

Piperell Way, Haverhill
Transport Statement

October 2020

prepared on behalf of
Mr A Wright

Document: Transport Statement
Project: Piperell Way, Haverhill
Client: Mr A Wright
Job Number: 18070

Issue	Date	Status	Approved
1	15.09.2020	Draft	KM
2	22.10.2020	Final	KM

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1 Introduction

- 1.1 KMC is retained by Mr A Wright to provide transport advice in relation to the proposed redevelopment of land at 2-4 Piperell Way in Haverhill.
- 1.2 The proposal comprises the redevelopment of the Site to provide a total of 1,871 sqm (GEA) of new general industrial & storage / distribution (B2 & B8) use.
- 1.3 This Transport Statement (TS) has been prepared in accordance with the Planning Practice Guidance on 'Travel Plans, Transport Assessment and Statements' (March 2014). This TS should be read in conjunction with the other documents, plans and technical studies submitted to accompany the planning application to West Suffolk Council.

Background

- 1.4 The site being developed currently includes offices and parking associated with the buildings on the development site as well as some parking spaces used by one of the units immediately to the south of the proposed development site.
- 1.5 This application is for the development of the following:
 - 5 x B2/B8 light industrial/ warehouse units with a total floorspace of 1,871 sqm (GEA);
 - 53 parking spaces across B2/B8 use at a parking ratio of 1 space per 35 sqm; and
 - 11 new parking spaces to replace existing on-site provision for employment to the south to meet existing demand.
- 1.6 The existing floorspace for this site (within the red line boundary) is 760 sqm (GEA) of B1 land use and this will be replaced with the proposed B2/B8 land use. There would therefore be an uplift of 1,111 sqm from the existing land use with a change from B1 to B2 / B8 use. The net transport impact of this uplift is considered in this TS.

Report Structure

1.7 The remainder of this report is structured as follows:

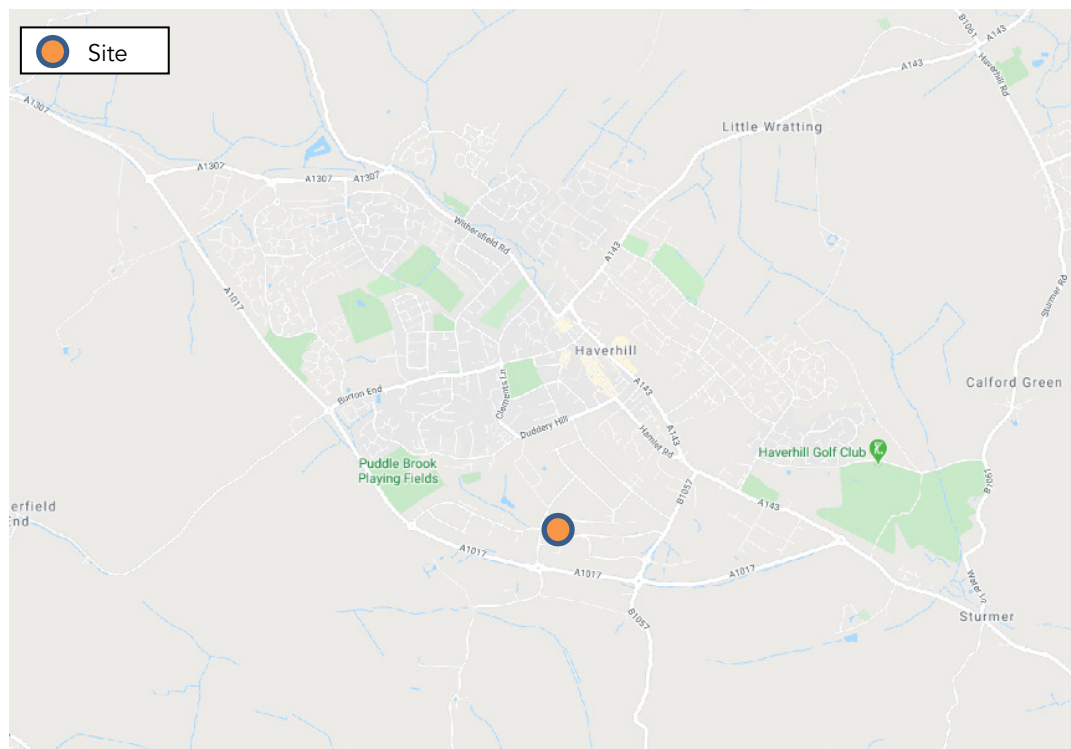
- Section 2: Existing Transport Conditions
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- Section 4: Development Proposals
- Section 5: Trip Generation
- Section 6: Conclusions

2 Existing Conditions

Site Location

- 2.1 The site is located to the south of Haverhill town centre within an existing industrial employment zone. The site location is illustrated in **Figure 2.1** below and the existing site layout is included in **Appendix A**.

Figure 2.1 – Site Location



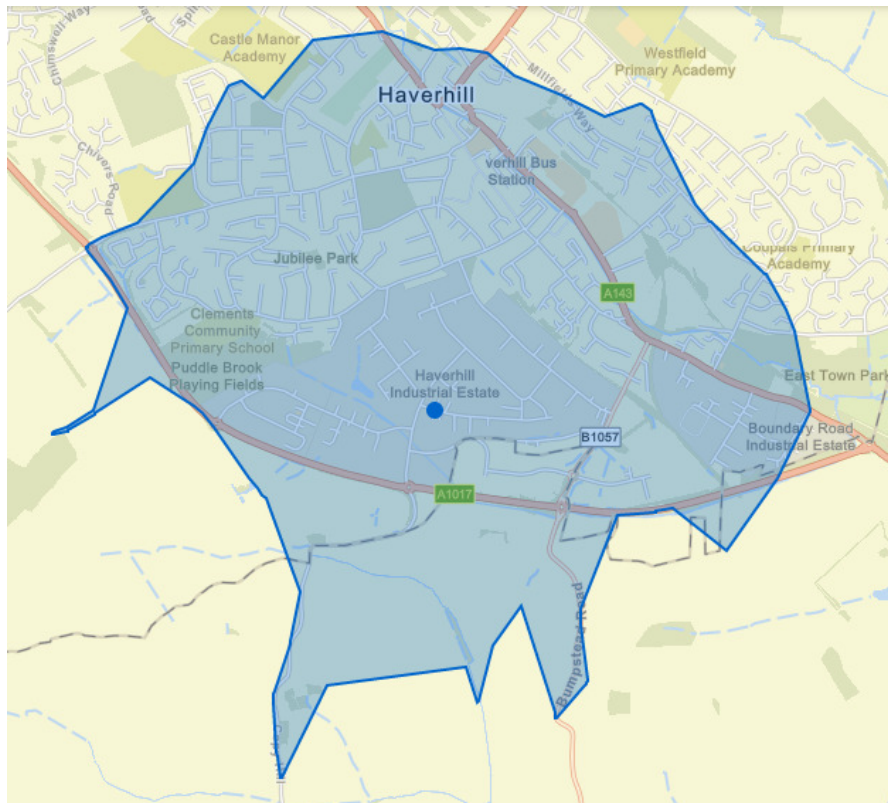
Walk and Cycle Accessibility

- 2.2 The National Planning Policy Framework (NPPF) does not provide any specific guidance on walking distances. Manual for Streets (MfS) states that:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km.”

- 2.3 **Figure 2.2** below provides the 2km walking isochrone from the site.

