



Crawley Local Plan

<p>Ref No:</p> <p><i>Office use only</i></p>

Crawley Submission draft Local Plan Representation

Please return your completed representation form to Crawley Borough Council.

Representations can be made via this form and emailed to strategic.planning@ Crawley.gov.uk or sent via post to: Local Plan Consultation, Strategic Planning, Crawley Borough Council, Town Hall, The Boulevard, Crawley, RH10 1UZ. Alternatively, representations can be made online using the [eform](#) which allows attachments of documents.

This form has two parts:

PART A – Personal details

By law, representations cannot be made anonymously. All representations will be published alongside your name, company name (if applicable), and your client’s name/company (if applicable). The Council will use the information you submit to assist with formulating planning policy.

Further information about Data Protection Rights in line with the provisions of the General Data Protection Regulations and Data Protection Act 2018, for example, how to contact the Data Protection Officer, how long information is held or how we process your personal information can be found at www.crawley.gov.uk/privacy. Specific reference to the Local Plan and planning policy related public consultation can be found [here](#).

PART B – Your representation

Please fill in a separate sheet for each representation you wish to make. You may submit multiple “PART B” sections with a single “PART A” completed.

PART A – Personal details

Please ensure that you complete all fields in 1. If a planning agent is appointed, please enter the Title, Name and Organisation in 1, and complete the full contact details of the agent in 2.

	1. Personal details	2. Agent’s details
Title:	<input type="text"/>	<input type="text" value="Mr"/>
First name:	<input type="text"/>	<input type="text" value="Philip"/>
Surname:	<input type="text"/>	<input type="text" value="Murphy"/>
Organisation:	<input type="text"/>	<input type="text" value="Quod"/>
Address line 1:	<input type="text"/>	<input type="text" value="8 - 14 Meard Street"/>

Address line 2:	<input type="text"/>	<input type="text"/>
Town/city:	<input type="text"/>	London
Postcode:	<input type="text"/>	W1F 0EQ
Telephone:	<input type="text"/>	02035971000
Email:	<input type="text"/>	philip.murphy@quod.com

PART B – Your representation

3. Please tick the document that you would like to make a representation on:

- Crawley submission Local Plan
- Crawley submission Local Plan Map
- Crawley submission Sustainability Appraisal
- Habitats Regulation Assessment Screening Report

4. Which part of the Local Plan does this representation relate to?

Paragraph:	<input type="text"/>	Policy:	Please see attached letter	Other:	<input type="text"/>
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5. Do you consider the Local Plan to be: *(Please tick)*

- | | | | | |
|---------------------------------------------|-----|--------------------------|----|-------------------------------------|
| 5.1. Legally compliant? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| 5.2. Sound? | Yes | <input type="checkbox"/> | No | <input checked="" type="checkbox"/> |
| 5.3. Compliant with the duty to co-operate? | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |

6. Please give details explaining your response to 5.1, 5.2, or 5.3 below. Please be as clear as possible.

Please see attached representations letter

If required, please continue your response on an additional piece of paper and securely attach it to this response

- 7. Please set out what modification(s) you consider necessary to resolve the issues you have identified above. You need to state why this modification will make the Local Plan legally compliant or sound. It would be helpful if you are able to suggest how the wording of any policy or text should be revised. Please be as clear as possible. Any non-compliance with the duty to co-operate is incapable of modification at examination.**

Please see attached representations letter

If required, please continue your response on an additional piece of paper and securely attach it to this response

Your representation should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested modification, as there will not normally be a subsequent opportunity to make further representations. **After this stage, further submissions will only be at the request of the Inspector, based on the matters and issues s/he identifies for examination.**

8. If your representation is seeking a modification, do you consider it necessary to participate in the public examination hearings? (Please tick)

No, I do not wish to participate in the examination hearings

Yes, I wish to participate in the examination hearings

9. If you wish to participate in the public examination hearings, please outline why you consider this to be necessary:

We have fundamental concerns with the Draft Local Plan. We contest the soundness of the Draft Local Plan and therefore wish to participate at the examination hearings.

The Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the public examination.

If you would like to make a representation on another policy or part of the Local Plan then please complete a separate PART B section of the form or securely attach an additional piece of paper. Copies of the representation form can also be downloaded from the council's website at: www.crawley.gov.uk/localplanreview

Signature



Date

30/06/2021

Our ref: Q100290
Your ref:
Email: philip.murphy@quod.com
Date: 30 June 2021



Forward Plans
Strategic Planning
Town Hall
The Boulevard
Crawley
RH10 1UZ

Dear Madams or Sirs

DRAFT CRAWLEY BOROUGH LOCAL PLAN REVIEW - REGULATION 19 DRAFT SUBMISSION LOCAL PLAN 2021

1 Introduction

I write on behalf of my client, Aberdeen Standard Investments, in partnership with the Barker Trust (jointly referred to as the “Landowners”), to submit representations to the Regulation 19 Draft Crawley Borough Local Plan (January 2021) (hereafter the “Draft Local Plan 2021”).

The Landowners are promoting a c.18ha parcel of land immediately adjacent to Hydehurst Lane (hereafter referred to as the “Site” and identified in a plan at **Document 1**) for employment uses to assist in meeting the substantial evidenced employment need forecast within the Borough. The redevelopment of the Site would deliver a logical and coordinated extension to the Manor Royal Business District, identified in the Draft Local Plan 2021 (and its supporting evidence base) to be the key business location for Crawley at the heart of the Gatwick Diamond and Coast to Capital areas.

The Site is available and deliverable and as detailed in the information provided as part of the submission made as part of the Call for Sites exercise is not subject to any technical or environmental constraints.

A previous version of the Regulation 19 Draft Crawley Local Plan was subject to public consultation between January and February 2020 (“Draft Local Plan 2020”). Quod submitted representations on behalf of the Landowners as part of this consultation.

These representations are structured to initially provide an executive summary and overall vision for the redevelopment of the Site, before setting out the Landowners’ specific comments and objections to the Draft Local Plan 2021.

2 Executive Summary and Vision

The Draft Local Plan 2021 seeks to protect and enhance Crawley’s role as key economic driver, recognising that there is a significant requirement for additional land to accommodate industrial employment needs.

However, the full objectively assessed need is not provided for in the emerging plan. Therefore, in the context of the published evidence base, the National Planning Policy Framework (2019) (“NPPF”) and

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up to date circumstances, the Local Plan will be unsound if it seeks to plan for anything less than full employment needs – Draft Policy EC1 should be updated accordingly.

The Draft Local Plan 2021 proposes the allocation of Strategic Employment Location at land east of Balcombe Road and south of the M23 spur, referred to as Gatwick Green. The Council consider this to be the only location in Crawley capable of providing the required quantum of industrial land and floorspace without prejudicing the possible future delivery of southern runway on the safeguarded land. We do not consider this site to be a suitable allocation based on a number of transport issues, the mitigation of which have not been provided as required by the NPPF. Even if this evidence was provided there is still outstanding requirement for industrial employment land.

The land promoted by the Landowners is the most appropriate location north of Manor Royal to accommodate employment floorspace. The Site is situated approximately 0.6 miles to the south of Gatwick Airport and directly to the north of Manor Royal. The Site extends to c.18ha and comprises greenfield land, the majority of which is used for agricultural purposes and is broadly divided into 4 fields, separated by vegetated boundaries.

The Site has the potential to be redeveloped for employment purposes (indicatively c.65,000sqm to 74,000sqm) as a coordinated and planned expansion of Crawley's most important employment location for business floorspace within the Borough. The Site is sustainably located immediately adjacent to the A23 which provides access into Crawley, Gatwick Airport and the M23. The Site would be accessed via an existing high-grade road (Hydehurst Lane) which currently serves units within Manor Royal. No on-site constraints to the development of the Site have been identified which cannot be resolved.

Furthermore, there is no robust evidence for the reinstatement of the Gatwick Airport second runway safeguarding and Draft Policy GAT2 should be deleted, and the Site released to meet the industrial employment need.

In summary, as detailed in the Call for Site submission information, the Site is an available and deliverable employment site which will assist in meeting the substantial evidenced need which exists in the Borough.

3 Representations to the Draft Local Plan 2021

Sustainable Economic Growth

The NPPF requires planning policies to help create the conditions in which businesses can invest, expand and adapt with significant weight to be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (Paragraph 80).



Paragraph 81 explains that planning policies should:

“a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;

b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;

c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and

The Northern West Sussex Economic Growth Assessment Update (“EGA”) (January 2020) sets out three specific employment growth forecasts that were considered through the Draft Local Plan 2020 - Baseline Labour Demand (employment land requirement of -1.1ha); Past Development Rates (employment land requirement of 33ha which formed the basis of Draft Policy EC1); and Baseline Labour Supply (employment land requirement of 113ha).

Following the Draft Local Plan 2020 consultation, CBC commissioned updated economic forecasts in the form of the Crawley Focused EGA Update (September 2020) (“2020 Update”) that are intended to take account of the potential effects of the Covid-19 pandemic and the United Kingdom leaving the European Union, in addition to updating the baseline statistics more generally.

The main conclusion of this research is that Crawley’s economic prospects are weaker than they were. The 2020 Update acknowledges high levels of uncertainty about the future, but also the need to “plan positively” for growth, despite these weaker forecasts.

The 2020 Update identifies three updated employment growth forecasts as follows:

- Projections of employment growth in the main Class E(g)(i)-(ii)/B class sectors (Labour Demand) derived from economic forecasts produced by Oxford Economics and Experian in 2018 and 2020. The 2020 Update suggests that the Oxford Economics 2018 and the Oxford Economics and Experian 2020 forecasts should all be removed from further consideration on the grounds of being too pessimistic to meet the bar of “planning positively” or reflecting too much uncertainty. The Experian 2018 forecast provides a need for 38.7ha of employment land;
- Consideration of Past Trends in completions of employment space based on the latest monitoring data collected by the Council which identifies the need for a total of 39.6ha of new employment land in the borough; and
- Estimates of future growth of local Labour Supply based on the Council’s latest housing delivery trajectory and demographic assumptions consistent with the 2019 Northern West



Sussex Strategic Housing Market Assessment (SHMA) of between 21.7ha (347dpa) and 56.9ha (597dpa which includes an urban extension to the west of Crawley).

The total housing need arising from Crawley over the Plan Period (2021 – 2037) is 12,000 dwellings (750 dpa). Due to Crawley’s significantly constrained land supply position, the full ‘uncapped’ level of housing growth cannot be accommodated within Crawley’s administrative boundary. As such, the Draft Local Plan 2021 applies a supply-led approach to housing, planning for 5,320 dwellings in Crawley over the plan period. This provides a stepped housing requirement of 350dpa in years 1-5; 450dpa in years 6-10; and 220dpa in years 11-16. The Council’s approach to addressing the outstanding unmet housing needs of 6,680 dwellings is for this to be accommodated in neighbouring boroughs through the Duty to Cooperate with opportunities for urban extensions immediately adjoining Crawley’s borough boundaries to be explored, including that to the west (West of Crawley).

Topic Paper 5 “*Employment Needs and Land Supply*” published with the Draft Local Plan 2021 states that the Experian 2018 forecast provides the most appropriate basis for considering future employment land requirements from a labour demand perspective as it “*reflects relatively up-to-date economic information, and market demand for distribution floorspace, and assumes for the continuation of strong job growth in Crawley over the Local Plan period, albeit at a slower rate when compared with past trends*” (p 20).

As such, Draft Policy EC1 identifies that there is “*need for a minimum of 38.7 hectares new business land in the borough which, taking off the opportunities identified in the Employment Land Trajectory, results in an outstanding requirement for 24.1 hectares new industrial land over the period to 2036*”.

As identified in the Economic Case for Development 2021 Update enclosed at **Document 2**, the Draft Local Plan 2021 commits to only 68% of the land required to meet demand associated with the potential growth of its labour supply from committed new homes (56.9ha) and only 34% of the land needed in an uncapped housing need scenario (113ha).

In committing to employment land in line with the baseline growth scenario (i.e. the bare minimum need) the Draft Local Plan 2021 fails to meet the requirements of the NPPF. It fails to adequately account for the economic opportunities and risks facing the borough, fails to plan for its full economic potential and therefore fails to positively and proactively plan for sustainable economic growth.

Crawley fails to plan for employment land that would support even its much more modest housing growth forecast including the West of Crawley extension. Taking this growth forecast into account (on which the Borough heavily relies to meet housing need), employment land needs would be 56.9ha as a minimum rather than 38.7ha identified by the Council so as to maintain commuting patterns. Therefore, the full objectively assessed need, having regard to the Duty to Cooperate, is not provided for in the emerging plan and is not consistent with the requirements of the NPPF.



The Draft Local Plan 2021 does not meet the requirements of the NPPF as it is not effective or justified. If the Council do not prepare the plan in a more positive manner this will result in an unsound plan. As such, Draft Policy EC1 should be updated to reflect the employment land needs of a minimum of 56.9ha.

The existing available office land supply meets identified quantitative office needs across all scenarios detailed in the 2020 Update, however as identified in the Draft Local Plan 2021 there remains a broader qualitative office need for new high quality office space.

The Council have identified that the 32.8ha of industrial land required (of the 38.7h), predominantly Class B8 storage & distribution warehousing, can be met through existing supply and the Strategic Employment Location (i.e., within Crawley's boundaries). The Employment Land Trajectory identifies a supply of 8.7ha of industrial land in the first five years of the plan.

The Borough's employment land need is 56.9ha as a minimum to maintain commuting patterns. The 2020 Update identifies an industrial land need of 50.9ha, which provides an outstanding requirement of 42.2ha. Within Draft Policy EC4 the Council have allocated the land at Gatwick Green as a Strategic Employment Location to provide a minimum of 24.1ha new industrial land, predominantly for Class B8 storage and distribution use.

We do not consider the proposed Gatwick Green allocation to be suitable. The key issue relates to transport as detailed within the Transport Appraisal of Gatwick Green attached at **Document 3**.

Gatwick Green is not easily accessible by foot from residential development and there is no existing infrastructure for cyclists serving the site and suitable provision cannot be easily accommodated. Furthermore, there are currently no bus services located within reasonable walking distance of Gatwick Green and no evidence has been provided that a range of bus routes serving a variety of destinations will be delivered to support development at Gatwick Green.

There is very little spare capacity in the permitted junction system to accommodate traffic from new development. In the absence of further physical infrastructure interventions to provide the necessary capacity, traffic arising from Gatwick Green would block back onto the carriageway at the existing junctions resulting in unacceptable highway safety impacts and severe residual impacts on the road network. Sufficient evidence has not been provided to demonstrate that necessary new junction improvements are effective, deliverable or safe and suitable.

The Transport Appraisal concludes that development at Gatwick Green:

- is unsustainable in transportation terms thereby failing to meet the requirements of paragraphs 103 and 108 (a) of the NPPF;



- does not demonstrate that safe and suitable access (including access routes) can be achieved for all users thereby failing to meet the requirements of paragraph 108 (b) of the NPPF;
- relies on significant new infrastructure interventions that have neither been quantified nor demonstrated to be cost effectively deliverable thereby failing to meet the requirements of paragraph 108 (c) of the NPPF;
- would result in an unacceptable impact on highway safety thereby meeting the test at paragraph 109 of the NPPF against which development should be prevented or refused; and
- would result in severe residual cumulative impacts on the road network thereby meeting the test at paragraph 109 of the NPPF against which development should be prevented or refused.

Draft Policy EC4 requires a Transport Assessment and Mobility Strategy to be submitted with a future planning application for the development of Gatwick Green. However, the NPPF at Paragraph 108 is clear that potential site allocations should be appropriately assessed and based on the assessment of existing infrastructure and required infrastructure. This has not been provided and as such the proposed site allocation is not in accordance with national policy and cannot be considered to be suitable. Draft Policy EC1 should be updated to remove reference to Gatwick Green and Draft Policy EC4 should be deleted.

Even if the proposed site allocation was demonstrated to be suitable, there still remains an outstanding industrial land need of a minimum c.18ha to ensure the plan is sound.

Manor Royal is a major contributor to the Crawley and West Sussex Economies and is central to the future economic prosperity of the Borough. The Draft Local Plan 2021 states that, “*Manor Royal will be seen as a premier business park, attracting sustained business investment that will deliver high value employment and higher levels of productivity and economic growth.*”

The Site is located directly to the north of Manor Royal. As detailed in the Economic Case for Development 2021 Update, the Site’s scale sets it apart as it provides the opportunity to attract larger occupiers to the area, in addition to allowing existing operators with significant growth potential to stay in the area. Crawley currently only offers a handful of units larger than 100,000sqft. The scale of the Site also allows the opportunity to effectively masterplan and phase development to provide a range of unit sizes and typologies which could then satisfy a range of business needs and be responsive over time. The redevelopment of the Site also has a number of economic benefits which are detailed in Section 5 of the Economic Case for Development 2021 Update.

The Site is sustainably located immediately adjacent to the A23 which provides immediate access into Crawley, Gatwick Airport and the M23. The Site is surrounded by a network of footways, which are relatively wide and often set back from the carriageway by a grass verge. Bus stops are located within walking distance of the Site along the A23 and Fleming Way and provide access to several routes,



including Gatwick Airport, which provides interchange opportunities with bus and rail modes. The Site would be accessed via an existing high-grade road (Hydehurst Lane) which is owned by the Landowners and currently serves units within Manor Royal. As confirmed in the Transport Appraisal the Site benefits from established sustainable travel network and highway access routes with spare capacity to adequately accommodate traffic growth during the Draft Local Plan period thereby meeting the requirements of NPPF Paragraph 103 and 108 (c).

As identified in the Call for Sites submission no on-site constraints to redevelopment have been identified which cannot be resolved.

The Site represents a natural and logical extension to the adjoining the Manor Royal complementing its established role as the premier location for business floorspace within the Borough. The Site is the most appropriate location north of Manor Royal to meet part of the Borough's significant unmet employment need.

The Council's current strategy is not justified (i.e., it is not the most appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence) as required by Paragraph 35 of the NPPF. As detailed in the following section there is no robust evidence for the reinstatement of the Gatwick Airport second runway. The failure to commit to the alternative use of this land is against the requirements of the NPPF to reallocate land with no reasonable prospect of use under its current allocation via the revised Local Plan process.

As such, the Site should be released for development as part of the Draft Local Plan 2021 to meet unmet employment need as an extension to Manor Royal. The Site should be included within the Manor Royal boundary under Draft Policies EC1, EC2 and EC3 and the Draft Local Plan Map.. This will assist in ensuring that the Draft Local Plan 2021 has been proactively prepared and helps create the conditions in which businesses can invest, expand and adapt in and objectively assessed need can be met in accordance with the NPPF.

Gatwick Airport Safeguarding

The NPPF states that planning policies should “*identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development*” (Paragraph 104, our emphasis).

In line with our representations to the Regulation 18 Draft Local Plan, the Council accepted that “robust evidence” did not exist to maintain the safeguarding for a second runway and deleted draft Policy GAT2 (Safeguarded Land) in the Draft Local Plan 2020 with Paragraph 3.20 stating:

“The council does not consider there is, at this time, robust evidence to justify the continued safeguarding of land for a further runway at Gatwick, and in light of the other significant needs arising which this land could support, commits to commencing work on an AAP to determine the



most appropriate use of this land for future development needs rather than just protecting an extensive area for one use.” (our emphasis)

There is less evidence since the Council reached this conclusion. Following this consultation, CBC sought advice from the Planning Inspectorate in April 2020 who identified concerns with several issues, including the evidence base and the approach to Gatwick Airport safeguarding and the North Crawley Area Action Plan (“NCAAP”). The Advisory Inspector recommended that the Draft Local Plan 2020 was not submitted for examination until these matters had been resolved. Further work was subsequently undertaken, and the resulting changes are within the Draft Local Plan 2021.

Draft Local Plan 2021 deletes the NCAAP and reinstates Draft Policy GAT 2 and expands the airport safeguarding corresponding to the area identified in the Gatwick Airport Masterplan 2019.

A letter received from CBC (13 November 2020) states that the Council were advised by Counsel that following the Court of Appeal’s ruling on the ANPS in February 2020, national policy with regard to safeguarding reverted to the 2013 Aviation Policy Framework, which states “*Land outside existing airports that may be required for airport development in the future needs to be protected against incompatible development until the Government has established any relevant policies and proposals in response to the findings of the Airports Commission*”. The Government has established the relevant policies and proposals in response to the findings of the Airports Commission through the ANPS.

On 16 December 2020, the day the Draft Local Plan 2021 was presented to Full Council for agreement to publish it for public consultation, the Supreme Court unanimously concluded the appeal should be allowed and that the ANPS was not affected by any unlawfulness and the ANPS and its finding is valid and remains national policy.

A Cabinet Member Announcement presented to the Full Council states that the Supreme Court ruling on the ANPS is “*an important decision but does not change the position of the Local Plan with regard to safeguarding nor the allocation of a Strategic Employment Location at Gatwick Green. Factual updates to the supporting text only will be made to reference this judgement*”.

The Announcement continues to state that the Advisory Inspector “*did not support the NCAAP approach, citing continued uncertainty regarding safeguarding only partly caused by the ANPS Court of Appeal case, and referencing the Gatwick Airport Master Plan which states it is in the national interest to continue with the strategy of safeguarding and Gatwick Airport’s objection to the Regulation 19 Local Plan*”.

As in the Draft Local Plan 2020, supporting paragraph 10.8 of the Draft Local Plan 2021 refers to the Draft Aviation Strategy paragraph 3.66 which states that “*it is prudent to continue with a safeguarding policy to maintain a supply of land for future national requirements*”, highlighting the government’s commitment in the NPPF to “*identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice*” and stating that it is up



to “local authorities to consider the future needs of airports and associated surface access requirements, when developing local plans”.

Paragraph 3.3.4 of “*Topic Paper 2 – Gatwick Airport*” published with the Draft Local Plan 2021 continues to state that:

“The council, in determining a way forward for the Local Plan, considered that, even if, as has now proven to be the case, the ANPS confirming a runway at Heathrow is supported by the Supreme Court, the draft national Aviation Strategy’s statement that it is prudent to continue to safeguard land...means there is still uncertainty regarding the need to safeguard land at Gatwick”.

This is an unsound approach to take. Uncertainty regarding the need to safeguard land does not equate to robust evidence justifying such safeguarding.

Paragraph 10.18 in the Draft Local Plan 2021 states:

“The original requirement to safeguard land for a second runway at Gatwick was contained in the 2003 Aviation White Paper. The Aviation Policy Framework (March 2013) clarified the position, and the draft Aviation Strategy, published after the ANPS, also refers to the need for safeguarding, as set out above. If national aviation policy on safeguarding provides certainty that safeguarding is no longer required at Gatwick, then a Local Plan Review will take place in order to assess the appropriate uses for the currently safeguarded area.”

This is also an unsound approach. The requirement in planning terms is not that there must be certainty that safeguarding is no longer required. The requirement is that there is robust evidence to justify such safeguarding.

Gatwick Airport Ltd’s (“GAL”) objection to the Draft Local Plan 2020 states “*that the robustness of Gatwick’s proposal for a second full length, wide spaced, runway at Gatwick is evidenced by the Airport Commission’s report, as is the criticality of further runway capacity*”. Although it is noted that Gatwick Airport Second Runway was one of the shortlisted schemes for further analysis by the Airport Commission (Final Report July 2015), the report concluded as follows:

“Nonetheless, the Commission has unanimously concluded the proposal for a new [North West Runway] at Heathrow Airport, in combination with the significant package of measures to address the environmental and community impacts described below, present the strongest case. It delivers more substantive economic and strategic benefits than any other shortlisted option, strengthening connectivity for passengers and freight users and boosting the productivity of the UK economy and strikes a fair balance between national and local priorities. The Commission’s terms of reference required it to make recommendations designed to maintain



the UK's position as a global hub for aviation. Heathrow expansion is the most likely route to achieving that.” (para 13.3)

The Government supported the Airports Commission conclusions and adopted the ANPS in June 2018. The ANPS confirms that the need for additional runway capacity in the South East will be met by the Heathrow Northwest Runway, and not at Gatwick Airport.

The GAL objection also refers to the Gatwick Airport Masterplan 2019, which states that while GAL are not actively pursuing an additional runway at Gatwick, GAL believe it is in the national interest to continue with this strategy of land safeguarding. There is no evidence to support this statement.

Although the Draft Aviation Strategy notes at paragraph 3.66 that “..it is prudent to continue with safeguarding policy to maintain a supply of land for future national requirements and to ensure that inappropriate developments do not hinder sustainable aviation growth” it goes on to re-state the guidance in the NPPF to “identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice” and that this provides sufficient “guidance for local planning authorities to consider the future.” Therefore, safeguarding must be based on robust evidence at the time of developing local plan rather than safeguarding due to uncertainty.

As confirmed at Paragraph 3.3.5 of the Topic Paper 2 the Council “considered the extent of safeguarding, rather than the principle of it”. However, this is inconsistent with national policy. The principle of safeguarding has to be considered, and it is unsound not to consider this.

The Draft Local Plan 2020 was clear that the Council considered that there was no robust evidence to maintain the Gatwick Airport second runway safeguarding. However, the Draft Local Plan 2021 makes only passing reference to the need for robust evidence and does not confirm that such robust evidence exists for the reinstatement of the second runway safeguarding.

Following the Supreme Court there has been no material change in the planning policy position from the publication of the Draft Local Plan 2020 to that of the Draft Local Plan 2021. Rather the Council have sought to reinterpret the same position to justify reinstating the safeguarding designation – namely the text at Paragraph 3.66 of the Draft Aviation Strategy that it is prudent to continue to safeguard land. Paragraph 10.17 of the Draft Local Plan 2021 states:

“There is not, therefore, any certainty in government policy that land at Gatwick is no longer required to be safeguarded. This means that it is considered land at Gatwick is still required to be safeguarded for a potential future runway, as the Local Plan must be consistent with national policy.”

As identified above, this is an unsound approach to take. The planning requirement is not that there has to be certainty that safeguarding is not required.



The Draft Local Plan 2021 also makes reference to review of the Local Plan “*should changes to national aviation policy allow for the removal of the safeguarding of all the land for Gatwick Airport expansion*” (Paragraph 1.33).

However, both Paragraph 3.66 of the Draft Aviation Strategy and Paragraph 104 of the NPPF are clear that robust evidence is required and this needs to be provided as part of the emerging Local Plan review. For the emerging local plan to be consistent with national policy and found to be sound, robust evidence must be provided as part of this review.

There is no evidence, let alone robust evidence, to support the need for a second runway at Gatwick following the designation of the ANPS, and the Court of Appeal was clear in identifying that a second runway option at Gatwick Airport was not objectively capable of being a solution for meeting the need for additional airport capacity in the South East. Paragraph 93 states the following:

*“Given that a central purpose of the ANPS was to promote the United Kingdom’s status as an “aviation hub”, we see no room for a submission that the Secretary of State acted unlawfully in rejecting the Gatwick second runway scheme on the evidence that it could not fulfil that objective. On the contrary, as we have said, since there was a clear and unassailable finding that expansion at Gatwick “would not enhance, and would consequently threaten, the UK’s global aviation hub status” (paragraph 3.19 of the ANPS), a scheme for the development of a second runway at that airport could not realistically qualify as an “alternative solution” under article 6(4). **In fact, it would be no solution at all.**” (Our emphasis)*

The ANPS and the Court of Appeal judgment make it clear that a second runway at Gatwick is not a solution to the need for further runway capacity in the South East. GAL’s previous objection relies on the Airports Commission report, which pre-dates both the ANPS and the Court of Appeal case, and its evidence as to the criticality of further runway capacity. This is clear and robust evidence that safeguarding is not required.

The draft safeguarding area covers the previously non-safeguarded land. This is based on the Gatwick Airport Masterplan 2019. As we do not consider robust evidence exists for the safeguarding, it should not extend to land which was previously not identified as such, particularly on the basis of on an airport driven masterplan.

The NPPF requires that there is “robust evidence” for such safeguarding and in light of the designation of the ANPS and the Court of Appeal and Supreme Court decisions there is no such robust evidence as previously confirmed by the Council. For the Draft Local Plan 2021 to be found sound Draft Policy GAT2 must be deleted.



Western Relief Road

Draft Policy ST4 continues to provide for the safeguarding for a search corridor for a Crawley Western Link Road linking the A264 with the A23. As the Site is the most sensible location north of Manor Royal to provide much needed employment floorspace, there needs to be a recognition that the new road does not compromise this important site. As such, its location should be dealt with as part of the Draft Local Plan 2021.

4 Conclusions

There is a significant need for employment land in Crawley and as currently drafted the Draft Local Plan 2021 is unsound. The Site is the most appropriate location north of Manor Royal to meet identified need and as such should be included within the Manor Royal boundary. There is no robust evidence for the reinstatement of the Gatwick Airport second runway safeguarding and Draft Policy GAT2 should be deleted.

Yours faithfully

Philip Murphy
Board Director



DOCUMENT 1

Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantities to be reported to the PRC Group.

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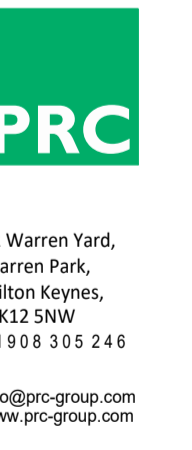
Revisions: _____ Drawn/Chkd: _____ Date: _____



Client:
APIF
ABERDEEN PROPERTY
AUTHORISED INVESTMENT FUND

Project:
HYDEHURST LANE
CRAWLEY

Drawing Title:
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Economic Case for Development: 2021 Update

Baker Land Trust,
Crawley

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1 Introduction

- 1.1 The National Planning Policy Framework (“NPPF”) requires planning policies and decisions to create the conditions in which businesses can invest, expand and adapt. As such, planning policies should “*set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth*”¹. In drafting its revised Local Plan, Crawley Borough Council (“CBC”) must follow these requirements and should take the opportunity to plan for growth. It should take advantage of its excellent labour and locational advantages and, in order to meet its aspirations for sustainability, it should remove the barrier of what the borough itself terms an “uncertain business land supply position”².
- 1.2 This report has been updated since that previously issued (March 2020) as part of the previous Regulation 19 Draft Local Plan consultation (“Draft Local Plan 2020”) to reflect the recent amendments made to the amended Regulation 19 Draft Local Plan (“Draft Local Plan 2021”) and its evidence base (including an update to the economic forecasts in light of the Covid-19 pandemic albeit these have been discounted, with Lichfield’s noting that given the uncertainty the forecasts used ‘do not appear a sensible basis for long-term planning’). An updated evidence base is considered appropriate especially in the context of significant national and international economic shifts driven in part by the Covid -19 pandemic and the UK leaving the European Union.
- 1.3 The Draft Local Plan 2021² identifies a minimum need of 38.7ha of employment land, much of which is planned to come from a site currently also safeguarded for Gatwick Expansion, Gatwick Green. The 38.7 ha of employment land is only 68% of the land needed to meet demand associated with committed housing supply³.
- 1.4 The Draft Local Plan fails to support development on land safeguarded for Gatwick’s expansion, even though the Gatwick Airport 2019 Masterplan (the latest) demonstrates the airport is no longer actively pursuing plans for an additional runway⁴ and there is no robust evidence to maintain the safeguarding as required by the NPPPF.
- 1.5 In committing to employment land in line with the baseline growth scenario (i.e. the bare minimum need) as set out in its Economic Growth Assessment, the Draft Local Plan 2021 fails to meet the requirements of the NPPF. It fails to adequately account for the economic opportunities and risks facing the borough, fails to plan for its full economic potential and therefore fails to positively and proactively plan for sustainable economic growth.
- 1.6 It also risks losing out on significant benefits of sites such that adjacent to Hydehurst Lane (“The Site”) coming forward, including employment, GVA, business rates and construction

¹ MHCLG, 2019. National Planning Policy Framework Paragraphs 80-81

² CBC, 2021. Draft Crawley Borough Local Plan 2021 – 2037 For Submission Publication Consultation: January – February 2021)

³ Lichfields, 2020. Northern West Sussex EGA Focused Update for Crawley: Final Report

⁴ CBC, 2021. Para 10.10

expenditure. The Landowner's aspirations for the Site include up to 800,000 sqft of B1a, B1c, B2 and/or B8 floorspace.

1.7 This Report sets out Crawley's economic context and potential and how the inclusion of sites such as the Barker Trust Land in the Local Plan will deliver local and strategic economic benefits and will be essential to meeting local need and planning policy aspirations.

1.8 The Report is structured as follows:

- **Crawley Today:** sets the economic context for the Site) and Crawley, highlighting the potential for growth, as well as the risks the borough faces from failing to plan adequately for the future.
- **Proposed Development:** sets out the potential for redevelopment at the Site
- **The Benefits of Development:** sets out how delivery of the Site will bring about economic benefits including jobs, business rates and locally generated Gross Value Added (GVA).
- **Conclusions.**

2 Crawley Today

Overview

- 2.1 Crawley has a strong economic track record. Jobs within the borough have increased by 30% over the last 20 years⁵. The borough has access to a highly skilled labour force within its travel to work area, excellent local, national and international travel links and is one of the most productive areas of the country⁶.
- 2.2 Crawley has benefited significantly from Gatwick Airport but the airport does not exert as much of an influence over the local commercial property market as it once did⁷. The Covid-19 pandemic may have accelerated this trend, although it is too soon to infer any long term impacts of Covid on airport related industries. Crawley has successfully diversified its commercial base, driven by firms seeking more affordable rents outside London and by its prime location for internet retailers and domestic logistics including Amazon, DPD and DHL⁸. Crawley has recently witnessed substantial rental growth, which provides a barometer of occupational demand⁹.
- 2.3 Although the borough has many strategic strengths, there are some signs of economic weakness, and in the absence of a proactive plan for growth, these may become a threat to long term prosperity. There is a highly constrained employment land supply in the borough – a large proportion of the most suitable land is currently safeguarded for the expansion of Gatwick Airport. According to real estate advisors, DTRE, very few parcels of new land are being opened up for employment uses¹⁰. Meanwhile the trend of losing employment land to permitted development and housing elsewhere, particularly in metropolitan areas such as Croydon, is expected to continue to exert pressure on those existing holdings in the wider South East – providing a continued opportunity for growth in Crawley¹¹.
- 2.4 Crawley is one of the only cities in the South East to have experienced a decline in productivity between 2015 and 2018 – a time when productivity in Reading, London and Milton Keynes, for example, increased by more than £7,000 of additional GVA per year per worker¹². While Crawley is well connected to a highly skilled workforce, the skills within the borough itself are below the national average and well behind other cities in the South East¹³. At the same time, Crawley has an ageing stock of business space that will not meet the needs of its growing, modernising tenants (such as Amazon) without more investment. The majority of Crawley's stock is more than 20 years old¹⁴.

⁵ Lichfields, 2020. Northern West Sussex EGA Update: Final Report, p.13

⁶ Centre for Cities, 2016. Economic Outlook 2016

⁷ Lichfields, 2020. Northern West Sussex EGA Update: Final Report, Paragraph 7.9

⁸ DTRE, 2021. Market Report.

⁹ DTRE, 2021. Market Report.

¹⁰ DTRE, 2021. Market Report

¹¹ DTRE, 2021. Market Report.

¹² Centre for Cities, Cities Data Tool, 2019

¹³ ONS, 2019. Annual Population Survey 2018

¹⁴ DTRE, 2021. Market Report.

2.5 The Capital to Coast Strategic Economic Plan¹⁵ has set out its 2030 vision to be that:

[its] major urban centres – Brighton & Hove, Croydon and Crawley – will be ranked alongside the most productive places in the UK. Our successful towns will be on a path to greater prosperity, reversing the creeping trend of becoming dormitory towns for London, and building the facilities for growing businesses which bring high quality jobs to local people.

