

TRANSPORT STATEMENT

DFS, Waterloooville

Job No: 25091

November 2025





Quality Management

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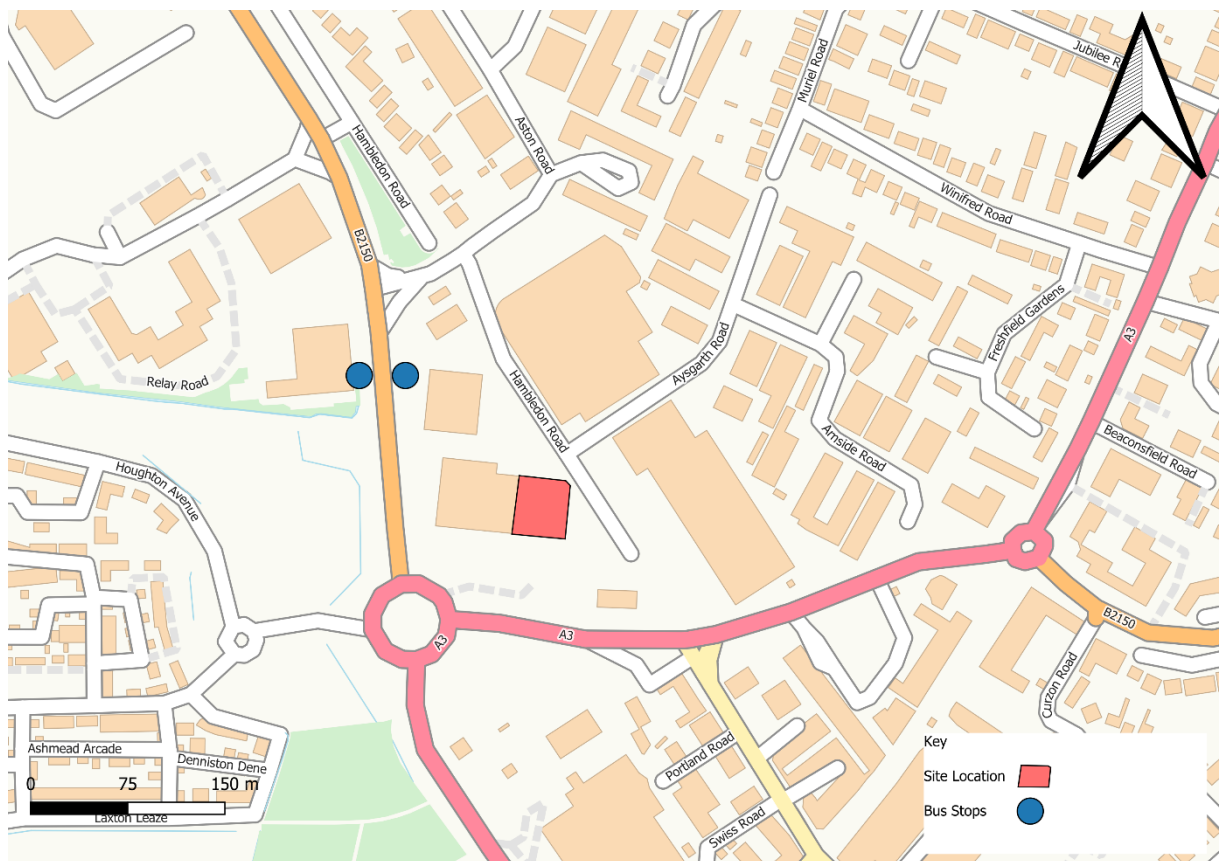
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1. Introduction

1.1. OVERVIEW

1.1.1. Via Solutions has been appointed to prepare this Transport Statement (TS) to accompany a planning application for a mezzanine floor within an existing retail unit tenanted by DFS. The retail unit is located in the Wellington Retail Park, off Hambledon Road, Waterlooville. Figure 1 below shows the site location in relation to the local area.

FIGURE 1 SITE LOCATION



- 1.1.2. This TS considers traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.
- 1.1.3. The development proposals have been explained and the impact on the highway network considered. Both local and national transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within this report. Sustainable transport accessibility has also been reviewed within the report.

2. Transport Policy

2.1. OVERVIEW

- 2.1.1. When considering transport policy compliance for planning applications, the main focus of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

- 2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry for Housing Communities and Local Government in December 2024.
- 2.2.2. Paragraph 109 indicates that transport should be considered at the early stages of development;
- ◆ Ensuring that transport considerations form an early part of public engagement;
 - ◆ Ensuring that streets, parking and other transport considerations are integral to the design;
 - ◆ Understanding the potential impacts associated with transport;
 - ◆ Identifying and pursuing opportunities to walk, cycle and use public transport; and
 - ◆ Considering the environmental impacts of transport including mitigation of adverse effects.
- 2.2.3. Paragraph 110 states that when considering planning applications, it should be ensured that the above objectives are considered.

- 2.2.4. Paragraph 111 and 112 refers to the different planning policies to be in place to promote sustainable development. These include, but are not limited to, supporting an appropriate mix of uses, identifying and protecting key routes that might be critical in developing infrastructure and well-designed spaces for walking and cycling. It also includes guidance on the setting of local parking standards (paragraph 112). Policies should encourage engagement with the highway authority, other infrastructure providers and neighbouring councils as appropriate.
- 2.2.5. Paragraphs 112, 113 and 114 refer to parking standards and lorry parking, which are not considered relevant in the context of this development
- 2.2.6. Paragraph 113 states that *“maximum parking standards for residential and non-residential development should only be set where there is only clear and compelling justification that they are necessary for managing the local road network or for optimising the density of development in city and town centres and other locations that are well served by public transport”*.
- 2.2.7. When considering sites for allocation or applications for development, consideration should be given to
- ◆ Prioritising sustainable transport modes, taking account of the vision for the site, the type of development and its location;
 - ◆ Achieving safe and suitable access to the site for all users;
 - ◆ 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
 - ◆ Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 2.2.8. Paragraph 116 states that *“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

- 2.2.9. Overall the policy (as summarised in paragraph 117) seeks to prioritise pedestrian and cycle movements, address the needs of those with disabilities, create spaces that are safe and secure, and designed for low emissions.

2.3. LOCAL TRANSPORT POLICY

HAMPSHIRE LOCAL TRANSPORT PLAN 4 (2024)

- 2.3.1. The Hampshire Local Transport Plan 4 (LTP4), adopted in 2024, sets out a strategic vision for transport across the county, including Havant. It responds to national and regional priorities such as decarbonisation, economic resilience, and inclusive growth. The plan replaces LTP3 and reflects updated policy contexts including the UK's net zero targets and the need for climate adaptation. LTP4 provides a framework for local authorities, developers, and transport providers to align infrastructure investment with long-term sustainability goals.
- 2.3.2. A central theme of LTP4 is the transition to a low-carbon transport system. The plan promotes a shift away from car dependency by encouraging active travel (walking and cycling), public transport use, and the adoption of electric vehicles. It supports infrastructure improvements such as enhanced cycle networks, bus priority measures, and EV charging facilities. These measures aim to reduce greenhouse gas emissions, improve air quality, and support healthier lifestyles across Hampshire communities.
- 2.3.3. LTP4 also emphasises accessibility and social inclusion. It seeks to ensure that transport systems are equitable and cater to the needs of all users, including those in rural areas, older residents, and people with disabilities. The plan encourages integrated transport solutions that connect residential areas with employment, education, and healthcare services. This includes better coordination between bus and rail services, improved pedestrian access, and digital tools to support journey planning and real-time information.