Figure 2.2 – 2km Walking Isochrone



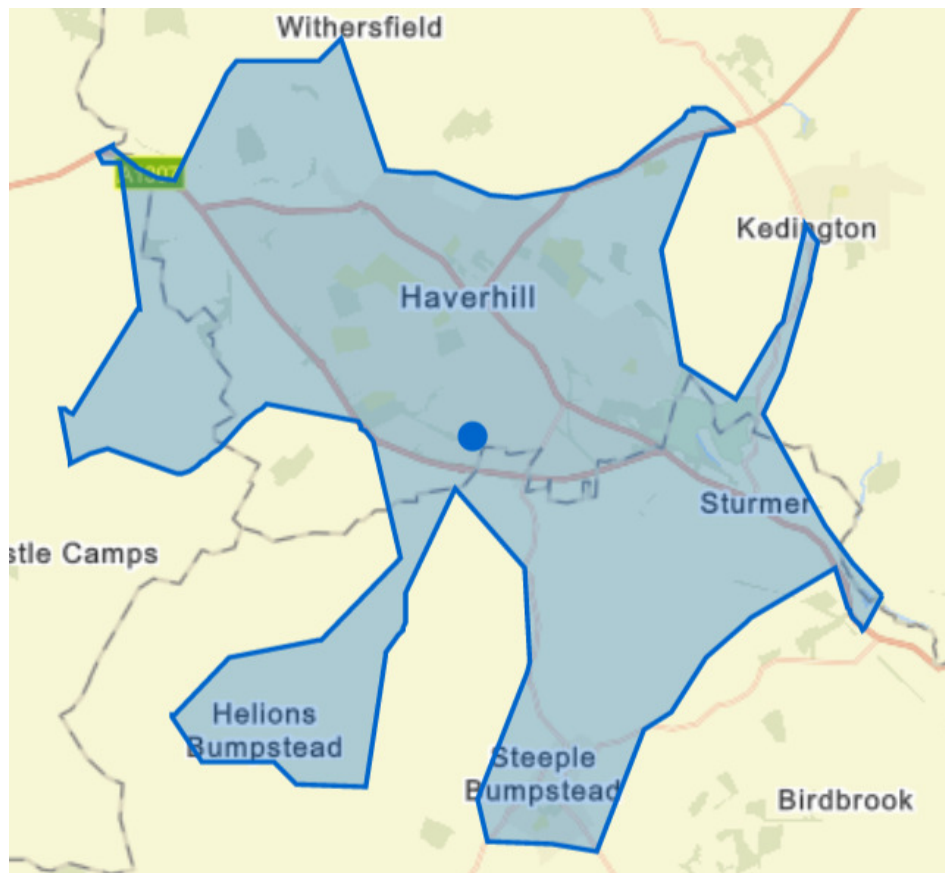
- 2.4 It can be seen from **Figure 2.2** that a large proportion of the southern residential area of Haverhill is within a 2km walk of the site. The site is connected to the wider employment area and further afield the residential area of Haverhill by wide footways that are in many cases segregated by the carriageway by wide verges.
- 2.5 **Figure 2.3** below, provides an extract of SCC cycle map for Haverhill, which shows the existing cycle network and facilities in the vicinity of the site. An advisory cycle route is provided on Moon Hall Lane and connects to the wider advisory cycle network around Haverhill, into the town centre and residential areas to the northwest and northeast. To the south a traffic free connection is provided over the A1017.

Figure 2.3 – Cycling Network



2.6 Central Government research states that cycling has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport. Cycling is an attractive form of travel and it is reasonable to expect that for able-bodied people a cycle distance of 5km is readily achievable and attractive. **Figure 2.4** below shows the 5km cycle isochrone from the site and shows that the entire residential area of Haverhill is within cycling distance of the site, along with a number of villages outside of Haverhill.

Figure 2.4 – 5km Cycle Isochrone



Public Transport

Bus

- 2.7 The Stagecoach bus map is included in **Appendix B** and shows the existing route of the number 13 bus service that routes to/from Cambridge, Linton and Great Abington, and routes around the residential areas of Haverhill and stops within 850m of the site on Duddery Hill. Service 13 provides the main bus service for Haverhill with a bus every 30 minutes in each direction. The first service leaves Cambridge at 07:00 and the last service leaves Duddery Hill at 21:53 taking 34 minutes in each direction.
- 2.8 Additional services 14/15/18/19/59/60/351 provide a number of less frequent services throughout the day to/from destination such as Saffron Waldon, Kedington, Great Thurlow, Great Bradley, Steeple Bumpstead, Helions Bumpstead, Castle Camps, Withersfield, Clare, Chedburgh, and Bury St Edmunds. These services are all stop at Haverhill bus station which is 1.7km walk from the site.

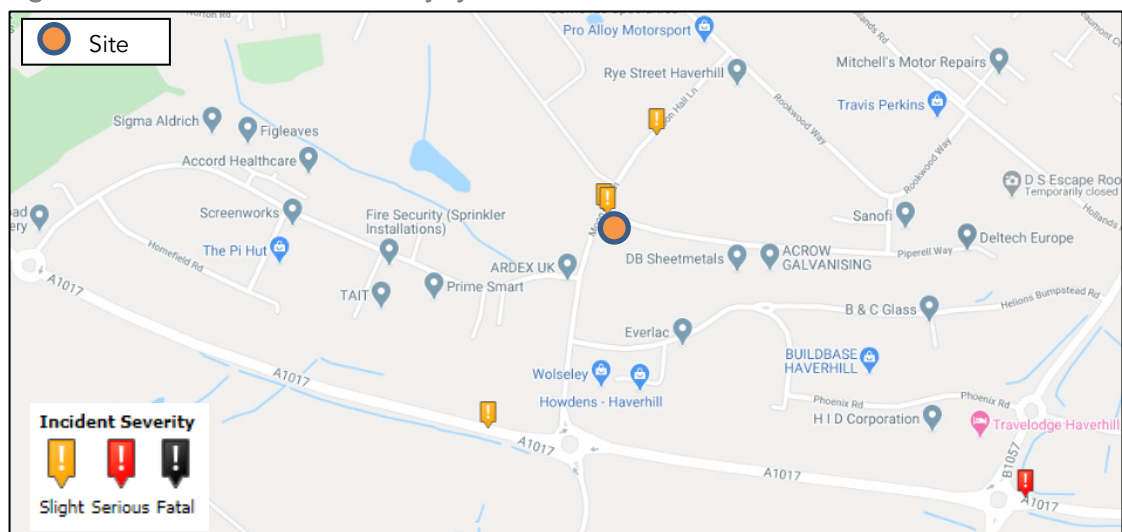
Highway Network

- 2.9 The site is already operating as separate office/warehouse units and is located on an existing employment site which is identified as part of the 'General and Rural Employment area' within the Joint Development Management Policies Document.
- 2.10 The Site therefore already successfully serves vehicles associated with B2/B8 land use and appropriate highway infrastructure is provided. Nevertheless, the existing local highway network has been assessed taking into account routes for staff travelling by car and appropriate routes for HGV service vehicles to/from the site.
- 2.11 Access to the site is via Piperell Way, which provides access to a number of employment (B1/B2/B8 land uses) sites. Piperell Way connects to Moon Hall Lane to the west (via a simple priority-controlled T-junction), which connects to the A1017 to the south (via a roundabout) and into Haverhill town centre to the north. The A1017 forms part of the main road network looping around Haverhill and onto other destinations further afield.

