

Dartford Local Plan Pre- Submission (Publication) September 2021 Town and Country Planning (Local Planning) England Regulations 2012 – Regulation 19 Representation Form

Representations on the Dartford Local Plan should be submitted by **5pm on Wednesday 27th October 2021**. **Late representations will not be accepted.**

Representations should be made using this form and submitted to Dartford Borough Council by email to localplan@dartford.gov.uk or sent to: Planning Policy Team, Dartford Borough Council, Civic Centre, Home Gardens, Dartford, Kent DA1 1DR.

Additional copies of the form can be obtained from the Council's website at: <https://www.dartford.gov.uk/by-category/environment-and-planning2/new-planning-homepage/planning-policy/new-local-plan>. Photocopies of blank forms can also be made.

Advice on how to make representations is provided in the guidance notes which accompany this form. You are strongly advised to read the guidance notes before completing this form. ***Please note that if you responded to the previous version of the Pre-Submission Local Plan February 2021, your previous representation will not be automatically carried forward and you will need to respond again.***

This form comprises 3 parts:

- Part 1: Your details
- Part 2: Your representation(s). Please fill out a separate sheet for each representation you wish to make. However, only fill in Part A once and send all representations in together.
- Part 3: Declaration

If you have any queries about this consultation, please contact the Planning Policy Team by emailing localplan@dartford.gov.uk or by phoning 01322 343213.

You only need to fill this section out once.

Part 1: Your details

You only need to fill this section out once

	1. Personal details	2. Agent details (if applicable)
Title		Mr
Name		James Walker
Organisation / group	Thames Water Utilities Ltd.	Savills
Address 1		
Address 2		
Address 3		
Postcode		
Telephone number		
Email address		

If you are replying on behalf of a group, how many people does it represent?

Part 2: Representation

For office use only

Consultee ID:

Agent ID:

Date Received: :

Please use a separate sheet for each representation

Name or Organisation:	Thames Water Utilities Ltd.
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1. To which part of the Local Plan does this representation relate (please specify paragraph or policy number)?

Paragraph	<input type="text"/>	Policy	<input type="text"/>	Policies Map	Burnham Road Employment Area (Page 23)
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2. Do you consider the Local Plan is:

Please mark with a cross in the boxes as appropriate

(1) Legally compliant	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
(2) Sound	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
(3) Complies with the duty to co-operate	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>

3. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

These representations relate to Thames Water Utilities Ltd (Thames Water) as a landowner and are in addition to other submissions made by Thames Water as part of this consultation process in its role as statutory undertaker.

Thames Water support the extension of the Burnham Road Employment Area as shown on Page 23 of the Policies Map Changes document, dated September 2021, to include land off Sandpit Road which is in their ownership.

The inclusion of land off Sandpit Road within the Employment Area would meet national planning policy requirements and the vision and objectives of the draft Local Plan as sustainable employment development to support economic growth is capable of being provided at this location. Land within the extent that is surplus to operational requirements is immediately available for development and therefore could be released to meet employment needs in the short term.

Policy Context

Paragraph 81 of the National Planning Policy Framework (NPPF) states:

“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”

Paragraph 2.2 of the draft Local Plan confirms the Strategic Objectives for Dartford to deliver the Local Plan

Vision. Objective I4 confirms objective of:

“Retaining a prosperous economy with a good choice of jobs per resident, increasing high quality, accessible, local employment opportunities, maintaining a diverse supply of premises and supporting existing business needs, with Ebbsfleet providing a productive mix of new commercial, community and residential activities.”

Objective W2 also confirms objective of:

“Improving health and wellbeing, and air quality arising from congestion, through reducing the need to travel by private vehicle, particularly by retaining and providing jobs, services, shops, community facilities and open space at suitable locations close to residential areas and where good public transport services are within easy walking distance.”

Draft Local Plan Policy M21: Identified Employment Areas states such area will be maintained and developed for additional high quality, accessible and affordable commercial premises, and a more diverse range of jobs in accordance with the Plan's economic strategy. With regard to proposals for additional industrial development, the policy states:

“Development for industrial or distribution uses will be supported where they will improve the commercial quality, functional operation and environment of sites. Proposals will be expected to:

- a) Be designed to be of a form to reduce adverse impacts through new suitably scaled and designed buildings and layouts, landscaped buffers, and other environmental improvement or physical regeneration measures across the site; and*
- b) Achieve better management of:*
 - i. Harmful or nuisance creating activities, including from dust, paint or other chemical over-spray, glare or light spill; or*
 - ii. Goods vehicles access, parking, waiting (including for loading and unloading) on amenity, safety and congestion, as applicable”.*

Evidence Base

Thames Water agree with the conclusions of the Economic Land Report, September 2021, which recommends the expansion of the Burnham Road Employment Area to include land off Sandpit Road as shown on the amended Policies Map.

It is noted that the site scores relatively highly in assessment when considered against suitability and availability criteria to justify its inclusion (score 25 out of possible 40).

Site	Suitability factors					Availability	Achievability factors	
	NPPF 82: knowledge/ data driven, creative high tech industry.	NPPF82: Accessible distribution	Regen priority areas	Environ-mental	Sustainable transport		Econ. viable	Market attractiveness
Sandpit Road land, Dartford	Site delivery prospects has some information but will require further investigation. Adjoining commercial land is a mix, including logistics, engineering offices, and more traditional industries =2.	Ultimately would have loading on to M25 J1A to avoid the town centre =2.	North of Dartford town centre =4.	Adjoining industrial estate, river/ marshland. With suitable design details e.g. landscaping, most impacts could be mitigated. =3	Dartford railway station is just over 1km away, a local centre nearer. Relatively poorly served by buses (given urban area). Riverside walking route towards the town centre should be improved. =3	Promoted in the Local Plan, few details at present. =4.	Very limited in principle planning issues, although possible land re-mediation issues will need to be addressed =3.	Forms a perceived and functional part of Burnham Rd employment area. =4.

The higher scoring elements of the site relate to its availability and environmental and sustainable credentials. This is considered correct as the majority of the site is available for development, being surplus to Thames Water's operational requirements.

The site also has the following merits which support its inclusion within the defined Employment Area as a sustainable location to accommodate employment development:

- The land is not subject to strategic planning policy constraints, such as Green Belt designation.
- The land located adjacent to the existing Burnham Road Employment Area and forms a natural and logical extension of the area. Development here offers the opportunity to complement existing uses and enhance viability of the areas as a whole.
- The Strategic Road Network is in close proximity.
- Dartford Town Centre is close to the site and Dartford Train Station is less than 1km away, offering sustainable transport choices for employees.
- There are no noise sensitive uses nearby which meaning there would not be harmful impacts on amenity resulting from development at this land.

Deliverability

The lower scores in the assessment for the site relate to the delivery prospects and accessible distribution. Attached to these representations is an indicative site layout of employment development at this location, excluding the currently operational Thames Water facility.



While the plan is indicative, and development at the site would be subject to detailed analysis before any planning application is made, it demonstrates that 4,400 sqm of employment floorspace can comfortably be accommodated within this area, with adequate space for supporting services, landscaping and other necessary elements such as sustainable drainage infrastructure and Biodiversity Net Gain.

With regard to providing access to the site, attached is a Technical Note prepared by Transport Planning Associates. The note includes two options which would allow for safe site access and egress. These comprise an option to entry from Bob Dunn Way (A206) to the north with exit onto Sandpit Road to the south and further option of entry and exit from Sandpit Road. This would provide adequate and safe access and egress onto the Strategic Road Network and mean HGVs being required to travel through Dartford Town Centre is avoided.



The Technical Note also considers the impact of development of up to 9,345 sqm floor area and demonstrates that it is unlikely such a development will have a detrimental impact on the local highway network or operational capacity of local junctions. Development on this land for employment purposes can therefore be accommodated on local roads.

Summary

For the reasons set out above, it is correct for the Burnham Road Employment Area to be extended to include the land off Sandpit Road.

The land offers the opportunity to provide a high-quality sustainable employment development at a location adjacent to existing employment uses and well-related to the Strategic Road Network and in proximity of Dartford's services and sustainable transport options.

The enclosed documents confirm that an employment development can be provided in the site with safe access and egress and which would not have a material impact on highways capacity in the vicinity.

In this respect, inclusion of the land would be consistent national planning policy requirements to support sustainable economic growth and the Dartford Local Plan Strategic Objectives and drat Policy M21 by assisting in increasing high quality and accessible local employment opportunities and providing jobs at a location which would reduce the need to travel by private vehicles.