3. Existing Conditions

3.1. SITE DESCRIPTION

- 3.1.1. The Site is part of an existing retail unit within Wellington Retail Park, off Hambledon Road, Waterlooville. The existing site layout is provided at Appendix A.
- 3.1.2. The retail park includes a number of different food and non-food retail including TK Maxx, Sainsbury, M&S Foodhall, Dreams, Jollyes, Benson for Beds, Home Bargains and Sharps.
- 3.1.3. The site is bounded to the north, east and south by existing car parking areas shared with the other stores within the retail park.. The parking area to the north of the unit appears to be shared staff parking and servicing area to the rear of all retail units.
- 3.1.4. The existing unit offers a footprint of approximately 1625 m² GFA which comprises primarily of a sales area (1424 m²) plus some back of house area allocated to storage and staff facilities (188m²). There is also an existing mezzanine area that offers some additional storage area (86m²).

3.2. EXISTING ACCESS

- 3.2.1. Vehicular access to the shared car park serving DFS is taken directly off Hambledon Road, a c. 250m stretch of road headed northwest / southeast that serves most of the units within the retail park. The majority of Hambledon Road is subject to a 30mph speed limit however around the northeastern corner of site the speed limit of the road reduces to 10mph for traffic headed southeast towards the entrance to the shared car park. As stated, this car park is shared between DFS and other nearby retail units, including Pets at Home, Vets for Pets, Bensons for Beds, Home Bargains, Bedworlds, Sharps, and Costa Coffee.

- 3.2.2. There is a second access to the south of the shared car park area that operates as a vehicle entrance only and is served directly off the A3 / Houghton Avenue / Hambledon Road roundabout.
- 3.2.3. Servicing is undertaken from the rear of the retail unit, located to the north of the existing DFS unit. The servicing road is accessed via Hambledon Road. The servicing area for the site is shown in the Figure below (extract from GoogleMaps), this road also provides servicing for the other adjoining retail units.

FIGURE 2. SERVICING FOR THE SITE



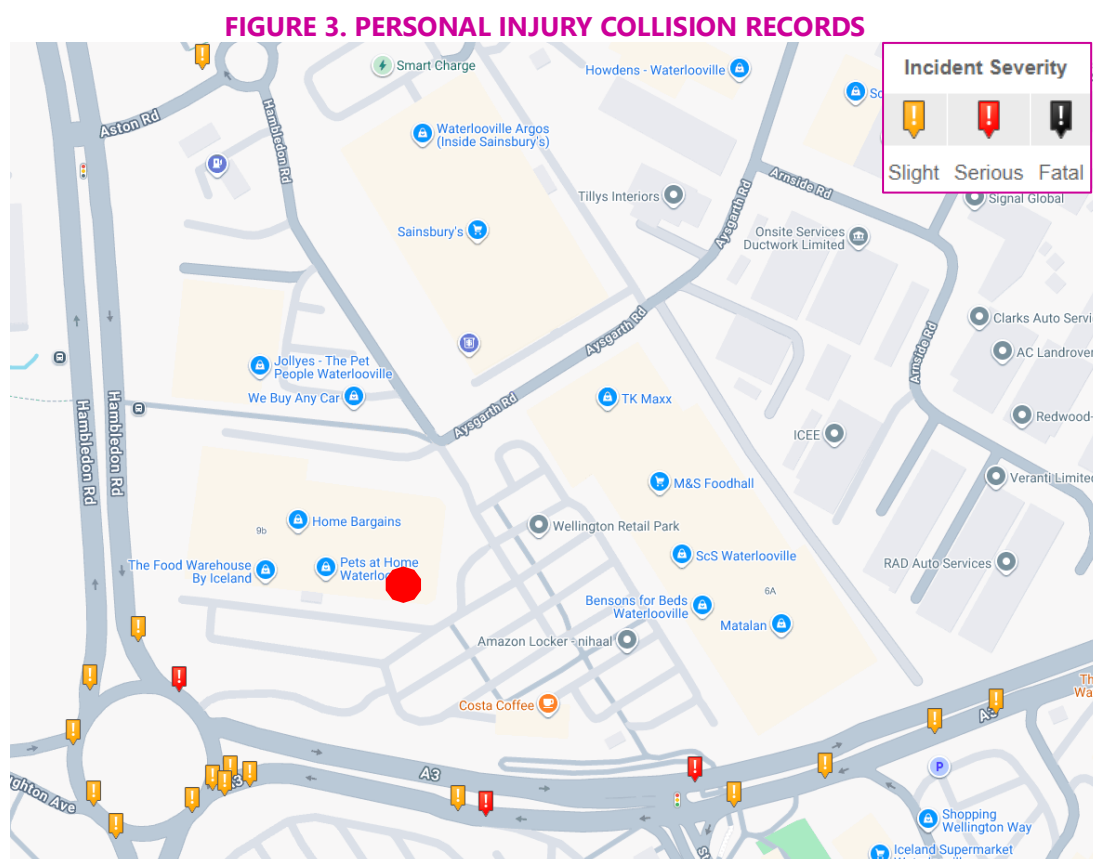
3.3. LOCAL HIGHWAY NETWORK

- 3.3.1. The site is located to the southwest of Wellington Retail Park and accessed via the car park off Hambledon Road as mentioned previously. Hambledon Road is subject to a 10mph speed limit to the east / southeast of site and a 30mph speed limit to the north of the site and is suitably lit by street lighting. The carriageway is c. 7.2m wide with c. 3.1m wide to the northeastern side of the carriageway and c. 1.9m wide to the southwestern side. Suitable dropped crossing and tactile paving is provided both within the car park serving the site and on the dropped crossings along the junction radii on Hambledon Road.
- 3.3.2. There is a shared cycle / footpath c. 25m north of the DFS unit that forms a segregated route for pedestrians and cyclists to access the shared cycle / footway and bus stop on the eastern side of Hambledon Road (B1250).
- 3.3.3. Hambledon Road forms a simple 3-arm roundabout with Aston Road c. 190m northwest of the site. There are shared cycle / footways c. 3.5m wide provided at both sides of the carriageway along the western arm of the Aston Road / Hambledon Road roundabout. The western arm provides access to Hambledon Road (B1250) via the signalised junction, c 50m west of the roundabout. There are toucan crossings provided at the northern and eastern arms of the signalised junction which allows both pedestrian and cyclists to safely cross Aston Road and Hambledon Road (B1250).
- 3.3.4. Hambledon Road (B1250) is a dual carriageway road subject to a 40 mph speed limit, with the carriageway widening to 3 lanes on the approach to both the Hambledon Road (B1250) / Aston Road and Hambledon Road (B1250) / A3 / Houghton Avenue junctions to account for turning movements. Hambledon Road (B1250) is a key northwest / southeast route connecting Waterloooville and Hambledon. There are shared cycle / footways provided at both sides of Hambledon Road (B1250) that provide a segregated pedestrian and cycle route adjacent to the carriageway.