Accident History

- 2.12 Accident data for the most recent 3 year period (i.e. since January 2017) has been obtained from the Crashmap database, which summarises the Personal Injury Collisions (PICs) for the surrounding highway network. **Figure 2.5** shows the location of the PICs over the last 3 year period.

Figure 2.5 – Location of Personal Injury Collisions (2017 – 2019)



- 2.13 There have been three slight PICs on Moon Hall Lane and Piperell Way in the last three years. Two of these occurred at the junction of Piperell Way / Moon Hall Lane.
- 2.14 In addition, there have been one slight and one serious PIC on the A1017. The serious PIC on the A1017 occurred in March 2019 and involved a single vehicle.
- 2.15 Of all of these PICs only one involved a pedestrian or cyclists. This PIC occurred at the junction of Piperell Way / Moon Hall Lane.

3 Policy Context

- 3.1 This section summarises the relevant national and local policy in the context of the site and the proposed development.

National Policy and Guidance

National Planning Policy Framework (NPPF)

- 3.2 The National Planning Policy Framework (February 2019) sets out the Government's planning policies for England and how these are expected to be applied. Section 9 of the NPPF sets out the national policy on promoting sustainable transport.
- 3.3 Paragraph 102 sets out the reasons why transport issues should be considered from the earliest stages of plan-making and development proposals.
- 3.4 Paragraph 103 goes on set out how maximising sustainable transport solutions may vary between urban and rural locations.

"...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."

- 3.5 Paragraph 108 states that 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."*

- 3.6 Paragraph 109 goes on to state that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

3.7 The framework supports the provision of Travel Plans to manage demand and the provision of sustainable facilities on site to reduce the need to travel where practical. Paragraph 111 states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

National Planning Practice Guidance

3.8 Following the withdrawal in October 2014 of The Department for Transport (DfT) ‘Guidance on Transport Assessment’ (March 2007) , the DfT published the Planning Practice Guidance (NPPG) suite of guidance, which is continually being updated. This guidance is intended to assist all stakeholders in determining whether an assessment may be required and, if so, what level and scope that assessment should include.

3.9 The “Travel Plans, Transport Assessments and Statements” section of NPPG was last updated in March 2014 and summarises what these documents are and how they relate to each other. It goes on to summarise the key principles of a Travel Plan, Transport Assessment and Transport Statement and what should be included in them.

3.10 With regards to scope and level of detail to be included in a Transport Assessment or Statement the guidance states that this will vary from site to site, but the following should be considered when settling the scope of the proposed assessment:

- *“information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport)*
- *information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;*
- *data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;*
- *a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;*
- *an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next 3 years);*

- *data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;*
- *an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;*
- *an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);*
- *measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;*
- *a description of parking facilities in the area and the parking strategy of the development;*
- *ways of encouraging environmental sustainability by reducing the need to travel; and*
- *measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads."*

Local Policy

Suffolk Local Transport Plan 2011 - 2031

- 3.11 The Third Local Transport Plan (LTP) describes Suffolk County Council's transport strategy for the period 2011 to 2031.
- 3.12 The Suffolk LTP overall vision is:
- "The key focus of the plan is to support Suffolk's economy as it recovers from the recession and to support future sustainable economic growth."
- 3.13 The approach within the LTP is to show how transport will play its part in supporting and facilitating future sustainable economic growth by:
- maintaining (and in the future improving) our transport networks;
 - tackling congestion;
 - improving access to jobs and markets;
 - encouraging a shift to more sustainable travel patterns.

West Suffolk Local Plan (former St Edmundsbury and Forest Heath areas)

3.14 The West Suffolk Local Plan (former St Edmundsbury and Forest Heath Local Plans) sets the long term planning and land use policies within West Suffolk. The Local Plan includes documents previously referred to as the Local Development Framework (LDF). The Local Plan is made up of the of the following:

- Core Strategy: this was adopted on 14 December 2010, it sets out the vision, objectives, spatial strategy and overarching policies for the provision of new development in the Borough up to 2031.
- Vision 2031: consists of three Local Plans, Bury St Edmunds Vision 2031, Haverhill Vision 2031 and Rural Vision 2031, these were adopted on 23 September 2014 and identify where growth will be allowed and what local everyday services people will need to enjoy a good quality of life.
- Joint Development Management Policies Document: this was adopted on 27 February 2015 by Forest Heath District Council and on 24 February 2015 by St Edmundsbury Borough Council. It contains policies that form an important tool for the day to day determination of planning application in both St Edmundsbury Borough and Forest Heath District.
- St Edmundsbury Policies map: this shows the areas where the policies of the adopted Core Strategy, Vision 2031 and joint development management policies local plan documents will apply.
- 2018 Haverhill Neighbourhood Plan (2017 – 2031).
- Policies Plan, which identifies the site as part of the General and Rural Employment area.

3.15 With regards to parking standards, the West Suffolk Joint Development Management Policies Document (Feb 2015) refers to the Suffolk Advisory Parking Standards. The maximum parking standards for Suffolk are set out in the Suffolk Guidance for Parking (Third Edition 2019), with the maximum car parking standard for B2 uses being 1 space per 30 sqm and for B8 uses 1 space per 150 sqm.

3.16 With regards to cycle parking, the minimum cycle parking standard for B2 uses is 2 spaces per 300 sqm and for B8 uses is 2 spaces per 400 sqm.

Haverhill 2031 Vision Document

3.17 The objectives set out within the 2031 Vision Document include the following:

- *“To maintain, develop and diversify the economic base through the provision of employment sites to meet the needs of existing and future businesses.”*
- *“To ensure that any new development conserves and, where opportunities arise, enhances the natural, built and historic environment”.*
- *“To ensure development is accessible to the town centre, employment locations and other services and facilities to help reduce the need to travel by unsustainable means”.*

Haverhill Neighbourhood Plan (2018)

3.18 Haverhill Neighbourhood Plan was adopted in 2018 and includes the period 2017 – 2031.

3.19 The vision of the Neighbourhood Plan includes the following:

- Improve residents access to employment. The policies, in general, allow the re-use, conversion and alteration of existing buildings to employment use.
- Rebalancing the competitive demands on highways between dominant vehicular traffic and a safer pedestrian environment.
- Reduce number of non-essential HGVs through the residential areas of the ‘village’ areas of the town.
- Improving public footpaths.
- Securing access to public transport.
- Protect green infrastructure.

Summary

3.20 The review of transport planning policy has concluded that the development is supported by policy at national and local government levels, as it is located where it will be accessible by walking, cycling and public transport (within walking distance), is located on existing brownfield land and aims to enhance the existing site layout/environment. Furthermore, the site location allows for HGV traffic to avoid the residential areas of Haverhill and instead access the site directly from the A1017 and Moon Hall Lane, already used by HGVs linking to the wider strategic network.

4 Development Proposals

4.1 This section summarises the development proposals with a focus on the transport aspects of the proposals.

Development Quantum

4.2 The proposal comprises the development of 5 x B2/B8 light industrial / warehouse units with a total floorspace of 1,871 sqm (GEA) and 53 new parking spaces, which is a parking ratio of 1 space per 35 sqm. **Table 4.1** summarises the schedule of existing, proposed and net development. The proposed site layout is included as **Appendix C**.