2.6 The evidence shows that positive and proactive planning, particularly in the delivery of employment floorspace, will be critical to achieving this aim and avoid falling productivity because of employment stock that fails to meet modern needs.

The Site

2.7 The Site is situated on Hydehurst Lane in Northgate ward. Part of the Site is currently safeguarded for the potential expansion of Gatwick Airport.

2.8 The Site is bounded by the Manor Royal Business District to the south, which is one of the South East's leading mixed employment hubs and the largest business park in the "Gatwick Diamond"¹⁶. The area to the south of the Site is predominantly employment and hotel space. Overall, 29% of Crawley's employment is located in Manor Royal (28,000 jobs)¹⁷.

2.9 The Site has excellent national and international transport links via Gatwick Airport, the A23 and the M23, and Thameslink rail services.

2.10 It is well positioned to meet the main locational criteria of most Crawley occupiers. It is 4km and 5km from the South and North passenger terminals respectively and 7.4km from the Cargo Terminal. It has easy access to the motorway network with both Junction 9 and 10 of M23 within 6km. Access routes to the motorway are via main roads and through predominantly commercial areas with limited sensitivity from neighbouring uses such as residential¹⁸. If allocated, it has the potential to be some of the nearest new employment land to the airport and Manor Royal, along with Gatwick Green and Rowley Farm.

2.11 Rail access via Three Bridges, Gatwick and Crawley railway stations offers direct links to Central London and Brighton taking less than an hour in each direction, as well as access to areas such as Luton and Reading. Public transport links within Crawley are also good with commuter use higher than in any other area of West Sussex.

2.12 The Site is within easy walking distance of local amenities, in particular County Oak Retail Park, just 500m from the Site. This will be attractive to modern occupiers who are highly conscious of staff wellbeing and being able to offer local shops and services close to work.

¹⁵ Capital to Coast Local Enterprise Partnership, 2018. Strategic Economic Plan. p. 17

¹⁶ The Gatwick Diamond, the cluster of towns in East Surrey and West Sussex surrounding Gatwick airport, has a combined economy of £24 billion and 368,000 jobs (Capital to Coast Local Enterprise Partnership, 2018. Strategic Economic Plan. p. 10)

¹⁷ Lichfields, 2020. Northern West Sussex EGA Update : Final Report, para 3.27

¹⁸ DTRE, 2021. Market Report.

- 2.13 Manor Royal's 240 hectares includes headquarters for Virgin Atlantic, CGG, Thales, Varian Medical Systems, Elekta, Vent-Axia, and Doosan Babcock Energy. The 2014 Northern West Sussex Economic Growth Assessment¹⁹ suggested that the Site was much better than alternative local redevelopment options. The 2020 update to this Assessment emphasises the importance of Manor Royal in terms of quality of offer and concentration of business including large corporate occupiers. However, it also has constraints including a shortage of B2 Use Class space (with supply not meeting demand), and very few new options for either very large (more than 100,000 sqft) or very small-scale industrial stock (less than 10,000 sq ft).
- 2.14 Manor Royal has been a focus of investment in recent years, including speculative investment indicating developer confidence. The Draft Local Plan 2021 states that, "*Manor Royal will remain a focus for business-led economic growth, and is protected and promoted for office and industrial uses, and other employment use*²⁰." It goes on to say that, "*Manor Royal will remain the economic heart of the Gatwick Diamond, and is protected and promoted for business-led economic growth that will build upon its established role and function as the Gatwick Diamond's leading business destination*²¹." However, having largely exhausted current supply, without a comprehensive plan for growth in place, the current land supply constraint "*raises questions regarding where the next strategic development opportunity will come from.*²²"

Economic context

- 2.15 Crawley sits among the most productive and innovative regions in the UK, benefitting from high concentrations of economic activity and access to a highly skilled workforce. It has high workplace wages (in the top 10 of UK cities) and a very high ratio of private to public sector jobs (the highest in the UK). However, its relative level of productivity has fallen in recent years – from 9th most productive City in 2015, and above the national average, to 19th and below the national average in 2018²³ indicating that it is not keeping up with productivity gains elsewhere.
- 2.16 In its Draft Local Plan 2021, Crawley recognises its strength and its regional role stating: "*Crawley's role as the key economic driver for the Coastal to Capital and Gatwick Diamond areas will be protected and enhanced*²⁴."
- 2.17 According to the 2019 Business Register and Employment Survey (BRES), the largest sector in Crawley is transport and storage, accounting for 25% of total employment in the borough. Business administration, accounting for 15% of total employment in Crawley, is the next largest sector. Education and health sectors are underrepresented at about 10% of all employment (compared to 22% across the South East).
- 2.18 Between 2015 to 2019 the manufacturing sector grew by 67% against a backdrop of steady employment growth in the sector nationally. Manufacturing is concentrated mostly in

¹⁹ NLP, 2014. Northern West Sussex Economic Growth Assessment

²⁰ CBC, 2021. para 9.14

²¹ CBC, 2021. Para 9.8.

²² Lichfields, 2020. Northern West Sussex EGA Update : Final Report, p. 103

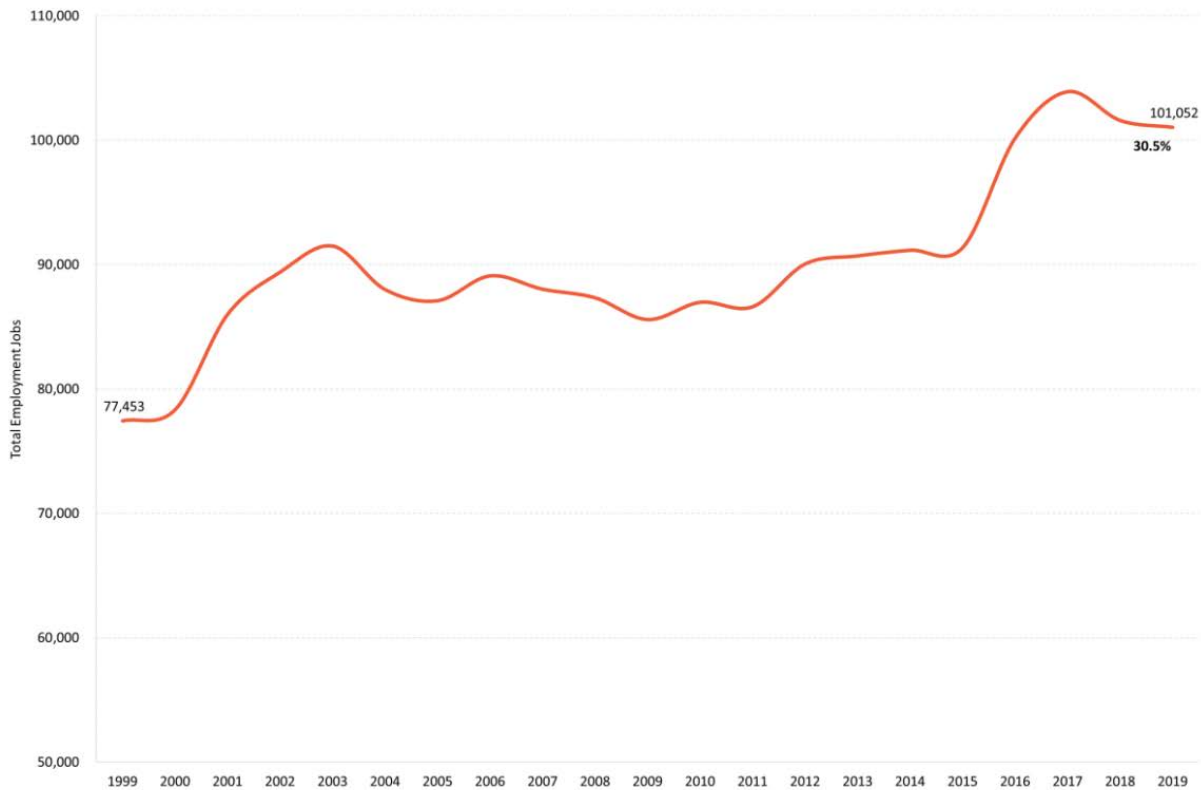
²³ Centre for Cities, 2020. Cities Data Tool

²⁴ Crawley Borough Council, January 2021. Crawley 2035: Draft Crawley Borough Local Plan 2021 – 2037 Policy EC1

computers and electronics. Construction (+53%), Health (+25%) and Transport & storage (+17%) also experienced growth.

2.19 The long-term trend of Crawley’s employment growth is set out in the chart from Lichfields/Oxford Economics below (Figure 1)²⁵. This shows resilience through the 2008 recession and a very strong recovery thereafter. However, growth has tailed off from 2017.

Figure 1: Crawley Total Employment Jobs (1999-2019) taken from The North Western Sussex EGA



Source: Oxford Economics (2018) / Lichfields analysis

Labour Market

2.20 Crawley has a large, highly skilled and well-connected labour catchment area. Its travel to work area (TTWA) includes 600,000 people. A total of 43% of working aged (16-64) residents have Level 4 qualifications or above (degree or equivalent) – the average across the TTWAs in the UK is 34%. Managers, directors, senior officials or in professional occupations²⁶ account for 36% of working aged residents in the TTWA.

2.21 However, the Coast to Capital Local Enterprise Partnership identifies Crawley itself is an area with a relative weakness in skills²⁷. At the last Census, 22% of Crawley residents had a degree or equivalent qualification, compared to 30% across the South East.

²⁵ Lichfields, 2020. Northern West Sussex EGA Update : Final Report, Figure 3.3

²⁶ Annual Population Survey, 2019.

²⁷ Coast to Capital LEP, 2018. Strategic Economic Plan 2018-2030

2.22 Crawley and North West Sussex have very high self-containment rates at 65% and 60% respectively²⁸ (compared to 47% in Berkshire, for example)²⁹, while 40% of all employees in Crawley also live in the borough³⁰. Given the economic pull of London, this shows the potential of the Crawley economy and the potential for growth to benefit local residents. For example, the train links between London and Crawley, Royal Tunbridge Wells or Guildford are broadly similar but the propensity for workers to travel to London is substantially lower in Crawley – at only 9% of workers, compared to 16% from Guildford and 19% from Tunbridge Wells³¹. This means that growth here has the potential to benefit Crawley and Sussex residents. Median wages for both workers and residents are higher than the South East and national averages.

Role of Gatwick

2.23 Gatwick Airport is an integral component of national infrastructure, playing a major role in influencing the character of Crawley and the local area. Pre-pandemic there were 24,000 on-airport jobs with the airport also supporting a substantial number through the wider aviation sector – and indirectly through companies that supply and serve the airport. It is too soon to project any long term change in this resulting from Covid-19. Crawley does benefit from businesses servicing Gatwick Airport, notably Virgin Atlantic, Gate Gourmet (airline catering) and flight simulator occupiers such as Oxford Aviation Academy and CAE. Some spin-off demand will be generated by Gatwick’s continued growth. Expansion of Manor Royal, which is the closest employment hub to the airport is the prime location to ensure this potential is realised.

2.24 However, the role of Gatwick in driving demand for local business space is less important than it once was. This is acknowledged in the Economic Growth Assessment³², as well as reported in local market analysis. Gatwick will continue to grow without an additional runway and Crawley should ensure the maximum benefit of the Gatwick’s growth is realised and retained locally. But demand for employment space in Crawley is expected to be driven by growth in the logistics and industrial occupiers requiring modern floorspace, size and design specifications and who want to be in Crawley for its excellent labour market, clusters and road connections, rather than specifically for Gatwick. Market analysis reports that Crawley is not as dependant on the airport for growth and demand as locations such as Heathrow³³. The Sustainability Appraisal of the Local Plan highlights that, “*The economic structure of the town is moving from one dominated by large scale airport related business to one where professional services are becoming increasingly strong*”³⁴.

2.25 At the same time, the Airport is no longer actively pursuing plans for an additional runway. The current Masterplan is proposing significant growth through the use of its existing runway³⁵.

²⁸ Proportion of working residents that work in the same area

²⁹ Lichfields, 2020. Northern West Sussex EGA Update: Final Report, para 3.33

³⁰ Census 2011. WU01UK - Location of usual residence and place of work by sex

³¹ Census 2011. WU01UK - Location of usual residence and place of work by sex

³² Lichfields, 2020.

³³ DTRE, 2021. Market Report.

³⁴ Crawley Borough Council, January 2021. Draft Sustainability Appraisal / Strategic Environmental Assessment p.6

³⁵ Crawley Borough Council, January 2021. Crawley 2035: Draft Crawley Borough Local Plan 2021 – 2037 para 10.10

2.26 In cases such as these, the NPPF states that planning policies and decisions need to reflect changes in the demand for land. Planning policies:

“[...] should be informed by regular reviews of both the land allocated for development in plans, and of land availability.

“Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan:

*“a) they should, as part of plan updates, **reallocate the land for a more deliverable use that can help to address identified needs** (or, if appropriate, deallocate a site which is undeveloped); and*

b) in the interim, prior to updating the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area” [Emphasis added.]³⁶

2.27 As such, the delay in allowing growth south of the airport is hitting growth prospects by protecting land for which there is no robust evidence to do so and putting a cap on the ability of Manor Royal to respond to any demand than may be generated as a result of either the airport’s planned growth. The failure to commit to the alternative use of this land is against the requirements of the NPPF to reallocate land with no reasonable prospect of use under its current allocation via the revised Local Plan process.

Role of employment land growth in Local Government Finance

2.28 Local authorities will currently retain 50% of the growth of business rates between 2013/14 and 2020/21³⁷. Crawley currently has a net business rates revenue for the financial year 2020-2021 of £5.3m. This makes up 38% of its General Fund Budget over the year.

2.29 The Government is currently trialling policies to allow Local Authorities to retain growth in business rates. Business Rates already play a key role in local government funding in Crawley. The wider roll out of business rates retention policies will both incentivise and increase the importance of local business floorspace growth and having a strong and growing business rates revenue – at both a Crawley and West Sussex level. Development will generate a significant amount of business rates – more detail on this set out in Section 4 of this Report.

³⁶ MHCLG, 2019. National Planning Policy Framework Paragraph 120.

³⁷ Less or including top-slicing, tariffs, top-ups, levies, safety nets and tier splits.

3 Planning for Growth

3.1 The economic vision for Crawley in its Draft Local Plan 2021 is as follows:

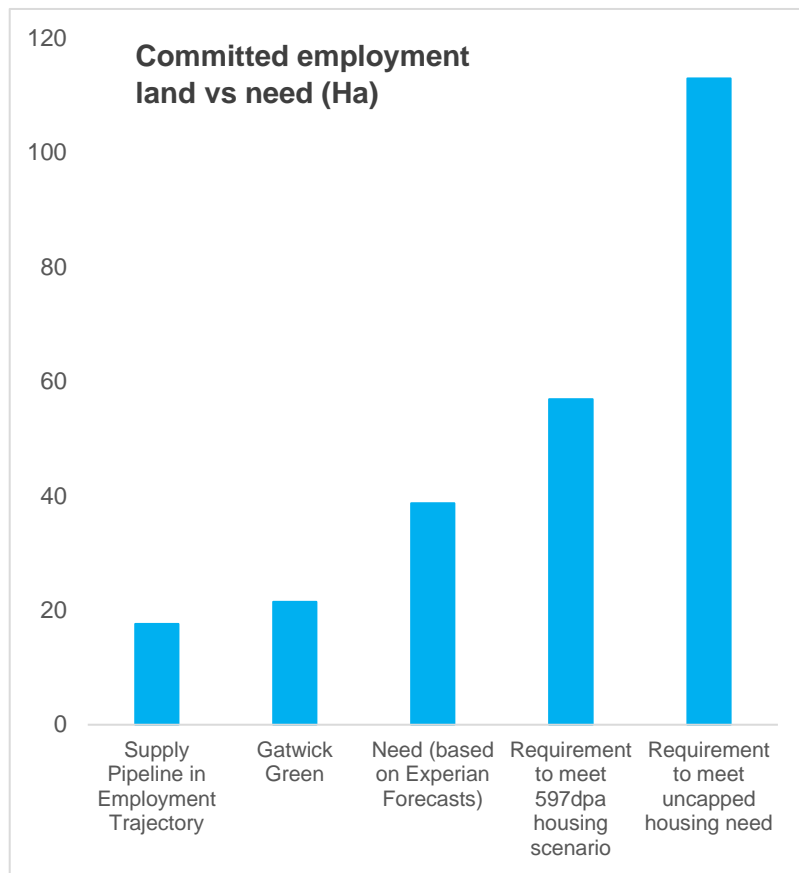
“Crawley will continue to be an economic leader, with a diverse, resilient and productive economy that meets the needs of the borough and supporting the overall prosperity of the region. An environment that supports and encourages new and established businesses to grow and flourish will be developed, and supporting necessary infrastructure, including telecommunications, will be enhanced. [...]

“Crawley will be the first choice of business location for a variety of sectors and both domestic and international markets. Innovation, entrepreneurship and advanced technologies will thrive, and our community will benefit from access to high value, sustainable economic growth. [...]

“Crawley will be a modern, vibrant, healthy and sustainable town that stands proud of its achievements and uses its strengths to reach its potential.”³⁸

3.2 In Draft Policy EC1: The Council has committed to ensuring that all suitable opportunities within the borough are fully explored to allow existing and new businesses to grow and prosper by, among other things:

- Building upon and protecting the established role of Manor Royal as the key business location for Crawley.
- Ensuring that the town’s Main Employment Areas are the focus for sustainable economic growth.



3.3 This is further reiterated in Draft Policy EC3 which states that further development of the Manor Royal estate is prioritised by CBC.

3.4 Despite these firm commitments, only 17.9 ha of employment land supply is identified in the pipeline, less than half of the employment land needed to meet its employment land commitments (38.7 ha), less than a third of the land required to meet demand associated with the potential growth of its labour supply (56.9 ha) and only 16% of the land needed in an

³⁸ Crawley Borough Council, January 2021. Crawley 2035: Draft Crawley Borough Local Plan 2021 – 2037: p.17

uncapped housing need scenario (113 ha)³⁹. The chart to the right shows the extent of the disparity between what Crawley has identified in its Draft Local Plan and what requirements have been identified in its updated Economic Growth Assessment.

- 3.5 Crawley's updated economic forecasts are intended to take account of the potential effects of Covid-19 and the potential economic effects of the exit from the EU, and update the baseline statistics more generally. The main conclusion of this research is that Crawley's economic prospects are potentially weaker than they were, and growth plans should be more conservative.
- 3.6 However, as is to be expected, the updated Economic Growth Assessment acknowledges high levels of uncertainty about the future, and also the need to "plan positively" for growth, despite potentially slower growth forecasts.

Growth Scenarios

- 3.7 The updated Economic Growth Assessment (EGA) identifies three growth scenarios:
1. Baseline Job Growth (Labour Demand based on Oxford Economics and Experian scenarios; 2020 "Covid impact" scenarios)
 2. Past Take-Up
 3. Baseline Labour Supply
 - a) 347 homes per year
 - b) 597 homes per year (if the West of Crawley allocation is included)
- 3.8 The Baseline Job Growth scenarios have been updated from the previous Oxford Economics Forecasts that were "*unlikely to provide an effective, positive basis for planning for local economic growth in Crawley*".⁴⁰ There are four baseline scenarios:
- Oxford Economics (Q4 2018); which have been discounted on the grounds that they are too pessimistic to meet the requirement to "positively plan for" growth.
 - Experian 2018: 14,800 workforce jobs in the Borough over the Local Plan period to 2036, or 871 on average per year and 38.7ha of employment land. This difference is driven in large part by sectoral analysis showing that transport and storage employment will increase significantly over the period (compared to the fall in this employment projected by OE). This forms the basis of the Draft Local Plan targets.
 - Both Experian and OE have provided updated projections to reflect the potential effects of Covid-19. Due to the uncertainty around these forecasts, Lichfields suggests that they "*do not appear to represent a reliable basis for long-term planning given the uncertainty (and therefore significant caveats) associated with them.*" The latest (January 2021) Sustainability Appraisal for the Local Plan

³⁹ Lichfields, 2020. Northern West Sussex EGA Focused Update for Crawley: Final Report, Table 2.8

⁴⁰ Lichfields, 2020. Northern West Sussex EGA Focused Update for Crawley: Final Report, para 2.7

concludes that, “*although the Covid-19 pandemic has impacted on the borough’s aviation-led economy, it is anticipated that Crawley will respond and recover, with significant need for new business land and floorspace identified over the Plan period to 2037*”⁴¹.

3.9 Local evidence of the market impacts of Covid-19 would support this optimism. DTRE (appended to this Report) states that:

- Crawley has recently witnessed substantial rental growth, which provides a barometer of occupational demand.
- Crawley has a strong presence of existing warehouse / industrial occupiers that will continue to generate demand.
- Internet retailing / e-commerce is and will continue to have significant impact on the Crawley market, as it has with other similar towns. More occupiers, both end users and third-party logistics / parcel delivery companies, require ‘last touch’ facilities in close proximity to their customer base. Crawley is already witnessing demand for such facilities. Amazon, DHL, Hermes and DPD have taken ‘traditional’ in the units in Crawley but all require bespoke facilities of c.50,000 – 100,000 sq ft, in the next few years⁴².

3.10 The Past Take-Up scenario identifies the need for a total of 39.6ha of new B-class (equivalent) employment land in the borough. Past delivery rates have already been constrained by the safeguarding of land for Gatwick – and projecting these delivery rates forward is “baking in” this constraint and falsely limiting both future need and future potential, especially when safeguarded land for Gatwick is released.

3.11 The two Labour Supply scenarios are 347 homes per year over the period to 2036 (46% of the standard method figure⁴³) and 597 homes per year if the West of Crawley allocation is included (79% of the standard method figure). The borough heavily relies on this extension taking place if it is to meet housing need. If the West of Crawley extension comes forward (and the borough needs it to) it is estimated that 56.9ha of employment land is needed to maintain commuting patterns.

3.12 Although not detailed as one of the three core scenarios the updated EGA further sets out the employment land needed if CDC meets its ‘uncapped’ housing needs figure (113 ha). Although Crawley is constrained in terms of available housing land too and cannot meet its housing needs within its own boundaries, the local plan commits to meeting its needs in neighbouring boroughs through the duty to co-operate⁴⁴. Balancing growth in population with growth in jobs is part of a strategy for growth to remain sustainable, to retain the economic benefits of growth in the borough and to reduce the negative impacts of increases in commuting. The Local Plan,

⁴¹ CBC, 2021. Sustainability Appraisal / Strategic Environmental Assessment. Non-technical summary para 6

⁴² DTRE, June 2021, PHASE II, Barker Trust Land, Hydehurst Lane, Crawley Market Report.

⁴³ The standard method refers to the ‘standard methodology for assessing housing needs’ which uses a formula to identify the minimum number of homes expected to be planned for, in a way which addresses projected household growth and historic under-supply.

⁴⁴ Crawley Borough Council, January 2021. Crawley 2035: Draft Crawley Borough Local Plan 2021 – 2037 para 1.23-1.29

its Sustainability Appraisal and the NPPF require consideration of sustainable travel patterns as part of the strategy for growth⁴⁵.

3.13 The Draft Local Plan 2021 identifies:

- A minimum of 38.7 ha of need (based on the Experian 2018 forecasts);
- 17.9ha of employment land supply in the pipeline comprised of 8.8ha office land and 8.7ha industrial land; and
- And all of the rest (A minimum of 21.48 ha, over half of the total need) to be delivered on the Gatwick Green Site which is currently also safeguarded for the expansion of Gatwick, to provide surface level car parking.

3.14 All of the housing/labour led scenarios have been discounted as a basis for the Local Plan target indicating that CBC does not intend to attempt to match job growth with housing growth. The Draft Duty to Co-Operate indicates that *“There are, therefore, no unmet employment needs arising from Crawley⁴⁶.”*

3.15 Crawley will not and cannot meet its housing needs within its own boundaries and these will need to be met in neighbouring boroughs, but no adjustment or commitment has been made in these neighbouring boroughs to contribute to meeting the employment needs for the housing-led scenarios or modelling the detrimental impact commuting patterns, transport and sustainability aspirations that could result.

Potential effects of undersupply

3.16 The importance of sustainable economic growth is at the core of the NPPF. Planning policies should help to build a strong and competitive economy by ensuring that the right type of land is readily available in the right areas to support innovation and improved productivity⁴⁷.

3.17 The NPPF also emphasises the importance of creating conditions in which businesses can invest and thrive, allowing respective areas to build on strengths and counter weaknesses, stating that any planning policy should present a clear economic vision which encourages growth and takes local industrial strategies, and economic development and regeneration policy into account.

3.18 Manor Royal is a major contributor to the Crawley and West Sussex Economies, employing more people than on-airport jobs at Gatwick (c 28,000 vs 24,000⁴⁸). It is central to the future economic prosperity of the borough – and this is heavily emphasised in both the Economic Growth Assessment and the Draft Local Plan. The Local Plan states that, *“Manor Royal will be seen as a premier business park, attracting sustained business investment that will deliver high value employment and higher levels of productivity and economic growth⁴⁹.”* The

⁴⁵ MHCLG, 2019. National Planning Policy Framework, Para 102-103; CBC, 2020. Draft Local Plan 2020-2035 chapter ST1; CBC, 2020. Sustainability Appraisal / Strategic Environmental Assessment Draft Report For The Submission Local Plan, p116

⁴⁶ CBC, 2021. Local Plan Review Crawley 2021 – 2037: Draft Duty to Cooperate Statement

⁴⁷ MHCLG, 2019. National Planning Policy Framework. Section 6.

⁴⁸ Lichfields, 2020. Northern West Sussex EGA Update : Final Report, para 3.27

⁴⁹ Crawley Borough Council, November 2020. Crawley 2035: Draft Crawley Borough Local Plan 2021 – 2037: Crawley Vision page 17

continuing constraint on its growth and the uncertainty about how and when this constraint will be removed poses a significant threat to the sustainable growth of this employment area and the borough economy.

- 3.19 The 2018-2031 Mid Sussex Economic Development Strategy also reiterates the need for the Crawley/Gatwick area to be the main focus for economic development, due to the current concentration of demand and the strength of the area as a business location, which would largely contribute to strategic employment growth⁵⁰.
- 3.20 The Council's commitments in its Draft Local Plan 2021 do not live up to the emphasis that has been placed on Manor Royal at a local and strategic level, nor the importance of proactively planning for growth and economic sustainability that the NPPF requires.
- 3.21 Crawley fails to plan for employment land that would support even its much more modest housing growth forecast including the West of Crawley extension. Taking into account that extension (on which the Borough heavily relies to meet housing need), employment land needs would be 56.9ha as a minimum rather than 38.7ha identified by the Council.
- 3.22 Therefore, the full objectively assessed need (having regard to the duty to cooperate) is not provided for in the emerging plan and is not consistent with the requirements of the NPPF.

⁵⁰ Mid Sussex Borough Council 2018. Mid Sussex Economic Development Strategy 2018-2031. p.11

4 Opportunity at the Site

4.1 The Landowner's aspirations for the Site are for between 700,000 sqft and 800,000 sqft of B1a, B1c, B2 and/or B8 uses. Market Analysts DTRE have prepared an assessment of the potential market and demand for development on this scale at this location, especially for large scale, modern properties. They report that Crawley and wider South London/M25 is suffering from a shortage of employment land. The Site provides the opportunity to release a significant single land holding (both in scale and type).

Potential Scale

4.2 The nearest available sites that could accommodate a single facility in excess of 100,000 sq ft are as follows (with distances from Crawley): -

- Prologis Park Beddington, Croydon - 23 miles
- Prologis Park, Weybridge - 32 miles
- Panattoni Park, Aylesford - 40 miles
- Nowhurst Business Park, Horsham - 10 miles

4.3 With the exception of Horsham, these opportunities will serve alternative markets – so there are no other current sites of this scale available in the right location to meet needs in Crawley and its catchment. The location and connectivity of the Horsham site is relatively poor in comparison – almost 10 miles from the M23.

4.4 The Site's scale sets it apart. It provides the opportunity to attract larger occupiers to the area and to allow existing operators with significant growth potential to stay in the area – in particular the booming growth industries of online retailing logistics. Crawley currently only offers a handful of units larger than 100,000 sq ft. The scale of the land holding will provide the town with a viable option to attract a larger Regional Distribution Centre (RDC) that can serve the Southern M25/ Home Counties/ South London area. This would represent a new offer for the borough, one that makes the most of its assets and location.

4.5 The scale of the Site also allows the opportunity to effectively masterplan and phase development to provide a range of unit sizes and typologies which could then satisfy a range of business needs and be responsive over time. There is the option for a mixture of speculative and built-to-suit solutions that may require bespoke elements. For example, DPD, Amazon and DHL all ideally require low-site density facilities that provide additional yard and car/van parking provisions. Larger facilities (alongside the potential for smaller units as well) will complement the existing Crawley stock.

Development type

4.6 Crawley has a strong presence of existing warehouse and industrial occupiers that will, over time, generate demand for occupation as they expand or require more modern facilities. DTRE reports that the majority of Crawley accommodation is 20 or 30 years old. Modern day

operations have changed, and most businesses require improved, more efficient facilities that are able to accommodate the needs of modern logistics or manufacturing operations. Unit design therefore continues to evolve to accommodate occupiers' requirements and, especially if the market is focussed on logistics (which is experiencing very rapid levels of change and innovation), investment is continually required to keep the property offer up to standard.

- 4.7 The improvements in unit design and specification primarily relate to better yard and circulation areas, increased eave height and improved loading doors provisions. Increased height and cubic capacity are particularly pertinent. More occupiers are looking for properties that can accommodate either high level racking systems or mezzanine floors, ensuring the units are as cost effective as possible⁵¹. Warehouse and logistics operations now often require an innovative mix of office, administrative and customer services space alongside more traditional warehousing space which can have a big impact on design requirements and specification⁵².
- 4.8 Demand for warehouse accommodation is strong in Crawley, driven by excellent communication links and businesses need to service the immediate area and wider Southern Home Counties and South London. Demand is being driven by the changes in retail patterns and the continued move towards internet retailing, with the design and scale requirements associated with it. DTRE considers the Site would be very well suited to the warehouse and industrial market and would be of significant interest to business looking to locate in the area as well as existing companies looking to upgrade their accommodation.
- 4.9 The warehouse / industrial market is suffering from a shortfall in available land. This is particularly acute in the South London / M25 area as well as well-connected locations in the Southern Home Counties. The price and space pressures on industrial/warehousing land within the M25 have not factored into Crawley's projections as a significant opportunity for growth.

⁵¹ DTRE, 2021. Market Report.

⁵² Prologis, 2015. Distribution Warehouses Deliver More Jobs

5 Economic Benefits of the Development

Direct Jobs

- 5.1 The Site could accommodate between 700,000 to 800,000 sqft of flexible employment floorspace. This could be delivered as office, light industrial or industrial manufacturing floorspace as well as storage & distribution functions, reflecting Class E(g)(i)/(iii)/B2/B8 Use Classes.
- 5.2 Based on minimum and maximum employment densities as defined by the Homes and Communities Employment Densities Guide (2015), the Site could potentially support 840 jobs to 5,000 jobs.
- 5.3 This range is down to the flexibility in the level of floorspace that could come forward and the way the floorspace is occupied. The employment uses that could come forward at the Site vary in how they are occupied by employees based on the activity taking place. Offices are much more densely occupied (an average of 12 sqm NIA per employee) than other B class uses. Storage and distribution uses, however, dedicate a large proportion of space to storing materials with employees taking on more active roles across the site (an average of 77 sqm GEA per employee). Light industrial uses have a wide range, that falls between the two.
- 5.4 The range of jobs presented reflects a minimum and maximum scenario. The minimum scenario is based on the proposed 700,000 sqft being entirely occupied by B8 uses. The maximum arises from the larger proposed floorspace (800,000 sqft) being entirely occupied by Class E(g)(i) uses. It is most likely that any development delivered here would have a mix of these employment uses and therefore a full Class E(g)(i) or B8 scenario may be unlikely, however the full range is considered here for robustness.
- 5.5 A full breakdown of the employment accommodated by each use class for the two floorspaces proposed is outlined in the table below. Bolded figures reflect the minimum and maximum scenarios as outlined above.

Use Class	Jobs accommodated across 700,000 sqft	Jobs accommodated across 800,000 sqft
Class E(g)(i)	4,375	5,000 (maximum scenario)
Class Eg(iii)	1,115	1,275
B2	1,715	1,960
B8	845 (minimum scenario)	965

Making the most of existing infrastructure

5.6 The Site is already highly accessible by car and by public transport, with a high rate of employees using buses to access Manor Royal. Continued expansion here makes the best use of existing infrastructure and planned investment. In September 2017, Crawley was granted a substantial Local Growth Investment by the Coast to Capital Local Enterprise Partnership. This is to deliver:

“Sustainable transport infrastructure and highway upgrades planned to boost overall transport capacity and enable a significant shift from car usage to bus, rail, cycling and walking alternatives. In addition, connectivity enhancements at the major railway station of Crawley, Three Bridges and Gatwick will greatly facilitate commuter access to Manor Royal and the town centre via sustainable transport connections.

“Crawley town centre and Manor Royal will be transformed to upgrade the quality of both the living and business environment to attract higher quality new jobs and homes. It will also be a catalyst for significant new Grade A commercial office space in the town centre’s ‘Eastern Gateway’ and for a new business and jobs growth hub⁵³”.

5.7 Maximising growth potential at Manor Royal will maximise the return on investment of these initiatives – and continued limits on the growth of Manor Royal will mean that the full potential of this investment will be a missed opportunity.

Gross Value Added

5.8 Employees would also generate economic output or gross value added (GVA). GVA is the value generated in the economy by economic activity – e.g. industrial activity.

5.9 GVA associated with Class E(g) jobs is based on GVA per workforce job estimates by region. The range of employees estimated to be accommodated on-site could make an economic contribution in terms of GVA of £43.5 million to £258.2 million per year (depending on how the floorspace is occupied)⁵⁴.

Business Rates

5.10 As set out above, payment of business rates provides critical revenue to the Crawley every year. Business rates are a tax on non-domestic properties. Rates are levied on business properties based on their rateable value and the national multiplier. The amount payable may then be subject to several reliefs or exemptions. Crawley retains a proportion of its Business Rates – with the remainder going to West Sussex County Council and central Government. Business rates retention policies will allow this revenue to be used for strategic expenditure, such as 5G and broadband connectivity.

5.11 Rateable values, which form the basis of Business Rates payable, vary by property use and location. A detailed analysis of the average rateable values for industrial and warehouse

⁵³ Coast to Capital LEP, 2017. <https://www.coast2capital.org.uk/media-centre/press-releases/coast-to-capital-agrees-14-64-million-for-significant-crawley-regeneration-programme.html> (accessed: 24.02.20)

⁵⁴ Calculated based on GLA Economics GVA per Workforce by Region 1997-2015 (2017) – GVA per head in relevant occupations in the South East

floorspace as well as office floorspace has been used to estimate the potential rateable value of the proposed B class floorspace.

- 5.12 Business Rates for the Site could be between £25 million and £60 million annually depending on how the floorspace is occupied.

Construction Activity

- 5.13 The development of the Site would generate employment within the construction sector. The Construction Industry Training Board (CITB) Labour Forecasting Tool⁵⁵ provides an estimate of how many person-days would be generated as a result of the construction cost and projected duration by assessing the output of each occupation and trade within the construction sector. This figure has been used to estimate the quantum of construction employment (Full Time-Equivalent [FTE] jobs) generated by the development of the Site.
- 5.14 Given the flexibility of the proposed uses on-site the level of construction workforce appears as a range. This is due to the type of buildings required for the various uses proposed which would require a different workforce and construction programme to deliver.
- 5.15 It is estimated that there would be an average of 140 FTE to 570 FTE roles within the sector over the duration of an estimated construction period of 18 months to 24 months.