- 3.3.5. Vehicle traffic can continue east from the Hambledon Road (B1250) / A3 / Houghton Avenue roundabout via the A3 and Hulbert Road for c. 1.7km to connect to the A3(M) Junction 3.

3.4. PERSONAL INJURY COLLISION RECORDS

- 3.4.1. The CrashMap website has been used to investigate the occurrence of personal injury collisions (PICs) in the vicinity of the Site. Data for the last five years (2019 to end 2023) has been obtained for the local highway network in the vicinity of the Site.
- 3.4.2. Figure 3 overleaf shows an extract from the map on the CrashMap Website. This shows the collisions recorded in the search area, site marked with a red spot.



Source: <https://crashmap.co.uk/Search>

- 3.4.3. There has been 1 serious incident within the vicinity of the southern entrance into the site car park. Given that this incident has happened in isolation there has been no trend in collisions within the vicinity of either access into site.
- 3.4.4. While additional incidents have occurred on the roundabout these are some distance from the entrance. The roundabout will serve a large volume of traffic from typical daily movements along the A3 and Hambledon Way meaning the access to site will have very little overall influence on the safety and traffic volumes. Given both this and the small scale of traffic that will be generated by the proposed development (see Section 6) no further review of collisions is required.
- 3.4.5. Given that no trend has been identified within the vicinity of either site access it is considered that the accident record does not indicate a safety concern, nor any safety trends on the local highway network in the vicinity of the proposed development.

3.5. PARKING

- 3.5.1. Parking for the site is a shared arrangement between DFS and the other retail outlets within the vicinity. For the units mentioned in 3.2.1, there is a large car park that has 530 car parking spaces including 30 disabled spaces. There are also 14 secure sheltered external spaces to the southeast of site (Source: [Parking | Wellington Retail Park](#)).

4. PEDESTRIANS AND CYCLISTS

4.1. WALKING

- 4.1.1. The national policy relating to transport and development is set out in the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. However, it is generally considered that an acceptable maximum walking distance from home to a place of work is 2km.
- 4.1.2. The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot' (2000) recommends various thresholds for desirable, acceptable and preferred maximum walking distances depending on journey purpose/location as shown in Table 2.

TABLE 1. SUGGESTED ACCEPTABLE WALKING DISTANCE

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (CIHT, 2000)

- 4.1.3. The range of destinations within the desirable, acceptable and preferred maximum walking distances (for Commuting / Education / Leisure trips) from the Site are summarised in Table 2 below.

TABLE 2. DESTINATIONS WITHIN ACCEPTABLE WALKING DISTANCES

Distance	Destinations/ Facilities
500m	Supermarkets, bus stops, café, residential areas
1000m	Drive thru takeaway, further residential areas
2000m	further residential areas

- 4.1.4. This assessment demonstrates that the Site is ideally located for staff and visitors to walk from an extensive number of residential areas
- 4.1.5. With respect to the local environment for walking, the retail park access road and the footways and cycle / footways mentioned in Section 3 along Hambledon Road and Aston Road provide safe pedestrian connections to the destinations mentioned in Table 2. Additionally there is a segregated shared pedestrian / cycle bridge connection the southeast of site to the A3.
- 4.1.6. The site is well connected for journeys on foot to a range of destinations using good quality infrastructure.

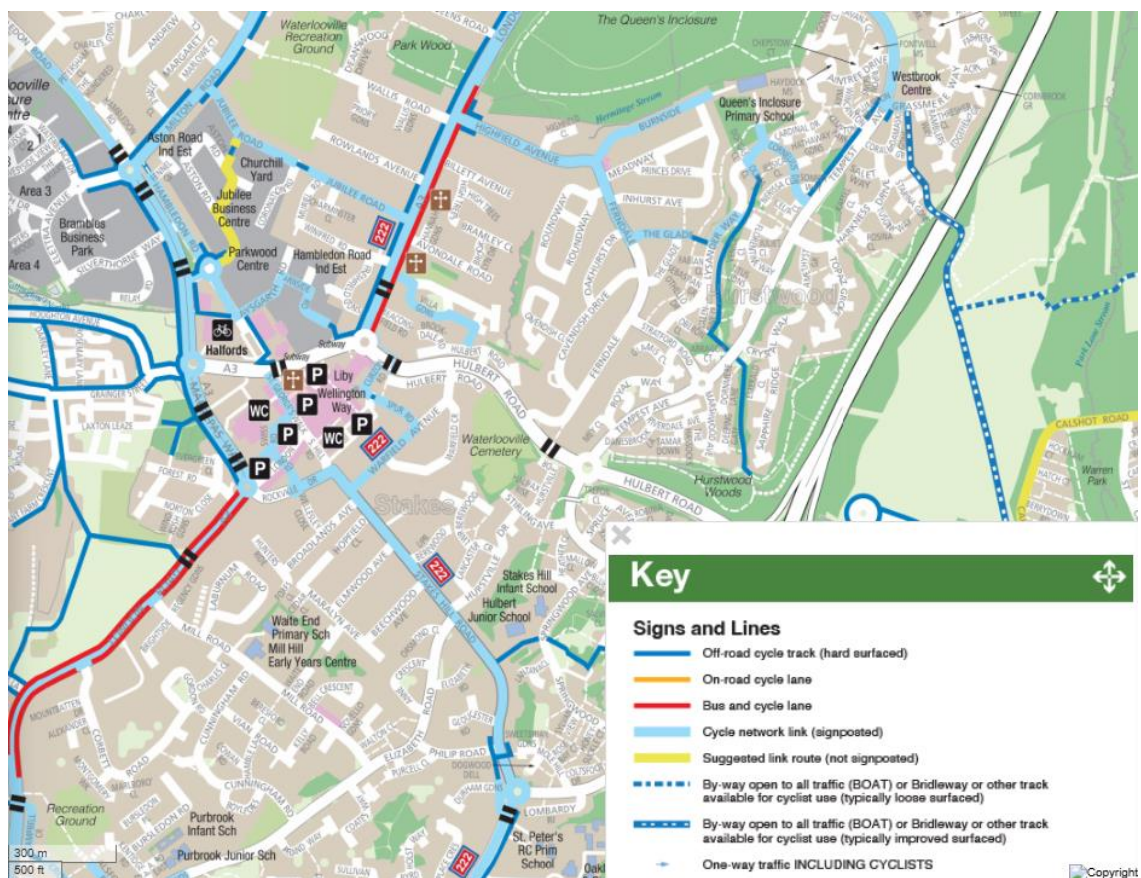
4.2. CYCLING

- 4.2.1. National and local policy encourage sustainable development and a transfer of the mode of transport away from private car use, however, there is no specific policy that states the recommended maximum cycle distances for access to services/leisure facilities from new developments.
- 4.2.2. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. Local Transport Note (LTN) 2/08 (published by DfT) does however suggest that an acceptable and comfortable distance for general cycling trips is up to 5km and the same guidance also refers to commuting cycle trips of up to 8km.
- 4.2.3. Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended

maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

- 4.2.4. The site is surrounded by off road cycle tracks and signposted cycle network links which include direct cycle connections from site to Route 222 of the National Cycle Network. A detailed summary of the routes surrounding site can be found on Havant Borough Council's interactive cycle map ([Havant interactive cycle map - Interactive Map - County Map](#)) and in the extract shown below:

FIGURE 4. CYCLE ROUTE MAP



Source: [Havant interactive cycle map - Interactive Map - County Map](#)

- 4.2.5. Given the current use of site is furniture sales it is expected that the number of visitor cycle trips will be minimal, however the existing cycle facilities within the vicinity of site do offer staff the opportunity to cycle to site.

