Proposed POD Unit, Willow Tree Retail Park, Glencoe Road, Yeading

Transport Statement

Client: RREEF Willowtree Ltd

Reference: T&PPB6768R005F0.2

Revision: 0.2/Final

Date: 21 June 2017

Royal HaskoningDHV

Enhancing Society Together

HASKONINGDHV NEDERLAND B.V.

2 Abbey Gardens
Great College Street
London
SW1P 3NL
Transport UK
Trade register number: 56515154

+44 207 2222115 **T**
info.london@uk.rhdhv.com **E**
royalhaskoningdhv.com **W**

Document title:	Proposed POD Unit, Willow Tree Retail Park, Glencoe Road, Yeading
Document short title:	Willow Tree Retail Park
Reference:	T&PPB6768R005F0.2
Revision:	0.2/Final
Date:	21 June 2017
Project name:	Willow Tree Retail Park
Project number:	PB6768
Author(s):	JG
Drafted by:	JG
Checked by:	JG
Date / initials:	26/05/17
Approved by:	PH
Date / initials:	26/05/17

Classification
Project related

Disclaimer

No part of these specifications/printed matter may be reproduced and/or published by print, photocopy, microfilm or by any other means, without the prior written permission of HaskoningDHV Nederland B.V.; nor may they be used, without such permission, for any purposes other than that for which they were produced. HaskoningDHV Nederland B.V. accepts no responsibility or liability for these specifications/printed matter to any party other than the persons by whom it was commissioned and as concluded under that Appointment. The integrated QHSE management system of HaskoningDHV Nederland B.V. has been certified in accordance with ISO 9001:2015, ISO 14001:2015 and OHSAS 18001:2007.

Royal HaskoningDHV

Table of Contents

1 Introduction 1

2 Site Appraisal 2

2.1 Preamble 2

2.2 The Site and Local Highway Network 2

2.3 Accessibility and Non-Car Modes 3

2.4 Car Park Survey 4

3 Proposed Development 6

3.1 Overview 6

3.2 Access 6

3.3 Servicing and Deliveries 6

3.4 Car and Cycle Parking 6

4 Trip Attraction of Proposed Development 8

4.1 TRICS Interrogation 8

4.2 Linked Shopping Discount 8

4.3 Traffic Type 9

4.4 Car Park Capacity 11

5 Summary and Conclusions 12

5.1 Summary 12

5.2 Conclusions 12

Appendices

A Existing Site Plan
B Proposed Site Plan
C LB Hillingdon Pre-Application Response
D PTAL Report
E Car Park Beat Survey
F Swept Path Analysis – drive-thru lane
G Swept Path Analysis – delivery vehicle
H TRICS Output Files
I Car Park Analysis

1 Introduction

1.1.1 Royal HaskoningDHV has been instructed by RREEF Willowtree Ltd to prepare a Transport Statement (TS) to consider the highways and transport implications of a proposed POD Unit (mixed A1 / A3 Use Class) at Willow Tree Retail Park (WTRP), Yeading. An existing site plan is provided at **Appendix A**.

1.1.2 The proposed development seeks to provide a drive-thru coffee shop (mixed A1 / A3 Use Class) providing 1,838sqft (171sqm) of floorspace on land currently used for customer car parking within WTRP. A proposed site plan is provided at **Appendix B**.

1.1.3 Pre-application discussions have been held with London Borough of Hillingdon (LBH) through their formal pre-application process. A copy of the LBH response is provided at **Appendix C**. LBH were provisionally satisfied with the proposed development, however requested additional information regarding the operation of the drive-thru lane and details of the delivery arrangements, both of which are addressed in this TS.

1.1.4 This report considers the highways and transportation issues relevant to the proposed development. In respect of transport impact National Planning Policy Framework (NPPF) provides guidance for local authorities when determining planning applications. Paragraph 32 bullet point three states that 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

1.1.5 The structure of the report is set out below:

- Section two establishes baseline conditions. It provides a description of the site and local highway network, appraises the accessibility of the site by non-car modes and considers traffic conditions with reference to a car park beat survey.
- Section three provides an overview of the proposed development, describes the proposed site access, servicing and delivery arrangements and discusses car and cycle parking provision;
- Section four discusses the trip attraction and car park capacity implications of the proposed development;
- Finally, Section five provides a summary and conclusions.

2 Site Appraisal

2.1 Preamble

2.1.1 The section provides a description of the site, the local highway network and accessibility to the site by non-car modes. This section additionally reviews car park survey data relevant to the site. Consideration of these elements provides a baseline against which the impact of the proposed development can be judged.

2.2 The Site and Local Highway Network

2.2.1 The site is situated on the eastern periphery of Yeading within an established residential and commercial area. The site forms part of the WTRP car park and occupies an area currently used for car parking.

2.2.2 The site is bound to the north by Glencoe Road, to the east and south by residential development and the west by Cygnet Way and the A312 beyond.

2.2.3 WTRP is comprised of a Burger King with drive-thru (2,784sqft / 259sqm), B&Q warehouse (97,260sqft / 9,035sqm) and B&M Home Store (25,162sqft / 2,338sqm). Burger King has a dedicated car park with B&Q and B&M sharing a car park. **Table 2.1** summarises the car parking provision at the site:

Table 2.1: Summary of Existing Car Parking Provision

Parking	Number of Spaces
B&Q / B&M	
Car (standard)	574
Accessible	17
Parent & Child	7
Electric Car	-
Trolley Bays	8
Sub-Total	***606***
Burger King	
Car (standard)	21
Sub-Total	***21***
Total	**627**

2.2.4 The site is accessed via a gyratory formed by Glencoe Road, Willow Tree Road, Cygnet Way and the site access. Once within the site a four arm mini-roundabout provides access to Burger King and two accesses into the B&Q / B&M car park.

2.2.5 In the vicinity of the site Glencoe Road is subject to a 30 mile per hour (mph) speed limit and has 2.0m wide footways on both sides. Street lighting, dropped kerbs and tactile paving are present at key pedestrian crossing points.

2.3 Accessibility and Non-Car Modes

2.3.1 This section considers the accessibility of the development site by sustainable modes of transport in order to ascertain the potential for staff and visitors to travel to and from the site by transport modes other than the private car.

Walking

2.3.2 The Department for Transport's statistical release 'National Travel Survey, England' identifies that *"walking is the most frequent mode used for very short distance trips"* and that *"76% of all trips under one mile are walks"*.

2.3.3 The site is located in an established area close to commercial and residential development and therefore benefits from the pedestrian infrastructure present in the locality. There are few barriers to walking to / from the site with footways, street lighting and crossing facilities present along key desire lines making such trips relatively safe and convenient.

Cycling

2.3.4 There are cycle facilities in the vicinity of the site. Glencoe Road and Cygnet Way are classified by TfL1 as 'Route on a quieter roads recommended by cyclists' and the Grand Union Canal towpath to the east of the site is classed as 'Routes on canal towpaths for walking and cycling. Pedestrians have priority but responsible cycling is permitted'. In addition to these facilities there is generally little to prevent cyclists from using surrounding roads.

2.3.5 Historically 3.1 miles (mi), or 5.0 kilometres (km), has been considered a distance many people could substitute car trips for cycle trips and 'National Travel Survey, England' states that the average cycling trip is 23 minutes in duration. Within these distances of the site are many residential areas and much of Yeading and the surrounding area, including Southall rail station (2.5mi / 3.9km).

Public Transport

2.3.6 When considering the accessibility of a site by public transport a PTAL (Public Transport Accessibility Level) assessment is a useful way of quantifying the accessibility of a site, or Point of Interest (POI), to public transport services, or a Service Access Point (SAP).

2.3.7 TfL PTAL guidelines state that for a bus route to be valid for inclusion in the assessment the POI must be within an 8 minute walk or 640m of an SAP (assuming a walk speed of 4.8kph).

[1] *TfL Local Cycling Guide 6*

2.3.8 Within this walk catchment there is a single bus service accessible from the site with stops provided at Jollys Lane adjacent to the northern site boundary. The E6 bus service operates between Bulls Bridge, Hayes, Willow Tree Lane and Greenford with a typical frequency of six services per hours in each direction, Monday to Sunday.

2.3.9 In respect of rail services, PTAL assessment guidance states that a rail service can be considered accessible if the POI is within a 12 minute or 960m walk of an SAP. There are no rail stations within this walk distance however Southall rail station, and several others, could be accessed combined with a cycle trip.

2.3.10 As discussed above, a PTAL assessment enables the accessibility of a site by public transport to be measured. The assessment considers how close public transport services are to a development and how frequent they are.

2.3.11 A PTAL assessment for this site was undertaken using TfL's online calculator. This concluded that the site has an Accessibility Index of 3.85 which translates to a PTAL rating of 1B which is considered 'poor' by TfL. A copy of the PTAL report id provided at **Appendix D**.

2.4 Car Park Survey

2.4.1 To determine how the car park currently operates during peak periods a parking beat survey was commissioned for Saturday 16 and Sunday 17 July 2016 between 10:00 and 17:00 hours on both days. A copy of the survey data is provided at **Appendix E**.

2.4.2 **Table 2.2** provides a summary of the car park survey data focussing on the observed accumulation and associated percentage occupancy.

Table 2.2: Summary of Car Park Survey Data

Time of Day	Saturday 16 July 2016		Sunday 17 July 2016	
	Vehicles Parked	% Occupancy	Vehicles Parked	% Occupancy
10:00	106	17%	85	14%
10:30	130	21%	152	25%
11:00	184	30%	176	29%
11:30	162	27%	216	36%
12:00	182	30%	225	37%
12:30	200	33%	209	34%
13:00	226	37%	240	39%
13:30	256	42%	219	36%
14:00	231	38%	240	39%
14:30	194	32%	236	39%
15:00	191	31%	219	36%
15:30	214	35%	227	37%
16:00	212	35%	143	24%
16:30	212	35%	47	8%
17:00	157	26%	38	6%
Maximum	**256**	**42%**	**240**	**39%**

2.4.3 It is evident that the car park operates comfortably within capacity during peak periods with the maximum occupancy of 42% (256 vehicles) recorded at 13:30 hours on Saturday. 352 parking spaces were available during this period.

2.4.4 On Sunday the maximum occupancy was recorded at 14:00 with 39% occupancy and 240 vehicles parked, and 368 parking spaces available

2.4.5 It is evident that the car park does not currently experience issues with capacity during typical traffic conditions with at least 58% / 352 spaces reserve capacity available.

