

**Beaches Yard,
Horton Road,
West Drayton**

**Prepared for
Harvest Land Management**

By

**Stuart Michael Associates
Limited**

March 2023



Coombe House
Coombe Square
Thatcham
Berkshire
RG19 4JF

T: 01635 867711
F: 01635 861715
E: mail@stuartmichael.co.uk
W: www.stuartmichael.co.uk

SMA Ref: 6969/TAA

Issue Status: 04



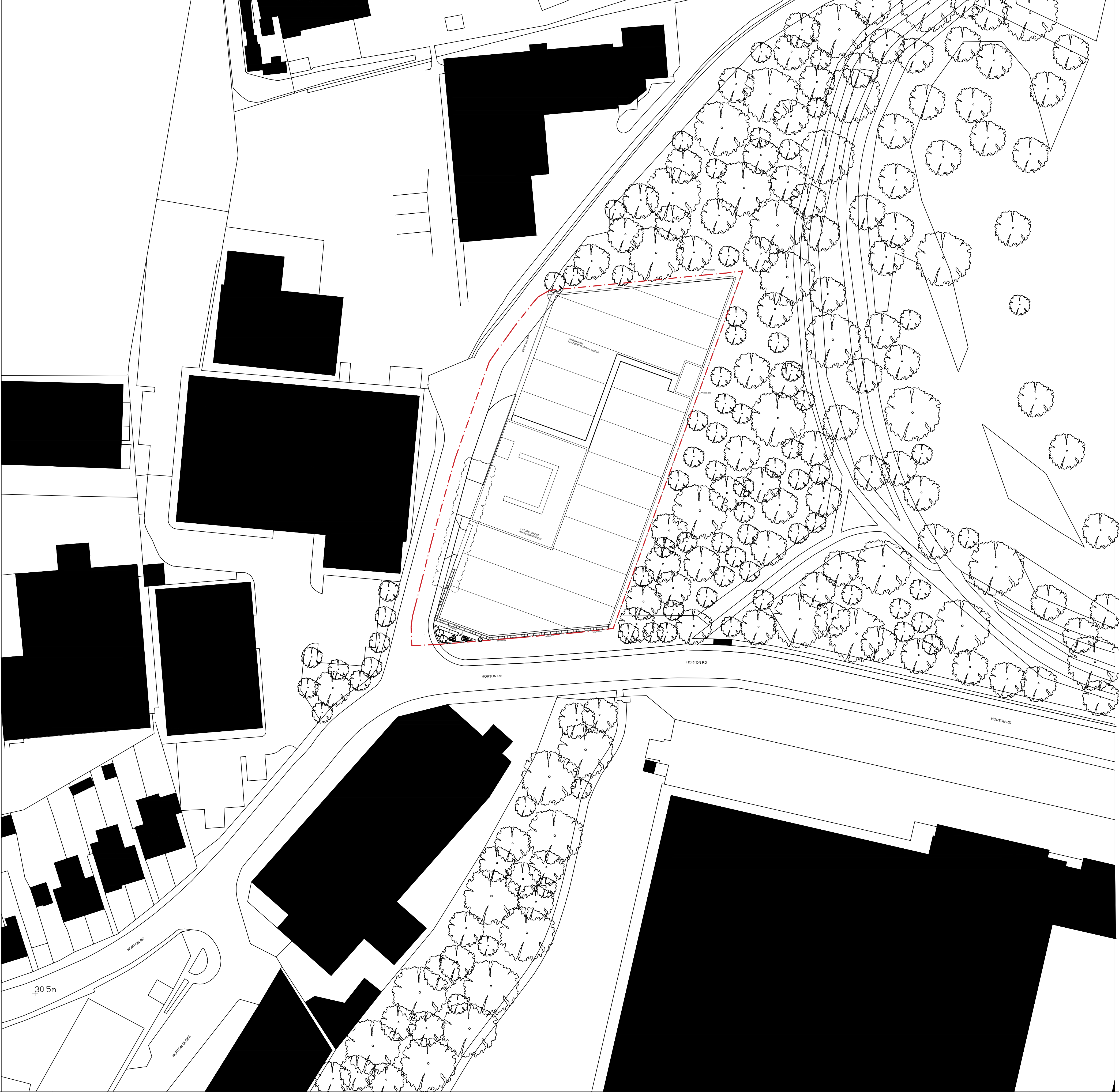
A P P E N D I C E S

Appendix A Proposed Site Layout

Appendix B Hillingdon Council Officer Comments

Appendix C TRICS Outputs

APPENDIX A

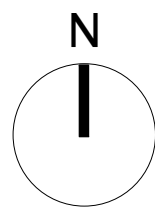
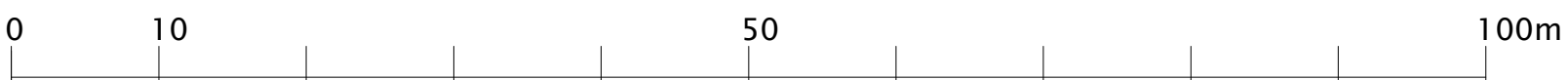


Nick Willson Architects

G2 Hoxton Works
128 Hoxton Street
London N1 6SH
+44 (0)20 7012 1674
www.nickwillsonarchitects.com

Notes:
All dimensions to be confirmed by contractor on site.
Do not scale from drawings.