4.3. PUBLIC TRANSPORT

BUSES

- 4.3.1. The closest bus stops are located on Hambledon Road, no more than 350m from the Site. This is based on pedestrians utilising the crossing facilities on Aston Road to access the bus stop on the western side of Hambledon Road. These stops have a post flag, timetable information and a shelter. The bus services that operate at the above bus stops are summarised within Table 3 below.

TABLE 3. SUMMARY OF BUS ROUTES

Route no	Route Summary	Frequency (minutes)					
		Monday-Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
	Geldard Road Stops						
7	The Hard/Gunwharf - Wecock Farm, Blackbird Close	15m	30m	20m	30m	20m	30m
39	Havant Bus Station - Wecock Blackbird Close	15m	30m	15m	30m	30m	NS

*NS – No Service

- 4.3.2. Based on the above, the Site is considered to be well served by bus with the opportunity to travel to and from the retail park by bus.

5. Development Proposals

5.1. PROPOSED DEVELOPMENT

- 5.1.1. The applicant is submitting a planning application for a newly proposed mezzanine floor in the existing DFS retail unit.
- 5.1.2. The existing ground floor operations will be largely the same with no change to the sales and back of house area. The mezzanine floor area will increase to 1022m² (936m² net increase) and will include a sales area (880m²) and a slightly increased back of house area (142m²).
- 5.1.3. The mezzanine sales area will provide an enhanced visitor experience and increased retail floor space offering customers a greater range of products to view. There will be a slight increase in required staff associated with the proposed development, it is anticipated the proposals will require 3 additional full time staff members and 1 part time staff member.
- 5.1.4. Car parking is provided across the retail park site and is shared by the retail units. The existing provision is described in Section 3.5 of this report and will be discussed in more detail in Section 5.3/6.2 of this report.
- 5.1.5. The proposed development floor plan is indicated on the drawings contained within Appendix B.

5.2. DEVELOPMENT ACCESS

- 5.2.1. Vehicular, cycle and pedestrian access, and servicing, will not change due to the proposals. Access to the retail park and existing retail unit will remain as described in Section 3.2 of this Transport Statement.

5.3. PARKING PROVISION

VEHICULAR

- 5.3.1. No additional car parking is proposed. See discussion in section 6.2.

CYCLE

- 5.3.2. DFS deals in furniture retail and the broader retail park deals with food and bulky good, and therefore the level of customer cycle use will be minimal, therefore cycle parking provision should primarily be considered in terms of staff use. There are currently 14 secure cycle parking spaces within the retail park that are available for staff travelling to site by bike. The back of house area offer safe secure cycle parking for any existing or proposed staff within the site if there is a demand.

5.4. SERVICING

- 5.4.1. Vehicular, cycle and pedestrian access, and servicing, will not change due to the proposals. Access to the retail park and existing retail unit will remain as described in Section 3.2 of this Transport Statement.

6. Development Assessment

6.1. TRAFFIC GENERATION

- 6.1.1. The development proposal is a mezzanine within DFS to create 936 m² of additional floor space.
- 6.1.2. The mezzanine is intended to provide an enhanced visitor experience with the ability for DFS to display their full range of goods sold within the store in attractive display areas. This will enable customers to walk around the furniture displays and view and test the many items for sale. Given this objective, it is considered unlikely that an increase in floor space in this manner will lead to a comparable increase in trips generated.
- 6.1.3. In support of this, reference can be made to a Transport Statement (TS) prepared by VIA Solutions Ltd for a proposed mezzanine floor extension for a Sofology in Carlisle (planning reference: 25/0081) which has recently been approved. The TS reviewed earlier work undertaken by Vectos on similar schemes, and reviewed the impact of a number of mezzanine floor extensions undertaken by a well-known large non-food retailer.
- 6.1.4. The work by Vectos concluded that:
- ♦ An increase in gross floor space at a standalone unit does not lead to a pro-rata increase in customer numbers to that unit;
 - ♦ A 41% increase in gross floor area, led to an 8% increase in customer numbers on average.
- 6.1.5. The proposed mezzanine floor for this application represents an increase in gross floor area of 55% (existing 1711 sq m, proposed additional of 936 sq m). Applying the conclusions of the Vectos TA, an 55% increase in the floor area of DFS would lead to a **10.7% increase** in customers.

- 6.1.6. In reality, the application site is one of several units on the Wellington Retail Park so customers to the Retail Park are likely to undertake visits to other retail units during a single visit; these are linked trips. It is likely that the number of 'new trips' to the retail park, as a result of the mezzanine, will be lower than 10.7%.
- 6.1.7. For robustness, the **10.7% increase** in customer numbers is used for trip generation calculations.
- 6.1.8. The TRICS online database has been interrogated for likely trip rates from which the typical weekday peak hour and daily traffic generation can be estimated. The land-use 01-Retail G: Other Individual Non-food Superstore has been selected.
- 6.1.9. The TRICS data is contained within Appendix C. The table below provides Saturday peak hour trip rates and predicted traffic generations for the existing DFS unit.

TABLE 4. SATURDAY PEAK HOUR (14:00-15:00) TRIP GENERATION FOR EXISTING

	Arrive		Depart		Total	
	Trip Rate	Traffic Generation	Trip Rate	Traffic Generation	Trip Rate	Traffic Generation
Saturday Peak	3.495	60	3.484	60	6.979	119

- 6.1.10. The numbers in the table above represent the predicted current traffic generations. Based on this we can assume the 10.7% increase in customers will lead to the same percentage increase in vehicle trips to site. This number of proposed trips is summarised in the table below:

TABLE 5. CUSTOMER TRIP GENERATION OF PROPOSED MEZZANINE

	Trip Generation		
	Arr	Dep	Total
Saturday Peak Period	6	6	13

- 6.1.11. Based on the trip generations there will be no more than 6 additional vehicles on site at any given time, assuming all 6 arrivals occur before the departures. Any errors in the above table are due to rounding. The final total trips are accurate.
- 6.1.12. It is important to note that the TRICS trip generation is for all modes of transport to the site (including deliveries / servicing). They also take no account of the linked trips within the Wellington Retail Park nor within the surrounding employment / retail area. Thus the assessment of traffic impact is considered robust.
- 6.1.13. The traffic generated by the site is well within the normal daily fluctuations in traffic flows that could be expected on the surrounding local highway network.
- 6.1.14. The traffic generation of the proposed development is not considered to be significant. The proposed development is located in a sustainable location and will not have a significant traffic impact on the highway network.