We trust that the above comments will be given due consideration. However, should you wish to discuss potential for the sites further we would welcome further engagement with the Council.

(Continue on a separate sheet / expand box if necessary)

4. Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified at 3 above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

None

(Continue on a separate sheet / expand box if necessary)

Please note: In your representation you should provide succinctly all the evidence and supporting information necessary to support your representation and your suggested modification(s). You should not assume that you will have a further opportunity to make submissions.

After this stage, further submissions may only be made if invited by the Inspector, based on the matters and issues he or she identifies for examination.

5. If your representation is seeking a modification to the plan, do you consider it necessary to participate in the examination hearing session(s)?

No, I do not wish to participate in hearing session(s)

x

Yes, I wish to participate in hearing sessions(s)

Please note that while this will provide an initial indication of your wish to participate in hearing session(s), you may be asked at a later point to confirm your request to participate.

6. If you wish to participate in the hearing session(s), please outline why you consider this to be necessary.

N/A

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they may wish to participate in hearing session(s). You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.

Part 3: Declaration

Data Protection

The personal information you provide on this form will be processed in accordance with the Data Protection Act 2018 and the Privacy and Electronic Communications (EC Directive) Regulations 2003. The information you provide will only be used for the purposes of the preparation of the Local Plan as required by the Planning and Compulsory Purchase Act 2004, and may be used by the Council to contact you, if necessary, regarding your submission. Under Regulation 22, we have a duty to send all representations to the appointed Planning Inspector. Your name, organisation name (if relevant), comments and town/parish of residence will be made available for public inspection when displaying and reporting the outcome of the statutory consultation stage and cannot be treated as confidential. You will not be asked for any unnecessary information and we will not publish any personal data beyond what is stated in this declaration.

Please sign and date this form. Forms signed electronically will be accepted.

Declaration:

By completing and signing this form, I agree to my name, organisation, town/parish of residence and representations being made available for public inspection.

Signature:

Date:

22nd October 2021



Planning Policy Team
Dartford Borough Council

By email: localplan@dartford.gov.uk

25th October

2021

Dartford New Local Plan: September 2021 Publication (second Regulation 19 Consultation)

Dear Sir/Madam,

Thank you for allowing Thames Water Utilities Ltd (Thames Water) to comment on the above.

The representations submitted in this letter relate to Thames Water as a landowner and are in addition to other submissions made by Thames Water to this consultation process in its role as statutory undertaker.

These representations relate to land owned by Thames Water to off Sandpit Road, Dartford, DA1 5BU.

The comments enclosed in the completed pro-forma set out that the proposed change to the Burnham Road Identified Employment Area to include land off Sandpit Road, confirmed at Page 23 of the Policies Map Changes document, dated September 2021, is supported.

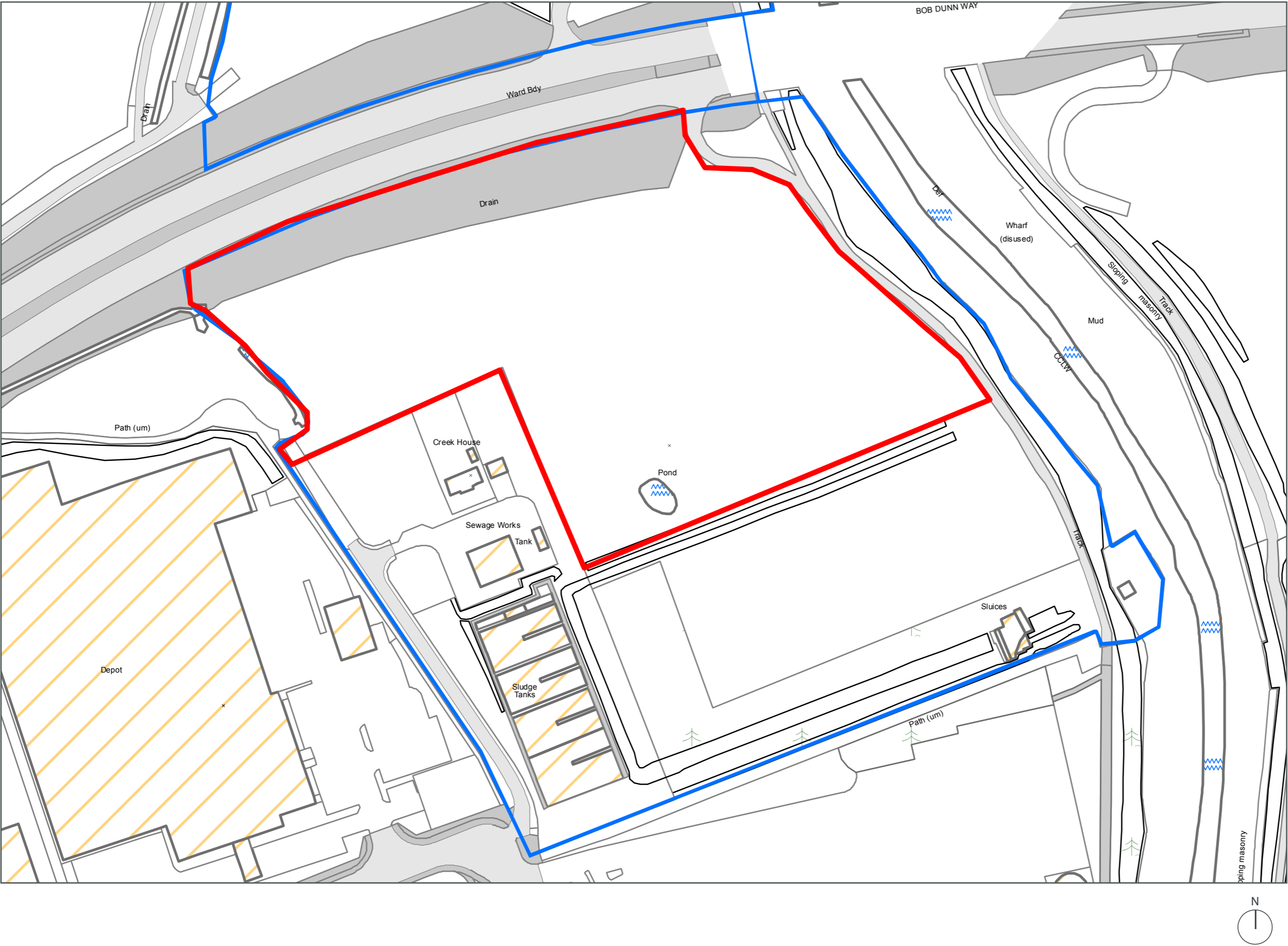
Enclosed with the Representations are the following documents which provide additional evidence to demonstrate deliverability of employment development on this land.

- Drawing No. 01 (Redline Plan) and No. 02 (Sketch Plan);
- Transport Technical Note, prepared by Transport Planning Associates.

We would welcome further discussions with the Council regarding this site . Please do not hesitate to get in touch should you wish to discuss.

Yours faithfully,

Thames Water Utilities Limited



- Site Boundary
- Land in Thames Water Ownership

Land Creek Works, Dartford

on behalf of Thames Water

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C:\Users\John.Bee\Box\UK Urban Design Projects\Thames Water\Creek Works\B Drawings\INDD\XXXXXX - INDD01 - Creek Works Drawing Sheets 18/08/21
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drawing no.	01
revision	
drawn by	CM
date	18/08/2021

drawing	Redline plan
scale	1:1,250 @A3
checked by	CS
job no.	-

Urban
Design
Studio





 Site Boundary

Schedule
 Building 1 - 2,400 m sq
 Building 2 - 1,200 m sq
 Building 3 - 800 m sq

TOTAL - 4,400 m sq



Land Creek Works, Dartford

on behalf of Thames Water

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drawing no.	02	drawing	Sketch plan
revision		scale	1:750 @A3
drawn by	CM	checked by	CS
date	18/08/2021	job no.	-

