

**Job Name:** Crawley Transport Study

**Job No:** 332610211

**Note No:** TN03

**Date:** 27/06/2023

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**Subject:** Task 3: Gatwick Green Trip Generation Comparison

## 1. Introduction

- 1.1. Stantec has been assisting Crawley Borough Council (CBC) with the transport modelling to inform the transport evidence base for the Crawley Local Plan Review (LPR). Stantec has been commissioned by CBC on a number of tasks to further inform the transport evidence base.
- 1.2. CBC received representations from Gatwick Airport Limited (GAL) as part of the 2021 public consultation on the Local Plan, in relation to assumptions for the Gatwick Green development. At the time of undertaking the study it was assumed the Gatwick Green allocation was 24.1 ha and for the purposes of the modelling, the gross floor area used to derive trip generation figures was 77,500 sqm Gross Floor Area (GFA) which equates to 32% instead of 40% which GAL suggested would reflect “both the Northern West Sussex Economic Growth Assessment and the subsequent Focussed Update for Crawley”.
- 1.3. It is now understood that the May 2023 draft Local Plan takes account of updated employment forecasts from the January 2023 Crawley Economic Growth Assessment. The latest plan identifies an outstanding need (to be accommodated at Gatwick Green) for a minimum of 13.73 ha land (41,315 sqm) B8 floorspace. This is a reduction from the 24.1ha/77,500 sqm tested in the transport work.
- 1.4. This note provides an overview of a comparative analysis of Gatwick Green trip generation which has been derived from May 2023 draft Local Plan submission version assumptions for the development, against trip generation used in Local Plan Scenario 2 Model run assumptions. This has assumed that the GFA would be 40% of the reduced hectareage of 13.73 ha or 54,920 sqm, as suggested by GAL.
- 1.5. Table 1 shows a summary of assumptions made in the May 2023 draft Local Plan against those assumed in the Local Plan Review modelling. The table also shows the proportions (%) of the split by land use (the proportions remain unchanged).

**Table 1: Employment Land Use Type Assumptions**

Employment Land use Type	Local Plan Review Modelling	May 2023 draft LP
B8 (Commercial Warehousing)	46,500 (60%)	35,412 (60%)
B8 (Parcels distribution)	7,750 (10%)	5,903 (10%)
B2	23,250 (30%)	13,605 (30%)
All	77,500	54,920

## 2. Trip Generation

- 2.1. Trip generation numbers were quantified using the same trip rates used for the Local Plan Scenario 2 Test. The trip rates are summarised in Table 2.

Table 2: Trip Rates use for Trip Generation

Development Type	Unit Rate	Origin-Rate (AM)	Destination Rate (AM)	Total Rate (AM)	Origin Rate (PM)	Destination Rate (PM)	Total Rate (PM)
<b>B8, Parcel Distribution Centre</b>	<b>per 100sqm GFA</b>	0.466	1.042	1.508	1.082	0.623	1.705
<b>B8, Warehousing Commercial</b>	<b>per 100sqm GFA</b>	0.049	0.121	0.170	0.076	0.017	0.093
<b>B2, Industrial estate (02/D)</b>	<b>per 100sqm GFA</b>	0.153	0.436	0.589	0.407	0.119	0.526

## 3. Results and Analysis

- 3.1. The trip generation numbers for both Local Plan Scenario 2 test and May 2023 draft Local Plan are summarised in Table 3 to 5. The results show that based on the reduced employment hectareage of 13.73 ha and the increased 40% GFA assumption, the trip generation for the development quanta at Gatwick Green proposed in the May 2023 draft Local Plan is of the order of 30% to 33% lower than the previous assumptions when looking at total origin, destination and two-way trips.

## 4. Conclusion

- 4.1. It is concluded that the transport modelling reported in the transport evidence base Transport Assessment (TA) tested a worst-case scenario and is therefore deemed to be robust.

Table 3: Origin Trips – PCU/hour

Employment Land Use Type	AM				PM			
	Local Plan Review Modelling	May 2023 draft LP	Difference	% Diff	Local Plan Review Modelling	May 2023 draft LP	Difference	% Diff
B8, Parcel Distribution Centre	36	28	-9	-25%	84	64	-20	-24%
B8, Warehousing Commercial	23	17	-5	-22%	35	27	-8	-23%
B2, Industrial Estate	36	21	-15	-42%	95	55	-40	-42%
Totals	95	66	-29	-31%	214	146	-68	-32%

Table 4: Destination Trips – PCU/hour

Employment Land Use Type	AM				PM			
	Local Plan Review Modelling	May 2023 draft LP	Difference	% Diff	Local Plan Review Modelling	May 2023 draft LP	Difference	% Diff
B8, Parcel Distribution Centre	81	62	-19	-23%	48	37	-11	-23%
B8, Warehousing Commercial	56	43	-13	-23%	8	6	-2	-25%
B2, Industrial Estate	101	59	-42	-42%	28	16	-12	-43%
Totals	238	164	-74	-31%	84	59	-25	-30%

Table 5: Two-Way Trip – PCU/hour

Employment Land Use Type	AM				PM			
	Local Plan Review Modelling	May 2023 draft LP	Difference	% Diff	Local Plan Review Modelling	May 2023 draft LP	Difference	% Diff
B8, Parcel Distribution Centre	117	89	-28	-24%	132	101	-31	-23%
B8, Warehousing Commercial	79	60	-19	-24%	43	33	-10	-23%
B2, Industrial Estate	137	80	-57	-42%	122	72	-50	-41%
Totals	333	229	-104	-31%	297	206	-91	-31%