Table 4.1: Development Schedule

Development		Floorspace sqm (GEA)	Parking Spaces
Existing	B1	760 sqm (removed)	Mainly informal unmarked spaces of which 11 to be kept and relocated adjacent to existing warehouse
Proposed	5 x B2/B8 units	1,871 sqm	53
Net		1,111 sqm	64

4.3 The existing floorspace for the area being developed is 760 sqm (GEA). There would therefore be a net uplift of 1,111 sqm.

Car and Motorcycle Parking

4.4 With regards to parking standards, the West Suffolk Joint Development Management Policies Document (Feb 2015) refers to the Suffolk Advisory Parking Standards. The maximum parking standards for Suffolk are set out in the Suffolk Guidance for Parking (Third Edition 2019), with the maximum standard for B2 and B8 uses being 1 space per 30 and 1 space per 150 sqm respectively.

4.5 **Table 4.2** summarises the proposed and maximum car parking provision for the proposed development.

Table 4.2: Car Parking Provision

Development		sqm	Max parking standard	Maximum car parking provision	Proposed car parking provision
Proposed	100% B2	1,871 sqm	1 space per 30 sqm	62 spaces	53 spaces
	100% B8	1,871 sqm	1 space per 150 sqm	12 spaces	
Net				12 - 62 spaces	53 spaces

4.6 It can be seen from **Table 4.2** that the proposed car parking provision of 53 spaces is within the maximum parking standards. It is considered that there would be a mix of B2 and B8 uses within the site and therefore the maximum level of parking provision would range from between 12 and 62, which the proposed new provision of 53 spaces falls within. As such, it is considered that the proposed level of car parking is appropriate for the proposed use and location of the site.

4.7 Furthermore, the existing level of parking, associated with the remaining warehouse buildings immediately to the south of the proposed development site, will be re-provided. The owner of these buildings to the south has confirmed the re-provision of 11 spaces would meet current demand for existing staff.

4.8 Whilst Suffolk standards do not state a minimum number of electric vehicle charging points/bays Suffolk Guidance for Parking (Third Edition 2019) does state "*facilities should be provided for charging electric cars*". In accordance with the standards 10 of the 53 proposed parking bays will include for electric charging provision. The proposed electric vehicle charging spaces are shown on the proposed site layout included in **Appendix C**.

4.9 With regards to Powered Two Wheelers (PTW), West Suffolk standards require a minimum of one space plus one space per 20 car spaces for both B2 and B8 land use. To meet these minimum standards provision has been made for 5 PTWs parking spaces.

Disabled Parking

4.10 Provision has been made for a total of 5 disabled bays to more than meet the minimum requirement of 5% of total car parking capacity.

Cycle Parking

- 4.11 Consent is being sought for B2 and B8 uses, and Suffolk Guidance for Parking (2019) requires a minimum of 2 spaces per 300 sqm and 400 sqm respectively for each land use.
- 4.12 Therefore, a minimum of 13 cycle parking spaces are required for the proposed 1,871 sqm of flexible B2/B8 uses (based on a worst case of the B2 cycle parking standard).
- 4.13 It is proposed to provide 18 cycle parking spaces for the proposed site, which exceeds the minimum standards.

Site Access and Layout

- 4.14 The vehicular access is shown on the proposed site layout plan included in **Appendix C** and will be provided off Piperell Way. Two separate vehicle access points are proposed, utilising the existing access locations but with minor amendments to improve accessibility with improved kerb radii and alignment.
- 4.15 Units 1 – 3 (B2) will be served by one access with 22 car parking spaces. Units 4 & 5 (B2) will be served by the adjacent access with 31 car parking spaces. In addition, there will be 11 existing car parking spaces relocated to be adjacent to the existing warehouse south of the proposed Units 1-3.
- 4.16 The western access (which will accommodate larger HGVs serving the existing B8 use) is designed to include 15m & 9m radii kerbs, shared use access, 7.5m entrance width, and retained footway width along Piperell Way. The eastern access (which will accommodate smaller vehicles serving proposed Units 1-3) is designed to include 9m & 6m radii kerbs, shared use access, 6.0m entrance width, and retained footway width along Piperell Way.

Travel Plan

- 4.17 In accordance with the Suffolk Travel Plan guidance the proposed development does not require either a Travel Plan or travel plan measures to be provided, as it is under the floorspace threshold (2,500 sqm B2 or 3,000 sqm B8).

5 Traffic Generation

5.1 This section summarises the traffic generation of the net increase in trips over and above the existing use.

Trip Rates

5.2 The TRICS trip rate database has been interrogated to derive vehicle trips based on the latest dataset. The TRICS output is included in **Appendix D**. The following search criteria were used to derive the updated trip rates (NB. where not stated, default settings were used):

- B2 Land Use: Industrial Estate – 708 to 5,000 sqm
- B8 Land Use: Warehousing (Commercial) – 190 to 4,000 sqm
- B1 Existing Land Use: Office - 178 to 2,000 sqm
- Region: England excluding Greater London
- Location: Suburban and Edge of Town

5.3 **Table 5.1** below summarise the existing B1 and proposed B2 / B8 trip rates.

Table 5.1: Employment Trip Rates (per 100 sqm)

Land Use	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Two-way	In	Out	Two-way
Proposed B2	0.796	0.425	1.221	0.263	0.618	0.881
Proposed B8	0.503	0.103	0.606	0.06	0.503	0.563
Existing B1	2.08	0.165	2.245	0.285	1.62	1.905

Extant Trip Generation

5.4 The B1 trip rates in **Table 5.1** have been applied to the existing floorspace to be demolished provide the extant trip generation. **Table 5.2** below summarises the extant vehicular trip generation.

Table 5.2: Extant Vehicular Trips

Land Use	sqm	AM Peak Hour (0700-0800)			PM Peak Hour (1700-1800)		
		In	Out	Two-way	In	Out	Two-way
B1 to be demolished	760	16	1	17	2	12	14

Proposed Trip Generation

- 5.5 The total new floorspace is 1,871 sqm of flexible B2/B8 use. **Table 5.3** summarises the vehicular trips for the new proposed floorspace based on the trip rates summarised in **Table 5.1**.

Table 5.3: Proposed Vehicular Trips

Land Use	sqm	AM Peak Hour (0700-0800)			PM Peak Hour (1700-1800)		
		In	Out	Two-way	In	Out	Two-way
100% of flexible use as B8	1,871	9	2	11	1	9	11
100% of flexible use as B2		15	8	23	5	12	16

- 5.6 **Table 5.3** shows that the total number of expected new trips in the network peak hours would be 16-23 two-way vehicular trips per hour for the B2/B8 uses. The total number of new trips is therefore expected to be minimal – less than one two-way movement per two minute period.
- 5.7 The vehicular trips summarised in **Table 5.3** summarise the trip generation assuming either 100% B2 or B8 for the proposed 1,871 sqm of flexible B2/B8 floorspace. This provides a range in the total proposed trip generation of 11-23 two-way vehicular trips in the AM peak hour and 11-16 two-way vehicular trips in the PM peak hour. However, it is likely that there would be a mix of B2 and B8 uses within the proposed flexible floorspace and therefore the vehicular trip generation is likely to fall between these values.
- 5.8 **Table 5.4** below summarises the net increase in vehicular trips.