Urban
 Design
 Studio



THAMES WATER

Creek Works, Sandpit Road, DARTFORD

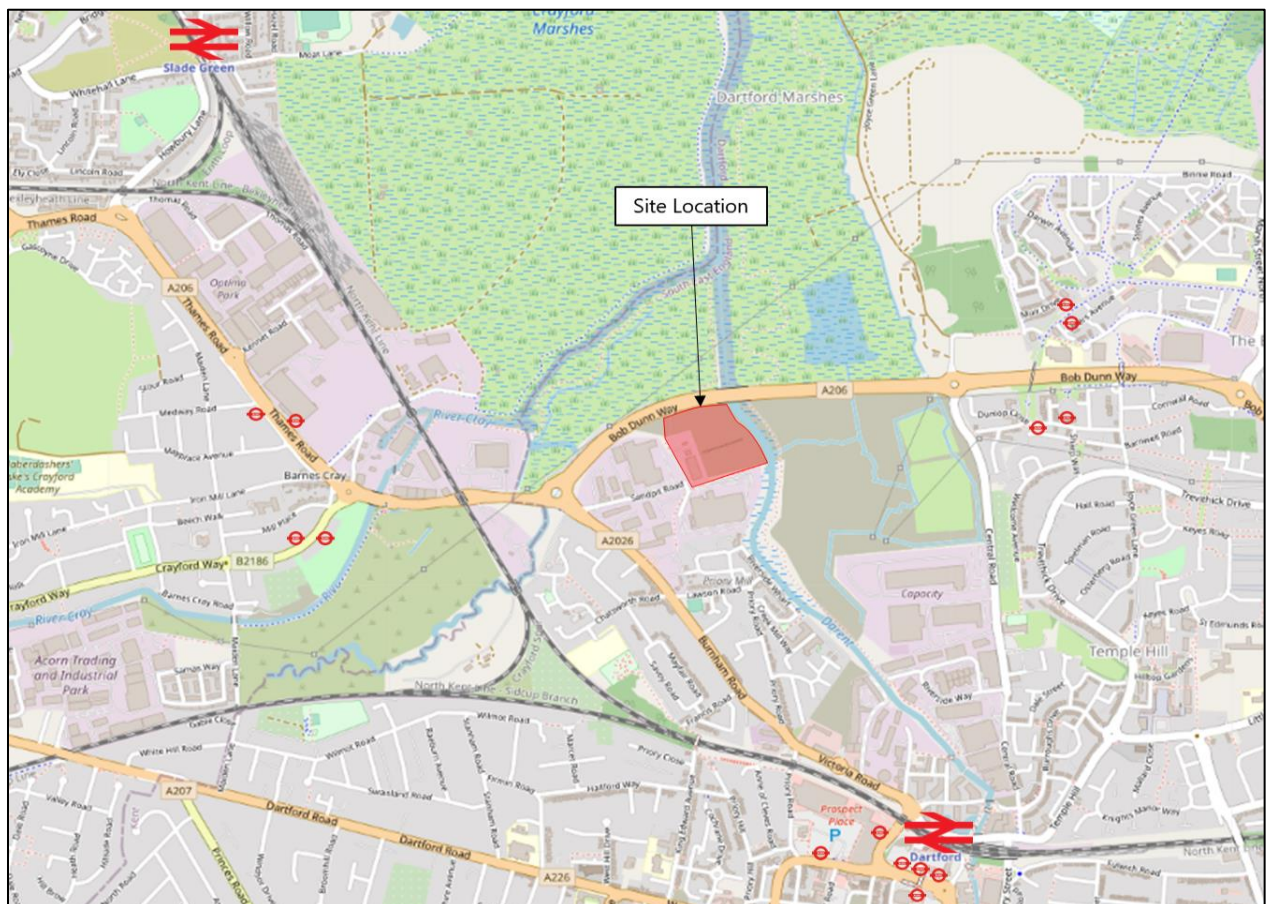
Project Reference: 2106-025-00/TN/01B

Technical Note

1 Introduction

- 1.1 Transport Planning Associates (TPA) has been commissioned by Thames Water to provide transport planning consultancy services in relation to the Creek Works site located on Sandpit Road in Dartford. The site location is illustrated in **Figure 1.1**.

Figure 1.1 Site Location Plan



- 1.2 This Technical Note will review the potential for a development consisting of distribution / warehousing on the unoccupied / unused area of the Creek Works site. This will focus upon a review of the potential access options and the likely trip generation.

Site Location, Access and Use

- 1.3 The site is located at the eastern end of Sandpit Road, it is bound by a dual carriageway, Bob Dunn Way, to the north, the River Darent to the east, the ASDA Dartford Home Shopping Centre to the south and an industrial unit to the west.
- 1.4 The site currently has two vehicle accesses, one from Sandpit Road and one from Bob Dunn Way as outlined in **Figure 1.2**, both of which are priority junctions. The access onto Sandpit Road is currently used as the main site access, providing access to the on-site buildings. At present, the access along Bob Dunn Way is un-used with concrete blocks in place to prevent access.

Figure 1.2 Existing Access



- 1.5 The Creek Works site covers an area of approximately 44,350sqm with the majority of the site, approximately 28,800sqm, occupied by a Storm Water Pumping Station and the existing access road.

2 Access Options

2.1 A review of the potential access options for the site has been undertaken which took the following factors into account:

- Any future development at the site is likely to consist of distribution / warehousing;
- Access is likely to be required by all vehicles up to a 16.5m articulated vehicle;
- The requirement for vehicles to access / egress the site in safe and effective manner;
- The achievable visibility splays at the site egress;
- Ensuring there is no impact on the pumping station facilities; and
- Highway Safety.

2.2 Based on the above, two potential access options have been considered, which are:

- Option One – One way working with access to the site from Bob Dunn Way and egress from the site via Sandpit Road; and
- Option Two – Signal controlled shuttle working with both access and egress from Sandpit Road.

Access – Option 1

2.3 Option 1 provides a one-way system for arrivals and departures, with vehicles accessing the site from Bob Dunn Way and egressing via Sandpit Road. The access arrangements are shown in TPA drawing 2006-025 SK04 which is reproduced in **Appendix A**. A service road could also be provided to maintain access the pumping station from the new access road.

2.4 Option 1 has been designed in accordance with CD123 of the DMRB, with the one-way sections of road within the site will having a width of 5.5m, as well as an additional 2.5m hatched area provided to ensure that a broken-down vehicle would not block other vehicles from accessing / egressing the site. The two-way sections will have a width of 7.3m.

2.5 The access is within either Thames Water or highway lands and as such does not require any third-party land.

2.6 There is a gradient difference between the carriageway level along Bob Dunn Way to the site level. However, there is sufficient site frontage to enable the proposed access road to be provided at a suitable gradient for vehicles to use.

- 2.7 The proposed layout allows a 16.5m articulated vehicle to access and egress the site, as demonstrated in TPA drawing 2006-025 SP01, which is reproduced at **Appendix A**.
- 2.8 Vehicles egressing the site will be required will give way to vehicles along Sandpit Road. Visibility splays in accordance with the posted speed limit, which is 30mph, can be provided in either direction, as outlined shown in TPA drawing 2006-025 VS01, which is reproduced at **Appendix A**.

Access – Option 2

- 2.9 Option 2 would upgrade to the existing access from Sandpit Road into the site. At present there is limited width at the site access location due to the pumping station facilities on site, which means that when a HGV is accessing / egressing the site other vehicles cannot pass. Therefore, a section of signal controlled shuttle working is proposed. This access option is outlined in TPA drawing 2006-025 SK05, which is reproduced in **Appendix B**.
- 2.10 The access is within either Thames Water or highway lands and as such does not require any third-party land.
- 2.11 The stop line for vehicles egressing the site is located approximately 30m into the site. Any vehicles egressing the site will take approximately 10 seconds (assuming a speed of 10mph) to clear this section of shuttle working, and as such, any delay along Sandpit Road will be minimal.
- 2.12 Vehicles accessing the site will have priority over this egressing the site to ensure that any delay to other vehicles on Sandpit Road is kept to a minimum. Visibility Splays in accordance with the posted speed limit, can be achieved at the egress point along Sandpit Road, as outlined in TPA drawing 2006-025 VS01, which is reproduced at **Appendix B**.
- 2.13 The access road has a width of 7.3m, although some local widening, in accordance with CD123 of the DMRB, will be provided around the corners to allow for the swept paths of large vehicles. A 16.5m articulated vehicle can access and egress the site as demonstrated in TPA drawing 2006-025 SP06, which is reproduced at **Appendix B**.

3 Trip Generation

- 3.1 The potential land use trip rates have been obtained from the Trip Rate Information Computer System (TRICS) version 7.8.2.
- 3.2 The undeveloped area within the site is approximately 15,500sqm, which reduces to approximately 13,350sqm when the proposed access proposals outlined above are taken into account.
- 3.3 In order to establish the likely trip generation of the site it has been assumed that only 70% of the developable land would be used for buildings and for car / HGV and cycle parking. Therefore, the trip generation will be based on a developable area of 9,345sqm.
- 3.4 The resultant parameters utilised in selecting suitable proxy survey sites from the TRICS database is contained within **Table 3.1**.

