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**Proposed Conversion of Former Stables to Farm Shop, Café and Shop, Outdoor Seating,
Car Parking, Landscaping and Associated Works**

Ellingham House, Ringwood BH24 3PJ

Transport Statement

March 2023

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Appendix 1. Accident Data

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1. Introduction

- 1.1. This Transport Statement has been commissioned by The Somerley Estate in support of a planning application submission to New Forest District Council for the conversion of a former stables to a Farm Shop, Café and Shop (Class E) Outdoor Seating Area, Car Parking and associated works at Ellingham House, Ringwood BH24 3PJ. The location of the site is shown below.



- 1.2. The site is located in the small settlement known as Ellingham to the west of the A338 Salisbury Road. The settlement accommodates a Church, a Day Nursery, Church Hall and a number of residential dwellings.
- 1.3. The site currently accommodates a number of former stables which were historically linked to Ellingham House. This Transport Statement therefore considers the highway implications of the proposals and concludes that the development is in accordance with National and Local planning Policies.

2. Policy Context

2.1. Overview

- 2.1.1. This section discusses the key highway related elements of the National and Local planning policy pertinent to the development.

2.2. National Planning Policy Framework

- 2.2.1. The National Planning Policy Framework (NPPF) first published in March 2012 and last revised in July 2021 and provides a structure for development within the UK, with a presumption in favour of sustainable development and promotion of economic growth.
- 2.2.2. The relevant transport related paragraphs from the current NPPF are set out below:

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

112. Within this context, applications for development should:

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

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

2.3. Local Planning Policy – Hampshire County Council

2.3.1. Hampshire’s transport strategy is set out in the Local Transport Plan (LTP). The LTP was approved in 2011 and sets out the strategic long term transport related objectives and strategies to be implemented up to 2031.

2.3.2. The three principal transport priorities put forward in the LTP are as follows:

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire;
- Provide a safe, well-maintained, and more resilient road network in Hampshire as the basic transport infrastructure of the county on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction; and
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods.

2.3.3. There are 14 further policy specific objectives put forward in support of the above principal transport policies. Five broad themes summarise the policy objectives:

- a) Supporting the economy through resilient highways;
- b) Management of traffic;
- c) The role of public transport;
- d) Quality of life and place;
- e) Transport and growth areas.

2.4. The New Forest District Local Plan 2016 – 2036 Part 1 : Planning Strategy

2.4.1. The New Forest District Plan sets out the relevant planning policies for the District.

2.4.2. Policy STR4 sets out the Settlement Hierarchy and says:

The settlement hierarchy identifies three tiers of settlements and sets out the nature and scale of development that would be appropriate for each type of settlement. Development which is not in accordance with the settlement hierarchy will normally be resisted.

Small rural villages: Breamore, Damerham, Ellingham, Harbridge, Ibsley, Martin, Rockbourne, Sopley and Whitsbury. No built-up area is defined for these small, rural villages and there is a gradual transition from settlement to countryside. These villages have limited access to facilities and workplaces. They are suitable locations for small-scale uses appropriate in a countryside setting and that help to maintain community life, including proportionate and small-scale housing development where it is specifically to meet local housing needs identified by the local community.

2.4.3. Within this report it is highlighted that a number of trips to and from the proposed development site would comprise of secondary / linked trips which do not necessarily represent 'new trips' on the local highway network.

3. Existing Conditions

3.1. This section sets out the local highway network and describes the pedestrian accessibility and public transport facilities.

3.2. Local Highway Network

3.2.1. The site is located on the western side of the A338 Salisbury Road which runs north to Fordingbridge, Downton and Salisbury, whilst to the south it links with Ringwood to the A31.

3.2.2. The site is served by Ellingham Drive, an unclassified public highway with the identification number U106. This forms a simple priority junction with the A338 to the east where visibility is excellent due to the wide highway verges either side of the junction and the relative straightness of the A338.

3.2.3. To the west, the road turns to the north, where it serves Ellingham and the application site. Beyond this, the road becomes a private access road.