Capitalising on economic opportunities

- 5.16 As set out above, The Manor Royal Business Park is recognised as one of the South East's leading mixed activity employment hubs and is the largest business park in the Gatwick Diamond area.
- 5.17 DTRE reports that, since 2001, London has reduced its stock of employment land by more than 1,310 hectares of industrial land, mostly for housing redevelopment. A significant proportion of employment land is projected to be redeveloped in Croydon and rental pressures are also pushing demand outwards. Given the direct transport links with Crawley, this is expected to have an impact on the local market with increased demand coming from South London.
- 5.18 It is also anticipated that some of the key local tenants (Amazon, DHL) will be seeking to expand locally within the Plan Period. CBC is not currently putting in place the planning policies that will ensure this growth and opportunity is captured locally.
- 5.19 Release of this Site will allow Crawley to diversify and modernise its offer, keep rents competitive by expanding supply and maintain its strong performance in current thriving sectors such as retail logistics, manufacturing and aviation.

⁵⁵ Construction Industry Training Board (CITB). Labour Forecasting Tool (Accessed online by subscription: www.labourforecastingtool.com)

6 Conclusion

- 6.1 CBC has committed to sustainable economic growth and prosperity for its residents and its businesses. Although the updated evidence base to reflect the changing economic environment is welcome the Draft Local Plan 2021 still fails to secure the amount of employment land that its evidence base indicates will be required to achieve this. Over half of the allocated employment land is located on one site that is currently also safeguarded for Gatwick Airport's second runway. Its employment land strategy fails to take account of any of the housing-led scenarios for growth, even though it commits its neighbours to supporting the delivery of that growth through the Duty to Co-Operate.
- 6.2 In constraining its employment land commitments to this extent the borough is creating uncertainty in the local market for employment which is likely to affect both the prices of existing stock and the investor confidence in planning for new sites.
- 6.3 Crawley has a strong economic foundation and its own evidence base as well as market intelligence demonstrates it has substantial potential for continued expansion into key growth sectors such retailing logistics, as well as to capture continued growth associated with Gatwick. However, its stock is ageing and size ranges (including very large and very small sites) are currently limited compared to demand. Large sites (or more than 100,000 sqft) in particular are not currently available to meet potential needs.
- 6.4 Crawley should, in order to meet its own aspirations as well as the requirements of National planning policy, be proactively and positively planning for growth. Releasing land from safeguarding in line with Gatwick's latest 2019 Masterplan which does not include an additional runway, is an important step to meeting the borough's growth needs. The Site has the potential to bring forward employment land at the scale, type and location that is necessary to meet the borough's demand associated with the growth of its labour supply (i.e. 56.9 ha). Therefore, it should be placed as a high priority site for development and this should be reflected in the Local Plan.

Appendix 1: DTRE Market Report 2021

BARKER TRUST LAND, HYDEHURST LANE, CRAWLEY

Prepared on behalf of Aberdeen Standard
By Dowley Turner Real Estate LLP

18 June 2021

Private and Confidential



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1. Market Overview

1.1. National

The global pandemic has had a significant impact on the UK economy. GDP in January '21 was approximately 12.5% below the level recorded 12 months prior. The pandemic has resulted a seismic shift towards internet retailing as well as highlighting the importance of supply chains. The resulting conditions had a significant benefit on the warehouse / logistics market. Occupier take-up was c.45 million sq ft in 2020, an increase of 63% year-on-year and the strongest year for occupational take-up since our records began.

Online retailers and particularly Amazon were the most dominant accounting for nearly 40% of total demand, however it was not just Amazon and the e-commerce operators who acquired space. The traditional grocers/supermarkets were also active, driven in large part by the increasing in demand from the pandemic. Indeed, Tesco, Asda, Waitrose, Lidl and Aldi took close to 3m sq ft on new leases in 2020 (i.e excluding re-occupation/grey space), which although equates to less than one-third of the space Amazon took alone, it is the most space the traditional food retailers have taken in over 9 years. None-traditional food retailers such as Ocado, Hello Fresh and Gousto, also all acquired additional facilities. Logistics companies were also acquisitive accounting for 33% of all activity. The Weerts Group, Clipper, DHL, Whistl and Hermes all made long term commitments as re-intensified Covid restrictions brought about an increase in demand for home delivery and galvanised decision making to invest in logistics networks.

Whilst retailers and logistics operators have been acquisitive, manufacturers accounted for 17.5% of occupier demand in 2020 which is low by the sector's standards and despite JLR's near 3 million sq ft pre-let at IM Properties' Appleby Magna scheme. Some of the manufacturing activity recorded in the last three months of 2020 was Covid-related (Pfizer bought land for development in Havant and PPE manufacturer Ramfoam committed to space in Tividale), but the majority was home or construction related. This includes home building specialists such as Taylor Wimpey and M-AR, and manufacturers related to homes, such as windows, furniture and white goods.

In terms of the type of accommodation being acquired, it was the take-up of both speculatively built units and purpose built pre-lets continued to drive demand. In Q4 2020, new build space and pre-lets accounted for 72% of all activity. Occupiers invested heavily in new facilities to help sustain long term growth and future proof their supply chains. Consequently, the proportion new build accommodation available reduced by close to 15%. The most active occupiers in Q4 had specific requirements in terms of building location, specification, and power and fibre availability. This fed through into increased, concentrated activity for the best product. For the up-and-built second hand and speculatively built buildings occupied in Q4, many occupiers sought early occupation to help manage sustained peak levels of demand.

Another trend being witnessed is the shift in demand towards larger scale facilities. The market witnessed 25 transactions in excess of ½million sq ft.

The overall level of supply across the UK dropped through 2020 as new speculative development failed to keep up with demand. Supply of modern distribution units over 100,000 sq ft across the country is now at a critical low – with now less than 29 million sq ft available after a surge of demand in Q4 for available stock.

There is currently 6.5m sq ft of speculative units under construction across the UK but that is one-third less than the overall demand seen for speculative units last year.

1.2. London & the South East

The region also paints a very positive picture, with take-up of 8.26m sq ft being recorded, c.21% ahead of the five-year average. Of that take-up c.87% was new build highlighting the demand from occupiers for better quality accommodation.

Approximately two thirds of transactions were for units of between 100,000 – 200,000 sq ft and the average building size now reflects 285,000 sq ft.

1.3. Crawley

According to Co-Star figures the Crawley industrial / warehouse market has accommodation totalling approximately 6.9m sq ft.

Average take-up over the previous five years (2016-2020) was c.192,600 sq ft per annum. These figures are off the backdrop of the area having very limited land holdings that can accommodate larger scale facilities, i.e. in excess of 100,000 sq ft. St Modwen Park, Gatwick, a 10-acre site and the first opportunity that has been able to satisfy larger scale facilities, secured a 100,000 sq ft warehouse pre-let with Gatwick Airport.

There have been other notable transactions on recently speculatively developed accommodation in Crawley, as follows: -

- Unit 5, North Gatwick Gateway - A new build c.41,500 sq ft was let to Amazon as a support facility for their other locally based facilities.
- Unit 2, Space Gatwick – The new build, detached, 47,398 sq ft let to Yusen Logistics.

Demand for Crawley warehouse accommodation is generated by several sources: -

- Communication links, M23 and M25
- Access and ability to service southern Home Counties and South London
- Critical mass of existing businesses
- Gatwick Airport

Increased demand is being witnessed from occupiers currently based within Greater London. Since 2001 London has lost more than 1,310 hectares (3,237 acres) of industrial land, mostly for housing redevelopment. The loss was most significant during the period 2010-2015, when c.40% occurred. In 2015 the southern sub-region had 1,202 ha of industrial land, however since 2006, the South of London region, inc Croydon, has lost 7% of its industrial land. The southern region, on current trends is forecasted to lose another 23 hectares (57 acres) by 2041. A significant proportion is due to be lost from Croydon Borough and given the direct transport links with Crawley this is likely to have an impact on the local market. We anticipate the market will continue to witness increased demand from businesses currently based in South London due to the loss of employment land and accommodation.

Additional demand from South London is being generated by the increase in occupational costs, in particular rents. New build accommodation in Croydon is attracting rents of c.£16-17 psf, exc, consequently Crawley has been viewed as a more cost-effective location.

We anticipate the trend of losing employment land, particularly in metropolitan areas, will continue to exert pressure on those existing holdings. Very few parcels of 'new' land are being opened up for employment uses. Most new schemes represent a redevelopment / upgrade of older, tired, obsolete employment stock, no longer suitable for modern occupiers' requirements. The consequence is these have minimal impact on the total supply of accommodation. We consider being able to promote 'new' land such as the subject site will assist in redressing the loss of employment land and release some of pressure on the supply of existing land and buildings.

Internet retailing / e-commerce is and will continue to have significant impact on the Crawley market, as it has with other similar towns. More occupiers, both end users and third-party logistics / parcel delivery companies, require 'last touch' facilities in close proximity to their customer base. Crawley is already witnessing demand for such facilities. Amazon, DHL, Hermes and DPD have taken 'traditional' in the units in Crawley but all require bespoke facilities of c.50,000 – 100,000 sq ft, in the next few years.

Crawley has a strong presence of existing warehouse / industrial occupiers that will continue to generate demand. This demand can be created by either a businesses' need to up or down-size, or because they require to upgrade / modernise their facilities. The majority of Crawley accommodation is over 20 / 30 years old. Modern day operations have developed and most businesses require improved, more efficient facilities. Unit design has therefore evolved to accommodate occupiers' requirements. The improvements in unit design / specification primarily relate to improved yard / circulation areas, increased eaves height and increased loading doors provisions. Increased eaves heights and a unit's cubic capacity is particularly pertinent given the increase in occupational costs. More occupiers are looking towards properties that can accommodate either high level racking systems or mezzanine floors, improving a units' cost effectiveness.

Crawley benefits from businesses servicing Gatwick Airport, notably Virgin Atlantic, Gate Gourmet (airline catering) and flight simulator occupiers such as Oxford Aviation Academy and CAE. Whilst Gatwick Airport is the UK's second busiest airport, handling over 46m passengers last year, in relation to cargo volumes it only the UK's 4th busiest, behind Heathrow, East Midlands and Stansted airports. Many of the cargo / freight operators base themselves at Heathrow and trunk goods to Gatwick via the road network. Crawley therefore isn't a dependant on the airport as locations such as Heathrow. The aviation sector has suffered greatly during the pandemic, which has had a detrimental impact on occupational demand. We anticipate however this will return as travel restrictions loosen.

At the end of 2020, vacancy reflected 510,000 sq ft, which represents approx. 7% of the areas total stock. Vacancy levels have increased recently given the effects of the pandemic on aviation related demand and the speculative development undertaken during 2019, which witnessed the completion of three schemes that provide approximately ¼ million sq ft of accommodation. All of the eight units developed targeted a similar sector of the market, as they were between c.20,000 – 50,000 sq ft.

No new build accommodation was delivered during 2020 and there is only one project, St Modwen Park, Gatwick scheduled for completion in 2021 and that only provides a single unit of 64,752 sq ft, which will be the largest unit available in Crawley. The unit is already under offer to DHL for a parcel delivery operation. This will reduce the level of supply.

There are some new build projects in the development pipeline which should provide new build accommodation in early / mid 2022.

- Arrow Point, Manor Royal
Detailed planning has recently been achieved on the c.3.8 acre site for a two-unit scheme, 17,609 and 63,342 sq ft, totalling 80,951 sq ft. Speculatively development is taking place and the units will be ready for occupation in early '22.
- G-Park, Napier Way
The 7.7acre site has recently been purchased by GLP. GLP have submitted a detailed planning application for a three-unit scheme that will total approximately 158,000 sq ft and provide units of c.26,000, 44,000 and 87,000 sq ft. If speculatively built the scheme would be ready for occupation in mid '22.
- The Base, Fleming Way
The c.10.5 acre site is being brought forward as a speculative development and will provide two units of c.88,708 and 147,039 sq ft which will be ready for occupation in Q3 '22. The scheme represents the largest scale development for a considerable time in the town.

Crawley has recently witnessed substantial rental growth, which provides a barometer of occupational demand. In 2016 Baker & Stonehouse acquired Gatwick 55 a new building detached warehouse / industrial unit of 55,000 sq ft and paid a rent of £10.50 psf, exc. Baker & Stonehouse relocated from south London. In September '20 Amazon acquired 41,500 sq ft at North Gatwick Gateway at £15.65 psf, exc, albeit this

reflected a three-year lease commitment. New build rents do however now reflect low £14's psf, exc which demonstrates a c.35% increase over approximately 4 years.

The spike in rents, together with the supply levels, may have contributed a slightly longer than expect letting void at recent developments. Locally based occupiers haven't previously witnessed the current rental levels and it has taken an extended period of time for these to be accepted as the market level / norm by the

Crawley based occupiers. This is however changing as demonstrated by Amazon, Brymec and MEL Components all committing to new build units at rents of at least £13.75 psf, exc.

2. Subject Site

2.1 Scale

The Crawley and wider South London / M25 is suffering from a shortage of employment land. The subject site provides an opportunity to release a single holding that could create c.700,000 – 800,000 sq ft of new accommodation, but significantly could accommodate larger scale facilities, i.e.in excess of 100,000 sq ft. Outside of The Base development on Manor Royal, the nearest sites that can accommodate a single facility in excess of 100,000 sq ft is as follows: -

Scheme		Distance from Crawley
Prologis Park Beddington, Croydon	-	23 miles
Prologis Park, Weybridge	-	32 miles
Panattoni Park, Aylesford	-	40 miles
Nowhurst Business Park, Horsham	-	10 miles

With the exception of Horsham, these opportunities are situated in different areas and will be servicing alternative markets. The location of the Horsham site is inferior, it's position is somewhat remote, it is almost 10 miles from the M23 and the distance from Gatwick means it is unlikely to support an airport related operation.

The site's scale has significance. It provides the opportunity to attract larger occupiers to the area. Crawley only currently supports only a handful of units larger than 100,000 sq ft. The scale of the land holding will provide the town a viable option to attract a larger RDC (Regional Distribution Centre) that can service the Southern M25, Home Counties and South London. Providing this opportunity would attract new operations to the town and would generate new employment. Being able to accommodate larger facilities will complement the existing Crawley stock.

Given the overall size of the Crawley market and the average take-up figures we expect the subject site will be developed in phases. We anticipate the scheme will initially provide an element of speculatively development, with the remainder will be promoted for larger, build to suit facilities that may require bespoke elements. For example, DPD, Amazon, Hermes and DHL all ideally require low-site density facilities that provide additional yard and car / van parking provisions. Further phases of speculative development will be shaped by the initial successes achieved on a speculative or pre-let basis.

2.2 Location / Situation

The site is situated on the edge of Crawley's main employment zone, Manor Royal Business Park. The Park is home to the majority of the town's warehouse / industrial properties and subsequently businesses. Notable occupiers include Royal Mail (regional sorting hub), Tesco (home delivery facility), Thales, and Caterham.

The site's is well positioned to meet the main locational criteria for the majority of Crawley occupiers. It benefits from close proximity to Gatwick Airport, c.2.5 and c.3.2miles from the South and North passenger terminals and c.4.6miles from the Cargo Terminal. It also has easy access to the motorway network with the M23 at junctions 10 and 9, being within 2.8 and 4.6 miles respectively. It would be the nearest employment land released to the airport. Access routes to the motorway is via main roads and commercial areas.

The site is within easy walking distance of local amenities, in particular County Oak Retail Park, which is approximately 0.6 miles from the site. This will be attractive to occupiers who are conscious of staff wellbeing and being able to offer amenity within close proximity.

3. Requirements

We are currently aware of the following active industrial / warehouse requirements in the Crawley market:

- DHL Trade Team – 100,000 sq ft - Requirement with a large yard area for external storage
- DHL Express – 50-100,000 sq ft – 'Last mile' delivery depot
- DHL Parcels – 50-60,000 sq ft – Parcel delivery depot, under offer at St Modwen Park, Gatwick
- Amazon – 100,0000 sq ft – Last mile delivery depot
- Creative Technology – 100,000 sq ft - New HQ facility. Based in Crawley & Horsham, want to remain in the area.
- Hermes – 70-80,000 sq ft - Low site density parcel delivery company.
- Nyetimber – 80-150,000 sq ft - Drinks' distribution facility.
- DPD – 60,000 sq ft - Low site density parcel delivery facility. Have two current requirements, one for Crawley and a south London / M25 area which they are struggling to satisfy.
- Restore – 80-100,000 sq ft - Based in 4 units in Redhill, want to relocate operation into a single facility.
- Trenchard Aviation – 50,000 sq ft - Have facilities in Crawley and Worthing and looking to house in a single facility.

The is not an exhaustive list, but it does demonstrate close to 1m sq ft of demand. It focuses on larger scale requirements where build to suit solutions maybe considered.

Acro Aircraft Seating, a Crawley based business, previously had a requirement for c.100,000 sq ft. They required an existing facility, but due to the lack of options in Crawley they eventually satisfied their requirement by acquiring c.96,000 sq ft in Crick, Northamptonshire.

4. Conclusion

The warehouse / industrial market is suffering from a shortfall in available land. This is particularly acute in the South London / M25 area as well as well-connected locations in the Southern Home Counties.

Demand for warehouse accommodation is strong in Crawley, driven by excellent communication links and businesses need to service the immediate area and wider Southern Home Counties and South London. Demand is also being driven by the changes in retail patterns and the continued move towards internet retailing. Crawley also has the added benefit of being the major employment hub on the Southern M25, complimented by the existence of Gatwick Airport which has created a critical mass of occupiers.

The site has excellent characteristics to be brought forward as an employment scheme, being situated on the edge of Manor Royal Business Park and benefiting from excellent links to the motorway network and Gatwick Airport. The scale of opportunity will also provide an opportunity to create larger scale unit that will complement the existing Crawley stock.

We consider the site would be very well received by warehouse / industrial market and would be of significant interest to businesses looking to locate in the area, as well as existing companies looking to upgrade their current accommodation.



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DOCUMENT 3



Draft Crawley Local Plan 2021 – 2037,
Submission Consultation
Policy EC4: Strategic Employment Location

Transport Appraisal

For

Aberdeen Standard Investments, in
partnership with the Barker Trust

Document Control Sheet

Draft Crawley Local Plan 2021 – 2037, Submission Consultation

Policy EC4: Strategic Employment Location

Aberdeen Standard Investments, in partnership with the Barker Trust

This document has been issued and amended as follows:

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1.0 Introduction

Preamble

- 1.1 This report has been prepared on behalf of Aberdeen Standard Investments, in partnership with the Barker Trust (the Landowners) and considers transport matters relating to the proposed allocation of land at Gatwick Green in the Draft Crawley Local Plan 2021 – 2037, Submission Consultation (DCLP).
- 1.2 The allocation of land at Gatwick Green ('Gatwick Green') is proposed through policy EC4 which anticipates, inter alia, a development comprising:
- a. provide as a minimum 24.1ha new industrial land, predominantly for B8 storage and distribution use, demonstrating through appropriate evidence the justification for any further industrial floorspace beyond this amount;*
- b. justify any limited complementary ancillary uses such as office floorspace, small-scale convenience retail and small-scale leisure facilities that would support the principal industrial-led storage and distribution function.*
- 1.3 Development at Gatwick Green is being promoted by the Wilky Group and representations setting out the proposals are already submitted as part of the DCLP process.

Alternative Employment Locations

- 1.4 As an alternative to locating new industrial development at Gatwick Green, suitable and deliverable land is available for employment development by extending the established Manor Royal area, to the north of Hydehurst Lane (the 'Manor Royal Extension'). This land, being promoted by the Landowner, could accommodate circa 74,000sqm of new employment development and its location is shown on the plan provided at **Appendix A**.
- 1.5 This report assesses the relationship of the Manor Royal Extension to the established walking, cycling, public transport and highway environment serving Manor Royal.

Documents

- 1.6 The primary source of evidence supporting the DCLP is the *Crawley Transport Study, Transport Study of Strategic Development Options and Sustainable Transport Measures, Draft Crawley Local Plan 2021 – 2037 Revision B*, which is prepared by Stantec UK Limited on behalf of Crawley Borough Council ('the Council') and dated 12th May 2021 ('the Transport Study').
- 1.7 Reference is also made to the *Gatwick Green, Gatwick, Transport Strategy* prepared by i-Transport on behalf of the Wilky Group ('the Wilky Transport Study') dated Date: 02 March 2020

General Matters

- 1.8 The Transport Study was issued in its current, final format on 12th May 2021. This is 4 months after the date of the DCLP (January 2021). It is difficult therefore to understand how the DCLP could possibly have been developed having regard to the traffic implications of the spatial strategy being promoted in the DCLP.
- 1.9 The DCLP would therefore appear to have been developed in isolation of understanding the optimal spatial distribution of future land uses across Crawley having regard to making best use of existing transport infrastructure, minimising unnecessary car travel and minimising adverse air quality impacts.
- 1.10 Considering the time line of the Transport Study production in more detail, the following is noted:
- ▶ December 2020 – Transport Study issued to the Council;

- ▶ January 2021 – DCLP completed;
- ▶ April 2021 – revised Transport Study issued to the Council; and
- ▶ May 2021 – further revisions to the Transport Study made and second revision issued to the Council.

1.11 On the basis of the above timeline it is noted that:

- ▶ The DCLP was completed and issued without the benefit of a completed Transport Study;
- ▶ There was a four-month hiatus between the Transport Study being completed and the first revision being issued to the Council; and
- ▶ There was only a single month gap between the first revision and the second revision Transport Study being issued.

1.12 A four-month delay indicates that there were material changes made to the analysis and conclusions of the first draft Transport Study that extended beyond purely cosmetic changes. Knowing the DCLP consultation timetable and on the assumption that the Transport Study was undertaken by an experienced and competent transport consultant, it is difficult to understand why there was such a long gap between the Council receiving the results and conclusions of the Transport Study (December 2020) and finally issuing the Transport Study for public scrutiny (May 2021). This is especially the case when considering that there was only a 1-month delay between the first revision issue Transport Study (April 2021) and the final issue Transport Study (May 2021).

1.13 Furthermore it is puzzling that, knowing that there was a further four-months' worth of transport and highway assessment and analysis to be undertaken to test and inform the development of the DCLP, that the Council nonetheless published the DCLP early in this extended assessment and analysis period.

1.14 Based on the timetable set out above, it could be concluded that rather than informing the development of the DCLP, the DCLP has been fixed prior to the transport assessment and analysis work being completed. The Transport Study has subsequently been 'informed' by the fixed DCLP (January 2021) and revised accordingly and re-issued four-months later: a case of the tail wagging the dog.

1.15 In this context it is recommended that the conclusions of the Transport Study be read with caution as there is a prospect that they present a subjective appraisal of the DCLP rather than an objective and detailed analysis of transport issues affecting Crawley Borough.

Scope of report

1.16 This report comprises five sections in addition to the introduction as follows:

- ▶ Section 2 considers relevant transport policy;
- ▶ Section 3 considers sustainable travel;
- ▶ Section 4 considers highway access; and
- ▶ Section 5 considers highway impact.

1.17 A summary is provided at Section 6 together with the conclusions which are that whilst it is noted that Draft Policy EC4 requires a transport assessment to be submitted with a future planning application for the development of Gatwick Green, the NPPF is very clear that potential site allocations should be appropriately assessed and based on the assessment of existing infrastructure and required infrastructure set out herein we consider that development at Gatwick Green:

- ▶ is unsustainable in transportation terms thereby failing to meet the requirements of paragraphs 103 and 108 (a) of the NPPF;

- ▶ does not demonstrate that safe and suitable access (including access routes) can be achieved for all users thereby failing to meet the requirements of paragraph 108 (b) of the NPPF;
 - ▶ Relies on significant new infrastructure interventions that have neither been quantified nor demonstrated to be cost effectively deliverable thereby failing to meet the requirements of paragraph 108 (c) of the NPPF;
 - ▶ would result in an unacceptable impact on highway safety thereby meeting the test at paragraph 109 of the NPPF against which development should be prevented or refused; and
 - ▶ would result in severe residual cumulative impacts on the road network thereby meeting the test at paragraph 109 of the NPPF against which development should be prevented or refused.
- 1.18 As a consequence, we do not consider that the level of floorspace identified at Gatwick Green is deliverable. It should therefore be removed from the DCLP because it is undeliverable in terms of highways and transportation.
- 1.19 In contrast, the Manor Royal Extension would benefit from:
- ▶ an established sustainable travel network thereby meeting the requirements of NPPF paragraphs 103 and 108; and
 - ▶ highway access routes with spare capacity to adequately accommodate traffic growth during the DCLP period thereby meeting the requirements of NPPF paragraph 108 (c).
- 1.20 There is every prospect therefore that cost effective highway mitigation could be identified safely and suitably to accommodate additional traffic and travel demand arising from the Manor Royal Extension. Accordingly it should be considered for inclusion in the DCLP as a sustainable site suitable for accommodating new employment development.

2.0 Relevant Transport Policy

2.1 The National Planning Policy Framework (NPPF) sets out a presumption in favour of sustainable development. It recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances.

2.2 Paragraph 2 of the NPPF states that:

'The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.'

2.3 Section 9 of the NPPF deals with 'Promoting Sustainable Transport' with paragraph 102 stating the following:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'

2.4 Paragraph 103 continues:

'The planning system should actively manage patterns of growth in support of these objectives [set out in paragraph 102]. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

2.5 Paragraph 108 addresses the relationship between development and sustainable transport as follows:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

2.6 The NPPF is therefore a material consideration in determining the soundness of a development plan and requires that the impacts on the transport environment associated with site allocations and subsequent design of infrastructure interventions should be sufficiently detailed to be able to understand the environmental impacts and financial costs of them.

- 2.7 In particular it is emphasised that:
- ▶ Paragraph 103 states that '*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*'; and
 - ▶ Paragraph 108 (c) qualifies the provision of new infrastructure by inserting the term '*cost effectively*'.
- 2.8 The NPPF clearly recognise that there is always an infrastructure solution to making any site 'sustainable'. However these two statements underscore the Government's intent that in allocating land for development, local authorities should:
- ▶ first consider sites that are already sustainable; and then
 - ▶ consider the cost effectiveness of any infrastructure interventions required to cover residual shortfalls in infrastructure provision.
- 2.9 In short it is simply not sufficient to demonstrate that infrastructure can be provided: it must be demonstrated that existing sustainable travel opportunities have been exhausted, existing infrastructure efficiently utilised and only then, consider the provision of new infrastructure to mitigate any shortfalls which must be capable of being cost effectively delivered.
- 2.10 Paragraph 109 of the NPPF sets out the test that a determining authority should apply when subsequently determining the suitability of a planning application in terms of transport and highways stating that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 2.11 It is clear from the NPPF that planning permission for a development site will be refused if it would result in either an unacceptable impact on highway safety or a severe residual cumulative impact in the road network.
- 2.12 In allocating a site for development, a planning authority must therefore be sure that there is a reasonable prospect that infrastructure interventions can be delivered that would mitigate highway safety and residual cumulative road network impacts to a sufficient extent that the development is acceptable within the terms of paragraph 109.

3.0 Sustainable Travel

Journeys by foot

- 3.1 The Chartered Institution of Highways and Transportation (CIHT) 'Guidelines for Providing for Journeys on Foot' (2000) suggests acceptable, desirable and preferred maximum walking distances ('acceptable' walking distances would vary between individuals). These walking distances are applied consistently when assessing the reasonable walking times whether a development is in a rural or an urban location.
- 3.2 Table 3.1 summarises the suggested walking distances for pedestrians without mobility impairment for some common trip purposes.

	Town Centres	Commuting/ Schools	Elsewhere
Desirable	200	500	400 (5 minutes' walk)
Acceptable	400 (5 minutes' walk)	1,000 (12.5 minutes' walk)	800 (10 minutes' walk)
Preferred Maximum	800 (10 minutes' walk)	2,000 (25 minutes' walk)	1,200 (15 minutes' walk)
<i>Source: 'Providing for Journeys on Foot', CIHT, 2000</i>			

Table 3.1: Reasonable Walking Distances (metres)

- 3.3 More recent guidance is provided in Planning for Walking, Chartered Institution of Highways and Transportation ("CIHT Walking Guidance", April 2015) which sets out in section 6.4 advice on walking catchments as follows:
- "Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres).*
- 3.4 It is recognised that the above distances are not ceilings on how far people will reasonably walk to reach a facility but rather guidance on desirable distances to plan for. In this respect, it is instructive to refer to the National Travel Survey (NTS) findings on walk journeys in order to understand how far people will typically walk on a journey. The NTS identifies that 74% of journeys made on foot are shorter than 1,600 metres (source: *table NTS0308a National Travel Survey 2019*).
- 3.5 Based on the above, it is reasonable to plan for people to walk up to 2,000 metres when commuting to a place of work albeit the NTS survey data suggests that only a minority of people would walk above 1,600 metres.
- 3.6 The GIS software TRACC has been used to plot the walk catchments identified above which are:
- ▶ 800 metres – walkable neighbourhoods (CIHT – 2015);
 - ▶ 1,600 metres – NTS data; and
 - ▶ 2,000 metres – suggested maximum reasonable walk distance for commuting (CIHT - 2000).
- 3.7 The plot of the walk catchments is provided at **Appendix B**. This shows that there is very little residential development within a 2km walk distance of Gatwick Green. As a consequence it can be expected that very few, if any commuter journeys to and from Gatwick Green would be made on foot.
- 3.8 This relative remoteness has a secondary influence on how people might choose to travel to work. This relates to journeys made during the working day at lunchtime, for example to visit a bank, undertake top-up shopping, buy some lunch etc. or if journeys for other purposes are to be made during the working

day (visit to the dentist for example). Due to the limited time available to undertake such journeys, they are most conveniently made on foot or by car due to the flexibility of these modes to fit around time constraints. Given the remoteness of Gatwick Green to facilities, it can be expected that many people will choose to drive to Gatwick Green in order to undertake such secondary journeys during the course of the working day.

- 3.9 In contrast, the Manor Royal Extension is located within reasonable walk catchments of established facilities, amenities and residential areas (see **Appendix C**). Footways are provided along both sides of London Road with a signalised crossing just north of the Fleming Way roundabout which provides a traffic free route from the Manor Royal Extension to a number of retail uses, including a Tesco express, M&S food hall and Costa Express enabling future users to undertake convenience trips on foot. It can therefore be expected that commuter journeys to and from Gatwick Green would be made on foot.
- 3.10 The Wilky Transport Study refers to guidance in TD91/05 regarding the willingness for people to walk distances greater than 2 miles (paragraph 4.2.2). For clarity TD91/05 has been withdrawn in its entirety by the Department for Transport (DfT). No weight should therefore be given to any part of TD91/05 or any reference thereto. All the design matters relating to journeys by foot in TD91/05 which the DfT considers to be currently relevant and accurate are included in CD143, which has replaced TD91/05 in its entirety. CD143 makes no reference to the distance people are willing to walk. The Design Manual for Roads and Bridges (DMRB) is therefore now not a document that provides any guidance or recommendations concerning how far people will walk and the historic reference to “2 miles” should no longer be relied upon.

Journeys by Cycle

- 3.11 The Chartered Institution of Highways and Transportation (CIHT) identifies that the bicycle is a potential mode of transport for all journeys under five miles (approximately 8 kilometres) (Planning for Cycling, 2015). Other research has suggested that a 5-kilometre catchment is likely to be the most attractive for encouraging motorists to switch to cycling.
- 3.12 In this respect, it is again instructive to refer to the National Travel Survey (NTS) findings on cycle journeys in order to understand how far people will typically cycle on a journey. The NTS identifies that 46% of journeys made on cycle are shorter than 3.2 kilometres and 82% are shorter than 8 kilometres (source: *table NTS0308a National Travel Survey 2019*) supporting the statement in Planning for Cycling.
- 3.13 Notwithstanding this, Planning for Cycling also notes that only 2% of journeys for all journey purposes are made by cycle with the sample size in the NTS being very small.
- 3.14 The GIS software TRACC has been used to plot the cycle catchments identified above which are:
- ▶ 3.2 kilometres – NTS data;
 - ▶ 5.0 kilometres – NTS data; and
 - ▶ 8 kilometres – suggested maximum reasonable walk distance for cycle journeys (CIHT - 2015).
- 3.15 The plot of the cycle catchments is provided at **Appendix B**. Based on the catchments shown, the distances suggest that there is a reasonable expectation that some journeys would be made by cycle subject to the provision of cycle infrastructure and safe routes.
- 3.16 Turning to infrastructure for cyclists, there is no infrastructure for cyclists serving Gatwick Green. Gatwick Green is remote from existing cycle infrastructure and advisory cycle routes (see Crawley Cycle Network Map provided at **Appendix D**).
- 3.17 The Site is accessed via the B2036 and B2037. In the vicinity of Gatwick Green, both of these routes are unlit rural roads subject to the national speed limit (60mph in this case). There is no provision for cyclists on either route. Cyclists share the carriageway with private and commercial traffic. The

carriageway is circa 7.3m wide which is adequate for two-way vehicular traffic but insufficient for two-way traffic to safely pass a cyclist.

- 3.18 Research shows that cyclists in particular have a much higher risk of being involved in a fatal collision on a rural road than elsewhere on the road network (*RoSPA, Rural Road Safety Factsheet, February 2017*).
- 3.19 These deficiencies in the characteristics of the B2036 and B2037 with regards to cycling would be exacerbated during the hours of darkness or adverse weather.
- 3.20 Based on the above, and in the absence of providing cycle infrastructure on the access routes to Gatwick Green, it can be concluded that neither the B2036 nor the B2037 are safe or suitable routes for encouraging cyclists to utilise in order to access Gatwick Green nor routes that are conducive to encouraging people to travel by cycle because:
- ▶ The routes are too narrow for cyclists and motor vehicles to pass safely; and
 - ▶ There is a higher risk of cyclists being involved in a fatal injury on roads such as these than other types of road which would deter people from cycling.
- 3.21 It is noted that neither the Transport Study nor the Wilky Transport Study identify how cycle infrastructure will be provided to serve Gatwick Green, neither the form of it nor if it can be delivered having regard to the fact that Balcombe Road is too narrow to accommodate cycle lanes and Gatwick Green is enclosed by third party land which would need to be crossed to deliver cycle routes.
- 3.22 As a consequence, it can be expected that very few, if any, journeys would be made by cycle.
- 3.23 Development at Gatwick Green will result in a significant increase in vehicles using the B2036 as set out in Section 4 below. An increase in the number of vehicles using the B2036 (Balcombe Road) would exacerbate the existing deficiencies for cyclists travelling in the road. It is likely that such an increase in traffic travelling in the road, especially an increase in the HGV component of the traffic, would further discourage people from accessing Gatwick Green by cycle. This would be due to the combination of an increased risk of collision and a reduction in amenity arising from an increased volume of traffic as well as an increase in fear and intimidation associated with HGV volumes.
- 3.24 In contrast, the Manor Royal Extension would have direct access to the established Crawley Cycle Network (see **Appendix D**). Connections to the network could be achieved via land in control of the Landowners at Manor Royal Extension. It can therefore be reasonably expected that journeys would be made to and from the Manor Royal Extension by cycle.