Table 3.1 TRICS Site Selection Parameters

02 – Employment F - Warehousing – Commercial
Located in Greater London / South East / East Anglia
4,000 – 20,500sqm
Surveyed within the last 10 years
Weekday Trip Rate (Monday – Friday)
Located in suburban or an edge of town location

Source: TRICS Database version 7.6.1.

- 3.5 The potential trip rates for the site, over the peak periods and over the course of the day, are outlined in **Table 3.2 below**. The TRICS output report is reproduced in **Appendix C**.

Table 3.2 Vehicle Trip Rates (per 100sqm)

Time Period		F - Warehousing – Commercial		
		Arrivals	Departures	Two-Way
AM Peak Period	07:00 – 08:00	0.265	0.098	0.363
	08:00 – 09:00	0.363	0.113	0.476
	09:00 – 20:00	0.230	0.124	0.354
PM Peak Period	16:00 – 17:00	0.131	0.236	0.367
	17:00 – 18:00	0.121	0.366	0.487
	18:00 – 19:00	0.120	0.213	0.333
Daily		2.335	2.529	4.864

Source: TRICS version 7.8.2;

Notes: Trip Rates output per 100 sqm.

- 3.6 Based on the 9,345sqm of developable land at the site, **Table 3.3** below outlines the likely trip generation.

Table 3.3 Trip Generation (9,345sqm)

Time Period		F - Warehousing – Commercial		
		Arrivals	Departures	Two-Way
AM Peak Period	07:00 – 08:00	25	9	34
	08:00 – 09:00	34	11	44
	09:00 – 20:00	21	12	33
PM Peak Period	16:00 – 17:00	12	22	34
	17:00 – 18:00	11	34	45
	18:00 – 19:00	11	20	31
Daily		218	236	453

Source: TRICS version 7.8.2.

- 3.7 As set out in **Table 3.3**, a development of 9,345sqm is likely to generate a daily total of 453 two-way vehicle movements (218 arrivals and 236 departures). In the AM peak hour (08:00-09:00) the development is likely to generate approximately 34 arrivals and 11 departures while in the PM peak hour (17:00-18:00) the development is likely to generate approximately 11 arrivals and 34 departures.

- 3.8 In terms of HGV numbers, over the course of the day approximately 22% of the vehicle movements to / from the site are likely to be HGV's. In the AM peak hour 10% of the arrivals and 35% of the departures are likely to consist of HGV's while in the PM peak hour 17% of the arrivals and 12% of the departures are likely to consist of HGV's.

Development Impact

- 3.9 During the AM and PM peak hours, the 45 vehicle movements would equate to one additional vehicle movement every 78 seconds. Given the nature of the surrounding land uses and local highway network it is unlikely that the development proposals will have a noticeable or detrimental impact on the local highway network or on the operational capacity of local junctions during the peak hours.
- 3.10 During the course of a day, assuming a 12 hour working day, the 453 daily vehicle movements equate to one additional vehicle movement every 90 seconds.
- 3.11 There are DfT Counts located on the A2026 and the A206 in close proximity to the proposed development site. These counts suggest Annual Average Daily Flows in 2019 of 15,263 on the A2026 and 27,688 on the A206.
- 3.12 As such the 453 traffic movements which could be generated by the proposed development would equate to less than a 3% impact on the A2026 and less than a 2% impact on the A206. As such it is unlikely that the development proposals will have a noticeable or detrimental impact on the local highway network or on the operational capacity of local junctions.

4 Summary & Conclusion

Summary

- 4.1 Transport Planning Associates (TPA) has been commissioned by Thames Water to review the potential access options in relation to the Creek Works site located on Sandpit Road in Dartford. The site is located adjacent to an existing industrial area and the proposals could provide 9,345sqm of distribution / warehousing on the unoccupied / unused area of the Creek Works site.
- 4.2 The site currently has two vehicle accesses, one from Sandpit Road and one from Bob Dunn Way, although the Bob Dunn Way access is current blocked off and unused.
- 4.3 Two viable access options, in terms of highway design and safety, have been identified which would provide suitable access into and from the site for all vehicle types up to and including articulated vehicles. Both options, including visibility splays and any engineering works, can be accommodated with the sites red line and highway land.
- 4.4 A development of 9,345sqm is likely to generate a daily total of 453 two-way vehicle movements, with 45 vehicle movements during both the AM peak and PM peak hours. During the AM and PM peak hours, the 45 vehicle movements would equate to one additional vehicle movement every 78 seconds, while over the course of a day the 453 daily vehicle movements equate to one additional vehicle movement every 90 seconds.
- 4.5 The proposed development is likely to result in less than a 3% impact on the A2026 and less than a 2% impact on the A206. As such it is unlikely that the development proposals will have a noticeable or detrimental impact on the local highway network or on the operational capacity of local junctions at any time of the day.

Conclusion

- 4.6 The proposed development site can provide suitable access arrangements to enable vehicles to access and egress safely.
- 4.7 The proposed development will not have a detrimental impact on the local highway network or on the operational capacity of local junctions.

Document Management

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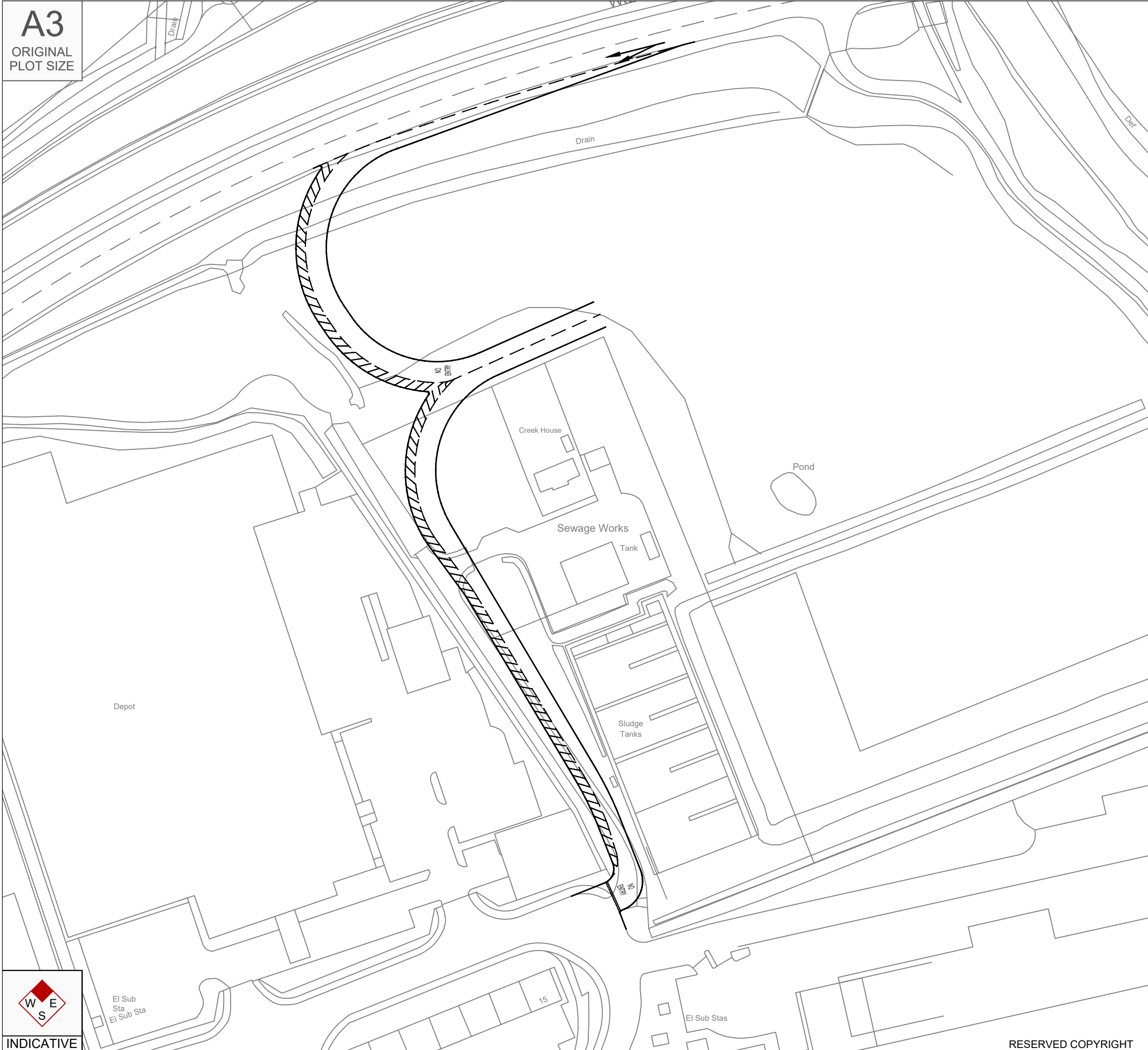
Document Review

