2430 (units: sqm)
Survey date date range:	01/01/04 - 17/10/11
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : B - RESTAURANTS

VEHICLES

Selected regions and areas:

08 NORTH WEST	
GM GREATER MANCHESTER	2 days
MS MERSEYSIDE	1 days
09 NORTH	
DH DURHAM	1 days
11 SCOTLAND	
EA EAST AYRSHIRE	1 days
FA FALKIRK	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Range: 350 to 900 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 23/11/09

Selected survey days:

Monday	1 days
Thursday	1 days
Friday	4 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Development Zone	2
Retail Zone	1
Built-Up Zone	1
No Sub Category	2

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	4	498	0.804	4	498	0.603	4	498	1.407
11:00 - 12:00	5	578	0.692	5	578	0.415	5	578	1.107
12:00 - 13:00	6	565	2.035	6	565	0.501	6	565	2.536
13:00 - 14:00	6	565	2.242	6	565	1.504	6	565	3.746
14:00 - 15:00	6	565	1.976	6	565	2.684	6	565	4.660
15:00 - 16:00	6	565	2.566	6	565	2.832	6	565	5.398
16:00 - 17:00	6	565	2.507	6	565	2.153	6	565	4.660
17:00 - 18:00	6	565	3.451	6	565	2.271	6	565	5.722
18:00 - 19:00	6	565	4.159	6	565	3.304	6	565	7.463
19:00 - 20:00	6	565	4.248	6	565	4.631	6	565	8.879
20:00 - 21:00	6	565	3.392	6	565	3.776	6	565	7.168
21:00 - 22:00	6	565	1.947	6	565	3.245	6	565	5.192
22:00 - 23:00	6	565	1.121	6	565	2.448	6	565	3.569
23:00 - 24:00	5	498	0.602	5	498	1.325	5	498	1.927
Total Rates:			31.742				31.692		
							63.434		

Parameter summary

Trip rate parameter range selected: 350 - 900 (units: sqm)
Survey date range: 01/01/03 - 23/11/09
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0



Hampshire County Council

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FAO Nick Church
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Peter Brett Associates LLP
10 Queen Square
Bristol
BS1 4NT

Enquiries to	Graham Wright	My reference	GW/6/3/13/134
Direct Line	01962 845148	Your reference	26365
Date	28 May 2012	Email	graham.wright@hants.gov.uk

Dear Nick,

BAE Site Elettra Avenue, Hambledon Road Waterlooville

Thank you for the opportunity to comment on the Preliminary Scoping Note dated the 5 April 2012 and associated appendices and figures in respect of the above site, which you have prepared.

The comments made in this letter reflect the DfT's *Guidance on Transport Assessment* (March 2007) and the DCLG's publication, *National Planning Policy Framework*, dated March 2012. My commentary has concentrated on five topics, as follows:

- Parking standards;
- Trip generation;
- Site access;
- Site layout; and
- Travel plan.

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Parking Standards

You identify in section 2 that a range of ratios of floorspace to parking space provision are outlined in County Council's 2002 *Hampshire Parking Strategy & Standards* document. The variation relates to the degree of accessibility by non-car modes. This document goes on to say that, in general terms, areas within 400m of 8 or more buses per hour and with good walking and cycling facilities constitute highly accessible areas.

Only one service per hour (45a) passes along Elettra Avenue, the site boundary, but several others run along Hambledon Road / Milton Road to the north of the site (services 39, 40 and 45). In total, there are 9 services per

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

hour during weekday daytimes. However, the BAE site is out-of-centre and much of the site is further than 400m from the frequent bus services available at these bus stops. In addition, safe pedestrian and cycle routes are convoluted and involve crossing major roads in several stages.

As a consequence I feel that any reduction from the standards in this location should be modest. I suggest that in the TA you prepare some detailed analysis of accessibility and fully justify the level of provision that is proposed in the light of that evidence. Consideration should be given to whether parking could be shared between complementary land uses to minimise land-take.

Trip Generation

The approach to deriving base and predicted trip generation by using the same version of TRICS is reasonable. This should identify the generation which would be likely if the existing buildings were fully occupied in line with their permitted uses, and compare it against the potential generation from your client's current proposals.

As you say, this provides a broad feel for net impact but further details and analysis will need to be presented within the Transport Assessment, including person trip analysis. At this stage the approach is considered reasonable but your analysis will be audited in detail when the completed TA is available.

Site Access

Your proposed site plan shows the major site access being taken, as now, from one of the four arms of the Elettra Avenue / Waterberry Drive roundabout. However, a new junction is proposed onto this fourth arm much closer to the roundabout than is currently the case. Consideration should be given to the safety issues which could arise from this. A safety audit of this arrangement will be essential.

A secondary access into the site from Silverthorne Way is shown south of the restaurant, although this appears outside the red line boundary of the application. Traffic leaving the site would, at present, have poor visibility to the right, as vision is obscured by trees on land outside the application boundary and on land which is not thought to be owned by the highway authority. Consideration should be given to how this could be resolved if the junction is intended for egress.

Site Layout

Notwithstanding the emphasis on industrial employment uses, the layout seems to give poor legibility. For example:

- A long, winding cul-de-sac heading in southerly direction from the Elettra Avenue / Waterberry Drive roundabout provides the sole access to most of the industrial units;
- It is not clear whether footways are to be provided as standard alongside the internal roads;

- It is not clear whether footways and footpaths are being provided on likely pedestrian desire lines; and
- Some buildings appear marooned in a sea of car parking and are poorly related to the internal site roads that serve them.

The Design & Access Statement to accompany the planning application will need to satisfy the County Council that the design of the whole site is legible and safe for all users, including pedestrians and cyclists, and the design should be revisited to ensure that this is achieved.

Pedestrian or cycle access to the business units at the southern corner of the site (near the junction of Elettra Avenue and Silverthorne Way) appears to be available only via the main entrance (the Elettra Avenue / Waterberry Drive roundabout). I would want to see non-car connectivity enhanced with a route provided onto Silverthorne Way. Similarly, pedestrian and cycle connections from the hotel and restaurant in the eastern corner of the site do not appear to have been made to Hambledon Road, and onwards to the bus stops and residential areas to the north.

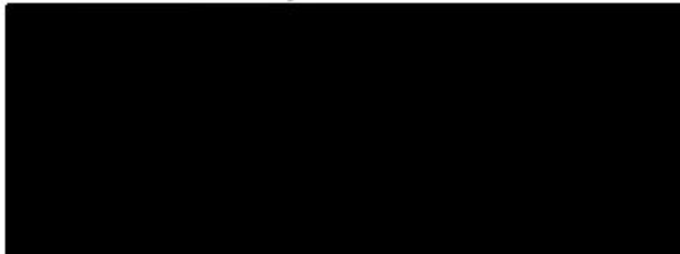
Travel plan

I note your comments regarding the preparation of a travel plan and the uncertainties surrounding end users of the site. I think the main issue with the application site will be the large number of small employers, the diverse range of uses and categories of travellers to and from the site. These factors will affect the ability to achieve meaningful mode shift and the likely levels of engagement possible with occupiers. You should consider appropriate measures to coordinate the travel planning efforts of end users, perhaps through the financial support of a travel plan coordinator. Information on the County council requirements for travel plans are provided at the following site: <http://www3.hants.gov.uk/workplacetravel.htm> .

Conclusions

Thank you for the opportunity to comment on the scoping report associated with the development at the BAE Waterloooville site. I trust the above is clear but please do not hesitate to contact me on the above number should you wish to discuss anything further.

Yours sincerely



Senior Engineer (Development Control)