



Rupert Arnold and associates (Watford) limited

19-21 High Street, Markyate

Transport Assessment

October 2022

Project Code: 06509

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Version Control and Approval

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Contents

Section	Page
I Introduction.....	I
1.1 Overview	1
1.2 Report Structure	2
2 Policy Review.....	3
2.1 Overview	3
2.2 National Policy	3
2.3 Regional Policy	4
2.4 Local Policy	5
2.5 Summary	6
3 Baseline Conditions	7
3.1 Overview	7
3.2 Existing Site	7
3.3 Local Highway Network	7
3.4 Sustainable Access	8
3.5 Summary	11
4 Proposed Development.....	12
4.1 Overview	12
4.2 Access	12
4.3 Parking	12
4.4 Delivery and Servicing	12
4.5 Summary	12
5 Trip Generation and Traffic Impact	14
5.1 Proposed Residential Trip Generation	14
5.2 Summary	14
6 Travel Plan Statement.....	15
6.1 Overview	15
6.2 Objectives	15
6.3 Travel Demand	15
6.4 Measures	16
6.5 Action Plan	17

6.6	Summary	18
7	Summary and Conclusion	19

List of Tables

Table 5-1:	Proposed Trip Generation	14
Table 6-1:	Census 2011 Modal Split	15

List of Figures

Figure 1-1:	Site Location Plan	1
Figure 3-1:	Local Amenities and Walking Isochrones	9
Figure 3-2:	Cycle Isochrones	10
Figure 3-3:	One Hour Public Transport Catchment	11

Appendices

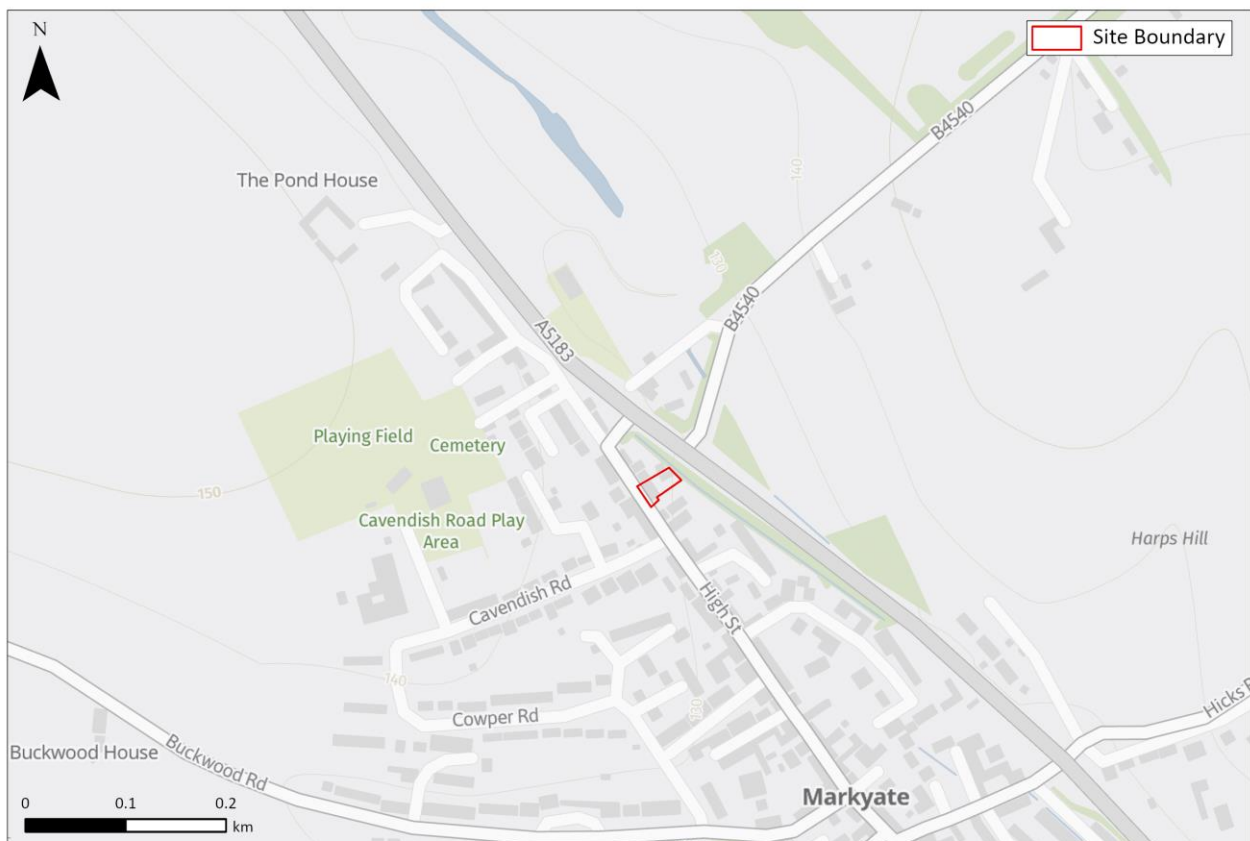
Appendix A	DBC Pre-Application Feedback.....	20
Appendix B	Parking Justification Note	21
Appendix C	Proposed Site Layout	22
Appendix D	Vehicle Swept Path Analysis	23
Appendix E	TRICS Output Report.....	24

I Introduction

I.1 Overview

- 1.1.1 This Transport Assessment (TA) has been prepared on behalf of Rupert Arnold and associates (Watford) limited in relation to the proposed redevelopment of 19-21 High Street, Markyate.
- 1.1.2 The development proposals seek to extend and alter the existing building to accommodate three 3-bed cottages in place of the existing retail unit and flats and create a new structure to the rear of the plot to deliver two more 3-bed cottages.
- 1.1.3 Access to the development will be maintained via the existing vehicular crossover onto High Street. The development proposals include the provision of ten car parking spaces located within a courtyard area to the side of the development.
- 1.1.4 The site is located at 19-21 High Street, Markyate, a village located approximately 5.5km to the south-west of Luton. The site location is shown in Figure 1-1. The existing site contains 80 sqm of vacant retail floorspace and a self-contained studio flat at ground floor level. A further two bedroom flat is accommodated at first floor level.

Figure 1-1: Site Location Plan





- 1.1.5 Initial pre-application feedback was received from Dacorum Borough Council (DCB), the local planning authority, on 30th May 2022. The feedback indicated the need for the preparation of this Transport Assessment to address potential concerns relating to the level of car parking provision. DCB's feedback is provided within **Appendix A**.
- 1.1.6 This TA provides a comprehensive review of the existing transport conditions and sets out the anticipated impacts of the development proposals on the surrounding highway and transport infrastructure.

I.2 Report Structure

- 1.2.1 The structure of this report is as follows:
- **Section 2** provides an overview of the national, regional and local transport and land use planning policy relevant to the proposed development.
 - **Section 3** sets out an assessment of the baseline transport network, including pedestrian, cycle, public transport and highway networks.
 - **Section 4** provides a summary of the development proposals including access, parking and delivery and servicing arrangements.
 - **Section 5** outlines the trip generation associated with the proposed development and a qualitative assessment of the potential development impact on the local highway network.
 - **Section 6** provides a Travel Plan Statement which outlines measures to support sustainable travel at the site.
 - Finally, **Section 7**, provides a summary and conclusion.



2 Policy Review

2.1 Overview

- 2.1.1 This section of the report sets out the key national, regional and local transport policy requirements relevant to the proposed development.
- 2.1.2 Policy requirements relating to car parking have been outlined within the Parking Justification Note prepared by PJA in August 2022 and is provided in **Appendix B**.

2.2 National Policy

National Planning Policy Framework

- 2.2.1 The revised National Planning Policy Framework (NPPF) was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied.
- 2.2.2 Paragraph 113 notes that *"all development 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"*. This TS has been prepared to satisfy this requirement.
- 2.2.3 Paragraph 110 of the NPPF states that: *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users;*
 - *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*
- 2.2.4 Furthermore, Paragraph 111 states: *"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."*
- 2.2.5 As set out in Paragraph 112, within this context, applications for development should:
- a *"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;

- b Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c 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;*
- d Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.2.6 As detailed in the following sections of this TA, the site is located in close proximity to public transport services and local amenities, supporting sustainable development of the site.

2.3 Regional Policy

Hertfordshire County Council’s Local Transport Plan

2.3.1 Hertfordshire County Council’s (HCC) fourth Local Transport Plan (LTP4) was adopted in 2018 and covers the period 2018 to 2031 and sets out the vision and strategy for the long-term development of transport in the county. The LTP4 adopts a more rigid stance on sustainability than its preceded plans and aims to achieve a switch from the private car to more sustainable transport.

2.3.2 The vision is aimed to be delivered through a focus on ‘Prosperity’, ‘Place’ and ‘People’ where prosperity includes: *“Less car dependent and more integrated, accessible and sustainable transport”*. Reducing car dependency is described as a solution to future traffic growth and excess demand on the strategic road network.

2.3.3 Policy 4 relates to Demand Management and considers greater traffic demand management to be essential in the county’s urban areas to achieve modal shift and improve sustainable travel provision. Within Policy 4, HCC cite examples in Oxfordshire and Cambridgeshire, where car use has been deterred through lower levels of parking provision, affirming its belief in this approach to achieving transport behavioural change.

2.3.4 The proposed development accords with the overarching aims and policies set out within the LTP4. A reduced car parking provision is proposed, ensuring that only parking that is absolutely necessary be provided to help reduce dependency on cars.



2.4 Local Policy

Dacorum Borough Core Strategy (2006 - 2031)

2.4.1 The Dacorum Borough Core Strategy was adopted in September 2013, and sets out the strategic vision, objectives, and spatial strategy for the local area for the next 20 year period.

2.4.2 The Core Strategy focusses on three central themes to address the identified challenges:

- 1 Strengthening economic prosperity;
- 2 Providing Homes and Community Services; and
- 3 Caring for the Environment.

2.4.3 Development and change are managed by policies. Policies which are relevant to the development proposals are outlined below.

- Policy NP1: Supporting Development – the council will take a positive approach to consideration of proposals that reflect the presumption in favour of sustainable development;
- Policy CS8: Transport – all new development will contribute to a well-connected and accessible transport system that gives priority to the needs of other road and passenger transport users over the private car, ensures good access for people with disabilities, creates safer and continuous footpath and cycle networks, strengthens links to and between key facilities and provides sufficient, safe, and convenient parking based on car parking standards.
- Policy CS9: Management of Roads – all traffic generated by new developments must be compatible with the local, design and capacity of the current and future operation of the road hierarchy, taking into account any planning improvements and cumulative effects of incremental developments.

2.4.4 Paragraph 9.8 states that:

“All major new development proposals will be subject to a Transport Assessment, covering the relevant parts of the highway network and transport infrastructure. Proposals should provide for necessary road works and a package of sustainable transport measures to reduce reliance on the private car, including a comprehensive travel plan”

2.4.5 The Core Strategy goes on to state that any impact from either the development alone or cumulatively with other proposals, must be addressed through:

- Providing new pedestrian and cycle routes or improving existing routes;
- Contributions towards strategic transport improvements;
- Implementing local highway works;
- Managing car parking provision according to location and use;



- Minimising private car parking through the availability of car clubs and pool cars; or
- Developing car free developments in the borough's most accessible locations.

2.4.6 As is demonstrated throughout this Transport Assessment, the proposed development accords with the requirements set out within the Core Strategy, with good access to local amenities and a proposed level of car parking that balances demand whilst discouraging car dependency.

2.5 Summary

2.5.1 It is demonstrated throughout this Transport Assessment that the proposed development accords with all relevant national, regional and local planning policies.



3 Baseline Conditions

3.1 Overview

3.1.1 This section of the TA sets out an assessment of the existing transport network, including the pedestrian, cycle, public transport and highway networks.

3.2 Existing Site

3.2.1 The existing site contains 80 sqm of vacant retail floorspace and a self-contained studio flat at ground floor level. A further two bedroom flat is accommodated at first floor level. Vehicular access is currently provided via a vehicular crossover onto High Street.

3.2.2 An existing informal parking area is provided to the rear of the site and access via a track alongside the northern boundary of the site.

3.2.3 To the north the site is bounded by residential development; to the east by the A5183; to the south by a parking area; and to the west by High Street.

3.3 Local Highway Network

High Street

3.3.1 High Street runs along the western boundary of the site, in a north-south direction and provides access to the village centre of Markyate to the south and forms a signalised T-junction with the A5183 to the north.

3.3.2 High Street is a single carriageway, two-way road subject to a 20mph speed limit in vicinity of the site. Pedestrian infrastructure along the High Street is provided in the form of footways on both sides of the carriageway.

3.3.3 Some on-street parking is restricted in the vicinity of the site, with the western side of High Street being restricted by the presence of a single yellow line, restricting parking between 08:30-18:30, Monday to Saturday, whereas the majority of the eastern side of the carriageway is unrestricted.

3.3.4 On-street car parking surveys have been undertaken along High Street and neighbouring roads to establish the level of existing parking stress on these roads. The results of the survey are summarised in the Parking Justification Note provided in **Appendix B**.

A5138

3.3.5 The A5138 forms a signalised T-junction with High Street, north-east of the proposed development site and routes in a north-west-south-east direction, where it joins in M1 at its south-eastern extent and provides access to Dunstable to its north-western extent.



3.3.6 The A5138 is a dual carriageway, two-way road, subject to a 40mph speed limit in the vicinity of the site. There is a pedestrian footway on the western side of the carriageway to the south of the junction with High Street and regular street lighting.

B4540 Luton Road

3.3.7 The B4540 Luton Road provides access to Luton from the site. The road forms a signalised T-junction with the A5183 approximately 70m south of the junction with High Street.

3.3.8 The B4540 Luton Road is a single carriageway, two-way road, subject to 40mph in vicinity of the site.

3.4 Sustainable Access

3.4.1 A review of the local walking, cycling and public transport infrastructure, as well as local amenities, has been undertaken, which demonstrates that the site can be accessed by sustainable modes of travel.

Walking and Cycling

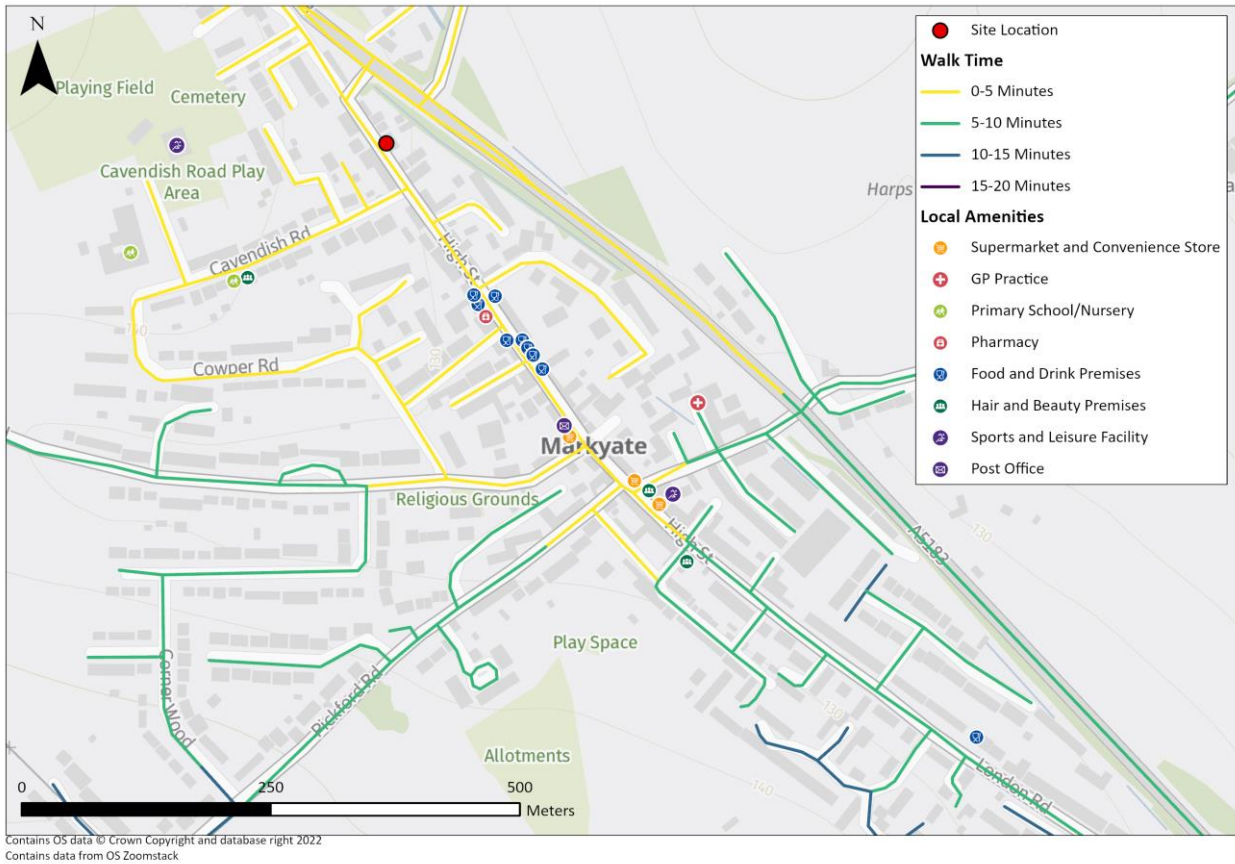
3.4.2 The roads in the vicinity of the site are provided with footways on both sides of the road.

3.4.3 Figure 3-1 shows the location of the site in relation to existing amenities within a walking distance of the site. The figure demonstrates that the site is located in close proximity (approximately a five minute walking distance) to a wide range of local amenities including:

- Several food and drink premises;
- Pharmacy;
- Post office;
- Supermarkets;
- Two schools; and
- A GP.

3.4.4 The entire of Markyate village centre, and its associated amenities, is within at least a 10-minute walk from the site. This suggests that the majority of journeys for those living within the proposed development could be undertaken without the need for a car.