Scale 1:500



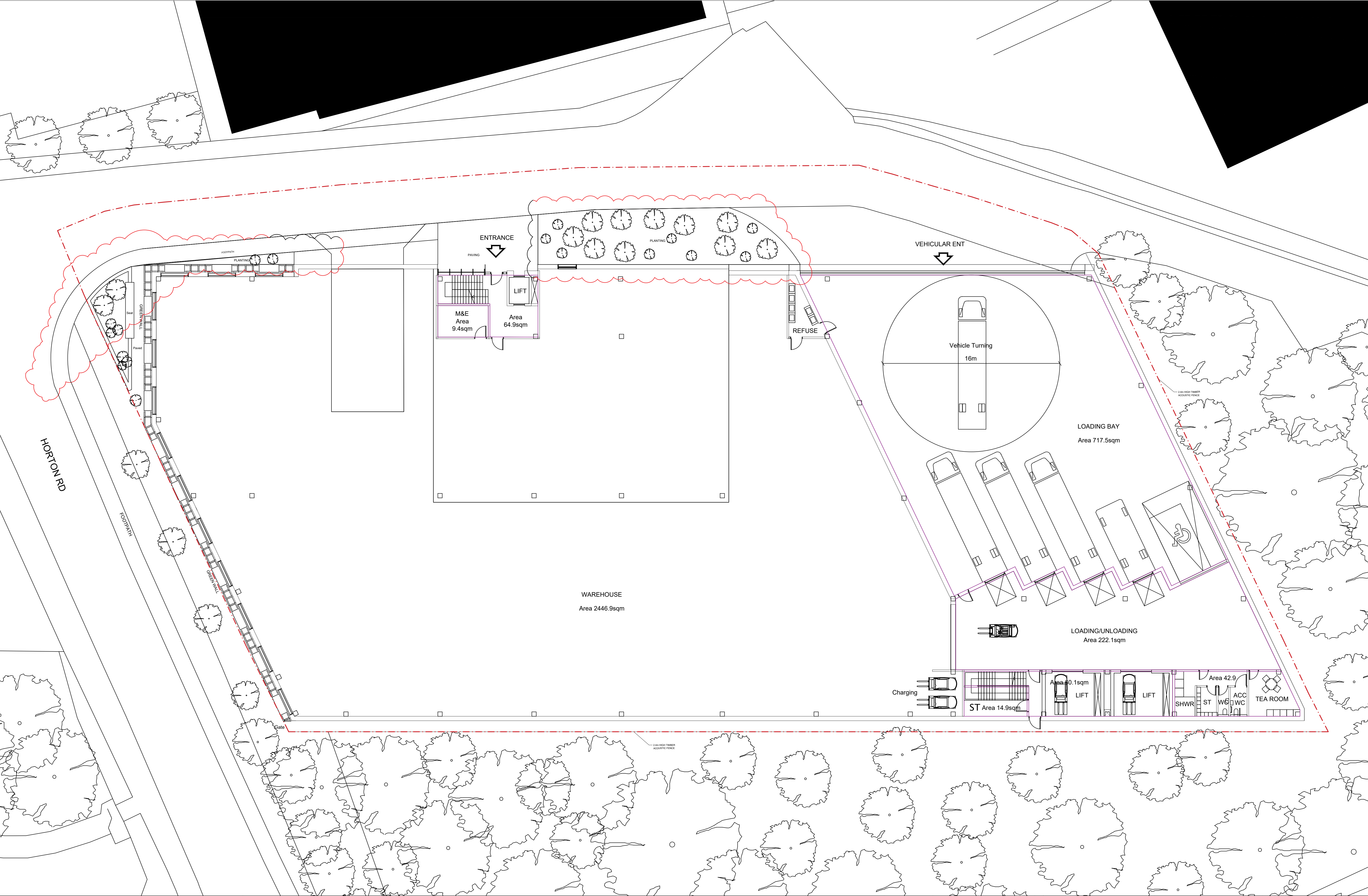
03	23/03/10	site boundary			
02	23/01/24	site boundary/entrance			
Rev	Date	Description	By	NW	