3.2.4. The nearest Bus stops to the site is located at the junction of Ellingham Drive and the A338 and this serves the Salisbury Reds X3 service which runs every 30 minutes between Salisbury and Bournemouth.

4. Highway Safety and Accessibility

4.1. Highway Safety Review

- 4.1.1. A review of the Accident history for this area has revealed that there has been just 1 recorded accident involving injury within the vicinity of the site. This occurred to the south of the Ellingham Drove junction and involved three vehicles in a rear end shunt. This resulted in two slight injuries.
- 4.1.2. Other than this isolated incident, no other accidents have been reported within at least a 1km radius of the application site, which would suggest that the surrounding highway network is operating in a safe and efficient manner.
- 4.1.3. It is recognised that owing to the site's rural location the opportunities for regular journeys to be undertaken by sustainable modes of travel are limited, however some trips by staff and visitors are expected to be completed by active modes such as walking and cycling, or by bus.
- 4.1.4. There are no footways within the vicinity of the site, however this is normal for such a rural location, and is not considered to be detrimental to highway safety. This is reinforced through the lack of any personal injury accidents that have occurred over the last 5 years. The Accident data is included as [Appendix 1](#) to this Note.

4.2. Public Transport – Buses

- 4.2.1. The nearest bus facilities to the site are located some 350m to the east of the site at the Ellingham Drive / A338 junction. This serves the X3 service which runs between Salisbury and Bournemouth with a reverse service between Bournemouth and Salisbury also available.
- 4.2.2. The service operates approximately every 30 minutes offering up to 30 buses per day in each direction during the week. On a Saturday the service offers around 27 buses, whilst on a Sunday the service is reduced to 12.
- 4.2.3. The X3 bus service therefore offers an opportunity for any staff members to travel to and from the site with a walk in between.

4.3. Cycle Facilities

- 4.3.1. The National Cycle Route Network 24 runs to the north between Bath and Eastleigh, where it passes through Salisbury. The A338 connects Salisbury with Ringwood to the south where the National Cycle Route Network 256 passes through Ringwood. The site is therefore located conveniently to the NCRN.
- 4.3.2. In addition, the local highway network in the vicinity of the site is considered to be conducive to on-road cycling for experienced cyclists.

5. Traffic Generation and Likely Traffic Impact

- 5.1. This section of the report considers the impact of the proposed development on the local highway network. In considering the traffic impact, reference is made to a planning application that was submitted to Basingstoke and Deane Borough Council under reference 19/02956/FUL for a Farm Shop / Gift Shop / Café / Restaurant / Bakery / Plant Nursery and Education Spaces totalling approximately 426sqm. This was supported with a Transport Statement following a pre-application submission where various elements were agreed with the highway Authority before submission.

- 5.2. The Highway Authority agreed that for the purposes of the Transport Statement, the majority of traffic associates with the development was considered to be pass-by or diverted traffic. Arrival and departure trips from development fall into two main categories, primary trips and secondary trips. A primary trip is defined as a ‘single purpose trip’ whereby the journey is from an origin to a destination and back to the origin. A secondary trip is defined as a ‘multi-purpose trip’ whereby there are multiple destinations visited on a journey.
- 5.3. Secondary trips are made up of pass-by, diverted and transferred trips. These are outlined below.
- Pass-by trips are journeys that visit the development without having to make any significant diversion from their exiting route;
 - Diverted trips are journeys that deviate off their normal route to visit the new development; and
 - Transfer trips are journeys that visit a similar destination elsewhere, but due to the new development the trip would transfer to the new development.
- 5.4. This development seeks to convert existing stables to provide a retail area of around 117sqm, a café of approximately 92sqm and a farm shop of around 127sqm, giving a total of 336sqm some 90sqm less than the Sungrove development.