Journeys by Bus

- 3.25 There are currently no bus services located within reasonable walking distance of Gatwick Green. In the absence of the provision of new bus services, there is very little prospect of people travelling to and from Gatwick Green by bus.
- 3.26 The Wilky Transport Study refers to dialogue purported to have taken place with the local Fastway Bus Operator. This sets out a range of aspirations but presents no evidence that development at Gatwick Green would:
- ▶ be directly served by bus; or
 - ▶ benefit from a high frequency of bus service; or
 - ▶ would be accessible to a wide range of destinations.
- 3.27 Experience of stand-alone commercial development of this scale elsewhere demonstrates that it is extremely difficult to provide and maintain frequent and diverse bus provision on a commercial basis. As examples of what may be reasonably expected in relation to a stand-alone development such as Gatwick Green with no existing bus provision:

- ▶ Tesco Distribution Centre, Reading. Total of 87,000sqm of B8 development. Located 4.5km walk distance south of the centre of Reading and 2.8km walk distance from the centre of the Three Mile Cross / Spencers Wood / Shinfield area of Wokingham. Circa 1,200 jobs. Currently fully operational. Bus access catered for by diversion of nearby bus route for approximately 20 minutes during each shift change hour (05:24 – 05:44, 13:31 – 13:43 and 21:24-21:50). No bus services outside of these times. No conventional work-day hours' (09:00 - 17:30) service.
 - ▶ Thames Valley Science Park, Wokingham. Total of 75,690sqm of Research and Development and light industrial floor space. Located adjacent to major residential development of 2,500 new houses and 3km north of further major residential development of 3,500 new houses. Yet to be completed and occupied. Aspirational aim to be served by four buses per hour as part of a network serving the combined 6,000 new dwellings located nearby. Buses serving the new residential development pass / will pass the Thames Valley Science Park.
- 3.28 What can be seen from the above is that a stand alone strategic industrial development of the scale of Gatwick Green is unlikely to generate sufficient demand to enable a full-time permanent bus service to be commercially provided. So whilst some employees may be able to travel to and from work by bus, this is only at limited times. Employees who require some flexibility in their work / life balance are therefore likely to choose to drive.
- 3.29 Furthermore whilst the Thames Valley Science Park could have a regular bus service available, this is reliant on significant residential development being delivered nearby. Effectively the Thames Valley Science Park is relying on "existing" bus services that are being operated on a commercial basis.
- 3.30 In this context and having regard to the relative remoteness of Gatwick Green and paucity of existing bus provision, there is no evidence provided in support of the DCLP to indicate that a range of bus routes serving a variety of destinations could be delivered to support development at Gatwick Green.
- 3.31 In contrast there is an established range of bus services operating within approximately 10 minutes' walk of the Manor Royal Extension which serve the existing Manor Royal area. These serve a variety of destinations including Crawley, Three Bridges, Redhill, Gatwick Airport, Bewbush and Pound Hill. It can therefore be reasonably expected that journeys would be made to and from the Manor Royal Extension by existing bus services.

Journeys by Rail

- 3.32 Considering the CIHT guidance it is reasonable to assume that a person would walk up to 800m to reach a railway station. Walking at an average speed of 1.33m/s, this equates to a walk that lasts for around 10 minutes. Further guidance provided by Transport for London and used in calculating the level of accessibility to public transport suggest that people would walk up to 960m to a railway station.
- 3.33 Spatially the nearest railway station is located at Gatwick Airport. This is a distance of approximately 1,700m from the centre of the Site. The Transport Strategy states that access to the railway station is possible via existing pedestrian facilities on Buckingham Gate. However, signage on site at Buckingham Gate is very clear that this is private property. There is no existing public right of way. This indicates that there is in fact no general pedestrian access to the Gatwick Airport railway station from the B2036 via Buckingham Gate. People wishing to walk to and from the railway station from and to the Site will instead have a long and circuitous walk to reach it.
- 3.34 As a consequence, the nearest accessible railway station is Horley railway station to the north. This is located an approximately 2,300m walk from the centre of the Site.
- 3.35 Based on the distance between the Site and the nearest railway stations (including if a general right of access for pedestrians along Buckingham Gate can be achieved) it can be expected that very few, if any, connecting journeys would be made by foot.

- 3.36 It is possible, based solely on distance, that people might cycle to the railway station (s). However, given the deficiencies set out above with regards to cycling on the access routes to Gatwick Green, the prospect of many (if any) people undertaking such a combined trip is very unlikely.
- 3.37 As a consequence of the above, it can be expected that very few, if any, journeys would be made by rail.
- 3.38 In contrast, whilst the Manor Royal Extension would be located further than the reasonable walking distance to and from a railway station, it benefits from access to an established cycle network and bus network that facilitate safe and convenient linkages to train services. It can therefore be reasonably expected that journeys would be made to and from the Manor Royal Extension by rail.

4.0 Highway Access

Magnitude of Vehicular Trips

- 4.1 Policy EC4 identifies an area of land for commercial development (c.24ha) but does not specify a limit on floorspace nor a preferred mix of uses. The Council's viability assessment and Employment Land Trajectory assumes a total floor area of 77,800 sqm of Industrial - Storage & Distribution.
- 4.2 The Transport Study at paragraph 7.7.1 suggests that Gatwick Green could result in an additional:
- ▶ 333 two-way vehicle trips during the morning peak hour; and
 - ▶ 298 two-way vehicle trips during the evening peak hour.
- 4.3 The above is based on an assumed split of 30% B2 land uses and 70% B8 land uses of which 60% would be Warehousing (Commercial) and 10% Parcel Distribution (paragraph 4.2.1 bullet 5). The Transport Study also notes that a significant proportion of trips would be freight/ HGV.
- 4.4 It is not clear from the Transport Study how the peak hour traffic volumes for Gatwick Green have been calculated. It is important to understand that B8 Storage and Distribution land uses can result in significant variations in traffic volumes subject to the type of end user. The table below provides a forecast of week-day peak hour and week-day 12-hour traffic flows for B2 (light industrial) uses and a variety of permitted uses that fall within the B8 land use class. The calculations assume 77,800sqm of a single land use. The data used to arrive at the traffic forecasts is provided at [Appendix E](#).

Time Period	LAND USE							
	B2 Industrial		B8 Warehousing (Commercial)		B8 Warehousing (self-storage)		B8 Parcel distribution	
	All traffic	HGV	All traffic	HGV	All traffic	HGV	All traffic	HGV
AM Peak	702	71	268	63	284	32	1104	110
PM Peak	394	32	300	55	339	39	1152	79
12-hour	6761	576	2745	813	3305	276	9230	1270

Table 4.1: Potential Traffic Volumes associated with a single industrial use located at Policy EC4

- 4.5 The table above shows that if Gatwick Green was developed entirely for B8 parcel distribution purposes, there could be a total of 1,104 two-way vehicle movements during the morning peak hour and 1,152 two-way vehicle movements during the evening peak hour. Over a 12-hour weekday period (07:00-19:00) a total of 1,270 additional lorry movements could be expected on the local road network. In the absence of any policy restrictions on floor areas, assuming that only 10% of the floor space would be used for parcel distribution therefore potentially significantly underestimates the volume of traffic and hence traffic impacts.
- 4.6 However even if the split of floor space identified in the Transport Study is correct, it is unclear how the peak hour traffic volumes have been arrived at. The table below provides a summary of peak hour and 12-hour traffic volumes based on the data summarised in Table 4.1.

Time Period	Land Use Mix as per Transport Study paragraph 4.2.1	
	All traffic	HGV
AM Peak	482	70
PM Peak	413	51
12-hour	4598	788

Table 4.2: Potential Traffic Volumes associated with Transport Study mix of industrial uses located at Policy EC4

- 4.7 The table above shows that on the basis of the mix of land uses suggested in the Transport Study, a total of 482 two-way vehicle movements could be expected to arise from Gatwick Green during the morning peak hour with 413 during the evening peak hour. Both these forecasts are significantly higher than the 333 and 298 two-way vehicle movements forecast for the morning and evening peak hours respectively in the Transport Study. A total of 4,598 two-way vehicle movements could be expected over a 12-hour period (07:00-19:00) of which 788 would be HGV movements.
- 4.8 Based on this evidence, it is clear that the Transport Study has significantly under-estimated the volume of traffic that is likely to arise from allocating land at Gatwick Green for a mix of industrial uses. By underestimating the peak hour traffic volumes by nearly 50%, the Transport Study cannot be relied upon to assess the ability of the local road network to accommodate traffic associated with Policy EC4, as is discussed in more detail in Section 5 below.
- 4.9 Notwithstanding this, Draft Policy EC4 does not place any restrictions or limits on the extent that Gatwick Green could be developed for different industrial and / or storage and distribution purposes. An alternative mix of land uses has therefore been considered to understand how sensitive traffic generation is to a change in land use mix. The sensitivity test assumes a split of 30% B2 land uses and 70% B8 land uses, with the B8 split evenly between warehousing (commercial, warehousing (self-storage) and Parcel Distribution). A summary of the traffic forecasts are provided below.

Time Period	30% B2 Industrial, 23.3% B8 Warehousing (Commercial), 23.3% B8 Warehousing (self-storage), 23.3% B8 Parcel distribution	
	All traffic	HGV
AM Peak	597	69
PM Peak	536	50
12-hour	5594	723

Table 4.3: Potential Traffic Volumes associated with a mix of industrial uses located at Policy EC4

- 4.10 Table 4.3 shows that, based on the mix of land uses assumed, industrial development at Gatwick Green could result in a total of 597 two-way traffic movements during the weekday morning peak hour (compared to 333 forecast in the Transport Study) and 536 traffic movements during the weekday evening peak hour (compared to 298 in the Transport Study). Over the course of a day a total of 5,594 two-way vehicle movements could be expected of which 723 would be HGVs.
- 4.11 This demonstrates that just a minor tweak in the land use mix can result in a material increase in road traffic. Again, there is no sensitivity test in the Transport Study to determine how resilient the future transport network would be to minor changes in land use mixes, such as these, which would not be controlled or prevented by the DCLP.

Highway Network

- 4.12 Unlike other allocations such as Horley Business Park, or other potential industrial sites such as the Manor Royal Extension, there is no direct vehicular access route to Gatwick Green from the strategic road network (SRN), which is formed by the M23 in this location.
- 4.13 The figure below shows the current vehicular access routes between Gatwick Green and the SRN.

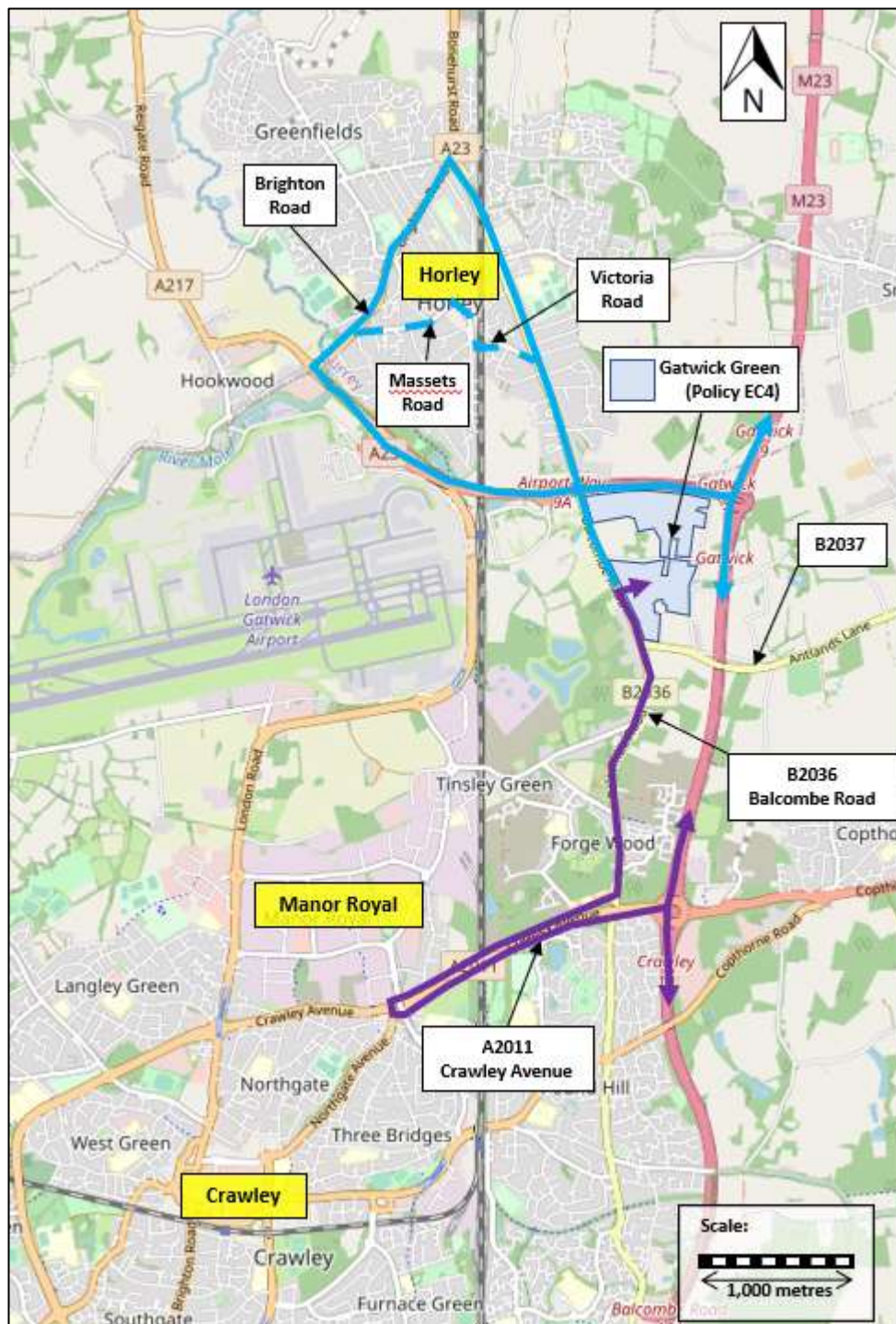


Figure 4.1 - HGV Access Routes between Gatwick Green and the SRN

- 4.14 As shown on the figure above, vehicular access to the SRN is currently achieved via either:
- ▶ Brighton Road through the centre of Horley and then south on Balcombe Road (the light blue line on Figure 4.1); or
 - ▶ A2011 and then north on Balcombe Road (the purple line on Figure 4.1).
- 4.15 Considering these routes in turn:

London Road through the centre of Horley and then south on Balcombe Road

- 4.16 This route would route traffic associated with Gatwick Green through the centre of Horley either via the junction of Brighton Road / Balcombe Road or more likely via Massetts Road / Victoria Road (the dashed light blue line on Figure 4.1) which is a significantly shorter route.
- 4.17 In both cases the route brings the industrial traffic through the centre of Horley and through areas which are predominantly residential. Given the significant peak hour traffic volumes (nearly 600 vehicles during the morning peak hour) that would arise as a consequence of Policy EC4, significant detrimental highway capacity impacts can be expected. The addition of over 700 HGV movements on these local streets and roads will result in detrimental impacts on air quality, noise and resident amenity.
- 4.18 Notwithstanding these potentially significant traffic and environmental impacts, the Council's evidence base does not appear to assess the extent of these impacts and hence offer mitigation.

A2011 and then north on Balcombe Road.

- 4.19 Currently, the junction of Balcombe Road / A2011 has west facing slips only. Traffic approaching Gatwick Green from the SRN utilising this route would be required to continue past Balcombe Road, u-turn at the Hazelwick roundabout and then use the exit slip road to join Balcombe Road.
- 4.20 Traffic exiting Gatwick Green to reach the SRN via this route would need to join the A2011 in a westbound direction, continue westbound along the A2011 and then u-turn at the Hazelwick roundabout to return past Balcombe Road to reach the SRN.
- 4.21 In both cases, this will result in unnecessary increases in road mileage, especially HGV traffic travelling to and from the SRN with associated Air Quality and noise impacts. A potential additional 5,500 vehicles or more u-turning at the Hazelwick roundabout each weekday will result in significant adverse impacts on capacity at this location.
- 4.22 Notwithstanding these potentially significant traffic and environmental impacts, the Council's evidence base does not appear to assess the extent of these impacts and hence offer mitigation.
- 4.23 Moreover, given the choice of the two routes, the route via Massetts Road and Victoria Road is likely to prove more attractive as it does not involve duplication of route.

Proposed Network Changes

- 4.24 A review of the Transport Study reveals that the DCLP is wholly reliant on the implementation of a new junction arrangement at the B2011 / Balcombe Road. Notwithstanding the reliance on this new junction arrangement, the Council fails to provide details of it.
- 4.25 A review of various other documents has revealed the following potential layout for the junction:

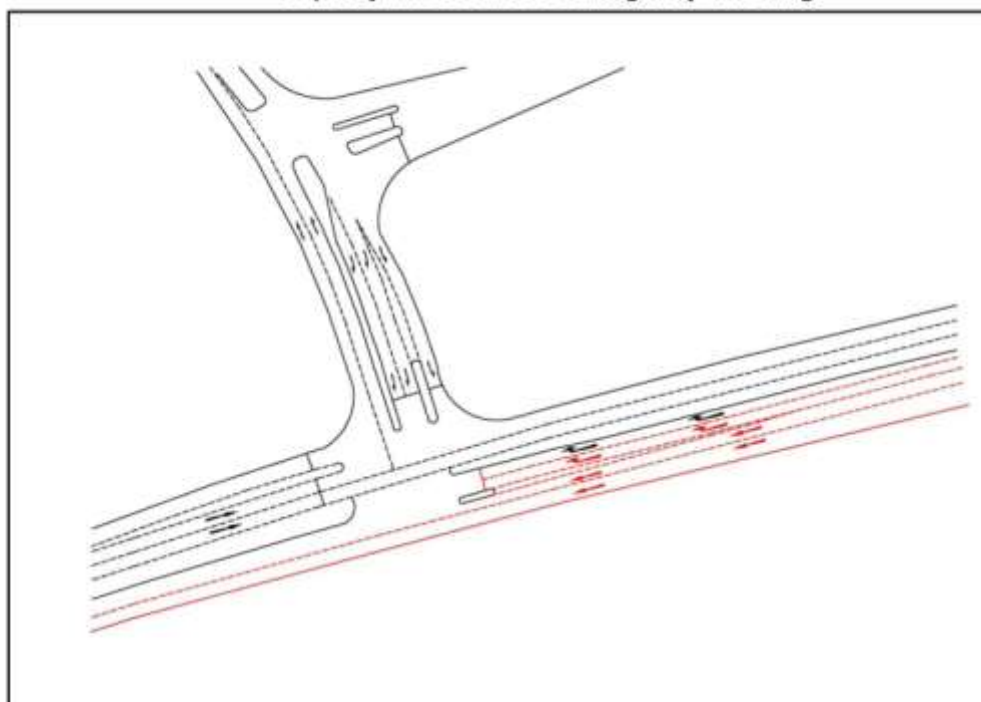


Figure 15: A2011 Crawley Avenue / B2036 Balcombe Road – Improved Right Turn Capacity and Localised Carriageway Widening

Source: Crawley Borough Council Local Plan Transport Strategy LPTS Stage 2 Report (Amey, August 2014 prepared for Crawley Borough Council).

- 4.26 However the following comment made by West Sussex County Council (WSCC) is presented in Appendix G of the Transport Study.

'There is a difference between the WSP plan as supplied and the agreement plan which I could not obtain permission to supply. This affects node 1690 at the A2011 end of the link. The agreement plan only has one right turn lane from A2011 for the east to north move. This is as per the planning stage plan, with the second lane having coming [sic] from the Local Plan mitigation strategy for other post-NE Sector development. I suggest we reduce to one right turn lane for the reference case. We can save the second lane for Local Plan scenarios.'

- 4.27 WSCC refers above to a "WSP plan" and an "agreement plan" neither of which are presented by the Council in their evidence base. WSCC also refers to a "planning stage plan" which appears to be associated with a planning application for what is referred to as the "NE Sector" (planning application reference CR/2015/0552/NCC). A review of the planning portal identifies the following junction layout for a new junction on the A2011.

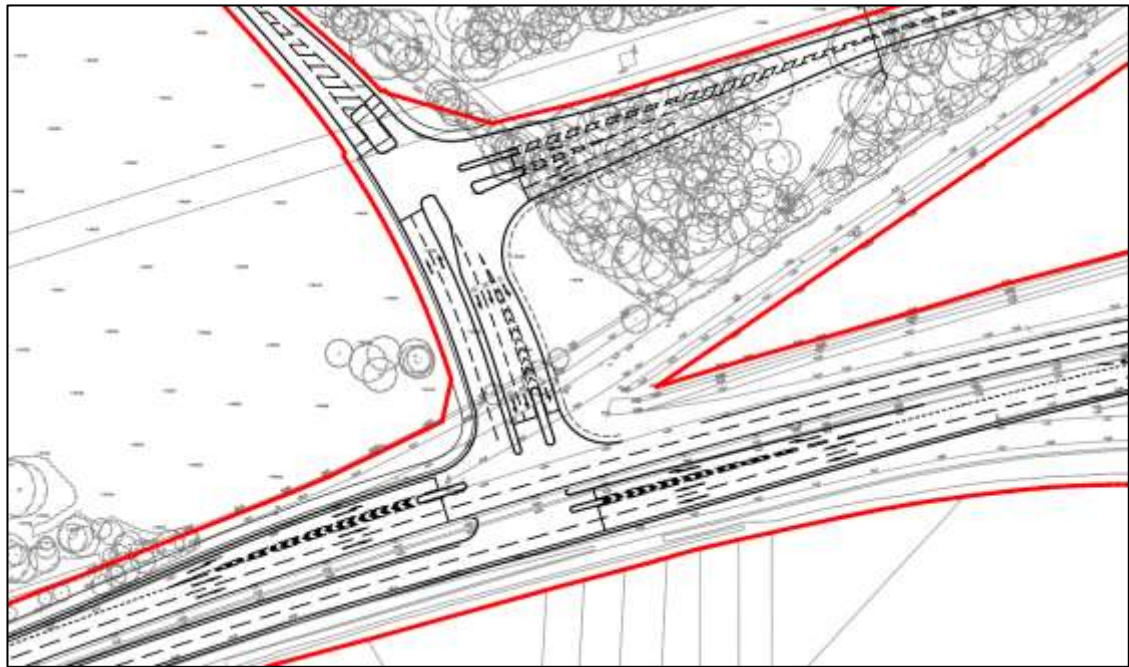


Figure 4.2 - Planning Stage Plan for A2011 Signal Junction

- 4.28 The Planning Stage Plan also includes a proposal to introduce a new signal junction on Balcombe Road as shown below:



Figure 4.3 - Planning Stage Plan for Balcombe Road Signal Junction

- 4.29 As can be seen, the Planning Stage Plan will remove free flow conditions on the A2011 and the west facing slips and replace these with a series of three signal junctions connected by a link road. Traffic travelling from the SRN to Gatwick Green will be able to use a single right turn lane to turn north to reach a second set of traffic signals. At this point a single right turn lane is provided for traffic to turn eastwards along a new link road to reach a third set of traffic signals.
- 4.30 The reverse manoeuvre is achieved by southbound traffic on Balcombe Road turning right in a right turn flare lane (shared with a straight ahead lane) to travel westbound along a new link road. Traffic then turns left in a single lane (shared with a right turn flare lane) at a second set of traffic signals and then left again at a third set of traffic signals.
- 4.31 This proposed new junction system, which facilitates all moves between Balcombe Road and the A2011, would provide a more direct access route for traffic travelling between Gatwick Green and the SRN. The

delivery of the junction system in the format shown in figures 4.2 and 4.3 above is designed to accommodate and linked to the occupation of the NE Sector development.

4.32 However, the Council has failed to demonstrate:

- ▶ that the junction system as proposed (designed to accommodate traffic arising from the NE Sector) can accommodate the volume and type of traffic that would arise from Policy EC4; or
- ▶ that improvements to the junction system to satisfactorily accommodate traffic arising from Policy EC4 are deliverable.

4.33 Instead, the Council appears to be wholly relying on a “second lane” being deliverable by some party at some point in the future. The potentially severe consequences of this approach are discussed in Section 5 below.

5.0 Residual Cumulative Impacts

Planning Stage Plan for A2011 and Balcombe Road Signal Junction System

- 5.1 Detailed junction modelling of this proposed junction was undertaken by the applicants for the NE Sector planning application (the 'NES Modelling'). Relevant extracts of the NES Modelling are provided at **Appendix F**.
- 5.2 The NES Modelling took 2018 as its future development year. This clearly pre-dates the commencement of the DCLP (2021) and the end of the DCLP period (2037). It can, however, be taken to represent 'current' traffic conditions with the NE Sector development fully occupied but no development associated with the DCLP.
- 5.3 The table below provides a summary of the submitted and agreed (by WSCC and Highways England) junction analysis for critical links.

Time Period	Movement	Forecast Traffic Flow	Saturation	Queue Length	Queue length capacity	
		PCU	%	PCU	PCU	Articulated Lorries
Morning Peak Hour	Right turn from Balcombe Road into link road	358	97.2	14.2	7	2
Evening Peak Hour		362	68.2	5	7	2
Morning Peak Hour	Right turn from A2011 into Link Road	65	44.3	2.2	19	6
Evening Peak Hour		158	88	7.4	19	6
Morning Peak Hour	Left turn from Link Road to A2011	153	29.5	3.7	10	3
Evening Peak Hour		104	23.5	2.7	10	3

Table 5.1 – Balcombe Road / A2011 Proposed New Junction Performance 2018

- 5.4 The table above shows that the right turn from Balcombe Road into the Link Road during the morning peak hour in 2018, is expected to be almost 100% saturated. This means that there is little capacity left for additional traffic. Of interest is that the queue for this movement is modelled to be 14.2 PCUs. Review of the Planning Stage Plans shows that the right turn lane can actually only accommodate 7 PCUs. This means that during the morning peak hour, traffic waiting to turn right will block the straight ahead movement. Whilst already permitted, the analysis shows that this junction will fail during the morning peak hour.
- 5.5 Turning to other links, it is noted that the right turn from the A2011 into the Link Road during the evening peak hour results in a saturation level of 88%. This means that there is some spare capacity for this movement in 2018.
- 5.6 Notwithstanding this, it is noteworthy that the traffic volumes used to assess the performance of the junction were forecast prior to the DCLP and hence do not include traffic associated with, inter alia, Policy EC4. This is immediately apparent when one considers the morning peak hour traffic forecast for traffic turning right from the A2011 into the link road which is only 65 PCUs. This compares to a forecast morning peak hour traffic volumes of almost 600 PCUs for Gatwick Green. Even the Transport Study forecasts over 330 PCUs during the morning peak hour.
- 5.7 Also noteworthy is the relative performance of this right turn movement between the morning and evening peak hours. An increase in traffic volume from 65 PCUs in an hour to 158 PCUs in an hour results in a reduction in junction performance from 44.3% saturated to 88% saturated. Queues increase from 2.2 PCUs to 7.4 PCUs. Such a significant reduction in junction performance from a relatively modest

increase of less than 100 PCUs indicates how sensitive this right turn movement is to changes in traffic volumes.

- 5.8 The right turn movement would clearly be unable to cope with several hundred additional right turning movements associated with Policy EC4 in the absence of additional infrastructure interventions. Whilst WSCC indicates that the provision of a second right turn lane at this location could address this infrastructure failure, the DCLP fails to identify that this infrastructure intervention is required or furthermore, that it could be delivered given land ownership around the junction.
- 5.9 The analysis summary also identifies that the right turn from Balcombe Road into the Link Road has been designed to cope with a mere 358 PCUs during the morning peak hour. Even in this scenario, the queue of right turning traffic waiting at the new junction would be longer than the right turning lane provided for it. This right turn movement would clearly be unable to cope with additional right turning movements in the absence of additional infrastructure interventions.
- 5.10 Based on the above analysis, it is concluded that the proposed new A2011/ Balcombe Road junction system as permitted, was planned to accommodate traffic arising from the permitted NE Sector development, but only to accommodate traffic from this development. There is very little spare capacity in the permitted junction system to accommodate traffic from other development. Indeed the right turn lane for traffic turning from Balcombe Road to the A2011 link road is unable to even accommodate forecast queues associated with the NE Sector.
- 5.11 As a consequence, traffic arising from Policy EC4 would block back onto the carriageway at these junctions resulting in unacceptable highway safety impacts and sever residual impacts on the road network.
- 5.12 It is accepted that in the face of severe queues and delays at this junction traffic arising from Policy EC4 may choose alternative routes to travel between the development and the SRN. However as described in Section 4, the alternative routes would route traffic, including HGV traffic, through town centre and residential areas with the resulting adverse highway capacity, air quality, noise and amenity impacts which simply have not been assessed in the DCLP.

Transport Study Modelling

- 5.13 Tables 5-1 and 5-2 of the Transport Study identify that in the reference case and for all three scenarios tested, the new A2011 Boscombe Road signal junction is significantly over capacity. This compares to the Tushmore Gyratory and the Hazelwick Roundabout, both of which have significant amounts of spare capacity throughout most of the day in all scenarios.
- 5.14 Tables 7-2 and 7-3 of the Transport Study show that with Gatwick Green fully occupied and after the proposed sustainable mitigation measures identified in the Transport Study have been taken into account, the new A2011 Boscombe Road signal junction continues to fail both on the A2011 and on Balcombe Road. This is notwithstanding the significant underestimate of the volume of traffic arising from Gatwick Green used in the Transport Study. The addition of several hundred additional vehicle movements would further worsen predicted conditions at these locations. This aligns with the outcomes of the NES Modelling.
- 5.15 The Transport Study purports to have considered further mitigation at the new A2011 Boscombe Road signal junction and claims (paragraph 7.5.6, Scenario 2 bullets iii. And iv.) that the significant over capacity outcomes identified in the assessment could be overcome stating:

'It is considered that in both the AM and PM peaks, signal optimisation addresses the Local Plan impacts.'
- 5.16 The Transport Study however fails to present any evidence that this hypothesis is correct. Instead, it merely makes the assertion that severe traffic problems at a junction that is already significantly overcapacity in the reference case, before the several hundred vehicle movements associated with Gatwick Green try and fit through it, can be resolved by "tweaking" the signals.

- 5.17 Moreover, it is noted that the new A2011 Boscombe Road signal junction has yet to be built. If the Transport Study is correct in its hypothesis that optimisation of the signals will resolve the impacts arising from Policy EC4 in the DCLP, then this will have meant that a new signal junction will have been designed and built with the intention of it operating sub-optimally otherwise there would no scope for the significant, further optimisation required to accommodate Gatwick Green. This is simply an incredulous proposition and one which should be given no weight.
- 5.18 In reality, as shown by the NES Modelling and confirmed by the Transport Study, the new A2011 Boscombe Road signal junction has been designed to “just about” accommodate traffic arising from the NE Sector development but not to accommodate traffic arising from Gatwick Green. As a consequence, in the absence of further physical infrastructure interventions to provide the capacity necessary, traffic arising from Policy EC4 would block back onto the carriageway at these junctions resulting in unacceptable highway safety impacts and sever residual impacts on the road network.
- 5.19 In comparison, the Transport Study identifies that both the Tushmore Roundabout and Hazlewick Roundabout would operate with spare capacity for much of the time in the reference case. These are the two junctions that would be most used by traffic travelling to and from the Manor Royal Extension. In this context it is difficult to understand why the DCLP should be proposing to allocate significant commercial development at a location at which the highway network is predicted to already be over capacity before the development even commences when there is an alternative location that benefits from residual highway capacity.

6.0 Summary and Conclusions

Sustainable Travel

Journeys by Foot

- 6.1 Very little residential development is located within a 2km walk distance of Gatwick Green. As a consequence it can be expected that very few, if any commuter journeys to and from Gatwick Green would be made on foot.
- 6.2 This relative remoteness has a secondary influence on how people might choose to travel to work. This relates to journeys made during the working day at lunchtime, for example to visit a bank, undertake top-up shopping, buy some lunch etc. or if journeys for other purposes are to be made during the working day (visit to the dentist for example). Due to the limited time available to undertake such journeys, they are most conveniently made on foot or by car due to the flexibility of these modes to fit around time constraints. Given the remoteness of Gatwick Green to facilities and amenities that are commonly accessed by people at work, it can be expected that many people will choose to drive to Gatwick Green in order to undertake such secondary journeys during the course of the working day.
- 6.3 In contrast, the Manor Royal Extension is located within reasonable walk catchments of established facilities, amenities and residential areas. Footways are provided along both sides of London Road with a signalised crossing just north of the Fleming Way roundabout which provides a traffic free route from the Manor Royal Extension to a number of retail uses, including a Tesco express, M&S food hall and Costa Express enabling future users to undertake convenience trips on foot. It can therefore be expected that commuter journeys to and from Gatwick Green would be made on foot.

Journeys by Cycle

- 6.4 The Gatwick Green cycle catchments suggest that there is a reasonable expectation that some journeys would be made by cycle subject to the provision of cycle infrastructure and safe routes.
- 6.5 However, there is no infrastructure for cyclists serving Gatwick Green. Gatwick Green is remote from existing cycle infrastructure and advisory cycle routes. In the absence of providing cycle infrastructure on the access routes to Gatwick Green, it can be concluded that neither the B2036 nor the B2037 are safe or suitable routes for encouraging cyclists to utilise in order to access Gatwick Green nor routes that are conducive to encouraging people to travel by cycle because:
- ▶ The routes are too narrow for cyclists and motor vehicles to pass safely; and
 - ▶ There is a higher risk of cyclists being involved in a fatal injury on roads such as these than other types of road.
- 6.6 Neither the Transport Study nor the Wilky Transport Study identify how cycle infrastructure will be provided to serve Gatwick Green, neither the form of it nor if it can be delivered having regard to the fact that Balcombe Road is too narrow to accommodate cycle lanes and Gatwick Green is enclosed by third party land which would need to be crossed to deliver cycle routes.
- 6.7 As a consequence, it can be expected that very few, if any, functional journeys would be made by cycle.
- 6.8 Development at Gatwick Green will in itself result in a significant increase in vehicles using the B2036 Balcombe Road. Such an increase in traffic travelling in the road, especially an increase in the HGV component of the traffic, would further discourage people from accessing Gatwick Green by cycle due to the combination of an increased risk of collision and a reduction in amenity arising from an increased volume of traffic as well as an increase in fear and intimidation associated with HGV volumes.
- 6.9 In contrast, the Manor Royal Extension would have direct access to the existing Crawley Cycle Network. Connections to the network could be achieved via land in control of developers at Manor Royal Extension.

It can therefore be reasonably expected that journeys would be made to and from the Manor Royal Extension by cycle.

Journeys by Bus

- 6.10 There are currently no bus services located within reasonable walking distance of Gatwick Green. In the absence of the provision of new bus services, there is very little prospect of people travelling to and from Gatwick Green by bus. There is no evidence provided in support of the DCLP that a range of bus routes serving a variety of destinations will be delivered to support development at Gatwick Green.
- 6.11 In contrast there is an established range of bus services operating within approximately 10 minutes' walk of the Manor Royal Extension which serve the existing Manor Royal area. These serve a variety of destinations including Crawley, Three Bridges, Redhill, Gatwick Airport, Bewbush and Pound Hill. It can therefore be reasonably expected that journeys would be made to and from the Manor Royal Extension by bus.

Journeys by Rail

- 6.12 The nearest accessible railway station to Gatwick Green is Horley railway station to the north. This is located an approximately 2,300m walk from the centre of the Site. Based on the distance between the Site and the nearest railway stations (including if a general right of access for pedestrians along Buckingham Gate can be achieved) it can be expected that very few, if any, connecting journeys would be made by foot.
- 6.13 It is possible, based solely on distance, that people might cycle to the railway station (s). However given the deficiencies set out above with regards to cycling on the access routes to Gatwick Green, the prospect of many (if any) people undertaking such a combined trip is very unlikely. There are no existing bus services.
- 6.14 As a consequence, it can be expected that very few, if any, journeys would be made to and from Gatwick Green by rail.
- 6.15 In contrast, whilst the Manor Royal Extension would be located further than the reasonable walking distance to and from a railway station, it benefits from access to an established cycle network and bus network that facilitate safe and convenient linkages to train services. It can therefore be reasonably expected that journeys would be made to and from the Manor Royal Extension by rail.