3 Proposed Development

3.1 Overview

3.1.1 The proposed development seeks to provide a drive-thru coffee shop (mixed A1 / A3 Use Class) providing 1,838sqft (171sqm) of floorspace on land currently used for car parking. A proposed site plan is provided at **Appendix B**.

3.2 Access

3.2.1 The proposed development would be served by the existing vehicular access at Glencoe Road and accessed through the existing car park. Customers would park within the existing car park if 'drinking-in' or use the proposed drive-thru facility if 'taking away'. To demonstrate that the drive-thru lane can accommodate the largest vehicles that would typically require access swept path analysis for a 4x4 and minibus are provided at **Appendix F**.

3.2.2 Pedestrian access would be via the southern elevation and connect with existing pedestrian facilities through the site.

3.3 Servicing and Deliveries

3.3.1 It is expected that the largest vehicle that will require access to the proposed development will be an 8.0m long rigid goods vehicle. It is anticipated that there would be minimal deliveries associated with the proposed development with a maximum of one per day expected which would typically occur outside peak trading periods.

3.3.2 Goods vehicles would be able to park adjacent to the unit for a short time to unload. Goods would be wheeled from the vehicle to the unit via a dedicated link, including a crossing at the drive-thru, to where the goods would be received. Delivery vehicles are able to leave the site in a forward gear. To demonstrate that such a manoeuvre can be completed swept path analysis is provided at **Appendix G**.

3.4 Car and Cycle Parking

Car

3.4.1 The proposed development would be built on land currently occupied by 54 car parking spaces, some of which would be reprovided elsewhere on-site. **Table 3.1** provides a summary of the existing and proposed (post-redevelopment) car parking at the site.

Table 3.1: Summary of Existing and Proposed Car Park Provision

Main Park Car Parking	As Existing	As Proposed:	Difference
Car (standard)	595	547	-48
Accessible	17	19	2
Parent & Child	7	7	0
Electric Car	0	2	2
Trolley Bays	8	8	0
Car Parking Total	**627**	**583**	**-44**

3.4.2 It is evident that the proposed development results in a net reduction of 44 parking spaces on-site by virtue of the loss of 54 spaces and 10 spaces being reprovided elsewhere on-site. Consequently the post development site's parking provision would decrease from 627 to 583 spaces. The following section assesses the implications for car park capacity once the proposed development is operational.

3.4.3 The proposed development includes two blue badge bays, two bays with electric charging points and two powered two-wheeler parking bays which would all be located close to the main entrance.

3.4.4 Cycle

3.4.5 The proposed development will provide cycle parking in accordance with relevant standards. For A1 Use Class (food retail) The London Plan states a requirement for long stay parking of one space per 175sqm (from a threshold of 100sqm) and for short stay parking of one space per 40sqm for the first 750sqm, then one space per 300sqm (from a threshold of 100sqm).

3.4.6 For A3 Use Class The London Plan states a requirement for long stay parking of one space per 175sqm (from a threshold of 100sqm) and for short stay parking of one space per 40sqm (from a threshold of 100sqm).

3.4.7 For the quantum of floorspace proposed the requirements for A1 and A3 are the same. Consequently one long stay (171sqm ÷ 175) and four short stay spaces (171sqm ÷ 40) are required, which is satisfied by the provision of three Sheffield stands. As requested by LBH in their pre-application advice, these stands are covered and located close to the unit entrance.

4 Trip Attraction of Proposed Development

4.1 TRICS Interrogation

4.1.1 The TRICS database does not contain survey data for coffee shops with a drive-thru. As such, in order to calculate the predicted traffic flows associated with the proposed coffee shop the TRICS database has been interrogated under the (06) Hotel, Food and Drink category and (D) Fast-Food – Drive-Thru sub-category.

4.1.2 There are a limited number of sites within the data base which include survey data for a Saturday, as such two sites were relied upon from outside of London. Considering the site's PTAL and geographical location it is considered that this approach provides an acceptable indication of the trip attraction potential of the proposed development.

4.1.3 **Table 4.1** provides a summary of the trips rates and resulting trips for the Friday AM, Friday PM and Saturday peak hours. The TRICS output files are provided at **Appendix H**.

Table 4.1: Proposed Trip Rates & Traffic Attraction

Time Period	Trip Rates (per 100sqm)			Trips (vehicles)		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
Friday AM Peak (08:00 to 09:00 hours)	7.790	8.696	16.486	13	15	28
Friday PM Peak (17:00 to 18:00 hours)	10.960	9.964	20.924	19	17	36
Saturday Peak (13:00 to 14:00 hours)	27.062	29.522	56.584	46	50	97

4.1.4 It is evident from the table above that the proposed development could be expected to generate 28, 36 and 97 two-way traffic movements during the Friday AM, Friday PM and Saturday peak hours respectively.

4.1.5 It is important to highlight that traffic associated with retail units within retail parks is not wholly new, with most trips either associated with an existing trip to the site, i.e. a 'linked trip, or are already on the local highway network and divert into the site. These trip types will be explained below.

4.2 Linked Shopping Discount

4.2.1 Linked Trips are trips that have multiple destinations either within the proposed development site, for example food and non-food retail, or between the development site and existing adjacent sites or, in certain cases, the development site and an established town centre. Where there is a high probability that there will be a proportion of linked trips between two uses on a development, it is customary to only 'count' those trips once for the development as a whole, and not effectively double-count them by attributing two visits.

4.2.2 In a development of this type there will inevitably be a considerable amount of multi-visitation between the different elements within the town centre. Surveys of the Brooklands Retail Park, a mixed food and non-food retail park (comprising Tesco, Marks & Spencer, SEEB, Children's World and Argos), near Weybridge in Surrey, undertaken by Surrey County Council and reported in TRICS Report 97/1, 'Transport Characteristics of Non-food Retail Parks' observed and determined the origin-destination and cross-visitation characteristics of a retail park.

4.2.3 The TRICS Report was prepared by JMP Consultants Limited, who determined that survey results provided "evidence that a combination of adjacent retail (food and non-food retail) leads to a greater propensity for linked trips, as in town centres, rather than isolated stores which encourage greater overall travel" (page 21). Further, they assert that "the transport impact of multi-store retail parks is likely to be less than that of the total impact of the parts in isolation; a lot of linked trip-making takes place on site, in exactly the same way as in a conventional town centre" (page 22). The surveys identified that more than 70% customers were cross-visiting both the elements (i.e. Food and Non-food).

4.2.4 In the case of this development it is anticipated that the proposed car park will also function as a town centre car park and will hence lead to a greater number of linked trips. Therefore a 40% discount will be applied to the foodstore trip attraction shown in **Table 4.1**. The resulting trips which will be attracted by the proposed development after this 40% discount are summarised in **Table 4.2**.

Table 4.2: Proposed Traffic Attraction after Linked Trip Discount (40%)

Time Period	Trip Rates (per 100sqm)		
	Arr	Dep	Two-Way
Friday AM Peak (08:00 to 09:00 hours)	8	9	17
Friday PM Peak (17:00 to 18:00 hours)	11	10	21
Saturday Peak (13:00 to 14:00 hours)	28	30	58

4.3 Traffic Type

4.3.1 The majority of trips associated with the proposed development will already be on the highway network. Whilst the majority of trips to the proposed development are not new to the wider highway network, a proportion will be new to the development's local highway network, and the impact of this traffic impact will be assessed within the TS.

4.3.2 Traffic with the 'primary' journey purpose of visiting a retail unit (for example undertaking a home – shop – home trip) is generally referred to as a 'Primary' trip.

4.3.3 Primary trips make up the majority of traffic movements to retail developments, but these do not necessarily result in material impact on the local highway. Primary trips can be sub-divided into two categories, namely trips that are wholly new to the highway (primary new) and trips that would otherwise take place to an alternative destination (primary transfer). In this case a primary transfer trip could be one that currently takes place from Yeading to Costa Coffee in Hayes, but as a result of the development scheme will transfer to the proposed development.

4.3.4 Some coffee shop development traffic will be on the local road network in any event, with the primary purpose of traveling to a destination unrelated to the development site. These are trips that will divert their journey to visit the site (for example customers visiting the proposed development out of convenience on their way home from work, a Work – Shop – Home trip). These are generally referred to as 'Non-primary' trips.

4.3.5 Non-primary trips can be divided into those that 'pass-by' the site in any event and those that 'divert' their journeys from further afield. In the case the development site is located in an established residential and commercial area the opportunity for 'non-primary' trips to take place is high.

4.3.6 In order to establish the likely proportion of 'primary' and 'non-primary' trips that may take place to / from the proposed development, research reports published by TRICS have been referred to.

4.3.7 Relying on a combination of all the available research notes, the average trip type proportions for food retail development have been identified and these are provided in **Table 4.3**. The trips in **Table 4.2** have then been apportioned using these proportions with the resulting trips by trip type summarised in **Table 4.4**.

Table 4.3: Traffic Type Proportions

Day	Trip Type		
	Primary Trips (New and Transfer)	Non-Primary Trips	
		Pass By	Diverted
Weekday AM Peak (08:00 to 09:00 hours)	60%	15%	25%
Weekday PM Peak (17:00 to 18:00 hours)	60%	15%	25%
Saturday Peak (13:00 to 14:00 hours)	80%	5%	15%

4.3.8 **Table 4.4** provides a summary of the total trips (after linked trip discount) apportioned to the trip types identified above.

Table 4.4: Proposed Development Traffic by Trip Type

Time Period	Trip Type							
	Primary		Non- Primary (Pass-by)		Non- Primary (Diverted-Linked)		Total	
	Arrivals	Depart'	Arrivals	Depart'	Arrivals	Depart'	Arrivals	Depart'
Friday AM Peak (08:00 to 09:00 hours)	5	5	1	1	2	2	8	9
Friday PM Peak (17:00 to 18:00 hours)	7	6	2	2	3	3	11	10
Saturday Peak (13:00 to 14:00 hours)	22	24	1	2	4	5	28	30

4.3.9 It is evident that the proposed development results in a modest increase in traffic at WTRP with only 10, 13 and 46 additional primary trips (i.e. 'new' trips) forecast during the weekday AM, weekday PM and Saturday peak hours respectively. The remaining trips are considered to already be on the local highway network and either divert from a nearby route, or are passing the site and visit the drive-thru. Consequently it is considered that the impact of the proposed development is minimal and cannot be considered severe.

4.4 Car Park Capacity

4.4.1 The trip data discussed in this section has been used to forecast the likely car park occupancy post development. The assessment focuses on the Saturday period, with that period being the most intensive trading day and when surveyed car park occupancy was highest.