Figure 3-1: Local Amenities and Walking Isochrones

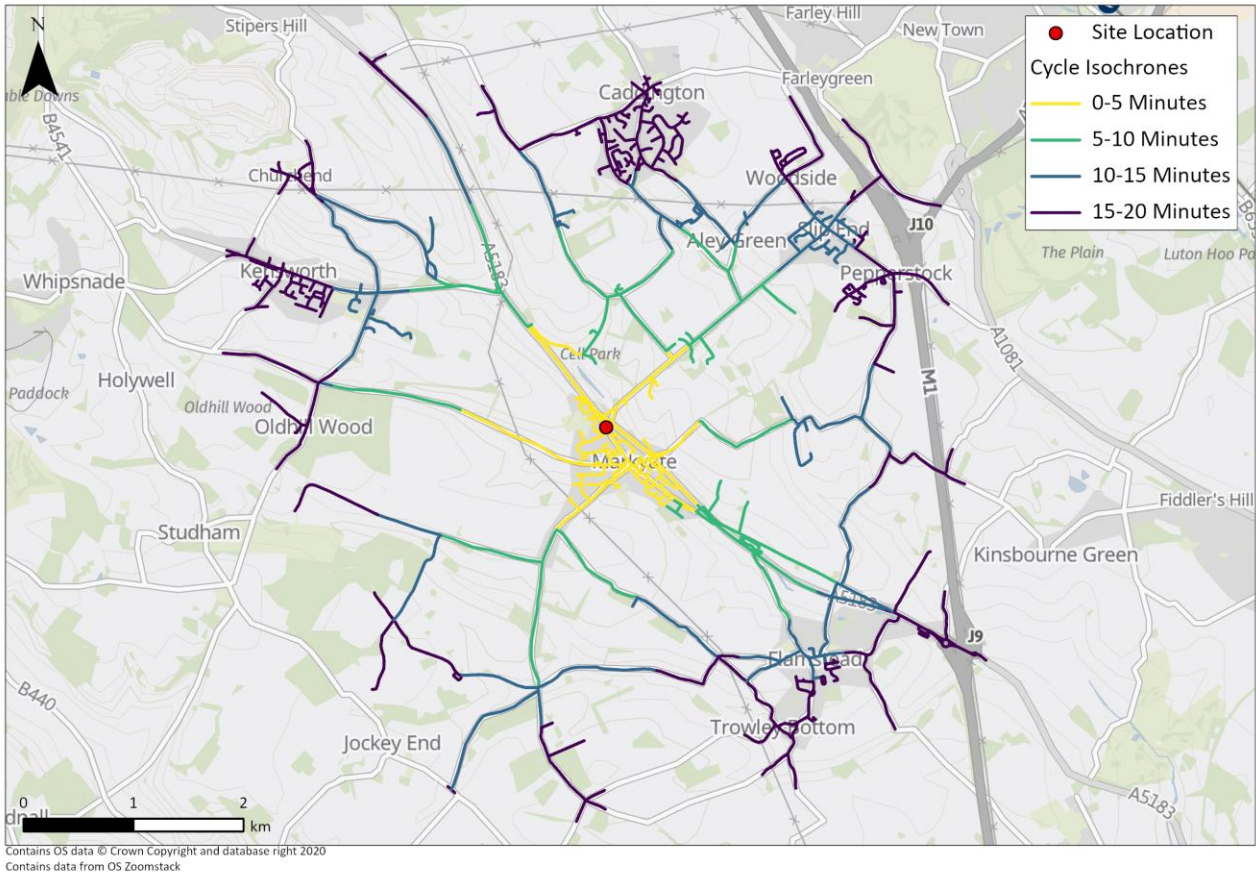


3.4.5 Figure 3-2 demonstrates the areas that are accessible in a 20-minute cycle from the site. This shows that areas such as Caddington, Flamstead and Kensworth are reachable within a 20-minute cycle.

3.4.6 Chiltern Cycleway routes west-east through the centre of Markyate along Buckwood Road and Hicks Road. The route links to Chesham to the west and Luton and northern areas of Luton to the east.



Figure 3-2: Cycle Isochrones

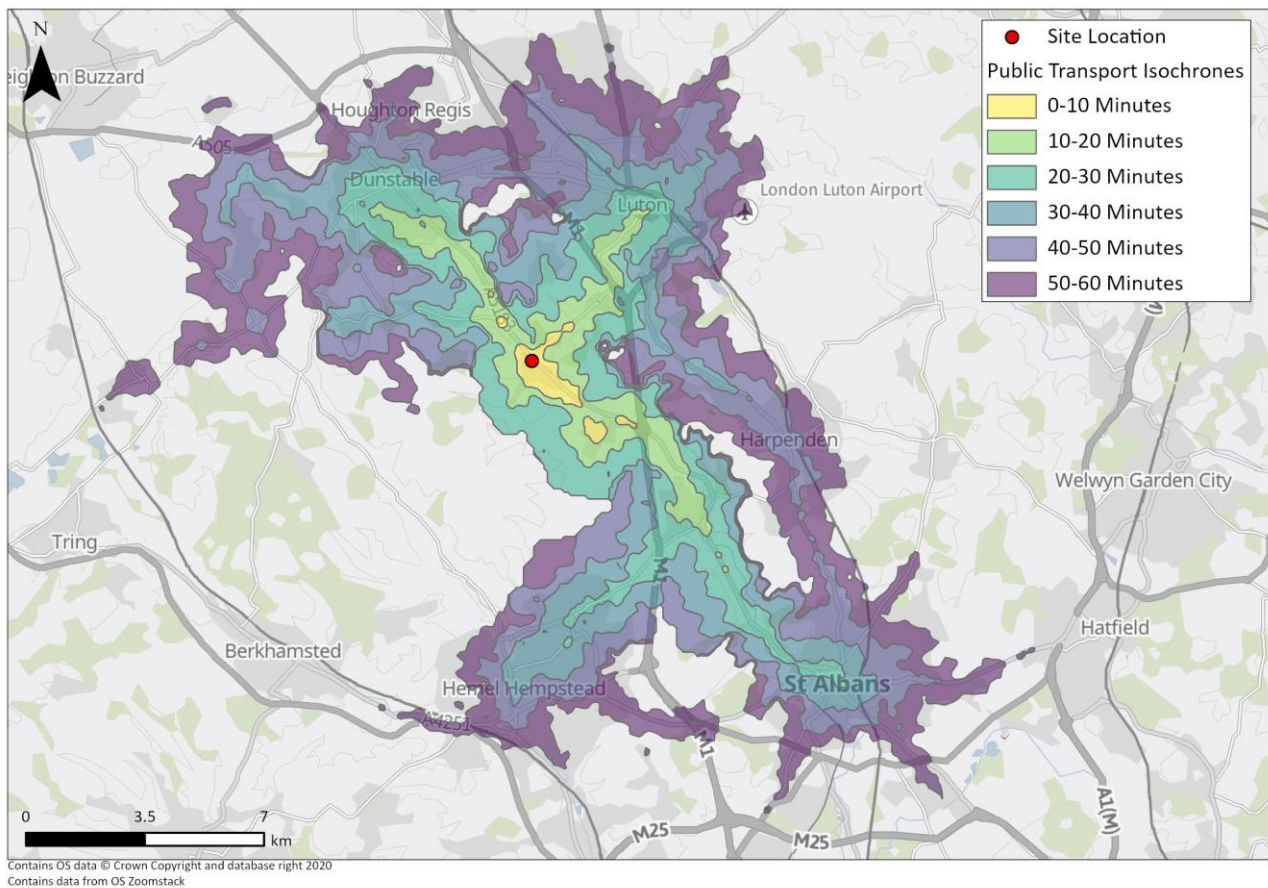


Public Transport

- 3.4.7 There are a number of bus stops along High Street, with the closest located immediately in front of the site's frontage, on the western side of the road. This bus stop provides access to services 34 and 46. The 46 bus service provides access to Luton once an hour and to Hemel Hempstead once an hour. The 34 service provides one bus per hour to Dunstable and one per hour to St Albans.
- 3.4.8 The nearest railway station is Luton Station which can be accessed via the 46 bus and a short walk. Luton Station is served by Thameslink services between Brighton and Bedford and serves destinations including King Cross, Gatwick Airport and East Grinstead
- 3.4.9 Figure 3-3 demonstrates the public transport accessibility of the site by showing the area that can be reached using public transport within a one-hour travel time from the site. This illustrates a 'door-to-door' journey time including walking times to public transport stops and stations and dwell times waiting for services.
- 3.4.10 Figure 3-3 demonstrates that Luton Town Centre is accessible in 20-30 minutes via public transport from the site. Additionally, St Albans is accessible in 30-40 minutes and Hemel Hempstead in 40-50

minutes. The plan demonstrates that a wide range of locations are accessible from the site within an hour by public transport and demonstrates that for those journeys that cannot be undertaken by foot or by cycle from the site, that public transport offers a genuine alternative to private car use.

Figure 3-3: One Hour Public Transport Catchment



3.5 Summary

- 3.5.1 The site is currently occupied by 80 sqm of vacant retail floorspace and a self-contained studio flat at ground floor level. A further two bedroom flat is accommodated at first floor level. Vehicular access is currently provided via a vehicular crossover onto High Street.
- 3.5.2 From this section, it is concluded that the site is in a sustainable location, close to a high degree of local amenities within acceptable walking distances and with a wide range of locations being accessible within an hour by public transport.



4 Proposed Development

4.1 Overview

4.1.1 The proposed development seeks to extend and alter the existing building to accommodate three 3-bed cottages in place of the existing retail unit and flats and create a new structure to the rear of the plot to deliver two more 3-bed cottages. The development layout proposals are provided in **Appendix C**.

4.2 Access

4.2.1 Vehicular access is to be taken via the existing vehicular crossover onto High Street and pre-application discussions have not raised any issues with this approach to access.

4.2.2 Pedestrian and cycle access to the site will also be taken via the existing crossover onto High Street.

4.3 Parking

Car Parking

4.3.1 The development proposals include the provision of 10 car parking spaces located within a courtyard area to the side of the development. Vehicle swept path analysis of the proposed car parking spaces has been undertaken and is provided within **Appendix D**.

4.3.2 Justification and supporting evidence for the proposed level of parking is provided within the Parking Justification Note prepared by PJA and provided within **Appendix B**.

Cycle Parking

4.3.3 Cycle parking will be provided in line with the cycle parking standards set out within the Dacorum Borough Council Parking Standards Supplementary Planning Document.

4.4 Delivery and Servicing

4.4.1 Delivery and servicing vehicles will service the site on-street from High Street in line with the existing arrangements and the arrangements at other neighbouring properties along High Street.

4.5 Summary

4.5.1 The development proposals seek to extend and alter the existing building to accommodate three 3-bed cottages in place of the existing retail unit and flats and create a new structure to the rear of the plot to deliver two more 3-bed cottages.



4.5.2 Access to the development will be maintained via the existing vehicular crossover. The development proposals include the provision of ten car parking spaces.



5 Trip Generation and Traffic Impact

5.1 Proposed Residential Trip Generation

5.1.1 The TRICS database version 7.9.3 was interrogated to identify comparable residential sites. The following selection criteria were used:

- Sites within England (excluding Greater London);
- Land use 03A Houses Privately Owned;
- Sites with between 0-50 dwellings; and
- Sites located in a Village.

5.1.2 Nine sites were discounted from the analysis due to the surveys having taken place during COVID-19 restrictions. Four other sites were discounted due to unsimilar levels of local public transport services, another two were discounted due to unsimilar levels of parking provision and one site was discounted due to having unusually low trip rates.

5.1.3 Two sites were deemed comparable and the resulting trip generation is shown in Table 5-1 with the full TRICS output report in **Appendix E**.

Table 5-1: Proposed Trip Generation

	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (18:00 – 189:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Vehicle Trip Rates	0.152	0.291	0.443	0.177	0.089	0.266
Forecast vehicle trips (5 Dwellings)	1	1	2	1	0	1

5.2 Summary

5.2.1 The site is forecast to generate an additional two two-way vehicle trips in the AM peak and one additional two-way vehicle trip in the PM peak. This is equivalent to one vehicle movement every 30 minutes in the AM peak, which will have a negligible impact on the highway network.



6 Travel Plan Statement

6.1 Overview

6.1.1 This section of the report provides a Travel Plan Statement. A Travel Plan Statement has been prepared in response to pre-application comments from DBC requesting that measures to support sustainable travel and reduced car ownership are clearly set out and secured.

6.2 Objectives

6.2.1 The primary aim of this TPS is to minimise single occupancy car trips associated with the proposed development, by promoting and encouraging the use of more sustainable alternatives among residents and visitors.

6.2.2 To support the realisation of this aim, the TPS sets out to:

- Increase awareness of available non-car travel options;
- Promote smarter living practices which reduce the need for residents to travel;
- Encourage the use of sustainable modes of travel, such as cycling, walking and public transport, in favour of using the private car, with a resulting decrease in the number of vehicle trips;
- Encourage the most efficient use of vehicles; and
- Minimise the impact of the development on the environment through a reduction in transport based pollution, congestion and CO2 emissions.

6.3 Travel Demand

6.3.1 The anticipated peak hour vehicular travel demand of the proposals has been set out within Section 5 of this report.

6.3.2 To establish the potential travel demand associated with other modes of travel, a mode split based on 2011 Census data for residents of the Lower Super Output Areas (LSOA) Dacorum 001C and 001D in which the site is located, is presented in Table 6-1.

Table 6-1: Census 2011 Modal Split

Mode	Modal Split
Underground, metro, light rail, tram	1%
Train	7%
Bus, minibus or coach	3%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	79%
Passenger in a car or van	5%



Mode	Modal Split
Bicycle	1%
On foot	4%
Other method of travel to work	1%

6.3.3 This demonstrates, that the majority of people who live in Markyate travel to work by car (79%), with 7% using the train and 4% travelling on foot.

6.4 Measures

6.4.1 The aim of this Travel Plan Statement, is to minimise single occupancy car trips associated with the proposed development, by promoting and encouraging the use of more sustainable alternatives among residents and visitors. To achieve this, a number of sustainable transport opportunities and measures will be implemented at the site, which are as follows:

Information for Residents

6.4.2 Information about sustainable travel options to the site will be provided in any information packs that residents first receive when they move into their new home. This can include information on nearby walking and cycling routes, public transport information and useful websites for sustainable travel. The purpose of this information is to inform future residents of their travel options.

Cycle Parking

6.4.3 Cycle parking will be provided at the site in line with Dacorum Borough Council’s standards. This cycle parking will be covered and secure.

Pedestrian and Cycle Access

6.4.4 The development is well located to encourage journeys to and from the site to be undertaken on foot or by cycle to local amenities in Markyate. The development provides good pedestrian and cycle connections from the development into the village centre.

Home-working and Home-shopping

6.4.5 Appropriate infrastructure will be provided within the site to accommodate home-working and home-shopping. The benefits of these will also be promoted within the Information Pack.

Electric Vehicle Charging

6.4.6 Electric vehicle charging points will be provided within the development, to facilitate electric vehicle ownership.



Availability of Smartphone Apps

6.4.7 Within the Information Pack residents will be made aware of the numerous Smartphone applications which can help plan / map journeys on foot, by cycle or by public transport. These apps include:

- **CycleStreets:** Cycle journey planner
- **MapMyFitness:** Route mapping with information include distance, elevation and calories burnt
- **Strava:** Records running and cycling
- **Bikemap:** Cycle journey planner
- **Trainline:** Plan rail journeys and check for live departure times and platform numbers

Public Transport Schedules

6.4.8 There is potential for journeys to be made to and from the development by bus and rail. Residents at the development will be made aware of their various public transport options. Information such as details of routes, services, timetables and fares will be included within the Information Pack. Journey planning tools such as Traveline and Smartphone apps will also be marketed within the Information Pack.

Season Ticket Purchase

6.4.9 Within the Information Pack, residents will be informed of the benefits of purchasing season tickets through websites such as Commuter Club. This allows users to spread the cost of an annual season ticket across the year, with a reduced cost compared to purchasing monthly tickets.

Car Sharing

6.4.10 Residents will be encouraged to car share through information contained within the Information Pack. By registering with websites such as <https://liftshare.com/uk>, individuals can search for other car sharers. Car sharing relationships formed over internet sites allow residents to take advantage of a wider group of people with whom to car share, by enabling them to car share with people from different areas.

6.5 Action Plan

6.5.1 An action plan for implementing the TPS is provided in Table 6-2.



Table 6-2: Travel Plan Statement Actions

Measure	Indicative Timescale	Responsibility	Expected Cost
Preparation of Information Pack for Residents	Prior to first occupation, issued to residents upon occupation	Developer	TPC time costs, cost of printing and distributing Information Pack
Provision of suitable cycle parking	Prior to occupation, implemented during construction	Developer	Included within construction budget
Provision of pedestrian and cycle access	Prior to occupation, implemented during construction	Developer	Included within construction budget
Promotion of Smartphone Apps	Within the Information Pack	Developer	Information Pack
Provision of public transport schedules	Within the Information Pack	Developer	Information Pack
Promotion of season ticket purchase schemes	Within the Information Pack	Developer	Information Pack
Promotion of car sharing	Within the Information Pack	Developer	Information Pack
Provision of appropriate infrastructure for home-working and home-shopping	Prior to occupation, implemented during construction	Developer	Included within construction budget
Provision of electric vehicle charging points	Prior to occupation, implemented during construction	Developer	Included within construction budget

6.6 Summary

- 6.6.1 Pre-application comments from DBC requested that measures to support sustainable travel and reduced car ownership are clearly set out and secured, to accommodate this, a Travel Plan Statement (TPS) has been provided.
- 6.6.2 The TPS aims to minimise single occupancy car trips associated with the proposed development, by promoting and encouraging the use of more sustainable alternatives among residents and visitors. To achieve this, a number of sustainable transport opportunities and measures have been outlined above to be implemented at the site.