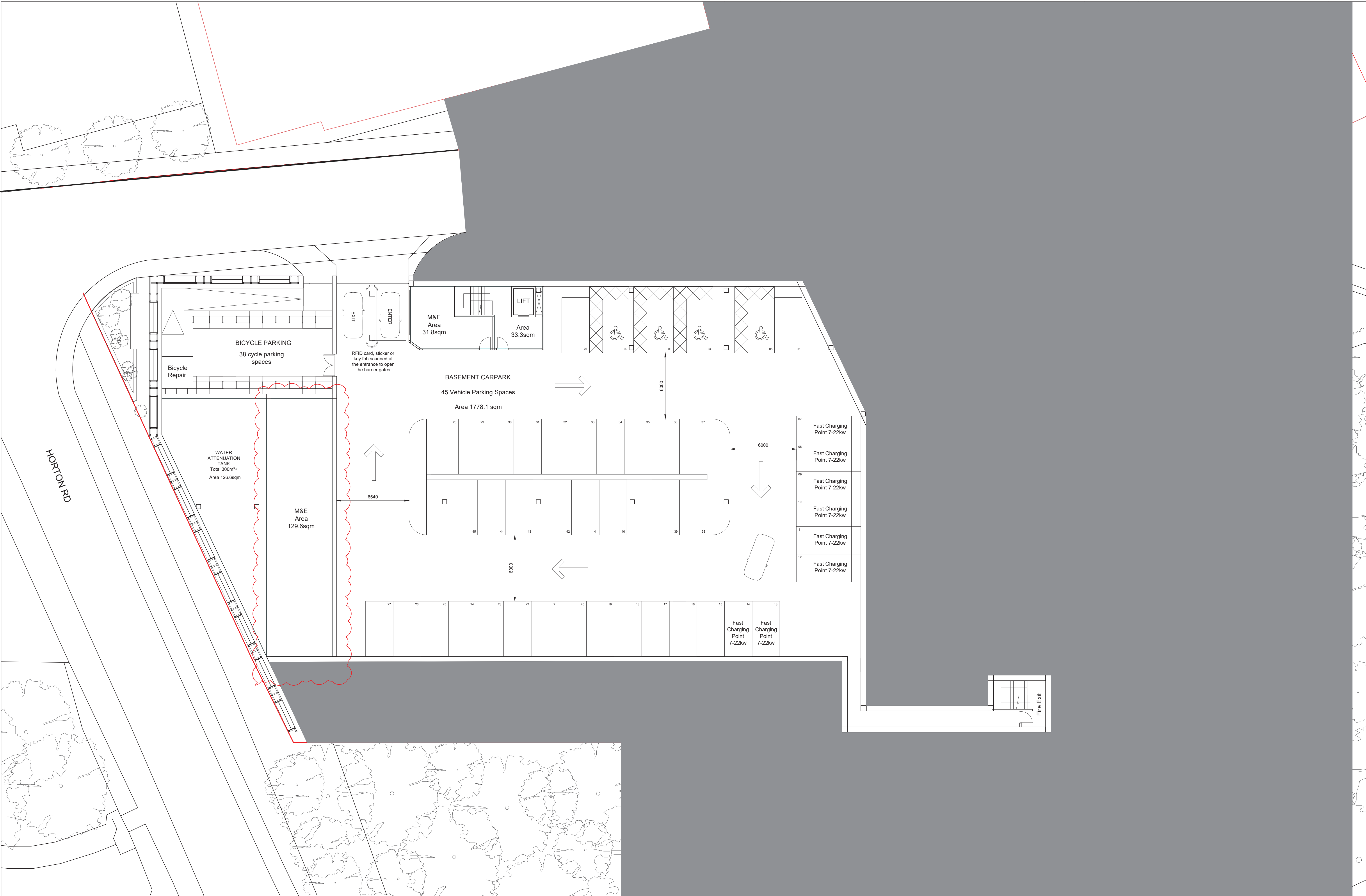
Project	Beaches Yard
Title	Site Layout Plan