4.4.2 The spreadsheet provided at **Appendix I** provides an overview of the 2016 surveyed parking demand profile and proposed development parking demand. This indicates that the existing peak parking demand occurs between 13:00 and 14:00 hours with 256 cars parked (41% occupancy).

4.4.3 The proposed development is forecast to result in in additional demand for up to 14 spaces around the lunchtime periods which results in maximum overall parking demand of 267 spaces which represents 46% occupancy (based on the proposed reduced 583 space provision).

4.4.4 It is evident that the proposed development would result in a modest increase in parking demand during peak periods which can be comfortably accommodated by the reduced car park capacity.

5 Summary and Conclusions

5.1 Summary

5.1.1 Royal HaskoningDHV has been instructed by RREEF Willowtree Ltd to prepare a Transport Statement (TS) to consider the highways and transport implications of a proposed POD Unit (mixed A1 / A3 Use Class) at Willow Tree Retail Park (WTRP), Yeading.

5.1.2 The proposed development seeks to provide a drive-thru coffee shop (mixed A1 / A3 Use Class) providing 1,838sqft (171sqm) of floorspace on land currently used for customer car parking within WTRP.

5.2 Conclusions

5.2.1 This report has demonstrated the following:

- It has been demonstrated that there is scope for trips to the site using non-car modes of transport. Future staff and visitors would not to be reliant on the private car to access the site.
- It is evident that the car park operates comfortably within capacity during peak periods with the maximum occupancy of 42% (256 vehicles) recorded at 13:30 hours on Saturday and 39% occupancy (240 vehicles) recorded at 14:00 on Sunday. It is evident that the car park does not currently experience issues with capacity during typical traffic conditions with at least 58% / 352 spaces reserve capacity available.
- The site layout can accommodate the largest vehicle expected to regularly visit the site. An 8.0m delivery vehicle is able to park near the unit and enter and exit the site in a forward gear.
- The proposal seeks to reduce car parking at the site, with no demonstrable adverse effects, and provide cycle parking in accordance with relevant standards.
- It is evident that the proposed development results in a modest increase in traffic at WTRP with only 10, 13 and 46 additional primary trips (i.e. 'new' trips) forecast during the weekday AM, weekday PM and Saturday peak hours respectively. The remaining trips are considered to be linked to existing WTRP trips, or already be on the local highway network and either divert from a nearby route, or are passing the site and visit the drive-thru.
- The proposed development is forecast to result in in additional demand for up to 14 spaces at between 13:00 to 14:00 hours on Saturday which results in maximum overall parking demand of 270 spaces which represents 46% occupancy (based on the proposed reduced 583 space provision).
- Consequently it has been demonstrated that no 'severe' residual impact would result from the development proposal, and therefore the proposal accords with NPPF.

5.2.2 On the basis of the above it is not considered that the proposed development should be denied planning permission on highways or transportation grounds.

APPENDIX A

Copyright of this drawing is the property of Urban Edge Architecture Limited. It must not be reproduced or amended nor used in the execution of any works whether in conjunction with the proposed works for which it is prepared or otherwise without the express consent in writing of Urban Edge Architecture Limited.

Urban Edge Architecture Limited
One Scotgate Mews, Scotgate,
Stamford, Lincolnshire, PE9 2FX.

Tel. ++44 (0)1780 755 665
Fax. ++44 (0)1780 755 360

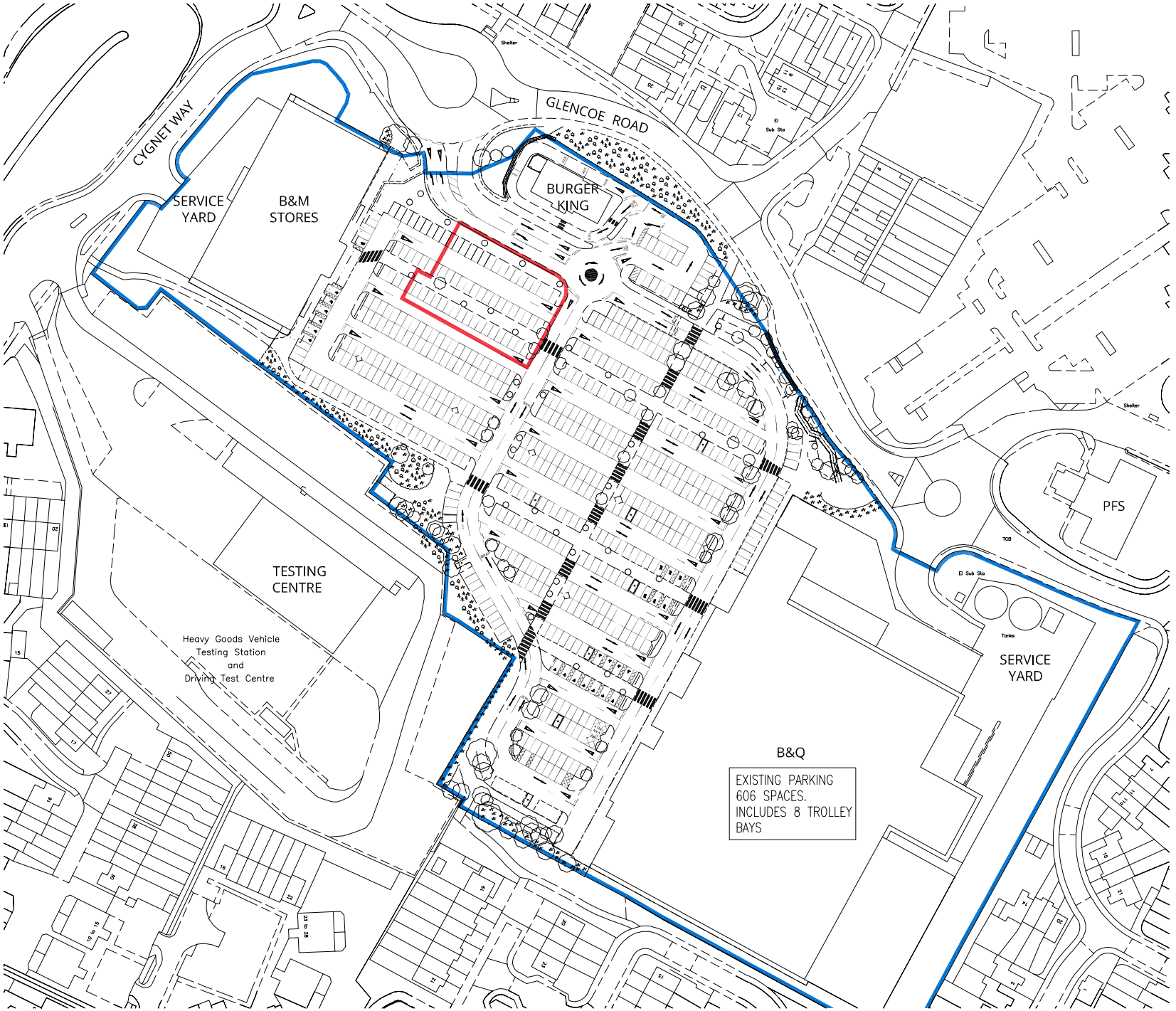
Scale for planning purposes only

SITE ADDRESS:
PROPOSED POD UNIT
WILLOWTREE RETAIL PARK
GLENCOE ROAD
YEADING
UB4 9SN

LEGEND

RED LINE APPLICATION BOUNDARY

APPLICANTS OWNERSHIP



SCALE 1 : 1250
SCALE 1 : 1

0m 10m 20m 40m 60m 80m 100m 120m
0mm 10mm 20mm 40mm 60mm 80mm 100mm

PLANNING

Revision	Description	Date

URBANEDGE
architecture / masterplanning / design

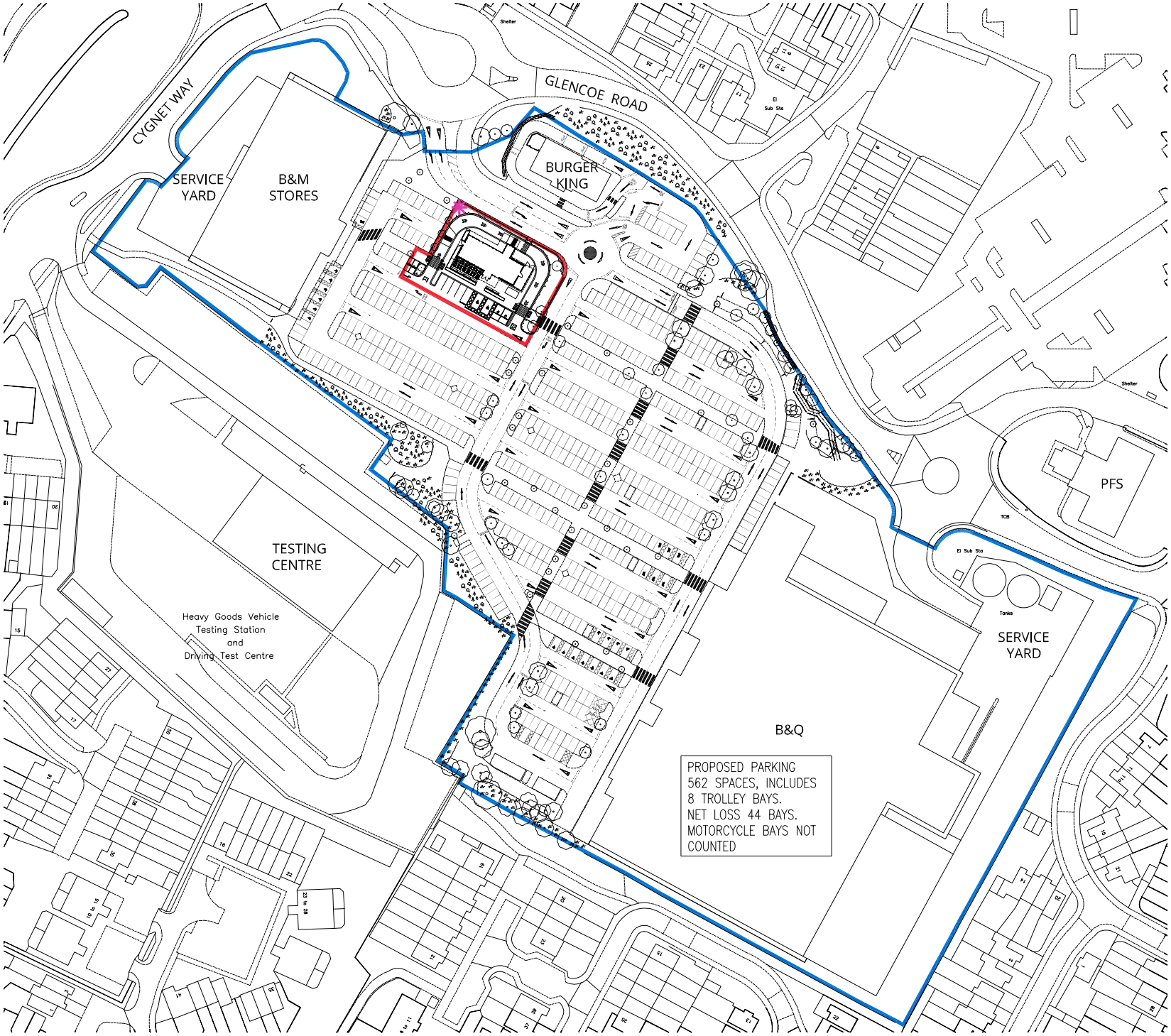
Client: **RREEF WILLOWTREE LIMITED**

Project: **WILLOWTREE RETAIL PARK
GLENCOE ROAD
YEADING**

Drawing: **SITE LOCATION
& APPLICATION BOUNDARY
PLAN AS EXISTING**

Scale	1:1250 @ A3	Drawn	JS
Date	MAR 17		
Project No.	Drawing No.		Revision
1479	URB-PU [08] 00 01		D00