Highway Access

Magnitude of Vehicular Trips

- 6.16 It is not clear from the Transport Study how the peak hour traffic volumes for Gatwick Green have been calculated. A suggested mix of floor areas is put forward in the Transport Study which assume only 10% of floorspace used for parcel distribution. However even if the split of floor space identified in the Transport Study is realistic, it is clear that the Transport Study has significantly under-estimated the volume of traffic that is likely to arise from allocating land at Gatwick Green for a mix of industrial uses.
- 6.17 Due to the wide variety of end users covered by a land use class B8 permission, just a minor tweak in the land use mix can result in a material increase in road traffic. There is no sensitivity test in the Transport Study to determine how resilient the future transport network would be to minor changes in land use mixes, such as these, which would not be controlled or prevented by the DCLP
- 6.18 By incorrectly underestimating the peak hour traffic volumes by nearly 50% combined with failing to undertake any sensitivity tests on likely end users, the Transport Study cannot be relied upon to assess the ability of the local road network to accommodate traffic associated with Policy EC4.

Highway Network

- 6.19 Gatwick Green has no direct access route to the SRN. The routes between Gatwick Green and the SRN would result in large volumes of traffic (up to 600 vehicles in a single hour and over 700 HGVs between 07:00-19:00) travelling through Horley town centre and / or residential areas. This will result in detrimental impacts on air quality, noise and resident amenity. Notwithstanding these potentially significant traffic and environmental impacts, the Council's evidence base does not appear to assess the extent of these impacts and hence offer mitigation.
- 6.20 It is understood that an alternative access route to Gatwick Green could be achieved by providing a new junction arrangement at the A2011 Balcombe Road junction and that the Transport Study relies on this being delivered by a 3rd party developer unrelated to proposals for Gatwick Green. It is further understood that this would remove limited access slip roads and replace these with a system of three signal controlled junctions in close proximity to each other.
- 6.21 Notwithstanding the reliance placed on the delivery of a new junction arrangement at this location, the Council fails to provide even an outline sketch of what this proposal would look like. It is therefore impossible to determine if this junction improvement is either effective, deliverable or safe and suitable for the type of traffic arising from the Gatwick Green proposal.
- 6.22 In contrast, the Manor Royal Extension has direct access routes to the SRN via roads purpose built to carry large volumes of traffic including large volumes of HGV traffic. No new junctions are required. No reliance on 3rd parties is required. Safe and suitable vehicular access routes to development at Manor Royal Extension are available now.

Residual Cumulative Impacts

Planning Stage Plan for A2011 and Balcombe Road Signal Junction System

- 6.23 NES Modelling submitted to and agreed by WSCC and Highways England demonstrates that the proposed new A2011 Balcombe Road junction system as permitted, was planned to accommodate traffic arising from the permitted NE Sector development, but only to accommodate traffic from this development. There is very little spare capacity in the permitted junction system to accommodate traffic from other development. Indeed the right turn lane for traffic turning from Balcombe Road to the A2011 link road is unable to even accommodate forecast queues associated with the NE Sector.
- 6.24 As a consequence, traffic arising from Gatwick Green would block back onto the carriageway at these junctions resulting in unacceptable highway safety impacts and severe residual impacts on the road network.
- 6.25 It is accepted that in the face of severe queues and delays at this junction traffic arising from Policy EC4 may choose alternative routes to travel between the development and the SRN. However the alternative routes would route traffic, including HGV traffic, through town centre and residential areas with the resulting adverse highway capacity, air quality, noise and amenity impacts which simply have not been assessed in the DCLP.

Transport Study Modelling

- 6.26 The Transport Study demonstrates that planned improvements to the A2011 Balcombe Road junction would fail to adequately accommodate traffic growth during the DCLP period even in the absence of development at Gatwick Green.
- 6.27 With the inclusion of traffic arising from the development at Gatwick Green and mitigation measures alluded to in the Transport Study, the Transport Study still predicts that future highway conditions at this junction will severely deteriorate. This is in a scenario in which traffic forecasts for Gatwick Green included in the Transport Study are severely underestimate by several hundred vehicle movements during peak hours.

The Transport Study purports to have considered further mitigation at the new A2011 Boscombe Road signal junction and claims that the significant over capacity outcomes identified in the assessment could be overcome through signal optimisation. The Transport Study however fails to present any evidence that this hypothesis is correct. Instead it merely makes the assertion that severe traffic problems at a junction that is already significantly overcapacity in the reference case, before the several hundred vehicle movements associated with Gatwick Green try and fit through it, can be resolved by “tweaking” the signals. This is simply an incredulous proposition and one which should be given no weight.

- 6.28 In reality, the new A2011 Boscombe Road signal junction has been designed to “just about” accommodate traffic arising from the North East Sector permitted development for which it was designed, but not to accommodate traffic arising from Gatwick Green. As a consequence, in the absence of further physical infrastructure interventions to provide the capacity necessary, traffic arising from Policy EC4 would block back onto the carriageway at these junctions resulting in unacceptable highway safety impacts and sever residual impacts on the road network.
- 6.29 In comparison, the Transport Study identifies that both the Tushmore Roundabout and Hazlewick Roundabout would operate with spare capacity for much of the time in the reference case. These are the two junctions that would be most used by traffic travelling to and from the Manor Royal Extension.

Conclusion

- 6.30 For the reasons set out above, it is concluded that development at Gatwick Green:
- ▶ is unsustainable in transportation terms thereby failing to meet the requirements of paragraphs 103 and 108 (a) of the NPPF;
 - ▶ does not demonstrate that safe and suitable access (including access routes) can be achieved for all users thereby failing to meet the requirements of paragraph 108 (b) of the NPPF;
 - ▶ Relies on significant new infrastructure interventions that have neither been quantified nor demonstrated to be cost effectively deliverable thereby failing to meet the requirements of paragraph 108 (c) of the NPPF;
 - ▶ would result in an unacceptable impact on highway safety thereby meeting the test at paragraph 109 of the NPPF against which development should be prevented or refused; and
 - ▶ would result in severe residual cumulative impacts on the road network thereby meeting the test at paragraph 109 of the NPPF against which development should be prevented or refused.
- 6.31 As a consequence, we do not consider that the level of floorspace identified at Gatwick Green is deliverable. It should therefore be removed from the DCLP because it is undeliverable in terms of highways and transportation.
- 6.32 In contrast, the Manor Royal Extension would benefit from:
- ▶ an established sustainable travel network thereby meeting the requirements of NPPF paragraphs 103 and 108; and
 - ▶ highway access routes with spare capacity to adequately accommodate traffic growth during the DCLP period thereby meeting the requirements of NPPF paragraph 108 (c).
- 6.33 There is every prospect therefore that cost effective highway mitigation could be identified safely and suitably to accommodate additional traffic and travel demand arising from the Manor Royal Extension. Accordingly it should be considered for inclusion in the DCLP as a sustainable site suitable for accommodating new employment development.

Appendix A


Manor Royal Extension

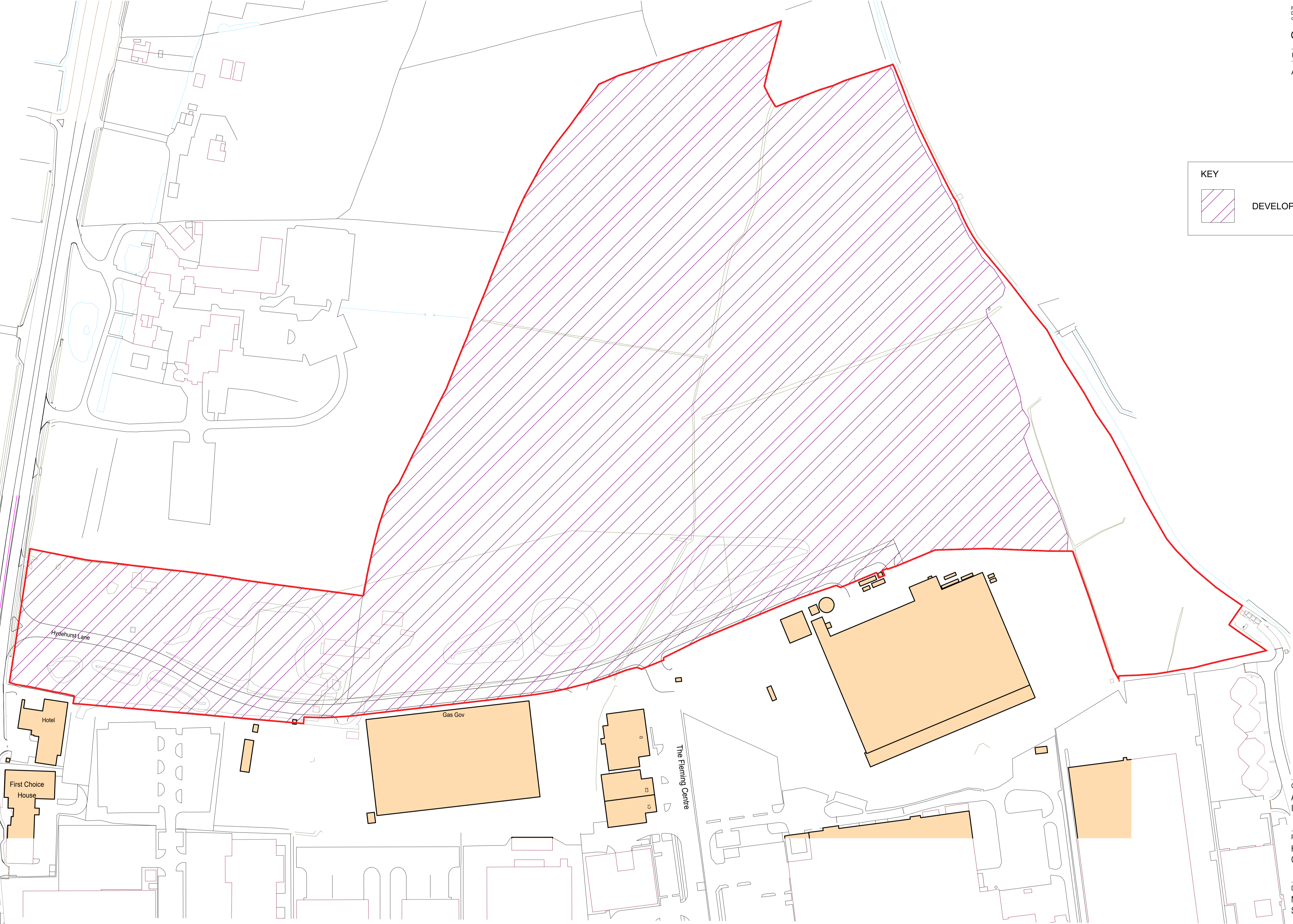
Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantities to be reported to the PRC Group.

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Revisions: _____ Drawn/Chkd: _____ Date: _____

A. Line marking hatch above hotel removed SA SEP 19

KEY	AREA
	DEVELOPABLE AREA 16.3 H / 40.4 A



Client:
ABERDEEN STANDARD INVESTMENTS



Project:
HYDEHURST LANE CRAWLEY

12 Warren Yard, Warren Park, Milton Keynes, MK12 5HW 01908 305 246

info@prc-group.com www.prc-group.com

Drawing Title:
NET DEVELOPABLE SITE PLAN

Scale @ A1: 1:1250
Checked by: JR
Date: SEP 19

Job No: 10699
Stage: FE 004
Drawing No: FE 004
Rev: A

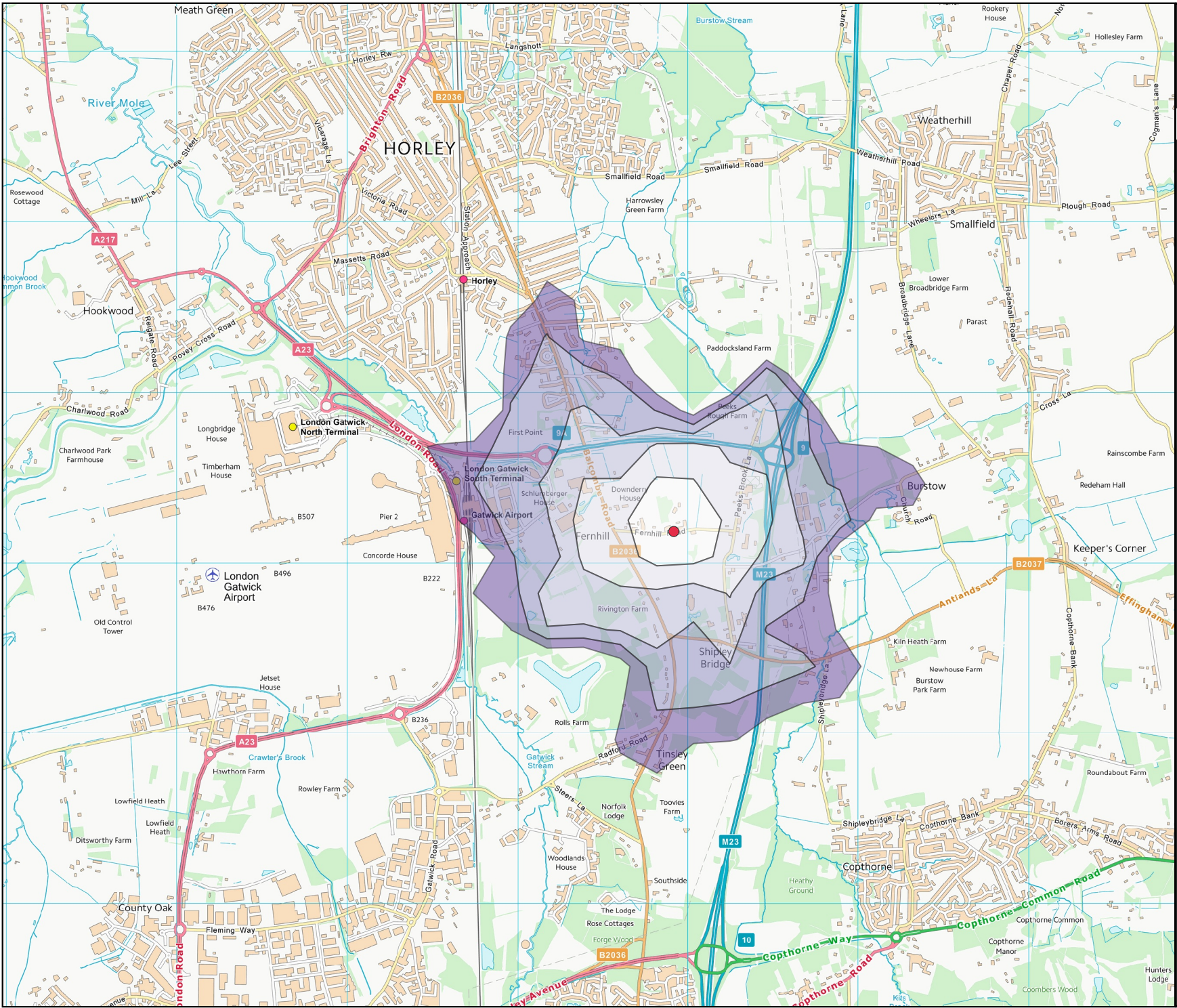
Issue Status:
Construction Preliminary
Information Approval
Tender

Architecture
Planning
Master Planning
Urban Design
Interiors
Landscape

Offices
Woking
London
Milton Keynes
Warsaw

Appendix B

Walk and Cycle Catchments – Gatwick Green



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Legend

● Site Location

Walking

- 400m
- 800m
- 1.2km
- 1.6km
- 2km

Project

Gatwick Green

Title

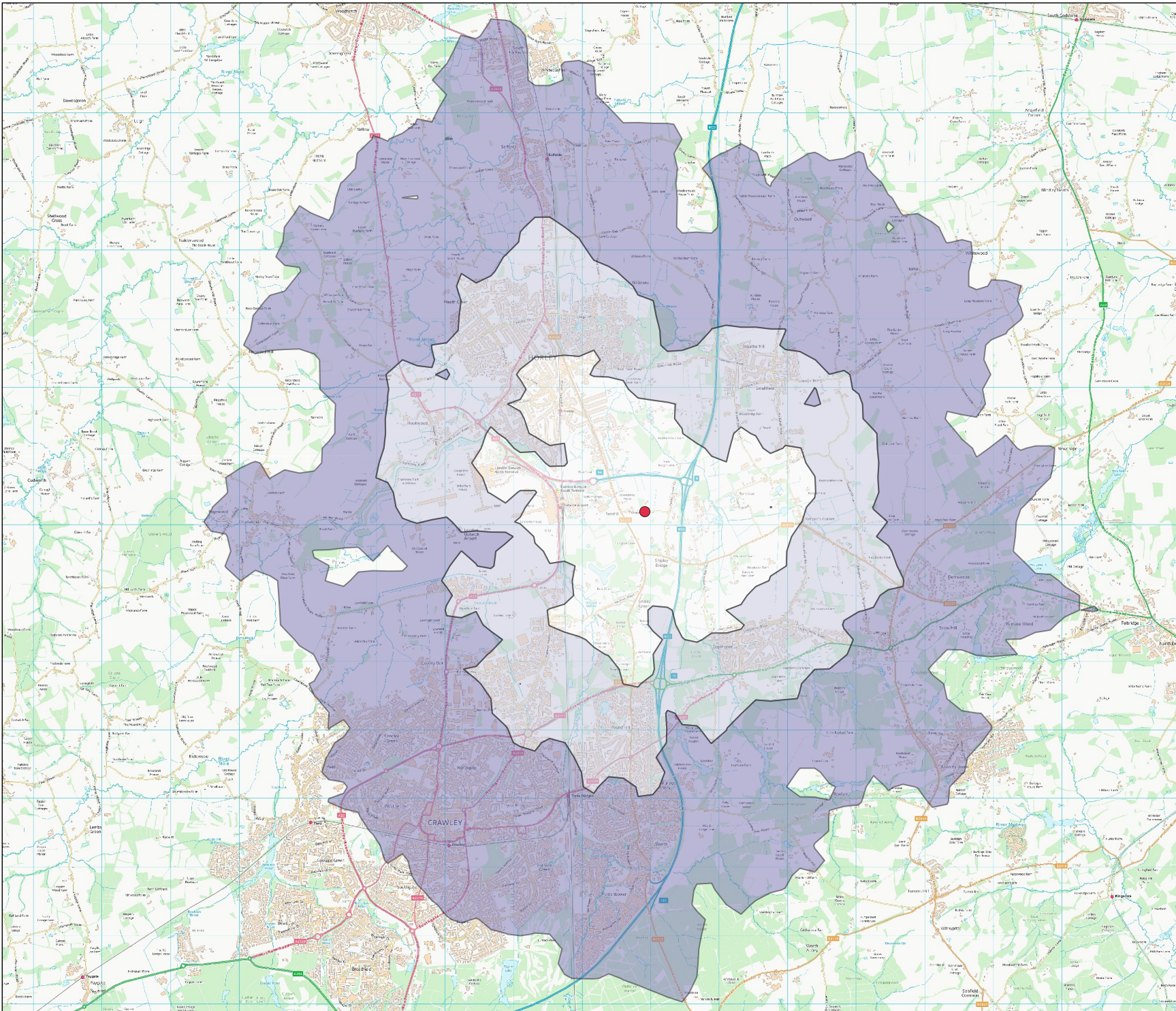
Accessibility by Walking



9 Greyfriars Road, Reading, RG1 1NU
Tel: +44 (0) 118 206 2930

scale	drawn by	date
stated	AN	29/06/2021

drawing number	rev
2003051	-



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Legend

● Site Location

Cycling Catchment

□ 3.2km

□ 5km

□ 8km

Project

Gatwick Green

Title

Accessibility by Cycle

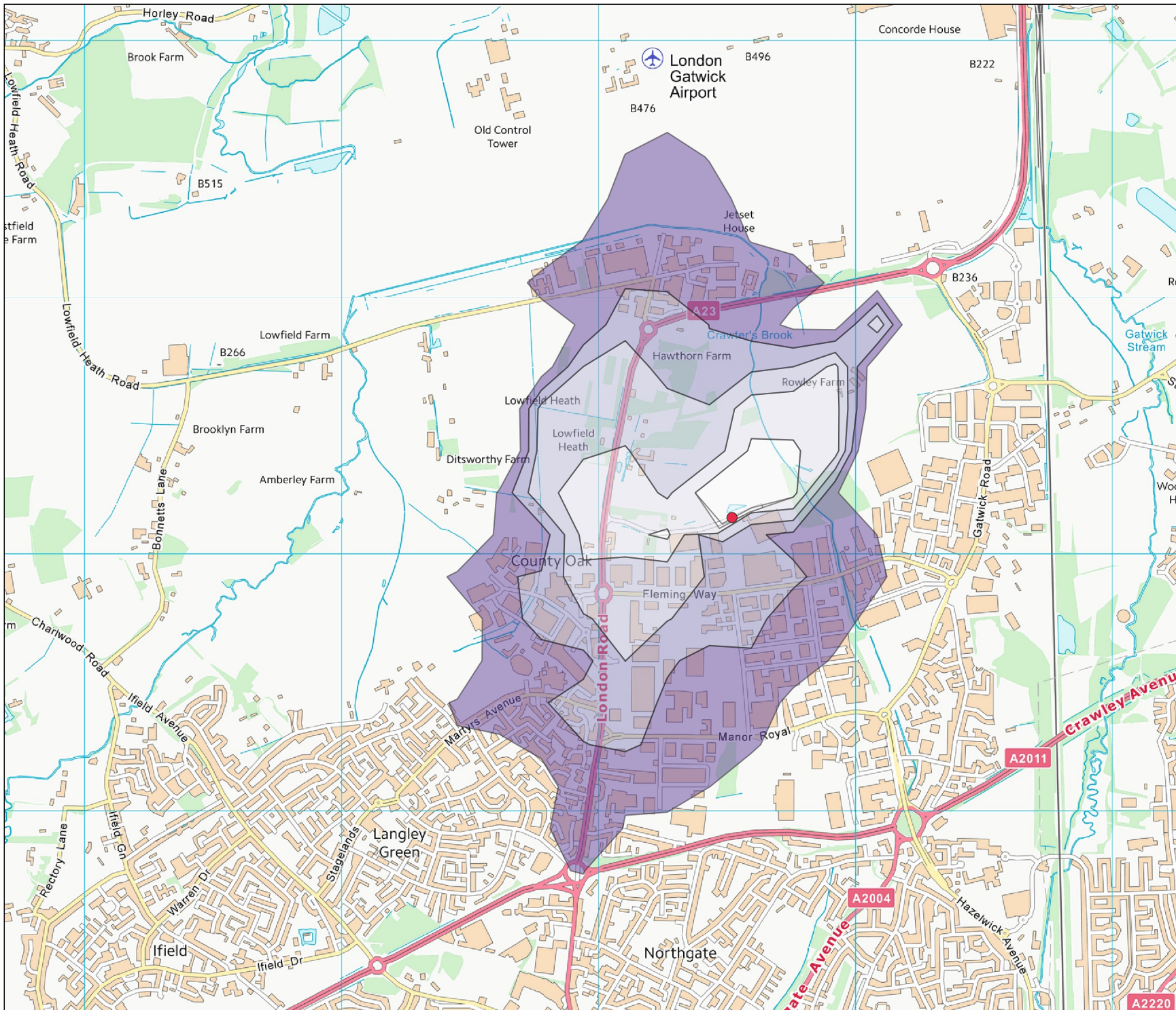


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Tel: +44 (0) 118 206 2930

scale stated	drawn by AN	date 29/06/2021
drawing number 2003051		rev -

Appendix C

Walk Catchments – Manor Royal Extension



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Legend

- Site Location
- walking catchment
- 400m
- 800m
- 1.2km
- 1.6km
- 2km

Project
 Manor Royal Extension

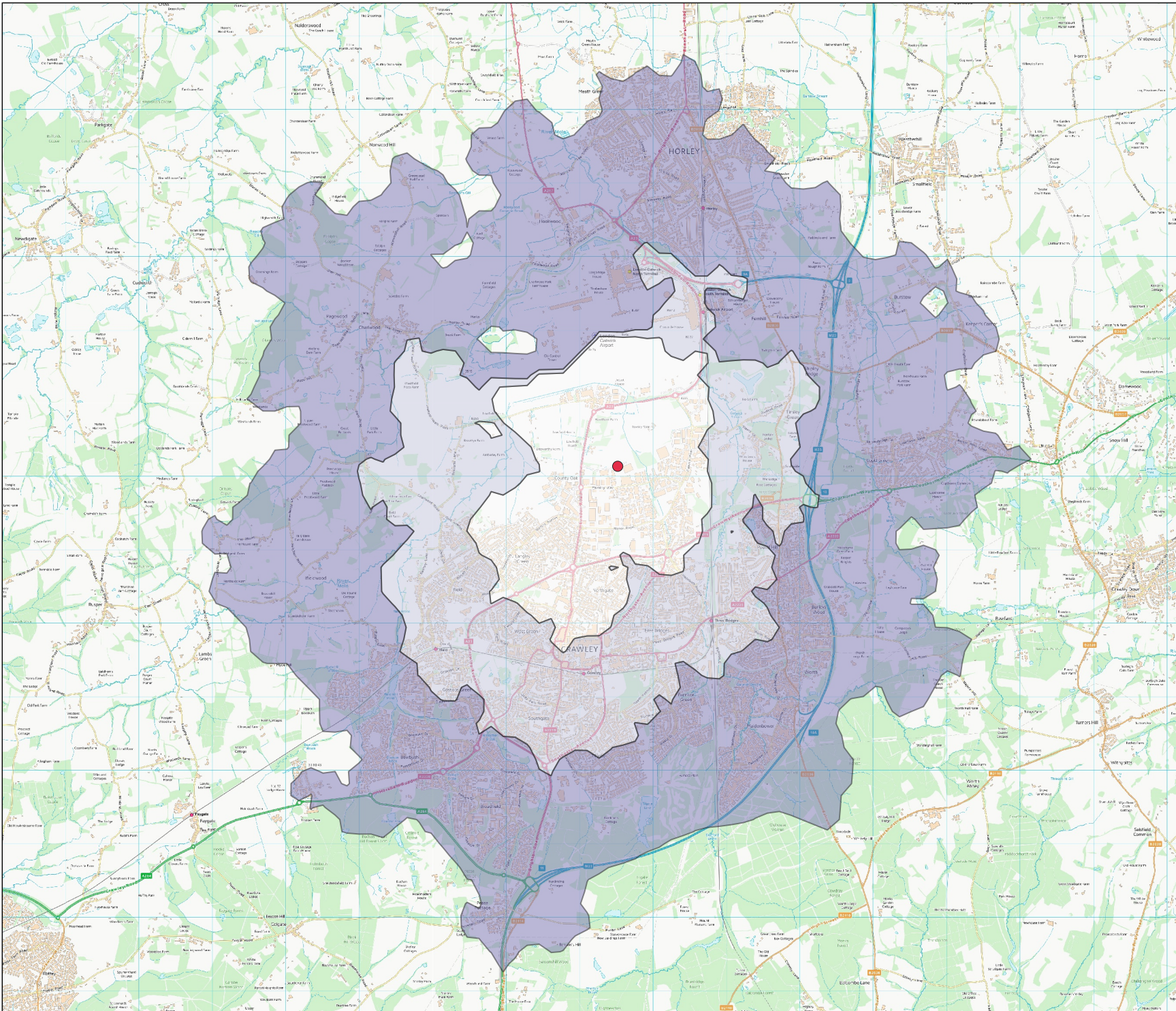
Title
 Accessibility by Walking



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 Tel: +44 (0) 118 206 2930

scale	drawn by	date
stated	AN	30/06/2021

drawing number	rev
2003051	-



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Legend

● Site Location

cycling catchment

□ 3.2km

□ 5km

□ 8km

Project

Manor Royal Extension

Title

Accessibility by Cycle



9 Greyfriars Road, Reading, RG1 1NU
Tel: +44 (0) 118 206 2930

scale stated	drawn by AN	date 30/06/2021
drawing number 2003051		rev -

Appendix D

Crawley Cycle Network Map

CYCLE CRAWLEY

Crawley is fairly flat and cycle facilities make cycling even easier and safer. With panniers or a trailer, a lot of shopping can be done by bike. Many trips are short enough to go easily by bike, often more quickly than by car. Cycle parking is free, readily available and you can stop and walk at any time.

Cycling:

- Is quick and direct
- Avoids traffic jams
- Helps keep you fit
- Saves money
- Avoids parking problems
- Is good for the planet
- Is a great way to socialise.

Maps and other information can be downloaded at www.crawley.gov.uk/cycling

National network maps can be viewed and ordered at www.sustrans.org.uk

Visit cyclejourneyplanner.westsussex.gov.uk to plan your cycle route or use the Cycle Crawley Easy Way map.

CRAWLEY LEISURE ROUTES

Crawley to East Grinstead – the Worth Way

The former rail line from Three Bridges is now a shared use route for walkers, horse riders and cyclists. It is part of the National Cycle Route 21 from London to Eastbourne via Gatwick Airport.

It is mostly rural and part is designated Country Park (bylaws apply). It links to a path to Imberhorne School. It is easily accessed by rail stations, including Three Bridges and Crawley, and joins a cycle route to Crawley town centre and National Cycle Route 20 to Brighton and Hove. At East Grinstead, a signed route links to the Forest Way Country Park shared use route, which continues into East Sussex.

Visit www.crawley.gov.uk/cycling to download a map and information.

Tilgate Forest

National Cycle Route 20 links paths from Furnace Green to Pease Pottage, through Tilgate Park and across the M23 to the surrounding forest paths.

Avenue Verte

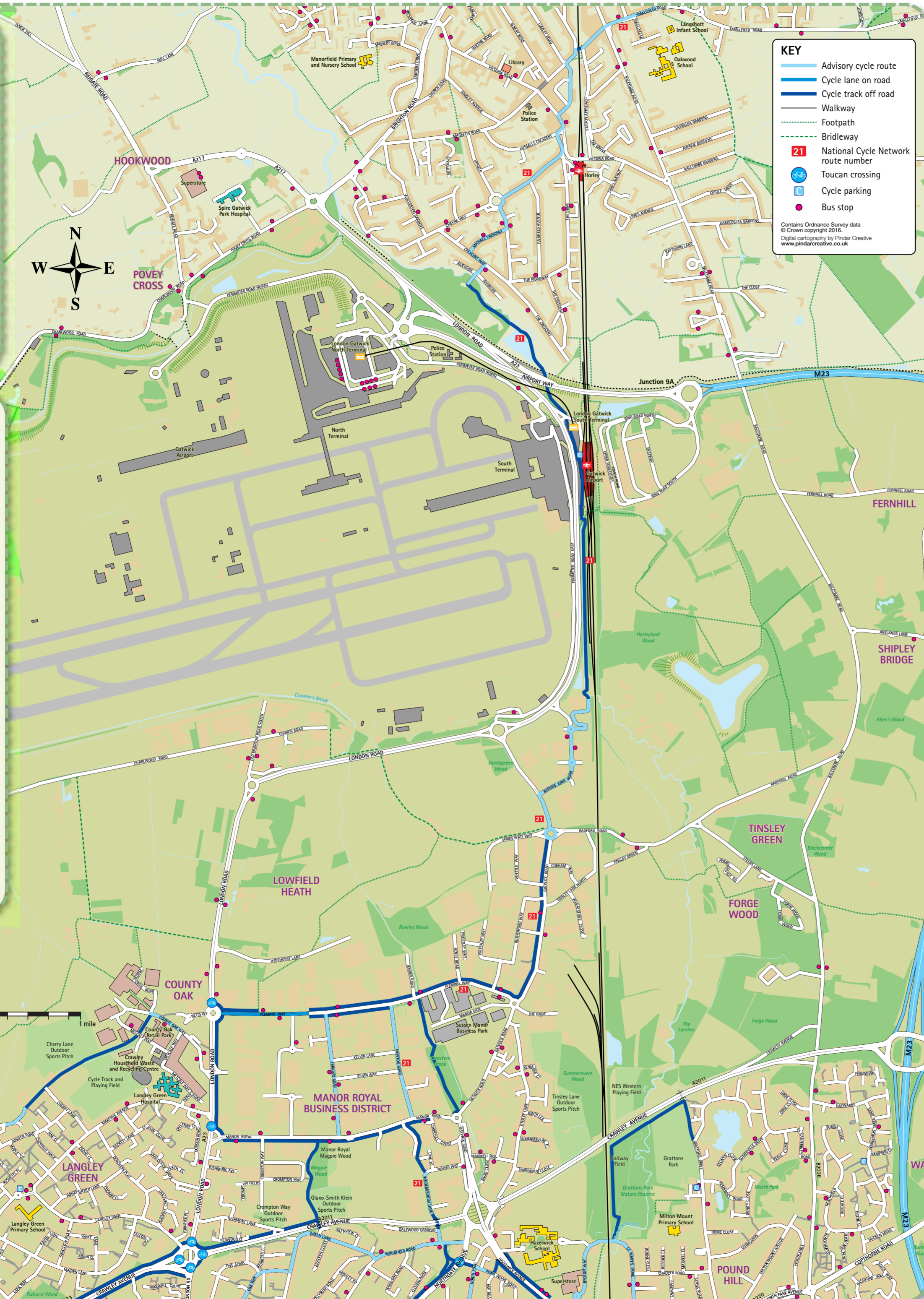
The Avenue Verte route is an Anglo-French project to sign and promote a route to cycle between London and Paris. Part of this route runs through Crawley along National Cycle Route 21.

Visit www.avenuevertelondonparis.co.uk for more information.

Crawley to Horsham

This is a signed route from Crawley town centre to Horsham, going through Goffs Park, across the A23 into Gossops Green, around Ifield Mill Pond, crossing the railway line, passing Ifield West playing fields as far as Wimlands Lane outside Horsham.

The connection into Horsham has yet to be completed. Extra care should be taken if approaching the Horsham northern bypass.



ON YOUR BIKE

People driving cars typically look for other vehicles and may not notice you on your bike, even when you are in front of them. Make sure you are seen by positioning yourself well in view – the 'primary' position is about one metre from the kerb – and observing where drivers are looking when you want to turn.

Think carefully about overtaking on the inside, even when vehicles are stationary. Be aware that lorry and bus drivers cannot see you there.

On shared paths, a sudden appearance of a bike can be an unpleasant shock for a pedestrian, particularly for people with visual or hearing impairment, even if you allow enough space. People may not know you're there, so slow down and let them know you're coming, or stop if necessary.

A good thing about riding a bike is you can instantly become a pedestrian. If in doubt, just get off and walk.

TIPS

✓ Security

Buy a good quality lock and use it – even better, use two different types of lock. Lock at least one wheel and the bike frame to a stand – not just a wheel. Lock any quick-release parts or take them with you, e.g. saddle, lights.

✓ Be seen

Use lights in mist and rain as well as the dark. Ensure lights work properly and are not obscured by clothing or bags. A bright rear light is useful even in daylight. High visibility wear and reflectors are a good idea.

✓ Helmets

Make sure they are the right size and conform to BSEN1078 or Snell Foundation B90 standards. Damage to used helmets may not be obvious.

✓ Maintenance

Check brakes, cables, tyres, chain and lights regularly. Ensure tyres are at high enough pressure, usually at least 60psi, to reduce punctures and cycling effort.

✓ Sitting comfortably

A good riding position makes all the difference. The best saddle height for least effort allows your legs to be almost fully extended when the pedal is at the bottom of its cycle. Start with the saddle at the most comfortable level and raise it as you become more confident.

CYCLE ROUTES

Off-road cycle path

These can be a dedicated cycle track or a shared use path. They are signposted and may have cycle markings on the ground. Shared use paths may not have markings showing separation of walking and cycling.

On-road cycle lane

Advisory lanes have a dashed line. Mandatory lanes have a solid line. Drivers must not drive or park in mandatory cycle lanes and only in advisory cycle lanes if unavoidable.