5.5. Proposed Traffic Generation

- 5.5.1. In order to establish the traffic generation potential associated with the proposed development an assessment has been undertaken using the industry standard TRICS database.
- 5.5.2. A review of the TRICS database was undertaken for comparable farm diversification schemes since this represents the most appropriate and comparable use class. The TRICS database provides limited examples in this respect, however a small number of sites have been considered appropriate to provide an indication of the likely daily vehicle movements that could be generated. The TRICS sites below have previously been agreed with HCC for the similar Farm Shop proposal granted under Planning Application No 19/02956/FUL
- 5.5.3. A total of four sites were identified within the ‘Mixed – Farm diversification’ classification. These sites are summarised in the table below.

Site Ref	Location	Floor Area	Site Operation	Parking Spaces
DH-16-C-01	Durham	25 sqm	Farm Shop	5
DN-16-C-01	Donegal	372 sqm	Farm Shop	30
EB-16-C-01	Edinburgh	875 sqm	Farm Shop / Cafe	80
NR-16-C-01	Northampton	454 sqm	Farm Shop / Cafe	40

- 5.5.4. Each of the four sites are considered comparable to the proposed development in terms of their operation and rural location which include farm shops, cafes, and other ancillary facilities.

5.5.5. The table below demonstrates the previously agreed Trip Rates, together with the likely traffic that the development would generate based on the proposed floor area.

Trips Rates for Farm Diversification – Farm Shops / Cafes Per 100sqm			
	Arrivals	Departures	Total Two-Way
AM Peak Hour	0.14	0.03	0.17
PM Peak Hour	1.67	2.75	4.42
Total Daily Traffic	25.21	25.22	50.43
Trips Based on 336sqm			
AM Peak Hour	0.47 (0)	0.10 (0)	0
PM Peak Hour	5.61 (6)	9.24 (9)	15
Total Daily Traffic	84.71 (85)	84.74 (85)	170

5.5.6. From the above it can be seen that the development is likely to generate a modest number of trips over the course of a day, with none in the AM peak period, and 15 during the PM Peak, when the highway network is considered to be most sensitive. It is also likely that the majority of these trips would comprise pass-by and linked trips, rather than new trips to the network. The TRICS data is included as [Appendix 2](#) to this Statement.

5.5.7. Although there is limited data available for the weekend operation, it is anticipated that the traffic generation potential for the site on a typical Saturday would not be significantly higher. However, traffic volumes on the local highway network would be significantly reduced on the weekend, which would offset any impact that the development may have on the highway network.

5.6. Impact

5.6.1. The above assessments are considered particularly robust since the proposed development would predominantly serve residents of Ringwood and Fordingbridge and neighbouring villages.

5.6.2. The proposals would also cater for existing patrons of The Day Nursery, Church and Art Workshop.

5.6.3. It is therefore concluded that the likely traffic impact from the development will be minimal and will not have any adverse impact. As the majority of movements will be pass by or diverted trips.

6. Access, Parking and Servicing

6.1. Access

6.1.1. Vehicular access to the site is to be taken from the existing access to Ellingham House on Ellingham Drive, which at this point is a lightly trafficked cul de sac.

6.1.2. Visibility at this existing site access is considered to be adequate to accommodate the limited number of traffic movements that the development will generate.

6.2. Car Parking

6.2.1. Car parking requirements for this area are set out within New Forest District Council's Parking Supplementary Planning Document April 2022. No specific standard is given for this use, therefore the TRICS data is once again relevant. The four TRICS sites used in formulating the likely traffic impact give details of car parking and parking accumulation and this is shown below.

Location	GFA	Parking Spaces	Parking Ratio	Observed Peak Capacity
Durham	25sqm	5	1 per 5sqm	40%
Donegal	372sqm	30	1 per 12.4sqm	23%
Edinburgh	875sqm	80	1 per 10.9sqm	12%
Northampton	454sqm	40	1 per 11sqm	62%

6.2.2. As shown above, it is evident that of the four sites the Northampton site generates a peak parking demand for approximately 25 vehicles between 13:00 and 14:00 on a typical weekday comprising staff, visitors and delivery vehicles.

6.2.3. When factoring this peak parking demand from the comparable survey site (454sqm) to the proposed development (336sqm) the proposed site is anticipated to generate a peak demand for some 19 parking spaces. In this case 27 parking spaces are being proposed which is deemed to be more than sufficient.