	Status	Author	Checker	Approver	Date
01	Draft	TW	DEF	DEF	26.08.21
-	Issue	TW	DEF	DEF	07.09.21
A	Revision ^a	TW	DEF	DEF	10.09.21
B	Revision ^b	TW	DEF	DEF	14.09.21

^a Additional information added

^b Image Changed

APPENDIX A



A3
ORIGINAL
PLOT SIZE

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- NOTES:
- Based on OS Mapping
 - Awaiting confirmation of Highway Boundary.
 - Designed in Accordance with DMRB

-	-	-	-	-	-
Rev	Date	Details			Drawn by
					Checked by
					Approved by

Bristol

Cambridge

London

Manchester

Oxford

Welwyn Garden City

tpa

Transport Planning Associates

Sandford Gate

East Point Business Park

Oxford

OX4 6LB

01865 910 221

www.tpa.uk.com

CLIENT:

THAMES WATER

PROJECT:

CREEKS WORKS,
SANDPIT ROAD
DARTFORD

TITLE:

POTENTIAL SITE ACCESS
- ONE WAY VEHICLE
MOVEMENTS

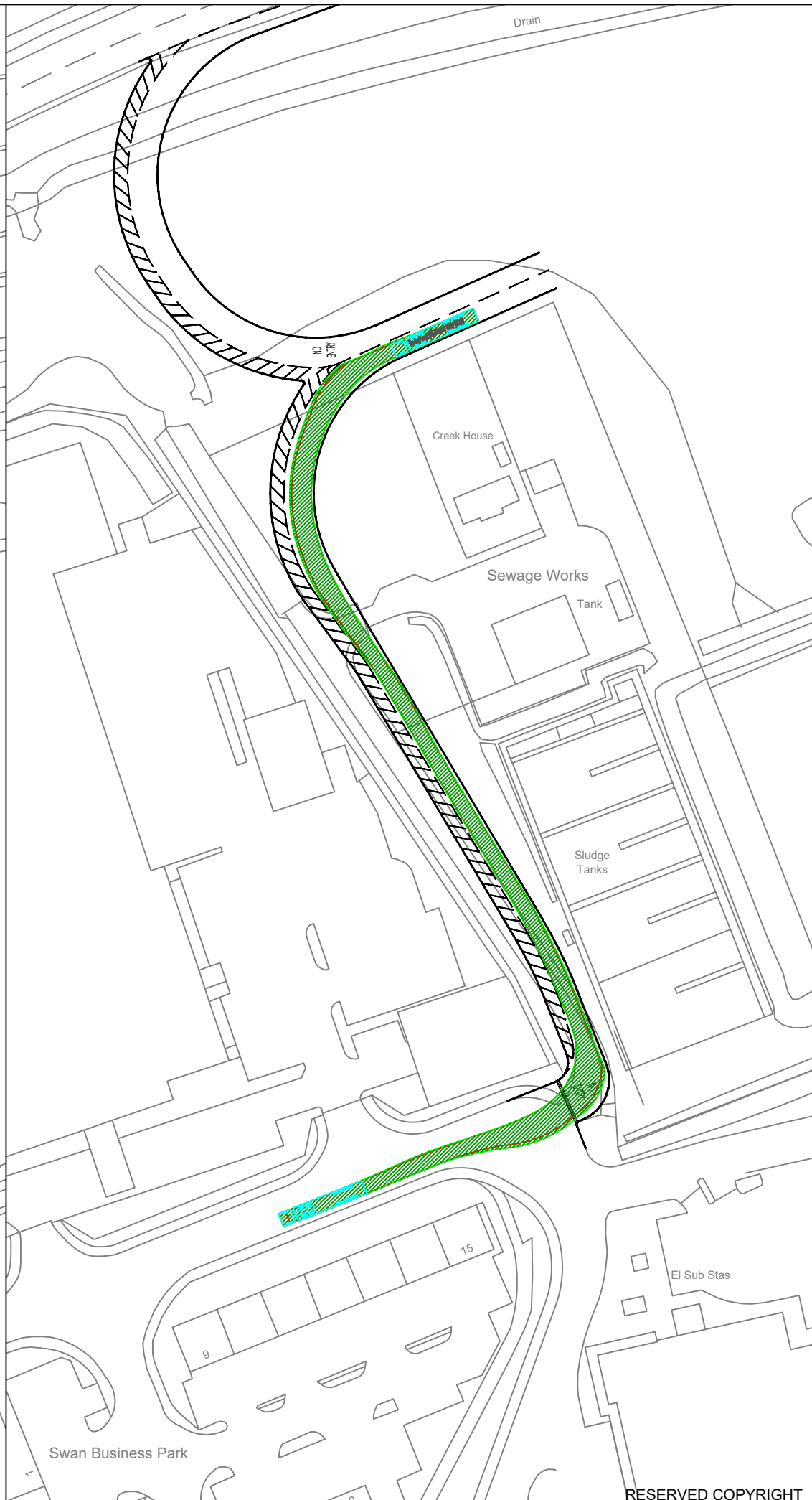
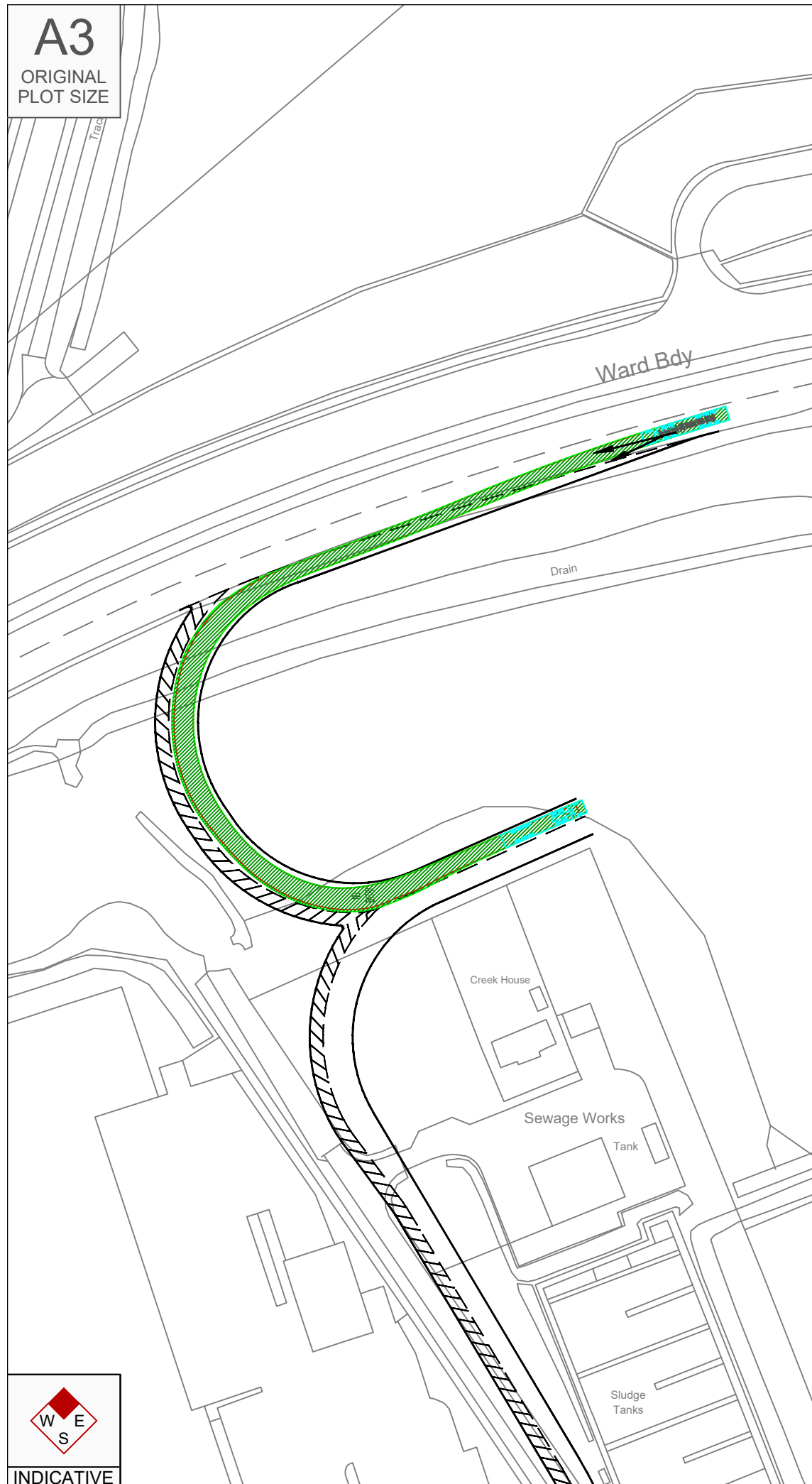
STATUS:

FOR INFORMATION

SCALE: 1:1000	DATE: 10/08/21	DRAWN: TW	CHECKED: DEF	APPROVED: DEF
JOB NO: 2106-025	DRAWING NO: SK04		REVISION: -	

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ORIGINAL
PLOT SIZE



JOB NO: 2106-025	DRAWING NO: SP01	REVISION: -
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INDICATIVE

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Observed Visibility to South



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- NOTES:
- Based on OS Mapping
 - Subject to confirmation of Highway Boundary.
 - Visibility Splays measured 2.4m back, in accordance with Manual for Streets.
 - Visibility Observed during site visit (undertaken July 2021).
 - Observed Visibility shown is above the requirements for a 30mph road, for both Manual for Streets and DMRB.

