

Project Name:	Dunsbury Park, Havant
Document Reference:	273.0003/TN/1
Document Name:	Technical Note- A3 Distributions
Prepared By:	Eleanor Geary (August 2026)
Checked By:	Kim Hammonds (August 2026)
Approved By:	Jessica Miller (August 2026)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd
2	06.08.26	ERG	Client's comments	KCH

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1. INTRODUCTION

- 1.1 This Technical Note has been prepared by Paul Basham Associates on behalf of Portsmouth City Council to support the current planning applications associated with commercial development at Dunsbury Park, Havant. This is specifically in relation to planning application ref: APP/26/00361 for Unit 400, application ref: APP/26/00408 for Unit 100 and application ref: APP/26/00453 for Units 600 and 601. The site location as a whole for Dunsbury Park is shown in **Figure 1**.



Figure 1: Dunsbury Park (Source: Dunsbury Park Website)

- 1.2 As shown in **Figure 1** the remaining plots to complete for Dunsbury Park include Unit 100, 400, 600, 601 and 700.
- 1.3 All of these remaining units were originally included as part of a permitted hybrid planning application ref: APP/12/00338 that saw seven units delivered; however, this planning approval has now lapsed. This report focuses solely on the current applications for Unit 100, 400, 600 and 601.
- 1.4 This report has been prepared in response to a request from National Highways (NH) asking for further information regarding the potential split of vehicle trips at the A3(M) junction 3. National Highways requested that vehicle distribution information was supplied in relation to the following scenarios:
- Individual distributions for Plot 4 [400] and Plot 6 [600 and 601]
 - Cumulative distribution (Plot 1 [100], Plot 4 [400], Plot 6 [600 and 601])
- 1.5 In addition, consideration of the 100% parcel distribution scenario should also be considered.
- 1.6 The National Highway's responses are attached as **Appendix A** and a meeting was held with National Highways on 8th July 2026 to confirm their requirements.
- 1.7 Transport Assessment's for all three applications have already been submitted and reviewed by National Highways, which has resulted in the request for additional information. Therefore, the purpose of this report is not to repeat information, but rather to provide the predicted splits for vehicle trips at the A3(M) junction 3 and provide clarity and justification for this, which will cover all 3 live applications.
- 1.8 As part of the initial holding response for Unit 400 National Highways also requested an update on the bus gate and bus routing, therefore reference to this will also be included within this report.
- 1.9 The remaining sections of this report will include:
- Outlining the distribution assumptions utilised
 - Introduce the distribution diagrams to support the various application scenarios
 - Bus gate and routing update

2. DISTRIBUTION ASSUMPTIONS & OUTCOMES

- 2.1 While compiling the distributions in relation to the A3(M) junction a review of the baseline vehicle trip data for Dunsbury Park was undertaken. This reviewed the survey data from the Hulbert Road (B2150)/Fitzwygram Way Roundabout and the distribution of the current operational activities at Dunsbury Park.
- 2.2 This confirmed that for vehicle movements to and from the A3(M) Junction 3, 79% and 81% of vehicle movements during the morning peak hour arrived and departed from Dunsbury Park, whilst during the afternoon peak hour 76% and 81% of vehicles arrived and departed from Dunsbury Park via Hulbert Road's northern arm (summarised in **Table 1**).
- 2.3 To be able to split these movements through the A3(M) junction it was agreed with National Highways that no additional data would need to be collected for Junction 3 and that instead a clear set of assumptions should be made regarding how vehicle trips associated with Dunsbury Park would use this junction.
- 2.4 In the absence of formal data collection, it was decided to split the vehicle trips evenly three ways. This reflected the unknown proportion of movements that may choose to use the Strategic Road Network (A3(M)) versus local traffic associated with the Waterlooville area.
- 2.5 Where the trip percentage did not split evenly three ways it was decided to allocate the higher percentage split to the Waterlooville arm of Hulbert Road. This was to reflect staff arrivals and departures during a standard working day. Meaning that the AM peak hour arrivals and the PM peak hour departures would be higher to/from Waterlooville. For robustness only a slight increase was attributed to these trips, to ensure that a worse-case scenario is provided for the A3(M) junctions.
- 2.6 Therefore, it was proposed that the following percentage splits would be utilised for the A3(M) junction 3 and Waterlooville, with the distribution diagrams for the AM and PM peak hours attached at **Appendix B**.

	AM (08:00-09:00)		PM (1700:1800)	
	Arrivals	Departures	Arrivals	Departures
Current trip splits to/from the northern arm of the B2150 at the Fitzwygram Roundabout	79%	81%	76%	82%
A3(M) Junction 3 percentage splits				
North (A3 M)	26%	27%	25%	27%
West (Waterlooville – Hulbert Road)	27%	27%	26%	28%
South (A3 M)	26%	27%	25%	27%

Table 1: Proposed percentage splits for trips

- 2.7 National Highways requested that percentage splits were also considered for the parcel distribution scenario and acknowledge that there was the potential for dual trips during the peak hour with individuals leaving their private vehicles on site and then using a company vehicle to depart shortly after.
- 2.8 The parcel distribution vehicle trip scenario utilised TRICs data to support this assessment (shown in **Appendix C**). This confirms that the peak vehicle movements for this type of business occur between 0700-0800 hours, which is prior to the standard network peak (0800-0900 hours), and could reflect the double arrival/departure profile noted by National Highways. However, as this is prior to the assessment for the AM peak period of 0800-0900 hours the distributions onto the A3(M) during the assessed timeframe is considered to continue to reflect the same profile as the expected vehicle trip assessment, shown in **Table 1**. Accordingly, the same profile has been used for both assessments.
- 2.9 Utilising these assumptions and the percentage splits summarised in **Table 1**, a review of the vehicle trip data was undertaken and six sets of distribution diagrams produced for the following scenarios:
- Unit 400- Full Application (Trip generation for all trips during the AM and PM peak hours)
 - Unit 400- Full Application (Trip generation for parcel distribution during the AM and PM peak hours)
 - Unit 600 and 601 (Trip generation for all trips during the AM and PM peak hours)
 - Unit 600 and 601 (Trip generation for parcel distribution during the AM and PM peak hours)
 - Unit 100, 400, 600 and 601 (Trip generation for all trips during the AM and PM peak hours)

- Unit 100, 400, 600 and 601 (Trip generation for parcel distribution during the AM and PM peak hours)
- 2.10 The outputs for Unit 400 are included in **Appendix D**, **Appendix E** includes Units 600 and 601 outputs and the Unit 100, 400, 600 and 601 combined assessment is included within **Appendix F**.
- 2.11 As noted within the scenarios undertaken, and in the associated Transport Assessments, the vehicle trips have also been assessed in relation to parcel distribution to consider a worst-case operational scenario in which all remaining undeveloped plots within Dunsbury Park are occupied by B8 parcel distribution operators.
- 2.12 The outcome of this assessment, which included a review of Department for Transport (DfT) traffic count data for the A3(M) corridor confirmed that the proposed schemes, under any scenario, would not result in a severe impact on the A3(M) or local highway network in relation to the NPPF, and in light of the previously permitted development of the site.

3. BUS GATE & ROUTING UPDATE

- 3.1 Dunsbury Park has implemented two bus stops along Fitzwygram Way which have been provided in the form of laybys, accompanied solely by road markings at present.
- 3.2 As part of the inclusion of the bus stops within Dunsbury Park a bus gate is being implemented at the eastern end of Fitzwygram Way, at the roundabout junction with Calshot Road/ Woolston Road/ Freely Road.
- 3.3 The exact timeframes for implementation and opening are not confirmed but the S278 process and supporting Traffic Regulation Orders are currently being progressed with Hampshire County Council, and it is expected that this will be delivered by the end of 2026.
- 3.4 Once the bus gate is operational discussions will progress with Stagecoach to deliver a bus route through the development, as part of a cross-boundary service between Havant and Waterlooville. Further details of the service are currently unavailable.

Appendix A



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Hermes Luli (Head of Planning & Development)
Operations Directorate
South East Region
National Highways
PlanningSE@nationalhighways.co.uk

To: Havant Borough Council (FAO Henrietta Owusu-Ansah)
[REDACTED]

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk
planning.development@havant.gov.uk

Council's Reference: APP/26/00361

Location: Plot 4 Dunsbury Park, Fitzwygram Way, Havant, PO9 4EE

Proposal: Erection of a building with associated parking, yard and landscaping

National Highways Ref: NH/26/16657

Referring to the consultation on a planning application dated 12 June 2026 referenced above, in the vicinity of the A3(M) that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);**
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningSE@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature:



Date: 29 June 2026

Name: Letty Askew

Position: Spatial Planner, Area 3

National Highways:

Ground Floor, Building 1000, Cathedral Square, Guildford, GU2 7YL

www.nationalhighways.co.uk

Annex A **National Highways' assessment of the proposed development**

National Highways was appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

National Highways are interested as to whether there would be any adverse safety implications or material increase in queues and delays on the SRN as a result of the proposed development, in this case on the A3(M), particularly at Junction 3.