6.3. Cycle Parking

6.3.1. The NFDC Parking SPD is also not specific on cycle parking provision in relation to this proposed use.

6.3.2. Sufficient secure cycle storage can be provided for any staff demand, whilst short stay Sheffield type hoops can be provided for visitors.

6.4. Servicing and Deliveries

6.4.1. All deliveries are anticipated to take place outside of normal opening hours and will all be from within the site.

6.4.2. It is anticipated that the largest service vehicle likely to require on-site entry will be a 7.5T box van. At present, the site accommodates much larger vehicles when servicing the existing Ellingham House, therefore sufficient space is being provided to accommodate the servicing needs of the proposed development.

7. Summary and Conclusion

- 7.1. This Transport Statement has been commissioned by The Somerley Estate in support of a planning application for the conversion of a former stables to a Farm Shop, Café and Shop (Class E) Outdoor Seating Area, Car Parking and associated works at Ellingham House, Ringwood.
- 7.2. Whilst it is anticipated that the majority of trips will be by car, most of these will be pass-by and diverted trips and that very little will be new trips to the highway network.
- 7.3. Based on previously agreed TRICS Data for a similar use within the Basingstoke District, it has been shown that the site will generate very little traffic, particularly in the AM and PM Peak periods which are deemed to be the most traffic sensitive.
- 7.4. Based on previously agreed parking levels supported by TRICS Data, 27 car parking spaces are to be provided which are considered to be more than adequate in this instance.
- 7.5. The development therefore accords with National and Local Planning Policy and is considered to be acceptable from a Highway point of view.

Nick Culhane March 2023

Appendix 1

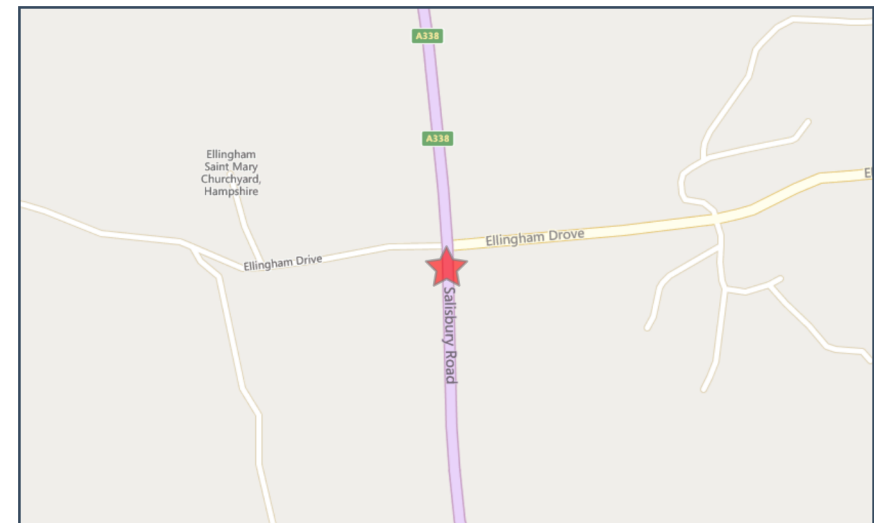
Accident Data



Validated Data

Crash Date: Friday, April 30, 2021 **Time of Crash:** 8:07:00 PM **Crash Reference:** 2021440165510

Highest Injury Severity:	Slight	Road Number:	A338	Number of Casualties:	2
Highway Authority:	Hampshire			Number of Vehicles:	3
Local Authority:	New Forest District			OS Grid Reference:	414738 108158
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		4 Male	Unknown	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None
2	Car (excluding private hire)		6 Female	21 - 25	Vehicle is slowing down or stopping	Back	Unknown	None	None
3	Car (excluding private hire)		13 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	2	1 Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
	3	2 Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix 2

TRICS Data

Nick Culhane Highway Consultant Fairclose Drive Winchester

Licence No: 405201

Site Reference: DH-16-C-01
 Created: Version: 2009(b)v6.4.2 27/03/09
 Latitude/Longitude: 54.89891, -1.69391
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION
 Region/Area: NORTH/DURHAM