APPENDIX B



Copyright of this drawing is the property of Urban Edge Architecture Limited. It must not be reproduced or amended nor used in the execution of any works whether in conjunction with the proposed works for which it is prepared or otherwise without the express consent in writing of Urban Edge Architecture Limited.

Urban Edge Architecture Limited
One Scotgate Mews, Scotgate,
Stamford, Lincolnshire, PE9 2FX.

Tel. ++44 (0)1780 755 665
Fax. ++44 (0)1780 755 360

Scale for planning purposes only

SITE ADDRESS:
PROPOSED POD UNIT
WILLOWTREE RETAIL PARK
GLENCOE ROAD
YEADING
UB4 9SN

LEGEND

- REDLINE APPLICATION BOUNDARY
- APPLICANTS OWNERSHIP
- TOTEM SITE

SCALE 1 : 1250
SCALE 1 : 1

0m 10m 20m 40m 60m 80m 100m 120m
0mm 10mm 20mm 40mm 60mm 80mm 100mm

PLANNING

DRAWINGS TO BE READ IN COLOUR

Revision	Description	Date
D01	Parking layout updated in front of unit	25.05.17

URBANEDGE
architecture / masterplanning / design

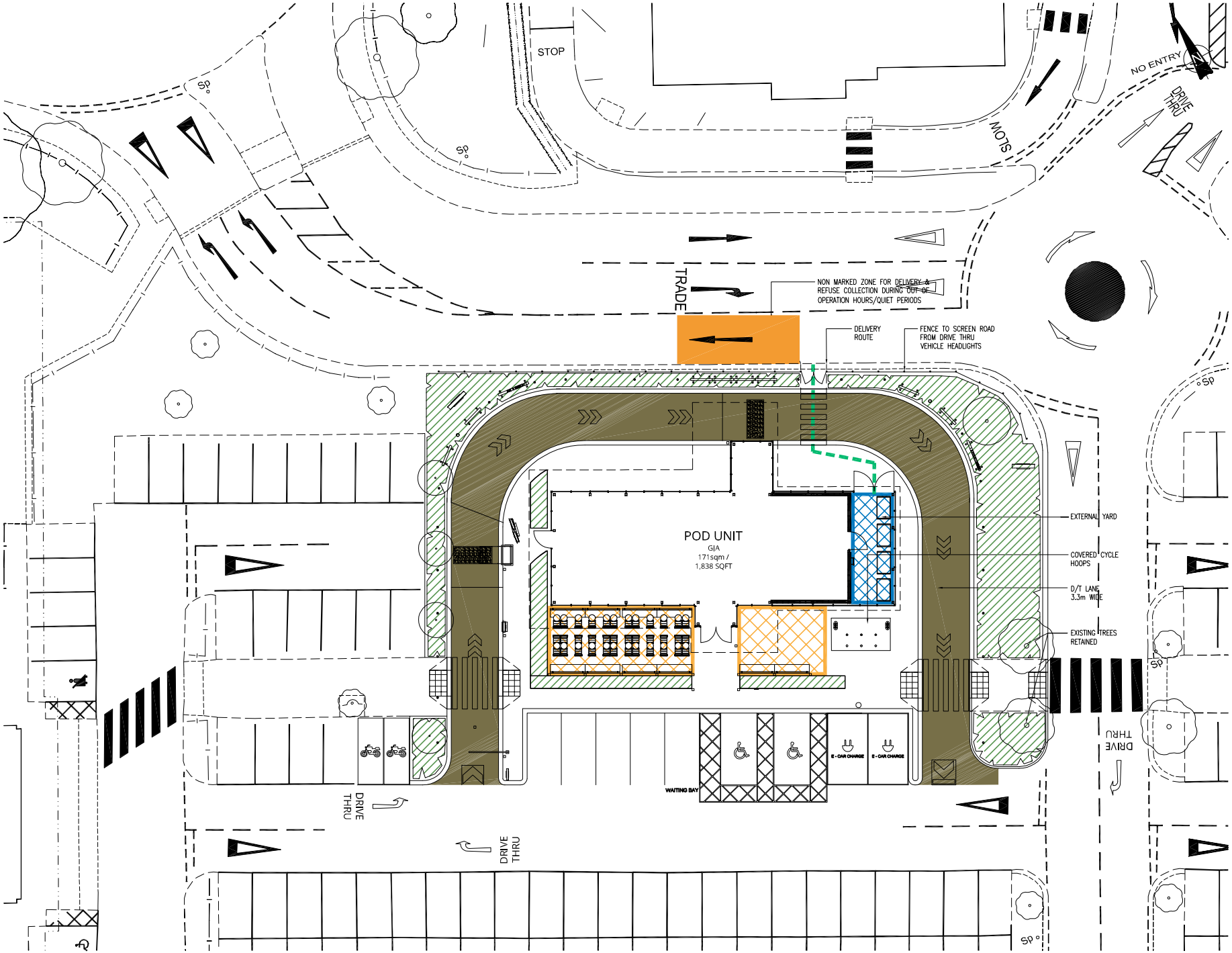
Client: **RREEF WILLOWTREE LIMITED**

Project: **WILLOWTREE RETAIL PARK YEADING, PROPOSED STARBUCKS DRIVE THRU**

Drawing: **SITE LOCATION AND APPLICATION BOUNDARY PLAN AS PROPOSED**

Scale 1:1250 @ A3 Drawn JS
Date MAR 17

Project No. 1479 Drawing No. URB-PU [08]00 02 Revision D01



SCALE 1 : 250
SCALE 1 : 1

0m 2.5m 5m 10m 15m 20m 25m
0mm 10mm 20mm 40mm 60mm 80mm 100mm

Copyright of this drawing is the property of Urban Edge Architecture Limited. It must not be reproduced or amended nor used in the execution of any works whether in conjunction with the proposed works for which it is prepared or otherwise without the express consent in writing of Urban Edge Architecture Limited.

Urban Edge Architecture Limited
One Scotgate Mews, Scotgate,
Stamford, Lincolnshire, PE9 2FX.

Tel. ++44 (0)1780 755 665
Fax. ++44 (0)1780 755 360

Scale for planning purposes only

LEGEND:

- REFUSE/ PLANT ZONE
- TENANTS SEATING AREAS
- AREAS OF PLANTING, REFER TO LANDSCAPE ARCHITECTS DETAILS
- SERVICE ROUTE
- DRIVE THRU LANE
- SERVICING ZONE

DRAWINGS TO BE READ IN COLOUR

Revision	Description	Date
D01	Parking layout updated in front of unit	25.05.17

URBANEDGE
architecture / masterplanning / design

Client: **RREEF WILLOWTREE LIMITED**

Project: **WILLOWTREE RETAIL PARK YEADING, PROPOSED STARBUCKS DRIVE THRU**

Drawing: **PROPOSED POD UNIT SITE BLOCK PLAN**

PLANNING

Scale	1:250 @ A3	Drawn	JS
Date	APR 17		
Project No.	Drawing No.		Revision
1479	URB-PU [08] 00 04		D01

APPENDIX C

HILLINGDON
LONDON

Planning Applications Team
London Borough of Hillingdon
Civic Centre, High Street
Uxbridge

Tel: 01895 250230
Case Officer: James McLean Smith
Email:
jmccleansmith@hillingdon.gov.uk
Date: 9th February 2017

Burnett Planning
Golden Cross House
8 Duncannon Street
London
WC2N 4JF

Dear Burnett Planning

RE: Proposed class A1/A3 coffee shop with drive thru & car parking.

SITE: Willow Tree Lane Retail Park Willow Tree Lane Hayes

I refer to your request for pre-application planning advice dated 15th August 2016. The advice provided is based on the following drawings and documents issued to the Local Planning Authority for consideration:

Site Location & Application Boundary Plan as Existing - URB-PU [08] 00 01 Rev A00;

Car Parking Layout as Proposed - URB-CP [03] 00 04 Rev A02

Existing Site Block Plan - URB-PU [08] 00 03 Rev A00;

Proposed Pod Unit Site Block Plan - URB-PU [08] 00 04 Rev A01 (No longer applicable due to alterations in parking arrangements);

Proposed Pod Unit Concept 2 - URB-PU [03] 70 02 Rev A00;

Transport Statement - Scoping Study Produced by Royal HaskoningDHV;

Willow Tree RP Draft Tree Survey dated 8 Aug 2016;

Covering Letter provided by Burnett Planning Ref: 215DAAM150816;

Plan Numbers:	URB-PU [08] 00 01 Rev A00	- received 16 Aug 2016
	URB-CP [03] 00 04 Rev A02	- received 24 Jan 2017

Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal planning application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice the formal

decision of the Council in respect of any subsequent planning application, on which consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to Council officers.

The Site and Surrounds

The site is contained within a hard surfaced, marked car park which serves a small retail park. The retail park consists of two large A1 class units, both of which are occupied, and a drive-thru fast food outlet. The retail park is accessed via a short section of Glencoe Road which is accessed directly from the A312 by way of a roundabout.