The proposals are for 10,683 sqm employment floorspace, 237 car parking spaces (including 12 accessible and 24 EV charging spaces), 52 cycle parking spaces, yard, and associated landscaping. The applicant is proposing a mix of Research and Development (Class E(g)(ii)), Light Industrial (Class E(g)(iii)), General Industrial (Class B2), and Storage and Distribution (Class B8) uses.

The site is located on currently undeveloped land within Dunsbury Park, approximately 1.5km from A3(M) Junction 3 and approximately 2.4km from A3(M) Junction 4. The development will be accessed via an extension of the existing unnamed road which currently provides access to Unit 5.

Planning History

Dunsbury Park was previously the site of a Hybrid planning permission (APP/12/00338) which granted outline consent for employment development and a hotel with conference facilities, and detailed consent for a new access link road with bus gate to Woolston Road. Under this consent, B8 floorspace was restricted to 12,356 sqm. Variation of Condition applications were subsequently submitted to increase this limit to 18,534 sqm (APP/15/00732, granted in October 2015) and then to remove the restriction entirely (APP/17/01324, granted in December 2018).

A Reserved Matters planning application for development of employment uses and a hotel with conference facilities, together with landscaping, infrastructure, and associated works (APP/17/00866) was granted in November 2017. The time limit for submitting Reserved Matters applications under APP/12/00338 expired in 2024. Therefore, planning applications are required for development on the undeveloped plots.

Site Connectivity

The site is located close to a number of residential estates, which are connected to the development by cycleways and footways as well as road. Havant town centre is approximately 46 minutes away by walking/wheeling, 9 minutes by cycle, or 28

minutes by bus. Bedhampton Railway Station is approximately 9 minutes by cycle or 10 minutes by bus. Havant Railway Station is approximately 13 minutes by cycle or via train from Bedhampton Railway Station. Both stations provide cycle parking, but no car parking.

The closest bus stop is approximately 600m from the site, on Calshot Road. It is serviced by Stagecoach Route 22, providing an average of 6 buses per hour to Havant. An additional bus stop is planned on Fitzwygram Way, less than 300m from the application site. This is expected to be operational in 2026. **We request further details regarding the timescale for the bus stop becoming operational and the anticipated services.**

Trip Generation

National Highways considers that the trip generation provided for the previous planning applications is no longer relevant, due to the length of time which has passed since it was calculated. Therefore, we have confined our analysis of the trip generation to the updated TRICs outputs which have been provided in the Transport Assessment.

The planning application does not set out a specific split of floorspace across the proposed Use Classes. National Highways welcomes the provision of trip generation figures for 100% B8 parcel distribution use which, in our view, represents a worst-case scenario.

We have reviewed the TRICs outputs for the B8 use, and consider the trip generation to be acceptable. We note the low proportion of trips by active and public transport modes, and consider that these are reflective of other, comparable sites.

Trip Distribution

The applicant carried out a turning count survey at Fitzwygram Way roundabout in July 2025, to confirm the distribution of traffic to/from the Dunsbury Park development. This identified that the majority of traffic travels north towards the A3(M) J3. However, the trip distribution and traffic flow diagrams do not extend beyond the Fitzwygram Way/Hulbert Road Roundabout. **We require details of the trip distribution at A3(M) J3, to enable us to take an informed view of the potential impact of the development on the SRN.**

Impact on A3(M) J3

We note that the applicant is reliant on the assessment carried out for the Hybrid application in considering the need for analysis of impacts at A3(M) J3. However, **we need to see the trip distribution information requested above before we are able to confirm whether or not we consider that further analysis of the impact on A3(M) J3 is required.**

Recommended Non-Approval

National Highways recommends that the Local Planning Authority does not grant planning permission for the application (Ref: APP/26/00361) until 26 September 2026 to enable us to provide the Local Planning Authority with comprehensive and informed advice. This does not prevent authority, if they so wish, to either refuse the application or agree an extension of time beyond 26 September 2026.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

NH/26/16990 Plot 6 Dunsbury Park (LPA Ref APP/26/00453)

[REDACTED]@nationalhighways.co.uk>

[Reply](#) [Reply All](#) [Forward](#) [...](#)

Tue 14/07/2026 15:19

 Flag for follow up. Completed on 14 July 2026.
You forwarded this message on 14/07/2026 15:40.

Good afternoon, Kim.

At our call last week, I promised to provide early confirmation regarding whether further information will be required to enable National Highways to take an informed view on the potential impacts of this development on A3(M) Junction 3.

I have reviewed the application, and can confirm that we will need to see details of the anticipated distribution at A3(M) Junction 3. In view of the three applications which have come forward at Dunsbury Park, the following distributions should be provided:

- Individual distributions for Plot 4 and Plot 6
- Cumulative distribution (Plot 1, Plot 4, Plot 6)

As you are aware, National Highways considers 100% B8 Parcel Distribution Centre use to be a worst-case scenario for trip generation. If it is anticipated that this use could lead to dual trips during the peak hours (e.g., staff arriving at the site in their private vehicles and leaving in the distribution company's vehicles or vice-versa), we will need to see the distribution for both types of journey, as the routes taken could be quite different.

Once we have this information, National Highways will be in a better position to make a judgement regarding the potential impacts of the Dunsbury Park developments on the SRN.

Kind regards

[REDACTED]

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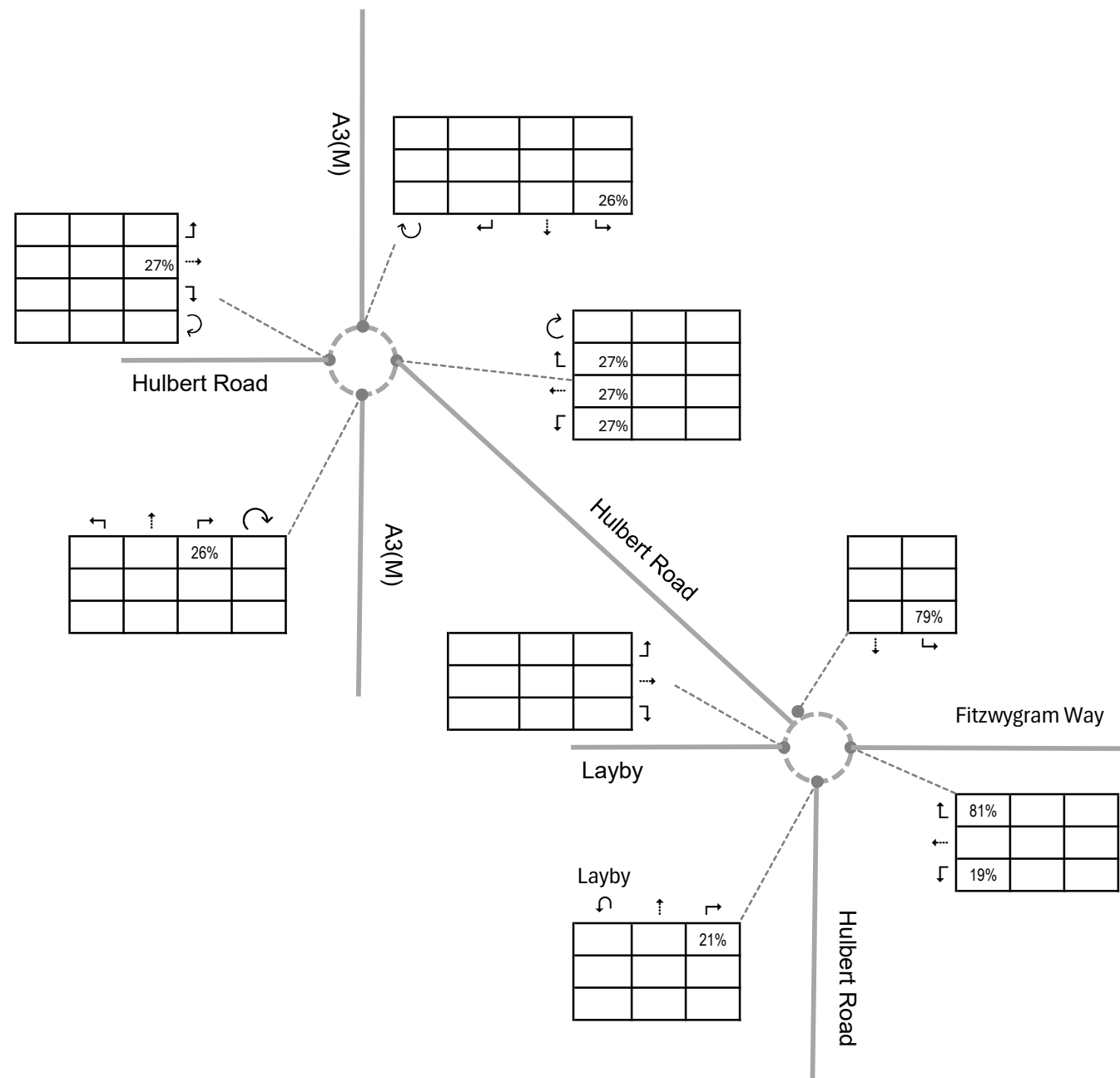
Consider the environment. Please don't print this e-mail unless you really need to.