7 Summary and Conclusion

- 7.1.1 This Transport Assessment (TA) has been prepared on behalf of Rupert Arnold and associates (Watford) limited in relation to the proposed redevelopment of 19-21 High Street, Markyate.
- 7.1.2 The development proposals seek to extend and alter the existing building to accommodate three 3-bed cottages in place of the existing retail unit and flats and create a new structure to the rear of the plot to deliver two more 3-bed cottages.
- 7.1.3 This TA demonstrates that the proposed development accords with all relevant national, regional and local transport policies.
- 7.1.4 As demonstrated in this report, the site is in a sustainable location, close to a high degree of local amenities within acceptable walking distances and with a wide range of locations being accessible within an hour by public transport.
- 7.1.5 Access to the development will be maintained via the existing vehicular crossover onto High Street.
- 7.1.6 The development proposals include the provision of ten car parking spaces located within a courtyard area to the side of the development.
- 7.1.7 A trip generation assessment has been undertaken for the proposed development. The site is forecast to generate an additional two two-way vehicle trips in the AM peak and one additional two-way vehicle trip in the PM peak. This is equivalent to one vehicle movement every 30 minutes in the AM peak, which will have a negligible impact on the highway network.
- 7.1.8 A Travel Plan Statement has been provided within Section 6, which aims to minimise single occupancy car trips associated with the proposed development, by promoting and encouraging the use of more sustainable alternatives among residents and visitors. To achieve this, a number of sustainable transport opportunities and measures have been outlined above to be implemented at the site.
- 7.1.9 In conclusion, the proposed development would not have a severe impact on the local highway network in accordance with paragraph 109 of the NPPF and should not be refused on highways grounds.



Appendix A DBC Pre-Application Feedback

Date: 30th May 2022
Officer: Sally Robbins
Phone: 01442 228 473
Email: sally.robbins@dacorum.gov.uk
Reference: 22/01409/PRED

Julian Seabrook
Unit 17
Ashridge Road
Chesham
Bucks
HP5 2PX



The Forum
Marlowes
Hemel Hempstead
Herts
HP1 1DN
Switchboard
01442 228 000
Website
www.dacorum.gov.uk
D/deaf callers, Text Relay:
18001 + 01442 228 000

Pre-Application Advice - Minor Developments

Reference: 22/01409/PRED
Proposal: Extension and alterations to form 3 x cottages to High Street frontage together with 3 x new build cottages to rear of site.
Address: Flat 19 - 21 High Street Markyate St Albans Hertfordshire AL3 8PG

Dear Sir/Madam

Thank you for your request for pre-application advice. The purpose of this report is to explain the key planning considerations and indicate how the proposals would likely be dealt with by the Local Planning Authority. The full report can be found overleaf but please feel free to contact me on the details above if you have any further questions.

Yours sincerely,

Sally Robbins

Lead Planning Officer
Development Management
Dacorum Borough Council

Dacorum Borough Council Development Management

The Forum
Marlowes
Hemel Hempstead
Herts
HP1 1DN



Reference: 22/01409/PRED

Proposal: Extension and alterations to form 3 x cottages to High Street frontage together with 3 x new build cottages to rear of site.

Address: Flat 19 - 21 High Street Markyate St Albans Hertfordshire AL3 8PG

Pre-Application Advice Report

Site Description

The application site is located at 19-21 High Street, Markyate. The site comprises a two-storey brick building to the High Street frontage and a brick built outbuilding to the rear of the plot. The site was formerly in use as a hardware store fronting onto the High Street with residential use to the rear of the shop unit and above at first floor level. The outbuilding to the rear is part single storey, part one and a half storeys and was formerly used for storage.

The site backs onto Dunstable Road (the A5), a main distributor road that runs in a northwest to southeast direction. The site levels drop from west to east by around 2 metres such that the rear of the site is significantly lower than the front.

The application site is situated within a Conservation Area, an Area of Archaeological Significance and within the designated large village of Markyate.

Proposal

Pre-application advice is sought for the redevelopment of the site to provide 6 x three-bedroom dwellings. The proposal would comprise extensions to the existing building fronting the High Street to create 3 x terraced cottages. Furthermore, the outbuilding to the rear would be demolished and replaced with 3 x new build cottages. The development would include car parking and amenity space for each dwelling and would utilise the existing access.

Planning History

Planning Applications (If Any):

Appeals (If Any):

Constraints

Area of Archaeological Significance: 2

CIL Zone: CIL2

CIL Zone: CIL3

Markyate Conservation Area

Green Belt: Policy: CS5

Large Village: Markyate

Parish: Markyate CP

RAF Halton and Chenies Zone: Green (15.2m)

Residential Area (Town/Village): Residential Area in Town Village (Markyate)

Parking Standards: New Zone 3

EA Source Protection Zone: 3

Planning Policies

Main Documents:

National Planning Policy Framework (July 2021)

Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)

Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)

Policy NP1 - Supporting Development

Policy CS1 - Distribution of Development

Policy CS4 - The Towns and Large Villages

Policy CS8 - Sustainable Transport

Policy CS10 - Quality of Settlement Design

Policy CS11 - Quality of Neighbourhood Design

Policy CS12 - Quality of Site Design

Policy CS13 - Quality of Public Realm

Policy CS17 - New Housing

Policy CS25 - Landscape Character

Policy CS27 - Quality of the Historic Environment

Policy CS28 - Renewable Energy

Policy CS29 - Sustainable Design and Construction

Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Policy 57 - Provision and Management of Parking

Policy 58 - Private Parking Provision

Policy 99 - Preservation of Trees, Hedgerows and Woodlands

Policy 100 - Tree and Woodland Planting

Policy 120 - Development in Conservation Areas

Policy 129 - Storage and Recycling of Waste on Development Sites

Appendix 1 - Sustainability Checklist

Appendix 3 - Layout and Design of Residential Areas
Appendix 5 - Parking Provision

Supplementary Planning Guidance

Sustainable Development Advice Note (March 2011)
Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (September 2011)
Refuse Storage Guidance Note (February 2015)
Parking Standards Supplementary Planning Document (September 2020)
Water Conservation
Energy Efficiency and Conservation

Key Considerations

The main issues to consider are:

- The policy and principle justification for the proposal
- Suitability of the site for redevelopment
- The impact on the character and appearance of the Conservation Area
- Quality of design / impact on visual amenity
- The impact on residential amenity
- The impact on parking and highway safety
- Other matters.

The policy and principle justification for the proposal

The proposed development would result in a part change of use of the site from Use Class E (the shop unit) to Use Class C3 (dwellinghouses). The retail unit was formerly in use as a hardware shop. Whilst Policy CS4 does encourage a mix of uses within town centres and local centres, the site also resides within a designated residential area of Markyate. Within residential areas, appropriate residential development is acceptable. There is therefore no objection to the loss of the retail unit and the proposal is in accordance with Policy CS4 of the Core Strategy.

The proposal is therefore acceptable in principle. The main issues are discussed in turn below.

Suitability of the site for redevelopment

Within the Core Planning Principles outlined in the NPPF there is heavy emphasis on the planning system's responsibility to deliver more homes. Paragraph 60 of the NPPF stresses this further, seeking to boost the supply of housing and paragraph 119 promotes and supports the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively. Paragraph 69 of the NPPF states that decision makers should give great weight to the benefits of using suitable sites within existing settlements for homes. Additionally, Saved Policy 10 of the Local Plan seeks to optimise the use of available land within urban areas, however it also requires development to be planned and implemented in a coordinated way, taking a comprehensive view of potential development opportunities in the immediate area wherever possible.

The site resides within the village centre of Markyate, which comprises some local amenities and public transport. There is no objection to the demolition of the outbuilding to the rear of the

site, nor to the extension/alteration of the existing building fronting the High Street, and it is considered that the site is suitable for redevelopment.

Taking all of the above into account, the proposal would make a small but valuable contribution to the Borough's existing housing stock (in accordance with Policy CS17). The development would be located in a sustainable location and would seek to optimise the use of urban land. The proposal is in accordance with policies CS1, CS4 and CS17 of the Core Strategy, Saved Policy 10 of the Local Plan and the NPPF.

The impact on the character and appearance of the Conservation Area

As outlined above, the site resides within Markyate Conservation Area, wherein Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that local authorities should have special regard to preserving or enhancing the character and appearance of Conservation Areas. There are also several listed buildings in the vicinity, therefore consideration must also be given to Section 66 of the Act which requires local authorities to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Paragraph 199 of the National Planning Policy Framework states that great weight should be given to the conservation of heritage assets when considering the impact of a proposed development and Core Strategy Policy CS27 requires development to protect, conserve and where appropriate enhance the integrity, setting and distinctiveness of heritage assets.

The Council's Conservation & Design Officer has been consulted and provided the following representation:

"19-21 High Street is a mid 20th century building with an unused hardware store on the ground floor and a studio apartment to the rear and two bedroom apartment on the first floor. To the rear is an outbuilding perpendicular to the main house on the north boundary. The site is within the Markyate Conservation Area which in its essence preserves the historic high street of the town. The site is equidistant between two grade II listed buildings, The Old Maltings to the north and Old Forge Cottage to the south. Opposite the Old Maltings on the west side of the High Street is the grade II listed 4, 8 & 8A High Street.

Historic Ordnance Survey mapping and a photograph from the 1950s/60s in the Historic England England's Places archive show that the present building replaced a row of houses directly situated on the High Street. The site previously had several outbuildings within the plot establishing a precedent of ancillary buildings to the rear. The whole of this stretch of the High Street was once similarly positioned directly on the pavement. This densely packed character was erased when the houses between The Old Maltings and number 23 were gradually demolished from the late nineteenth century onwards. Number 15 & 17 are two detached houses set well back behind front gardens and parking areas. Number 19-21 is also detached and set back, but not to the same extent. It has a driveway to the north between it and number 17 leading to the rear outbuilding. To the south is a private parking area which replaced housing in the late 19th century. The existing character is therefore now open and rather suburban and there is an opportunity with this proposal to reinstate the original historic grain of the High Street on this site.

The proposal is to demolish all existing structures on the site which would be acceptable. Both the outbuilding and 19-21 are unremarkable structures of limited architectural interest. In their

place it is proposed to build a terrace of three houses (Plots 1,2 & 3) directly on to the street reinstating the original building line and a further terrace of three houses perpendicular to the rear on the footprint of a previously approved replacement building (4/01946/17/FUL) (Plots 4, 5 & 6). The issues and impact for each are different.

Plots 1, 2, 3

These are the houses that face the High Street and are clearly more visible within the conservation area than the building to the rear. There will be three cottages in a vernacular style which would reflect the earlier grain and is acceptable. They will have an attic storey with dormer windows in order to add an additional bedroom. The early house seen on the site was one and half storeys and this is a significant increase. The ridge height appears to be taller than number 23 which is exaggerated by the slope of the High Street. The dormers should be removed and the ridge height lowered. As it stands the proposal would be too dominant in views along the High Street and there are no examples of dormers in the vicinity where all the historic buildings are two storey. The attic storey on the front elevation would be uncharacteristic and not sit quietly within its context.

Plots 4, 5 & 6.

The proposal is for a similar terrace of three houses to the rear which is entirely out of character with the conservation area. Although to the rear, it would be visible due to the open character of this section of the conservation area from the parking to the south, through the gap between number 17 and 19-20, potentially across the back gardens where the road curves to meet the A5183 and from the A5183 itself when there is less leaf cover.

As stated on previous applications the style of this building needs to be ancillary to reflect the early grain, particularly given the perpendicular position of the replacement building which makes sense when understood as a replacement to an outbuilding. As it stands the proposal appears to read as a suburban cull de sac of town houses. In order to read as ancillary the building also needs to be lower than the front range, this can partly be achieved through the lie of the land but it does need to be clearly set down. The proposal for three units is too much given the need for parking which would be opposite the front elevation. A single ancillary style dwelling in this position as previously approved would be acceptable. What is currently proposed is uncharacteristic of the conservation area and would neither preserve nor enhance it.”

We would recommend that, prior to submitting a full planning application, you submit amended floor plans, elevations and site sections so that the impact on heritage assets can be further assessed.

Quality of design / impact on visual amenity

The NPPF states that planning policies and decisions should ensure that new development should be sympathetic to local character and history, including the surrounding built environment and landscape setting. Furthermore, Policies CS11 and CS12 of the Dacorum Borough Core Strategy seek to ensure that new development respects adjoining properties in terms of layout, scale, height, bulk and materials.

In terms of the overall design, layout and housing mix, the main constraint will be providing sufficient parking on site. As discussed in further detail below, the minimum parking requirement

for 6 x three-bedroom dwellings in this location would be 13.5 allocated spaces or 10.8 unallocated spaces. As such, the required minimum level of parking could not be accommodated on site within the current proposal. The proposal would need to be amended in order to meet the parking standards by way of reducing the number of units and bedrooms.

Taking into consideration the Conservation Officer's comments, the proposed units facing the High Street need further consideration. The front dormers would not be supported and the overall ridge height needs lowering. A more detailed street scene drawing showing levels and building heights in relation to surrounding properties would be beneficial.

In term of the units to the rear of the site, it is unlikely that we would support a row of terraces in this location. We would however support a sympathetically designed subordinate building that is significantly set down from the units at the front, also noting the residential amenity assessment below. This would also increase the prospect of meeting the minimum parking requirement.

The impact on residential amenity

Policy CS12 of the Core Strategy states that new development should avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to properties in the surrounding area. Furthermore, Saved Appendix 3 of the Local Plan states that residential development should be designed and positioned to maintain a satisfactory level of sunlight and daylight for existing and proposed dwellings.

More specifically, Saved Appendix 3 states that a minimum distance of 23m between the main rear wall of a dwelling and the main wall (front or rear) of another should be met to ensure privacy. This distance may be increased depending on character, level and other factors.

In terms of amenity space, all residential development is required to provide private gardens, which should normally be positioned to the rear of the dwelling and have an average minimum depth of 11.5m. A reduced rear garden depth may be acceptable for small starter homes, for example, and development backing onto or in close proximity, to open land, public open space or other amenity land. For infill developments, garden depths that are below 11.5m but of equal depth to adjoining properties may be acceptable. Generally, all gardens should be of a width, shape and size to ensure the space is functional and compatible with the surrounding area.

With respect to sunlight and daylight, residential development should be designed and positioned in such a way that a satisfactory level of sunlight and daylight is maintained for existing and proposed dwellings. Significant overshadowing should be avoided (see the Building Research Establishment's report *Site Layout Planning for Daylight and Sunlight*, 2011). A 45-degree angle of light should be maintained as a basic minimum to all primary windows of habitable rooms in relation to proposed perpendicular development. Furthermore, a 25-degree angle of light should be maintained to all primary windows of habitable rooms in relation to proposed development opposite those windows.

Taking all of the above policies into account, the main issues would be the relationship between the rear elevation of units 1-3 and the side elevation of unit 4. Also, the relationship between the rear elevation of units 4-6 and the front elevation of Flowerdale Cottages. The proposed garden depths do not meet the minimum standards, however as outlined above this may be acceptable in certain circumstances if functional garden spaces can be provided.

The side elevation of unit 4 to the rear would be situated 8m from the rear elevations of units 1 and 2. Site levels do drop towards the rear of the site, however notwithstanding the difference in levels, it is likely that there would be unsatisfactory light provision to the rear windows of units 1 and 2, particularly at ground floor level. It is also likely that the light provision to these rear-facing windows for units 1 and 2 would fail the 25-degree test. The built form of units 4, 5 and 6 would need to be significantly reduced in height and scale in order to mitigate the impact on light provision to units 1 and 2. Additionally, the rear unit could be brought away from the boundary to mitigate the impacts further.

In terms of amenity space, the minimum garden depths would not be achieved. Therefore, it would need to be demonstrated that proposed gardens are functional and compatible with the surrounding area. However, it is considered that the rear gardens of units 1 and 2 could suffer from a sense of enclosure due to the close proximity of the two-storey element of unit 4.

In relation to the front elevation of Flowerdale Cottages, the proposal would need to ensure that a 23m separation distance is maintained from the rear of units 4, 5 and 6. It is unclear, based on the information submitted at this stage, whether the minimum separation distance would be met. This would need to be demonstrated at full application stage.

Existing and proposed block plans and site sections would need to be provided, not only showing the relationship of dwellings within the site, but also of neighbouring properties. The impact on residential amenity would be fully assessed when detailed plans are provided.

The impact on parking and highway safety

The NPPF, Policies CS8 and CS12 of the Dacorum Borough Core Strategy, Saved Policy 58 of the Local Plan and the Parking Standards Supplementary Planning Document (SPD) all seek to ensure that new development provides safe and sufficient parking provision for current and future occupiers.

The parking requirement set out in the Parking Standards SPD states that within Zone 3 a three-bedroom house should have 2.25 allocated or 1.8 unallocated off-street parking spaces. 'Allocated' refers to a location where 50% or more of the spaces are allocated to individual units or within the curtilage of a dwelling; 'Unallocated' refers to all other locations where less than 50% of spaces are allocated or within the curtilage of a dwelling.

Each three-bedroom property in this location would be expected to provide more than the one off street parking space proposed. Six three-bedroom dwellings in this location would be expected to provide 13.5 allocated spaces, or 10.8 unallocated spaces, for the development as a whole.

The Councils parking standards SPD sets out that *'The starting principle is that all parking demand for residential development should be accommodated on site; and the requirements shown are 'standards' - departures from these will only be accepted in exceptional cases, when appropriate evidence is provided by the agent/developer for consideration by the Council, and the Council agrees with this'*.

It goes on to state:

Changes to the standards may be appropriate or required where the Council accepts robust evidence of the following:

- *The nature, type and location of the development proposed is likely to make this acceptable; this could include particular regeneration schemes, re-use of previously developed land/buildings with low parking provision in highly accessible areas with acceptable on-street conditions, or situations where new public transport services have significantly increased the accessibility of a location.*
- *The Transport Assessment has acceptable evidence and mitigation.*
- *The Travel Plan measures including car clubs or other shared vehicles are appropriate and secured for the long-term.*
- *There is high accessibility to public transport and local facilities, in locations such as town centres and the Two Waters area.*
- *On-street parking stress surveys (undertaken in accordance with the specification provided in Appendix C) indicate sufficient spare capacity or there is a controlled parking zone for the area or one is proposed and secured (new residents will not normally be allocated permits unless surveys show ample spare on-street capacity).*
- *Surveys of similar developments at peak times of residential and other demand in the same town and potentially other towns show that lower parking is appropriate.*
- *Disabled and electric vehicle parking provision is appropriate.*

At this pre-application stage, none of the above has yet been undertaken/provided. This would be a requirement for any forthcoming full planning application in the event that there is a proposed parking shortfall. However, it should be noted that the site resides within a village and in Accessibility Zone 3, a 'Lower Accessibility' zone.

In terms of electric vehicle charging points, 50% of all spaces should be active provision, another remaining 50% to be passive provision. If electric spaces are allocated, the Council will require a higher proportion of provision agreed on a case-by-case basis.