The Proposal

The pre-application advice sought relates to the development of a drive-thru coffee shop (use class A1/A3) and associated landscaping to be sited within the existing car parking area serving Willow Tree Lane Retail Park. The proposal initially included the provision of new parking spaces that would have been achieved through removing hard and soft landscaping features and kerbing within the existing car park. Objections were raised on the grounds of visual amenity due to the loss of landscaping, and highway safety due to the loss of kerbing. The proposal was subsequently modified with all parking now to be provided by retained spaces within the existing car park.

Planning Policy

The proposed development would be assessed against the Development Plan Policies contained within Hillingdon Local Plan: Part 1, Saved Unitary Development Plan policies, the London Plan 2016, the NPPF and supplementary planning guidance prepared by both LB Hillingdon and the GLA.

Part 1 Policies:

PT1.BE1	(2012) Built Environment

Other Policies:

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE29	Advertisement displays on business premises
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
LPP 4.7	(2016) Retail and town centre development
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs

LPP 5.13	(2016) Sustainable drainage
LPP 5.3	(2016) Sustainable design and construction
LPP 6.13	(2016) Parking
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework

Main Planning Issues

1. Principle of development

The site is located within the built-up area and is currently in use as part of a parking area serving an established small retail park which is adjacent to The Willows Local Centre (see Policy S9 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The National Planning Policy Framework (NPPF) adopts a presumption in favour of sustainable development, it is therefore considered that the principle of the development is acceptable subject to it being demonstrated that it represents sustainable development as well as satisfying all planning policies associated with this form of development in the specified location.

2. Design

Policy 7.4 of the London Plan (2016) states that buildings should provide a high quality design that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass, contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area and is human in scale, ensuring buildings create a positive relationship with street level activity.

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to ensure that new development complements and improves the character and amenity of the area.

The application is accompanied by indicative elevation drawings which show a flat roofed modular building incorporating a variety of external finishes. Although the design of the building would not directly correspond with the appearance of surrounding buildings, it is considered that it is consistent with the general characteristics to be expected within a retail park and that, in any case, a variation in building design ensures that retail areas such as those surrounding the site do not appear overly uniform or monotonous.

The proposed unit will be free standing with a good degree of separation maintained between it and surrounding built forms, in common with the overall layout of the retail park which has an open, spacious essence.

The building incorporates an adequate provision of glazing that will allow views out towards the pedestrian domain and is also sited away from other buildings so as to prevent the formation of recesses, thereby ensuring that pedestrian safety and security will be enhanced, in accordance with Policy BE18 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

It is considered that the design merits of the proposed scheme should be further increased through the adoption of urban greening principles by way of provision of an element of green walls or roofing and through effective soft site landscaping. This will

assist in combating the urban heat island effect in accordance with Policy 5.10 of the London Plan (2016) as well as strengthening visual integration with the landscaping scheme of the retail park site as a whole whilst also enhancing the visual and ecological value of the overall scheme.

It is noted that the proposed scheme will incorporate various signage and other fixtures which have not been presented with this application. These features will need to relate sympathetically towards the surrounding area, particularly in respect of preventing a cluttered appearance from arising.

3. Amenity

The site is embedded within an established small retail park and is set well away from neighbouring residential properties. This, coupled with the modest scale of the proposed development, will prevent it from generating any adverse impact upon the amenities of nearby residents by way of overlooking, overshadowing or overbearing issues. Having inspected the accompanying Transport Statement and consulted with the Council's Highways Department, it is also considered that the proposal will not generate levels of traffic that would represent an unacceptable increase on that already generated by the established use of the overall retail park and that additional parking demand can be accommodated within the retained parking spaces on site, thereby preventing overflow parking onto neighbouring residential streets. It is therefore considered that the proposal is compliant with Policy BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) which seeks to protect residential amenity.

It is considered that the site present opportunities for landscaping and outdoor seating areas that would improve the amenity value of the retail park for staff and the public, in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Any illuminated signage, plant and speaker systems for ordering would have to be designed and positioned so as to not result in an adverse impact upon the amenities of staff and visitors to the retail park, road users or nearby residents by unacceptable light, noise or air pollution in order to comply with Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Full details of illuminance and noise levels of such features should be provided with any subsequent application.

4. Highways

The proposed development would draw upon more than a walking distance catchment area. Policy AM1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires such developments to be be accessible to staff and customers by public transport. The site is in an area well served by the bus network and is also within reasonable cycling distance of the nearest train station. It should also be noted that there is a good level of safe access for those on foot. It is acknowledged, however, that, given the drive thru design of the proposal, access by private vehicle is encouraged. It is considered that the encouragement of the use of private vehicle access would not be detrimental due to the capacity of the retail park to provide car parking, its connectivity with the main road network and the relatively minor increase in traffic levels as per the accompanying projections within the Transport Statement. It is therefore considered that the policy is satisfied.

As discussed above, it is considered that the proposal will not generate levels of

traffic that would represent an unacceptable increase on that already generated by the established use of the overall retail park given the projections shown in the accompanying Transport Plan. The provided car parking survey suggests that the current car park on site is under utilised and that additional parking demand can be accommodated within the retained parking spaces on site, thereby preventing overflow parking onto neighbouring residential streets.It is therefore considered that new parking provision will not have to meet maximum parking standards set out in Policy 6.13 of the London Plan (2016) and Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) as the current parking facility surrounding the site will be able to absorb demand. Notwithstanding this any future planning application should demonstrate adequate queuing arrangements for customer vehicles in order to ensure that the proposal does not interfere with circulation around the wider car park.

The accompanying plans show two disabled parking spaces as provided and this would accord with the requirements for disabled parking as set out in Policy 6.13 of the London Plan (2016) and Policy AM15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The Transport Statement confirms that cycle parking will be available in the form of Sheffield stands. This would be acceptable provided it meets the number of spaces required as defined in Policy 6.13 of the London Plan (2016). It is also preferred that the cycle parking area would be covered in the interests of the convenience of cyclists.

It would appear that deliveries will be allowed onto the site via a gate allowing a cut through of the landscaped area to the West of the building. Any subsequent planning application should be accompanied by a transport plan that includes details of the delivery procedure, demonstrating through a tracking study that a goods vehicle can safely enter and leave the site in forward gear without presenting a hazard to pedestrians.

6. Planning Obligation and CIL (Mayor and LBH)
COMMUNITY INFRASTRUCTURE LEVY (CIL)

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100 m2 or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £35 per square metre. The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

The development does not represent Chargeable Development under the Hillingdon Community Infrastructure Levy as the floor area is less than 1000 square metres.

Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

It is important to note that this CIL liability will be in addition to the planning obligations (s106) that the Council may seek from your scheme.

7. Application Submission
Location Plan (1:1250)
Block Plan (1:500)

Floor Plan (1:100 or 1:50)
Roof Plan (1:100 or 1:50)
Proposed Elevations (1:100 or 1:50)
Design and Access Statement
Transport Plan - to include details of delivery and waste collection methods.
Hard and Soft Landscaping Scheme.
Tree Survey
Construction Method Plan - to include details of construction delivery protocol, site and public safety, pollution mitigation and ecological protection methods.
Details of plant, machinery and advertisements to be installed including noise generation, illuminence levels and pollution mitigation measures.

8. Conclusion

The proposed drive-thru coffee shop facility is considered to represent acceptable development in principle, based on the information currently provided. Any future application should be accompanied with a more detailed Transport Plan incorporating further information relating to protocol followed for deliveries and waste collection, particularly tracking and routing plans confirming that vehicles will enter and leave the site in forward gear.

A comprehensive landscaping scheme should also be provided which will include details of all new and retained planting. Opportunities to provide further urban greening should also be explored, particularly through the use of full or partial green walls and/or roofing which will help regulate temperature within the building and limit surface water run-off.

Details of signage and supporting fixtures can be included within a full planning application, or an application for advertisement consent (as appropriate) for the development as a whole or separate applications can be made.

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible, in order to ensure the necessary resource are in place to meet the terms of the PPA.

Thank you for entering into the Councils pre-application advice service and I trust you have found this service of assistance.

James McLean Smith
Planning Officer
Major Applications Team
London Borough of Hillingdon

Planning Guarantee

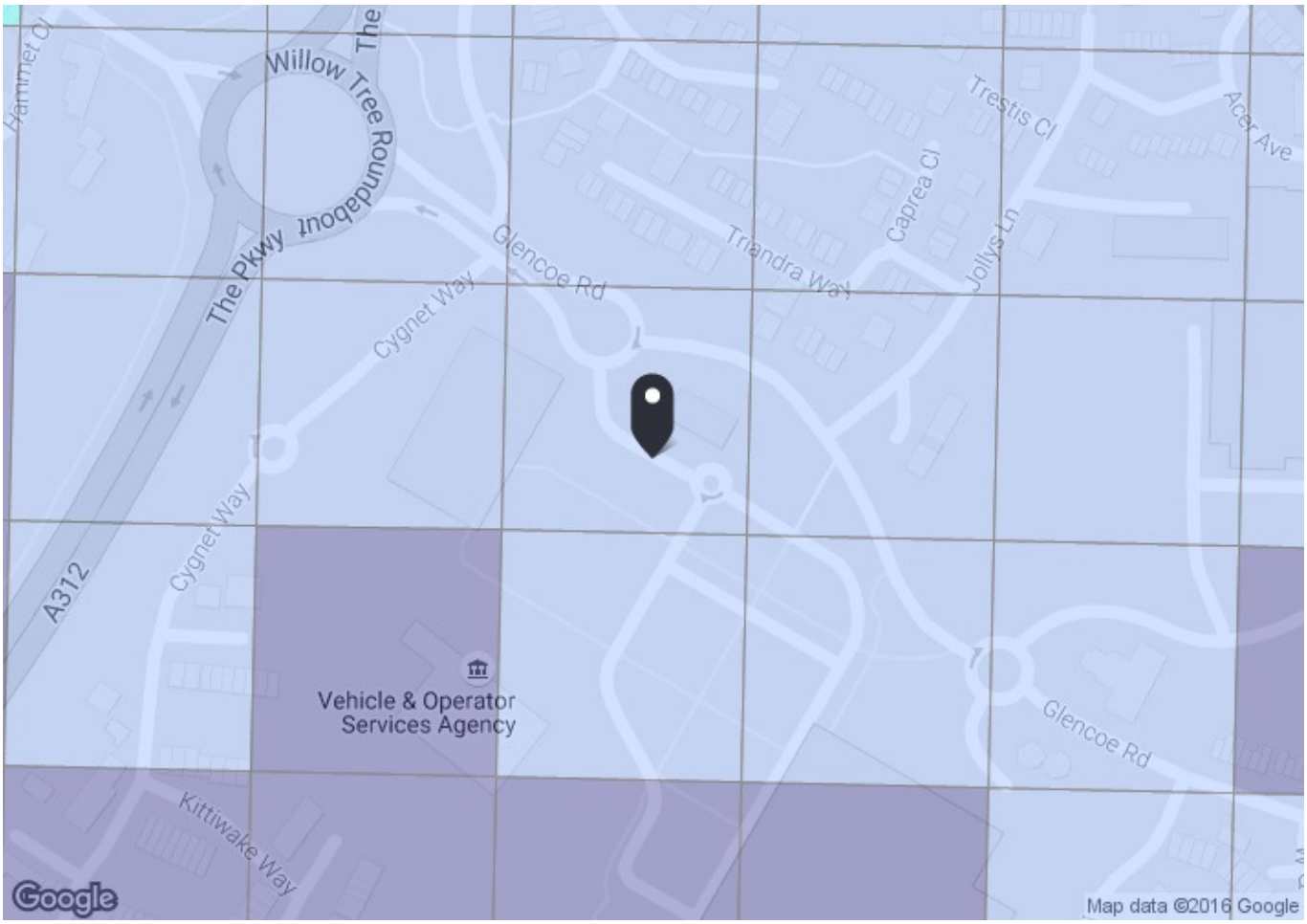
For complex applications which are likely to exceed the statutory timeframes, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process.