Appendix B



Project Name: Dunsbury Park
Project Number: 273.0003
Drawn By: ERG
Approved By: KCH

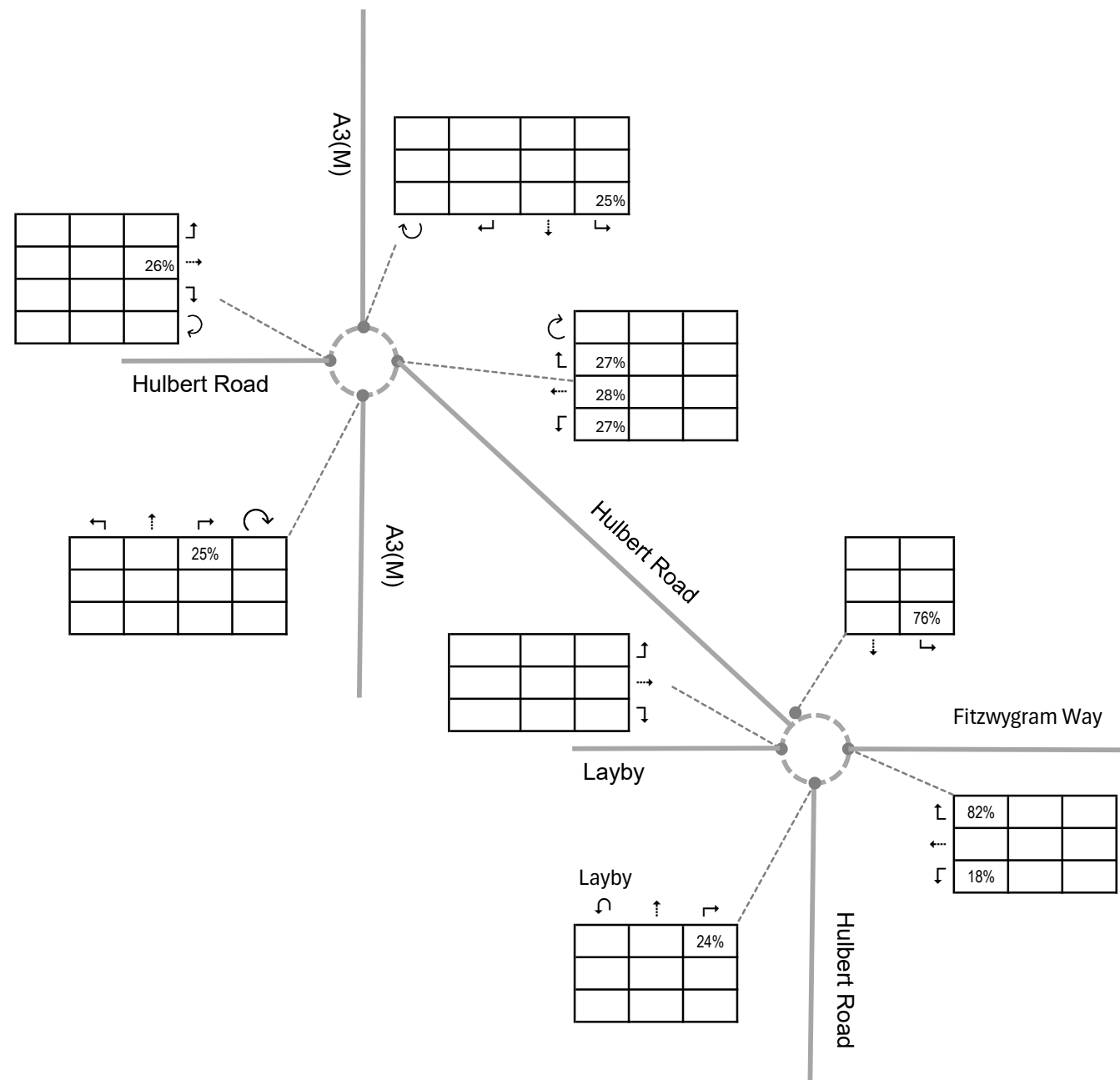
Scenario: Trip Distribution (AM)





Project Name: Dunsbury Park
Project Number: 273.0003
Drawn By: ERG
Approved By: KCH

Scenario: Trip Distribution (PM)



Appendix C

Audit Code: d52a034f-91b7-4e1e-afa8-5756be2b5192

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	BO	BEDFORD 1 day
	EX	ESSEX 1 day
	HC	HAMPSHIRE 2 days
	MW	MEDWAY 1 day
05	EAST MIDLANDS	
	DS	DERBYSHIRE 1 day
	NN	NORTH NORTHAMPTONSHIRE 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD	BRADFORD 1 day
	NY	NORTH YORKSHIRE 1 day
09	NORTH	
	CU	CUMBERLAND 1 day

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

Audit Code: d52a034f-91b7-4e1e-afa8-5756be2b5192

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:	1750 to 18790 (units:sqm)
Range Selected by User:	1000 to 20000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 18/06/24

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

Selected survey days:

Friday	2 days
Monday	2 days
Thursday	4 days
Wednesday	2 days

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

Selected survey types:

Manual count	10
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	9 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:

Commercial Zone	1 days
Industrial Zone	9 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	7 days
Servicing vehicles Included	3 days

Audit Code: d52a034f-91b7-4e1e-afa8-5756be2b5192

Secondary Filtering Selection:

Use Class:

B8	9 surveys
N/A	1 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:

50 - 6282

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
5,001 to 10,000	2 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	5 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	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	2 surveys
1.1 to 1.5	8 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: d52a034f-91b7-4e1e-afa8-5756be2b5192

Petrol filling station:

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

Travel Plan:

No 10 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 10 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:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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: d52a034f-91b7-4e1e-afa8-5756be2b5192

1	BD-02-F-01	DISTRIBUTION COMPANY	BRADFORD
STAITHGATE LANE BRADFORD NEWHALL Edge of Town Industrial Zone Gross floor area: 10446 sqm Survey date: Thursday 14/03/2019			
			Survey Type: Manual
2	BO-02-F-01	DRINKS WHOLESALER	BEDFORD
CAMBRIDGE ROAD BEDFORD Edge of Town Industrial Zone Gross floor area: 3500 sqm Survey date: Thursday 15/10/2020			
			Survey Type: Manual
3	CU-02-F-01	WAREHOUSING & DISTRIBUTION	CUMBERLAND
CARLISLE ROAD BRAMPTON Edge of Town Industrial Zone Gross floor area: 4007 sqm Survey date: Wednesday 19/06/2024			
			Survey Type: Manual
4	DS-02-F-01	LOGISTICS DEPOT	DERBYSHIRE
PARK ROAD HOLMEWOOD Edge of Town Industrial Zone Gross floor area: 7000 sqm Survey date: Wednesday 04/10/2023			
			Survey Type: Manual
5	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Gross floor area: 6560 sqm Survey date: Friday 18/05/2018			
			Survey Type: Manual
6	HC-02-F-02	LOGISTICS	HAMPSHIRE
RUTHERFORD ROAD BASINGSTOKE Suburban Area (PPS6 Out of Centre) Commercial Zone Gross floor area: 13200 sqm Survey date: Thursday 16/06/2016			
			Survey Type: Manual
7	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE
WARSASH ROAD PARK GATE Edge of Town Industrial Zone Gross floor area: 3665 sqm Survey date: Monday 27/09/2021			
			Survey Type: Manual
8	MW-02-F-02	COMMERCIAL WAREHOUSING	MEDWAY
MILLS ROAD AYLESFORD QUARRY WOOD			

Audit Code: d52a034f-91b7-4e1e-afa8-5756be2b5192

Edge of Town
Industrial Zone
Gross floor area: 11200 sqm
Survey date: Friday 22/09/2017

Survey Type: Manual

9	NN-02-F-01	WAREHOUSING & DISTRIBUTION CENTRE	NORTH NORTHAMPTONSHIRE
HALLEY ROAD CORBY Edge of Town Industrial Zone Gross floor area: 18790 sqm Survey date: Thursday 19/10/2023			
Survey Type: Manual			

10	NY-02-F-01	REMOVALS SERVICE	NORTH YORKSHIRE
GRIMBALD CRAG CLOSE KNARESBOROUGH Edge of Town Industrial Zone Gross floor area: 1750 sqm Survey date: Monday 19/06/2023			
Survey Type: Manual			

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-02-F-03	11-10-2016	Northern Ireland
AN-02-F-04	14-03-2019	Northern Ireland
CC-02-F-01	25-05-2016	ROI
CR-02-F-03	15-10-2019	ROI
DL-02-F-04	19-05-2021	ROI
DL-02-F-05	30-05-2023	ROI
HD-02-F-01	27-09-2018	London
HO-02-F-01	23-11-2016	London
LO-02-F-01	08-06-2021	Scotland
LO-02-F-02	11-11-2021	Scotland
WX-02-F-01	20-04-2023	ROI