Other matters

Landscaping

Saved Policies 99 and 100 of the Dacorum Local Plan and Policy CS12 of the Core Strategy seek to ensure that retained trees are protected during development and that new planting is a suitable replacement for any removed trees. Furthermore, paragraph 131 of the NPPF states that appropriate measures should be put in place to secure the long-term maintenance of newly planted trees, and seeks to ensure that existing trees are retained wherever possible.

There does not appear to be any trees within the site itself, however there are several trees to the rear of the site. The proposed scheme has the potential to provide mitigation planting, soft and hard landscaping on site, as well as appropriate screening and boundary treatment. Tree protection measures may be required for the trees to the rear of the site. Furthermore, the Council's Trees & Woodlands Officer would be consulted at full application stage.

Ecology

Given the semi-rural nature of the site, which is adjacent to the Green Belt, and nature of the proposed works, the County Ecologist may be consulted to ensure that the proposal would not have any adverse impacts on wildlife/protected species. Furthermore, as the outbuilding would be demolished and there would be alterations to the roof of the High Street facing units, it is advised that a Preliminary Roost Assessment (PRA) be submitted in support of a future application, to ensure that bats would not be adversely affected by the development. This would help to avoid potential delays at application stage.

Area of Archaeological Significance

The site resides within an Area of Archaeological Significance. As such, we would consult the County Archaeologist at full application stage and further information / surveys may be requested either during the determination process or secured via condition. It is noted that an Archaeological Written Scheme of Investigation was secured by condition on the previously approved scheme relating to the outbuilding to the rear (ref. 4/01946/17/FUL).

Contamination

Should a formal planning application be submitted for the proposed works, the Council's Scientific Officer would be consulted to establish whether the proposal would be likely to have any adverse impacts regarding land contamination.

Waste management

Consideration should be given to the provision of secure space to discretely store wheelie bins on site. It is considered that the development could be incorporated into the existing refuse and recycling service and would therefore comply with Saved Policy 129 of the Local Plan.

Community Infrastructure Levy (CIL)

Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on the 1st July 2015. This application is CIL Liable and resides in CIL Zone 3.

Habitats Regulations Assessment (HRA)

As part of our ongoing work to prepare the Local Plan, Dacorum Borough Council is required by law to undertake a Habitats Regulations Assessment (HRA) to understand the impacts that current and planned future growth is having on sites designated under the Habitats and Birds Directive.

The evidence gathered to date by the Council's expert ecological consultants (Footprint Ecology) concludes that the integrity of the Chilterns Beechwoods SAC, particularly at Ashridge Commons and Woods SSSI is being harmed as a result of public access and disturbance.

As such, a mitigation strategy needs to be developed to offset the current harm to the sites. Until this mitigation strategy is in place Natural England is advising the Council that, in respect

of any development that proposes an increase in the total number of residential dwellings (C3 use class):

- A development exclusion zone of 500m will operate around Ashridge Commons and Woods SSSI and Tring Woodlands SSSI, where new residential development will not be permitted.
- **A zone of influence** of 12.6km from Ashridge Estate boundary and 1.7km from the edge of Tring Woodlands, where new residential development will be requested to undertake a project-level HRA detailing how each individual site is going to avoid adverse impacts to the Chilterns Beechwoods SAC. Affected proposals will be expected to consider impacts both alone and in combination with other plans and projects and set out measures to sufficiently mitigate these. Alternatively, applicants can wait until a mitigation strategy is prepared by the Council.

As a result, the Council needs to put in place these extra checks on planning applications which is likely to involve delays to granting planning permission for the developments affected. These delays are likely to be temporary until a mitigation strategy is in place. As such, the Council will continue to receive and process all applications as normal during this interim period. Where applications are unable to be determined for reasons relating to the HRA, case officers will continue to work constructively with applicants and developers.

The application site resides within the above-mentioned 'zone of influence', therefore a mitigation strategy would be required at this stage (or you can await the mitigation strategy to be prepared by the Council).

Further information can be found on the Council's website at www.dacorum.gov.uk/sac.

Summary

The principle of residential development in this location is acceptable and there is no objection to the loss of the shop unit or the outbuilding to the rear. The key issue would be providing the minimum parking requirement on site. This would guide the general layout of the scheme, which in turn would dictate the number of units achievable. It is not considered that the current proposal of six three-bedroom units could comfortably be accommodated and the proposal would therefore need to be reduced in scale and number of units.

The design of the dwellings needs further consideration taking into account the Conservation Area location and the statutory requirement of preserving or enhancing heritage assets and their setting.

It is suggested that you apply for a further pre-application to discuss amended designs with the Local Planning Authority and Conservation and Design Team. Please see the website for further details. We would be happy to provide further advice as the scheme evolves.

It is advised that you discuss the proposed development with the neighbours and Parish Council prior to submitting a formal planning application.

This report has been based on the information supplied to the Local Planning Authority. Although every effort has been made to provide comprehensive advice based on this information, it should be noted that this report constitutes a Planning Officer's opinion and is not binding to any future decision of Dacorum Borough Council. In particular, should a formal

planning application be submitted to the Council, other matters pertinent to the proposed development may be raised by any further details submitted, third parties and/or consultees.

Applying for Planning Permission

A future application for planning permission should, as a minimum, comprise the following:

A completed application form;

The requisite application fee;

An Ordnance Survey style site location plan at a metric scale of 1:1250 showing the application site outlined in red, all neighbouring properties (in full) and two named roads;

A metrically scaled (1:100 or 1:200) proposed site plan showing the layout of the site including the footprint and roof plan(s) (must include scale bars)

A set of metrically scaled (1:50 or 1:100) proposed floor plans, sections and elevations (must include scale bars);

Any other information deemed relevant to the application (e.g. site photographs, design and access statement, sustainability statement, etc.).

Please note that the Planning Business Support team, upon submission, may request further details.

Notes:

Payment Options

You can now pay your planning fees by debit or credit card through the Dacorum Borough Council secure online payment system by using the link below.

- [Pay for planning application](#)

Community Infrastructure Levy (CIL)

Dacorum Borough Council is a Charging Authority for Community Infrastructure Levy (CIL). It is your responsibility to clarify the CIL liability on your development. The Council will make every effort to ensure that notices for liable developments are dispatched as soon as possible following planning permission or consent being granted. If you do not receive a liability notice please contact the Council. It is important that all CIL matters be in place before any works begin on site – including any demolition. Further information regarding CIL, including FAQs, access to all CIL forms and information on appeals can be found on our website at www.dacorum.gov.uk/cil or you can contact us at CIL@dacorum.gov.uk.



Appendix B Parking Justification Note

Technical Note

Project: 19-21 High Street, Markyate

Subject: Parking Justification Note

Client:	Seabrook Architects	Version:	B
Project No:	06509	Author:	ED
Date:	05/10/2022	Approved:	MF

I Introduction

I.1 Purpose of the Note

1.1.1 This note has been prepared on behalf of Seabrook Architects in relation to the redevelopment of 19-21 High Street, Markyate, for the purposes of establishing an appropriate level of parking provision for the site and providing justification for any reduction in the number of parking spaces provided relative to the parking standards contained within Dacorum Borough Council’s Parking Standards.

I.2 Proposed Development

1.2.1 The existing site contains 80 sqm of vacant retail floorspace and a self-contained studio flat at ground floor level. A further two bedroom flat is accommodated at first floor level.

1.2.2 The development proposals seek to extend and alter the existing building to accommodate three 3-bed cottages in place of the existing retail unit and flats and create a new structure to the rear of the plot to deliver two more 3-bed cottages.

1.2.3 Vehicular access is to be taken via an existing vehicular crossover onto High Street and pre-application discussions have not raised any issues with this approach to access. The development proposals include the provision of ten car parking spaces located within a courtyard area to the side of the development.

I.3 Pre-Application Response

1.3.1 Initial pre-application feedback was received from Dacorum Borough Council (DCB) on 30th May 2022. DCB officers suggested that the level of parking proposed would not meet the local parking

standards with 13.5 allocated or 10.8 unallocated parking spaces required to support the development proposals.

1.3.2 However, the pre-application feedback has indicated that lower parking provision could be acceptable where suitable evidence to justify a lower provision is provided. The feedback also sets out the key requirements for any justification for reduced parking, which are as follows:

- Consideration of the type/location of the development, including accessibility.
- A supporting Transport Assessment with suitable evidence and mitigation.
- A Travel Plan with supporting measures, such as car club provision.
- Easy access to public transport and local amenities.
- Supporting on-street parking stress surveys to demonstrate sufficient spare capacity to accommodate any potential overspill parking.
- Surveys of similar developments to demonstrate that lower parking is appropriate.

1.3.3 The pre-application response notes that the site resides in an area deemed to have 'Lower Accessibility'.

1.3.4 The full pre-application advice from DBC is provided within **Appendix A**.

2 Justification for Proposed Car Parking Provision

2.1.1 This section of the Technical Note sets out the justification for the proposed car parking provision.

2.2 Policy Context

2.2.1 The essence of the Government's sustainability agenda is to provide incentives to maximise the use of transport choices other than the private car, which includes developing at higher densities in locations where such sustainable choices can be made.

2.2.2 Therefore, for parking stress to become 'unacceptable' it would need to be demonstrated that it gave rise to meaningful land use harm, sufficient to withhold consent for an otherwise sustainable form of development – such as giving rise to unacceptable adverse effects upon highway safety or severe residual cumulative impacts on the road network in line with National Planning Policy Framework paragraph 111.

National Planning Policy Framework

2.2.3 Paragraph 105 of the NPPF states that: “If setting local parking standards for residential and non-residential development, policies should take into account:

- a *“the accessibility of the development;*
- b *the type, mix and use of development;*
- c *the availability of and opportunities for public transport;*
- d *local car ownership levels; and*
- e *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles”*

2.2.4 Further to this, paragraph 122 states that: *“Planning policies and decisions should support development that makes efficient use of land, taking into account:*

.....the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use.....”

Hertfordshire County Council

2.2.5 Hertfordshire County Council’s (HCC) fourth Local Transport Plan (LTP4) was adopted in 2018 and covers the period 2018 to 2031 and sets out the vision and strategy for the long-term development of transport in the county. The LTP4 adopts a more rigid stance on sustainability than its preceded plans and aims to achieve a switch from the private car to more sustainable transport.

2.2.6 The vision is aimed to be delivered through a focus on ‘Prosperity’, ‘Place’ and ‘People’ where prosperity includes: *“Less car dependent and more integrated, accessible and sustainable transport”*. Reducing car dependency is described as a solution to future traffic growth and excess demand on the strategic road network.

2.2.7 Policy 4 relates to Demand Management and considers greater traffic demand management to be essential in the county’s urban areas to achieve modal shift and improve sustainable travel provision. Within Policy 4, HCC cite examples in Oxfordshire and Cambridgeshire, where car use has been deterred through lower levels of parking provision, affirming its belief in this approach to achieving transport behavioural change.

Dacorum Borough Council Parking Guidance

2.2.8 The Dacorum Borough Council Parking Standards Supplementary Planning Document was originally adopted in November 2020 in tandem with the Dacorum Local Plan (2020-2038) Emerging Strategy for Growth.

2.2.9 The standards echoes the principles set out within HCC’s LTP4, in using the limitation of parking supply to influence demand, stating:

“Parking is...an important travel demand tool, and lower parking provision can, in the right circumstances (usually where there is high accessibility to other transport and facilities and a controlled parking zone) also lead to lower car ownership and use”

2.2.10 The SPD proposes graduated parking standards according to assigned ‘accessibility levels’ across the borough. Due to its rural location, Markyate is within Zone 3, labelled ‘Lower Accessibility’ which corresponds with higher parking requirements. Despite Markyate being identified within the Lower Accessibility zone, it is worth noting that it does benefit from a number of local amenities and access to regular public transport services to a number of key nearby towns and cities. This is discussed further later on within this Technical Note.

2.2.11 It is noted in Para 6.10 that deviations from these standards may be accepted where the Council accepts robust evidence of the following:

- *“The nature, type and location of the development proposed is likely to make this acceptable; this could include particular regeneration schemes, re-use of previously developed land/buildings with low parking provision in highly accessible areas with acceptable on-street conditions, or situations where new public transport services have significantly increased the accessibility of a location.*
- *The Transport Assessment has acceptable evidence and mitigation*
- *The Travel Plan measures including car clubs or other shared vehicles are appropriate and secured for the long-term.*
- *There is high accessibility to public transport and local facilities, in locations such as town centres and the Two Waters area.*
- *On-street parking stress surveys (undertaken in accordance with the specification provided in Appendix C) indicate sufficient spare capacity or there is a controlled parking zone for the area or one is proposed and secured (new residents will not normally be allocated permits unless surveys show ample spare on-street capacity).*

- *Surveys of similar developments at peak times of residential and other demand in the same town and potentially other towns show that lower parking is appropriate.*
- *Disabled and electric vehicle parking provision is appropriate.”*

2.2.12 The document goes on to set out the minimum residential parking standards for Accessibility Zone 3, shown in Table 1. If more than fifty percent of parking provision is to be unallocated, then the unallocated parking standards may be applied.

Table 1: Residential Parking Standards C3 Dwelling Houses

	Car Parking Spaces Per Dwelling (Allocated)	Car Parking Spaces Per Dwelling (Unallocated)
Zone 1 (Three Bedroom)	1.15	0.9
Zone 2 (Three Bedroom)	1.5	1.2
Zone 3 (Three Bedroom)	2.25	1.8

2.2.13 Following DBC’s parking standards, as the proposed development is located within Zone 3, 13.5 allocated or 10.8 unallocated parking spaces would be required to satisfy the parking standards without justification for a lower provision.

2.2.14 No visitor parking is required for residential schemes of less than ten dwellings.

2.2.15 This Technical Note seeks to argue that the local conditions applicable to the development site are such that reduced levels of parking provision, are appropriate. A case justifying lower parking provision at the development site is outlined in subsequent sections.

2.3 Location of the Proposed Development

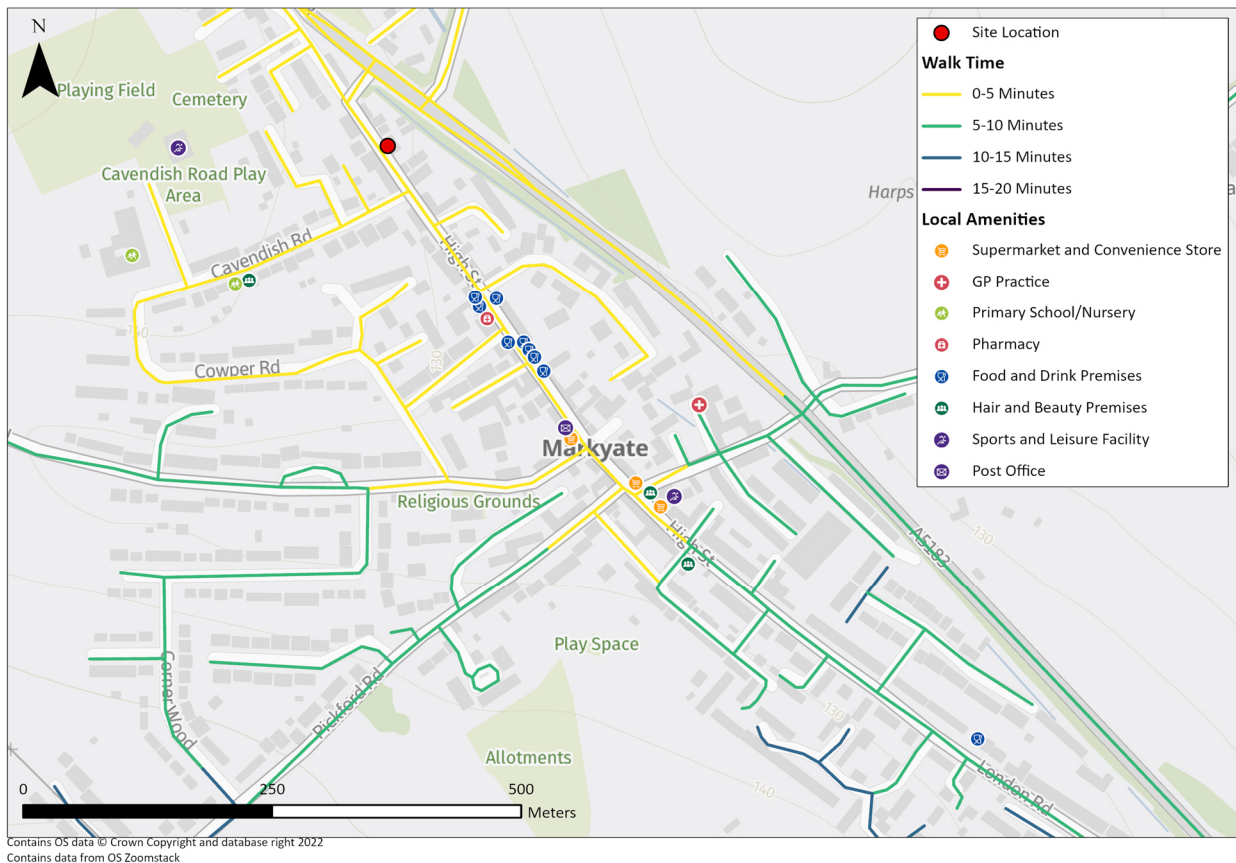
2.3.1 The site is located at 19-21 High Street, Markyate, a village located approximately 5.5km to the south-west of Luton. The site is located within close proximity of bus stops on High Street and to a number of key amenities within the village.

2.3.2 To demonstrate the accessible nature of the site, a series of plans have been prepared showing the proximity to amenities (retail, education, leisure and health) and accessibility by walking, cycling and public transport.