Project description	Warehouse
Stage	Planning

Scale	1:50@A1 1:500@A3
Drawing No	003

Job No	0203
Rev	03





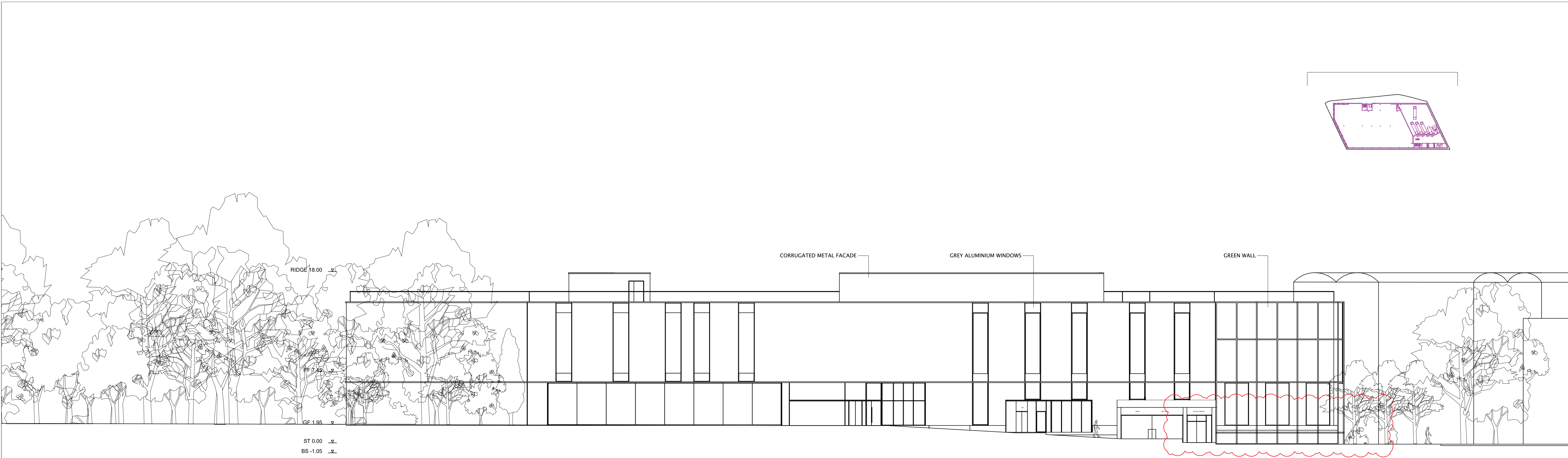
Nick Willson Architects

G2 Hoxton Works
128 Hoxton Street
London N1 6SH
+44 (0)20 7012 1674
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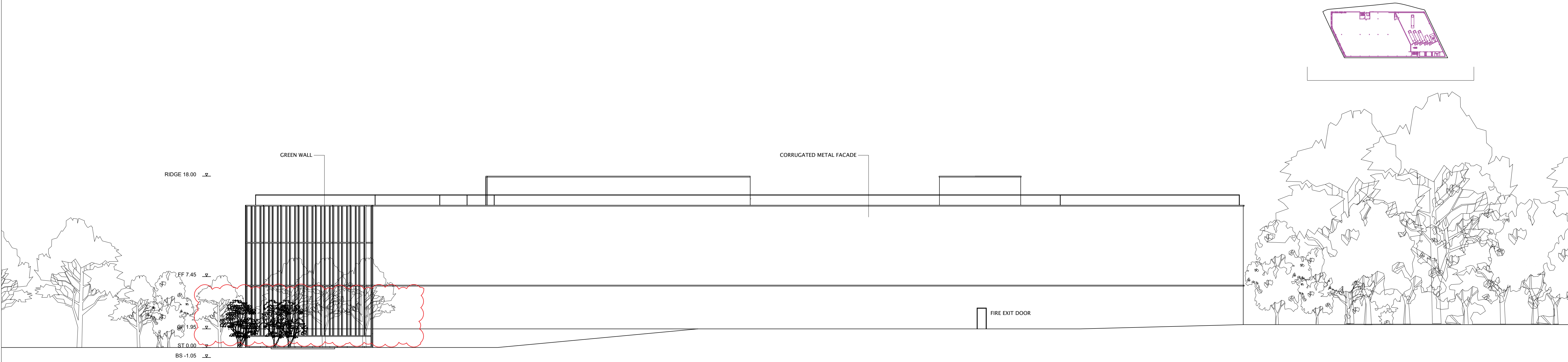
Notes:
Scaling for planning purposes only



04	23/02/22	Basement layout			Project	Beaches Yard	Project description	Warehouse	Stage	Planning	Job N	0203
03	23/01/19	Basement layout			Title	BASEMENT CARPARK	Scale	1:150@A1	Drawing No	008	Rev	04
02	22/12/21	cycle parking										
01	22/07/27	Parking layout										
Rev	Date	Description	By	NW								



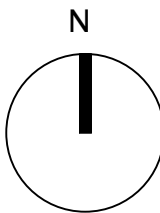
WEST ELEVATION



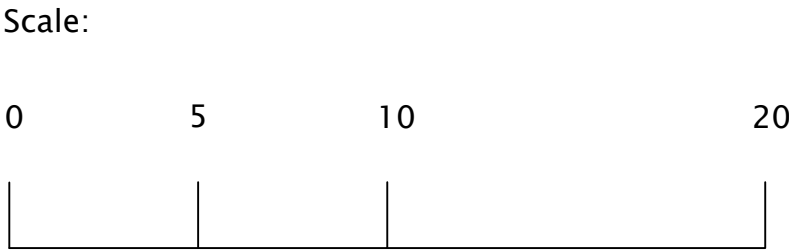
EAST ELEVATION

Nick Willson Architects

G2 Hoxton Works
128 Hoxton Street
London N1 6SH
+44 (0)20 7012 1674
www.nickwillsonarchitects. com



Notes:
Scaling for planning purposes only



					Project Beaches Yard	Project description Warehouse	Stage Planning	Job N 0203
03	230220	Green wall rev	cad	NW	Title Proposed West & East Elevation	Scale 1:200@A1	Drawing No 101	Rev 03
02	230119	Car entrance rev	cad	NW				
01	230108	Cycle entrance rev	cad	NW				
Rev	Date	Description	By	NW				

APPENDIX B

Development: Redevelopment of the site to provide a flexible warehouse facility (Use Class B2/B8) and ancillary office space, with associated HGV loading and servicing bay, car and cycle parking, access arrangements, landscaping and infrastructure.

Location: BEACHES YARD HORTON ROAD YIEWSLEY

Reference: 75221/APP/2022/2968

Highways Officer: Joshua O'Donnell

Date: 06/02/2023

Comments:

An application has been received seeking planning permission to redevelop an existing site to provide a flexible warehouse facility (Use Class B2/B8) and ancillary office space, with an associated Heavy Goods Vehicle (HGV) loading and servicing bay. Furthermore, car, cycle parking, access arrangements, landscaping and infrastructure will be created. On the plans provision has been made for 53no. on-site basement parking space, though all other references are made to 45no., 4no. will be disabled parking spaces. There will be 38no. on-site cycle spaces with this being located on the ground level. 7no. active electric vehicle charging points will be provided. The basement car park will be accessed via a ramp which will have separate entry/exit. Pedestrians will be able to access the basement car park via a lift and stairwell, the entrance will be on the private road ground level. The development will see 40no. full-time staff employed when completed, though the shift patterns or rotas have not been decided upon at this stage. The loading/service bay will support 4no. HGVs, a mechanical vehicle turntable will allow the HGVs to make all manoeuvres within the bay. Evidence has not been submitted on how the level of HGVs for the site has been calculated. The site will front onto a private road which has a width of c.6.2 metres at its narrowest point, this road connects with Horton Road. This private road also provides access to an Addison Lee vehicle park and Uxbridge Football Club's football ground. Parking along the private road is largely unrestricted though there are sections of double yellow lines. Yet it is evident that vehicles are currently parking on the site. It is still not fully understood how enforcement of parked vehicles on the private road will be managed once development has finished. The proposal site has a PTAL rating of 2 indicating that its access to public transport is moderate when compared to London as a whole suggesting that there will be some reliance on the private car for trip-making to and from the site. However, the site is located a considerable distance from West Drayton Station by foot with the journey time being a c.15-minute walk. Nevertheless, the bus ride is only c.10-minute and by bike is c.4 minutes. Regardless the development would only be supported by the 350-bus route which operates a c.20-minute service.