Providing a PPA helps ensure that major proposals progress through the application process in a timely fashion and result in high quality development but the service is both time consuming and costly. The charge for all Planning Performance Agreements will ensure that adequate resources and expertise can be provided to advise on major development proposals, the charges are determined in a site by site basis.

Hillingdon are committed to ensure the best possible service provision to all of our applicants. In order to ensure this, we will not be able to facilitate negotiation which would result in an application being determined outside of statutory timeframes, unless the applicant has entered into a Planning Performance Agreement.

APPENDIX D

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)
1b

Glencoe Rd, Hayes UB4 9PB, UK

Easting: 511858, Northing: 181825

Grid Cell: 87187

Report generated: 15/08/2016

Map key- PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Copyright TfL 2016

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	GLENCOE DR WILLOW TREE L	E6	63.79	6	0.8	7	7.8	3.85	1	3.85
									Total Grid Cell AI:	**3.85**

Copyright TfL 2016

APPENDIX E

20600 YEADING - ZONE PLANS



PARKING BEATS

AXIOM Traffic Limited

JOB REF: 20600 **DATE:** 16/07/2016

JOB NAME: YEADING **DAY:** SATURDAY

TIME	ZONE																		
	1	2		3	4		5		6	7	8				9				
	GENERAL	GENERAL	PARENT & CHILD	GENERAL	GENERAL	DISABLED	GENERAL	PARENT & CHILD	GENERAL	GENERAL	GENERAL	DISABLED	PARENT & CHILD	MCL	GENERAL	DISABLED	TRADE	VAN HIRE	ILLEGAL
TOTAL SPACES	21	53	1	69	144	6	160	3	18	16	66	4	9	N/A	25	7	5	1	N/A
10:00	6	7	0	4	11	2	25	2	6	5	24	3	7	0	4	0	0	0	0
10:30	6	6	1	4	19	1	42	2	6	4	22	1	5	0	8	0	3	0	0
11:00	6	15	1	8	21	2	52	3	11	6	34	3	5	0	12	1	4	0	1
11:30	6	14	0	6	22	4	47	2	10	6	24	3	3	0	12	0	3	0	1
12:00	10	11	0	16	20	0	53	1	9	7	28	4	7	0	12	1	3	0	0
12:30	13	15	0	13	28	0	51	3	12	8	26	3	7	0	18	1	2	0	0
13:00	21	18	0	13	36	3	59	3	14	7	26	1	6	1	17	1	1	0	0
13:30	21	18	1	10	41	3	63	3	12	8	42	3	7	0	17	3	3	1	0
14:00	15	19	1	10	36	3	54	3	12	8	34	4	7	0	17	3	4	1	1
14:30	16	13	1	7	28	3	46	2	14	8	33	2	6	0	10	2	2	1	1
15:00	15	13	1	7	32	2	48	1	14	8	28	1	6	0	12	0	2	1	0
15:30	19	16	1	14	30	0	48	3	13	6	31	4	6	0	18	1	3	1	0
16:00	17	15	0	12	31	3	55	1	12	5	34	4	7	0	12	1	2	1	0
16:30	20	16	1	10	35	6	49	3	10	6	32	2	7	0	10	2	2	1	0
17:00	14	12	0	8	31	2	33	2	8	4	21	2	6	0	10	1	2	1	1

PARKING BEATS

AXIOM Traffic Limited

JOB REF: 20600 **DATE:** 17/07/2016

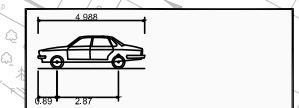
JOB NAME: YEADING **DAY:** SUNDAY

TIME	ZONE																		
	1	2		3	4		5			6	7	8			9				
	GENERAL	GENERAL	PARENT & CHILD	GENERAL	GENERAL	DISABLED	GENERAL	PARENT & CHILD	MCL	GENERAL	GENERAL	GENERAL	DISABLED	PARENT & CHILD	GENERAL	DISABLED	TRADE	VAN HIRE	ILLEGAL
TOTAL SPACES	21	53	1	69	144	6	160	3	N/A	18	16	66	4	9	25	7	5	1	N/A
10:00	4	2	0	4	4	0	24	0	0	7	5	19	3	3	7	0	2	1	0
10:30	7	8	0	7	17	1	36	2	0	10	5	32	4	4	14	0	4	1	1
11:00	8	10	0	8	24	1	41	3	0	11	5	34	3	6	16	0	5	1	0
11:30	6	17	1	9	34	3	57	3	0	11	6	37	3	7	19	0	2	1	1
12:00	8	16	1	10	37	2	64	2	0	15	5	34	4	7	14	1	5	0	0
12:30	8	12	0	9	34	2	60	1	0	15	6	32	3	7	14	1	5	0	0
13:00	12	14	1	13	38	4	68	3	0	14	5	38	2	7	18	0	3	0	0
13:30	11	16	0	11	44	1	49	3	0	14	4	33	3	7	18	1	3	1	1
14:00	19	18	0	18	42	2	50	3	0	11	6	39	2	7	17	0	5	1	1
14:30	17	25	0	11	31	3	51	3	1	14	6	38	3	9	20	3	1	1	0
15:00	17	17	0	9	37	1	51	2	0	14	6	31	1	8	18	3	3	1	0
15:30	17	17	1	14	32	4	58	3	0	13	6	37	2	8	11	1	2	1	0
16:00	16	14	1	10	1	1	42	2	0	12	6	20	2	5	7	2	1	1	1
16:30	14	2	1	3	1	0	4	0	0	2	3	10	0	1	5	0	0	1	1
17:00	10	1	0	3	0	0	4	0	0	4	3	8	0	1	3	0	0	1	2

APPENDIX F

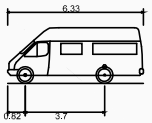
DO NOT SCALE

This drawing has been produced using Urban Edge drawing 1479 URB-PU 08 00 04 D00 - Proposed POD Unit Site Block Plan.
HaskoningDHV UK Ltd cannot guarantee the accuracy of data.



Large Car

Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.200m



Mini Bus

Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.450m

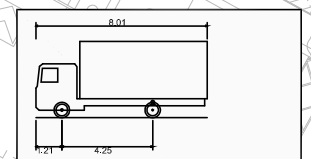
© HaskoningDHV UK Ltd.

TITLE: SWEPT PATH ANALYSIS - LARGE CAR AND MINI BUS	PROJECT: WILLOW TREE RETAIL PARK, YEADING	Royal HaskoningDHV Enhancing Society Together	JOB No. PB5069	DATE MAY 17	SCALE 1:500
			DRAWN DH	CHECKED JG	PASSED JG
			AUTOCAD REF.	DRG No. TR14	REV P0

APPENDIX G

DO NOT SCALE

This drawing has been produced using Urban Edge drawing 1479 URB-PU 08 00 04 D00 - Proposed POD Unit Site Block Plan.
HaskoningDHV UK Ltd cannot guarantee the accuracy of data.



7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

TITLE: SWEPT PATH ANALYSIS - 7.5t PANEL VAN	PROJECT: WILLOW TREE RETAIL PARK, YEADING	Royal HaskoningDHV Enhancing Society Together	JOB No. PB5069
			DATE MAY 17
			SCALE 1:200
			DRAWN DH
			CHECKED JG
			PASSED JG
			AUTOCAD REF. PB5069 TR15.DWG
			DRG No. TR15
			REV P0

HaskoningDHV UK Ltd.

APPENDIX H

Calculation Reference: AUDIT-703101-160815-0809

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

01 GREATER LONDON

EG	EALING	1 days
HO	HOUNSLOW	1 days

Filtering Stage 2 selection:

Parameter:	Gross floor area
Actual Range:	378 to 726 (units: sqm)
Range Selected by User:	123 to 800 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 21/09/15

Friday	2 days

Manual count	2 days
Directional ATC Count	0 days

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

Built-Up Zone	2

Filtering Stage 3 selection:

A5	2 days

10,001 to 15,000	1 days
20,001 to 25,000	1 days

25,001 to 50,000	1 days
125,001 to 250,000	1 days

0.6 to 1.0	2 days

No	2 days

---

1 **EG-06-D-01** **MCDONALDS** **EALING**
UXBRIDGE ROAD

SOUTHALL
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 726 sqm

2 **HO-06-D-01** **MCDONALD'S** **HOUNSLOW**
HIGH STREET

BRENTFORD
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 378 sqm

Site Ref	Reason for Deselection
CO-06-D-01	Outside London.