2.3.3 Figure 1 shows the location of the site in relation to existing amenities within a walking distance of the site. The figure demonstrates that the site is located in close proximity to a wide range of local amenities including, several food and drink premises, a pharmacy, post office, supermarkets, two schools and a GP, the majority of which are all within a five-minute walk. The

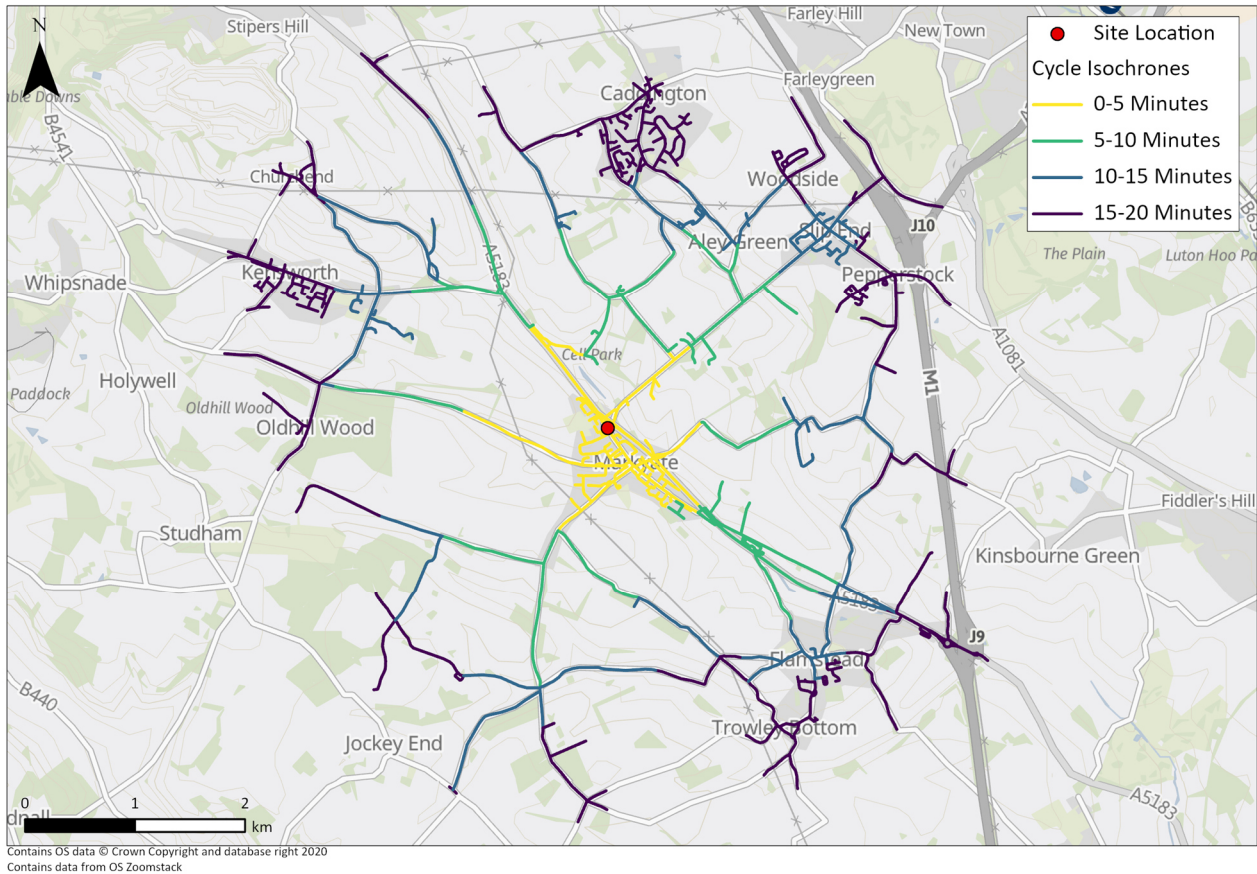
entire of Markyate village centre is within at least a 10-minute walk from the site. This suggests that the majority of journeys for those living within the proposed development could be undertaken without the need for a car.

Figure 1: Local Amenities and Walking Isochrones



2.3.4 Figure 2 demonstrates the areas that are accessible in a 20-minute cycle from the site. This shows that areas such as Caddington, Flamstead and Kensworth are reachable within a 20-minute cycle. The site also reaches just south of Luton in a 20-minute cycle distance.

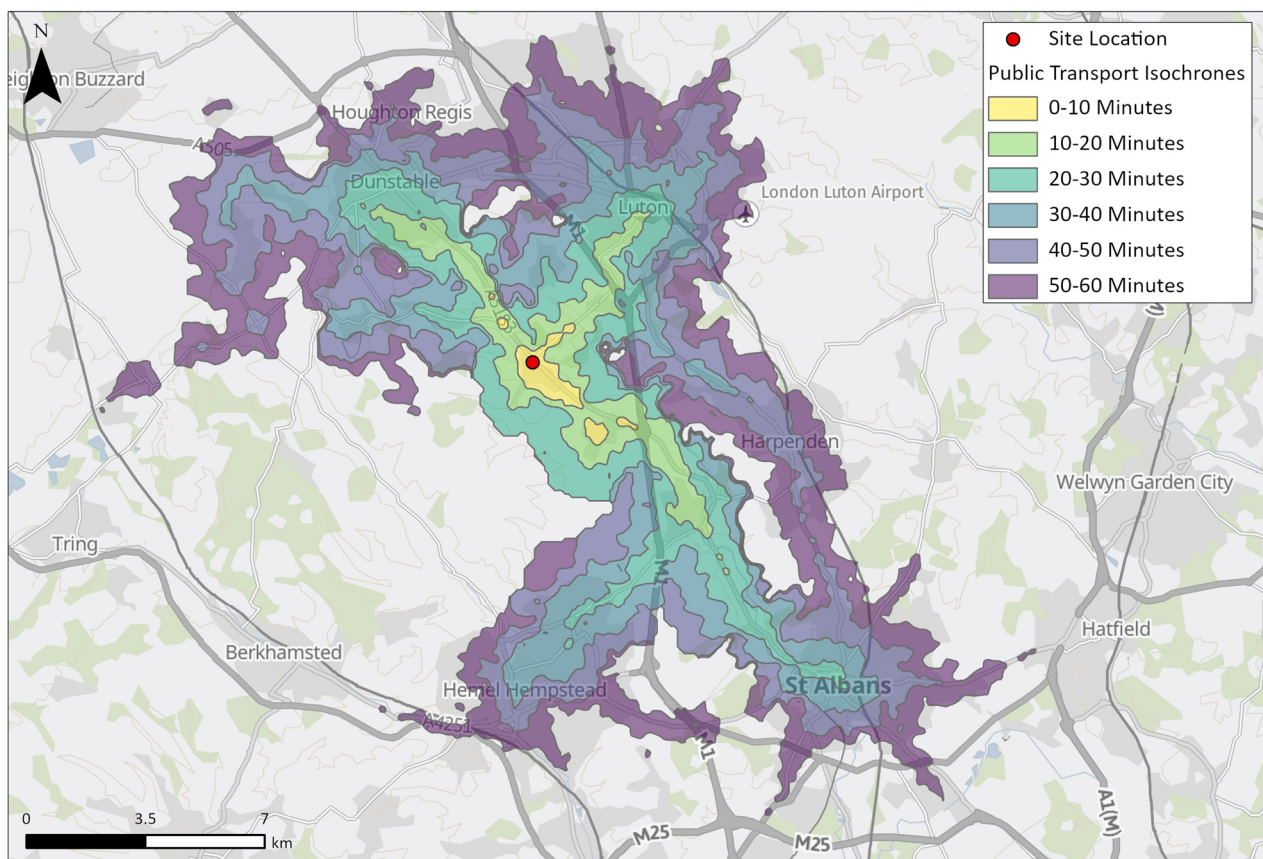
Figure 2: Cycle Isochrones



2.3.5 Figure 3 demonstrates the public transport accessibility of the site by showing the area that can be reached using public transport within a one-hour travel time from the site. This illustrates a 'door-to-door' journey time including walking times to public transport stops and stations and dwell times waiting for services.

2.3.6 Figure 3 demonstrates that Luton Town Centre is accessible in 20-30 minutes via public transport from the site. Additionally, St Albans is accessible in 30-40 minutes and Hemel Hempstead in 40-50 minutes. The plan demonstrates that a wide range of locations are accessible from the site within an hour by public transport and demonstrates that for those journeys that cannot be undertaken by foot or by cycle from the site, that public transport offers a genuine alternative to private car use.

Figure 3: One Hour Public Transport Catchment



2.3.7 Given the high degree of local amenities within acceptable walking distances and the fact that the development is in a well connected location with a wide range of locations being accessible within an hour by public transport, the site would be able to support lower levels of car parking.

2.4 Benefit of Low Parking Provision

2.4.1 The proposed development is situated in an accessible location with good public transport services and local amenities. Providing less car parking will result in fewer car-owning households occupying dwellings on the site, thereby resulting in lower car use in the Markyate village centre and deriving the maximum benefit afforded by the development’s location - the alternative being that such households would be accommodated in less sustainable locations where car ownership may be more important.

2.4.2 Paragraph 105 of the NPPF states that: *“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine*

choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”

- 2.4.3 In line with the policies contained in the NPPF, a low-car development on this site is appropriate and would bring forward much needed residential development whilst minimising any increase in congestion and the other environmental disbenefits associated with car traffic generation, including increased carbon emissions.
- 2.4.4 It is relevant to note that DBC declared a climate emergency in 2019 and aim to *“support the borough to become net-zero as quickly as practicably possible, by 2050 at the latest”*. Within this, the Council have outlined that *“making changes to the way we travel will be crucial for meeting our net-zero goal. This will involve significantly reducing car use, increasing active travel (such as walking and cycling) and potentially eliminating some journeys altogether”*.
- 2.4.5 Requiring unnecessary car parking in this accessible location, which would encourage increased car use, runs counter to DBC’s climate emergency declaration and conflicts with national policy. Paragraph 8(c) of the NPPF requires sustainable development that makes efficient use of land, minimises pollution, mitigates and adapts to climate change and supports a low carbon economy. The provision of lower levels of parking is entirely in line with the need for an acceleration of the existing patterns of living in accessible locations where car travel is not necessary for most people.

2.5 Low Parking Provision and Car Ownership

- 2.5.1 As noted earlier, the proposed level of car parking provision will be in line with the anticipated level of demand. However, if at the time a potential occupant/household for whom car ownership was essential was considering moving in, but there were no spaces available, this would obviously deter them from moving in. Thus the number of spaces provided will directly influence the total demand for car parking.
- 2.5.2 This logical conclusion is supported by a substantial body of information which shows that the availability of parking within a scheme in a location where off-site car parking is limited is a key driver of car ownership. The Transport for London (TfL) document *“Residential Car Parking”* (2017), which formed part of the London Plan evidence base, states that *“Developments with more car parking have residents who are more likely to own cars; this is consistent across a number of other factors”*. The document further found that *“reducing the maximum provision of parking could encourage those who could consider a car-free lifestyle to adopt one”*.

2.6 Levels of Parking at Similar Sites

2.6.1 A review of similar sites on the TRICS database (version 7.9.2) has been undertaken to establish anticipated levels of parking at similar sites. The following selection criteria was adhered to:

- Sites within England (excluding Greater London);
- Land use 03A Houses Privately Owned;
- Sites with between 0-50 dwellings; and
- Sites located in a Village.

2.6.2 To determine how utilised the parking is at the sites the surveys had to include the initial and final car park occupancy. Only three of the suitable TRICS sites provided this information, and these sites have been presented in Table 2 below. The full TRICS report can be found in **Appendix B**.

Table 2: Similar TRICS Sites

TRICS Site	No. Occupied Dwellings	No. Parking Spaces	Maximum Parking Spaces Occupied from Survey	Car Ownership
CH-03-A-12 Northwich	33	74	38	1.15
KC-03-A-05 Near Chatham	8	16	7	0.88
TW-03-A-03 Near Newcastle	33	132	35	1.06

2.6.3 Table 2 demonstrates that all three of the identified similar TRICS sites have much lower car parking demand than the number of parking spaces provided. All of the sites have lower levels of car ownership, below the Dacorum Borough Council parking standards. It is therefore evident that an overprovision of parking could lead to an inefficient and unsustainable use of land. The TRICS surveys therefore demonstrate that a level of parking below the council standards would be appropriate.

2.7 Existing Parking Restrictions and Parking Survey Results

2.7.1 The development is located in an area of uncontrolled parking, therefore on street parking stress surveys have been undertaken to establish the existing on-street parking capacity.

2.7.2 Two overnight snapshot parking surveys were undertaken on Wednesday 13th and Thursday 14th July 2022 between the hours of 00:30-05:30 when most residents are likely to be home. Parking surveys were undertaken over an area of approximately 200m walking distance from site. The surveys also identified parking restrictions. The parking surveys were undertaken following the

methodology for residential development within Appendix C of Dacorum Borough Council’s Parking Standards SPD. The full parking survey results are shown in **Appendix C**.

- 2.7.3 A total of 176 parking spaces were identified across the survey area, of which 164 were unrestricted parking spaces and 21 were on pavement parking spaces. Of the 164 unrestricted parking spaces, 130 (79%) were occupied overnight (00:30-05:30) on the 13th July 2022 and 128 (78%) were occupied overnight on the 14th July 2022. Of the 21 on pavement parking spaces, 10 (48%) were occupied overnight on the 13th July 2022 and 12 (57%) were occupied on the 14th July 2022.
- 2.7.4 The results of the parking survey therefore demonstrate that 36 unrestricted and on pavement parking spaces were available overnight across the local area. A summary of the on-street parking demand in the area is presented in Table 3 below.
- 2.7.5 It should be noted that within the surveys, there is also a series of single yellow lines that have not been included that would also allow for overnight parking. However, very few cars were recorded as parking on the single yellow lines overnight, with a maximum of six cars recorded.

Table 3: Unrestricted Car Parking Summary

Road	Unrestricted parking spaces	Demand		Occupation %	
		13 th July 2022	14 th July 2022	13 th July 2022	14 th July 2022
High Street (East Side)	45	42	38	93%	84%
High Street (West Side)	0	0	0	0%	0%
High Street West (East Side)	8	7	7	88%	88%
High Street West (West Side)	3	0	1	0%	33%
Albert Street (North Side)	12	6	7	50%	58%
Albert Street (South Side)	14	13	13	93%	93%
Wesley Road (North Side)	20	17	18	85%	90%
Wesley Road (South Side)	9	4	5	44%	56%
Cavendish Road (North Side)	28	22	19	79%	68%
Cavendish Road (South Side)	0	0	0	0%	0%

Road	Unrestricted parking spaces	Demand		Occupation %	
		13 th July 2022	14 th July 2022	13 th July 2022	14 th July 2022
Grange Close (East Side)	0	0	0	0%	0%
Grange Close (West Side)	0	0	0	0%	0%
Fullerton Close (East Side)	11	2	3	18%	27%
Fullerton Close (West Side)	0	0	0	0%	0%
Roman Way (East Side)	18	13	13	72%	72%
Roman Way (West Side)	11	10	11	91%	100%
Garages (East Side)	0	0	0	0%	0%
Garages (West Side)	6	4	5	67%	83%

2.7.6 Table 3 above shows that only one road, Roman Way (west side) reaches full capacity over-night, and therefore the car parking surveys demonstrate that there is currently capacity on-street in close proximity to the development. The parking surveys therefore demonstrate that should any additional parking demand arise beyond what has been allowed for within the development proposals, such as visitor parking demand, there would be capacity on street to accommodate any potential overspill from the site in a safe manner.

2.8 Principle of Low Car and Car Free Living in Markyate

2.8.1 The 2011 Census Car Ownership data (the most recently-available Census data) for Dacorum (Table KS404EW) shows that across the Borough as a whole an average of 1.39 cars were owned per household. In total, 9,839 households (16% of the total) in Dacorum did not own a car. Utilising the same dataset for the existing residential development within Markyate has identified that 136 households (11% of the total) did not own a car.

2.8.2 The 2011 Census data thus demonstrates that car-free living is an option for a significant proportion of existing residents within Dacorum Borough as a whole and also within Markyate specifically.

2.8.3 The level of car ownership within Markyate has also been extracted using the same dataset as above, for the Lower Super Output Areas (LSOA) Dacorum 001C and Dacorum 001D, which cover

the village. This found that across Markyate, the average car ownership level was 1.53, which equates to a parking demand of eight spaces for the proposed development.

2.8.4 It is also possible to extract further detail in relation to car ownership from the 2011 Census which is broken down by dwelling type, size and tenure. The table below summarises the 2011 car ownership for the dwelling type proposed at the site for Watling Ward, in which Markyate is located.

Table 4: 2011 Census Car Ownership Data for Watling Ward

Dwelling Type	No of Beds	0-car	1-car	2-car	3+ car	Total
House	3-bed	5%	39%	40%	16%	100%
Adjusted		5%	39%	56%	Assumed no households would own 3+ cars	100%
Number of Spaces		0	1.95	5.6	0	7.55

2.8.5 It is worth noting that the Watling Ward covers a large area, including large areas rural in nature, as demonstrated in Figure 4 on the next page. Markyate represents the major settlement within the ward and has far better access to key facilities and amenities and public transport than the majority of the ward. As such, it would be reasonable to conclude that Markyate would experience lower levels of car ownership than the rest of the ward.

2.8.6 For this reason, given the development is proposing a restrained level of car parking (and for the various reasons given throughout this technical note) and that Dacorum Borough Council parking standards would not facilitate these houses to own 3 or more cars (maximum of 2.25 spaces per unit), it is reasonable to assume that no dwelling would own more than two cars. The percentage of households owning two cars has therefore been adjusted to reflect this and a total number of spaces required calculated as shown in Table 4.

2.8.7 Based on the 2011 Census data findings presented above, it is recommended that the development provide a total of eight car parking spaces for the five dwellings, at a ratio of 1.6 spaces per dwelling. This assumes that parking would be provided on an unallocated basis.

2.8.8 If parking was to be provided on an allocated basis, it would be recommended that parking be provided at a ratio of two spaces per dwelling, as a car ownership of 1.6 cars per dwelling could result in a dwelling owning two cars. This equates to the development providing a total of 10 spaces on an allocated basis.