Two separate sets of Highway comments have been provided previously stating that due to the developments locations the Local Plan would be used over the London Plan, this is because it will allow for a higher threshold of on-site parking for staff. According to the published London Borough of Hillingdon Local Plan Part 2 Development Management Policies 2020 parking standards states that development proposals must comply with the relevant parking standards. Therefore, for a development of this type to be within policy 2 spaces plus 1 per 500 sqm of gross floor space which would be 71no. spaces would be required. It is found that the revision of parking provision to 53no. would be in accordance with policy. However, as mentioned already the plans show 53no. whereas the Parking servicing and Management plan firmly states 45no. being provided. The Highway Authority would require the developer to send amended plans showing 45no. on-site parking spaces, instead of 53no. shown on the plans.

Amended plans now indicate that the private road outside of the development are within the applicant control through the new red boundary line that is seen on plans. It is good to see that some enforcement will be made by preventing cars from parking on the road through the installation of double yellows. Nevertheless, the Highway Authority would require that more improvements be made to the road that would improve road safety and make it more suitable for HGV use. It is noted that the footpath will be widened on the side of the development, though this does not lead anywhere for pedestrians to go. Furthermore, nothing has been proposed to restrict vehicles from exiting both the basement car park and loading bay that ensures that drivers check to approaching vehicles. Finally, the Highway Authority would require that the applicant demonstrate how further improvements can be made to the road which increase road safety. This contradicts the published London Plan 2021 Policy T4 Assessing and mitigating transport impacts which states that *'development proposals should not increase road danger'*.

The Highway Authority would require that all pedestrian access into the basement car park be moved onto Horton Road or internally. This would negate the need for a footpath when the road is already narrow and would mean that pedestrians do not interact with entering/exiting vehicles.

As mentioned above the loading bay will include a vehicle turntable which will rotate the HGVs within the site. There is still the high risk that this can malfunction which will lead to vehicles being unable to turnaround within the development. HGVs should be able to turn on plot without the necessity of machinery, as HGVs are the fundamental use of the site. The Highway Authority will be unable to support any application that see's the implementation of a vehicle turntable. Swept path drawings have been again submitted, though they still indicate that HGVs turning left from Horton Road onto the private road would be very close to the footpath and over sweeping it. This contradicts the published London Plan 2021 Policy T7 Deliveries, servicing and construction which states that development proposal for new consolidation and distribution facilities should *'reduce road danger, noise and emission from freight trips'*.

Trip generation has been provided as part of the Transport Assessment, though several pieces of information seem to be missing that allow a proper determination to be made. All trip generation has been based on a site with an operational area of 7282.2m with the data being collected from TRICS. It is noted that the site will only cover a gross floor area of 6847.3m and will have a much lower trip rate then the included example. Yet, the hours of operation are not known with only the peak times being given, this does not present a full picture of the sites activity over a normal operational day.

There are Highway objections to this proposal because it would not be in accordance with the published London Plan Policies T4 Assessing and mitigating transport impacts and T7 Deliveries.

If the application was potentially approved the Highway Authority would require the contribution of £159,315 secured through the way of an s.106 agreement for highway improvements identified in the submitted Active Travel Zone. This is a requirement of the published London Plan 2021 Policy T2 Healthy Streets that requires that development proposals should *"demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with Transport for London guidance"*.

APPENDIX C

Calculation Reference: AUDIT-812401-221125-1141

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

01	GREATER LONDON	
BE	BEXLEY	1 days
HD	HILLINGDON	1 days
HO	HOUNSLOW	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: 8673 to 20400 (units: sqm)
 Range Selected by User: 8673 to 20400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 27/09/18

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

Selected survey days:

Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional 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)	1
Edge of Town	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	3
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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:

n/a	1 days
B8	2 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®.

Secondary Filtering selection (Cont.):Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 1 days

25,001 to 50,000 2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

250,001 to 500,000 1 days

500,001 or More 2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 1 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 2 days

No 1 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:

1a (Low) Very poor 1 days

1b Very poor 1 days

2 Poor 1 days

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

LIST OF SITES relevant to selection parameters

1	BE-02-F-01	FRESH FRUIT DISTRIBUTOR	BEXLEY
	THAMES ROAD		
	CRAYFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	20400 sqm	
	Survey date: THURSDAY	20/09/18	Survey Type: MANUAL
2	HD-02-F-01	FOOD DISTRIBUTOR	HILLINGDON
	NINE ACRES CLOSE		
	HAYES		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	8673 sqm	
	Survey date: THURSDAY	27/09/18	Survey Type: MANUAL
3	HO-02-F-01	LOGISTICS AND FREIGHT	HOUNSLOW
	ASCOT ROAD		
	FELTHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	13500 sqm	
	Survey date: WEDNESDAY	23/11/16	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/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.45