Advisory cycle route

Relatively quiet residential and country roads suitable for cycling. They are signposted to aid cyclists, but also to raise drivers' awareness of cyclists.

Toucan crossing

Crossing shared by pedestrians and cyclists with no formal separation. Cyclists can ride across, but should give way to pedestrians.

National Cycle Network route

Indicated by blue signs such as:



COMMON SIGNS



Route for pedal cycles only



Shared route for cyclists and pedestrians



Recommended cycle route on roads



Cycle parking available



Contra-flow cycle lane ahead



No cycling



Start of cycle lane



Motor vehicles prohibited (cycles permitted)



Segregated cycle track and pedestrian path ahead



Cycle route ahead (warning motorists)

map

CYCLE CRAWLEY

cycling, pedestrian and public transport information

October 2016



www.crawley.gov.uk/cycling



CONTACTS

Crawley Borough Council: cycling@crawley.gov.uk
Cycling information: www.crawley.gov.uk/cycling

West Sussex County Council Cycle Journey Planner: cyclejourneyplanner.westsussex.gov.uk

Cycling UK - national cyclists' organisation. Local group organises rides and provides advice: www.cyclinguk.org/local-groups/horsham-cycling-club

Crawley BikeIT - cycling to school schemes: south@sustrans.org.uk

Crawley Wheelers Cycling Club - leisure and competitive cycling: www.crawleywheelers.co.uk

Dynamic Adventures - training and bike hire: www.dynamicadventures.co.uk

Metrobus - bus timetables: www.metrobus.co.uk/travel-info

Public transport and cycle journey planner: www.travelwestsussex.co.uk

Report cycle path problem: <http://love.westsussex.gov.uk>

Rail journey planning and tickets: www.nationalrail.co.uk

Sustrans - develops the National Cycle Network: www.sustrans.org.uk

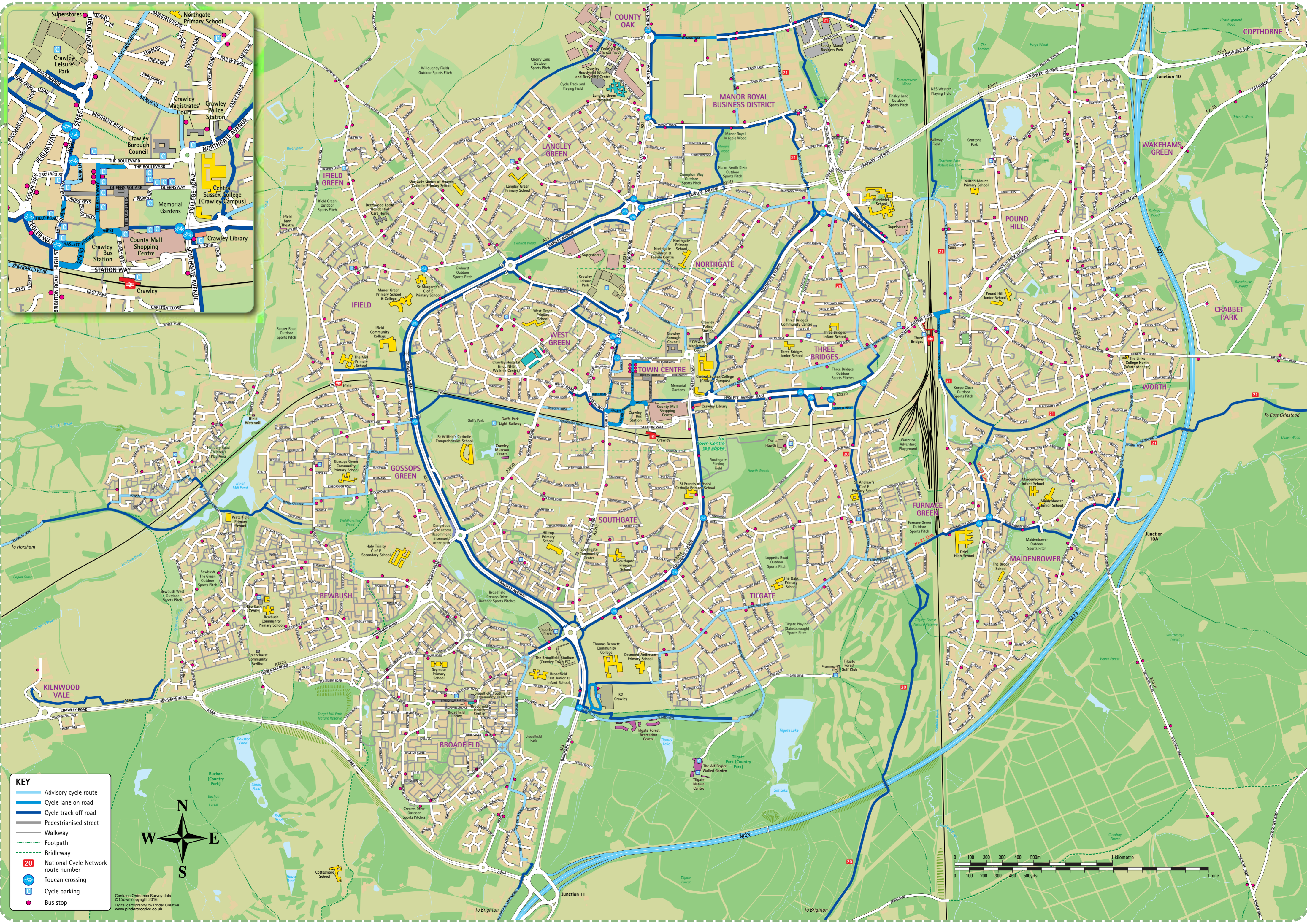
Wheels for Wellbeing for people with disabilities: www.crawley.gov.uk/wfw



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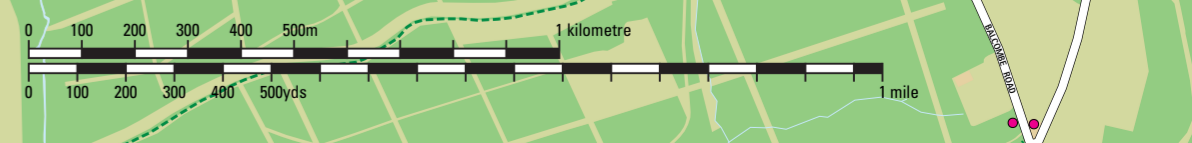
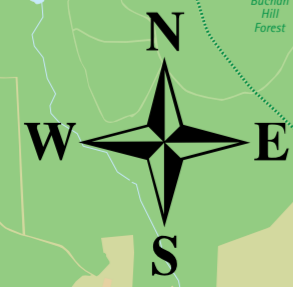


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KEY

- Advisory cycle route
- Cycle lane on road
- Cycle track off road
- Pedestrianised street
- Walkway
- Footpath
- Bridleway
- 20 National Cycle Network route number
- T Toucan crossing
- P Cycle parking
- Bus stop



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Appendix E

TRICs Reports

TRICS 7.6.1

Trip Rate Param Gross floor area

Filtering Summary

Land Use 02/D EMPLOYMENT/INDUSTRIAL ESTATE

Selected Trip Rate 552-10000 sqm GFA

Actual Trip Rate 1138-10000 sqm GFA

Date Range Minimum: 19/09/18

Parking Spaces Ratio All Surveys Included

Days of the week	Tuesday	8
	Wednesday	1
	Thursday	2

Main Location Type	Edge of Town	2
	Suburban A	7
	Edge of Town	2

Population <1 Mil	1 001 to 5	0	1
	5 001 to 10	0	4
	10 001 to 15	0	2
	20 001 to 25	0	1
	25 001 to 50	0	2
	50 001 to 100	0	1

Population <5 Mil	25 001 to 50	0	2
	50 001 to 75	0	1
	125 001 to 250	0	5
	250 001 to 500	0	2
	500 001 or More	1	

Car Ownership <=	0.6 to 1.0	5
	1.1 to 1.5	5
	1.6 to 2.0	1

PTAL Rating	No PTAL Provided	9
	1b Very poor	1
	2 Poor	1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
 Category D - INDUSTRIAL ESTATE
 MULTI-MODAL VEHICLES

Selected regions and areas:

- 1 GREATER LONDON
 - BE BEXLEY 1 days
 - HO HOUNSLOV 1 days
- 2 SOUTH EAST
 - ES EAST SUSSE 1 days
- 3 SOUTH WEST
 - WL WILTSHIRE 1 days
- 4 EAST ANGLIA
 - CA CAMBRIDG 1 days
- 6 WEST MIDLANDS
 - HE HEREFORD 1 days
 - WM WEST MIDL 1 days
- 7 YORKSHIRE & NORTH LINCOLNSHIRE
 - WY WEST YORK 1 days
- 8 NORTH WEST
 - LC LANCASHIR 1 days
- 9 NORTH
 - TW TYNE & WE 1 days
- 10 WALES
 - CM CARMARTH 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1138 to 10000 (units: sqm)
Range Selected: 552 to 10000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 19/09/18

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

Selected survey days:

Tuesday 8 days
Wednesday 1 days
Thursday 2 days

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

Selected survey types:

Manual count 11 days
Directional ATC 0 days

This data displays the total at whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	0
Edge of Town Cer	2
Suburban Area (P	7
Edge of Town	2
Neighbourhood C	0
Free Standing (PP	0
Not Known	0

This data displays Edge of To Suburban / Neighbourhood C Edge of To Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	6
Commercial Zone	0
Development Zor	1
Residential Zone	2
Retail Zone	0
Built-Up Zone	0
Village	0
Out of Town	0
High Street	0
No Sub Category	2

This data displays Industrial Z Developmε Residential Zone Retail Zoneε Built-Up Zc Village Out of Tow High Street and No Sut

Secondary Filtering selection:

Use Class:

Not Known	1 days
B1	6 days
B2	2 days
B8	1 days

This data displays which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0 5 days
1.1 to 1.5 5 days
1.6 to 2.0 1 days

This data displays within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 2 days
No 9 days

This data displays and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 9 days
1b Very poor 1 days
2 Poor 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1): BE-02-D-01 Site area: 0.72 hect
Development Nar INDUSTRIA Gross floor 3300 sqm
Location: ERITH Parking spa 74
Postcode: DA17 6AX Number of 160
Main Location Ty|Edge of Tov Survey Date 19/09/2018
Sub-Location Typ|Industrial Z Survey Day Wednesday
PTAL: 1b Very poor
Site(2): CA-02-D-04 Site area: 0.89 hect
Development Nar INDUSTRIA Gross floor 4133 sqm
Location: PETERBORO Parking spa 45
Postcode: PE1 2AZ Number of 40
Main Location Ty|Suburban A Survey Date 02/12/2014
Sub-Location Typ|No Sub Cat Survey Day Tuesday
PTAL: n/a
Site(3): CM-02-D-0: Site area: 1.80 hect
Development Nar WORKSHOI Gross floor 2900 sqm
Location: AMMANFO Parking spa 150
Postcode: SA18 2ET Number of 59
Main Location Ty|Edge of Tov Survey Date 14/10/2014
Sub-Location Typ|No Sub Cat Survey Day Tuesday
PTAL: n/a
Site(4): ES-02-D-07 Site area: 1.10 hect
Development Nar INDUSTRIA Gross floor 6625 sqm
Location: BRIGHTON Parking spa 125
Postcode: BN2 4AW Number of 130
Main Location Ty|Suburban A Survey Date 16/10/2014
Sub-Location Typ|Industrial Z Survey Day Thursday
PTAL: n/a
Site(5): HE-02-D-02 Site area: 0.50 hect
Development Nar BUSINESS P Gross floor 5214 sqm

Location: HEREFORD Parking spa 68
 Postcode: HR4 9JQ Number of 67
 Main Location Ty|Suburban A Survey Date 22/10/2013
 Sub-Location Ty|Industrial Z Survey Day Tuesday
 PTAL: n/a
 Site(6): HO-02-D-0: Site area: 1.92 hect
 Development Na|INDUSTRIA|Gross floor 7400 sqm
 Location: FELTHAM Parking spa 93
 Postcode: TW13 6DH Number of 59
 Main Location Ty|Suburban A Survey Date 25/06/2015
 Sub-Location Ty|Industrial Z Survey Day Thursday
 PTAL: 2 Poor
 Site(7): LC-02-D-05 Site area: 0.70 hect
 Development Na|INDUSTRIA|Gross floor 7020 sqm
 Location: BLACKBURI Parking spa 117
 Postcode: BB1 3BL Number of 63
 Main Location Ty|Edge of Tov Survey Date 04/06/2013
 Sub-Location Ty|Industrial Z Survey Day Tuesday
 PTAL: n/a
 Site(8): TW-02-D-0: Site area: 2.70 hect
 Development Na|INDUSTRIA|Gross floor 8310 sqm
 Location: SUNDERLAI Parking spa 212
 Postcode: SR5 3TX Number of 180
 Main Location Ty|Suburban A Survey Date 04/04/2017
 Sub-Location Ty|Developme Survey Day Tuesday
 PTAL: n/a
 Site(9): WL-02-D-0: Site area: 2.55 hect
 Development Na|INDUSTRIA|Gross floor 10000 sqm
 Location: SWINDON Parking spa 152
 Postcode: SN2 7JQ Number of 118
 Main Location Ty|Suburban A Survey Date 20/09/2016
 Sub-Location Ty|Residential Survey Day Tuesday
 PTAL: n/a
 Site(10): WM-02-D-(Site area: 0.27 hect
 Development Na|INDUSTRIA|Gross floor 1138 sqm
 Location: STOURBRIC Parking spa 18
 Postcode: DY8 4YJ Number of 35
 Main Location Ty|Suburban A Survey Date 28/11/2017
 Sub-Location Ty|Residential Survey Day Tuesday
 PTAL: n/a
 Site(11): WY-02-D-0: Site area: 2.20 hect
 Development Na|INDUSTRIA|Gross floor 4328 sqm
 Location: CASTLEFOR Parking spa 95
 Postcode: WF10 5QU Number of 23
 Main Location Ty|Edge of Tov Survey Date 23/05/2017
 Sub-Location Ty|Industrial Z Survey Day Tuesday
 PTAL: n/a

This section provides information on the survey date, the selected day of the week, and whether the survey was a manual classified count or an ATC count.

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

Calculation Factor: 100 sqm

Count Type: VEHICLES

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									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	7400	0	1	7400	0	1	7400	0
05:30-06:00	1	7400	0.041	1	7400	0	1	7400	0.041
06:00-06:30	1	7400	0.257	1	7400	0.027	1	7400	0.284
06:30-07:00	1	7400	0.297	1	7400	0.189	1	7400	0.486
07:00-07:30	11	5488	0.199	11	5488	0.089	11	5488	0.288
07:30-08:00	11	5488	0.265	11	5488	0.141	11	5488	0.406
08:00-08:30	11	5488	0.288	11	5488	0.169	11	5488	0.457
08:30-09:00	11	5488	0.283	11	5488	0.167	11	5488	0.45
09:00-09:30	11	5488	0.245	11	5488	0.194	11	5488	0.439
09:30-10:00	11	5488	0.225	11	5488	0.184	11	5488	0.409
10:00-10:30	11	5488	0.227	11	5488	0.23	11	5488	0.457
10:30-11:00	11	5488	0.242	11	5488	0.215	11	5488	0.457
11:00-11:30	11	5488	0.214	11	5488	0.217	11	5488	0.431
11:30-12:00	11	5488	0.187	11	5488	0.225	11	5488	0.412
12:00-12:30	11	5488	0.2	11	5488	0.205	11	5488	0.405
12:30-13:00	11	5488	0.225	11	5488	0.235	11	5488	0.46
13:00-13:30	11	5488	0.199	11	5488	0.172	11	5488	0.371
13:30-14:00	11	5488	0.174	11	5488	0.171	11	5488	0.345
14:00-14:30	11	5488	0.169	11	5488	0.181	11	5488	0.35
14:30-15:00	11	5488	0.189	11	5488	0.189	11	5488	0.378
15:00-15:30	11	5488	0.142	11	5488	0.237	11	5488	0.379
15:30-16:00	11	5488	0.156	11	5488	0.194	11	5488	0.35
16:00-16:30	11	5488	0.161	11	5488	0.195	11	5488	0.356
16:30-17:00	11	5488	0.114	11	5488	0.27	11	5488	0.384
17:00-17:30	11	5488	0.113	11	5488	0.205	11	5488	0.318
17:30-18:00	11	5488	0.053	11	5488	0.137	11	5488	0.19
18:00-18:30	11	5488	0.043	11	5488	0.094	11	5488	0.137
18:30-19:00	11	5488	0.038	11	5488	0.056	11	5488	0.094
19:00-19:30	2	5350	0.084	2	5350	0.056	2	5350	0.14
19:30-20:00	2	5350	0.037	2	5350	0.093	2	5350	0.13
20:00-20:30	1	3300	0	1	3300	0.03	1	3300	0.03
20:30-21:00	1	3300	0	1	3300	0	1	3300	0
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			5.067			4.767			9.834

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

Calculation Factor: 100 sqm

Count Type: TAXIS

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									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	7400	0	1	7400	0	1	7400	0
05:30-06:00	1	7400	0	1	7400	0	1	7400	0
06:00-06:30	1	7400	0	1	7400	0	1	7400	0
06:30-07:00	1	7400	0	1	7400	0	1	7400	0
07:00-07:30	11	5488	0.002	11	5488	0.002	11	5488	0.004
07:30-08:00	11	5488	0	11	5488	0	11	5488	0
08:00-08:30	11	5488	0.002	11	5488	0.002	11	5488	0.004
08:30-09:00	11	5488	0.002	11	5488	0.002	11	5488	0.004
09:00-09:30	11	5488	0.002	11	5488	0.002	11	5488	0.004
09:30-10:00	11	5488	0	11	5488	0	11	5488	0
10:00-10:30	11	5488	0	11	5488	0	11	5488	0
10:30-11:00	11	5488	0	11	5488	0	11	5488	0
11:00-11:30	11	5488	0	11	5488	0	11	5488	0
11:30-12:00	11	5488	0	11	5488	0	11	5488	0
12:00-12:30	11	5488	0	11	5488	0	11	5488	0
12:30-13:00	11	5488	0.002	11	5488	0.002	11	5488	0.004
13:00-13:30	11	5488	0	11	5488	0	11	5488	0
13:30-14:00	11	5488	0	11	5488	0	11	5488	0
14:00-14:30	11	5488	0	11	5488	0	11	5488	0
14:30-15:00	11	5488	0.002	11	5488	0.002	11	5488	0.004
15:00-15:30	11	5488	0.005	11	5488	0.005	11	5488	0.01
15:30-16:00	11	5488	0	11	5488	0	11	5488	0
16:00-16:30	11	5488	0	11	5488	0	11	5488	0
16:30-17:00	11	5488	0	11	5488	0	11	5488	0
17:00-17:30	11	5488	0.002	11	5488	0.002	11	5488	0.004
17:30-18:00	11	5488	0	11	5488	0	11	5488	0
18:00-18:30	11	5488	0	11	5488	0	11	5488	0
18:30-19:00	11	5488	0.002	11	5488	0.002	11	5488	0.004
19:00-19:30	2	5350	0	2	5350	0	2	5350	0
19:30-20:00	2	5350	0	2	5350	0	2	5350	0
20:00-20:30	1	3300	0	1	3300	0	1	3300	0
20:30-21:00	1	3300	0	1	3300	0	1	3300	0
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.021			0.021			0.042

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

Calculation Factor: 100 sqm

Count Type: OGVS

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									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	7400	0	1	7400	0	1	7400	0
05:30-06:00	1	7400	0	1	7400	0	1	7400	0
06:00-06:30	1	7400	0.014	1	7400	0	1	7400	0.014
06:30-07:00	1	7400	0.027	1	7400	0.027	1	7400	0.054
07:00-07:30	11	5488	0.008	11	5488	0.01	11	5488	0.018
07:30-08:00	11	5488	0.018	11	5488	0.015	11	5488	0.033
08:00-08:30	11	5488	0.02	11	5488	0.018	11	5488	0.038
08:30-09:00	11	5488	0.028	11	5488	0.03	11	5488	0.058
09:00-09:30	11	5488	0.013	11	5488	0.022	11	5488	0.035
09:30-10:00	11	5488	0.03	11	5488	0.02	11	5488	0.05
10:00-10:30	11	5488	0.02	11	5488	0.022	11	5488	0.042
10:30-11:00	11	5488	0.018	11	5488	0.027	11	5488	0.045
11:00-11:30	11	5488	0.023	11	5488	0.017	11	5488	0.04
11:30-12:00	11	5488	0.013	11	5488	0.017	11	5488	0.03
12:00-12:30	11	5488	0.012	11	5488	0.015	11	5488	0.027
12:30-13:00	11	5488	0.018	11	5488	0.017	11	5488	0.035
13:00-13:30	11	5488	0.012	11	5488	0.012	11	5488	0.024
13:30-14:00	11	5488	0.017	11	5488	0.017	11	5488	0.034
14:00-14:30	11	5488	0.015	11	5488	0.017	11	5488	0.032
14:30-15:00	11	5488	0.015	11	5488	0.01	11	5488	0.025
15:00-15:30	11	5488	0.018	11	5488	0.01	11	5488	0.028
15:30-16:00	11	5488	0.015	11	5488	0.017	11	5488	0.032
16:00-16:30	11	5488	0.017	11	5488	0.005	11	5488	0.022
16:30-17:00	11	5488	0.017	11	5488	0.022	11	5488	0.039
17:00-17:30	11	5488	0.013	11	5488	0.01	11	5488	0.023
17:30-18:00	11	5488	0.007	11	5488	0.007	11	5488	0.014
18:00-18:30	11	5488	0.005	11	5488	0.01	11	5488	0.015
18:30-19:00	11	5488	0.002	11	5488	0	11	5488	0.002
19:00-19:30	2	5350	0	2	5350	0	2	5350	0
19:30-20:00	2	5350	0	2	5350	0	2	5350	0
20:00-20:30	1	3300	0	1	3300	0	1	3300	0
20:30-21:00	1	3300	0	1	3300	0	1	3300	0
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.415			0.394			0.809

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

Calculation Factor: 100 sqm

Count Type: PSVS

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									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	7400	0	1	7400	0	1	7400	0
05:30-06:00	1	7400	0	1	7400	0	1	7400	0
06:00-06:30	1	7400	0	1	7400	0	1	7400	0
06:30-07:00	1	7400	0	1	7400	0	1	7400	0
07:00-07:30	11	5488	0	11	5488	0	11	5488	0
07:30-08:00	11	5488	0.003	11	5488	0	11	5488	0.003
08:00-08:30	11	5488	0.003	11	5488	0.002	11	5488	0.005
08:30-09:00	11	5488	0.003	11	5488	0.007	11	5488	0.01
09:00-09:30	11	5488	0.005	11	5488	0.003	11	5488	0.008
09:30-10:00	11	5488	0.002	11	5488	0.003	11	5488	0.005
10:00-10:30	11	5488	0.003	11	5488	0.003	11	5488	0.006
10:30-11:00	11	5488	0.003	11	5488	0	11	5488	0.003
11:00-11:30	11	5488	0	11	5488	0.003	11	5488	0.003
11:30-12:00	11	5488	0	11	5488	0	11	5488	0
12:00-12:30	11	5488	0	11	5488	0	11	5488	0
12:30-13:00	11	5488	0.002	11	5488	0	11	5488	0.002
13:00-13:30	11	5488	0	11	5488	0	11	5488	0
13:30-14:00	11	5488	0	11	5488	0	11	5488	0
14:00-14:30	11	5488	0	11	5488	0	11	5488	0
14:30-15:00	11	5488	0.002	11	5488	0.002	11	5488	0.004
15:00-15:30	11	5488	0.002	11	5488	0.002	11	5488	0.004
15:30-16:00	11	5488	0	11	5488	0	11	5488	0
16:00-16:30	11	5488	0	11	5488	0	11	5488	0
16:30-17:00	11	5488	0	11	5488	0	11	5488	0
17:00-17:30	11	5488	0	11	5488	0	11	5488	0
17:30-18:00	11	5488	0	11	5488	0	11	5488	0
18:00-18:30	11	5488	0	11	5488	0	11	5488	0
18:30-19:00	11	5488	0	11	5488	0	11	5488	0
19:00-19:30	2	5350	0	2	5350	0	2	5350	0
19:30-20:00	2	5350	0	2	5350	0	2	5350	0
20:00-20:30	1	3300	0	1	3300	0	1	3300	0
20:30-21:00	1	3300	0	1	3300	0	1	3300	0
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.028			0.025			0.053

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

Calculation Factor: 100 sqm

Count Type: CYCLISTS

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									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	7400	0	1	7400	0	1	7400	0
05:30-06:00	1	7400	0.054	1	7400	0	1	7400	0.054
06:00-06:30	1	7400	0	1	7400	0	1	7400	0
06:30-07:00	1	7400	0.014	1	7400	0	1	7400	0.014
07:00-07:30	11	5488	0.003	11	5488	0	11	5488	0.003
07:30-08:00	11	5488	0	11	5488	0	11	5488	0
08:00-08:30	11	5488	0	11	5488	0	11	5488	0
08:30-09:00	11	5488	0.005	11	5488	0.003	11	5488	0.008
09:00-09:30	11	5488	0.002	11	5488	0	11	5488	0.002
09:30-10:00	11	5488	0.002	11	5488	0	11	5488	0.002
10:00-10:30	11	5488	0.002	11	5488	0.002	11	5488	0.004
10:30-11:00	11	5488	0.002	11	5488	0	11	5488	0.002
11:00-11:30	11	5488	0.002	11	5488	0.002	11	5488	0.004
11:30-12:00	11	5488	0	11	5488	0	11	5488	0
12:00-12:30	11	5488	0	11	5488	0	11	5488	0
12:30-13:00	11	5488	0	11	5488	0	11	5488	0
13:00-13:30	11	5488	0.002	11	5488	0.002	11	5488	0.004
13:30-14:00	11	5488	0	11	5488	0	11	5488	0
14:00-14:30	11	5488	0.005	11	5488	0.002	11	5488	0.007
14:30-15:00	11	5488	0	11	5488	0	11	5488	0
15:00-15:30	11	5488	0	11	5488	0.005	11	5488	0.005
15:30-16:00	11	5488	0.003	11	5488	0	11	5488	0.003
16:00-16:30	11	5488	0	11	5488	0.007	11	5488	0.007
16:30-17:00	11	5488	0.002	11	5488	0.005	11	5488	0.007
17:00-17:30	11	5488	0	11	5488	0.007	11	5488	0.007
17:30-18:00	11	5488	0	11	5488	0	11	5488	0
18:00-18:30	11	5488	0	11	5488	0	11	5488	0
18:30-19:00	11	5488	0	11	5488	0	11	5488	0
19:00-19:30	2	5350	0	2	5350	0	2	5350	0
19:30-20:00	2	5350	0	2	5350	0.019	2	5350	0.019
20:00-20:30	1	3300	0	1	3300	0	1	3300	0
20:30-21:00	1	3300	0	1	3300	0	1	3300	0
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.098			0.054			0.152

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

Calculation Factor: 100 sqm

Count Type: VEHICLE OCCUPANTS

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									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	7400	0	1	7400	0	1	7400	0
05:30-06:00	1	7400	0.041	1	7400	0	1	7400	0.041
06:00-06:30	1	7400	0.311	1	7400	0.027	1	7400	0.338
06:30-07:00	1	7400	0.405	1	7400	0.189	1	7400	0.594
07:00-07:30	11	5488	0.24	11	5488	0.094	11	5488	0.334
07:30-08:00	11	5488	0.338	11	5488	0.19	11	5488	0.528
08:00-08:30	11	5488	0.373	11	5488	0.224	11	5488	0.597
08:30-09:00	11	5488	0.351	11	5488	0.186	11	5488	0.537
09:00-09:30	11	5488	0.308	11	5488	0.258	11	5488	0.566
09:30-10:00	11	5488	0.275	11	5488	0.217	11	5488	0.492
10:00-10:30	11	5488	0.252	11	5488	0.275	11	5488	0.527
10:30-11:00	11	5488	0.29	11	5488	0.257	11	5488	0.547
11:00-11:30	11	5488	0.253	11	5488	0.267	11	5488	0.52
11:30-12:00	11	5488	0.224	11	5488	0.248	11	5488	0.472
12:00-12:30	11	5488	0.232	11	5488	0.235	11	5488	0.467
12:30-13:00	11	5488	0.282	11	5488	0.277	11	5488	0.559
13:00-13:30	11	5488	0.248	11	5488	0.202	11	5488	0.45
13:30-14:00	11	5488	0.207	11	5488	0.204	11	5488	0.411
14:00-14:30	11	5488	0.219	11	5488	0.22	11	5488	0.439
14:30-15:00	11	5488	0.257	11	5488	0.239	11	5488	0.496
15:00-15:30	11	5488	0.147	11	5488	0.305	11	5488	0.452
15:30-16:00	11	5488	0.19	11	5488	0.248	11	5488	0.438
16:00-16:30	11	5488	0.217	11	5488	0.273	11	5488	0.49
16:30-17:00	11	5488	0.142	11	5488	0.328	11	5488	0.47
17:00-17:30	11	5488	0.144	11	5488	0.27	11	5488	0.414
17:30-18:00	11	5488	0.063	11	5488	0.184	11	5488	0.247
18:00-18:30	11	5488	0.068	11	5488	0.129	11	5488	0.197
18:30-19:00	11	5488	0.043	11	5488	0.066	11	5488	0.109
19:00-19:30	2	5350	0.093	2	5350	0.103	2	5350	0.196
19:30-20:00	2	5350	0.037	2	5350	0.112	2	5350	0.149
20:00-20:30	1	3300	0	1	3300	0	1	3300	0
20:30-21:00	1	3300	0	1	3300	0	1	3300	0
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			6.25			5.827			12.077

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

Calculation Factor: 100 sqm

Count Type: PEDESTRIANS

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									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	7400	0	1	7400	0	1	7400	0
05:30-06:00	1	7400	0.041	1	7400	0	1	7400	0.041
06:00-06:30	1	7400	0.054	1	7400	0	1	7400	0.054
06:30-07:00	1	7400	0.095	1	7400	0	1	7400	0.095
07:00-07:30	11	5488	0.01	11	5488	0.003	11	5488	0.013
07:30-08:00	11	5488	0.038	11	5488	0.012	11	5488	0.05
08:00-08:30	11	5488	0.041	11	5488	0.008	11	5488	0.049
08:30-09:00	11	5488	0.033	11	5488	0.023	11	5488	0.056
09:00-09:30	11	5488	0.022	11	5488	0.027	11	5488	0.049
09:30-10:00	11	5488	0.025	11	5488	0.02	11	5488	0.045
10:00-10:30	11	5488	0.012	11	5488	0.022	11	5488	0.034
10:30-11:00	11	5488	0.018	11	5488	0.015	11	5488	0.033
11:00-11:30	11	5488	0.013	11	5488	0.018	11	5488	0.031
11:30-12:00	11	5488	0.018	11	5488	0.017	11	5488	0.035
12:00-12:30	11	5488	0.031	11	5488	0.04	11	5488	0.071
12:30-13:00	11	5488	0.018	11	5488	0.027	11	5488	0.045
13:00-13:30	11	5488	0.027	11	5488	0.027	11	5488	0.054
13:30-14:00	11	5488	0.027	11	5488	0.023	11	5488	0.05
14:00-14:30	11	5488	0.013	11	5488	0.025	11	5488	0.038
14:30-15:00	11	5488	0.015	11	5488	0.015	11	5488	0.03
15:00-15:30	11	5488	0.017	11	5488	0.017	11	5488	0.034
15:30-16:00	11	5488	0.018	11	5488	0.023	11	5488	0.041
16:00-16:30	11	5488	0.015	11	5488	0.031	11	5488	0.046
16:30-17:00	11	5488	0.015	11	5488	0.022	11	5488	0.037
17:00-17:30	11	5488	0.008	11	5488	0.038	11	5488	0.046
17:30-18:00	11	5488	0.005	11	5488	0.017	11	5488	0.022
18:00-18:30	11	5488	0.01	11	5488	0.012	11	5488	0.022
18:30-19:00	11	5488	0.003	11	5488	0.01	11	5488	0.013
19:00-19:30	2	5350	0	2	5350	0.019	2	5350	0.019
19:30-20:00	2	5350	0	2	5350	0.056	2	5350	0.056
20:00-20:30	1	3300	0	1	3300	0	1	3300	0
20:30-21:00	1	3300	0	1	3300	0	1	3300	0
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.642			0.567			1.209

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

Calculation Factor: 100 sqm

Count Type: BUS/TRAM PASSENGERS

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									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	7400	0	1	7400	0	1	7400	0
05:30-06:00	1	7400	0.014	1	7400	0	1	7400	0.014
06:00-06:30	1	7400	0.041	1	7400	0	1	7400	0.041
06:30-07:00	1	7400	0.027	1	7400	0	1	7400	0.027
07:00-07:30	11	5488	0.008	11	5488	0	11	5488	0.008
07:30-08:00	11	5488	0.013	11	5488	0	11	5488	0.013
08:00-08:30	11	5488	0.02	11	5488	0	11	5488	0.02
08:30-09:00	11	5488	0.02	11	5488	0	11	5488	0.02
09:00-09:30	11	5488	0.02	11	5488	0	11	5488	0.02
09:30-10:00	11	5488	0.013	11	5488	0.002	11	5488	0.015
10:00-10:30	11	5488	0.007	11	5488	0.005	11	5488	0.012
10:30-11:00	11	5488	0.005	11	5488	0.005	11	5488	0.01
11:00-11:30	11	5488	0.007	11	5488	0.003	11	5488	0.01
11:30-12:00	11	5488	0.005	11	5488	0.002	11	5488	0.007
12:00-12:30	11	5488	0.005	11	5488	0.002	11	5488	0.007
12:30-13:00	11	5488	0.003	11	5488	0.002	11	5488	0.005
13:00-13:30	11	5488	0.003	11	5488	0.007	11	5488	0.01
13:30-14:00	11	5488	0.003	11	5488	0.003	11	5488	0.006
14:00-14:30	11	5488	0.002	11	5488	0.003	11	5488	0.005
14:30-15:00	11	5488	0.002	11	5488	0.003	11	5488	0.005
15:00-15:30	11	5488	0.002	11	5488	0.013	11	5488	0.015
15:30-16:00	11	5488	0.003	11	5488	0.007	11	5488	0.01
16:00-16:30	11	5488	0	11	5488	0.015	11	5488	0.015
16:30-17:00	11	5488	0	11	5488	0.012	11	5488	0.012
17:00-17:30	11	5488	0.002	11	5488	0.02	11	5488	0.022
17:30-18:00	11	5488	0	11	5488	0.015	11	5488	0.015
18:00-18:30	11	5488	0	11	5488	0.003	11	5488	0.003
18:30-19:00	11	5488	0	11	5488	0.003	11	5488	0.003
19:00-19:30	2	5350	0	2	5350	0.009	2	5350	0.009
19:30-20:00	2	5350	0	2	5350	0.037	2	5350	0.037
20:00-20:30	1	3300	0	1	3300	0	1	3300	0
20:30-21:00	1	3300	0	1	3300	0	1	3300	0
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.225			0.171			0.396