Table 5.4: Net Increase in Vehicular Trips

Land Use	sqm	AM Peak Hour (0700-0800)			PM Peak Hour (1700-1800)		
		In	Out	Two-way	In	Out	Two-way
Total Proposed (min)	1,871	9	2	11	1	9	11
Total Proposed (max)		15	8	23	5	12	16
Existing	760	16	1	17	2	12	14
Net Increase (min)	1,111	-7	1	-6	-1	-3	-3
Net Increase (max)		-1	7	6	3	0	2


- 5.9 **Table 5.4** shows that the net increase in vehicular trips in the network peak hours would be -6 to 6 two-way vehicle trips in the AM peak hour and -3 to 2 two-way vehicle trips in the PM peak hour.

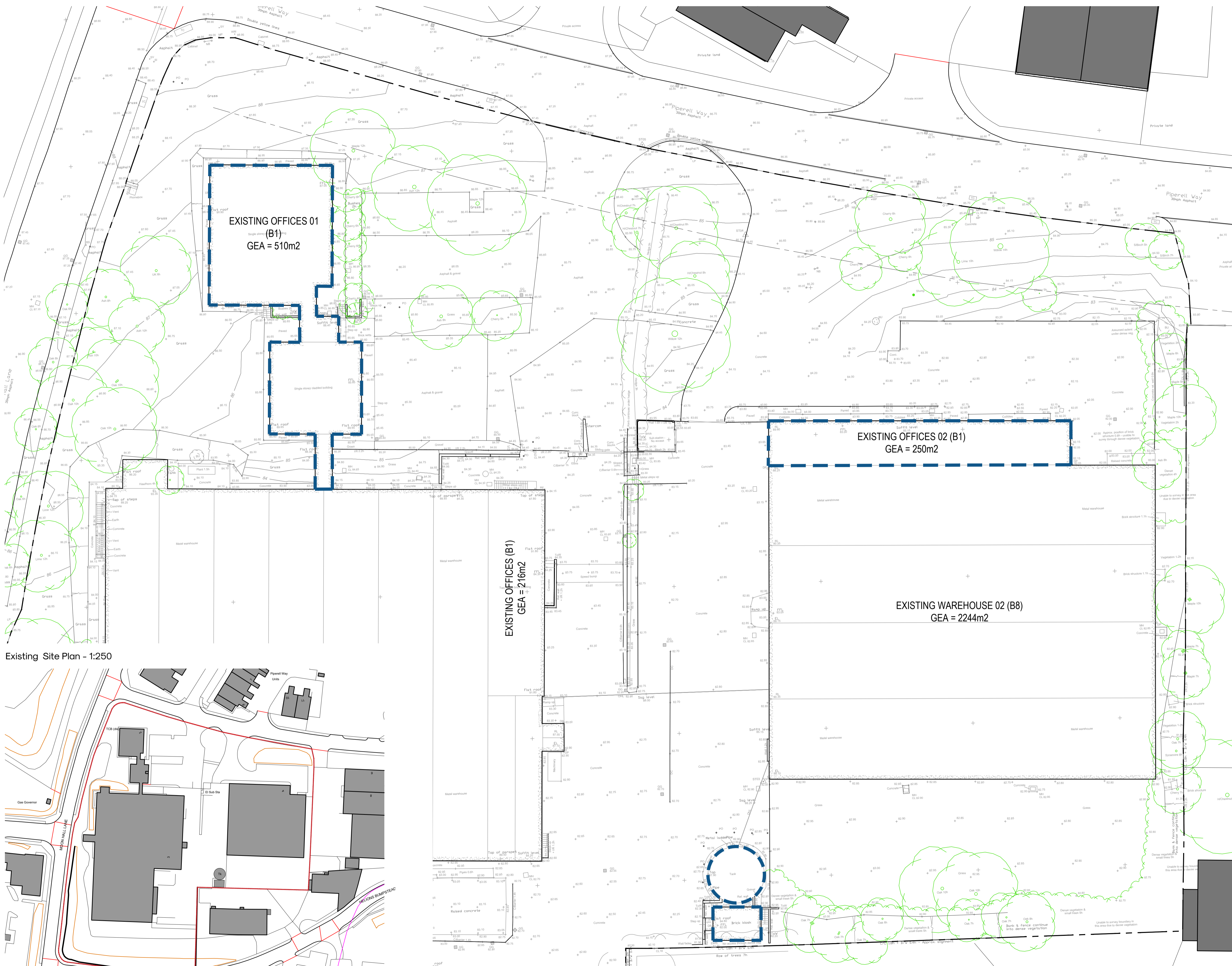
5.10 This equates to a worst-case increase of circa 1 two-way vehicle every 10 minutes in the AM peak hour and an increase of 1 two-way vehicles every 30 minutes in the PM peak hour. It can therefore be concluded that the net increase in vehicular trips would have a negligible impact on the highway network.

6 Conclusions

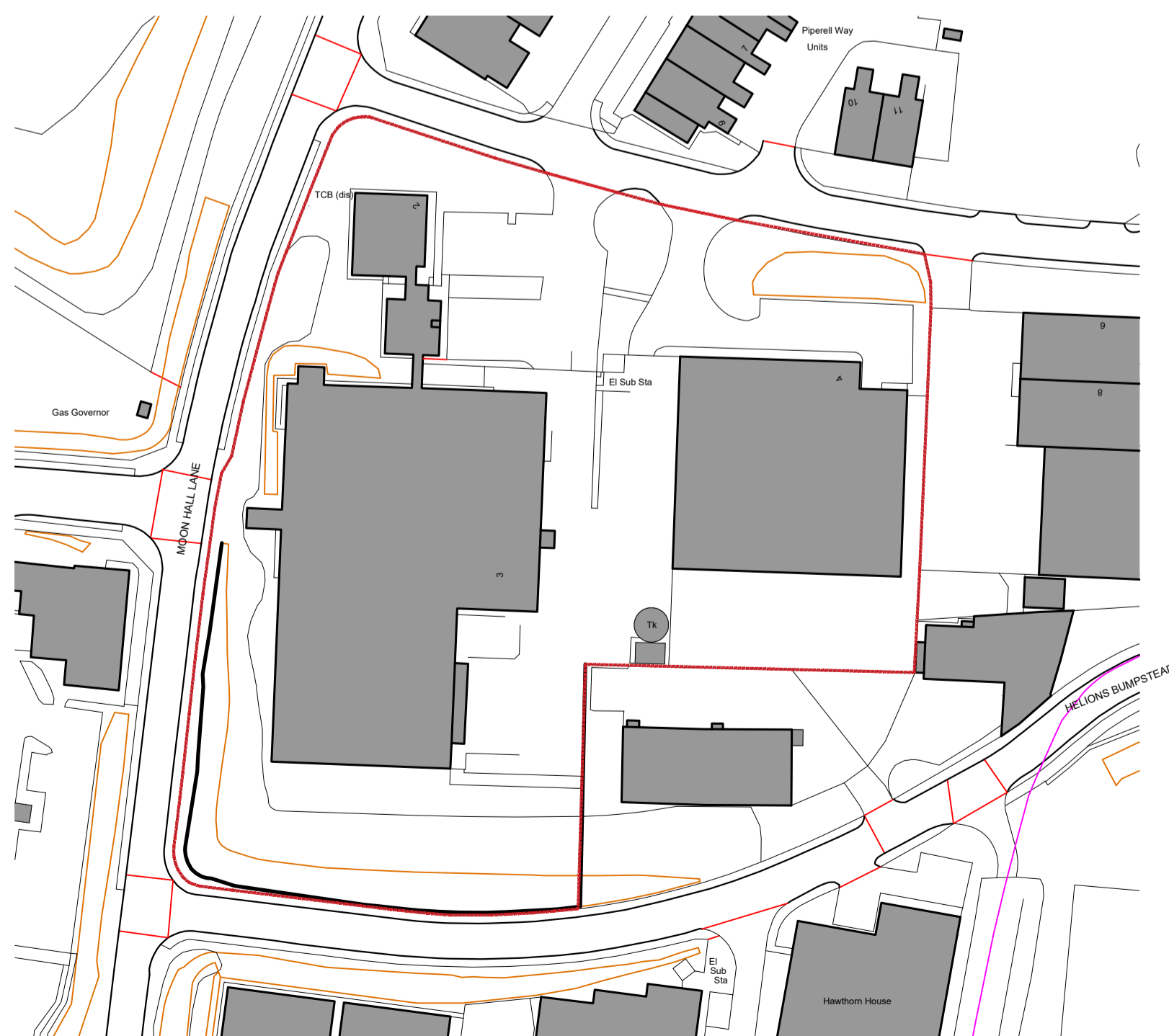
- 6.1 KMC is retained by Mr A Wright to provide transport advice in relation to the proposed redevelopment of land at 2-4 Piperell Way in Haverhill.
- 6.2 The proposal comprises the redevelopment of the site to provide a total of 1,871 sqm (GEA) of new general industrial & storage / distribution (B2 & B8) use.
- 6.3 This application is for the development of the following:
- 5 x B2/B8 light industrial / warehouse units with a total floorspace of 1,871 sqm (GEA).
 - 53 parking spaces across B2/B8 use at a parking ratio of 1 space per 35 sqm.
 - 11 new parking spaces to replace existing on-site provision & demand for warehouse units to the south
- 6.4 The existing floorspace for this site is 760 sqm (GEA) of B1 land use. There would therefore be an uplift of 1,111 sqm from the existing land use with a change from B1 to B2/B8 use.
- 6.5 The proposed car parking provision is within the maximum parking standards. There would be a mix of B2 and B8 uses within the site and therefore the maximum level of parking provision would range from between 12 and 62, which the proposed new provision of 53 spaces falls within. It is considered that the proposed level of car parking is appropriate for the proposed use and location of the site.
- 6.6 Furthermore, the existing level of parking, associated with the remaining warehouse buildings will be re-provided. The owner of these buildings to the south has confirmed the re-provision of 11 car parking spaces would meet current demand for existing staff.
- 6.7 The assessment has concluded that the net increase in vehicular trips in the network peak hours would be -6 to 6 two-way vehicle trips in the AM peak hour and -3 to 2 two-way vehicle trips in the PM peak hour. This equates to a worst-case increase of circa 1 two-way vehicle every 10 minutes in the AM peak hour and an increase of 1 two-way vehicles every 30 minutes in the PM peak hour. It can therefore be concluded that the net increase in vehicular trips would have a negligible impact on the highway network.
- 6.8 In summary, there are no transportation reasons why the proposals for 2-4 Piperell Way in Haverhill should not receive planning consent.