Description: FARM SHOP
 Street: TANFIELD LANE
 District: TANFIELD
 Town: NEAR DURHAM
 Post Code: DH9 9QF
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: E(a)

Population within 500m: 1180
 Population within 1 Mile: 1,001 to 5,000
 Population within 5 Miles: 75,001 to 100,000
 Car ownership within 5 Miles: 0.6 to 1.0
 Reason for blank public transport table: No local PT

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located on a country road to the north-east of Tanfield. The road leads south-west through small villages and north-east to the A6076 which leads north to the western suburbs of Newcastle-Upon-Tyne and south into the town of Stanley.

Design features encouraging non-car modes

12. Pedestrians
 None

13. Pedal cycles
 None

14. Public transport
 None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2008
Nearest Primary School	2.0 kilometres
Nearest Secondary School	9.6 kilometres
Nearest Local Shop/Corner Shop	3.1 kilometres
Nearest Main Supermarket	5.2 kilometres
Nearest Doctors Surgery	3.5 kilometres
Nearest Hospital with Minor Injuries/A & E	7.0 kilometres
Nearest Sports/Leisure Centre	4.1 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	20UDGY0001
Number of people employed within Census Output Area	151
Number of households within Census Output Area	127
Number of people living within Census Output Area	295
Area of Census Output Area (hectares)	396.00
Population density within Census Output Area (per hectare)	0.74

Nick Culhane Highway Consultant Fairclose Drive Winchester

Licence No: 405201

Site reference: DH-16-C-01
Trade name: A LOWERY TANFIELD LANE FARM
Site area (h/a): 7.20
Open since
Total Employees 3
Full Time Employees 3
Part Time Employees 0
Approximate % of total employees working
standard 9-5 hours or similar 0%
Name of nearest site TANFIELD MANOR FARM
Distance to nearest similar site 1.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	00:00	to	00:00
Sunday	00:00	to	00:00

Comments

The site area given is the entire farm. The farm diversification at this site consists of a farm shop selling a mix of seasonal fruit and vegetables. The shop is 25sqm.
The year of opening was unavailable.

On-Site parking

Total no. of parking spaces 5

Number of spaces

Employee 0

Disabled 0

Visitor/Customer 5

OGV parking bays 0

Cycle racks 0

OGV loading bays 0

Parent & Toddler 0

Motorcycle spaces 0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

There are no enforcement measures at this site.

Site parking surface or non-surface (multi-storey/underground)

Surface

General Comments on Parking

The car park is unmarked and provides space for 5 vehicles. This area is used by employees and visitors.

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: DH-16-C-01 Survey date: 03/12/08 Day of week: Wednesday

Survey type: Manual Count
 AM weather: Freezing and Light Sn
 PM weather: Freezing and Light Sn

Initial car park occupancy: 0 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 40% (5 On-Site Spaces)

Data proportions in %

Motor cars	60	Motor cycles	0	Public service	0
Light goods	40	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 10	Dep 10	Totals 20	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	0
08:00-09:00	0	0	0	0
09:00-10:00	2	0	2	2
10:00-11:00	0	1	1	1
11:00-12:00	3	3	6	1
12:00-13:00	1	1	2	1
13:00-14:00	1	2	3	0
14:00-15:00	1	1	2	0
15:00-16:00	1	0	1	1
16:00-17:00	0	0	0	1
17:00-18:00	1	2	3	0
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No PSV's, OGV's or taxis entered or exited the site on the day of the survey.