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

Calculation Factor: 100 sqm

Count Type: TOTAL RAIL PASSENGERS

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									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	7400	0	1	7400	0	1	7400	0
05:30-06:00	1	7400	0	1	7400	0	1	7400	0
06:00-06:30	1	7400	0	1	7400	0	1	7400	0
06:30-07:00	1	7400	0	1	7400	0	1	7400	0
07:00-07:30	11	5488	0	11	5488	0	11	5488	0
07:30-08:00	11	5488	0.002	11	5488	0	11	5488	0.002
08:00-08:30	11	5488	0.002	11	5488	0	11	5488	0.002
08:30-09:00	11	5488	0.003	11	5488	0	11	5488	0.003
09:00-09:30	11	5488	0.005	11	5488	0	11	5488	0.005
09:30-10:00	11	5488	0.008	11	5488	0	11	5488	0.008
10:00-10:30	11	5488	0.002	11	5488	0	11	5488	0.002
10:30-11:00	11	5488	0	11	5488	0	11	5488	0
11:00-11:30	11	5488	0.002	11	5488	0	11	5488	0.002
11:30-12:00	11	5488	0	11	5488	0	11	5488	0
12:00-12:30	11	5488	0	11	5488	0.002	11	5488	0.002
12:30-13:00	11	5488	0	11	5488	0	11	5488	0
13:00-13:30	11	5488	0	11	5488	0.002	11	5488	0.002
13:30-14:00	11	5488	0	11	5488	0.005	11	5488	0.005
14:00-14:30	11	5488	0	11	5488	0	11	5488	0
14:30-15:00	11	5488	0	11	5488	0.005	11	5488	0.005
15:00-15:30	11	5488	0	11	5488	0.003	11	5488	0.003
15:30-16:00	11	5488	0	11	5488	0.002	11	5488	0.002
16:00-16:30	11	5488	0	11	5488	0.003	11	5488	0.003
16:30-17:00	11	5488	0	11	5488	0.002	11	5488	0.002
17:00-17:30	11	5488	0	11	5488	0.002	11	5488	0.002
17:30-18:00	11	5488	0	11	5488	0	11	5488	0
18:00-18:30	11	5488	0	11	5488	0.002	11	5488	0.002
18:30-19:00	11	5488	0	11	5488	0	11	5488	0
19:00-19:30	2	5350	0	2	5350	0	2	5350	0
19:30-20:00	2	5350	0	2	5350	0	2	5350	0
20:00-20:30	1	3300	0	1	3300	0	1	3300	0
20:30-21:00	1	3300	0	1	3300	0	1	3300	0
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.024			0.028			0.052

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

Calculation Factor: 100 sqm

Count Type: COACH PASSENGERS

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										
00:30-01:00										
01:00-01:30										
01:30-02:00										
02:00-02:30										
02:30-03:00										
03:00-03:30										
03:30-04:00										
04:00-04:30										
04:30-05:00										
05:00-05:30	1	7400		0	1	7400	0	1	7400	0
05:30-06:00	1	7400		0	1	7400	0	1	7400	0
06:00-06:30	1	7400		0	1	7400	0	1	7400	0
06:30-07:00	1	7400		0	1	7400	0	1	7400	0
07:00-07:30	11	5488		0	11	5488	0	11	5488	0
07:30-08:00	11	5488		0	11	5488	0	11	5488	0
08:00-08:30	11	5488		0	11	5488	0	11	5488	0
08:30-09:00	11	5488		0	11	5488	0.002	11	5488	0.002
09:00-09:30	11	5488	0.012	11	5488	0	11	5488	0.012	0
09:30-10:00	11	5488		0	11	5488	0	11	5488	0
10:00-10:30	11	5488		0	11	5488	0	11	5488	0
10:30-11:00	11	5488		0	11	5488	0	11	5488	0
11:00-11:30	11	5488		0	11	5488	0.003	11	5488	0.003
11:30-12:00	11	5488		0	11	5488	0	11	5488	0
12:00-12:30	11	5488		0	11	5488	0	11	5488	0
12:30-13:00	11	5488		0	11	5488	0	11	5488	0
13:00-13:30	11	5488		0	11	5488	0	11	5488	0
13:30-14:00	11	5488		0	11	5488	0	11	5488	0
14:00-14:30	11	5488		0	11	5488	0	11	5488	0
14:30-15:00	11	5488		0	11	5488	0	11	5488	0
15:00-15:30	11	5488		0	11	5488	0.008	11	5488	0.008
15:30-16:00	11	5488		0	11	5488	0	11	5488	0
16:00-16:30	11	5488		0	11	5488	0	11	5488	0
16:30-17:00	11	5488		0	11	5488	0	11	5488	0
17:00-17:30	11	5488		0	11	5488	0	11	5488	0
17:30-18:00	11	5488		0	11	5488	0	11	5488	0
18:00-18:30	11	5488		0	11	5488	0	11	5488	0
18:30-19:00	11	5488		0	11	5488	0	11	5488	0
19:00-19:30	2	5350		0	2	5350	0	2	5350	0
19:30-20:00	2	5350		0	2	5350	0	2	5350	0
20:00-20:30	1	3300		0	1	3300	0	1	3300	0
20:30-21:00	1	3300		0	1	3300	0	1	3300	0
21:00-21:30										
21:30-22:00										
22:00-22:30										
22:30-23:00										
23:00-23:30										
23:30-24:00										
Daily Trip Rates:			0.012			0.013			0.025	

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

Calculation Factor: 100 sqm

Count Type: PUBLIC TRANSPORT USERS

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									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	7400	0	1	7400	0	1	7400	0
05:30-06:00	1	7400	0.014	1	7400	0	1	7400	0.014
06:00-06:30	1	7400	0.041	1	7400	0	1	7400	0.041
06:30-07:00	1	7400	0.027	1	7400	0	1	7400	0.027
07:00-07:30	11	5488	0.008	11	5488	0	11	5488	0.008
07:30-08:00	11	5488	0.015	11	5488	0	11	5488	0.015
08:00-08:30	11	5488	0.022	11	5488	0	11	5488	0.022
08:30-09:00	11	5488	0.023	11	5488	0.002	11	5488	0.025
09:00-09:30	11	5488	0.036	11	5488	0	11	5488	0.036
09:30-10:00	11	5488	0.022	11	5488	0.002	11	5488	0.024
10:00-10:30	11	5488	0.008	11	5488	0.005	11	5488	0.013
10:30-11:00	11	5488	0.005	11	5488	0.005	11	5488	0.01
11:00-11:30	11	5488	0.008	11	5488	0.007	11	5488	0.015
11:30-12:00	11	5488	0.005	11	5488	0.002	11	5488	0.007
12:00-12:30	11	5488	0.005	11	5488	0.003	11	5488	0.008
12:30-13:00	11	5488	0.003	11	5488	0.002	11	5488	0.005
13:00-13:30	11	5488	0.003	11	5488	0.008	11	5488	0.011
13:30-14:00	11	5488	0.003	11	5488	0.008	11	5488	0.011
14:00-14:30	11	5488	0.002	11	5488	0.003	11	5488	0.005
14:30-15:00	11	5488	0.002	11	5488	0.008	11	5488	0.01
15:00-15:30	11	5488	0.002	11	5488	0.025	11	5488	0.027
15:30-16:00	11	5488	0.003	11	5488	0.008	11	5488	0.011
16:00-16:30	11	5488	0	11	5488	0.018	11	5488	0.018
16:30-17:00	11	5488	0	11	5488	0.013	11	5488	0.013
17:00-17:30	11	5488	0.002	11	5488	0.022	11	5488	0.024
17:30-18:00	11	5488	0	11	5488	0.015	11	5488	0.015
18:00-18:30	11	5488	0	11	5488	0.005	11	5488	0.005
18:30-19:00	11	5488	0	11	5488	0.003	11	5488	0.003
19:00-19:30	2	5350	0	2	5350	0.009	2	5350	0.009
19:30-20:00	2	5350	0	2	5350	0.037	2	5350	0.037
20:00-20:30	1	3300	0	1	3300	0	1	3300	0
20:30-21:00	1	3300	0	1	3300	0	1	3300	0
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.259			0.21			0.469

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

Calculation Factor: 100 sqm

Count Type: TOTAL PEOPLE

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									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	7400	0	1	7400	0	1	7400	0
05:30-06:00	1	7400	0.149	1	7400	0	1	7400	0.149
06:00-06:30	1	7400	0.405	1	7400	0.027	1	7400	0.432
06:30-07:00	1	7400	0.541	1	7400	0.189	1	7400	0.73
07:00-07:30	11	5488	0.262	11	5488	0.098	11	5488	0.36
07:30-08:00	11	5488	0.391	11	5488	0.202	11	5488	0.593
08:00-08:30	11	5488	0.436	11	5488	0.232	11	5488	0.668
08:30-09:00	11	5488	0.412	11	5488	0.214	11	5488	0.626
09:00-09:30	11	5488	0.368	11	5488	0.285	11	5488	0.653
09:30-10:00	11	5488	0.323	11	5488	0.239	11	5488	0.562
10:00-10:30	11	5488	0.273	11	5488	0.303	11	5488	0.576
10:30-11:00	11	5488	0.315	11	5488	0.277	11	5488	0.592
11:00-11:30	11	5488	0.277	11	5488	0.293	11	5488	0.57
11:30-12:00	11	5488	0.247	11	5488	0.267	11	5488	0.514
12:00-12:30	11	5488	0.268	11	5488	0.278	11	5488	0.546
12:30-13:00	11	5488	0.303	11	5488	0.305	11	5488	0.608
13:00-13:30	11	5488	0.28	11	5488	0.239	11	5488	0.519
13:30-14:00	11	5488	0.237	11	5488	0.235	11	5488	0.472
14:00-14:30	11	5488	0.239	11	5488	0.25	11	5488	0.489
14:30-15:00	11	5488	0.273	11	5488	0.262	11	5488	0.535
15:00-15:30	11	5488	0.166	11	5488	0.351	11	5488	0.517
15:30-16:00	11	5488	0.215	11	5488	0.28	11	5488	0.495
16:00-16:30	11	5488	0.232	11	5488	0.33	11	5488	0.562
16:30-17:00	11	5488	0.159	11	5488	0.368	11	5488	0.527
17:00-17:30	11	5488	0.154	11	5488	0.336	11	5488	0.49
17:30-18:00	11	5488	0.068	11	5488	0.215	11	5488	0.283
18:00-18:30	11	5488	0.078	11	5488	0.146	11	5488	0.224
18:30-19:00	11	5488	0.046	11	5488	0.08	11	5488	0.126
19:00-19:30	2	5350	0.093	2	5350	0.131	2	5350	0.224
19:30-20:00	2	5350	0.037	2	5350	0.224	2	5350	0.261
20:00-20:30	1	3300	0	1	3300	0	1	3300	0
20:30-21:00	1	3300	0	1	3300	0	1	3300	0
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			7.247			6.656			13.903

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

Calculation Factor: 100 sqm

Count Type: CARS

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									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	7400	0	1	7400	0	1	7400	0
05:30-06:00	1	7400	0.041	1	7400	0	1	7400	0.041
06:00-06:30	1	7400	0.135	1	7400	0.014	1	7400	0.149
06:30-07:00	1	7400	0.122	1	7400	0.054	1	7400	0.176
07:00-07:30	11	5488	0.065	11	5488	0.015	11	5488	0.08
07:30-08:00	11	5488	0.108	11	5488	0.022	11	5488	0.13
08:00-08:30	11	5488	0.147	11	5488	0.046	11	5488	0.193
08:30-09:00	11	5488	0.151	11	5488	0.036	11	5488	0.187
09:00-09:30	11	5488	0.118	11	5488	0.071	11	5488	0.189
09:30-10:00	11	5488	0.089	11	5488	0.071	11	5488	0.16
10:00-10:30	11	5488	0.083	11	5488	0.073	11	5488	0.156
10:30-11:00	11	5488	0.089	11	5488	0.08	11	5488	0.169
11:00-11:30	11	5488	0.08	11	5488	0.083	11	5488	0.163
11:30-12:00	11	5488	0.068	11	5488	0.094	11	5488	0.162
12:00-12:30	11	5488	0.071	11	5488	0.099	11	5488	0.17
12:30-13:00	11	5488	0.111	11	5488	0.094	11	5488	0.205
13:00-13:30	11	5488	0.093	11	5488	0.075	11	5488	0.168
13:30-14:00	11	5488	0.053	11	5488	0.071	11	5488	0.124
14:00-14:30	11	5488	0.076	11	5488	0.061	11	5488	0.137
14:30-15:00	11	5488	0.088	11	5488	0.096	11	5488	0.184
15:00-15:30	11	5488	0.056	11	5488	0.144	11	5488	0.2
15:30-16:00	11	5488	0.04	11	5488	0.086	11	5488	0.126
16:00-16:30	11	5488	0.06	11	5488	0.089	11	5488	0.149
16:30-17:00	11	5488	0.041	11	5488	0.098	11	5488	0.139
17:00-17:30	11	5488	0.051	11	5488	0.119	11	5488	0.17
17:30-18:00	11	5488	0.027	11	5488	0.076	11	5488	0.103
18:00-18:30	11	5488	0.018	11	5488	0.058	11	5488	0.076
18:30-19:00	11	5488	0.022	11	5488	0.023	11	5488	0.045
19:00-19:30	2	5350	0.056	2	5350	0.047	2	5350	0.103
19:30-20:00	2	5350	0.028	2	5350	0.075	2	5350	0.103
20:00-20:30	1	3300	0	1	3300	0.03	1	3300	0.03
20:30-21:00	1	3300	0	1	3300	0	1	3300	0
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			2.187			2			4.187

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

Calculation Factor: 100 sqm

Count Type: LGVS

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									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	7400	0	1	7400	0	1	7400	0
05:30-06:00	1	7400	0	1	7400	0	1	7400	0
06:00-06:30	1	7400	0.108	1	7400	0.014	1	7400	0.122
06:30-07:00	1	7400	0.149	1	7400	0.108	1	7400	0.257
07:00-07:30	11	5488	0.08	11	5488	0.058	11	5488	0.138
07:30-08:00	11	5488	0.104	11	5488	0.098	11	5488	0.202
08:00-08:30	11	5488	0.084	11	5488	0.096	11	5488	0.18
08:30-09:00	11	5488	0.089	11	5488	0.083	11	5488	0.172
09:00-09:30	11	5488	0.083	11	5488	0.088	11	5488	0.171
09:30-10:00	11	5488	0.098	11	5488	0.083	11	5488	0.181
10:00-10:30	11	5488	0.106	11	5488	0.119	11	5488	0.225
10:30-11:00	11	5488	0.118	11	5488	0.104	11	5488	0.222
11:00-11:30	11	5488	0.101	11	5488	0.104	11	5488	0.205
11:30-12:00	11	5488	0.099	11	5488	0.104	11	5488	0.203
12:00-12:30	11	5488	0.101	11	5488	0.078	11	5488	0.179
12:30-13:00	11	5488	0.086	11	5488	0.109	11	5488	0.195
13:00-13:30	11	5488	0.073	11	5488	0.081	11	5488	0.154
13:30-14:00	11	5488	0.089	11	5488	0.071	11	5488	0.16
14:00-14:30	11	5488	0.065	11	5488	0.086	11	5488	0.151
14:30-15:00	11	5488	0.071	11	5488	0.076	11	5488	0.147
15:00-15:30	11	5488	0.053	11	5488	0.061	11	5488	0.114
15:30-16:00	11	5488	0.081	11	5488	0.076	11	5488	0.157
16:00-16:30	11	5488	0.073	11	5488	0.066	11	5488	0.139
16:30-17:00	11	5488	0.045	11	5488	0.098	11	5488	0.143
17:00-17:30	11	5488	0.038	11	5488	0.046	11	5488	0.084
17:30-18:00	11	5488	0.015	11	5488	0.04	11	5488	0.055
18:00-18:30	11	5488	0.015	11	5488	0.02	11	5488	0.035
18:30-19:00	11	5488	0.008	11	5488	0.022	11	5488	0.03
19:00-19:30	2	5350	0.028	2	5350	0.009	2	5350	0.037
19:30-20:00	2	5350	0.009	2	5350	0.019	2	5350	0.028
20:00-20:30	1	3300	0	1	3300	0	1	3300	0
20:30-21:00	1	3300	0	1	3300	0	1	3300	0
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			2.069			2.017			4.086

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

Calculation Factor: 100 sqm

Count Type: MOTOR CYCLES

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									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	7400	0	1	7400	0	1	7400	0
05:30-06:00	1	7400	0	1	7400	0	1	7400	0
06:00-06:30	1	7400	0	1	7400	0	1	7400	0
06:30-07:00	1	7400	0	1	7400	0	1	7400	0
07:00-07:30	11	5488	0.002	11	5488	0	11	5488	0.002
07:30-08:00	11	5488	0.002	11	5488	0.002	11	5488	0.004
08:00-08:30	11	5488	0.007	11	5488	0	11	5488	0.007
08:30-09:00	11	5488	0	11	5488	0.002	11	5488	0.002
09:00-09:30	11	5488	0	11	5488	0	11	5488	0
09:30-10:00	11	5488	0	11	5488	0	11	5488	0
10:00-10:30	11	5488	0	11	5488	0	11	5488	0
10:30-11:00	11	5488	0	11	5488	0	11	5488	0
11:00-11:30	11	5488	0	11	5488	0	11	5488	0
11:30-12:00	11	5488	0	11	5488	0	11	5488	0
12:00-12:30	11	5488	0.002	11	5488	0	11	5488	0.002
12:30-13:00	11	5488	0	11	5488	0	11	5488	0
13:00-13:30	11	5488	0.002	11	5488	0	11	5488	0.002
13:30-14:00	11	5488	0.003	11	5488	0	11	5488	0.003
14:00-14:30	11	5488	0	11	5488	0.002	11	5488	0.002
14:30-15:00	11	5488	0	11	5488	0	11	5488	0
15:00-15:30	11	5488	0	11	5488	0	11	5488	0
15:30-16:00	11	5488	0.005	11	5488	0.003	11	5488	0.008
16:00-16:30	11	5488	0.002	11	5488	0.005	11	5488	0.007
16:30-17:00	11	5488	0	11	5488	0.003	11	5488	0.003
17:00-17:30	11	5488	0	11	5488	0.005	11	5488	0.005
17:30-18:00	11	5488	0	11	5488	0.002	11	5488	0.002
18:00-18:30	11	5488	0	11	5488	0	11	5488	0
18:30-19:00	11	5488	0	11	5488	0.002	11	5488	0.002
19:00-19:30	2	5350	0	2	5350	0	2	5350	0
19:30-20:00	2	5350	0	2	5350	0	2	5350	0
20:00-20:30	1	3300	0	1	3300	0	1	3300	0
20:30-21:00	1	3300	0	1	3300	0	1	3300	0
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.025			0.026			0.051

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

Calculation Factor: 100 sqm

Count Type: Servicing Vehicles

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									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	7400	0	1	7400	0	1	7400	0
05:30-06:00	1	7400	0	1	7400	0	1	7400	0
06:00-06:30	1	7400	0.014	1	7400	0	1	7400	0.014
06:30-07:00	1	7400	0	1	7400	0.014	1	7400	0.014
07:00-07:30	11	5488	0.01	11	5488	0.003	11	5488	0.013
07:30-08:00	11	5488	0.012	11	5488	0.01	11	5488	0.022
08:00-08:30	11	5488	0.01	11	5488	0.007	11	5488	0.017
08:30-09:00	11	5488	0.007	11	5488	0.01	11	5488	0.017
09:00-09:30	11	5488	0.005	11	5488	0.007	11	5488	0.012
09:30-10:00	11	5488	0.01	11	5488	0.008	11	5488	0.018
10:00-10:30	11	5488	0.01	11	5488	0.012	11	5488	0.022
10:30-11:00	11	5488	0.01	11	5488	0.01	11	5488	0.02
11:00-11:30	11	5488	0.007	11	5488	0.008	11	5488	0.015
11:30-12:00	11	5488	0.005	11	5488	0.007	11	5488	0.012
12:00-12:30	11	5488	0.01	11	5488	0.01	11	5488	0.02
12:30-13:00	11	5488	0.012	11	5488	0.013	11	5488	0.025
13:00-13:30	11	5488	0.003	11	5488	0.003	11	5488	0.006
13:30-14:00	11	5488	0.007	11	5488	0.005	11	5488	0.012
14:00-14:30	11	5488	0.005	11	5488	0.003	11	5488	0.008
14:30-15:00	11	5488	0.005	11	5488	0.007	11	5488	0.012
15:00-15:30	11	5488	0.003	11	5488	0	11	5488	0.003
15:30-16:00	11	5488	0.007	11	5488	0.007	11	5488	0.014
16:00-16:30	11	5488	0.005	11	5488	0.002	11	5488	0.007
16:30-17:00	11	5488	0.003	11	5488	0.008	11	5488	0.011
17:00-17:30	11	5488	0	11	5488	0.003	11	5488	0.003
17:30-18:00	11	5488	0	11	5488	0.002	11	5488	0.002
18:00-18:30	11	5488	0.002	11	5488	0.002	11	5488	0.004
18:30-19:00	11	5488	0	11	5488	0	11	5488	0
19:00-19:30	2	5350	0	2	5350	0	2	5350	0
19:30-20:00	2	5350	0	2	5350	0	2	5350	0
20:00-20:30	1	3300	0	1	3300	0	1	3300	0
20:30-21:00	1	3300	0	1	3300	0	1	3300	0
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.162			0.161			0.323

Parameter summary

Trip rate paramet 1138 - 10000 (units: sqm)

Survey date date 01/01/11 - 19/09/18

Number of weekc 11

Number of Saturc 0

Number of Sunda 0

Surveys automati 0

Surveys manually 0

This section displ: followed b the total n: the number of survey days that have been manually removed from the selected set out:

TRICS 7.6.1

Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT

Category F - WAREHOUSING (COMMERCIAL)

VEHICLES

Selected regions and areas:

1 GREATER LONDON		
HD HILLINGDON		1 days
HO HOUNSLOW		1 days
2 SOUTH EAST		
HC HAMPSHIRE		1 days
4 EAST ANGLIA		
SF SUFFOLK		1 days
9 NORTH		
CB CUMBRIA		1 days

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

Secondary Filtering selection:

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

Parameter Gross floor area

Actual Ran 2950 to 22270 (units: sqm)

Range Sele 2500 to 80066 (units: sqm)

Public Transport Provision:

Selection t Include all surveys

Date Rangr 01/01/11 to 27/09/18

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

Selected survey days:

Tuesday 1 days

Wednesda 1 days

Thursday 3 days

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

Selected survey types:

Manual co 5 days

Directional 0 days

This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Cent 0

Edge of To 0

Suburban / 3

Edge of To 2

Neighbour 0

Free Stand 0

Not Knowr 0

This data d Edge of Tc Suburban Area Neighbourhc Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:

Industrial z 4

Commerci 1

Developm 0

Residential 0

Retail Zone 0

Built-Up Zc 0

Village 0

Out of Tow 0

High Stree 0

No Sub Cat 0

This data d Industrial ; Development Zone Residential Z Retail Zone Built-Up Zc Village Out of Tow High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B8 5 days

This data d which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5 1 days

5,001 to 1 1 days

20,001 to ; 2 days

25,001 to ; 1 days

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

Population within 5 miles:

5,001 to ; 2 days

125,001 to 1 days

500,001 or 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 4 days

This data d within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 2 days
 No 3 days

This data d and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL P: 3 days
 1b Very po 1 days
 2 Poor 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- 1 CB-02-F-01 DOMINO'S PIZZA CUMBRIA
 COWPER ROAD
 GILWILLY IND. ESTATE
 PENRITH
 Edge of Town
 Industrial Zone
 Total Gross floor area: 2950 sqm
 Survey dat: TUESDAY 10/06/2016 Survey Typ MANUAL
- 2 HC-02-F-02 LOGISTICS HAMPSHIRE
 RUTHERFORD ROAD

 BASINGSTOKE
 Suburban Area (PPS6 Out of Centre)
 Commercial Zone
 Total Gross floor area: 13200 sqm
 Survey dat: THURSDAY 16/06/2016 Survey Typ MANUAL
- 3 HD-02-F-01 FOOD DISTRIBUTOR HILLINGDON
 NINE ACRES CLOSE

 HAYES
 Edge of Town
 Industrial Zone
 Total Gross floor area: 8673 sqm
 Survey dat: THURSDAY 27/09/2018 Survey Typ MANUAL
- 4 HO-02-F-0: LOGISTICS AND FREIGHT HOUNSLOW
 ASCOT ROAD

 FELTHAM
 Suburban Area (PPS6 Out of Centre)
 Industrial Zone
 Total Gross floor area: 13500 sqm
 Survey dat: WEDNESDAY 23/11/2016 Survey Typ MANUAL
- 5 SF-02-F-02 WAREHOUSING SUFFOLK
 WALTON ROAD

 FELIXSTOWE
 Suburban Area (PPS6 Out of Centre)
 Industrial Zone
 Total Gross floor area: 22270 sqm
 Survey dat: THURSDAY 11/07/2013 Survey Typ MANUAL

This sectio it displays the selected trip rate cal the day of th and whether the survey was a manual classified count or an ATC count.

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

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Rang	No. Days	Ave. GFA	ARRIVALS			DEPARTURES			TOTALS	
			Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	
00:00-00:30										
00:30-01:00										
01:00-01:30										
01:30-02:00										
02:00-02:30										
02:30-03:00										
03:00-03:30										
03:30-04:00										
04:00-04:30										
04:30-05:00										
05:00-05:3	2		12610	0.012	2	12610	0.016	2	12610	0.028
05:30-06:0	2		12610	0.016	2	12610	0.02	2	12610	0.036
06:00-06:3	2		12610	0.02	2	12610	0.02	2	12610	0.04
06:30-07:0	2		12610	0.048	2	12610	0.04	2	12610	0.088
07:00-07:3	5		12119	0.063	5	12119	0.033	5	12119	0.096
07:30-08:0	5		12119	0.13	5	12119	0.048	5	12119	0.178
08:00-08:3	5		12119	0.104	5	12119	0.043	5	12119	0.147
08:30-09:0	5		12119	0.15	5	12119	0.051	5	12119	0.201
09:00-09:3	5		12119	0.109	5	12119	0.048	5	12119	0.157
09:30-10:0	5		12119	0.079	5	12119	0.064	5	12119	0.143
10:00-10:3	5		12119	0.061	5	12119	0.053	5	12119	0.114
10:30-11:0	5		12119	0.074	5	12119	0.083	5	12119	0.157
11:00-11:3	5		12119	0.063	5	12119	0.074	5	12119	0.137
11:30-12:0	5		12119	0.081	5	12119	0.086	5	12119	0.167
12:00-12:3	5		12119	0.063	5	12119	0.106	5	12119	0.169
12:30-13:0	5		12119	0.081	5	12119	0.071	5	12119	0.152
13:00-13:3	5		12119	0.101	5	12119	0.068	5	12119	0.169
13:30-14:0	5		12119	0.073	5	12119	0.083	5	12119	0.156
14:00-14:3	5		12119	0.053	5	12119	0.063	5	12119	0.116
14:30-15:0	5		12119	0.048	5	12119	0.068	5	12119	0.116

22:30-23:00
 23:00-23:30
 23:30-24:00

Daily Trip Rates: 0.013 0.014 0.027

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

Calculation Factor: 100 sqm

Count Type: CYCLISTS

Time Rang	Days	No.	Ave.	ARRIVALS		DEPARTURES		TOTALS		
				Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30										
00:30-01:00										
01:00-01:30										
01:30-02:00										
02:00-02:30										
02:30-03:00										
03:00-03:30										
03:30-04:00										
04:00-04:30										
04:30-05:00										
05:00-05:3	2		12610	0	2	12610	0	2	12610	0
05:30-06:0	2		12610	0	2	12610	0	2	12610	0
06:00-06:3	2		12610	0	2	12610	0	2	12610	0
06:30-07:0	2		12610	0.004	2	12610	0	2	12610	0.004
07:00-07:3	5		12119	0.002	5	12119	0	5	12119	0.002
07:30-08:0	5		12119	0.003	5	12119	0	5	12119	0.003
08:00-08:3	5		12119	0.005	5	12119	0	5	12119	0.005
08:30-09:0	5		12119	0.003	5	12119	0	5	12119	0.003
09:00-09:3	5		12119	0.002	5	12119	0	5	12119	0.002
09:30-10:0	5		12119	0	5	12119	0	5	12119	0
10:00-10:3	5		12119	0	5	12119	0	5	12119	0
10:30-11:0	5		12119	0	5	12119	0	5	12119	0
11:00-11:3	5		12119	0	5	12119	0	5	12119	0
11:30-12:0	5		12119	0.003	5	12119	0	5	12119	0.003
12:00-12:3	5		12119	0	5	12119	0	5	12119	0
12:30-13:0	5		12119	0.002	5	12119	0	5	12119	0.002
13:00-13:3	5		12119	0.003	5	12119	0.003	5	12119	0.006
13:30-14:0	5		12119	0.007	5	12119	0.002	5	12119	0.009
14:00-14:3	5		12119	0.002	5	12119	0.002	5	12119	0.004
14:30-15:0	5		12119	0.005	5	12119	0.002	5	12119	0.007
15:00-15:3	5		12119	0	5	12119	0.002	5	12119	0.002
15:30-16:0	5		12119	0	5	12119	0.003	5	12119	0.003
16:00-16:3	5		12119	0	5	12119	0.01	5	12119	0.01
16:30-17:0	5		12119	0.012	5	12119	0.012	5	12119	0.024
17:00-17:3	5		12119	0.002	5	12119	0.008	5	12119	0.01
17:30-18:0	5		12119	0.002	5	12119	0.007	5	12119	0.009
18:00-18:3	5		12119	0.002	5	12119	0.003	5	12119	0.005
18:30-19:0	5		12119	0	5	12119	0.002	5	12119	0.002
19:00-19:3	2		12610	0	2	12610	0	2	12610	0
19:30-20:0	2		12610	0	2	12610	0	2	12610	0
20:00-20:3	2		12610	0	2	12610	0	2	12610	0
20:30-21:0	2		12610	0	2	12610	0	2	12610	0
21:00-21:3	1		22270	0	1	22270	0	1	22270	0
21:30-22:0	1		22270	0	1	22270	0	1	22270	0
22:00-22:30										
22:30-23:00										
23:00-23:30										
23:30-24:00										
Daily Trip Rates:			0.059			0.056			0.115	

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

Calculation Factor: 100 sqm

Count Type: CARS

Time Rang	Days	No.	Ave.	ARRIVALS		DEPARTURES		TOTALS		
				Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30										
00:30-01:00										
01:00-01:30										
01:30-02:00										
02:00-02:30										
02:30-03:00										
03:00-03:30										
03:30-04:00										
04:00-04:30										
04:30-05:00										
05:00-05:3	2		12610	0	2	12610	0	2	12610	0
05:30-06:0	2		12610	0	2	12610	0	2	12610	0
06:00-06:3	2		12610	0	2	12610	0	2	12610	0
06:30-07:0	2		12610	0	2	12610	0	2	12610	0
07:00-07:3	5		12119	0.025	5	12119	0.012	5	12119	0.037
07:30-08:0	5		12119	0.086	5	12119	0.012	5	12119	0.098
08:00-08:3	5		12119	0.076	5	12119	0.013	5	12119	0.089
08:30-09:0	5		12119	0.099	5	12119	0.008	5	12119	0.107
09:00-09:3	5		12119	0.04	5	12119	0.008	5	12119	0.048
09:30-10:0	5		12119	0.026	5	12119	0.018	5	12119	0.044
10:00-10:3	5		12119	0.005	5	12119	0.01	5	12119	0.015
10:30-11:0	5		12119	0.012	5	12119	0.023	5	12119	0.035
11:00-11:3	5		12119	0.012	5	12119	0.031	5	12119	0.043
11:30-12:0	5		12119	0.033	5	12119	0.038	5	12119	0.071

01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:3	2	12610	0	2	12610	0	2	12610	0
05:30-06:0	2	12610	0	2	12610	0	2	12610	0
06:00-06:3	2	12610	0	2	12610	0	2	12610	0
06:30-07:0	2	12610	0	2	12610	0	2	12610	0
07:00-07:3	5	12119	0.002	5	12119	0	5	12119	0.002
07:30-08:0	5	12119	0	5	12119	0	5	12119	0
08:00-08:3	5	12119	0	5	12119	0	5	12119	0
08:30-09:0	5	12119	0.002	5	12119	0	5	12119	0.002
09:00-09:3	5	12119	0	5	12119	0	5	12119	0
09:30-10:0	5	12119	0	5	12119	0	5	12119	0
10:00-10:3	5	12119	0	5	12119	0	5	12119	0
10:30-11:0	5	12119	0	5	12119	0	5	12119	0
11:00-11:3	5	12119	0.002	5	12119	0.002	5	12119	0.004
11:30-12:0	5	12119	0	5	12119	0	5	12119	0
12:00-12:3	5	12119	0.002	5	12119	0	5	12119	0.002
12:30-13:0	5	12119	0.002	5	12119	0	5	12119	0.002
13:00-13:3	5	12119	0	5	12119	0.002	5	12119	0.002
13:30-14:0	5	12119	0.005	5	12119	0	5	12119	0.005
14:00-14:3	5	12119	0.002	5	12119	0.003	5	12119	0.005
14:30-15:0	5	12119	0	5	12119	0	5	12119	0
15:00-15:3	5	12119	0.007	5	12119	0.003	5	12119	0.01
15:30-16:0	5	12119	0	5	12119	0.002	5	12119	0.002
16:00-16:3	5	12119	0.002	5	12119	0.003	5	12119	0.005
16:30-17:0	5	12119	0.005	5	12119	0	5	12119	0.005
17:00-17:3	5	12119	0.002	5	12119	0.005	5	12119	0.007
17:30-18:0	5	12119	0	5	12119	0.003	5	12119	0.003
18:00-18:3	5	12119	0	5	12119	0.002	5	12119	0.002
18:30-19:0	5	12119	0	5	12119	0	5	12119	0
19:00-19:3	2	12610	0	2	12610	0	2	12610	0
19:30-20:0	2	12610	0	2	12610	0	2	12610	0
20:00-20:3	2	12610	0	2	12610	0	2	12610	0
20:30-21:0	2	12610	0	2	12610	0	2	12610	0
21:00-21:3	1	22270	0	1	22270	0	1	22270	0
21:30-22:0	1	22270	0	1	22270	0	1	22270	0
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:		0.033		0.025			0.058		

Parameter summary

Trip rate p: 2950 - 22270 (units: sqm)
Survey dat 01/01/11 - 27/09/18
Number of 5
Number of 0
Number of 0
Surveys au 1
Surveys m: 0

This section followed by the total number of selected survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.6.1

Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT

Category E - WAREHOUSING (SELF STORAGE)

VEHICLES

Selected regions and areas:

3 SOUTH WEST
WL WILTSHIRE 1 days
4 EAST ANGLIA
CA CAMBRIDGE 1 days
5 EAST MIDLANDS
NT NOTTINGHAM 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area

Actual Range 2860 to 4925 (units: sqm)

Range Selected 2500 to 14000 (units: sqm)

Public Transport Provision:

Selection b Include all surveys

Date Range 01/01/11 to 17/11/16

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:

Wednesday 1 days

Thursday 2 days

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

Selected survey types:

Manual count 3 days

Directional 0 days

This data displays the total number of surveys whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 0

Edge of Town 0

Suburban Area 3

Edge of Town 0

Neighbourhood 0

Free Standing 0

Not Known 0

This data displays the number of surveys by location: Edge of Town, Suburban Area, Neighbourhood, Edge of Town, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 0

Commercial 0

Development 1

Residential 1

Retail Zone 0

Built-Up Zone 0

Village 0

Out of Town 0

High Street 0

No Sub Category 1

This data displays the number of surveys by sub-category: Industrial Zone, Development, Residential, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1 1 days

B8 2 days

This data displays the number of surveys which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000 1 days

10,001 to 25,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

125,001 to 250,000 2 days

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 3 days

This data displays the number of surveys within a radius of 5-miles of selected survey sites.