APPENDIX A

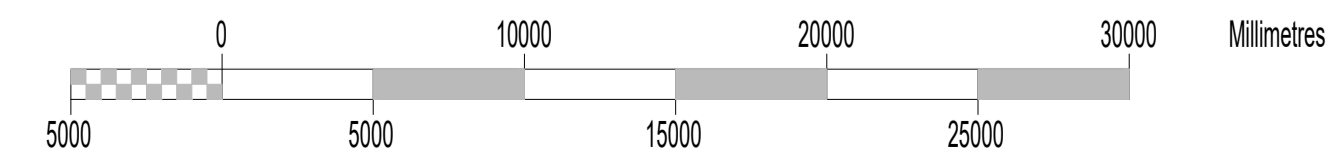
 Existing Buildings and Temporary Structures to be demolished / removed from site.



Existing Site Plan - 1:250



Location Plan - 1:1250



SCALE 1:250



P01	planning issue	30.09.2020
revision	note	date
client		
Mr A Wright		
project title		
Unit 2 & 4 Piperell Way Haverhill		
drawing title		
Existing Site & Location Plan		
drawing status		
Plannng		
scale	date	
1:250 @ A1	September 2020	
project number	drawing number	revision
2573	AP0100	P01



Appendix B

13 13A to Linton, Great Abington & Cambridge

X13 to Cambridge

X13 to Kedington



• bus stops

Appendix C



AREA SCHEDULE

NEW B2 / B8 UNITS

Gross External Area (GEA)

Unit 01 & 02 =	390 m2 (4,200 sq ft approx)
Unit 03 =	336 m2 (3,600 sq ft approx)
Units 04 & 05 =	1145 m2 (12,325 sq ft approx)
TOTAL =	1,871 m2 (20,125 sq ft approx)


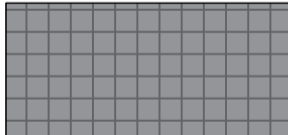
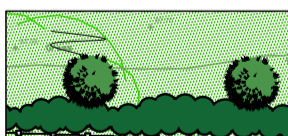
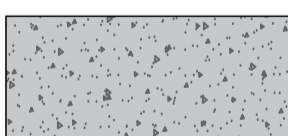
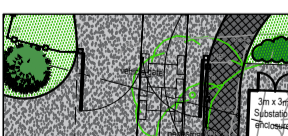

Gross Internal Area (GIA)

Unit 01 =	193 m2 (2,070 sq ft approx)
Unit 02 =	193 m2 (2,070 sq ft approx)
Unit 03 =	325 m2 (3,500 sq ft approx)
Unit 04 =	585 m2 (6,295 sq ft approx)
Unit 05 =	535 m2 (5,760 sq ft approx)
TOTAL =	1,831 m2 (19,710 sq ft approx)

B2 / B8 Parking = 53 spaces (1 space per 35m2 GEA)

Proposed Site Plan - 1:250

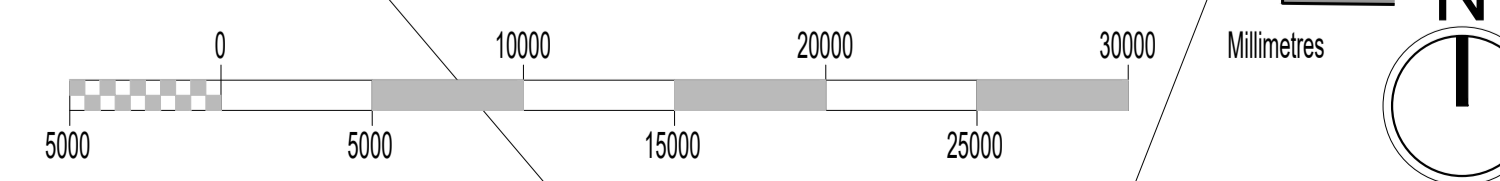
EXTERNAL WORKS - SURFACES LEGEND

1.  PERMEABLE BLOCK PAVING
Marshalls Prioia Permeable Paving (or similar) with British Standard Kerb Edging.
 2.  FLAG PAVING
Marshalls Mistral Block Paving.
 3.  SOFT LANDSCAPING
Seeded Grass / Shrubs to Landscape Architects Design
 4.  CONCRETE HARDSTANDING
Tamped Finish
 5.  BOUNDARY TREATMENTS
Steel Palisade vehicular entrance gates
-  Existing Buildings and Temporary Structures to be demolished / removed from site.