Site Reference: DN-16-C-01
 Created: Version: 2010(a)v6.5.1 01/12/09
 Latitude/Longitude: 55.02260, -7.65160
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION
 Region/Area: ULSTER (REPUBLIC OF IRELAND)/DONEGAL

Description: FARM SHOP
 Street: LETTERKENNY ROAD
 District: RAMELTON
 Town: NEAR LETTERKENNY
 Post Code:
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: E(a)

Population within 500m: 51
 Population within 1 Mile: 1,000 or Less
 Population within 5 Miles: 5,000 or Less
 Car ownership within 5 Miles: 1.1 to 1.5
 Reason for blank public transport table: No local PT

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located north of Letterkenny and just south of the small town of Ramelton, on the R245 (which heads north and south through the countryside).
 The site is surrounded by open land. There is a petrol station next to the site with a retail element.

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There is no public transport available in the local area.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2009
Nearest Primary School	5.5 kilometres
Nearest Secondary School	12.2 kilometres
Nearest Local Shop/Corner Shop	0.0 kilometres
Nearest Main Supermarket	11.1 kilometres
Nearest Doctors Surgery	3.3 kilometres
Nearest Hospital with Minor Injuries/A & E	9.6 kilometres
Nearest Sports/Leisure Centre	11.8 kilometres

Census Data	
Year of Census	2006
County	Donegal
Number of people employed within County	63935
Number of households within County	50415
Number of people living within County	137575

Nick Culhane Highway Consultant Fairclose Drive Winchester

Licence No: 405201

Site reference: DN-16-C-01
Trade name: HILLSBOROUGH FARM SHOP
Site area (h/a): 0.20
Open since 2008
Total Employees 6
Full Time Employees 3 50%
Part Time Employees 3 50%
Approximate % of total employees working
standard 9-5 hours or similar 50%
Name of nearest site
Distance to nearest similar site 0.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs 10:00 to 18:00
Friday 10:00 to 19:00
Saturday 10:00 to 17:30
Sunday 00:00 to 00:00

Comments

This site is owned by the farming family who own the land. The actual main farm is 2 kilometres away, with this site used as an outlet to sell the farm goods. The family are also butchers, with one member working in the shop. The shop has a Gross Floor Area of 372m². The shop is closed on Mondays, and on Thursdays is open from 1000 to 1900. There are no other similar sites throughout the county.

On-Site parking

Total no. of parking spaces 30

Number of spaces

Employee 0
Disabled 0
Visitor/Customer 30
OGV parking bays 0
Cycle racks 0
OGV loading bays 0
Parent & Toddler 0
Motorcycle spaces 0

Parking charges No
Site parking surface or non-surface (multi-storey/underground)
Surface

General Comments on Parking

The car park has plenty of space available.

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: DN-16-C-01 Survey date: 29/09/09 Day of week: Tuesday

Survey type: Manual Count
 AM weather: Mild and Cloudy
 PM weather: Mild and Cloudy

Initial car park occupancy: 1 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 23% (30 On-Site Spaces)

Data proportions in %

Motor cars	78	Motor cycles	0	Public service	0
Light goods	19	OGV (1)	3	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 102	Dep 103	Totals 205	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00				
08:00-09:00				
09:00-10:00	4	1	5	4
10:00-11:00	12	11	23	5
11:00-12:00	6	8	14	3
12:00-13:00	6	7	13	2
13:00-14:00	16	12	28	6
14:00-15:00	22	21	43	7
15:00-16:00	9	11	20	5
16:00-17:00	20	19	39	6
17:00-18:00	7	9	16	4
18:00-19:00	0	4	4	0
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No PSV's, taxis or pedal cycles visited the site during this survey.

OGV's park in the general parking area at the site, as there are no specific OGV parking spaces or loading bays.

Site reference: DN-16-C-01 Survey date: 29/09/09 Day of week: Tuesday

Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 3	Dep 3	Totals 6	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00				
08:00-09:00				
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	1	1	2	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	1	1	2	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	1	0	1	(1)
17:00-18:00	0	1	1	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Nick Culhane Highway Consultant Fairclose Drive Winchester

Licence No: 405201

Site Reference: EB-16-C-01
 Created: Version: 2011(a)v6.7.2 20/12/10
 Latitude/Longitude: 55.97360, -3.35210
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION
 Region/Area: SCOTLAND/CITY OF EDINBURGH

Description: FARM SHOP/CAFE
 Street: WEST CRAIGIE FARM
 District: SOUTH QUEENSFERRY
 Town: EDINBURGH
 Post Code: EH30 9TR
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: n/a

Population within 500m: 72
 Population within 1 Mile: 1,000 or Less
 Population within 5 Miles: 5,001 to 25,000
 Car ownership within 5 Miles: 0.6 to 1.0
 Reason for blank public transport table: No local PT

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

The site is near the A90 which heads south/east towards central Edinburgh.