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol


Cambridge

London

Manchester

Oxford

Welwyn Garden City



Transport Planning Associates

Sandford Gate

East Point Business Park

Oxford

OX4 6LB

01865 910 221

www.tpa.uk.com

CLIENT:

THAMES WATER

PROJECT:

CREEKS WORKS,
SANDPIT ROAD
DARTFORD

TITLE:

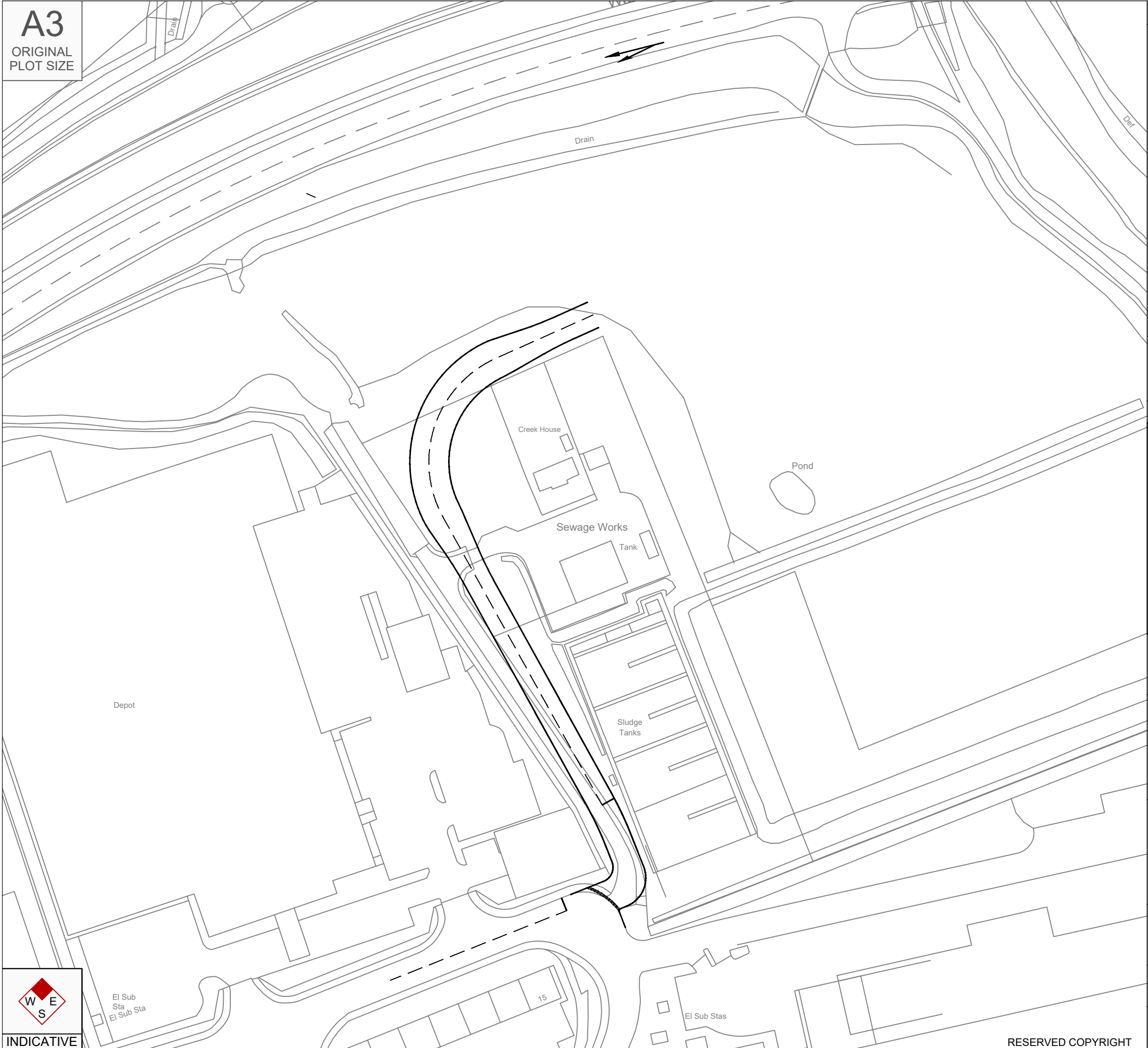
OBSERVED VISIBILITY
AT EXISTING SITE ACCESS

STATUS:

FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:750	28/07/21	TW	DEF	DEF
JOB NO:	DRAWING NO:	REVISION:		
2106-025	VS01	-		

APPENDIX B



A3
ORIGINAL
PLOT SIZE

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- NOTES:
- Based on OS Mapping
 - Awaiting confirmation of Highway Boundary.
 - Designed in accordance with DMRB

-	-	-	-	-	-
Rev	Date	Details			Drawn by
					Checked by
					Approved by

Bristol

Cambridge

London

Manchester

Oxford

Welwyn Garden City



Transport Planning Associates

Sandford Gate

East Point Business Park

Oxford

OX4 6LB

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CLIENT:

THAMES WATER

PROJECT:

CREEKS WORKS,
SANDPIT ROAD
DARTFORD

TITLE:

POTENTIAL SITE ACCESS
- SHUTTLE WORKING

STATUS:

FOR INFORMATION

SCALE: 1:1000	DATE: 10/08/21	DRAWN: TW	CHECKED: DEF	APPROVED: DEF
JOB NO: 2106-025		DRAWING NO: SK05		REVISION: -



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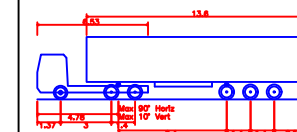
ORIGINAL
PLOT SIZE

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NOTES:


- Based on TPA drawing 2106-025 SK04
- Swept Path Analysis of a 16.5m (UK Max Legal) Articulated Vehicle (AUTOCAD Vehicle Reference 1004).

Vehicle Profile:



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	1.680m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Swept Path Key

 - Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

[illegible]

Rev	Date	Details	Drawn by	Checked by	Approved by
-----	------	---------	----------	------------	-------------

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



Sandford Gate
East Point Business Park
Oxford
OX4 6LB
01865 910 221
www.tpa.uk.com

CLIENT:

THAMES WATER

PROJECT:

**CREEKS WORKS,
SANDPIT ROAD
DARTFORD**

TITLE:

SWEPT PATH ANALYSIS OF A 16.5M ARTICULATED VEHICLE

STATUS:	
---------	--

FOR INFORMATION

SCALE: 1:1000	DATE: 10/08/21	DRAWN: TW	CHECKED: DEF	APPROVED: DEF
JOB NO: 2106-025		DRAWING NO: SP02		REVISION: -



INDICATIVE

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- NOTES:
- Based on OS Mapping
 - Subject to confirmation of Highway Boundary.
 - Visibility Splays measured 2.4m back, in accordance with Manual for Streets.
 - Visibility Observed during site visit (undertaken July 2021).
 - Observed Visibility shown is above the requirements for a 30mph road, for both Manual for Streets and DMRB.