6.2. PARKING ASSESSMENT

- 6.2.1. The parking standards as set out in Havant Borough Council Parking SPD (2016) requires a minimum of 1 space per 20m² of covered area for A1 non-food retail uses. Based on the parking standards this would be an increase of 47 spaces. Given there is only an anticipated increase of 13 two-way trips the standards are found to be excessive in this instance.
- 6.2.2. It is hard to determine a typical baseline level of parking generated solely by the DFS. It is anticipated that there is a high level of linked trips between DFS and other existing retail outlets within the vicinity, particularly those similarly selling furniture and homeware. Furthermore, the store will be providing a greater range of sofas for customers to view, which is not expected to necessarily significantly increase the number of people visiting the store (see also 6.1).

6.2.3. However reviewing the traffic generations, the worst-case scenario would be no more than an increase in demand of 6 spaces during peak demand. Given that the car park has a total of 530 car parking spaces, 6 spaces only accounts for 1.1% of the total car parking capacity of Wellington Retail Park. This would be less than a typical daily variation in demand. Based on this we believe there is reserve capacity within the retail park to account for any increase in parking demand generated by the proposed development. This is also a robust assessment as it assumes all 6 predicted arrivals will occur before any departures occur on site.

6.3. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

6.3.1. The proposed development is considered to be located in a highly sustainable location and provides access by a genuine range of transport modes which accords with paragraph 103 of the new NPPF.

6.3.2. This report has shown that a safe means of access to and from the site for all road users is achievable and the traffic impact is negligible (paragraph 108 refers).

6.3.3. The highway proposals are considered to be safe and do not result in any severe residual cumulative highway impacts, and therefore comply with paragraph 109. Access for pedestrians and cyclists and all motor vehicles is shown to be safely achieved (paragraph 110).

6.3.4. This report has also demonstrated that the proposed development accords with the policies within the Hampshire Local Plan in that the site is accessible by pedestrians, cyclists and bus users and adequate parking can be provided on site.

6.3.5. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

7. Summary and Conclusions

7.1. SUMMARY

7.1.1. The key points from this assessment are outlined below.

- ♦ The proposed development comprises a 1022m² mezzanine (936m² net increase) and will include a sales area (880m²) and a slightly increased back of house area (142m²).
- ♦ Injury collision data shows one serious incident within the vicinity of the southern access, but there is no trend in accidents in the vicinity of site.
- ♦ The site is well served by buses with 2 services every 15 minutes on Hambledon Road (B1250) with good pedestrian and cycle accessibility, providing opportunities for staff / visitors to walk or cycle to the site.
- ♦ The site will generate no more than 13 additional two-way trips an hour which is well within the normal daily fluctuation of traffic on the highway network.
- ♦ It is anticipated that the existing parking provision within Wellington Retail Park is sufficient provision from any slight increase in parking demand from the proposals (no more than 6 vehicles).

7.2. CONCLUSIONS

7.2.1. In conclusion, it has been demonstrated that the proposed development is considered to be acceptable in terms of transport sustainability, highway safety and traffic impact, and that there are no reasons why planning consent for the proposed development should not be granted.

APPENDIX A

Existing Site Layout



PROJECT ARCHITECT TO BE NOTIFIED OF DISCREPANCIES IN FIGURED DIMENSIONS. CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE. THIS DRAWING IS COPYRIGHT.

Schedule of Areas	
Ground Floor GIA	17,492 sq.ft / 1625 sq.m
Ground Floor Sales	15,328 sq.ft / 1424 sq.m
Ground Floor Back of House	2,024 sq.ft / 188 sq.m
Mezzanine GIA	926 sq.ft / 86 sq.m

Key

Key Plan

Notes

P00	Preliminary issue	24.06.25
Rev	Description	Date



Whitebox Architecture + Design
3 Kenswick Manor
Lower Broadheath
Worcester WR2 6QB