05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	3	3663	0	3	3663	0	3	3663	0
07:30-08:0	3	3663	0.009	3	3663	0.009	3	3663	0.018
08:00-08:3	3	3663	0.009	3	3663	0.009	3	3663	0.018
08:30-09:0	3	3663	0.018	3	3663	0.009	3	3663	0.027
09:00-09:3	3	3663	0.009	3	3663	0.018	3	3663	0.027
09:30-10:0	3	3663	0	3	3663	0	3	3663	0
10:00-10:3	3	3663	0	3	3663	0	3	3663	0
10:30-11:0	3	3663	0.009	3	3663	0.009	3	3663	0.018
11:00-11:3	3	3663	0	3	3663	0	3	3663	0
11:30-12:0	3	3663	0	3	3663	0	3	3663	0
12:00-12:3	3	3663	0.018	3	3663	0.009	3	3663	0.027
12:30-13:0	3	3663	0	3	3663	0.009	3	3663	0.009
13:00-13:3	3	3663	0.009	3	3663	0	3	3663	0.009
13:30-14:0	3	3663	0	3	3663	0	3	3663	0
14:00-14:3	3	3663	0.009	3	3663	0.018	3	3663	0.027
14:30-15:0	3	3663	0.018	3	3663	0.009	3	3663	0.027
15:00-15:3	3	3663	0.018	3	3663	0.018	3	3663	0.036
15:30-16:0	3	3663	0	3	3663	0.009	3	3663	0.009
16:00-16:3	3	3663	0.018	3	3663	0	3	3663	0.018
16:30-17:0	3	3663	0	3	3663	0.018	3	3663	0.018
17:00-17:3	3	3663	0.018	3	3663	0.009	3	3663	0.027
17:30-18:0	3	3663	0.009	3	3663	0.018	3	3663	0.027
18:00-18:3	3	3663	0.009	3	3663	0	3	3663	0.009
18:30-19:0	3	3663	0	3	3663	0.009	3	3663	0.009
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.18			0.18			0.36

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)

Calculation Factor: 100 sqm

Count Type: CYCLISTS

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	3	3663	0	3	3663	0	3	3663	0
07:30-08:0	3	3663	0	3	3663	0	3	3663	0
08:00-08:3	3	3663	0	3	3663	0	3	3663	0
08:30-09:0	3	3663	0	3	3663	0	3	3663	0
09:00-09:3	3	3663	0	3	3663	0	3	3663	0
09:30-10:0	3	3663	0	3	3663	0	3	3663	0
10:00-10:3	3	3663	0	3	3663	0	3	3663	0
10:30-11:0	3	3663	0.009	3	3663	0.009	3	3663	0.018
11:00-11:3	3	3663	0	3	3663	0	3	3663	0
11:30-12:0	3	3663	0	3	3663	0	3	3663	0
12:00-12:3	3	3663	0	3	3663	0	3	3663	0
12:30-13:0	3	3663	0	3	3663	0	3	3663	0
13:00-13:3	3	3663	0	3	3663	0	3	3663	0
13:30-14:0	3	3663	0	3	3663	0	3	3663	0
14:00-14:3	3	3663	0	3	3663	0	3	3663	0
14:30-15:0	3	3663	0	3	3663	0	3	3663	0
15:00-15:3	3	3663	0	3	3663	0	3	3663	0
15:30-16:0	3	3663	0	3	3663	0	3	3663	0
16:00-16:3	3	3663	0	3	3663	0	3	3663	0
16:30-17:0	3	3663	0	3	3663	0	3	3663	0
17:00-17:3	3	3663	0	3	3663	0	3	3663	0
17:30-18:0	3	3663	0	3	3663	0	3	3663	0
18:00-18:3	3	3663	0	3	3663	0	3	3663	0
18:30-19:0	3	3663	0	3	3663	0	3	3663	0

19:00-19:30
19:30-20:00
20:00-20:30
20:30-21:00
21:00-21:30
21:30-22:00
22:00-22:30
22:30-23:00
23:00-23:30
23:30-24:00

Daily Trip Rates: 0.009 0.009 0.018

Parameter summary

Trip rate p: 2860 - 4925 (units: sqm)

Survey date: 01/01/11 - 17/11/16

Number of 3

Number of 0

Number of 0

Surveys au 0

Surveys ma 0

This section followed by the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.6.1

Trip Rate Param Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category G - PARCEL DISTRIBUTION CENTRES
VEHICLES

Selected regions and areas:

1 GREATER LONDON
HO HOUNSLOV 1 days
2 SOUTH EAST
SO SLOUGH 1 days
4 EAST ANGLIA
NF NORFOLK 1 days

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

Secondary 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

Parameter: Gross floor area
Actual Range: 1600 to 15583 (units: sqm)
Range Selected 763 to 28981 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 06/03/18

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

Selected survey days:

Tuesday 1 days
Thursday 2 days

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

Selected survey types:

Manual count 3 days
Directional ATC 0 days

This data displays the total amount whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 0
Edge of Town C 1
Suburban Area 1
Edge of Town 1
Neighbourhood 0
Free Standing (I 0
Not Known 0

This data displays Edge of Town Suburban / Neighbourhood Edge of Town Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	0
Commercial Zone	2
Development Zone	1
Residential Zone	0
Retail Zone	0
Built-Up Zone	0
Village	0
Out of Town	0
High Street	0
No Sub Category	0

This data displays Industrial, Development, Residential, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B8 3 days

This data displays which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000 1 days

25,001 to 50,000 2 days

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

Population within 5 miles:

125,001 to 250,000 1 days

250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.5 or Less 1 days

0.6 to 1.0 1 days

1.6 to 2.0 1 days

This data displays within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 2 days

No 1 days

This data displays and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Preserved 2 days

2 Poor 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 HO-02-G-01 DPD & DPD HOUNSLOW
FOREST ROAD

FELTHAM

Suburban Area (PPS6 Out of Centre)

Commercial Zone

Total Gross floor area: 3860 sqm

Survey date THURSDAY ##### Survey Type MANUAL

2 NF-02-G-01 PARCELOF NORFOLK
BARKER STREET

NORWICH

Edge of Town Centre

Commercial Zone

Total Gross floor area: 1600 sqm

Survey date THURSDAY ##### Survey Type MANUAL

3 SO-02-G-01 DHL SLOUGH

HORTON ROAD

COLNBROOK

SLOUGH

Edge of Town

Development Zone

Total Gross floor area: 15583 sqm

Survey date TUESDAY ##### Survey Type MANUAL

This section prints displays the selected day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Calculation Factor: 100 sqm

Count Type: TAXIS

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	1	15583	0	1	15583	0	1	15583	0
00:30-01:00	1	15583	0	1	15583	0	1	15583	0
01:00-01:30	1	15583	0	1	15583	0	1	15583	0
01:30-02:00	1	15583	0	1	15583	0	1	15583	0
02:00-02:30	1	15583	0	1	15583	0	1	15583	0
02:30-03:00	1	15583	0	1	15583	0	1	15583	0
03:00-03:30	1	15583	0	1	15583	0	1	15583	0
03:30-04:00	1	15583	0	1	15583	0	1	15583	0
04:00-04:30	1	15583	0	1	15583	0	1	15583	0
04:30-05:00	1	15583	0	1	15583	0	1	15583	0
05:00-05:30	2	9722	0	2	9722	0	2	9722	0
05:30-06:00	2	9722	0	2	9722	0	2	9722	0
06:00-06:30	3	7014	0	3	7014	0	3	7014	0
06:30-07:00	3	7014	0	3	7014	0	3	7014	0
07:00-07:30	3	7014	0	3	7014	0	3	7014	0
07:30-08:00	3	7014	0	3	7014	0	3	7014	0
08:00-08:30	3	7014	0.005	3	7014	0.005	3	7014	0.01
08:30-09:00	3	7014	0.019	3	7014	0.019	3	7014	0.038
09:00-09:30	3	7014	0.01	3	7014	0.005	3	7014	0.015
09:30-10:00	3	7014	0.005	3	7014	0.005	3	7014	0.01
10:00-10:30	3	7014	0.005	3	7014	0.005	3	7014	0.01
10:30-11:00	3	7014	0	3	7014	0	3	7014	0
11:00-11:30	3	7014	0	3	7014	0	3	7014	0
11:30-12:00	3	7014	0	3	7014	0	3	7014	0
12:00-12:30	3	7014	0	3	7014	0	3	7014	0
12:30-13:00	3	7014	0	3	7014	0	3	7014	0
13:00-13:30	3	7014	0	3	7014	0	3	7014	0
13:30-14:00	3	7014	0	3	7014	0	3	7014	0
14:00-14:30	3	7014	0	3	7014	0	3	7014	0
14:30-15:00	3	7014	0	3	7014	0	3	7014	0
15:00-15:30	3	7014	0	3	7014	0	3	7014	0
15:30-16:00	3	7014	0	3	7014	0	3	7014	0
16:00-16:30	3	7014	0	3	7014	0	3	7014	0
16:30-17:00	3	7014	0.005	3	7014	0.005	3	7014	0.01
17:00-17:30	3	7014	0.005	3	7014	0.005	3	7014	0.01
17:30-18:00	3	7014	0	3	7014	0	3	7014	0
18:00-18:30	3	7014	0	3	7014	0	3	7014	0
18:30-19:00	3	7014	0	3	7014	0	3	7014	0
19:00-19:30	2	8592	0	2	8592	0	2	8592	0
19:30-20:00	2	8592	0	2	8592	0	2	8592	0
20:00-20:30	2	8592	0	2	8592	0	2	8592	0
20:30-21:00	2	8592	0	2	8592	0	2	8592	0
21:00-21:30	1	15583	0	1	15583	0	1	15583	0
21:30-22:00	1	15583	0	1	15583	0	1	15583	0
22:00-22:30	1	15583	0	1	15583	0	1	15583	0
22:30-23:00	1	15583	0	1	15583	0	1	15583	0
23:00-23:30	1	15583	0	1	15583	0	1	15583	0
23:30-24:00	1	15583	0	1	15583	0	1	15583	0
Daily Trip Rates:			0.054			0.049			0.103

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Calculation Factor: 100 sqm

Count Type: OGVS

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	1	15583	0.013	1	15583	0.032	1	15583	0.045
00:30-01:00	1	15583	0.045	1	15583	0.006	1	15583	0.051
01:00-01:30	1	15583	0.026	1	15583	0.006	1	15583	0.032
01:30-02:00	1	15583	0.045	1	15583	0.032	1	15583	0.077
02:00-02:30	1	15583	0.019	1	15583	0.045	1	15583	0.064
02:30-03:00	1	15583	0.026	1	15583	0.032	1	15583	0.058
03:00-03:30	1	15583	0.026	1	15583	0.058	1	15583	0.084
03:30-04:00	1	15583	0.026	1	15583	0.026	1	15583	0.052
04:00-04:30	1	15583	0.032	1	15583	0.058	1	15583	0.09
04:30-05:00	1	15583	0.039	1	15583	0.051	1	15583	0.09
05:00-05:30	2	9722	0.051	2	9722	0.036	2	9722	0.087
05:30-06:00	2	9722	0.087	2	9722	0.062	2	9722	0.149
06:00-06:30	3	7014	0.043	3	7014	0.033	3	7014	0.076
06:30-07:00	3	7014	0.033	3	7014	0.095	3	7014	0.128
07:00-07:30	3	7014	0.043	3	7014	0.033	3	7014	0.076
07:30-08:00	3	7014	0.033	3	7014	0.043	3	7014	0.076
08:00-08:30	3	7014	0.033	3	7014	0.024	3	7014	0.057
08:30-09:00	3	7014	0.043	3	7014	0.038	3	7014	0.081
09:00-09:30	3	7014	0.067	3	7014	0.048	3	7014	0.115
09:30-10:00	3	7014	0.038	3	7014	0.033	3	7014	0.071
10:00-10:30	3	7014	0.024	3	7014	0.067	3	7014	0.091
10:30-11:00	3	7014	0.048	3	7014	0.052	3	7014	0.1
11:00-11:30	3	7014	0.043	3	7014	0.029	3	7014	0.072
11:30-12:00	3	7014	0.033	3	7014	0.033	3	7014	0.066
12:00-12:30	3	7014	0.052	3	7014	0.033	3	7014	0.085
12:30-13:00	3	7014	0.014	3	7014	0.019	3	7014	0.033
13:00-13:30	3	7014	0.029	3	7014	0.029	3	7014	0.058
13:30-14:00	3	7014	0.033	3	7014	0.014	3	7014	0.047
14:00-14:30	3	7014	0.024	3	7014	0.043	3	7014	0.067
14:30-15:00	3	7014	0.024	3	7014	0.019	3	7014	0.043
15:00-15:30	3	7014	0.024	3	7014	0.024	3	7014	0.048
15:30-16:00	3	7014	0.024	3	7014	0.038	3	7014	0.062
16:00-16:30	3	7014	0.038	3	7014	0.052	3	7014	0.09
16:30-17:00	3	7014	0.033	3	7014	0.038	3	7014	0.071
17:00-17:30	3	7014	0.029	3	7014	0.024	3	7014	0.053
17:30-18:00	3	7014	0.014	3	7014	0.033	3	7014	0.047
18:00-18:30	3	7014	0.01	3	7014	0.038	3	7014	0.048
18:30-19:00	3	7014	0.038	3	7014	0.043	3	7014	0.081
19:00-19:30	2	8592	0.041	2	8592	0.041	2	8592	0.082
19:30-20:00	2	8592	0.017	2	8592	0.058	2	8592	0.075
20:00-20:30	2	8592	0.052	2	8592	0.047	2	8592	0.099
20:30-21:00	2	8592	0.058	2	8592	0.041	2	8592	0.099
21:00-21:30	1	15583	0.032	1	15583	0.032	1	15583	0.064
21:30-22:00	1	15583	0.045	1	15583	0.058	1	15583	0.103
22:00-22:30	1	15583	0.122	1	15583	0.051	1	15583	0.173
22:30-23:00	1	15583	0.039	1	15583	0.013	1	15583	0.052
23:00-23:30	1	15583	0.032	1	15583	0.019	1	15583	0.051
23:30-24:00	1	15583	0.071	1	15583	0.032	1	15583	0.103
Daily Trip Rates:			1.811			1.811			3.622

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Calculation Factor: 100 sqm

Count Type: PSVS

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	1	15583	0.006	1	15583	0.006	1	15583	0.012
00:30-01:00	1	15583	0	1	15583	0	1	15583	0
01:00-01:30	1	15583	0	1	15583	0	1	15583	0
01:30-02:00	1	15583	0	1	15583	0	1	15583	0
02:00-02:30	1	15583	0	1	15583	0	1	15583	0
02:30-03:00	1	15583	0	1	15583	0	1	15583	0
03:00-03:30	1	15583	0	1	15583	0	1	15583	0
03:30-04:00	1	15583	0	1	15583	0	1	15583	0
04:00-04:30	1	15583	0	1	15583	0	1	15583	0
04:30-05:00	1	15583	0	1	15583	0	1	15583	0
05:00-05:30	2	9722	0	2	9722	0.005	2	9722	0.005
05:30-06:00	2	9722	0	2	9722	0	2	9722	0
06:00-06:30	3	7014	0.005	3	7014	0.01	3	7014	0.015
06:30-07:00	3	7014	0.01	3	7014	0.005	3	7014	0.015
07:00-07:30	3	7014	0	3	7014	0.01	3	7014	0.01
07:30-08:00	3	7014	0.01	3	7014	0.005	3	7014	0.015
08:00-08:30	3	7014	0.005	3	7014	0.005	3	7014	0.01
08:30-09:00	3	7014	0.01	3	7014	0.005	3	7014	0.015
09:00-09:30	3	7014	0.005	3	7014	0.005	3	7014	0.01
09:30-10:00	3	7014	0.005	3	7014	0	3	7014	0.005
10:00-10:30	3	7014	0	3	7014	0	3	7014	0
10:30-11:00	3	7014	0	3	7014	0.005	3	7014	0.005
11:00-11:30	3	7014	0.01	3	7014	0.005	3	7014	0.015
11:30-12:00	3	7014	0	3	7014	0	3	7014	0
12:00-12:30	3	7014	0	3	7014	0	3	7014	0
12:30-13:00	3	7014	0	3	7014	0.01	3	7014	0.01
13:00-13:30	3	7014	0.005	3	7014	0	3	7014	0.005
13:30-14:00	3	7014	0.005	3	7014	0.005	3	7014	0.01
14:00-14:30	3	7014	0.005	3	7014	0.005	3	7014	0.01
14:30-15:00	3	7014	0.01	3	7014	0	3	7014	0.01
15:00-15:30	3	7014	0.005	3	7014	0.005	3	7014	0.01
15:30-16:00	3	7014	0.005	3	7014	0.005	3	7014	0.01
16:00-16:30	3	7014	0.01	3	7014	0.005	3	7014	0.015
16:30-17:00	3	7014	0.01	3	7014	0.019	3	7014	0.029
17:00-17:30	3	7014	0.01	3	7014	0.01	3	7014	0.02
17:30-18:00	3	7014	0.01	3	7014	0.01	3	7014	0.02
18:00-18:30	3	7014	0.014	3	7014	0.014	3	7014	0.028
18:30-19:00	3	7014	0	3	7014	0.005	3	7014	0.005
19:00-19:30	2	8592	0.006	2	8592	0.006	2	8592	0.012
19:30-20:00	2	8592	0.012	2	8592	0	2	8592	0.012
20:00-20:30	2	8592	0.006	2	8592	0.006	2	8592	0.012
20:30-21:00	2	8592	0	2	8592	0	2	8592	0
21:00-21:30	1	15583	0	1	15583	0.006	1	15583	0.006
21:30-22:00	1	15583	0.006	1	15583	0	1	15583	0.006
22:00-22:30	1	15583	0.013	1	15583	0.019	1	15583	0.032
22:30-23:00	1	15583	0.006	1	15583	0	1	15583	0.006
23:00-23:30	1	15583	0	1	15583	0.013	1	15583	0.013
23:30-24:00	1	15583	0.032	1	15583	0.026	1	15583	0.058
Daily Trip Rates:			0.236			0.235			0.471

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Calculation Factor: 100 sqm

Count Type: CYCLISTS

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	1	15583	0	1	15583	0	1	15583	0	
00:30-01:00	1	15583	0	1	15583	0	1	15583	0	
01:00-01:30	1	15583	0	1	15583	0	1	15583	0	
01:30-02:00	1	15583	0	1	15583	0	1	15583	0	
02:00-02:30	1	15583	0	1	15583	0	1	15583	0	
02:30-03:00	1	15583	0	1	15583	0	1	15583	0	
03:00-03:30	1	15583	0	1	15583	0	1	15583	0	
03:30-04:00	1	15583	0	1	15583	0	1	15583	0	
04:00-04:30	1	15583	0	1	15583	0	1	15583	0	
04:30-05:00	1	15583	0	1	15583	0	1	15583	0	
05:00-05:30	2	9722	0	2	9722	0	2	9722	0	
05:30-06:00	2	9722	0	2	9722	0	2	9722	0	
06:00-06:30	3	7014	0.01	3	7014	0	3	7014	0.01	
06:30-07:00	3	7014	0.014	3	7014	0.005	3	7014	0.019	
07:00-07:30	3	7014	0.005	3	7014	0.005	3	7014	0.01	
07:30-08:00	3	7014	0.01	3	7014	0	3	7014	0.01	
08:00-08:30	3	7014	0	3	7014	0.005	3	7014	0.005	
08:30-09:00	3	7014	0	3	7014	0	3	7014	0	
09:00-09:30	3	7014	0.01	3	7014	0	3	7014	0.01	
09:30-10:00	3	7014	0.005	3	7014	0	3	7014	0.005	
10:00-10:30	3	7014	0	3	7014	0	3	7014	0	
10:30-11:00	3	7014	0	3	7014	0	3	7014	0	
11:00-11:30	3	7014	0	3	7014	0	3	7014	0	
11:30-12:00	3	7014	0	3	7014	0	3	7014	0	
12:00-12:30	3	7014	0	3	7014	0	3	7014	0	
12:30-13:00	3	7014	0	3	7014	0	3	7014	0	
13:00-13:30	3	7014	0.005	3	7014	0.005	3	7014	0.01	
13:30-14:00	3	7014	0	3	7014	0	3	7014	0	
14:00-14:30	3	7014	0	3	7014	0	3	7014	0	
14:30-15:00	3	7014	0.005	3	7014	0	3	7014	0.005	
15:00-15:30	3	7014	0	3	7014	0.005	3	7014	0.005	
15:30-16:00	3	7014	0	3	7014	0	3	7014	0	
16:00-16:30	3	7014	0	3	7014	0	3	7014	0	
16:30-17:00	3	7014	0	3	7014	0.014	3	7014	0.014	
17:00-17:30	3	7014	0	3	7014	0.024	3	7014	0.024	
17:30-18:00	3	7014	0.005	3	7014	0.005	3	7014	0.01	
18:00-18:30	3	7014	0.005	3	7014	0.005	3	7014	0.01	
18:30-19:00	3	7014	0	3	7014	0	3	7014	0	
19:00-19:30	2	8592	0.006	2	8592	0	2	8592	0.006	
19:30-20:00	2	8592	0.006	2	8592	0	2	8592	0.006	
20:00-20:30	2	8592	0	2	8592	0	2	8592	0	
20:30-21:00	2	8592	0	2	8592	0	2	8592	0	
21:00-21:30	1	15583	0	1	15583	0	1	15583	0	
21:30-22:00	1	15583	0	1	15583	0	1	15583	0	
22:00-22:30	1	15583	0	1	15583	0	1	15583	0	
22:30-23:00	1	15583	0	1	15583	0	1	15583	0	
23:00-23:30	1	15583	0	1	15583	0	1	15583	0	
23:30-24:00	1	15583	0	1	15583	0.006	1	15583	0.006	
Daily Trip Rates:			0.086			0.079			0.165	

Parameter summary

Trip rate param 1600 - 15583 (units: sqm)

Survey date dat 01/01/11 - 06/03/18

Number of wee 3

Number of Satu 0

Number of Sun 0

Surveys autom: 1

Surveys manual 0

This section displays the total number of survey days that have been manually removed from the selected set outside of

Appendix F

North East Sector Modelling



Appendix 26 Balcombe Road (South) Site Access - Junction Assessments

Balcombe Road (S) Site Access

Assessment Year 2018 with Development

Link	AM Peak		PM Peak	
	Deg. Sat	Q	Deg Sat	Q
1/1	37.2	3.7	52	4
1/2	29.1	1.2	65	3.7
2/1	21.8	1.7	51	3.8
2/2	97.2	14.2	68.2	5
3/1	98.4	24.5	68.1	5.6
3/2	36.7	0.8	16.9	0.5

Links for Windows - Balcombe Road site access revc LSG
 File View Junction Phase Stage Stage Sequence Traffic Flows Analysis Window Help

Stage Sequence

Traffic Flows

	1/1	1/2	2/1	2/2	3/1	3/2
1 : 20180 with dev am peak	226	52	351	358	1110	1240
2 : 20180 with dev pm peak	501	230	690	362	443	80

Intergreen Matrix

	A	B	C	D	E	F
A	6	5	5	-	-	-
B	5	5	5	5	-	-
C	5	5	5	5	5	-
D	5	5	5	5	5	5
E	5	5	5	5	5	5
F	-	-	-	-	-	-

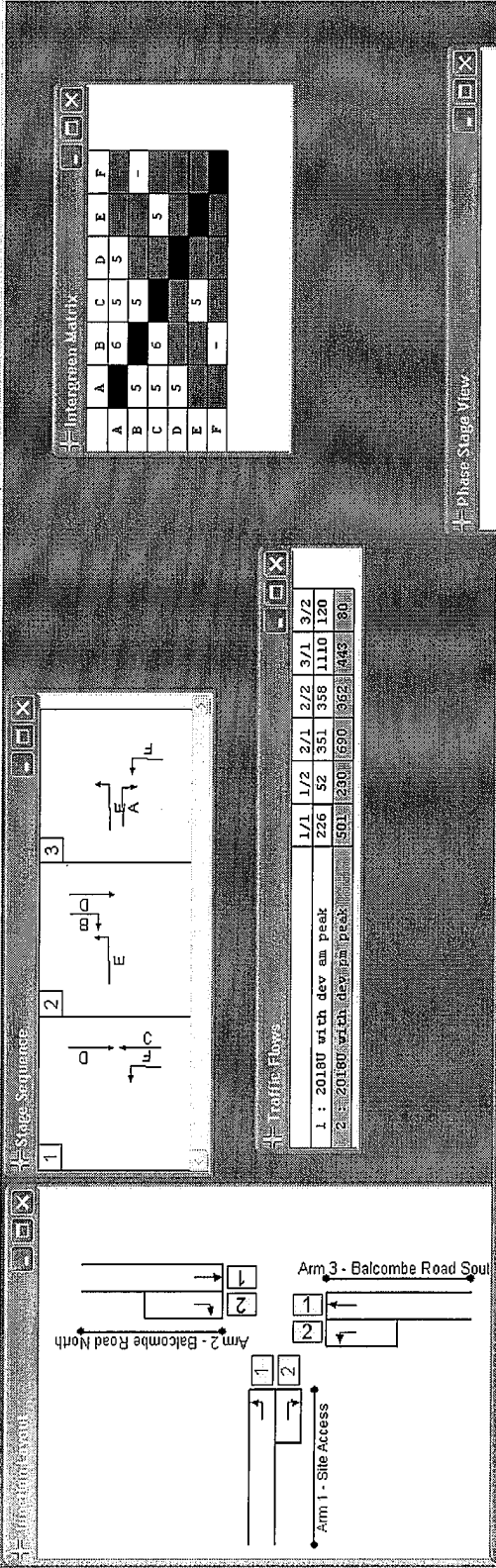
Phase Stage View

Cycle Time Optimisation

Cycle Time (sec)

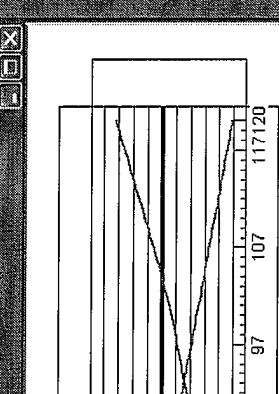
Arm	Lnk	Full	Arr	Phs	Typ	Num	Tot	Arr	Cap	AvSat	Deg	Dly	TDly	Que
			Grn	Grn			Grn	/cyc	PCU/h	PCU/h	Sat	s/pcu	pcuh	pcu
1	1	U	E	1	29	-	226	1782	608	37.2	24.3	1.5	3.7	
1	2	U	A	1	7	-	52	1963	178	29.1	42.3	0.6	1.2	
2	1	U	D	1	71	-	351	1965	1608	21.8	2.3	0.2	1.7	
2	2	U	B	1	16	-	0.0	0.0	368	97.2	106.7	10.6	14.2	
3	1	U	C	1	49	-	1110	1985	1985	1128	98.4	59.9	18.5	24.5
3	2	U	F	1	64	-	120	1977	443	327	36.7	7.6	0.3	0.8

Cycle Time 88s PRC -9.4 Total Junction Delay 31.7 PCUh



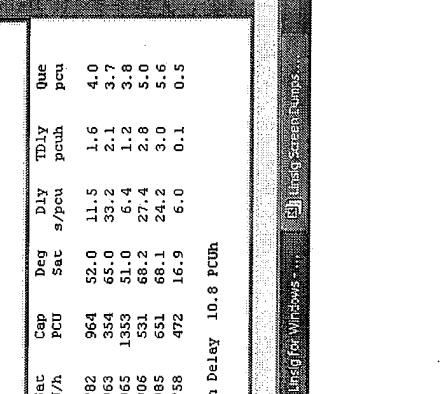
Intergreen Matrix

A	B	C	D	E	F
A	6	5	5	-	-
B	5	6	5	-	-
C	5	5	6	5	-
D	5	5	5	5	-
E	-	-	-	5	-
F	-	-	-	-	5



Traffic Flows

1/1	1/2	2/1	2/2	3/1	3/2
226	52	351	358	1110	120
1: 2018U with dev am peak					
501	230	690	362	443	80
2: 2018U with dev pm peak					



Arm	Lnk	Full	Phs	Typ	Phs	Typ	Phs	Typ	Phs	Tot	Alt	Gaps	Igrn	Flow	ExSat	AvSat	Cap	Deg	Dly	TDly	Que
												/cyc	/cyc	PCU/h	PCU/h	PCU/h	PCU	Sat	s/pcu	pcuh	pcu
1	1	U	E	1	32	-	-	-	-	501	1782	1782	964	52.0	11.5	1.6	4.0				
1	1	2	U	A	1	10	-	-	-	230	1963	1963	354	65.0	33.2	2.1	3.7				
2	1	U	D	1	41	-	-	-	-	690	1965	1965	1353	51.0	6.4	1.2	3.8				
2	2	0	B	1	16	-	0.0	0.0	-	362	1886	1886	531	68.2	27.4	2.8	5.0				
3	1	U	C	1	13	-	-	-	-	443	1885	1885	651	68.1	24.2	3.0	5.6				
3	2	U	F	1	37	-	-	-	-	80	1977	758	472	16.9	6.0	0.1	0.5				

Cycle Time 61s PRC 32.1 % Total Junction Delay 10.8 PCUH



Appendix 25 Crawley Avenue Site Access - Junction Assessments

Crawley Avenue Site Access

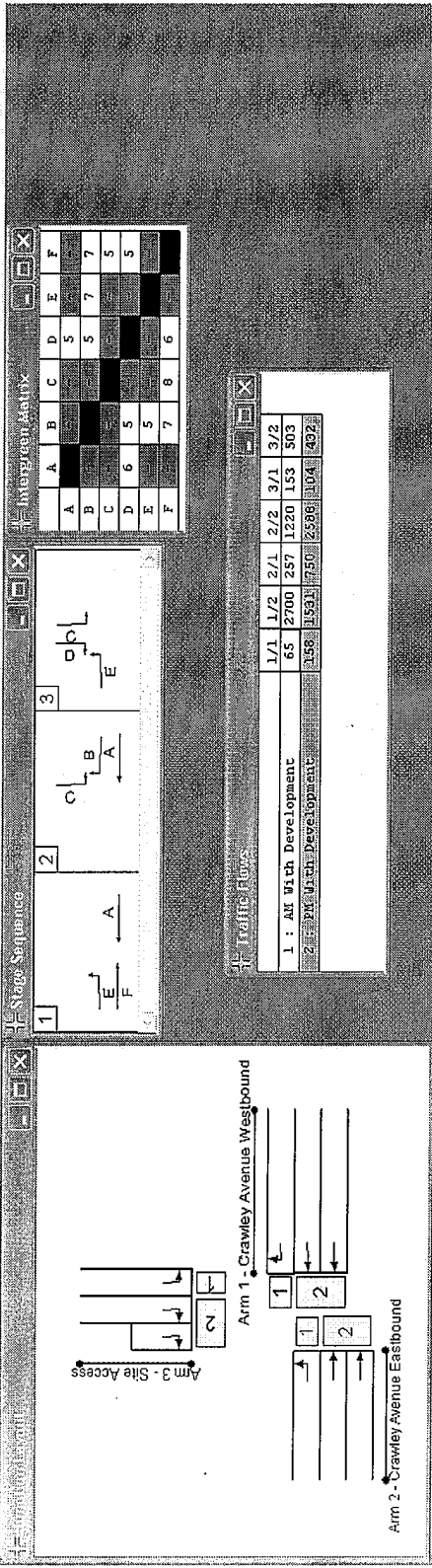
Assessment Year 2018 with Development

Link	AM Peak		PM Peak	
	Deg. Sat	Q	Deg Sat	Q
1/1	44.3	2.2	88	7.4
1/2	86.5	24	45.5	10.6
2/1	17	1.6	50.8	5
2/2	48	15.6	95.4	36.9
3/1	29.5	3.7	23.5	2.7
3/2	85.1	15.9	91.9	16.9

Crawley Avenue (Link Road) Site Access

Assessment Year 2018 with Development

Link	AM Peak		PM Peak	
	Deg. Sat	Q	Deg Sat	Q
1/1	32.1	3.3	63.2	6.4
1/2	5.1	0.3	14	0.9
2/1	36.1	2.7	54.6	2.4
2/2	10.7	0.3	7.7	0.3
3/1	5.4	0.2	12.4	0.5
3/2	36.7	3.6	25.8	1.9

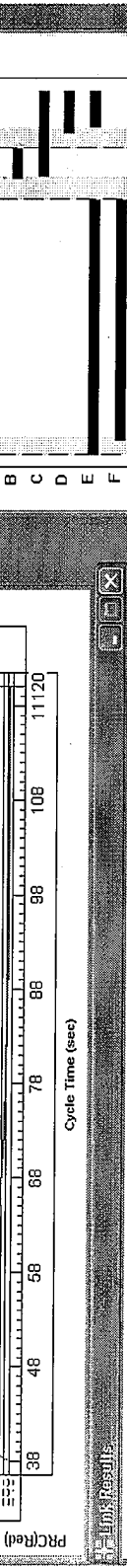


Traffic Flows

	1/1	1/2	2/1	2/2	3/1	3/2
1 : AM W/ ch Development	65	2700	257	1220	153	503
2 : PM Ursh Development	158	1531	750	2588	104	432

Intergreen Matrix

	A	B	C	D	E	F
A						
B						
C						
D						
E						
F						



Link Results

Arm	Lnk	Lnk Num	Full Phs	Arr Phs	Num Grn	Tot Grn	Arr Gaps /cyc	Igrn /cyc	Flow PCU/h	AvSat PCU/h	Cap PCU	Deg sac	Dly s/pcu	TDly pcu	Que
1	1	0	B	1	10	0.0	0.0	158	1958	179	88.0	112.5	4.9	7.4	
1	2	1	U	A	1	95	-	1531	4210	3368	45.5	4.5	1.9	10.6	
2	1	0	U	E	1	96	-	750	1828	1478	50.8	5.3	1.1	5.0	
3	1	0	U	F	1	79	-	2588	4070	2713	95.4	30.8	22.1	36.9	
3	2	0	0	C	1	28	0.0	104	1828	442	23.5	38.6	1.1	2.7	
3	2	0	0	D	1	14	0.0	432	4085	3760	91.9	87.5	10.5	16.9	

Cycle Time 120s PRC -6.0 % Total Junction Delay 41.7 PCUH

File View Junction Phase Stage Sequence Traffic Flows Analysis Window Help

1 2 3

Am 1 - Link Road
Am 2 - Site Access
Am 3 - Link Road

1 2

1/1 1/2 2/1 2/2 3/1 3/2

2 : PM With Development

791 197 121 20 30 412

Intersection Matrix

	A	B	C	D	E	F
A						
B						
C						
D						
E						
F						

Phase Stage View

0 10 20 30 40 50 60 69

0 34 46

1 2 3

0 10 20 30 40 50 60 69

PRC(Real) (%) Delay(Blue) (No Units)

160
69

36 46 56 66 76 86 96 106 116 120

Cycle Time (sec)

Arm	Link	Full	Arr	Num	Tot	Arr	Gaps	Ingn	Flow	MaxSat	AvSat	Cap	Deg	Dly	TDly	Que
Num	Typ	Phs	Phs	Grn	Grn	Grn	/cyc	/cyc	PCU/h	PCU/h	PCU/h	PCU	Sat	s/pcu	pcuh	pcu
1	1	U	B	1	29	-	294	2105	915	32.1	14.3	1.2	3.3			
1	2	U	A	1	52	-	71	1828	1828	1404	5.1	2.2	0.0	0.3		
2	1	U	C	1	18	-	190	1912	1912	526	36.1	22.7	1.2	2.7		
3	1	U	D	1	30	-	28	1781	581	261	10.7	12.4	0.1	0.3		
3	2	U	E	1	7	-	13	2080	2080	241	5.4	28.4	0.1	0.2		
3	2	U	F	1	41	-	465	2080	2080	1266	36.7	8.1	1.0	3.6		

Cycle Time 69s PRC 145.0 % Total Junction Delay 3.7 PCUH