Audit Code: d52a034f-91b7-4e1e-afa8-5756be2b5192

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

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	5	8749	0.158	0.066	0.224
06:00-07:00	5	8749	0.233	0.137	0.370
07:00-08:00	10	8012	0.250	0.159	0.409
08:00-09:00	10	8012	0.180	0.142	0.322
09:00-10:00	10	8012	0.175	0.115	0.290
10:00-11:00	10	8012	0.124	0.107	0.231
11:00-12:00	10	8012	0.112	0.132	0.244
12:00-13:00	10	8012	0.120	0.101	0.221
13:00-14:00	10	8012	0.132	0.144	0.276
14:00-15:00	10	8012	0.122	0.178	0.300
15:00-16:00	10	8012	0.121	0.187	0.308
16:00-17:00	10	8012	0.130	0.222	0.352
17:00-18:00	10	8012	0.134	0.191	0.325
18:00-19:00	9	8124	0.066	0.130	0.196
19:00-20:00	4	9186	0.079	0.103	0.182
20:00-21:00	4	9186	0.057	0.057	0.114
21:00-22:00	1	18790	0.016	0.059	0.075
22:00-23:00	1	18790	0.005	0.043	0.048
23:00-00:00	1	18790	0.005	0.005	0.010
Total Rates:			2.219	2.278	4.497

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: d52a034f-91b7-4e1e-afa8-5756be2b5192

Parameter Summary:

Trip rate parameter range selected:	1000 - 20000 (units: sqm)
Survey date date range:	16/06/2016 - 19/06/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

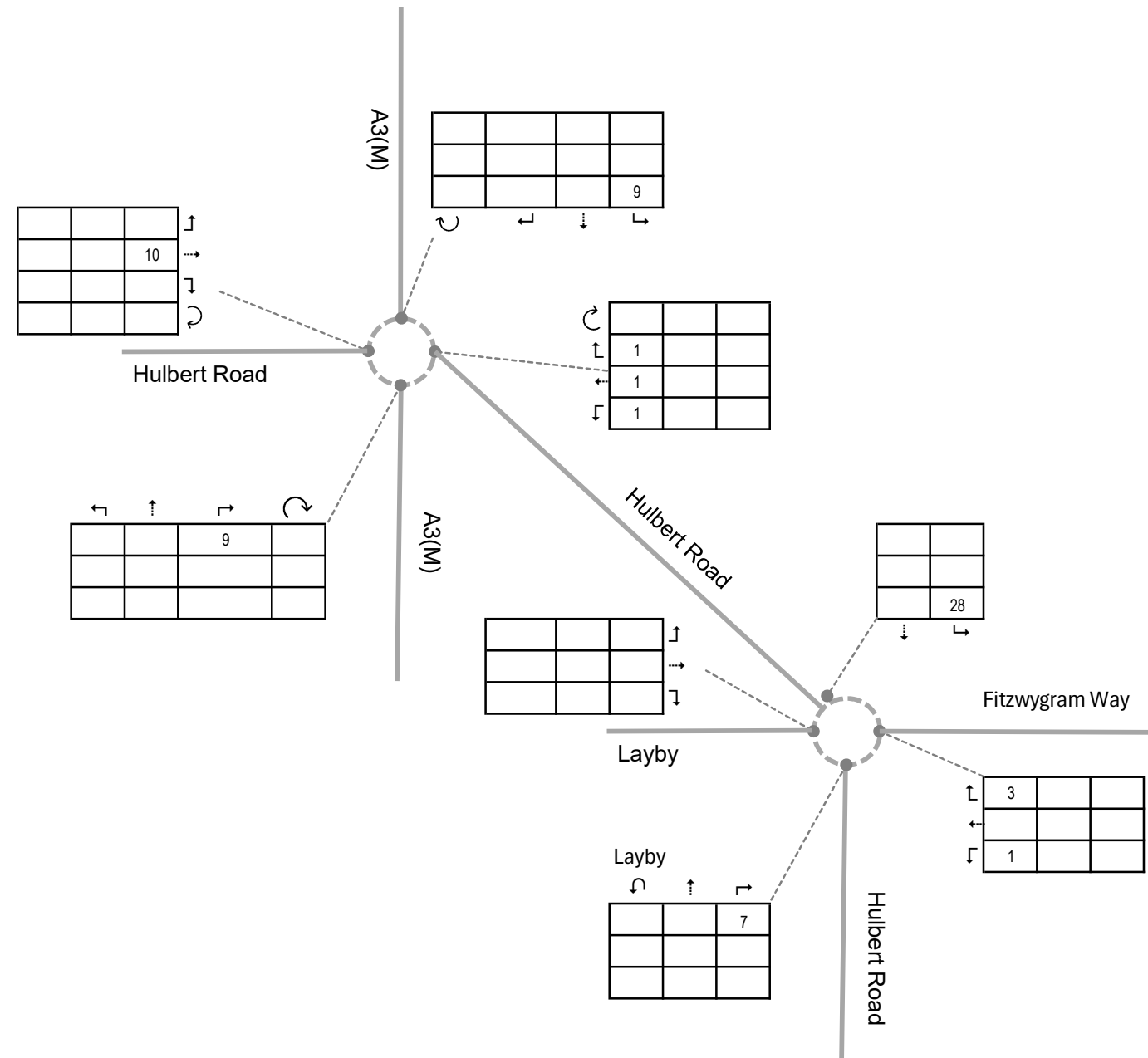
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.

Appendix D



Project Name: Dunsbury Park (Unit 400)
Project Number: 273.0003
Drawn By: ERG
Approved By: KCH

Scenario: Trip Generation (AM) - General





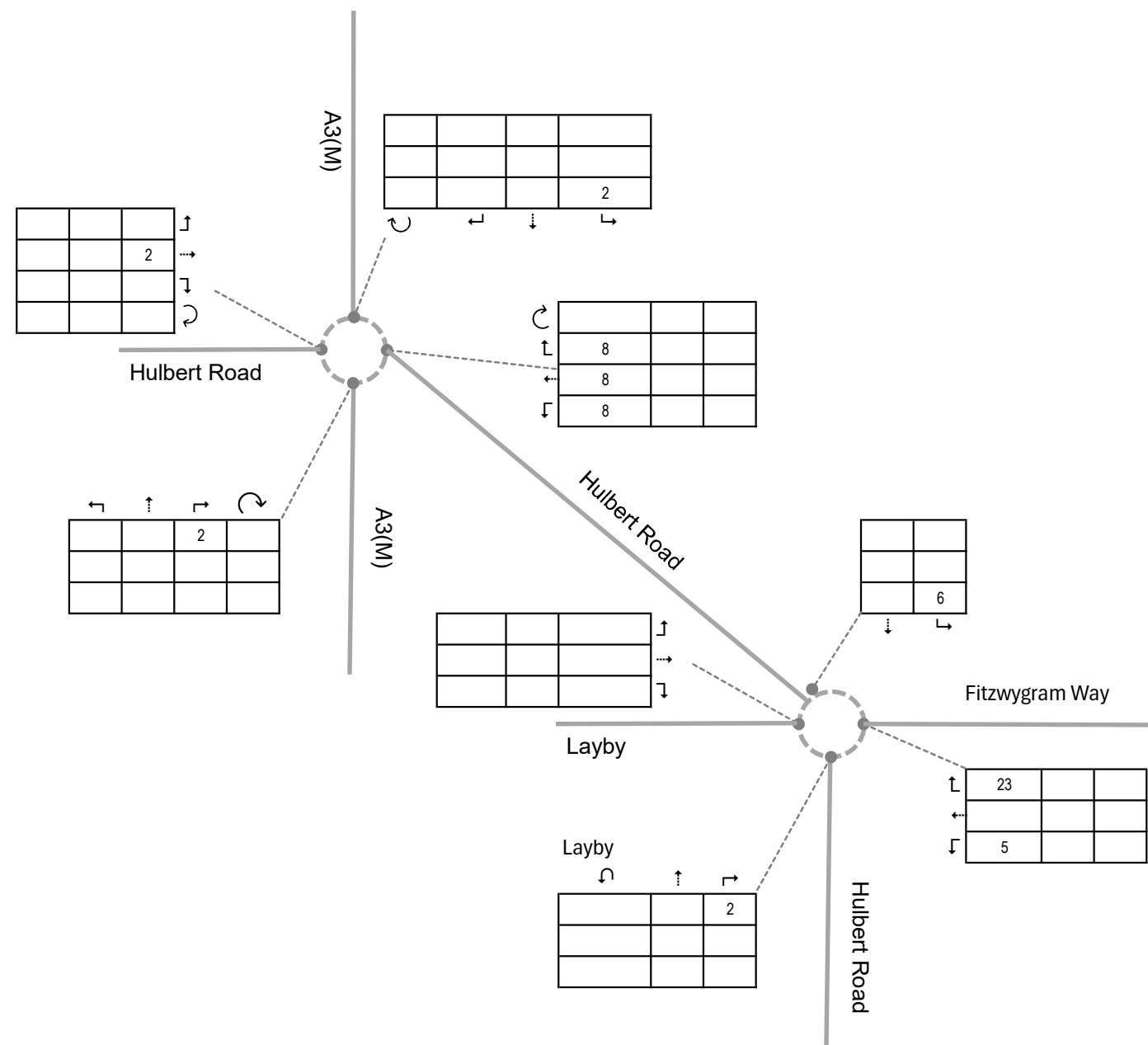
Project Name: Dunsbury Park (Unit 400)