EXISTING OFFICES (B1)
GEA = 216m2

EXISTING WAREHOUSE 02 (B8)
GEA = 2244m2

SCALE 1:250



F01	planning issue	13.10.2020
revision	note	date
client		
Mr A Wright		
project title		
Unit 2 & 4 Piperell Way Haverhill		
drawing title		
Site layout		
drawing status		
Planning		
scale	date	
1:250 @ A1	October 2020	
project number	drawing number	revision
2573	AP0101	P01



Appendix D

Calculation Reference: AUDIT-805401-201027-1042

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	2 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 178 to 2000 (units: sqm)
 Range Selected by User: 178 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

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

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

Secondary Filtering selection:

Use Class:

B1 11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	7 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
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 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	8 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	1 days
No	10 days

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

PTAL Rating:

No PTAL Present	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BD-02-A-03 BROMHAM ROAD BEDFORD	OFFICES	BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area: 1469 sqm <i>Survey date: MONDAY 14/10/13</i>		<i>Survey Type: MANUAL</i>
2	CB-02-A-02 PORT ROAD CARLISLE	OFFICE	CUMBRIA
	Edge of Town Centre Industrial Zone Total Gross floor area: 925 sqm <i>Survey date: FRIDAY 24/06/16</i>		<i>Survey Type: MANUAL</i>
3	DS-02-A-01 PRIME PARK WAY DERBY	REAL ESTATE DEVELOPERS	DERBYSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area: 594 sqm <i>Survey date: WEDNESDAY 25/09/19</i>		<i>Survey Type: MANUAL</i>
4	ES-02-A-11 THE SIDINGS HASTINGS ORE VALLEY Suburban Area (PPS6 Out of Centre) Residential Zone	HOUSING COMPANY	EAST SUSSEX
	Total Gross floor area: 186 sqm <i>Survey date: TUESDAY 17/11/15</i>		<i>Survey Type: MANUAL</i>
5	ES-02-A-13 ROMAN ROAD HOVE	OFFICES	EAST SUSSEX
	Edge of Town Centre Residential Zone Total Gross floor area: 280 sqm <i>Survey date: WEDNESDAY 04/07/18</i>		<i>Survey Type: MANUAL</i>
6	HF-02-A-03 60 VICTORIA STREET ST ALBANS	OFFICE	HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area: 610 sqm <i>Survey date: WEDNESDAY 16/10/13</i>		<i>Survey Type: MANUAL</i>
7	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS	NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area: 894 sqm <i>Survey date: MONDAY 11/09/17</i>		<i>Survey Type: MANUAL</i>
8	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS	NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area: 178 sqm <i>Survey date: THURSDAY 04/10/18</i>		<i>Survey Type: MANUAL</i>
9	NY-02-A-02 STATION ROAD RICHMOND	DISTRICT COUNCIL OFFICES	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area: 1930 sqm <i>Survey date: THURSDAY 14/03/19</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	WM-02-A-04	OFFICE		WEST MIDLANDS
	BOURNVILLE LANE			
	BIRMINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		1800 sqm	
	Survey date:	TUESDAY	10/11/15	Survey Type: MANUAL
11	WO-02-A-02	OFFICE		WORCESTERSHIRE
	MOOR STREET			
	WORCESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		2000 sqm	
	Survey date:	MONDAY	14/11/16	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	1069	0.458	10	1069	0.009	10	1069	0.467
08:00 - 09:00	11	988	2.080	11	988	0.166	11	988	2.246
09:00 - 10:00	11	988	1.040	11	988	0.534	11	988	1.574
10:00 - 11:00	11	988	0.497	11	988	0.414	11	988	0.911
11:00 - 12:00	11	988	0.368	11	988	0.405	11	988	0.773
12:00 - 13:00	11	988	0.506	11	988	0.791	11	988	1.297
13:00 - 14:00	11	988	0.672	11	988	0.589	11	988	1.261
14:00 - 15:00	11	988	0.433	11	988	0.442	11	988	0.875
15:00 - 16:00	11	988	0.294	11	988	0.543	11	988	0.837
16:00 - 17:00	11	988	0.304	11	988	0.985	11	988	1.289
17:00 - 18:00	11	988	0.285	11	988	1.620	11	988	1.905
18:00 - 19:00	10	1069	0.065	10	1069	0.421	10	1069	0.486
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.002			6.919			13.921

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

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

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Parameter summary

Trip rate parameter range selected:	178 - 2000 (units: sqm)
Survey date date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-805401-201027-1019

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	WG WOKINGHAM	1 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1138 to 4876 (units: sqm)
 Range Selected by User: 708 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 06/11/18

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:

Monday	3 days
Tuesday	6 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	9

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

Selected Location Sub Categories:

Industrial Zone	7
Commercial Zone	1
Development Zone	1
Residential Zone	2
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

Not Known	1 days
B1	5 days
B2	6 days
B8	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	4 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	4 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	3 days

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

Travel Plan:

No	13 days
----	---------

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

PTAL Rating:

No PTAL Present	13 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-02-D-04 INDUSTRIAL ESTATE LINCOLN ROAD PETERBOROUGH		CAMBRI D G E S H I R E
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4133 sqm <i>Survey date: TUESDAY 02/12/14</i>		<i>Survey Type: MANUAL</i>
2	DV-02-D-06 INDUSTRIAL ESTATE ST MODWEN ROAD PLYMOUTH		DEVON
	Edge of Town Industrial Zone Total Gross floor area: 1775 sqm <i>Survey date: TUESDAY 17/07/12</i>		<i>Survey Type: MANUAL</i>
3	DV-02-D-07 INDUSTRIAL ESTATE BITTERN ROAD EXETER SOWTON IND. ESTATE		DEVON
	Edge of Town Industrial Zone Total Gross floor area: 3600 sqm <i>Survey date: MONDAY 03/07/17</i>		<i>Survey Type: MANUAL</i>
4	EX-02-D-03 INDUSTRIAL ESTATE WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK		ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 4876 sqm <i>Survey date: FRIDAY 18/05/18</i>		<i>Survey Type: MANUAL</i>
5	GM-02-D-07 BUSINESS PARK VULCAN STREET OLDHAM		GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 4400 sqm <i>Survey date: THURSDAY 22/10/15</i>		<i>Survey Type: MANUAL</i>
6	LC-02-D-07 INDUSTRIAL ESTATE CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE		LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm <i>Survey date: FRIDAY 17/11/17</i>		<i>Survey Type: MANUAL</i>
7	LC-02-D-08 INDUSTRIAL ESTATE NOOK LANE BAMBER BRIDGE		LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4000 sqm <i>Survey date: TUESDAY 06/11/18</i>		<i>Survey Type: MANUAL</i>
8	WG-02-D-01 INDUSTRIAL ESTATE FISHPONDS ROAD WOKINGHAM		WOKINGHAM
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3800 sqm <i>Survey date: TUESDAY 20/11/12</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-02-D-03 INDUSTRIAL ESTATE JUNCTION ROAD STOURBRIDGE AUDNAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1138 sqm <i>Survey date: TUESDAY 28/11/17</i>	WEST MIDLANDS	<i>Survey Type: MANUAL</i>
10	WO-02-D-01 INDUSTRIAL ESTATE SANDY LANE STOURPORT-ON-SEVERN Edge of Town Commercial Zone Total Gross floor area: 2758 sqm <i>Survey date: FRIDAY 23/05/14</i>	WORCESTERSHIRE	<i>Survey Type: MANUAL</i>
11	WY-02-D-05 INDUSTRIAL ESTATE CARR WOOD ROAD CASTLEFORD Edge of Town Development Zone Total Gross floor area: 1776 sqm <i>Survey date: MONDAY 22/05/17</i>	WEST YORKSHIRE	<i>Survey Type: MANUAL</i>
12	WY-02-D-06 INDUSTRIAL ESTATE (PART) PIONEER WAY CASTLEFORD Edge of Town Industrial Zone Total Gross floor area: 4328 sqm <i>Survey date: TUESDAY 23/05/17</i>	WEST YORKSHIRE	<i>Survey Type: MANUAL</i>
13	WY-02-D-07 INDUSTRIAL ESTATE THUNDERHEAD RIDGE RD CASTLEFORD GLASSHOUGHTON Edge of Town No Sub Category Total Gross floor area: 3191 sqm <i>Survey date: MONDAY 15/05/17</i>	WEST YORKSHIRE	<i>Survey Type: MANUAL</i>