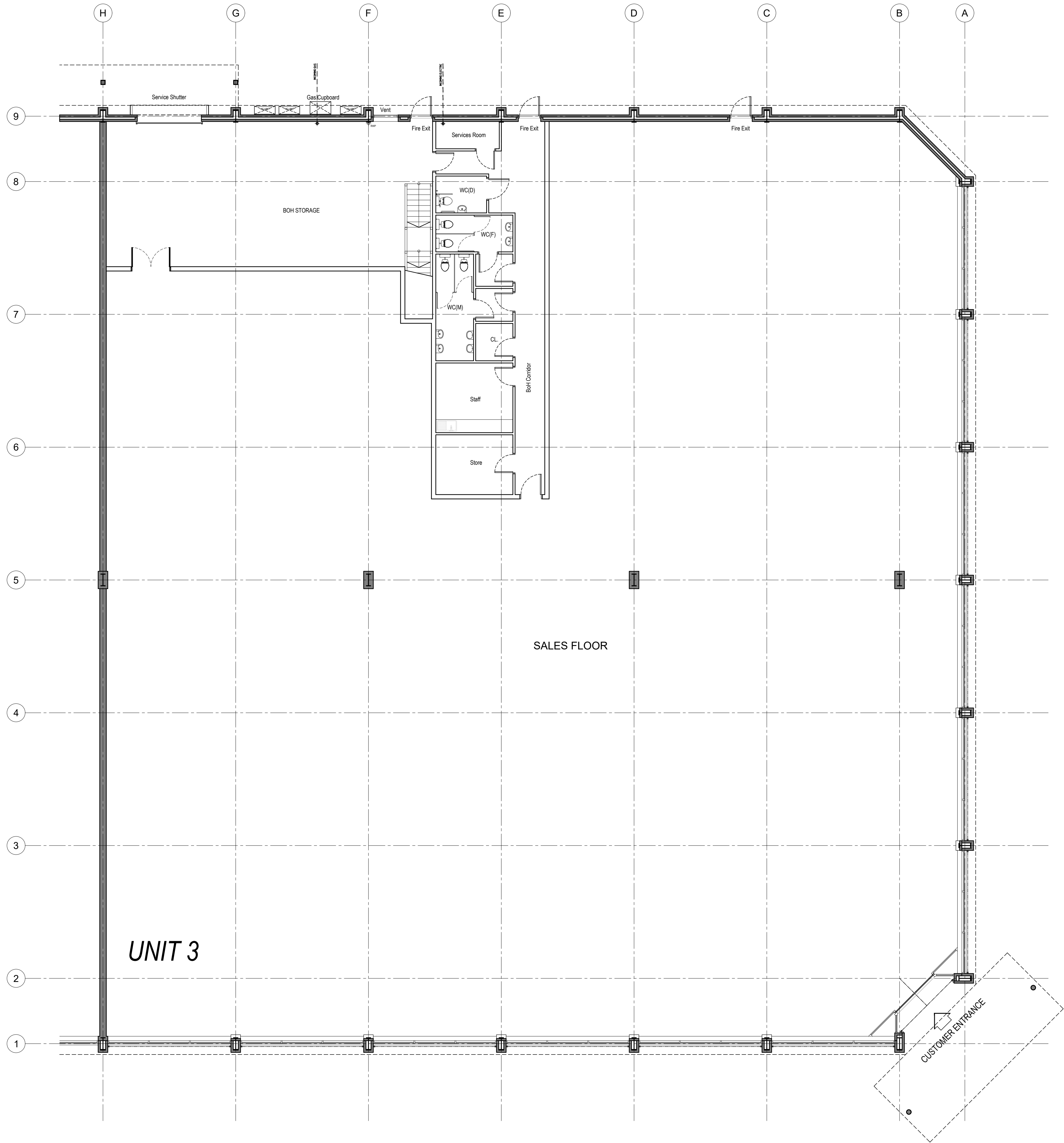
Client
WESTMINSTER PROJECT SERVICES LTD

Project
UNIT 3, WELLINGTON RETAIL PARK
2 HAMBLEDON ROAD, WATERLOOVILLE, PO7 7FG

Drawing Title
GROUND FLOOR PLAN AS EXISTING

Project No. 1277	Drawing No. WHB-MA[20]0001	Revision P00
Scale 1:100@A1	Date 24.06.25	Drawn by WHB

Status
PLANNING



01 GROUND FLOOR AS EXISTING
1:100

SCALE 1 : 100
SCALE 1 : 1
0m 1m 2m 4m 6m 8m 10m
0m 10mm 20mm 40mm 60mm 80mm 100mm

PROJECT ARCHITECT TO BE NOTIFIED OF DISCREPANCIES IN FIGURED DIMENSIONS. CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE. THIS DRAWING IS COPYRIGHT.

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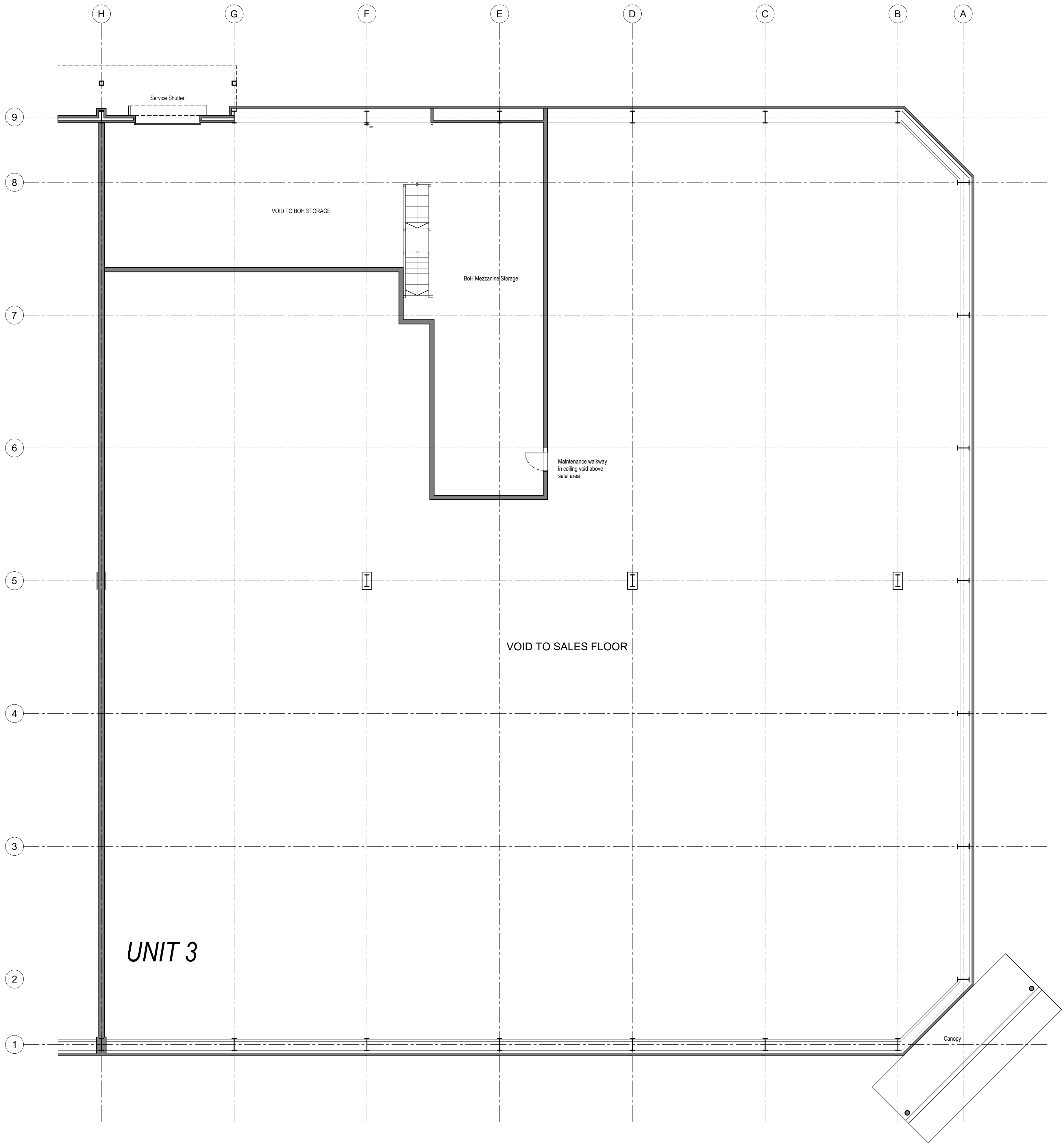
Client
WESTMINSTER PROJECT SERVICES LTD

Project
UNIT 3, WELLINGTON RETAIL PARK
2 HAMBLEDON ROAD, WATERLOOVILLE, PO7 7FG

Drawing Title
MEZZANINE FLOOR PLAN AS EXISTING

Project No. 1277	Drawing No. WHB-MA[20]0002	Revision P00
Scale 1:100@A1	Date 24.06.25	Drawn by WHB

Status
PLANNING

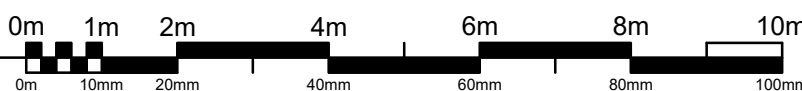


01

MEZZANINE FLOOR AS EXISTING

1:100

SCALE 1 : 100
SCALE 1 : 1



APPENDIX B

Proposed Site Layout



PROJECT ARCHITECT TO BE NOTIFIED OF DISCREPANCIES IN FIGURED DIMENSIONS. CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE. THIS DRAWING IS COPYRIGHT.