Project Number: 273.0003

Drawn By: ERG

Approved By: KCH

Scenario: Trip Generation (PM) - General





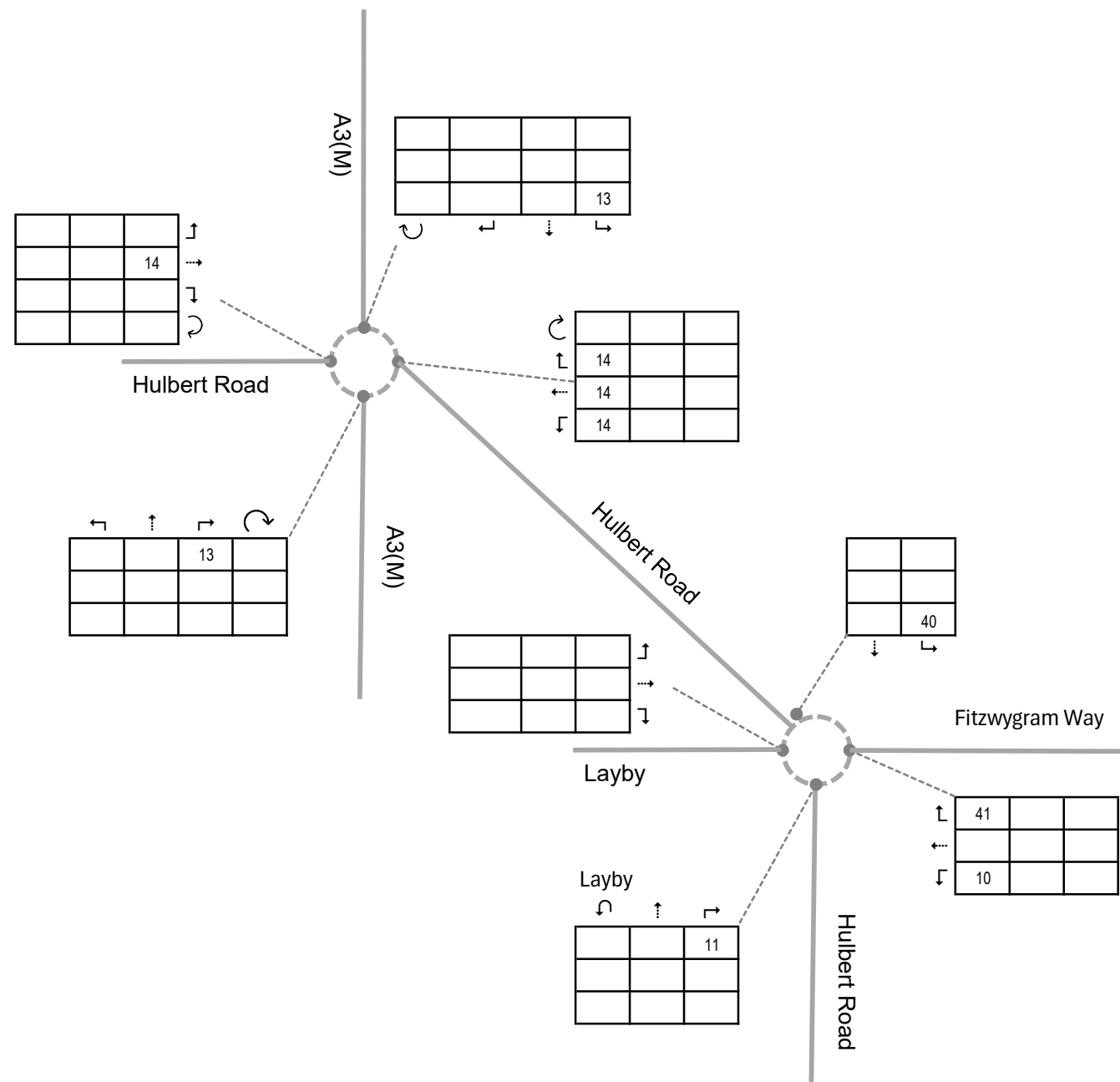
Project Name: Dunsbury Park (Unit 400)

Project Number: 273.0003

Drawn By: ERG

Approved By: KCH

Scenario: Trip Generation (AM) - Parcel Distribution





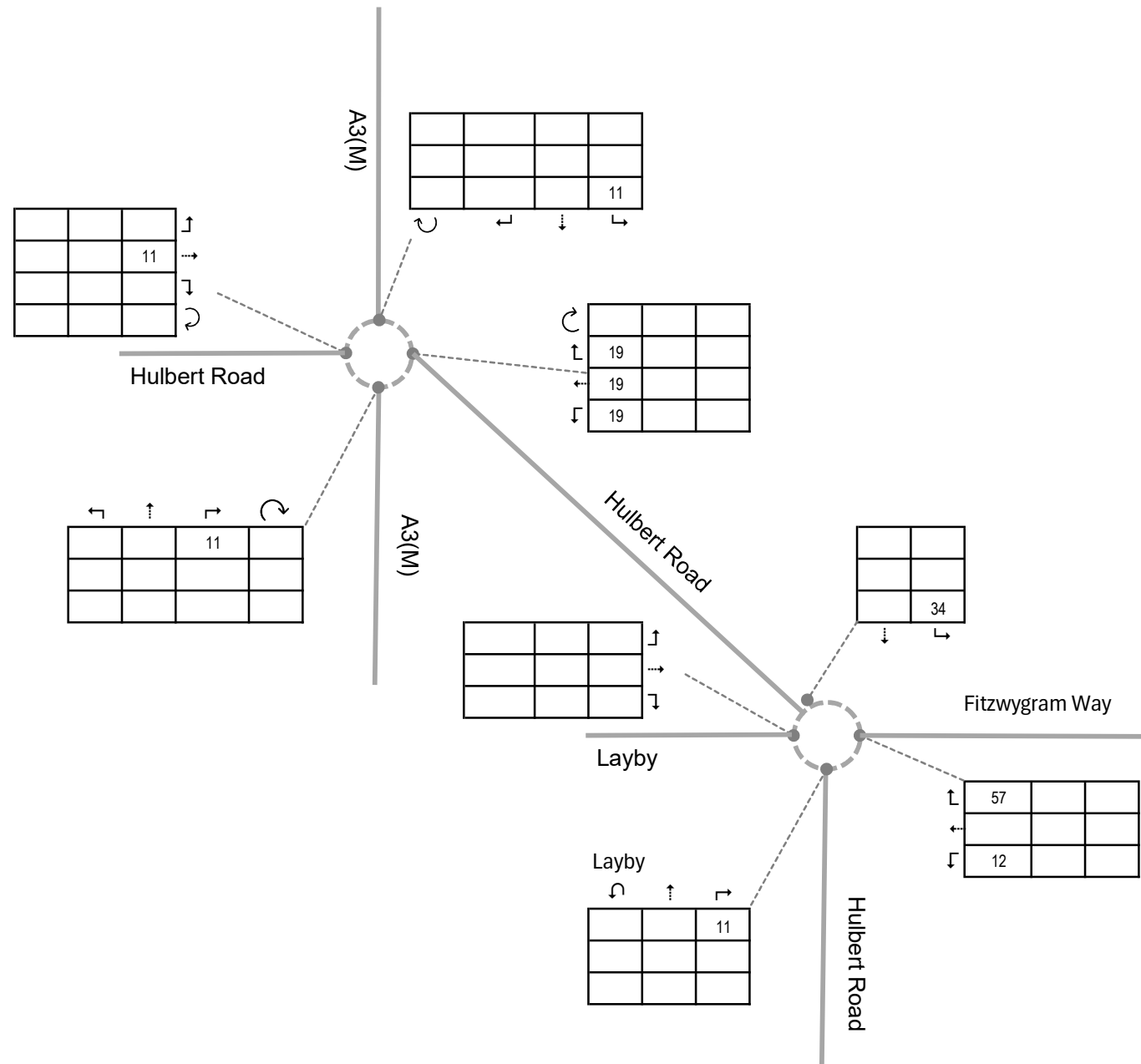
Project Name: Dunsbury Park (Unit 400)