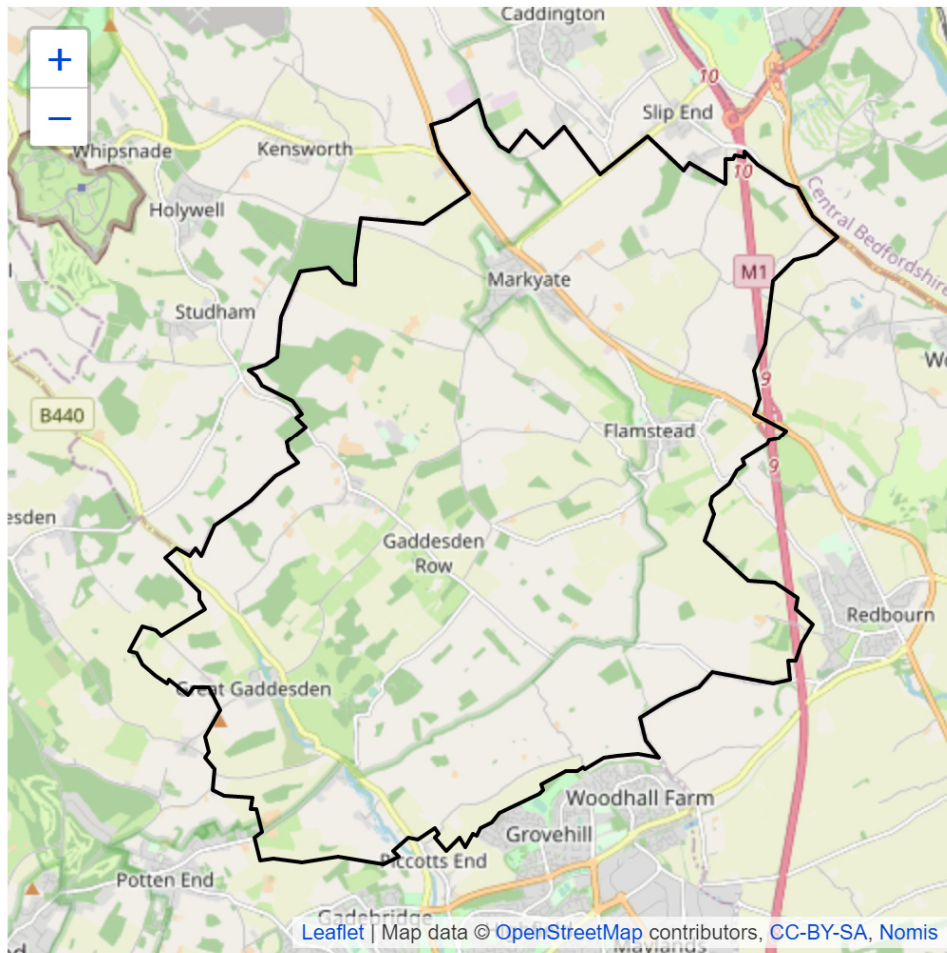
2.8.9 The calculation is based on data that is 11 years old and does not reflect recent changes in attitudes to car ownership. To further support the potential for reduced parking provision at the development, information is also available from the Driver and Vehicle Licensing Agency (DVLA) on the number of vehicles registered within a specific geographic location¹. This data source has been examined to identify the total number of registered vehicles within the Markyate, Flamstead & Gaddesden LSOA. Based on the DVLA data, average car ownership per capita in Markyate has reduced by over 4% in the period between 2010 and 2020, further demonstrating that car free and low car lifestyles are increasingly an option for people living within the town. The proposed level of car parking can therefore be considered a robust level of provision that would suitably accommodate the potential demand for car parking generated by the development proposals.

¹ <https://transport-behaviour.shinyapps.io/application/>

Figure 4: Watling Ward Boundary

Map of E05004714 : Watling

Close



3 Summary

3.1.1 In summary, it is recommended the development provide either a total of eight unallocated car parking spaces for the five dwellings, or 10 allocated spaces, at a ratio of 1.5 spaces per dwelling, in line with 2011 Census data findings outlined in Section 2.8. The parking surveys demonstrate that there is space on-street to accommodate any overspill or visitor parking that could arise.

3.1.2 The reduced car parking provision would be appropriate for a number of reasons:

- The proposed parking provision is in accordance with the provisions of the existing local and national planning policy;

- The site is located within an accessible location and is therefore an appropriate location for a low-car development;
- There is a clear link between the provision of parking and car-ownership levels;
- Similar sites identified on the TRICs database demonstrated that their levels of car ownership were significantly below the parking provision required by the local council and resulted in an inefficient and unsustainable use of land as the sites had much lower parking demand than the number of parking spaces provided;
- Overnight on-street parking surveys demonstrated that there is capacity on-street to accommodate any additional parking required; and
- The level of car parking recommended is in line with the expected level of demand for spaces.

3.1.3 On the basis of the above, lower levels of car parking are therefore to be encouraged and enabled in order to help Local Authorities meet the current policy need to address the Climate Change crisis.

Appendix A Pre-Application Advice

Date: 30th May 2022
Officer: Sally Robbins
Phone: 01442 228 473
Email: sally.robbins@dacorum.gov.uk
Reference: 22/01409/PRED

Julian Seabrook
Unit 17
Ashridge Road
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HP5 2PX



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Hemel Hempstead
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01442 228 000
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www.dacorum.gov.uk
D/deaf callers, Text Relay:
18001 + 01442 228 000

Pre-Application Advice - Minor Developments

Reference: 22/01409/PRED
Proposal: Extension and alterations to form 3 x cottages to High Street frontage together with 3 x new build cottages to rear of site.
Address: Flat 19 - 21 High Street Markyate St Albans Hertfordshire AL3 8PG

Dear Sir/Madam

Thank you for your request for pre-application advice. The purpose of this report is to explain the key planning considerations and indicate how the proposals would likely be dealt with by the Local Planning Authority. The full report can be found overleaf but please feel free to contact me on the details above if you have any further questions.

Yours sincerely,

Sally Robbins

Lead Planning Officer
Development Management
Dacorum Borough Council

Dacorum Borough Council Development Management

The Forum
Marlowes
Hemel Hempstead
Herts
HP1 1DN



Reference: 22/01409/PRED

Proposal: Extension and alterations to form 3 x cottages to High Street frontage together with 3 x new build cottages to rear of site.

Address: Flat 19 - 21 High Street Markyate St Albans Hertfordshire AL3 8PG

Pre-Application Advice Report

Site Description

The application site is located at 19-21 High Street, Markyate. The site comprises a two-storey brick building to the High Street frontage and a brick built outbuilding to the rear of the plot. The site was formerly in use as a hardware store fronting onto the High Street with residential use to the rear of the shop unit and above at first floor level. The outbuilding to the rear is part single storey, part one and a half storeys and was formerly used for storage.

The site backs onto Dunstable Road (the A5), a main distributor road that runs in a northwest to southeast direction. The site levels drop from west to east by around 2 metres such that the rear of the site is significantly lower than the front.

The application site is situated within a Conservation Area, an Area of Archaeological Significance and within the designated large village of Markyate.

Proposal

Pre-application advice is sought for the redevelopment of the site to provide 6 x three-bedroom dwellings. The proposal would comprise extensions to the existing building fronting the High Street to create 3 x terraced cottages. Furthermore, the outbuilding to the rear would be demolished and replaced with 3 x new build cottages. The development would include car parking and amenity space for each dwelling and would utilise the existing access.

Planning History

Planning Applications (If Any):

Appeals (If Any):

Constraints

Area of Archaeological Significance: 2

CIL Zone: CIL2

CIL Zone: CIL3

Markyate Conservation Area

Green Belt: Policy: CS5

Large Village: Markyate

Parish: Markyate CP

RAF Halton and Chenies Zone: Green (15.2m)

Residential Area (Town/Village): Residential Area in Town Village (Markyate)

Parking Standards: New Zone 3

EA Source Protection Zone: 3

Planning Policies

Main Documents:

National Planning Policy Framework (July 2021)

Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)

Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)

Policy NP1 - Supporting Development

Policy CS1 - Distribution of Development

Policy CS4 - The Towns and Large Villages

Policy CS8 - Sustainable Transport

Policy CS10 - Quality of Settlement Design

Policy CS11 - Quality of Neighbourhood Design

Policy CS12 - Quality of Site Design

Policy CS13 - Quality of Public Realm

Policy CS17 - New Housing

Policy CS25 - Landscape Character

Policy CS27 - Quality of the Historic Environment

Policy CS28 - Renewable Energy

Policy CS29 - Sustainable Design and Construction

Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Policy 57 - Provision and Management of Parking

Policy 58 - Private Parking Provision

Policy 99 - Preservation of Trees, Hedgerows and Woodlands

Policy 100 - Tree and Woodland Planting

Policy 120 - Development in Conservation Areas

Policy 129 - Storage and Recycling of Waste on Development Sites

Appendix 1 - Sustainability Checklist

Appendix 3 - Layout and Design of Residential Areas
Appendix 5 - Parking Provision

Supplementary Planning Guidance

Sustainable Development Advice Note (March 2011)
Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (September 2011)
Refuse Storage Guidance Note (February 2015)
Parking Standards Supplementary Planning Document (September 2020)
Water Conservation
Energy Efficiency and Conservation

Key Considerations

The main issues to consider are:

- The policy and principle justification for the proposal
- Suitability of the site for redevelopment
- The impact on the character and appearance of the Conservation Area
- Quality of design / impact on visual amenity
- The impact on residential amenity
- The impact on parking and highway safety
- Other matters.

The policy and principle justification for the proposal

The proposed development would result in a part change of use of the site from Use Class E (the shop unit) to Use Class C3 (dwellinghouses). The retail unit was formerly in use as a hardware shop. Whilst Policy CS4 does encourage a mix of uses within town centres and local centres, the site also resides within a designated residential area of Markyate. Within residential areas, appropriate residential development is acceptable. There is therefore no objection to the loss of the retail unit and the proposal is in accordance with Policy CS4 of the Core Strategy.

The proposal is therefore acceptable in principle. The main issues are discussed in turn below.

Suitability of the site for redevelopment

Within the Core Planning Principles outlined in the NPPF there is heavy emphasis on the planning system's responsibility to deliver more homes. Paragraph 60 of the NPPF stresses this further, seeking to boost the supply of housing and paragraph 119 promotes and supports the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively. Paragraph 69 of the NPPF states that decision makers should give great weight to the benefits of using suitable sites within existing settlements for homes. Additionally, Saved Policy 10 of the Local Plan seeks to optimise the use of available land within urban areas, however it also requires development to be planned and implemented in a coordinated way, taking a comprehensive view of potential development opportunities in the immediate area wherever possible.

The site resides within the village centre of Markyate, which comprises some local amenities and public transport. There is no objection to the demolition of the outbuilding to the rear of the

site, nor to the extension/alteration of the existing building fronting the High Street, and it is considered that the site is suitable for redevelopment.

Taking all of the above into account, the proposal would make a small but valuable contribution to the Borough's existing housing stock (in accordance with Policy CS17). The development would be located in a sustainable location and would seek to optimise the use of urban land. The proposal is in accordance with policies CS1, CS4 and CS17 of the Core Strategy, Saved Policy 10 of the Local Plan and the NPPF.

The impact on the character and appearance of the Conservation Area

As outlined above, the site resides within Markyate Conservation Area, wherein Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that local authorities should have special regard to preserving or enhancing the character and appearance of Conservation Areas. There are also several listed buildings in the vicinity, therefore consideration must also be given to Section 66 of the Act which requires local authorities to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Paragraph 199 of the National Planning Policy Framework states that great weight should be given to the conservation of heritage assets when considering the impact of a proposed development and Core Strategy Policy CS27 requires development to protect, conserve and where appropriate enhance the integrity, setting and distinctiveness of heritage assets.

The Council's Conservation & Design Officer has been consulted and provided the following representation:

"19-21 High Street is a mid 20th century building with an unused hardware store on the ground floor and a studio apartment to the rear and two bedroom apartment on the first floor. To the rear is an outbuilding perpendicular to the main house on the north boundary. The site is within the Markyate Conservation Area which in its essence preserves the historic high street of the town. The site is equidistant between two grade II listed buildings, The Old Maltings to the north and Old Forge Cottage to the south. Opposite the Old Maltings on the west side of the High Street is the grade II listed 4, 8 & 8A High Street.

Historic Ordnance Survey mapping and a photograph from the 1950s/60s in the Historic England England's Places archive show that the present building replaced a row of houses directly situated on the High Street. The site previously had several outbuildings within the plot establishing a precedent of ancillary buildings to the rear. The whole of this stretch of the High Street was once similarly positioned directly on the pavement. This densely packed character was erased when the houses between The Old Maltings and number 23 were gradually demolished from the late nineteenth century onwards. Number 15 & 17 are two detached houses set well back behind front gardens and parking areas. Number 19-21 is also detached and set back, but not to the same extent. It has a driveway to the north between it and number 17 leading to the rear outbuilding. To the south is a private parking area which replaced housing in the late 19th century. The existing character is therefore now open and rather suburban and there is an opportunity with this proposal to reinstate the original historic grain of the High Street on this site.

The proposal is to demolish all existing structures on the site which would be acceptable. Both the outbuilding and 19-21 are unremarkable structures of limited architectural interest. In their

place it is proposed to build a terrace of three houses (Plots 1,2 & 3) directly on to the street reinstating the original building line and a further terrace of three houses perpendicular to the rear on the footprint of a previously approved replacement building (4/01946/17/FUL) (Plots 4, 5 & 6). The issues and impact for each are different.

Plots 1, 2, 3

These are the houses that face the High Street and are clearly more visible within the conservation area than the building to the rear. There will be three cottages in a vernacular style which would reflect the earlier grain and is acceptable. They will have an attic storey with dormer windows in order to add an additional bedroom. The early house seen on the site was one and half storeys and this is a significant increase. The ridge height appears to be taller than number 23 which is exaggerated by the slope of the High Street. The dormers should be removed and the ridge height lowered. As it stands the proposal would be too dominant in views along the High Street and there are no examples of dormers in the vicinity where all the historic buildings are two storey. The attic storey on the front elevation would be uncharacteristic and not sit quietly within its context.

Plots 4, 5 & 6.

The proposal is for a similar terrace of three houses to the rear which is entirely out of character with the conservation area. Although to the rear, it would be visible due to the open character of this section of the conservation area from the parking to the south, through the gap between number 17 and 19-20, potentially across the back gardens where the road curves to meet the A5183 and from the A5183 itself when there is less leaf cover.

As stated on previous applications the style of this building needs to be ancillary to reflect the early grain, particularly given the perpendicular position of the replacement building which makes sense when understood as a replacement to an outbuilding. As it stands the proposal appears to read as a suburban cull de sac of town houses. In order to read as ancillary the building also needs to be lower than the front range, this can partly be achieved through the lie of the land but it does need to be clearly set down. The proposal for three units is too much given the need for parking which would be opposite the front elevation. A single ancillary style dwelling in this position as previously approved would be acceptable. What is currently proposed is uncharacteristic of the conservation area and would neither preserve nor enhance it.”

We would recommend that, prior to submitting a full planning application, you submit amended floor plans, elevations and site sections so that the impact on heritage assets can be further assessed.

Quality of design / impact on visual amenity

The NPPF states that planning policies and decisions should ensure that new development should be sympathetic to local character and history, including the surrounding built environment and landscape setting. Furthermore, Policies CS11 and CS12 of the Dacorum Borough Core Strategy seek to ensure that new development respects adjoining properties in terms of layout, scale, height, bulk and materials.

In terms of the overall design, layout and housing mix, the main constraint will be providing sufficient parking on site. As discussed in further detail below, the minimum parking requirement

for 6 x three-bedroom dwellings in this location would be 13.5 allocated spaces or 10.8 unallocated spaces. As such, the required minimum level of parking could not be accommodated on site within the current proposal. The proposal would need to be amended in order to meet the parking standards by way of reducing the number of units and bedrooms.

Taking into consideration the Conservation Officer's comments, the proposed units facing the High Street need further consideration. The front dormers would not be supported and the overall ridge height needs lowering. A more detailed street scene drawing showing levels and building heights in relation to surrounding properties would be beneficial.

In term of the units to the rear of the site, it is unlikely that we would support a row of terraces in this location. We would however support a sympathetically designed subordinate building that is significantly set down from the units at the front, also noting the residential amenity assessment below. This would also increase the prospect of meeting the minimum parking requirement.

The impact on residential amenity

Policy CS12 of the Core Strategy states that new development should avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to properties in the surrounding area. Furthermore, Saved Appendix 3 of the Local Plan states that residential development should be designed and positioned to maintain a satisfactory level of sunlight and daylight for existing and proposed dwellings.

More specifically, Saved Appendix 3 states that a minimum distance of 23m between the main rear wall of a dwelling and the main wall (front or rear) of another should be met to ensure privacy. This distance may be increased depending on character, level and other factors.

In terms of amenity space, all residential development is required to provide private gardens, which should normally be positioned to the rear of the dwelling and have an average minimum depth of 11.5m. A reduced rear garden depth may be acceptable for small starter homes, for example, and development backing onto or in close proximity, to open land, public open space or other amenity land. For infill developments, garden depths that are below 11.5m but of equal depth to adjoining properties may be acceptable. Generally, all gardens should be of a width, shape and size to ensure the space is functional and compatible with the surrounding area.

With respect to sunlight and daylight, residential development should be designed and positioned in such a way that a satisfactory level of sunlight and daylight is maintained for existing and proposed dwellings. Significant overshadowing should be avoided (see the Building Research Establishment's report *Site Layout Planning for Daylight and Sunlight*, 2011). A 45-degree angle of light should be maintained as a basic minimum to all primary windows of habitable rooms in relation to proposed perpendicular development. Furthermore, a 25-degree angle of light should be maintained to all primary windows of habitable rooms in relation to proposed development opposite those windows.

Taking all of the above policies into account, the main issues would be the relationship between the rear elevation of units 1-3 and the side elevation of unit 4. Also, the relationship between the rear elevation of units 4-6 and the front elevation of Flowerdale Cottages. The proposed garden depths do not meet the minimum standards, however as outlined above this may be acceptable in certain circumstances if functional garden spaces can be provided.

The side elevation of unit 4 to the rear would be situated 8m from the rear elevations of units 1 and 2. Site levels do drop towards the rear of the site, however notwithstanding the difference in levels, it is likely that there would be unsatisfactory light provision to the rear windows of units 1 and 2, particularly at ground floor level. It is also likely that the light provision to these rear-facing windows for units 1 and 2 would fail the 25-degree test. The built form of units 4, 5 and 6 would need to be significantly reduced in height and scale in order to mitigate the impact on light provision to units 1 and 2. Additionally, the rear unit could be brought away from the boundary to mitigate the impacts further.

In terms of amenity space, the minimum garden depths would not be achieved. Therefore, it would need to be demonstrated that proposed gardens are functional and compatible with the surrounding area. However, it is considered that the rear gardens of units 1 and 2 could suffer from a sense of enclosure due to the close proximity of the two-storey element of unit 4.