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	14191	0.063	3	14191	0.047	3	14191	0.110
07:30 - 08:00	3	14191	0.195	3	14191	0.047	3	14191	0.242
08:00 - 08:30	3	14191	0.155	3	14191	0.045	3	14191	0.200
08:30 - 09:00	3	14191	0.251	3	14191	0.056	3	14191	0.307
09:00 - 09:30	3	14191	0.136	3	14191	0.049	3	14191	0.185
09:30 - 10:00	3	14191	0.073	3	14191	0.066	3	14191	0.139
10:00 - 10:30	3	14191	0.045	3	14191	0.033	3	14191	0.078
10:30 - 11:00	3	14191	0.092	3	14191	0.103	3	14191	0.195
11:00 - 11:30	3	14191	0.063	3	14191	0.096	3	14191	0.159
11:30 - 12:00	3	14191	0.110	3	14191	0.089	3	14191	0.199
12:00 - 12:30	3	14191	0.078	3	14191	0.160	3	14191	0.238
12:30 - 13:00	3	14191	0.110	3	14191	0.094	3	14191	0.204
13:00 - 13:30	3	14191	0.139	3	14191	0.103	3	14191	0.242
13:30 - 14:00	3	14191	0.099	3	14191	0.089	3	14191	0.188
14:00 - 14:30	3	14191	0.087	3	14191	0.082	3	14191	0.169
14:30 - 15:00	3	14191	0.052	3	14191	0.073	3	14191	0.125
15:00 - 15:30	3	14191	0.068	3	14191	0.092	3	14191	0.160
15:30 - 16:00	3	14191	0.075	3	14191	0.078	3	14191	0.153
16:00 - 16:30	3	14191	0.073	3	14191	0.106	3	14191	0.179
16:30 - 17:00	3	14191	0.075	3	14191	0.108	3	14191	0.183
17:00 - 17:30	3	14191	0.052	3	14191	0.204	3	14191	0.256
17:30 - 18:00	3	14191	0.113	3	14191	0.254	3	14191	0.367
18:00 - 18:30	3	14191	0.070	3	14191	0.150	3	14191	0.220
18:30 - 19:00	3	14191	0.096	3	14191	0.096	3	14191	0.192
19:00 - 19:30	1	20400	0.025	1	20400	0.181	1	20400	0.206
19:30 - 20:00	1	20400	0.020	1	20400	0.049	1	20400	0.069
20:00 - 20:30	1	20400	0.010	1	20400	0.025	1	20400	0.035
20:30 - 21:00	1	20400	0.010	1	20400	0.005	1	20400	0.015
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.435			2.580			5.015

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:	8673 - 20400 (units: sqm)
Survey date range:	01/01/14 - 27/09/18
Number of weekdays (Monday-Friday):	3
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 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/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	14191	0.012	3	14191	0.021	3	14191	0.033
07:30 - 08:00	3	14191	0.028	3	14191	0.026	3	14191	0.054
08:00 - 08:30	3	14191	0.005	3	14191	0.016	3	14191	0.021
08:30 - 09:00	3	14191	0.026	3	14191	0.021	3	14191	0.047
09:00 - 09:30	3	14191	0.028	3	14191	0.023	3	14191	0.051
09:30 - 10:00	3	14191	0.021	3	14191	0.021	3	14191	0.042
10:00 - 10:30	3	14191	0.007	3	14191	0.012	3	14191	0.019
10:30 - 11:00	3	14191	0.028	3	14191	0.038	3	14191	0.066
11:00 - 11:30	3	14191	0.016	3	14191	0.023	3	14191	0.039
11:30 - 12:00	3	14191	0.026	3	14191	0.009	3	14191	0.035
12:00 - 12:30	3	14191	0.023	3	14191	0.026	3	14191	0.049
12:30 - 13:00	3	14191	0.021	3	14191	0.023	3	14191	0.044
13:00 - 13:30	3	14191	0.033	3	14191	0.026	3	14191	0.059
13:30 - 14:00	3	14191	0.019	3	14191	0.023	3	14191	0.042
14:00 - 14:30	3	14191	0.026	3	14191	0.016	3	14191	0.042
14:30 - 15:00	3	14191	0.019	3	14191	0.016	3	14191	0.035
15:00 - 15:30	3	14191	0.016	3	14191	0.019	3	14191	0.035
15:30 - 16:00	3	14191	0.021	3	14191	0.021	3	14191	0.042
16:00 - 16:30	3	14191	0.019	3	14191	0.016	3	14191	0.035
16:30 - 17:00	3	14191	0.019	3	14191	0.012	3	14191	0.031
17:00 - 17:30	3	14191	0.016	3	14191	0.021	3	14191	0.037
17:30 - 18:00	3	14191	0.014	3	14191	0.016	3	14191	0.030
18:00 - 18:30	3	14191	0.012	3	14191	0.009	3	14191	0.021
18:30 - 19:00	3	14191	0.016	3	14191	0.009	3	14191	0.025
19:00 - 19:30	1	20400	0.015	1	20400	0.015	1	20400	0.030
19:30 - 20:00	1	20400	0.005	1	20400	0.020	1	20400	0.025
20:00 - 20:30	1	20400	0.010	1	20400	0.005	1	20400	0.015
20:30 - 21:00	1	20400	0.010	1	20400	0.000	1	20400	0.010
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.511			0.503			1.014

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.