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol

Cambridge

London

Manchester

Oxford

Welwyn Garden City

tpa

Transport Planning Associates

Sandford Gate

East Point Business Park

Oxford

OX4 6LB

01865 910 221

www.tpa.uk.com

CLIENT:

THAMES WATER

PROJECT:

CREEKS WORKS,
SANDPIT ROAD
DARTFORD

TITLE:

OBSERVED VISIBILITY
AT EXISTING SITE ACCESS

STATUS:

FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:750	28/07/21	TW	DEF	DEF
JOB NO:	DRAWING NO:	REVISION:		
2106-025	VS01	-		

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APPENDIX C

Calculation Reference: AUDIT-219602-210816-0817

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	HD HILLINGDON	1 days
	HO HOUNSLOW	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	KC KENT	1 days
04	EAST ANGLIA	
	SF SUFFOLK	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: 4700 to 20400 (units: sqm)
Range Selected by User: 950 to 76000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 15/10/20

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
Friday	3 days

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

Selected survey types:

Manual count	6 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	5

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	6
-----------------	---

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	2 days
B8	4 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
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:

5,001 to 25,000	1 days
125,001 to 250,000	2 days
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	3 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	2 days
No	4 days

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

PTAL Rating:

No PTAL Present	3 days
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 THAMES ROAD CRAYFORD	FRESH FRUIT DISTRIBUTOR	BEXLEY
	Edge of Town Industrial Zone Total Gross floor area: 20400 sqm Survey date: THURSDAY 20/09/18		Survey Type: MANUAL
2	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK	SPORTS SUPPLEMENTS	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18		Survey Type: MANUAL
3	HD-02-F-01 NINE ACRES CLOSE HAYES	FOOD DISTRIBUTOR	HILLINGDON
	Edge of Town Industrial Zone Total Gross floor area: 8673 sqm Survey date: THURSDAY 27/09/18		Survey Type: MANUAL
4	HO-02-F-01 ASCOT ROAD FELTHAM	LOGISTICS AND FREIGHT	HOUNSLOW
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 13500 sqm Survey date: WEDNESDAY 23/11/16		Survey Type: MANUAL
5	KC-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD	COMMERCIAL WAREHOUSING	KENT
	Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
6	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH	ROAD HAULAGE	SUFFOLK
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm Survey date: FRIDAY 18/09/15		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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-F-02	COVID
HC-02-F-02	Location
SF-02-F-02	Location

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	6	10839	0.080	6	10839	0.052	6	10839	0.132
07:30 - 08:00	6	10839	0.185	6	10839	0.046	6	10839	0.231
08:00 - 08:30	6	10839	0.135	6	10839	0.055	6	10839	0.190
08:30 - 09:00	6	10839	0.228	6	10839	0.058	6	10839	0.286
09:00 - 09:30	6	10839	0.141	6	10839	0.052	6	10839	0.193
09:30 - 10:00	6	10839	0.089	6	10839	0.072	6	10839	0.161
10:00 - 10:30	6	10839	0.062	6	10839	0.046	6	10839	0.108
10:30 - 11:00	6	10839	0.086	6	10839	0.088	6	10839	0.174
11:00 - 11:30	6	10839	0.071	6	10839	0.098	6	10839	0.169
11:30 - 12:00	6	10839	0.114	6	10839	0.094	6	10839	0.208
12:00 - 12:30	6	10839	0.092	6	10839	0.134	6	10839	0.226
12:30 - 13:00	6	10839	0.101	6	10839	0.085	6	10839	0.186
13:00 - 13:30	6	10839	0.120	6	10839	0.105	6	10839	0.225
13:30 - 14:00	6	10839	0.101	6	10839	0.092	6	10839	0.193
14:00 - 14:30	6	10839	0.081	6	10839	0.100	6	10839	0.181
14:30 - 15:00	6	10839	0.072	6	10839	0.081	6	10839	0.153
15:00 - 15:30	6	10839	0.078	6	10839	0.105	6	10839	0.183
15:30 - 16:00	6	10839	0.062	6	10839	0.091	6	10839	0.153
16:00 - 16:30	6	10839	0.071	6	10839	0.125	6	10839	0.196
16:30 - 17:00	6	10839	0.060	6	10839	0.111	6	10839	0.171
17:00 - 17:30	6	10839	0.043	6	10839	0.171	6	10839	0.214
17:30 - 18:00	6	10839	0.078	6	10839	0.195	6	10839	0.273
18:00 - 18:30	6	10839	0.054	6	10839	0.135	6	10839	0.189
18:30 - 19:00	6	10839	0.066	6	10839	0.078	6	10839	0.144
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:			2.335			2.529			4.864

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:	4700 - 20400 (units: sqm)
Survey date date range:	01/01/13 - 15/10/20
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

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

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 - 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	6	10839	0.000	6	10839	0.000	6	10839	0.000
07:30 - 08:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
08:00 - 08:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
08:30 - 09:00	6	10839	0.003	6	10839	0.003	6	10839	0.006
09:00 - 09:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
09:30 - 10:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
10:00 - 10:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
10:30 - 11:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
11:00 - 11:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
11:30 - 12:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
12:00 - 12:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
12:30 - 13:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
13:00 - 13:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
13:30 - 14:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
14:00 - 14:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
14:30 - 15:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
15:00 - 15:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
15:30 - 16:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
16:00 - 16:30	6	10839	0.002	6	10839	0.002	6	10839	0.004
16:30 - 17:00	6	10839	0.002	6	10839	0.002	6	10839	0.004
17:00 - 17:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
17:30 - 18:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
18:00 - 18:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
18:30 - 19:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
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	0.000	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:			0.007			0.007			0.014

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)

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	6	10839	0.011	6	10839	0.026	6	10839	0.037
07:30 - 08:00	6	10839	0.023	6	10839	0.020	6	10839	0.043
08:00 - 08:30	6	10839	0.011	6	10839	0.017	6	10839	0.028
08:30 - 09:00	6	10839	0.025	6	10839	0.022	6	10839	0.047
09:00 - 09:30	6	10839	0.025	6	10839	0.022	6	10839	0.047
09:30 - 10:00	6	10839	0.023	6	10839	0.015	6	10839	0.038
10:00 - 10:30	6	10839	0.017	6	10839	0.015	6	10839	0.032
10:30 - 11:00	6	10839	0.029	6	10839	0.031	6	10839	0.060
11:00 - 11:30	6	10839	0.026	6	10839	0.034	6	10839	0.060
11:30 - 12:00	6	10839	0.026	6	10839	0.018	6	10839	0.044
12:00 - 12:30	6	10839	0.034	6	10839	0.026	6	10839	0.060
12:30 - 13:00	6	10839	0.026	6	10839	0.020	6	10839	0.046
13:00 - 13:30	6	10839	0.032	6	10839	0.029	6	10839	0.061
13:30 - 14:00	6	10839	0.028	6	10839	0.025	6	10839	0.053
14:00 - 14:30	6	10839	0.029	6	10839	0.017	6	10839	0.046
14:30 - 15:00	6	10839	0.026	6	10839	0.017	6	10839	0.043
15:00 - 15:30	6	10839	0.023	6	10839	0.022	6	10839	0.045
15:30 - 16:00	6	10839	0.018	6	10839	0.017	6	10839	0.035
16:00 - 16:30	6	10839	0.018	6	10839	0.022	6	10839	0.040
16:30 - 17:00	6	10839	0.015	6	10839	0.011	6	10839	0.026
17:00 - 17:30	6	10839	0.011	6	10839	0.018	6	10839	0.029
17:30 - 18:00	6	10839	0.009	6	10839	0.025	6	10839	0.034
18:00 - 18:30	6	10839	0.008	6	10839	0.009	6	10839	0.017
18:30 - 19:00	6	10839	0.012	6	10839	0.008	6	10839	0.020
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:			0.545			0.526			1.071

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)

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 - 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	6	10839	0.000	6	10839	0.000	6	10839	0.000
07:30 - 08:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
08:00 - 08:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
08:30 - 09:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
09:00 - 09:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
09:30 - 10:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
10:00 - 10:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
10:30 - 11:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
11:00 - 11:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
11:30 - 12:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
12:00 - 12:30	6	10839	0.002	6	10839	0.002	6	10839	0.004
12:30 - 13:00	6	10839	0.002	6	10839	0.002	6	10839	0.004
13:00 - 13:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
13:30 - 14:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
14:00 - 14:30	6	10839	0.002	6	10839	0.002	6	10839	0.004
14:30 - 15:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
15:00 - 15:30	6	10839	0.002	6	10839	0.002	6	10839	0.004
15:30 - 16:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
16:00 - 16:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
16:30 - 17:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
17:00 - 17:30	6	10839	0.002	6	10839	0.002	6	10839	0.004
17:30 - 18:00	6	10839	0.003	6	10839	0.002	6	10839	0.005
18:00 - 18:30	6	10839	0.000	6	10839	0.002	6	10839	0.002
18:30 - 19:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
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	0.000	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:			0.013			0.014			0.027