Schedule of Areas	
Ground Floor GIA	19,677 sq.ft / 1625 sq.m
Ground Floor Sales	16,286 sq.ft / 1513 sq.m
Ground Floor Back of House	1,152 sq.ft / 107 sq.m
Mezzanine GIA	11,001 sq.ft / 1022 sq.m
Mezzanine Floor Sales	9,472 sq.ft / 880 sq.m
Mezzanine Back of House	1,529 sq.ft / 142 sq.m

Key

Key Plan

Notes

P02	Planning issue	25.11.25
P01	Mezzanine layout and stairs amended	18.11.25
P00	Preliminary issue	24.06.25
Rev	Description	Date



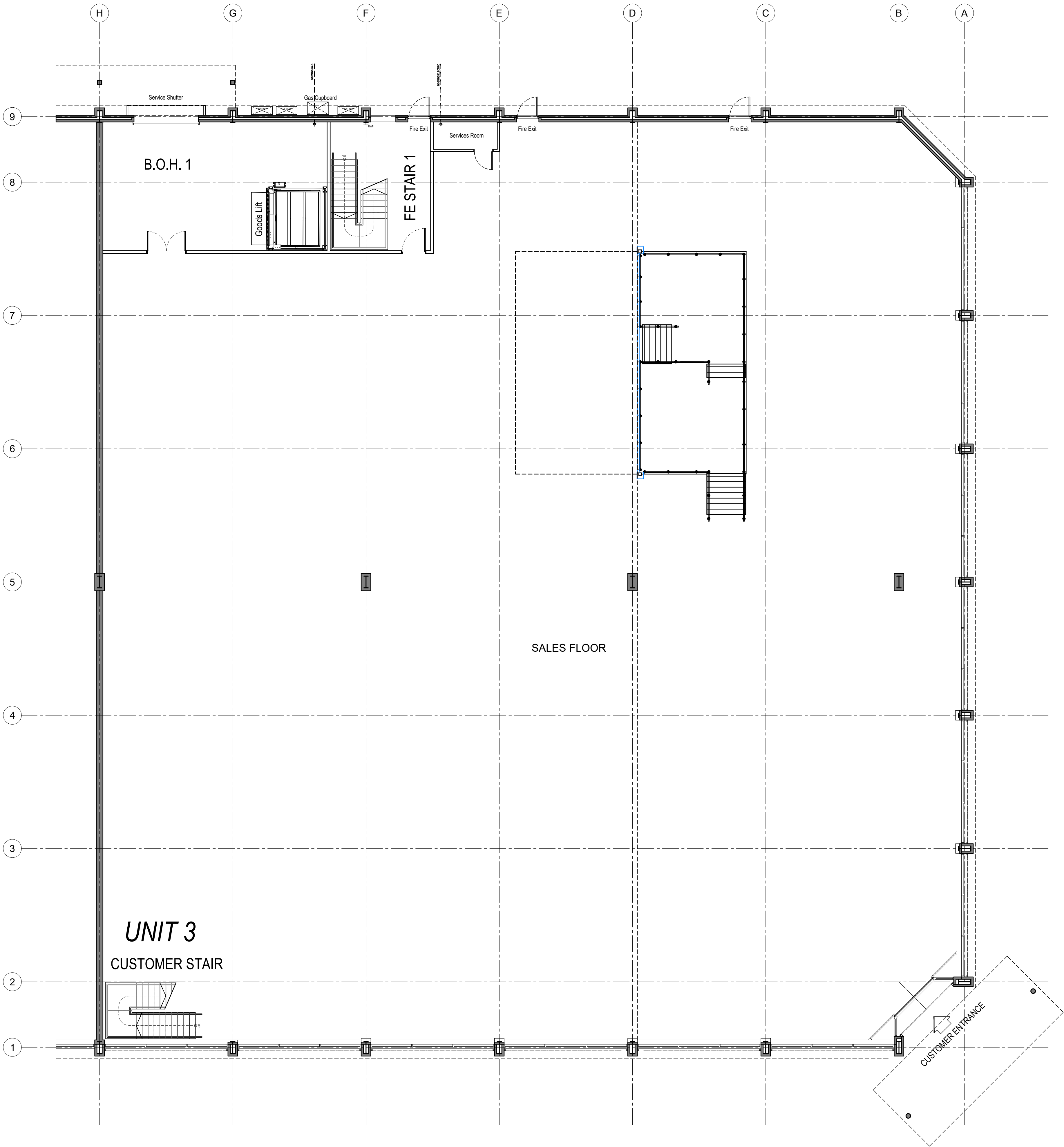
Whitebox Architecture + Design
3 Kenswick Manor
Lower Broadheath
Worcester WR2 6QB

Client
WESTMINSTER PROJECT SERVICES LTD

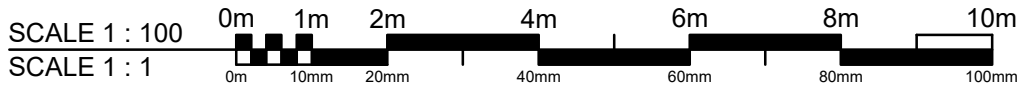
Project
UNIT 3, WELLINGTON RETAIL PARK
2 HAMBLEDON ROAD, WATERLOOVILLE, PO7 7FG

Drawing Title
GROUND FLOOR PLAN AS PROPOSED

Project No. 1277	Drawing No. WHB-MA[20]0010	Revision P02
Scale 1:100@A1	Date 24.06.25	Drawn by WHB
Status PLANNING		



01 GROUND FLOOR AS PROPOSED
1:100



PROJECT ARCHITECT TO BE NOTIFIED OF DISCREPANCIES IN FIGURED DIMENSIONS. CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE. THIS DRAWING IS COPYRIGHT.

Schedule of Areas	
Ground Floor GIA	19,677 sq.ft / 1625 sq.m
Ground Floor Sales	16,286 sq.ft / 1513 sq.m
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Key

Key Plan

Notes

P02	Planning issue	25.11.25
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Rev	Description	Date