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

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	378	0.794	1	378	0.000	1	378	0.794
06:00 - 07:00	2	552	2.264	2	552	1.178	2	552	3.442
07:00 - 08:00	2	552	8.243	2	552	6.975	2	552	15.218
08:00 - 09:00	2	552	7.790	2	552	8.696	2	552	16.486
09:00 - 10:00	2	552	5.978	2	552	6.884	2	552	12.862
10:00 - 11:00	2	552	4.348	2	552	3.623	2	552	7.971
11:00 - 12:00	2	552	8.062	2	552	7.609	2	552	15.671
12:00 - 13:00	**2**	**552**	**12.228**	2	552	11.413	2	552	23.641
13:00 - 14:00	2	552	11.775	**2**	**552**	**12.319**	**2**	**552**	**24.094**
14:00 - 15:00	2	552	10.145	2	552	10.598	2	552	20.743
15:00 - 16:00	2	552	12.228	2	552	11.594	2	552	23.822
16:00 - 17:00	2	552	9.964	2	552	11.141	2	552	21.105
17:00 - 18:00	2	552	10.960	2	552	9.964	2	552	20.924
18:00 - 19:00	2	552	11.141	2	552	10.688	2	552	21.829
19:00 - 20:00	2	552	10.688	2	552	10.960	2	552	21.648
20:00 - 21:00	2	552	6.431	2	552	7.699	2	552	14.130
21:00 - 22:00	2	552	2.899	2	552	3.261	2	552	6.160
22:00 - 23:00	1	378	0.000	1	378	1.058	1	378	1.058
23:00 - 24:00	1	378	0.000	1	378	0.265	1	378	0.265
Total Rates:			135.938			135.925			271.863

Parameter summary

Trip rate parameter range selected:	378 - 726 (units: sqm)
Survey date date range:	01/01/08 - 21/09/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TAXIS

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	1	378	0.000	1	378	0.000	1	378	0.000
06:00 - 07:00	2	552	0.000	2	552	0.000	2	552	0.000
07:00 - 08:00	2	552	0.000	2	552	0.000	2	552	0.000
08:00 - 09:00	**2**	**552**	**0.091**	**2**	**552**	**0.091**	**2**	**552**	**0.182**
09:00 - 10:00	2	552	0.000	2	552	0.000	2	552	0.000
10:00 - 11:00	2	552	0.091	2	552	0.091	2	552	0.182
11:00 - 12:00	2	552	0.000	2	552	0.000	2	552	0.000
12:00 - 13:00	2	552	0.000	2	552	0.000	2	552	0.000
13:00 - 14:00	2	552	0.000	2	552	0.000	2	552	0.000
14:00 - 15:00	2	552	0.000	2	552	0.000	2	552	0.000
15:00 - 16:00	2	552	0.091	2	552	0.091	2	552	0.182
16:00 - 17:00	2	552	0.091	2	552	0.000	2	552	0.091
17:00 - 18:00	2	552	0.000	2	552	0.091	2	552	0.091
18:00 - 19:00	2	552	0.000	2	552	0.000	2	552	0.000
19:00 - 20:00	2	552	0.000	2	552	0.000	2	552	0.000
20:00 - 21:00	2	552	0.000	2	552	0.000	2	552	0.000
21:00 - 22:00	2	552	0.000	2	552	0.000	2	552	0.000
22:00 - 23:00	1	378	0.000	1	378	0.000	1	378	0.000
23:00 - 24:00	1	378	0.000	1	378	0.000	1	378	0.000
Total Rates:			0.364			0.364			0.728

Parameter summary

Trip rate parameter range selected:	378 - 726 (units: sqm)
Survey date date range:	01/01/08 - 21/09/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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	1	378	0.000	1	378	0.000	1	378	0.000
06:00 - 07:00	2	552	0.000	2	552	0.000	2	552	0.000
07:00 - 08:00	**2**	**552**	**0.091**	**2**	**552**	**0.091**	**2**	**552**	**0.182**
08:00 - 09:00	2	552	0.000	2	552	0.000	2	552	0.000
09:00 - 10:00	2	552	0.000	2	552	0.000	2	552	0.000
10:00 - 11:00	2	552	0.000	2	552	0.000	2	552	0.000
11:00 - 12:00	2	552	0.000	2	552	0.000	2	552	0.000
12:00 - 13:00	2	552	0.091	2	552	0.091	2	552	0.182
13:00 - 14:00	2	552	0.000	2	552	0.000	2	552	0.000
14:00 - 15:00	2	552	0.000	2	552	0.000	2	552	0.000
15:00 - 16:00	2	552	0.000	2	552	0.000	2	552	0.000
16:00 - 17:00	2	552	0.000	2	552	0.000	2	552	0.000
17:00 - 18:00	2	552	0.000	2	552	0.000	2	552	0.000
18:00 - 19:00	2	552	0.000	2	552	0.000	2	552	0.000
19:00 - 20:00	2	552	0.000	2	552	0.000	2	552	0.000
20:00 - 21:00	2	552	0.000	2	552	0.000	2	552	0.000
21:00 - 22:00	2	552	0.000	2	552	0.000	2	552	0.000
22:00 - 23:00	1	378	0.000	1	378	0.000	1	378	0.000
23:00 - 24:00	1	378	0.000	1	378	0.000	1	378	0.000
Total Rates:			0.182			0.182			0.364

Parameter summary

Trip rate parameter range selected:	378 - 726 (units: sqm)
Survey date date range:	01/01/08 - 21/09/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

PSVS

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	1	378	0.000	1	378	0.000	1	378	0.000
06:00 - 07:00	2	552	0.000	2	552	0.000	2	552	0.000
07:00 - 08:00	2	552	0.000	2	552	0.000	2	552	0.000
08:00 - 09:00	2	552	0.000	2	552	0.000	2	552	0.000
09:00 - 10:00	2	552	0.000	2	552	0.000	2	552	0.000
10:00 - 11:00	2	552	0.000	2	552	0.000	2	552	0.000
11:00 - 12:00	2	552	0.000	2	552	0.000	2	552	0.000
12:00 - 13:00	2	552	0.000	2	552	0.000	2	552	0.000
13:00 - 14:00	2	552	0.000	2	552	0.000	2	552	0.000
14:00 - 15:00	2	552	0.000	2	552	0.000	2	552	0.000
15:00 - 16:00	2	552	0.000	2	552	0.000	2	552	0.000
16:00 - 17:00	2	552	0.000	2	552	0.000	2	552	0.000
17:00 - 18:00	2	552	0.000	2	552	0.000	2	552	0.000
18:00 - 19:00	2	552	0.000	2	552	0.000	2	552	0.000
19:00 - 20:00	2	552	0.000	2	552	0.000	2	552	0.000
20:00 - 21:00	2	552	0.000	2	552	0.000	2	552	0.000
21:00 - 22:00	2	552	0.000	2	552	0.000	2	552	0.000
22:00 - 23:00	1	378	0.000	1	378	0.000	1	378	0.000
23:00 - 24:00	1	378	0.000	1	378	0.000	1	378	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	378 - 726 (units: sqm)
Survey date date range:	01/01/08 - 21/09/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	378	0.000	1	378	0.000	1	378	0.000
06:00 - 07:00	2	552	0.000	2	552	0.000	2	552	0.000
07:00 - 08:00	2	552	0.453	2	552	0.362	2	552	0.815
08:00 - 09:00	**2**	**552**	**1.268**	**2**	**552**	**1.540**	**2**	**552**	**2.808**
09:00 - 10:00	2	552	0.634	2	552	0.453	2	552	1.087
10:00 - 11:00	2	552	0.453	2	552	0.453	2	552	0.906
11:00 - 12:00	2	552	0.000	2	552	0.091	2	552	0.091
12:00 - 13:00	2	552	0.181	2	552	0.272	2	552	0.453
13:00 - 14:00	2	552	0.453	2	552	0.362	2	552	0.815
14:00 - 15:00	2	552	0.543	2	552	0.453	2	552	0.996
15:00 - 16:00	2	552	0.815	2	552	1.087	2	552	1.902
16:00 - 17:00	2	552	0.906	2	552	0.906	2	552	1.812
17:00 - 18:00	2	552	0.996	2	552	0.906	2	552	1.902
18:00 - 19:00	2	552	0.815	2	552	0.543	2	552	1.358
19:00 - 20:00	2	552	0.725	2	552	0.543	2	552	1.268
20:00 - 21:00	2	552	0.181	2	552	0.453	2	552	0.634
21:00 - 22:00	2	552	0.091	2	552	0.000	2	552	0.091
22:00 - 23:00	1	378	0.000	1	378	0.000	1	378	0.000
23:00 - 24:00	1	378	0.000	1	378	0.000	1	378	0.000
Total Rates:			8.514			8.424			16.938

Parameter summary

Trip rate parameter range selected:	378 - 726 (units: sqm)
Survey date date range:	01/01/08 - 21/09/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

10 WALES

CE	CEREDIGION	1 days
NW	NEWPORT	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Actual Range: 341 to 350 (units: sqm)
Range Selected by User: 123 to 800 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 21/09/15

Saturday	2 days

Manual count	2 days
Directional ATC Count	0 days

Edge of Town	2

Retail Zone	2

Filtering Stage 3 selection:

A3	1 days
A5	1 days

Filtering Stage 3 selection (Cont.):

10,001 to 15,000	2 days
25,001 to 50,000	1 days
125,001 to 250,000	1 days
0.6 to 1.0	1 days
1.1 to 1.5	1 days
No	2 days

---

1 **CE-06-D-01** **MCDONALD'S** **CEREDIGION**
FFORDD PARC Y LLYN

ABERYSTWYTH
Edge of Town
Retail Zone
Total Gross floor area: 350 sqm

2 **NW-06-D-01** **KFC** **NEWPORT**
SPYTTY ROAD

NEWPORT
Edge of Town
Retail Zone
Total Gross floor area: 341 sqm

Site Ref	Reason for Deselection
CR-06-D-01	Ireland.
DL-06-D-02	Ireland.
DN-06-D-02	Ireland.