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

MULTI-MODAL CYCLISTS**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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	14191	0.002	3	14191	0.002	3	14191	0.004
07:30 - 08:00	3	14191	0.005	3	14191	0.000	3	14191	0.005
08:00 - 08:30	3	14191	0.005	3	14191	0.000	3	14191	0.005
08:30 - 09:00	3	14191	0.005	3	14191	0.000	3	14191	0.005
09:00 - 09:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
09:30 - 10:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
10:00 - 10:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
10:30 - 11:00	3	14191	0.000	3	14191	0.000	3	14191	0.000
11:00 - 11:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
11:30 - 12:00	3	14191	0.005	3	14191	0.000	3	14191	0.005
12:00 - 12:30	3	14191	0.000	3	14191	0.000	3	14191	0.000
12:30 - 13:00	3	14191	0.002	3	14191	0.000	3	14191	0.002
13:00 - 13:30	3	14191	0.000	3	14191	0.002	3	14191	0.002
13:30 - 14:00	3	14191	0.005	3	14191	0.002	3	14191	0.007
14:00 - 14:30	3	14191	0.002	3	14191	0.000	3	14191	0.002
14:30 - 15:00	3	14191	0.007	3	14191	0.000	3	14191	0.007
15:00 - 15:30	3	14191	0.000	3	14191	0.002	3	14191	0.002
15:30 - 16:00	3	14191	0.000	3	14191	0.005	3	14191	0.005
16:00 - 16:30	3	14191	0.000	3	14191	0.014	3	14191	0.014
16:30 - 17:00	3	14191	0.014	3	14191	0.012	3	14191	0.026
17:00 - 17:30	3	14191	0.002	3	14191	0.002	3	14191	0.004
17:30 - 18:00	3	14191	0.002	3	14191	0.009	3	14191	0.011
18:00 - 18:30	3	14191	0.005	3	14191	0.005	3	14191	0.010
18:30 - 19:00	3	14191	0.005	3	14191	0.002	3	14191	0.007
19:00 - 19:30	1	20400	0.000	1	20400	0.000	1	20400	0.000
19:30 - 20:00	1	20400	0.000	1	20400	0.000	1	20400	0.000
20:00 - 20:30	1	20400	0.000	1	20400	0.005	1	20400	0.005
20:30 - 21:00	1	20400	0.000	1	20400	0.000	1	20400	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.066			0.062			0.128

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.

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

MULTI-MODAL PEDESTRIANS**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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	14191	0.002	3	14191	0.002	3	14191	0.004
07:30 - 08:00	3	14191	0.028	3	14191	0.002	3	14191	0.030
08:00 - 08:30	3	14191	0.019	3	14191	0.007	3	14191	0.026
08:30 - 09:00	3	14191	0.019	3	14191	0.005	3	14191	0.024
09:00 - 09:30	3	14191	0.014	3	14191	0.002	3	14191	0.016
09:30 - 10:00	3	14191	0.016	3	14191	0.005	3	14191	0.021
10:00 - 10:30	3	14191	0.009	3	14191	0.002	3	14191	0.011
10:30 - 11:00	3	14191	0.016	3	14191	0.009	3	14191	0.025
11:00 - 11:30	3	14191	0.005	3	14191	0.012	3	14191	0.017
11:30 - 12:00	3	14191	0.007	3	14191	0.007	3	14191	0.014
12:00 - 12:30	3	14191	0.007	3	14191	0.033	3	14191	0.040
12:30 - 13:00	3	14191	0.021	3	14191	0.016	3	14191	0.037
13:00 - 13:30	3	14191	0.019	3	14191	0.012	3	14191	0.031
13:30 - 14:00	3	14191	0.007	3	14191	0.021	3	14191	0.028
14:00 - 14:30	3	14191	0.007	3	14191	0.005	3	14191	0.012
14:30 - 15:00	3	14191	0.005	3	14191	0.005	3	14191	0.010
15:00 - 15:30	3	14191	0.005	3	14191	0.009	3	14191	0.014
15:30 - 16:00	3	14191	0.005	3	14191	0.005	3	14191	0.010
16:00 - 16:30	3	14191	0.007	3	14191	0.014	3	14191	0.021
16:30 - 17:00	3	14191	0.012	3	14191	0.007	3	14191	0.019
17:00 - 17:30	3	14191	0.002	3	14191	0.023	3	14191	0.025
17:30 - 18:00	3	14191	0.012	3	14191	0.023	3	14191	0.035
18:00 - 18:30	3	14191	0.002	3	14191	0.005	3	14191	0.007
18:30 - 19:00	3	14191	0.002	3	14191	0.005	3	14191	0.007
19:00 - 19:30	1	20400	0.000	1	20400	0.010	1	20400	0.010
19:30 - 20:00	1	20400	0.000	1	20400	0.000	1	20400	0.000
20:00 - 20:30	1	20400	0.000	1	20400	0.010	1	20400	0.010
20:30 - 21:00	1	20400	0.000	1	20400	0.000	1	20400	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.248			0.256			0.504

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.