Project Number: 273.0003

Drawn By: ERG

Approved By: KCH

Scenario: Trip Generation (PM) - Parcel Distribution

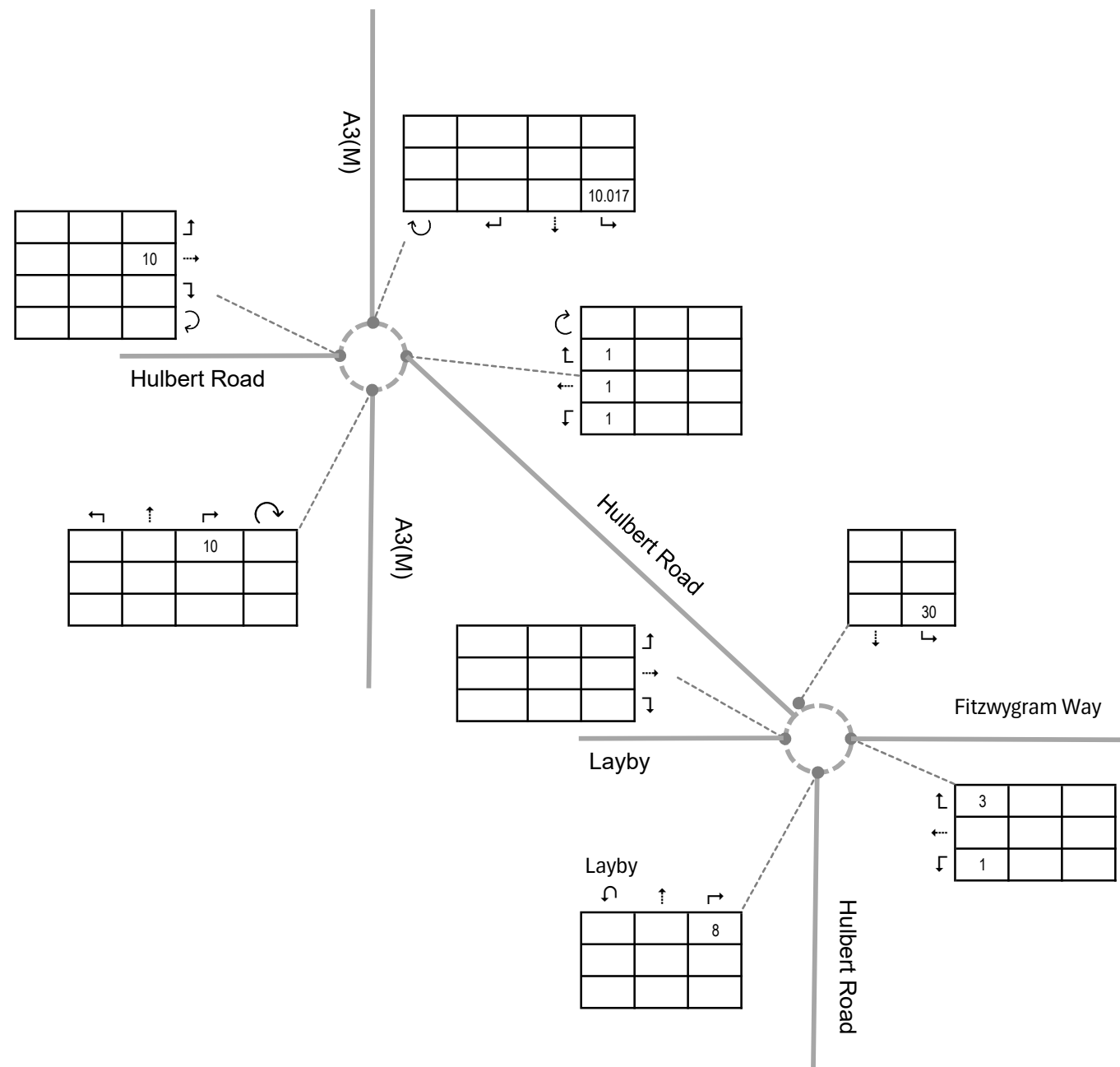


Appendix E



Project Name: Dunsbury Park (Unit 600 & 601)
Project Number: 273.0003
Drawn By: ERG
Approved By: KCH

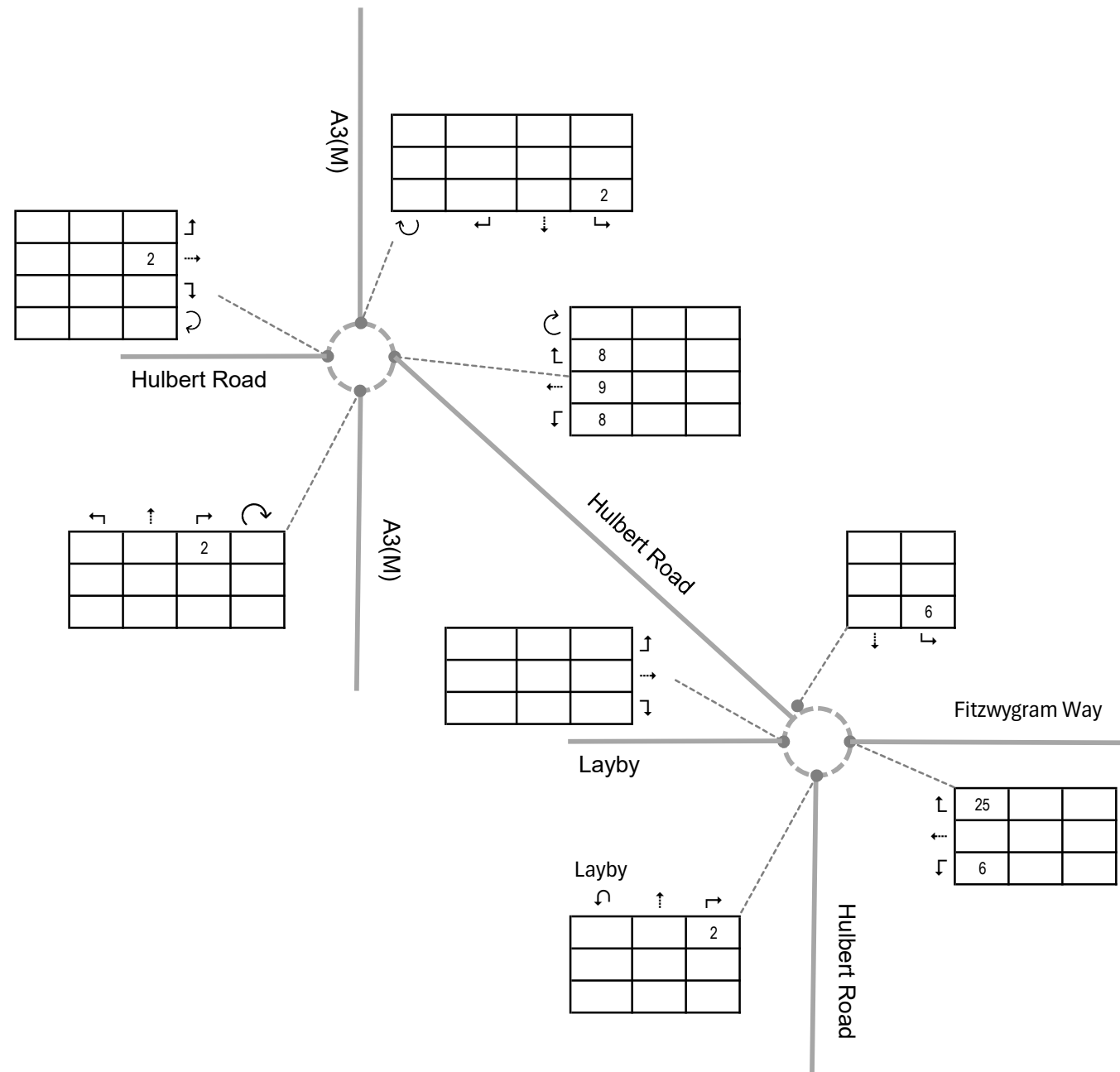
Scenario: Trip Generation (AM) - General





Project Name: Dunsbury Park (Unit 600 & 601)
Project Number: 273.0003
Drawn By: ERG
Approved By: KCH

Scenario: Trip Generation (PM) - General





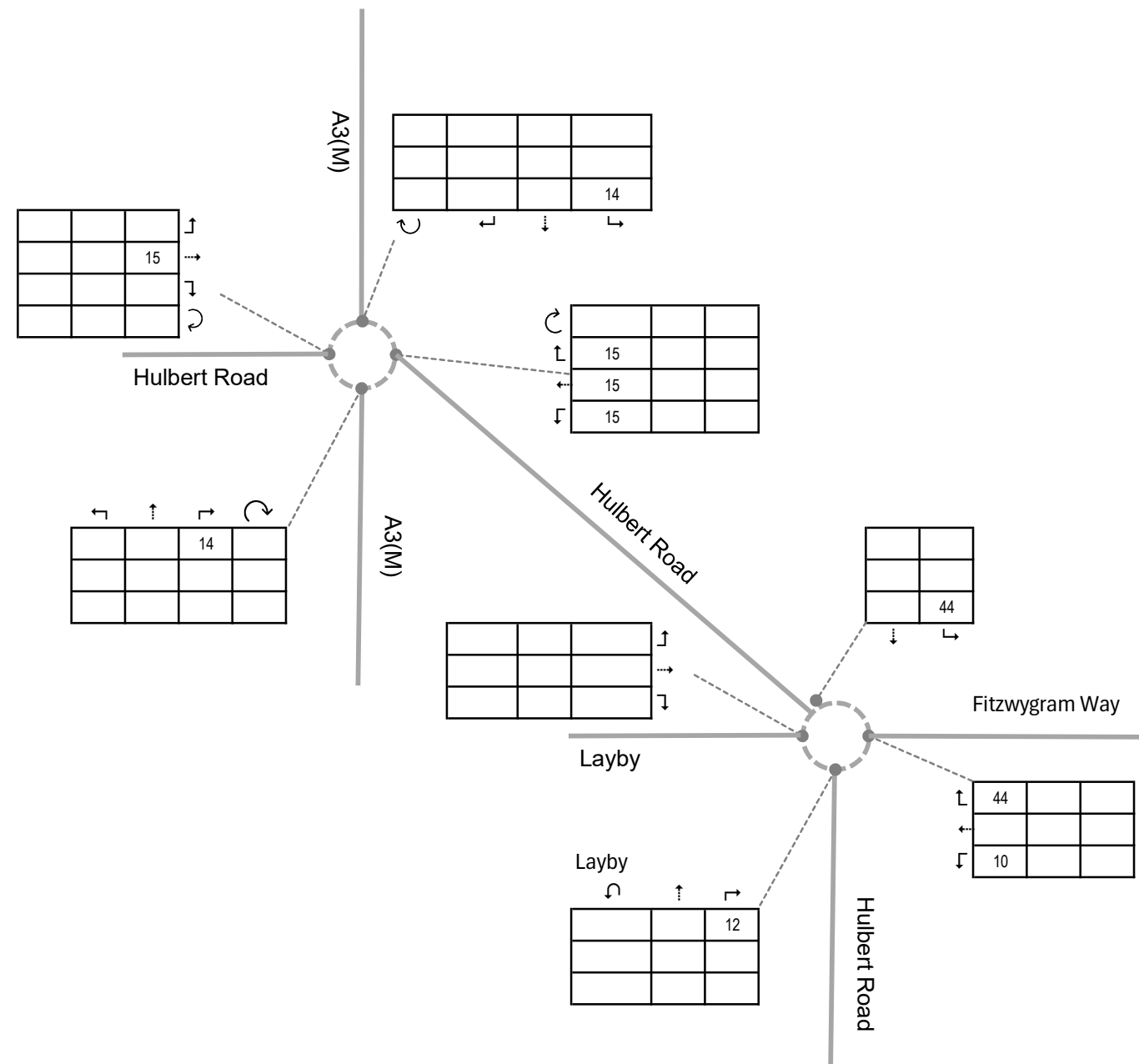
Project Name: Dunsbury Park (Unit 600 & 601)