In relation to the front elevation of Flowerdale Cottages, the proposal would need to ensure that a 23m separation distance is maintained from the rear of units 4, 5 and 6. It is unclear, based on the information submitted at this stage, whether the minimum separation distance would be met. This would need to be demonstrated at full application stage.

Existing and proposed block plans and site sections would need to be provided, not only showing the relationship of dwellings within the site, but also of neighbouring properties. The impact on residential amenity would be fully assessed when detailed plans are provided.

The impact on parking and highway safety

The NPPF, Policies CS8 and CS12 of the Dacorum Borough Core Strategy, Saved Policy 58 of the Local Plan and the Parking Standards Supplementary Planning Document (SPD) all seek to ensure that new development provides safe and sufficient parking provision for current and future occupiers.

The parking requirement set out in the Parking Standards SPD states that within Zone 3 a three-bedroom house should have 2.25 allocated or 1.8 unallocated off-street parking spaces. 'Allocated' refers to a location where 50% or more of the spaces are allocated to individual units or within the curtilage of a dwelling; 'Unallocated' refers to all other locations where less than 50% of spaces are allocated or within the curtilage of a dwelling.

Each three-bedroom property in this location would be expected to provide more than the one off street parking space proposed. Six three-bedroom dwellings in this location would be expected to provide 13.5 allocated spaces, or 10.8 unallocated spaces, for the development as a whole.

The Councils parking standards SPD sets out that *'The starting principle is that all parking demand for residential development should be accommodated on site; and the requirements shown are 'standards' - departures from these will only be accepted in exceptional cases, when appropriate evidence is provided by the agent/developer for consideration by the Council, and the Council agrees with this'*.

It goes on to state:

Changes to the standards may be appropriate or required where the Council accepts robust evidence of the following:

- *The nature, type and location of the development proposed is likely to make this acceptable; this could include particular regeneration schemes, re-use of previously developed land/buildings with low parking provision in highly accessible areas with acceptable on-street conditions, or situations where new public transport services have significantly increased the accessibility of a location.*
- *The Transport Assessment has acceptable evidence and mitigation.*
- *The Travel Plan measures including car clubs or other shared vehicles are appropriate and secured for the long-term.*
- *There is high accessibility to public transport and local facilities, in locations such as town centres and the Two Waters area.*
- *On-street parking stress surveys (undertaken in accordance with the specification provided in Appendix C) indicate sufficient spare capacity or there is a controlled parking zone for the area or one is proposed and secured (new residents will not normally be allocated permits unless surveys show ample spare on-street capacity).*
- *Surveys of similar developments at peak times of residential and other demand in the same town and potentially other towns show that lower parking is appropriate.*
- *Disabled and electric vehicle parking provision is appropriate.*

At this pre-application stage, none of the above has yet been undertaken/provided. This would be a requirement for any forthcoming full planning application in the event that there is a proposed parking shortfall. However, it should be noted that the site resides within a village and in Accessibility Zone 3, a 'Lower Accessibility' zone.

In terms of electric vehicle charging points, 50% of all spaces should be active provision, another remaining 50% to be passive provision. If electric spaces are allocated, the Council will require a higher proportion of provision agreed on a case-by-case basis.

Other matters

Landscaping

Saved Policies 99 and 100 of the Dacorum Local Plan and Policy CS12 of the Core Strategy seek to ensure that retained trees are protected during development and that new planting is a suitable replacement for any removed trees. Furthermore, paragraph 131 of the NPPF states that appropriate measures should be put in place to secure the long-term maintenance of newly planted trees, and seeks to ensure that existing trees are retained wherever possible.

There does not appear to be any trees within the site itself, however there are several trees to the rear of the site. The proposed scheme has the potential to provide mitigation planting, soft and hard landscaping on site, as well as appropriate screening and boundary treatment. Tree protection measures may be required for the trees to the rear of the site. Furthermore, the Council's Trees & Woodlands Officer would be consulted at full application stage.

Ecology

Given the semi-rural nature of the site, which is adjacent to the Green Belt, and nature of the proposed works, the County Ecologist may be consulted to ensure that the proposal would not have any adverse impacts on wildlife/protected species. Furthermore, as the outbuilding would be demolished and there would be alterations to the roof of the High Street facing units, it is advised that a Preliminary Roost Assessment (PRA) be submitted in support of a future application, to ensure that bats would not be adversely affected by the development. This would help to avoid potential delays at application stage.

Area of Archaeological Significance

The site resides within an Area of Archaeological Significance. As such, we would consult the County Archaeologist at full application stage and further information / surveys may be requested either during the determination process or secured via condition. It is noted that an Archaeological Written Scheme of Investigation was secured by condition on the previously approved scheme relating to the outbuilding to the rear (ref. 4/01946/17/FUL).

Contamination

Should a formal planning application be submitted for the proposed works, the Council's Scientific Officer would be consulted to establish whether the proposal would be likely to have any adverse impacts regarding land contamination.

Waste management

Consideration should be given to the provision of secure space to discretely store wheelie bins on site. It is considered that the development could be incorporated into the existing refuse and recycling service and would therefore comply with Saved Policy 129 of the Local Plan.

Community Infrastructure Levy (CIL)

Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on the 1st July 2015. This application is CIL Liable and resides in CIL Zone 3.

Habitats Regulations Assessment (HRA)

As part of our ongoing work to prepare the Local Plan, Dacorum Borough Council is required by law to undertake a Habitats Regulations Assessment (HRA) to understand the impacts that current and planned future growth is having on sites designated under the Habitats and Birds Directive.

The evidence gathered to date by the Council's expert ecological consultants (Footprint Ecology) concludes that the integrity of the Chilterns Beechwoods SAC, particularly at Ashridge Commons and Woods SSSI is being harmed as a result of public access and disturbance.

As such, a mitigation strategy needs to be developed to offset the current harm to the sites. Until this mitigation strategy is in place Natural England is advising the Council that, in respect

of any development that proposes an increase in the total number of residential dwellings (C3 use class):

- A development exclusion zone of 500m will operate around Ashridge Commons and Woods SSSI and Tring Woodlands SSSI, where new residential development will not be permitted.
- **A zone of influence** of 12.6km from Ashridge Estate boundary and 1.7km from the edge of Tring Woodlands, where new residential development will be requested to undertake a project-level HRA detailing how each individual site is going to avoid adverse impacts to the Chilterns Beechwoods SAC. Affected proposals will be expected to consider impacts both alone and in combination with other plans and projects and set out measures to sufficiently mitigate these. Alternatively, applicants can wait until a mitigation strategy is prepared by the Council.

As a result, the Council needs to put in place these extra checks on planning applications which is likely to involve delays to granting planning permission for the developments affected. These delays are likely to be temporary until a mitigation strategy is in place. As such, the Council will continue to receive and process all applications as normal during this interim period. Where applications are unable to be determined for reasons relating to the HRA, case officers will continue to work constructively with applicants and developers.

The application site resides within the above-mentioned 'zone of influence', therefore a mitigation strategy would be required at this stage (or you can await the mitigation strategy to be prepared by the Council).

Further information can be found on the Council's website at www.dacorum.gov.uk/sac.

Summary

The principle of residential development in this location is acceptable and there is no objection to the loss of the shop unit or the outbuilding to the rear. The key issue would be providing the minimum parking requirement on site. This would guide the general layout of the scheme, which in turn would dictate the number of units achievable. It is not considered that the current proposal of six three-bedroom units could comfortably be accommodated and the proposal would therefore need to be reduced in scale and number of units.

The design of the dwellings needs further consideration taking into account the Conservation Area location and the statutory requirement of preserving or enhancing heritage assets and their setting.

It is suggested that you apply for a further pre-application to discuss amended designs with the Local Planning Authority and Conservation and Design Team. Please see the website for further details. We would be happy to provide further advice as the scheme evolves.

It is advised that you discuss the proposed development with the neighbours and Parish Council prior to submitting a formal planning application.

This report has been based on the information supplied to the Local Planning Authority. Although every effort has been made to provide comprehensive advice based on this information, it should be noted that this report constitutes a Planning Officer's opinion and is not binding to any future decision of Dacorum Borough Council. In particular, should a formal

planning application be submitted to the Council, other matters pertinent to the proposed development may be raised by any further details submitted, third parties and/or consultees.

Applying for Planning Permission

A future application for planning permission should, as a minimum, comprise the following:

A completed application form;

The requisite application fee;

An Ordnance Survey style site location plan at a metric scale of 1:1250 showing the application site outlined in red, all neighbouring properties (in full) and two named roads;

A metrically scaled (1:100 or 1:200) proposed site plan showing the layout of the site including the footprint and roof plan(s) (must include scale bars)

A set of metrically scaled (1:50 or 1:100) proposed floor plans, sections and elevations (must include scale bars);

Any other information deemed relevant to the application (e.g. site photographs, design and access statement, sustainability statement, etc.).

Please note that the Planning Business Support team, upon submission, may request further details.

Notes:

Payment Options

You can now pay your planning fees by debit or credit card through the Dacorum Borough Council secure online payment system by using the link below.

- [Pay for planning application](#)

Community Infrastructure Levy (CIL)

Dacorum Borough Council is a Charging Authority for Community Infrastructure Levy (CIL). It is your responsibility to clarify the CIL liability on your development. The Council will make every effort to ensure that notices for liable developments are dispatched as soon as possible following planning permission or consent being granted. If you do not receive a liability notice please contact the Council. It is important that all CIL matters be in place before any works begin on site – including any demolition. Further information regarding CIL, including FAQs, access to all CIL forms and information on appeals can be found on our website at www.dacorum.gov.uk/cil or you can contact us at CIL@dacorum.gov.uk.

Appendix B TRICS Output Report

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-50 DWELLS	
Actual Trip Rate Calculation Parameter Range	8-33 DWELLS	
Date Range	Minimum: 01/01/14	Maximum: 19/11/21
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Friday	3
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre)	3
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	5,001 to 10,000	2
Population <5 Mile ranges selected	50,001 to 75,000	1
	125,001 to 250,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: No of Dwellings
 Actual Range: 8 to 33 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/21

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:

Friday 3 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 3

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:

Village 3

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:

C3 3 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

5,001 to 10,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000 1 days

125,001 to 250,000 1 days

250,001 to 500,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.6 to 2.0 1 days

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

Travel Plan:

No 3 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

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

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

Site(1):	CH-03-A-12	Site area:	0.93 hect
Development Name:	SEMI DETACHED HOUSES	No of Dwellings:	33
Location:	NORTHWICH	Housing density:	46
Postcode:	CW8 4WA	Total Bedrooms:	99
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	30/04/21
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	74
Site(2):	KC-03-A-05	Site area:	0.20 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	8
Location:	NEAR CHATHAM	Housing density:	50
Postcode:	ME1 3FE	Total Bedrooms:	32
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/09/17
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	16
Site(3):	TW-03-A-03	Site area:	1.82 hect
Development Name:	MIXED HOUSES	No of Dwellings:	33
Location:	NEAR NEWCASTLE	Housing density:	21
Postcode:	NE27 0SH	Total Bedrooms:	112
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	13/11/15
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	132

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-A-07	No Inital/final car park occupancy
ES-03-A-06	No Inital/final car park occupancy
GS-03-A-02	No Inital/final car park occupancy
NR-03-A-02	No Inital/final car park occupancy
NR-03-A-03	No Inital/final car park occupancy
SF-03-A-06	No Inital/final car park occupancy
SF-03-A-08	No Inital/final car park occupancy
SM-03-A-02	No Inital/final car park occupancy
SM-03-A-03	No Inital/final car park occupancy
SY-03-A-02	No Inital/final car park occupancy
SY-03-A-03	No Inital/final car park occupancy

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	25	0.095	3	25	0.243	3	25	0.338
08:00 - 09:00	3	25	0.162	3	25	0.500	3	25	0.662
09:00 - 10:00	3	25	0.108	3	25	0.149	3	25	0.257
10:00 - 11:00	3	25	0.216	3	25	0.230	3	25	0.446
11:00 - 12:00	3	25	0.230	3	25	0.189	3	25	0.419
12:00 - 13:00	3	25	0.176	3	25	0.176	3	25	0.352
13:00 - 14:00	3	25	0.216	3	25	0.189	3	25	0.405
14:00 - 15:00	3	25	0.284	3	25	0.243	3	25	0.527
15:00 - 16:00	3	25	0.324	3	25	0.351	3	25	0.675
16:00 - 17:00	3	25	0.351	3	25	0.162	3	25	0.513
17:00 - 18:00	3	25	0.257	3	25	0.216	3	25	0.473
18:00 - 19:00	3	25	0.284	3	25	0.135	3	25	0.419
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.703			2.783			5.486

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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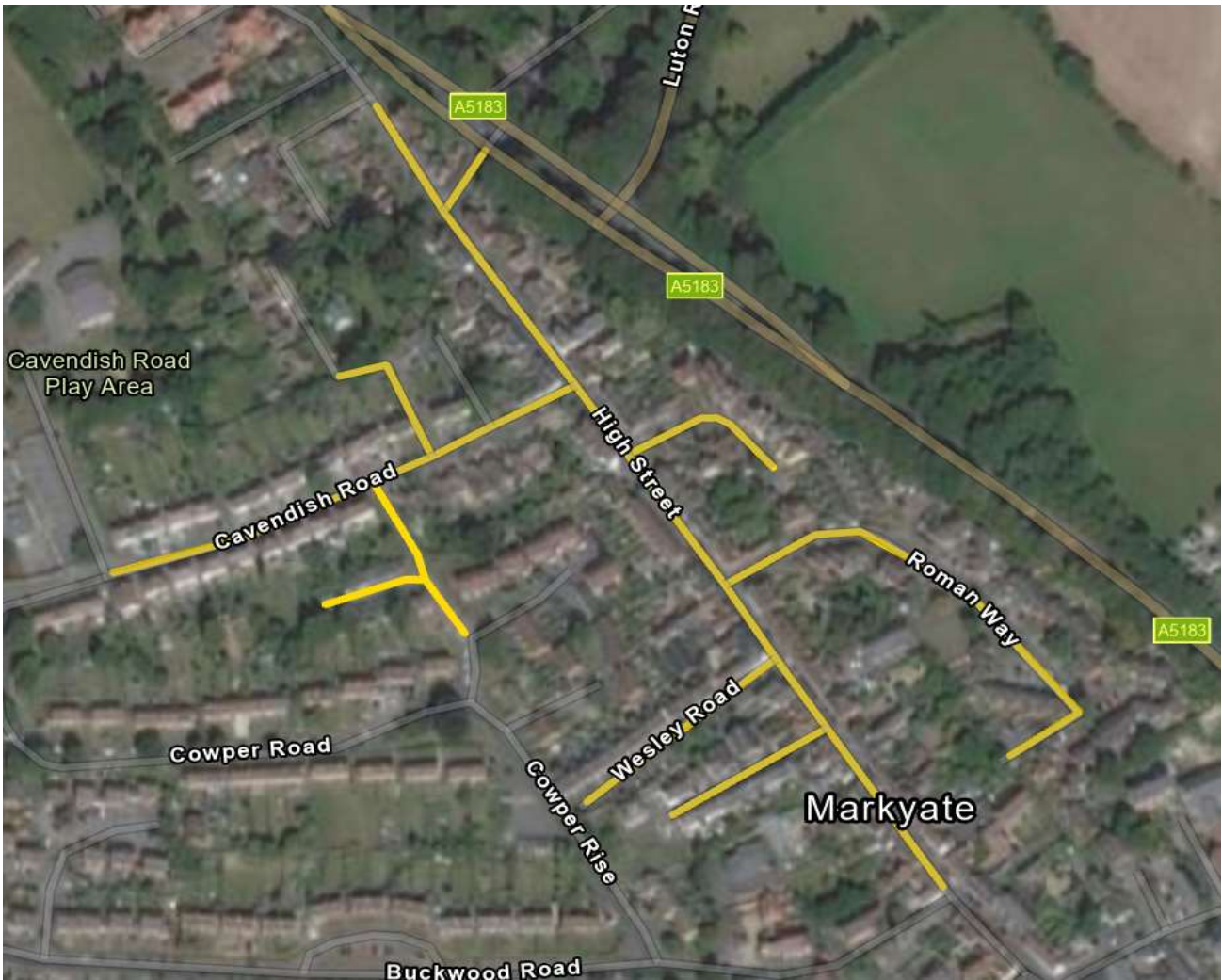
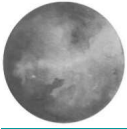
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Parameter summary

Trip rate parameter range selected: 8 - 33 (units:)
Survey date range: 01/01/14 - 19/11/21
Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 11