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

MULTI-MODAL PUBLIC TRANSPORT USERS**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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	14191	0.009	3	14191	0.000	3	14191	0.009
07:30 - 08:00	3	14191	0.028	3	14191	0.000	3	14191	0.028
08:00 - 08:30	3	14191	0.040	3	14191	0.000	3	14191	0.040
08:30 - 09:00	3	14191	0.052	3	14191	0.005	3	14191	0.057
09:00 - 09:30	3	14191	0.012	3	14191	0.000	3	14191	0.012
09:30 - 10:00	3	14191	0.002	3	14191	0.002	3	14191	0.004
10:00 - 10:30	3	14191	0.005	3	14191	0.005	3	14191	0.010
10:30 - 11:00	3	14191	0.016	3	14191	0.005	3	14191	0.021
11:00 - 11:30	3	14191	0.002	3	14191	0.000	3	14191	0.002
11:30 - 12:00	3	14191	0.014	3	14191	0.002	3	14191	0.016
12:00 - 12:30	3	14191	0.033	3	14191	0.035	3	14191	0.068
12:30 - 13:00	3	14191	0.031	3	14191	0.026	3	14191	0.057
13:00 - 13:30	3	14191	0.019	3	14191	0.016	3	14191	0.035
13:30 - 14:00	3	14191	0.012	3	14191	0.021	3	14191	0.033
14:00 - 14:30	3	14191	0.016	3	14191	0.033	3	14191	0.049
14:30 - 15:00	3	14191	0.007	3	14191	0.019	3	14191	0.026
15:00 - 15:30	3	14191	0.009	3	14191	0.019	3	14191	0.028
15:30 - 16:00	3	14191	0.002	3	14191	0.012	3	14191	0.014
16:00 - 16:30	3	14191	0.009	3	14191	0.028	3	14191	0.037
16:30 - 17:00	3	14191	0.016	3	14191	0.040	3	14191	0.056
17:00 - 17:30	3	14191	0.026	3	14191	0.059	3	14191	0.085
17:30 - 18:00	3	14191	0.026	3	14191	0.033	3	14191	0.059
18:00 - 18:30	3	14191	0.005	3	14191	0.007	3	14191	0.012
18:30 - 19:00	3	14191	0.000	3	14191	0.007	3	14191	0.007
19:00 - 19:30	1	20400	0.000	1	20400	0.010	1	20400	0.010
19:30 - 20:00	1	20400	0.000	1	20400	0.000	1	20400	0.000
20:00 - 20:30	1	20400	0.000	1	20400	0.000	1	20400	0.000
20:30 - 21:00	1	20400	0.000	1	20400	0.000	1	20400	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.391			0.384			0.775

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.

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

MULTI-MODAL CARS**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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	14191	0.042	3	14191	0.021	3	14191	0.063
07:30 - 08:00	3	14191	0.155	3	14191	0.012	3	14191	0.167
08:00 - 08:30	3	14191	0.134	3	14191	0.023	3	14191	0.157
08:30 - 09:00	3	14191	0.197	3	14191	0.014	3	14191	0.211
09:00 - 09:30	3	14191	0.068	3	14191	0.012	3	14191	0.080
09:30 - 10:00	3	14191	0.038	3	14191	0.019	3	14191	0.057
10:00 - 10:30	3	14191	0.014	3	14191	0.005	3	14191	0.019
10:30 - 11:00	3	14191	0.028	3	14191	0.028	3	14191	0.056
11:00 - 11:30	3	14191	0.014	3	14191	0.040	3	14191	0.054
11:30 - 12:00	3	14191	0.049	3	14191	0.042	3	14191	0.091
12:00 - 12:30	3	14191	0.016	3	14191	0.096	3	14191	0.112
12:30 - 13:00	3	14191	0.054	3	14191	0.047	3	14191	0.101
13:00 - 13:30	3	14191	0.087	3	14191	0.056	3	14191	0.143
13:30 - 14:00	3	14191	0.061	3	14191	0.049	3	14191	0.110
14:00 - 14:30	3	14191	0.052	3	14191	0.042	3	14191	0.094
14:30 - 15:00	3	14191	0.019	3	14191	0.038	3	14191	0.057
15:00 - 15:30	3	14191	0.014	3	14191	0.042	3	14191	0.056
15:30 - 16:00	3	14191	0.026	3	14191	0.026	3	14191	0.052
16:00 - 16:30	3	14191	0.042	3	14191	0.063	3	14191	0.105
16:30 - 17:00	3	14191	0.026	3	14191	0.080	3	14191	0.106
17:00 - 17:30	3	14191	0.021	3	14191	0.150	3	14191	0.171
17:30 - 18:00	3	14191	0.075	3	14191	0.223	3	14191	0.298
18:00 - 18:30	3	14191	0.040	3	14191	0.115	3	14191	0.155
18:30 - 19:00	3	14191	0.066	3	14191	0.070	3	14191	0.136
19:00 - 19:30	1	20400	0.010	1	20400	0.157	1	20400	0.167
19:30 - 20:00	1	20400	0.010	1	20400	0.025	1	20400	0.035
20:00 - 20:30	1	20400	0.000	1	20400	0.020	1	20400	0.020
20:30 - 21:00	1	20400	0.000	1	20400	0.005	1	20400	0.005
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.358			1.520			2.878

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.