Project Number: 273.0003

Drawn By: ERG

Approved By: KCH

Scenario: Trip Generation (AM) - Parcel Distribution





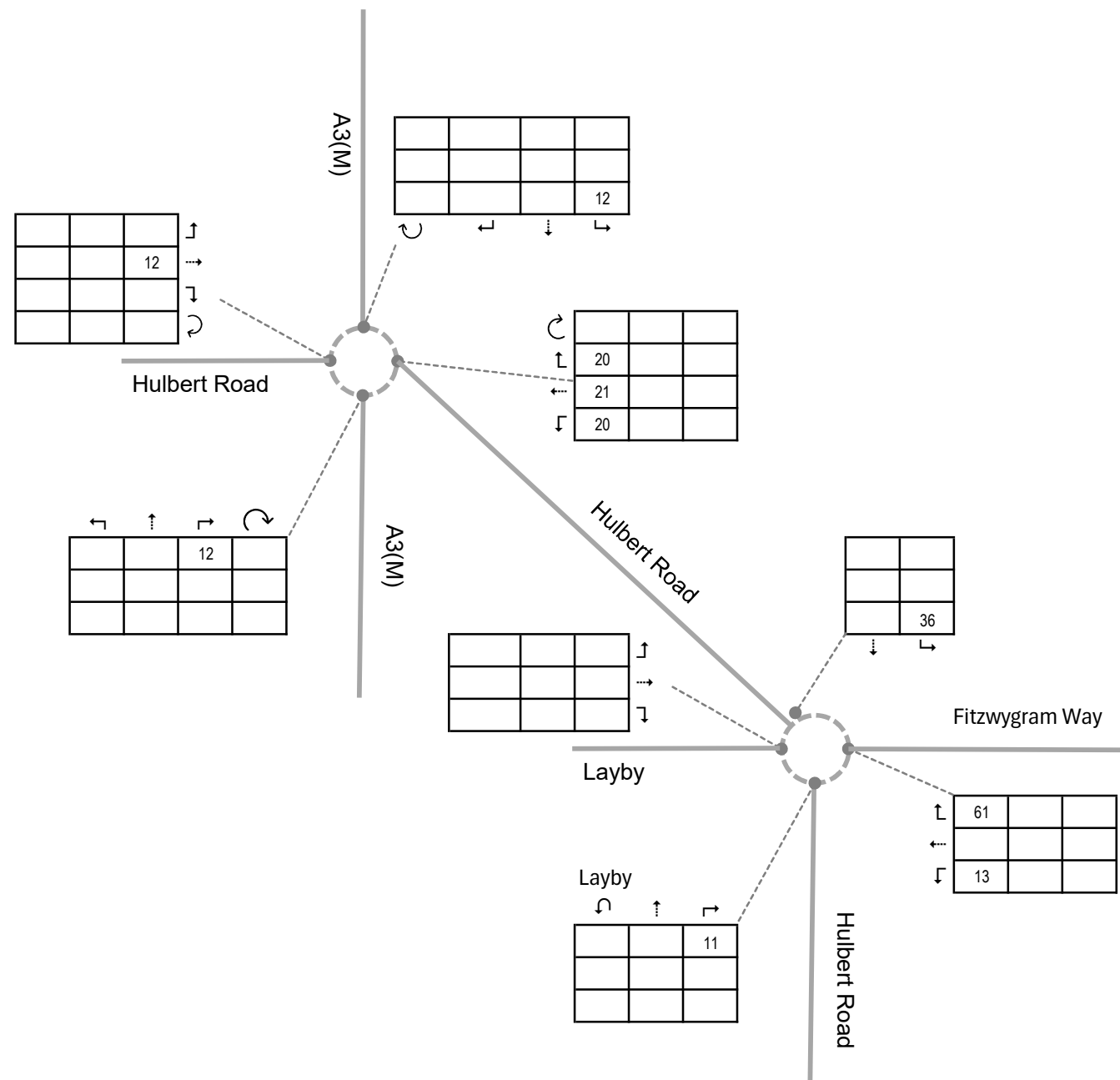
Project Name: Dunsbury Park (Unit 600 & 601)

Project Number: 273.0003

Drawn By: ERG

Approved By: KCH

Scenario: Trip Generation (PM) - Parcel Distribution

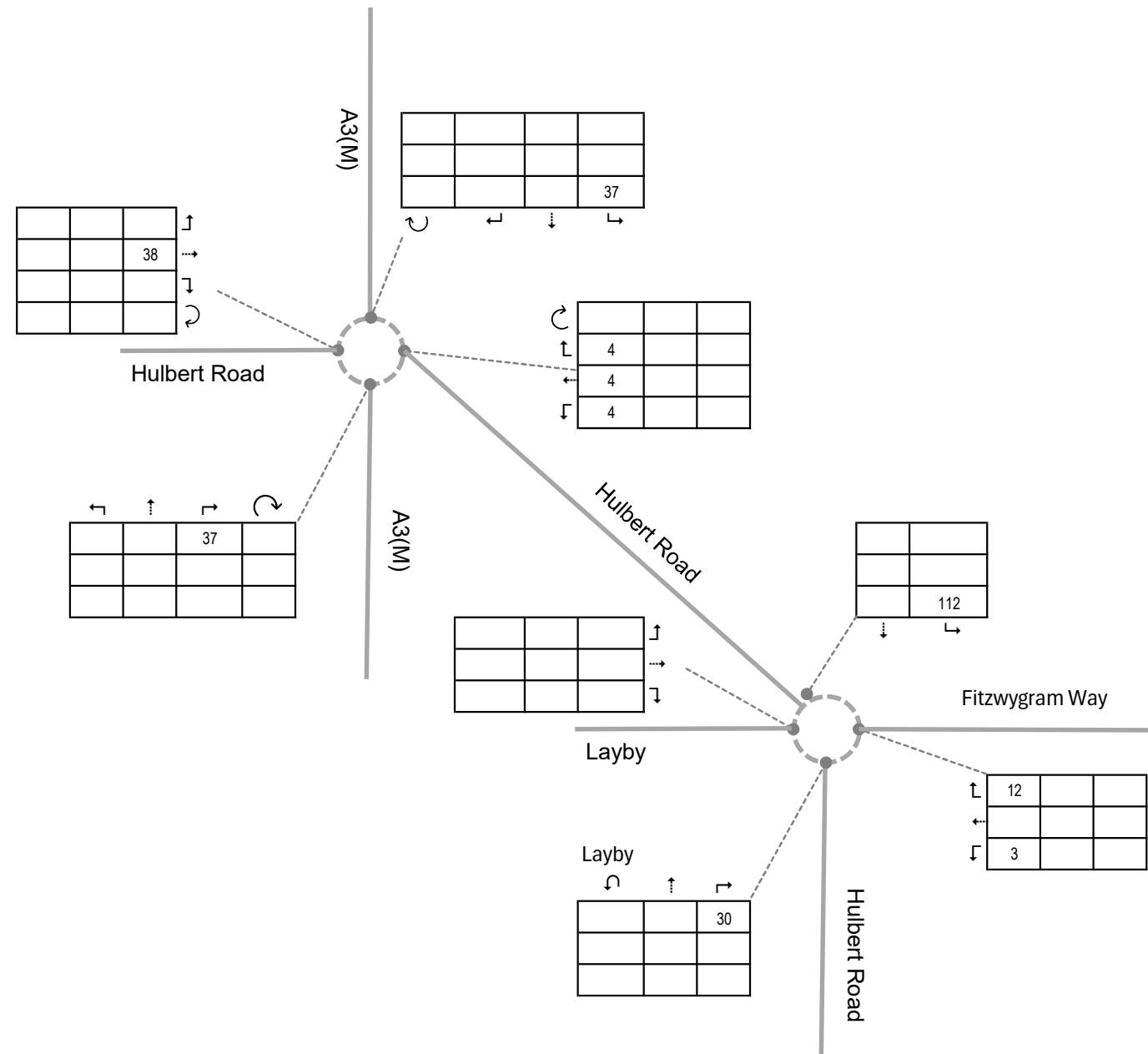


Appendix F



Project Name: Dunsbury Park (Unit 100, 400, 600 & 601)
Project Number: 273.0003
Drawn By: ERG
Approved By: KCH