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	3421	0.490	13	3421	0.148	13	3421	0.638
08:00 - 09:00	13	3421	0.796	13	3421	0.425	13	3421	1.221
09:00 - 10:00	13	3421	0.681	13	3421	0.459	13	3421	1.140
10:00 - 11:00	13	3421	0.618	13	3421	0.546	13	3421	1.164
11:00 - 12:00	13	3421	0.632	13	3421	0.726	13	3421	1.358
12:00 - 13:00	13	3421	0.630	13	3421	0.686	13	3421	1.316
13:00 - 14:00	13	3421	0.562	13	3421	0.508	13	3421	1.070
14:00 - 15:00	13	3421	0.519	13	3421	0.589	13	3421	1.108
15:00 - 16:00	13	3421	0.501	13	3421	0.495	13	3421	0.996
16:00 - 17:00	13	3421	0.438	13	3421	0.737	13	3421	1.175
17:00 - 18:00	13	3421	0.263	13	3421	0.618	13	3421	0.881
18:00 - 19:00	13	3421	0.067	13	3421	0.214	13	3421	0.281
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.197			6.151			12.348

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

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

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Parameter summary

Trip rate parameter range selected:	1138 - 4876 (units: sqm)
Survey date date range:	01/01/12 - 06/11/18
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	3421	0.013	13	3421	0.007	13	3421	0.020
08:00 - 09:00	13	3421	0.047	13	3421	0.036	13	3421	0.083
09:00 - 10:00	13	3421	0.040	13	3421	0.040	13	3421	0.080
10:00 - 11:00	13	3421	0.036	13	3421	0.040	13	3421	0.076
11:00 - 12:00	13	3421	0.034	13	3421	0.047	13	3421	0.081
12:00 - 13:00	13	3421	0.038	13	3421	0.025	13	3421	0.063
13:00 - 14:00	13	3421	0.025	13	3421	0.025	13	3421	0.050
14:00 - 15:00	13	3421	0.034	13	3421	0.036	13	3421	0.070
15:00 - 16:00	13	3421	0.036	13	3421	0.025	13	3421	0.061
16:00 - 17:00	13	3421	0.016	13	3421	0.022	13	3421	0.038
17:00 - 18:00	13	3421	0.013	13	3421	0.009	13	3421	0.022
18:00 - 19:00	13	3421	0.002	13	3421	0.007	13	3421	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.334			0.319			0.653

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

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

Calculation Reference: AUDIT-805401-201027-1023

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 190 to 3625 (units: sqm)
 Range Selected by User: 190 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 29/03/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	3
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1

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

Secondary Filtering selection:

Use Class:

B8	3 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	1 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	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-02-F-01 COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 2950 sqm <i>Survey date: TUESDAY 10/06/14</i>	DOMI NO'S PIZZA	CUMBRIA	<i>Survey Type: MANUAL</i>
2	DV-02-F-01 ALDERS WAY PAIGNTON Edge of Town Industrial Zone Total Gross floor area: 190 sqm <i>Survey date: FRIDAY 29/03/19</i>	OPTICS WAREHOUSE	DEVON	<i>Survey Type: MANUAL</i>
3	WM-02-F-02 SOVEREIGN ROAD BIRMINGHAM KINGS NORTON Edge of Town Commercial Zone Total Gross floor area: 3625 sqm <i>Survey date: MONDAY 09/11/15</i>	LOGISTICS FIRM	WEST MIDLANDS	<i>Survey Type: MANUAL</i>

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	1570	0.096	2	1570	0.000	2	1570	0.096
06:00 - 07:00	2	1570	0.127	2	1570	0.032	2	1570	0.159
07:00 - 08:00	3	2255	0.251	3	2255	0.044	3	2255	0.295
08:00 - 09:00	3	2255	0.503	3	2255	0.103	3	2255	0.606
09:00 - 10:00	3	2255	0.370	3	2255	0.163	3	2255	0.533
10:00 - 11:00	3	2255	0.266	3	2255	0.325	3	2255	0.591
11:00 - 12:00	3	2255	0.251	3	2255	0.251	3	2255	0.502
12:00 - 13:00	3	2255	0.177	3	2255	0.266	3	2255	0.443
13:00 - 14:00	3	2255	0.370	3	2255	0.237	3	2255	0.607
14:00 - 15:00	3	2255	0.207	3	2255	0.237	3	2255	0.444
15:00 - 16:00	3	2255	0.133	3	2255	0.148	3	2255	0.281
16:00 - 17:00	3	2255	0.103	3	2255	0.222	3	2255	0.325
17:00 - 18:00	3	2255	0.059	3	2255	0.503	3	2255	0.562
18:00 - 19:00	3	2255	0.089	3	2255	0.355	3	2255	0.444
19:00 - 20:00	2	1570	0.191	2	1570	0.191	2	1570	0.382
20:00 - 21:00	2	1570	0.096	2	1570	0.127	2	1570	0.223
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.289			3.204			6.493

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

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

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Parameter summary

Trip rate parameter range selected:	190 - 3625 (units: sqm)
Survey date date range:	01/01/12 - 29/03/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	1570	0.000	2	1570	0.000	2	1570	0.000
06:00 - 07:00	2	1570	0.064	2	1570	0.000	2	1570	0.064
07:00 - 08:00	3	2255	0.044	3	2255	0.030	3	2255	0.074
08:00 - 09:00	3	2255	0.118	3	2255	0.030	3	2255	0.148
09:00 - 10:00	3	2255	0.059	3	2255	0.044	3	2255	0.103
10:00 - 11:00	3	2255	0.089	3	2255	0.103	3	2255	0.192
11:00 - 12:00	3	2255	0.074	3	2255	0.059	3	2255	0.133
12:00 - 13:00	3	2255	0.015	3	2255	0.044	3	2255	0.059
13:00 - 14:00	3	2255	0.044	3	2255	0.015	3	2255	0.059
14:00 - 15:00	3	2255	0.015	3	2255	0.030	3	2255	0.045
15:00 - 16:00	3	2255	0.044	3	2255	0.044	3	2255	0.088
16:00 - 17:00	3	2255	0.015	3	2255	0.015	3	2255	0.030
17:00 - 18:00	3	2255	0.030	3	2255	0.015	3	2255	0.045
18:00 - 19:00	3	2255	0.015	3	2255	0.044	3	2255	0.059
19:00 - 20:00	2	1570	0.000	2	1570	0.191	2	1570	0.191
20:00 - 21:00	2	1570	0.000	2	1570	0.096	2	1570	0.096
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.626			0.760			1.386

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

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