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

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	350	1.429	1	350	0.857	1	350	2.286
06:00 - 07:00	1	350	7.714	1	350	5.143	1	350	12.857
07:00 - 08:00	1	350	9.143	1	350	6.857	1	350	16.000
08:00 - 09:00	2	346	7.959	2	346	7.381	2	346	15.340
09:00 - 10:00	2	346	15.051	2	346	12.880	2	346	27.931
10:00 - 11:00	2	346	15.051	2	346	15.485	2	346	30.536
11:00 - 12:00	2	346	20.260	2	346	16.787	2	346	37.047
12:00 - 13:00	**2**	**346**	**28.509**	2	346	26.339	2	346	54.848
13:00 - 14:00	2	346	27.062	**2**	**346**	**29.522**	**2**	**346**	**56.584**
14:00 - 15:00	2	346	25.036	2	346	22.287	2	346	47.323
15:00 - 16:00	2	346	20.405	2	346	22.865	2	346	43.270
16:00 - 17:00	2	346	18.958	2	346	20.116	2	346	39.074
17:00 - 18:00	2	346	16.208	2	346	16.787	2	346	32.995
18:00 - 19:00	2	346	21.418	2	346	20.550	2	346	41.968
19:00 - 20:00	2	346	18.379	2	346	19.971	2	346	38.350
20:00 - 21:00	2	346	11.577	2	346	12.446	2	346	24.023
21:00 - 22:00	2	346	11.577	2	346	11.722	2	346	23.299
22:00 - 23:00	2	346	7.959	2	346	9.986	2	346	17.945
23:00 - 24:00	1	350	12.571	1	350	14.000	1	350	26.571
Total Rates:			296.266			291.981			588.247

Parameter summary

Trip rate parameter range selected:	341 - 350 (units: sqm)
Survey date date range:	01/01/08 - 21/09/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

TAXIS

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	1	350	0.000	1	350	0.000	1	350	0.000
06:00 - 07:00	1	350	0.000	1	350	0.000	1	350	0.000
07:00 - 08:00	1	350	0.000	1	350	0.000	1	350	0.000
08:00 - 09:00	2	346	0.000	2	346	0.000	2	346	0.000
09:00 - 10:00	2	346	0.000	2	346	0.000	2	346	0.000
10:00 - 11:00	2	346	0.000	2	346	0.000	2	346	0.000
11:00 - 12:00	2	346	0.000	2	346	0.000	2	346	0.000
12:00 - 13:00	2	346	0.000	2	346	0.000	2	346	0.000
13:00 - 14:00	2	346	0.000	2	346	0.000	2	346	0.000
14:00 - 15:00	**2**	**346**	**0.289**	**2**	**346**	**0.289**	**2**	**346**	**0.578**
15:00 - 16:00	2	346	0.000	2	346	0.000	2	346	0.000
16:00 - 17:00	2	346	0.000	2	346	0.000	2	346	0.000
17:00 - 18:00	2	346	0.145	2	346	0.145	2	346	0.290
18:00 - 19:00	2	346	0.000	2	346	0.000	2	346	0.000
19:00 - 20:00	2	346	0.000	2	346	0.000	2	346	0.000
20:00 - 21:00	2	346	0.000	2	346	0.000	2	346	0.000
21:00 - 22:00	2	346	0.000	2	346	0.000	2	346	0.000
22:00 - 23:00	2	346	0.000	2	346	0.000	2	346	0.000
23:00 - 24:00	1	350	0.000	1	350	0.000	1	350	0.000
Total Rates:			0.434			0.434			0.868

Parameter summary

Trip rate parameter range selected:	341 - 350 (units: sqm)
Survey date date range:	01/01/08 - 21/09/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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	1	350	0.000	1	350	0.000	1	350	0.000
06:00 - 07:00	1	350	0.000	1	350	0.000	1	350	0.000
07:00 - 08:00	1	350	0.000	1	350	0.000	1	350	0.000
08:00 - 09:00	2	346	0.145	2	346	0.000	2	346	0.145
09:00 - 10:00	2	346	0.000	2	346	0.145	2	346	0.145
10:00 - 11:00	**2**	**346**	**0.434**	**2**	**346**	**0.579**	**2**	**346**	**1.013**
11:00 - 12:00	2	346	0.000	2	346	0.000	2	346	0.000
12:00 - 13:00	2	346	0.000	2	346	0.000	2	346	0.000
13:00 - 14:00	2	346	0.000	2	346	0.000	2	346	0.000
14:00 - 15:00	2	346	0.000	2	346	0.000	2	346	0.000
15:00 - 16:00	2	346	0.000	2	346	0.000	2	346	0.000
16:00 - 17:00	2	346	0.000	2	346	0.000	2	346	0.000
17:00 - 18:00	2	346	0.000	2	346	0.000	2	346	0.000
18:00 - 19:00	2	346	0.000	2	346	0.000	2	346	0.000
19:00 - 20:00	2	346	0.000	2	346	0.000	2	346	0.000
20:00 - 21:00	2	346	0.000	2	346	0.000	2	346	0.000
21:00 - 22:00	2	346	0.000	2	346	0.000	2	346	0.000
22:00 - 23:00	2	346	0.000	2	346	0.000	2	346	0.000
23:00 - 24:00	1	350	0.000	1	350	0.000	1	350	0.000
Total Rates:			0.579			0.724			1.303

Parameter summary

Trip rate parameter range selected:	341 - 350 (units: sqm)
Survey date date range:	01/01/08 - 21/09/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

PSVS

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	1	350	0.000	1	350	0.000	1	350	0.000
06:00 - 07:00	1	350	0.000	1	350	0.000	1	350	0.000
07:00 - 08:00	1	350	0.000	1	350	0.000	1	350	0.000
08:00 - 09:00	2	346	0.000	2	346	0.000	2	346	0.000
09:00 - 10:00	2	346	0.000	2	346	0.000	2	346	0.000
10:00 - 11:00	2	346	0.000	2	346	0.000	2	346	0.000
11:00 - 12:00	2	346	0.000	2	346	0.000	2	346	0.000
12:00 - 13:00	2	346	0.000	2	346	0.000	2	346	0.000
13:00 - 14:00	2	346	0.000	2	346	0.000	2	346	0.000
14:00 - 15:00	2	346	0.000	2	346	0.000	2	346	0.000
15:00 - 16:00	2	346	0.000	2	346	0.000	2	346	0.000
16:00 - 17:00	2	346	0.000	2	346	0.000	2	346	0.000
17:00 - 18:00	2	346	0.000	2	346	0.000	2	346	0.000
18:00 - 19:00	2	346	0.000	2	346	0.000	2	346	0.000
19:00 - 20:00	2	346	0.000	2	346	0.000	2	346	0.000
20:00 - 21:00	2	346	0.000	2	346	0.000	2	346	0.000
21:00 - 22:00	2	346	0.000	2	346	0.000	2	346	0.000
22:00 - 23:00	2	346	0.000	2	346	0.000	2	346	0.000
23:00 - 24:00	1	350	0.000	1	350	0.000	1	350	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	341 - 350 (units: sqm)
Survey date date range:	01/01/08 - 21/09/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	350	0.000	1	350	0.000	1	350	0.000
06:00 - 07:00	1	350	0.000	1	350	0.000	1	350	0.000
07:00 - 08:00	1	350	0.000	1	350	0.000	1	350	0.000
08:00 - 09:00	2	346	0.000	2	346	0.000	2	346	0.000
09:00 - 10:00	2	346	0.000	2	346	0.000	2	346	0.000
10:00 - 11:00	2	346	0.000	2	346	0.000	2	346	0.000
11:00 - 12:00	2	346	0.000	2	346	0.000	2	346	0.000
12:00 - 13:00	2	346	0.000	2	346	0.000	2	346	0.000
13:00 - 14:00	2	346	0.000	2	346	0.000	2	346	0.000
14:00 - 15:00	**2**	**346**	**0.289**	**2**	**346**	**0.289**	**2**	**346**	**0.578**
15:00 - 16:00	2	346	0.000	2	346	0.000	2	346	0.000
16:00 - 17:00	2	346	0.000	2	346	0.000	2	346	0.000
17:00 - 18:00	2	346	0.000	2	346	0.000	2	346	0.000
18:00 - 19:00	2	346	0.000	2	346	0.000	2	346	0.000
19:00 - 20:00	2	346	0.000	2	346	0.000	2	346	0.000
20:00 - 21:00	2	346	0.000	2	346	0.000	2	346	0.000
21:00 - 22:00	2	346	0.000	2	346	0.000	2	346	0.000
22:00 - 23:00	2	346	0.000	2	346	0.000	2	346	0.000
23:00 - 24:00	1	350	0.000	1	350	0.000	1	350	0.000
Total Rates:			0.289			0.289			0.578

Parameter summary

Trip rate parameter range selected:	341 - 350 (units: sqm)
Survey date date range:	01/01/08 - 21/09/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

APPENDIX I

WILLOW TREE RETAIL PARK

CAR PARK CAPACITY ANALYSIS - SATURDAY

Time Period	Saturday 2016 Surveyed Car Park Accumulation (vehicles parked)	Trip Rates (per 100sqm)			Trips (vehicles)			Trip Vehicles after 40% Linked Trip Discount (vehicles)			Accumulation	Surveyed plus Proposed
		Arr	Dep	Two-Way	Arr	Dep	Two-Way	Arr	Dep	Two-Way		
00:00-01:00	-	0.000	0.000	0.000	0	0	0	0	0	0	0	-
01:00-02:00	-	0.000	0.000	0.000	0	0	0	0	0	0	0	-
02:00-03:00	-	0.000	0.000	0.000	0	0	0	0	0	0	0	-
03:00-04:00	-	0.000	0.000	0.000	0	0	0	0	0	0	0	-
04:00-05:00	-	0.000	0.000	0.000	0	0	0	0	0	0	0	-
05:00-06:00	-	1.429	0.857	2.286	2	1	4	1	1	2	1	-
06:00-07:00	-	7.714	5.143	12.857	13	9	22	8	5	13	3	-
07:00-08:00	-	9.143	6.857	16.000	16	12	27	9	7	16	6	-
08:00-09:00	-	7.959	7.381	15.340	14	13	26	8	8	16	6	-
09:00-10:00	-	15.051	12.880	27.931	26	22	48	15	13	29	8	-
10:00-11:00	130	15.051	15.485	30.536	26	26	52	15	16	31	8	138
11:00-12:00	184	20.260	16.787	37.047	35	29	63	21	17	38	12	196
12:00-13:00	200	28.509	26.339	54.848	49	45	94	29	27	56	14	214
13:00-14:00	256	27.062	29.522	56.584	46	50	97	28	30	58	11	267
14:00-15:00	231	25.036	22.287	47.323	43	38	81	26	23	49	14	245
15:00-16:00	214	20.405	22.865	43.270	35	39	74	21	23	44	12	226
16:00-17:00	212	18.958	20.116	39.074	32	34	67	19	21	40	10	222
17:00-18:00	157	16.208	16.787	32.995	28	29	56	17	17	34	10	167
18:00-19:00	-	21.418	20.550	41.968	37	35	72	22	21	43	11	-
19:00-20:00	-	18.379	19.971	38.350	31	34	66	19	20	39	9	-
20:00-21:00	-	11.577	12.446	24.023	20	21	41	12	13	25	8	-
21:00-22:00	-	11.577	11.722	23.299	20	20	40	12	12	24	8	-
22:00-23:00	-	7.959	9.986	17.945	14	17	31	8	10	18	6	-
23:00-24:00	-	12.571	14.000	26.571	21	24	45	13	14	27	4	-
Totals	**256**	**296.266**	**291.981**	**588.247**	**507**	**499**	**1006**	**304**	**300**	**604**	**14**	**267**
	41%											**46%**