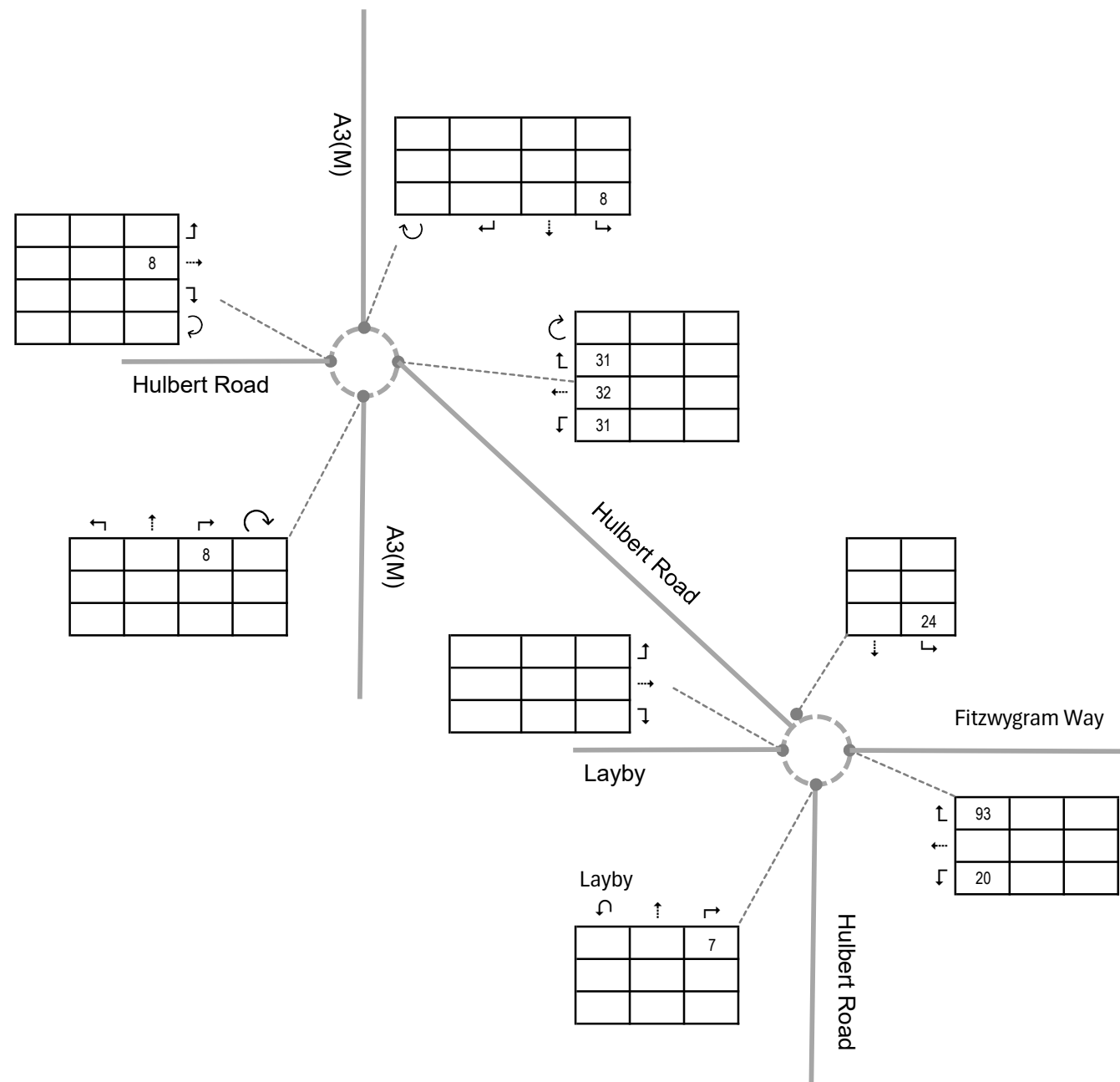
Scenario: Trip Generation (AM) - General





Project Name: Dunsbury Park (Unit 100, 400, 600 & 601)
Project Number: 273.0003
Drawn By: ERG
Approved By: KCH

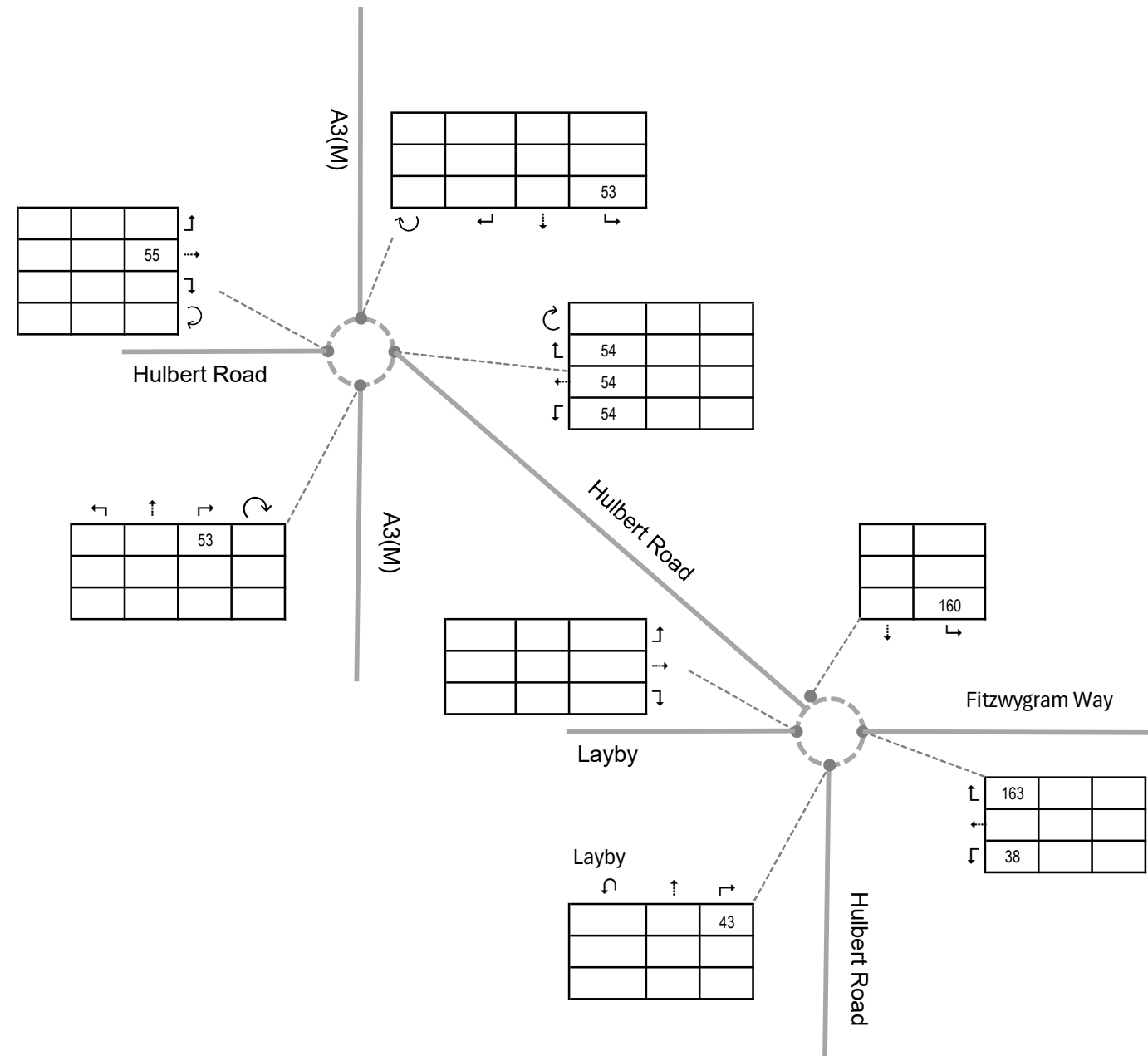
Scenario: Trip Generation (PM) - General





Project Name: Dunsbury Park (Unit 100, 400, 600 & 601)
Project Number: 273.0003
Drawn By: ERG
Approved By: KCH

Scenario: Trip Generation (AM) - Parcel Distribution





Project Name: Dunsbury Park (Unit 100, 400, 600 & 601)

Project Number: 273.0003

Drawn By: ERG

Approved By: KCH

Scenario: Trip Generation (PM) - Parcel Distribution