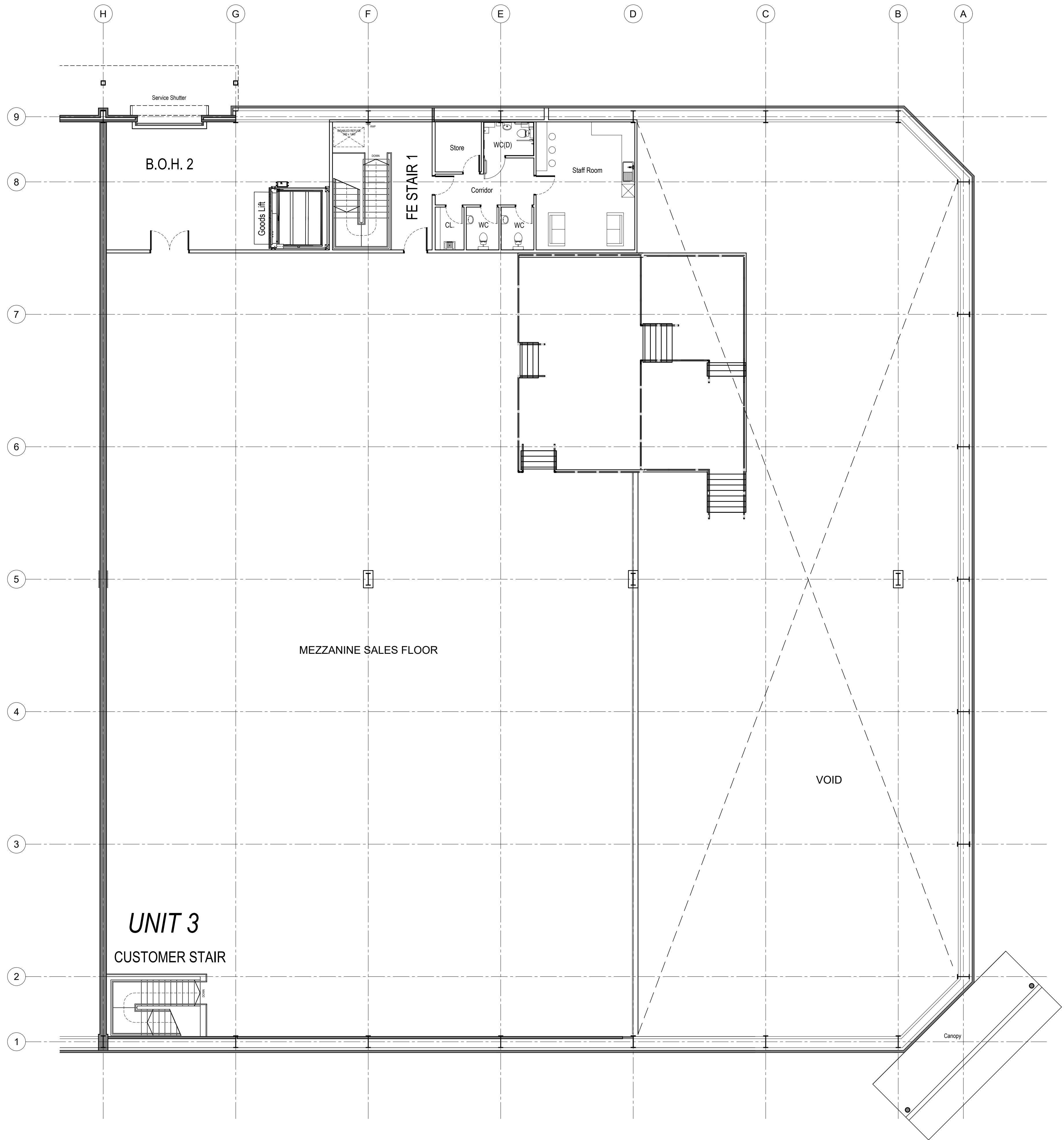
Whitebox Architecture + Design
3 Kenswick Manor
Lower Broadheath
Worcester WR2 6QB

Client
WESTMINSTER PROJECT SERVICES LTD

Project
UNIT 3, WELLINGTON RETAIL PARK
2 HAMBLEDON ROAD, WATERLOOVILLE, PO7 7FG

Drawing Title
MEZZANINE FLOOR PLAN AS PROPOSED

Project No. 1277	Drawing No. WHB-MA[20]0011	Revision P02
Scale 1:100@A1	Date 24.06.25	Drawn by WHB
Status PLANNING		



01

MEZZANINE FLOOR AS PROPOSED

1:100

SCALE 1 : 100
SCALE 1 : 1



APENDIX C

TRICS Data



Audit Code: ddbd7c68-93b9-4441-b340-6a747e2f415c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 day
03	SOUTH WEST		
	DC	DORSET	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 day
	KS	KIRKLEES	1 day

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

Audit Code: ddbd7c68-93b9-4441-b340-6a747e2f415c

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	470 to 4755 (units:sqm)
Range Selected by User:	290 to 5000 (units:sqm)
Parking Spaces Range:	5 - 1550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/21

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:

Saturday	4 days
----------	--------

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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

Selected Locations:

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

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

Selected Location Sub Categories:

Built-Up Zone	2 days
Retail Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	4 days
-----------------------------	--------

Audit Code: ddbd7c68-93b9-4441-b340-6a747e2f415c

Secondary Filtering Selection:

Use Class:

E(a)	4 surveys
------	-----------

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

Population within 500m Range:

0 - 3400

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	3 surveys

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



Audit Code: ddbd7c68-93b9-4441-b340-6a747e2f415c

Petrol filling station:

Unknown 4 surveys

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

Travel Plan:

No 4 surveys

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

PTAL Rating:

No PTAL Present 4 surveys

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

COVID-19 Restrictions:

No

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

Audit Code: ddbd7c68-93b9-4441-b340-6a747e2f415c

1 GREAT WESTERN ROAD DORCHESTER Edge of Town Centre Built-Up Zone Gross floor area: 2100 sqm Survey date: Saturday 17/09/2016	DC-01-G-02	THE RANGE	DORSET Survey Type: Unknown
2 WHITE ROSE WAY DONCASTER Suburban Area (PPS6 Out of Centre) Retail Zone Gross floor area: 1516 sqm Survey date: Saturday 18/09/2021	DR-01-G-01	NEXT OUTLET	DONCASTER Survey Type: Unknown
3 LONDON ROAD MAIDSTONE ROCKY HILL Edge of Town Centre Built-Up Zone Gross floor area: 470 sqm Survey date: Saturday 12/05/2018	KC-01-G-04	MAJESTIC WINE	KENT Survey Type: Unknown
4 HOLDEN ING WAY BATLEY BIRSTALL Edge of Town Retail Zone Gross floor area: 4755 sqm Survey date: Saturday 20/10/2018	KS-01-G-01	CURRYS PC WORLD	KIRKLEES Survey Type: Unknown

Audit Code: ddbd7c68-93b9-4441-b340-6a747e2f415c

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	1	2100	0.095	0.000	0.095
08:00-09:00	3	2442	0.560	0.259	0.819
09:00-10:00	4	2210	1.369	0.939	2.308
10:00-11:00	4	2210	2.194	1.708	3.902
11:00-12:00	4	2210	2.658	2.285	4.943
12:00-13:00	4	2210	2.647	2.681	5.328
13:00-14:00	4	2210	3.359	3.325	6.684
14:00-15:00	4	2210	3.495	3.484	6.979
15:00-16:00	4	2210	2.749	3.178	5.927
16:00-17:00	4	2210	2.025	2.319	4.344
17:00-18:00	4	2210	1.391	1.832	3.223
18:00-19:00	4	2210	0.599	0.780	1.379
19:00-20:00	2	1285	0.739	0.895	1.634
20:00-21:00	1	2100	0.571	0.667	1.238
21:00-22:00	1	2100	0.000	0.286	0.286
22:00-23:00					
23:00-00:00					
Total Rates:			24.451	24.638	49.089

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: ddbd7c68-93b9-4441-b340-6a747e2f415c

Parameter Summary:

Trip rate parameter range selected:	290 - 5000 (units: sqm)
Survey date date range:	17/09/2016 - 18/09/2021
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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