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

Appendix C Parking Survey Results





CLIENT: PJA

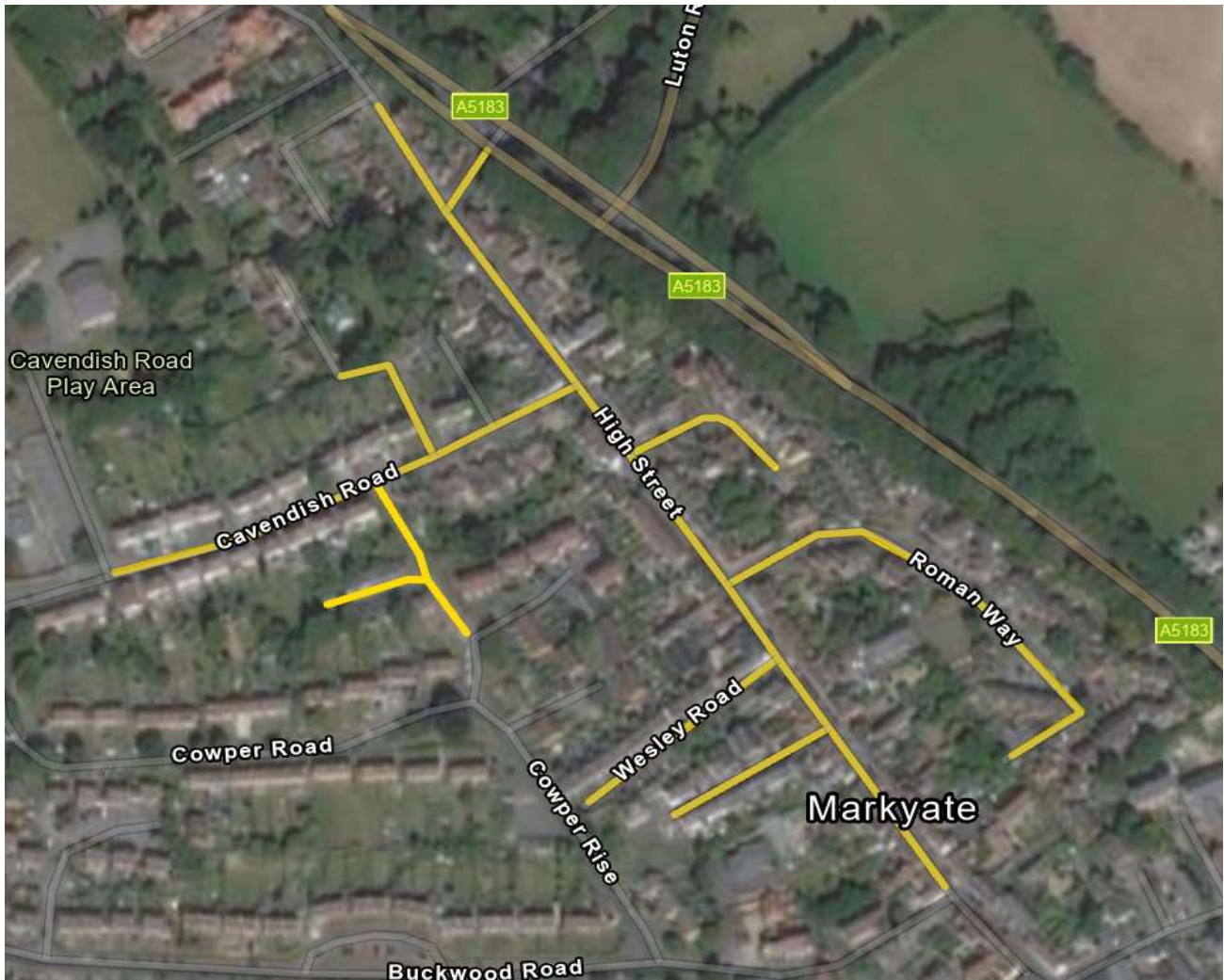
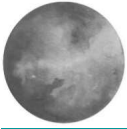
PROJECT NUMBER: 220704

PROJECT MANAGER: ADAM CARTER

DATE: THURSDAY 14TH JULY 2022

SURVEY DESCRIPTION: MARKYGATE - PARKING BEAT DATA

00:30-05:30		HIGH STREET		HIGH STREET WEST		ALBERT STREET		WESLEY ROAD		CAVENDISH ROAD		GRANGE CLOSE		FULLERTON CLOSE		ROMAN WAY		GARAGES	
ROAD SIDE		EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE
TOTAL SPACES		45	0	8	3	12	14	20	9	28	0	0	0	11	0	18	11	0	6
UNRESTRICTED PARKING	SPACES	45	0	8	3	0	14	20	0	28	0	0	0	11	0	18	11	0	6
	USED	38	0	7	1	0	13	18	0	19	0	0	0	3	0	13	11	0	5
ON PAVEMENT PARKING	SPACES					12	0	0	9										
	USED					7	0	0	5										
TURN IN ROAD ZONE	SPACES																		
	USED																		
SINGLE YELLOW	USED	3	1							2									
DOUBLE YELLOW	USED	1																	
RED ROUTE	USED																		
DROPPED KERB	USED																		
KEEP CLEAR/PELICAN CROSSING	USED																		
TOTAL PARKED		42	1	7	1	7	13	18	5	21	0	0	0	3	0	13	11	0	5
% OF SPACES USED		84.44%	0.00%	87.50%	33.33%	58.33%	92.86%	90.00%	55.56%	67.86%	0.00%	0.00%	0.00%	27.27%	0.00%	72.22%	100.00%	0.00%	83.33%





CLIENT: PJA

PROJECT NUMBER: 220704

PROJECT MANAGER: ADAM CARTER

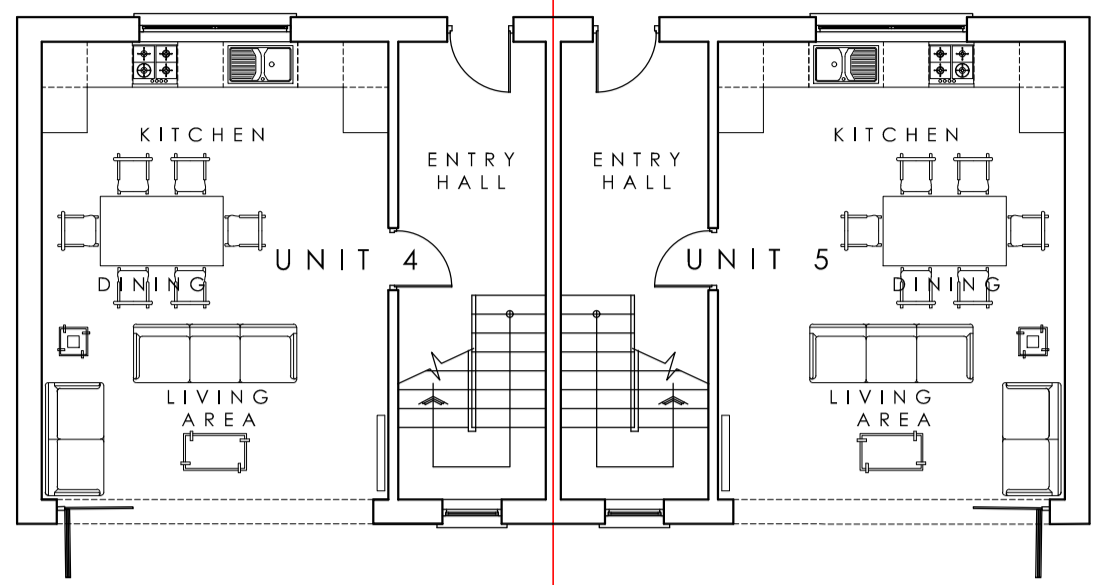
DATE: WEDNESDAY 13TH JULY 2022

SURVEY DESCRIPTION: MARKYGATE - PARKING BEAT DATA

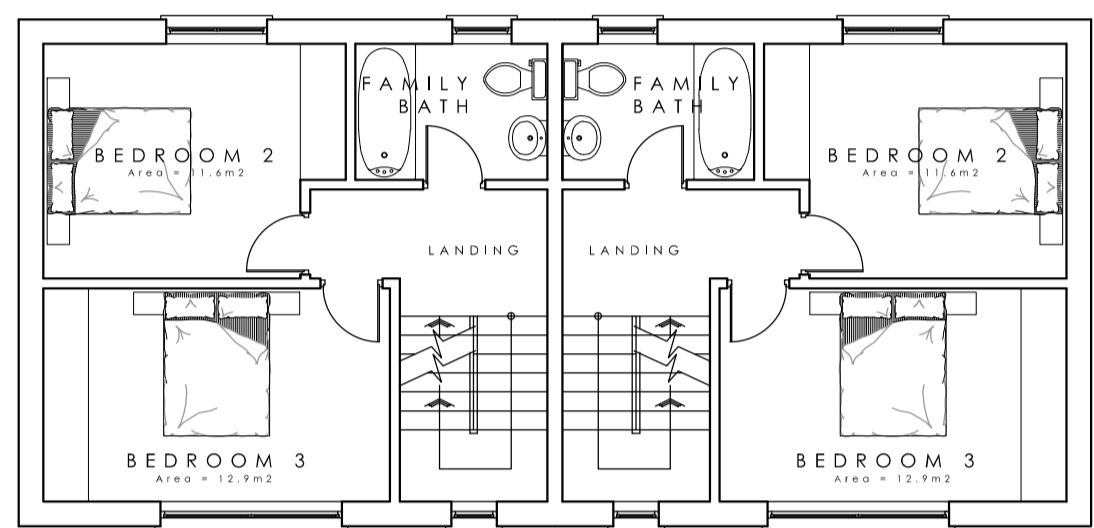
00:30-05:30		HIGH STREET		HIGH STREET WEST		ALBERT STREET		WESLEY ROAD		CAVENDISH ROAD		GRANGE CLOSE		FULLERTON CLOSE		ROMAN WAY		GARAGES	
ROAD SIDE		EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE
TOTAL SPACES		45	0	8	3	12	14	20	9	28	0	0	0	11	0	18	11	0	6
UNRESTRICTED PARKING	SPACES	45	0	8	3	0	14	20	0	28	0	0	0	11	0	18	11	0	6
	USED	42	0	7	0	0	13	17	0	22	0	0	0	2	0	13	10	0	4
ON PAVEMENT PARKING	SPACES					12	0	0	9										
	USED					6	0	0	4										
TURN IN ROAD ZONE	SPACES																		
	USED																		
SINGLE YELLOW	USED	3	1																
DOUBLE YELLOW	USED																		
RED ROUTE	USED																		
DROPPED KERB	USED																		
KEEP CLEAR/PELICAN CROSSING	USED																		
TOTAL PARKED		45	1	7	0	6	13	17	4	22	0	0	0	2	0	13	10	0	4
% OF SPACES USED		93.33%	0.00%	87.50%	0.00%	50.00%	92.86%	85.00%	44.44%	78.57%	0.00%	0.00%	0.00%	18.18%	0.00%	72.22%	90.91%	0.00%	66.67%



Appendix C Proposed Site Layout



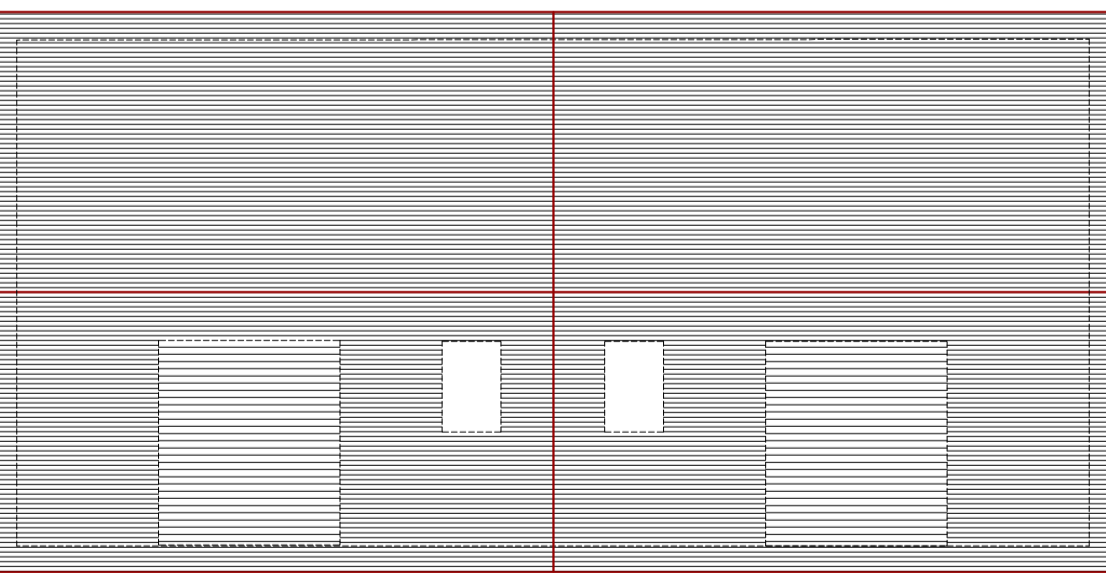
PROPOSED GROUND FLOOR PLAN



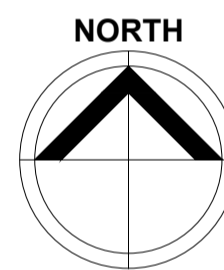
PROPOSED FIRST FLOOR PLAN



PROPOSED LOFT PLAN



PROPOSED ROOF PLAN



Amendments/Notes			
Rev.	Detail	By	Date
B	Redesign of Units 4 & 5	DM	29.03.23
	amendments to plan layout and elevation design		
	Bicycle rack to accommodate 5no. cycles added to SE boundary of unit 3.		
	Bin / Recycling area indicated to SE boundary of unit 3.		
C	Plans and elevations revised and updated	DM	17.04.23
D	Car parking bays allocated	DM	25.04.23

GROSS INTERNAL AREAS			
UNIT 1	118.50 m2	1275.0 ft2	
UNIT 2	118.47 m2	1274.7 ft2	
UNIT 3	118.50 m2	1275.0 ft2	
UNIT 4	111.20 m2	1197.0 ft2	
UNIT 5	111.20 m2	1197.0 ft2	

Abbreviations			
Bollard	BD	Ordnance Survey	15.37m
Borehole	BH	Gate (single)	
BT Inspection Cover	BT	Post	
Concrete Paving Slabs	CPS	Gate (double)	
Cable Television Cover	CTV	Pipe	PE
Electricity Cable Pit	EC	Road Sign	RS
Electricity Pole	EP	Rodding Eye	RE
Earth Rod	ER	Service Marker	MK
Fire Hydrant	FH	Sign Post	SP
Flag Staff	FS	Sluice Valve	SV
Gas Valve	GV	Stop Tap	ST
Gate Post	GP	Stop Cock	SC
Gully	GY	Telegraph Pole	TP
Inspection Cover	IC	Telephone Call Box	TCB
Kerb Outlet	KO	Traffic Light	TL
Lamp Post	LP	Unsurfaced	US
Manhole	MH	Vent Pipe	VP
Marker Post	MK	Water Meter	WM
Parking Meter	PM	Eaves Level	EL
		Ridge Level	RL
Retaining Wall	RTW	Roof Level	RFL
Barbed Wire Fence	BWF	Soffit Level	SFL
Close Boarded Fence	CBF	Threshold Level	THL
Chainlink Fence	CLF		
Chestnut Paving Fence	CPF	Cover Level	CL
Post and Chain Fence	PCF	Invert Level	IL
Post and Rail Fence	PRF	No Visible Connection	NVC
Post and Wire Fence	PWF	Unable to Lift	

All dimensions and levels to be checked on site by contractor prior to preparation of shop drawings and commencement of work on site.
 This drawing and the copyrights and patents therein are the property of the Architect and may not be used or reproduced without consent.
 This drawing is to be read in conjunction with all relevant consultants and/or specialist's drawings/documents and any discrepancies or variations are to be notified to the Architect before the affected work commences.
 All works on site are to be carried out fully in accordance with current CDM regulations and recommendations, current Building Regulations, British Standards and Codes of Practice as appropriate.

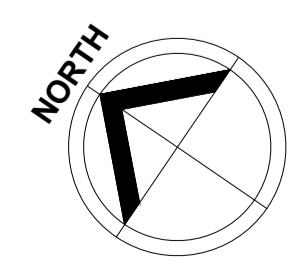
Project
 19-21 HIGH STREET
 MARKYGATE
 AL3 8PG

Drawing
 PROPOSED
 FLOOR PLANS & ELEVATIONS
 REAR BUILDING

SEABROOK ARCHITECTS
 CHARTERED ARCHITECTS
 Unit17, Chiltern Court, Asheridge Road,
 Chesham, Bucks HP5 2PX
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Drawn By	EG	Date	23.08.2022
Checked By		Date	
Approved By		Scale	1:100 @ A1
Drawing No.	5940 PL05	Rev.	D

0 Scale 1:100 5m 10m



PROPOSED SOUTH-EAST ELEVATION



PROPOSED NORTH-WEST ELEVATION



Appendix D Vehicle Swept Path Analysis



Appendix E TRICS Output Report

PJA Seven House, High Street Longbridge, Birmingham

Licence No: 231601

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	0-50 DWELLS	
Actual Trip Rate Calculation Parameter Range	39-40 DWELLS	
Date Range	Minimum: 01/01/14	Maximum: 22/06/22
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre)	2
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	50,001 to 75,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
PTAL Rating	No PTAL Present	2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	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: No of Dwellings
 Actual Range: 39 to 40 (units:)
 Range Selected by User: 0 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 22/06/22

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:

Monday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	2 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:

Neighbourhood Centre (PPS6 Local Centre)	2
--	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Village	1

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:

C3 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days

25,001 to 50,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000 1 days

250,001 to 500,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 2 days

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 1 days

No 1 days

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

PTAL Rating:

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

Site(1):	AC-03-A-03	Site area:	0.91 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	40
Location:	NORTHWICH	Housing density:	50
Postcode:	CW8 4WA	Total Bedrooms:	102
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	04/06/19
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	74
Site(2):	WM-03-A-04	Site area:	1.10 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	39
Location:	COVENTRY	Housing density:	43
Postcode:	CV5 6DZ	Total Bedrooms:	111
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	21/11/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	45

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	Undertaken during covid restrictions
CA-03-A-07	Undertaken during covid restrictions
ES-03-A-06	Undertaken during covid restrictions
GM-03-A-11	Uncomparable Public Transport
GS-03-A-02	Undertaken Covid restrictions
MW-03-A-01	Low trip rates
NM-03-A-02	Undertaken Covid restrictions
NN-03-A-01	Undertaken Covid restrictions
SF-03-A-06	No Local Public Transport
SF-03-A-08	Undertaken Covid restrictions
SM-03-A-02	Too high parking ratio
SM-03-A-03	No Local Public Transport
SY-03-A-02	Undertaken Covid restrictions
SY-03-A-03	Undertaken Covid restrictions
TW-03-A-03	Too much parking per unit
WY-03-A-01	Uncomparable public transport services

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	40	0.051	2	40	0.228	2	40	0.279
08:00 - 09:00	2	40	0.152	2	40	0.291	2	40	0.443
09:00 - 10:00	2	40	0.063	2	40	0.127	2	40	0.190
10:00 - 11:00	2	40	0.076	2	40	0.076	2	40	0.152
11:00 - 12:00	2	40	0.089	2	40	0.152	2	40	0.241
12:00 - 13:00	2	40	0.101	2	40	0.076	2	40	0.177
13:00 - 14:00	2	40	0.165	2	40	0.114	2	40	0.279
14:00 - 15:00	2	40	0.139	2	40	0.152	2	40	0.291
15:00 - 16:00	2	40	0.228	2	40	0.190	2	40	0.418
16:00 - 17:00	2	40	0.177	2	40	0.076	2	40	0.253
17:00 - 18:00	2	40	0.177	2	40	0.089	2	40	0.266
18:00 - 19:00	2	40	0.051	2	40	0.038	2	40	0.089
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.469			1.609			3.078

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: 39 - 40 (units:)
 Survey date date range: 01/01/14 - 22/06/22
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 16

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.