Design features encouraging non-car modes

12. Pedestrians
 None

13. Pedal cycles
 None

14. Public transport
 None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2010
Nearest Primary School	1.5 kilometres
Nearest Secondary School	2.5 kilometres
Nearest Local Shop/Corner Shop	3.2 kilometres
Nearest Main Supermarket	3.3 kilometres
Nearest Doctors Surgery	3.4 kilometres
Nearest Hospital with Minor Injuries/A & E	7.3 kilometres
Nearest Sports/Leisure Centre	4.3 kilometres

Census Data	
Year of Census	2009
Census Output Area/Data Zone	S01002327
Number of households within Census Output Area	328
Number of people living within Census Output Area	831

Nick Culhane Highway Consultant Fairclose Drive Winchester

Licence No: 405201

Site reference:	EB-16-C-01
Trade name:	CRAIGIES FARM
Site area (h/a):	1.88
Open since	1992
Total Employees	33
Full Time Employees	8 24%
Part Time Employees	25 76%
Approximate % of total employees working standard 9-5 hours or similar	35%
Name of nearest site	DAMHEAD ORGANIC FO..
Distance to nearest similar site	14.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	09:00	to	17:00
Sunday	09:00	to	17:00

Comments

The site Gross Floor area is 2125. The Gross Floor Area for the shop/cafe is 875. Farming activities generally run from when it gets light in the morning until it gets dark. Farm shop first opened in 1992, the updated shop and cafe opened in 2007. The farm itself had been in operation for at least century, staff unsure of when it was first opened.

On-Site parking

Total no. of parking spaces 80

Number of spaces

Employee 0
Disabled 0
Visitor/Customer 80
OGV parking bays 0
Cycle racks 0
OGV loading bays 0
Parent & Toddler 0
Motorcycle spaces 0

Parking charges No
Site parking surface or non-surface (multi-storey/underground)
Surface

General Comments on Parking

The total parking space is an estimate, as there were no marked spaces.

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: EB-16-C-01 Survey date: 28/10/10 Day of week: Thursday

Survey type: Manual Count
 AM weather: Cold and Cloudy
 PM weather: Cold and Cloudy

Initial car park occupancy: 4 Final car park occupancy: 6

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 13% (80 On-Site Spaces)

Data proportions in %

Motor cars	94	Motor cycles	0	Public service	0
Light goods	0	OGV (1)	6	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 40	Dep 38	Totals 78	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	1	1	3
08:00-09:00	3	1	4	5
09:00-10:00	6	3	9	8
10:00-11:00	2	3	5	7
11:00-12:00	1	4	5	4
12:00-13:00	8	2	10	10
13:00-14:00	1	3	4	8
14:00-15:00	5	6	11	7
15:00-16:00	1	6	7	2
16:00-17:00	3	4	7	1
17:00-18:00	7	3	10	5
18:00-19:00	3	2	5	6
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

There were no PSV's whilst the survey was undertaken.

Site reference: EB-16-C-01 Survey date: 28/10/10 Day of week: Thursday

Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 3	Dep 2	Totals 5	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00				
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	1	0	1	(1)
13:00-14:00	0	1	1	(0)
14:00-15:00	1	0	1	(1)
15:00-16:00	0	0	0	(1)
16:00-17:00	0	0	0	(1)
17:00-18:00	1	1	2	(1)
18:00-19:00		0		
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Nick Culhane Highway Consultant Fairclose Drive Winchester

Licence No: 405201

Site Reference: NR-16-C-01
 Created: Version: 2009(a)v6.3.1 04/02/09
 Latitude/Longitude: 52.40850, -0.75640
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION
 Region/Area: EAST MIDLANDS/NORTHAMPTONSHIRE