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)

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	6	10839	0.002	6	10839	0.002	6	10839	0.004
07:30 - 08:00	6	10839	0.005	6	10839	0.000	6	10839	0.005
08:00 - 08:30	6	10839	0.003	6	10839	0.000	6	10839	0.003
08:30 - 09:00	6	10839	0.011	6	10839	0.000	6	10839	0.011
09:00 - 09:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
09:30 - 10:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
10:00 - 10:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
10:30 - 11:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
11:00 - 11:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
11:30 - 12:00	6	10839	0.003	6	10839	0.000	6	10839	0.003
12:00 - 12:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
12:30 - 13:00	6	10839	0.002	6	10839	0.000	6	10839	0.002
13:00 - 13:30	6	10839	0.000	6	10839	0.002	6	10839	0.002
13:30 - 14:00	6	10839	0.003	6	10839	0.002	6	10839	0.005
14:00 - 14:30	6	10839	0.002	6	10839	0.000	6	10839	0.002
14:30 - 15:00	6	10839	0.005	6	10839	0.000	6	10839	0.005
15:00 - 15:30	6	10839	0.000	6	10839	0.003	6	10839	0.003
15:30 - 16:00	6	10839	0.000	6	10839	0.005	6	10839	0.005
16:00 - 16:30	6	10839	0.000	6	10839	0.009	6	10839	0.009
16:30 - 17:00	6	10839	0.009	6	10839	0.008	6	10839	0.017
17:00 - 17:30	6	10839	0.002	6	10839	0.002	6	10839	0.004
17:30 - 18:00	6	10839	0.002	6	10839	0.011	6	10839	0.013
18:00 - 18:30	6	10839	0.003	6	10839	0.005	6	10839	0.008
18:30 - 19:00	6	10839	0.003	6	10839	0.002	6	10839	0.005
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:			0.055			0.056			0.111

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)

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	6	10839	0.051	6	10839	0.014	6	10839	0.065
07:30 - 08:00	6	10839	0.141	6	10839	0.014	6	10839	0.155
08:00 - 08:30	6	10839	0.103	6	10839	0.022	6	10839	0.125
08:30 - 09:00	6	10839	0.169	6	10839	0.014	6	10839	0.183
09:00 - 09:30	6	10839	0.069	6	10839	0.014	6	10839	0.083
09:30 - 10:00	6	10839	0.045	6	10839	0.018	6	10839	0.063
10:00 - 10:30	6	10839	0.015	6	10839	0.009	6	10839	0.024
10:30 - 11:00	6	10839	0.031	6	10839	0.026	6	10839	0.057
11:00 - 11:30	6	10839	0.015	6	10839	0.037	6	10839	0.052
11:30 - 12:00	6	10839	0.046	6	10839	0.038	6	10839	0.084
12:00 - 12:30	6	10839	0.025	6	10839	0.075	6	10839	0.100
12:30 - 13:00	6	10839	0.045	6	10839	0.042	6	10839	0.087
13:00 - 13:30	6	10839	0.068	6	10839	0.051	6	10839	0.119
13:30 - 14:00	6	10839	0.052	6	10839	0.048	6	10839	0.100
14:00 - 14:30	6	10839	0.040	6	10839	0.060	6	10839	0.100
14:30 - 15:00	6	10839	0.032	6	10839	0.049	6	10839	0.081
15:00 - 15:30	6	10839	0.023	6	10839	0.057	6	10839	0.080
15:30 - 16:00	6	10839	0.025	6	10839	0.049	6	10839	0.074
16:00 - 16:30	6	10839	0.035	6	10839	0.077	6	10839	0.112
16:30 - 17:00	6	10839	0.025	6	10839	0.086	6	10839	0.111
17:00 - 17:30	6	10839	0.022	6	10839	0.126	6	10839	0.148
17:30 - 18:00	6	10839	0.054	6	10839	0.160	6	10839	0.214
18:00 - 18:30	6	10839	0.032	6	10839	0.103	6	10839	0.135
18:30 - 19:00	6	10839	0.045	6	10839	0.058	6	10839	0.103
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:			1.228			1.454			2.682

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)

LGVS

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	6	10839	0.017	6	10839	0.012	6	10839	0.029
07:30 - 08:00	6	10839	0.018	6	10839	0.012	6	10839	0.030
08:00 - 08:30	6	10839	0.022	6	10839	0.017	6	10839	0.039
08:30 - 09:00	6	10839	0.028	6	10839	0.020	6	10839	0.048
09:00 - 09:30	6	10839	0.048	6	10839	0.017	6	10839	0.065
09:30 - 10:00	6	10839	0.022	6	10839	0.038	6	10839	0.060
10:00 - 10:30	6	10839	0.029	6	10839	0.022	6	10839	0.051
10:30 - 11:00	6	10839	0.026	6	10839	0.031	6	10839	0.057
11:00 - 11:30	6	10839	0.028	6	10839	0.026	6	10839	0.054
11:30 - 12:00	6	10839	0.042	6	10839	0.037	6	10839	0.079
12:00 - 12:30	6	10839	0.031	6	10839	0.031	6	10839	0.062
12:30 - 13:00	6	10839	0.026	6	10839	0.022	6	10839	0.048
13:00 - 13:30	6	10839	0.020	6	10839	0.023	6	10839	0.043
13:30 - 14:00	6	10839	0.018	6	10839	0.020	6	10839	0.038
14:00 - 14:30	6	10839	0.011	6	10839	0.020	6	10839	0.031
14:30 - 15:00	6	10839	0.014	6	10839	0.012	6	10839	0.026
15:00 - 15:30	6	10839	0.025	6	10839	0.022	6	10839	0.047
15:30 - 16:00	6	10839	0.018	6	10839	0.023	6	10839	0.041
16:00 - 16:30	6	10839	0.014	6	10839	0.022	6	10839	0.036
16:30 - 17:00	6	10839	0.014	6	10839	0.012	6	10839	0.026
17:00 - 17:30	6	10839	0.008	6	10839	0.020	6	10839	0.028
17:30 - 18:00	6	10839	0.012	6	10839	0.006	6	10839	0.018
18:00 - 18:30	6	10839	0.012	6	10839	0.020	6	10839	0.032
18:30 - 19:00	6	10839	0.009	6	10839	0.012	6	10839	0.021
19:00 - 19:30	1	20400	0.000	1	20400	0.010	1	20400	0.010
19:30 - 20:00	1	20400	0.005	1	20400	0.005	1	20400	0.010
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:			0.517			0.512			1.029

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)

MOTOR CYCLES

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	6	10839	0.002	6	10839	0.000	6	10839	0.002
07:30 - 08:00	6	10839	0.002	6	10839	0.000	6	10839	0.002
08:00 - 08:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
08:30 - 09:00	6	10839	0.003	6	10839	0.000	6	10839	0.003
09:00 - 09:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
09:30 - 10:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
10:00 - 10:30	6	10839	0.000	6	10839	0.000	6	10839	0.000
10:30 - 11:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
11:00 - 11:30	6	10839	0.002	6	10839	0.002	6	10839	0.004
11:30 - 12:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
12:00 - 12:30	6	10839	0.002	6	10839	0.000	6	10839	0.002
12:30 - 13:00	6	10839	0.003	6	10839	0.000	6	10839	0.003
13:00 - 13:30	6	10839	0.000	6	10839	0.002	6	10839	0.002
13:30 - 14:00	6	10839	0.003	6	10839	0.000	6	10839	0.003
14:00 - 14:30	6	10839	0.000	6	10839	0.002	6	10839	0.002
14:30 - 15:00	6	10839	0.000	6	10839	0.003	6	10839	0.003
15:00 - 15:30	6	10839	0.006	6	10839	0.003	6	10839	0.009
15:30 - 16:00	6	10839	0.000	6	10839	0.002	6	10839	0.002
16:00 - 16:30	6	10839	0.002	6	10839	0.003	6	10839	0.005
16:30 - 17:00	6	10839	0.005	6	10839	0.000	6	10839	0.005
17:00 - 17:30	6	10839	0.002	6	10839	0.005	6	10839	0.007
17:30 - 18:00	6	10839	0.000	6	10839	0.003	6	10839	0.003
18:00 - 18:30	6	10839	0.002	6	10839	0.002	6	10839	0.004
18:30 - 19:00	6	10839	0.000	6	10839	0.000	6	10839	0.000
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	0.000	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:			0.034			0.027			0.061

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.