Description: FARM DIVERSIF.
 Street: ROTHWELL ROAD
 District:
 Town: KETTERING
 Post Code: NN16 8XF
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: n/a

Population within 500m: 50
 Population within 1 Mile: 1,001 to 5,000
 Population within 5 Miles: 75,001 to 100,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	68		68
Monday-Friday	0700-1000	16		16
Monday-Friday	1600-1900	16		16
Saturday	0700-1900	68		68
Sunday	0700-1900	10		10

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Hilly
 Urban Regeneration: No

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located to the west of Kettering off the A14 which provides easy access into Kettering and east towards the A1. The A14 also runs west to the M6 and M1 connecting with local roads which lead in all directions to local towns and villages.

Bus (or tram) site accessibility

- 3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- 5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- 6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Desborough	3	20

Design features encouraging non-car modes

12. Pedestrians
 None

13. Pedal cycles

None

14. Public transport

The site is within proximity to local bus routes.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2009
Nearest Primary School	1.8 kilometres
Nearest Secondary School	3.2 kilometres
Nearest Local Shop/Corner Shop	2.1 kilometres
Nearest Main Supermarket	1.9 kilometres
Nearest Doctors Surgery	1.9 kilometres
Nearest Hospital with Minor Injuries/A & E	1.3 kilometres
Nearest Sports/Leisure Centre	2.6 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	
Number of people employed within Census Output Area	177
Number of households within Census Output Area	134
Number of people living within Census Output Area	358
Area of Census Output Area (hectares)	348.00
Population density within Census Output Area (per hectare)	1.03

Nick Culhane Highway Consultant Fairclose Drive Winchester

Licence No: 405201

Site reference: NR-16-C-01
Trade name: GLEBE FARM

Site area (h/a): 0.80

Open since 1997
Total Employees 21
Full Time Employees 9 42%
Part Time Employees 12 58%
Approximate % of total employees working
standard 9-5 hours or similar 43%
Name of nearest site DOVECOTE FARM
Distance to nearest similar site 9.0 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	09:00	to	17:00
Friday	09:00	to	17:00
Saturday	09:00	to	17:00
Sunday	10:00	to	16:00

Comments

There is a farm shop and tea room at the site. The hours shown are for the farm shop. Please note that the farm shop closed at 14:00 on Mondays. The tea room is closed on Monday and open 10:00 to 16:30 Tuesday - Saturday and 10:00-16:00 Sunday.

This site area shown is the site area associate with farm diversification only.

On-Site parking

Total no. of parking spaces 40

Number of spaces

Employee 0
Disabled 0
Visitor/Customer 40
OGV parking bays 0
Cycle racks 0
OGV loading bays 0
Parent & Toddler 0
Motorcycle spaces 0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

The 40 parking spaces available are unmarked and are for employees and visitors.
There was no car park management observed on the day of the survey.

Site parking surface or non-surface (multi-storey/underground)

Surface

Off-Site parking details

Is there off-site parking available

No

Off-Site parking included in the counts

No

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: NR-16-C-01 Survey date: 23/11/08 Day of week: Sunday

Survey type: Manual Count
 AM weather: Freezing and Light Sn
 PM weather: Freezing and Light Sn

Initial car park occupancy: 0 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 63% (40 On-Site Spaces)

Data proportions in %

Motor cars	98	Motor cycles	0	Public service	0
Light goods	2	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

Time	Arr 131	Dep 131	Totals 262	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00				
08:00-09:00	1	0	1	1
09:00-10:00	5	2	7	4
10:00-11:00	18	17	35	5
11:00-12:00	23	18	41	10
12:00-13:00	31	21	52	20
13:00-14:00	21	16	37	25
14:00-15:00	19	29	48	15
15:00-16:00	8	18	26	5
16:00-17:00	5	9	14	1
17:00-18:00	0	1	1	0
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No PSV's, OGV's or taxis entered or exited the site on the day of the survey.