



Rookery Farm

Transport Statement

Client: Manydown Company Ltd

i-Transport Ref: RC/SM/ITB17462-001

Date: 14 September 2023

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## Quality Management

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Transport Statement

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## SECTION 1 Introduction

### 1.1 Introduction

1.1.1 i-Transport LLP has been appointed by the Manydown Company Ltd to provide highways and transport advice regarding the redevelopment of existing agricultural barns on land to the South of Hook Lane at Wootton St Lawrence. The re-development proposals seek to convert the existing barns into three residential dwellings.

1.1.2 The site is located approximately 4.3km north-west of central Basingstoke, with Rookery Farm Lane forming the eastern boundary and agricultural land located to the west. The site location is shown in **Image 1.1**, as an extract of **Figure 1**.

**Image 1.1: Site Location**



Source: i-Transport

1.1.3 In line with the requirements of the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), this Transport Statement (TS) has been prepared to assess the potential transport impacts arising from the proposed re-development of the site, and to consider the proposal against relevant transport policies and guidance documents.

1.1.4 Specifically, this TS has been prepared to assess the scheme against the four key transport tests set out in paragraph 110 of the NPPF, which can be summarised as follows:

- a. Will the opportunities for sustainable travel be taken up appropriately?
- b. Will safe and suitable access be provided?
- c. Will the development be designed in accordance with national design guidance?
- d. Will the traffic impacts be acceptable?

1.1.5 Hampshire County Council (HCC) is the local highway authority and Basingstoke & Deane Borough Council (BDBC) is the local planning authority responsible for the area where the site is located. The above tests are reflected in local policy and their application of it.

## 1.2 Report Structure

1.2.1 The structure of the remainder of this TS is as follows:

- **Section 2** –Summarises the relevant national and local transport policies;
- **Section 3** –Provides a review of existing transport conditions and accessibility;
- **Section 4** –Confirms the details of the development proposal;
- **Section 5** –Considers the likely traffic impacts of the proposal; and
- **Section 6** –Provides a summary of the report and its conclusions.

## SECTION 2 Policy Context

### 2.1 National Transport Policy

#### National Planning Policy Framework (NPPF)

2.1.1 The revised NPPF was published in September 2023 and sets out the Government's planning policies and provides information on how these are expected to be applied. The NPPF confirms in paragraph 11 that at the forefront of planning is the *'presumption in favour'* of sustainable development.

2.1.2 Paragraph 110 outlines the primary transport tests for new development proposals, stating that plans and decisions should consider whether:

- *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.*

- *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.*

2.1.3 Paragraph 111 states that proposals should *"only be refused on transport grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe"*.

2.1.4 Paragraph 85 states that:

*Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.*

2.1.5 Finally, Paragraph 105 states that:

*The planning system should actively manage patterns of growth in support of these objectives. 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. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*

### Planning Practice Guidance (PPG) –March 2014

- 2.1.6 The PPG was first published in March 2014 and remains a ‘live’ source of Government planning guidance. In relation to the key roles of Transport Assessments / Statements, the PPG notes:

*“Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans).*

*Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts).”*

## 2.2 Local Transport Policy

### Hampshire County Council’s Local Transport Plan (LTP) (2011-2031)

- 2.2.1 HCC’s current transport strategy is set out in its LTP. The document also outlines how the LTP will contribute to the Council’s corporate priorities and includes a three-year implementation plan. The three main priorities of the LTP are to:

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

### Basingstoke and Deane Borough Council Local Plan (2016)

- 2.2.2 The adopted Local Plan sets out policies and plans that will guide future planning and development decisions within BDBC up to 2029.

- 2.2.3 Policy CN9 related to transport and states that:



*“Development should seek to minimise the need to travel, promote opportunities for sustainable transport modes, improve accessibility to service and support the transition to a low carbon future.*

*Development proposals will be permitted that:*

*a) Integrate into existing movement networks;*

*b) Provide safe, suitable and convenient access for all potential users;*

*c) Provide an on-site movement layout compatible for all potential users with appropriate parking and servicing provision; and*

*d) Do not result in inappropriate traffic generation or compromise highway”.*

2.2.4 The supporting text goes on to say that transport provision varies considerably throughout Basingstoke & Deane and that the characteristics of the borough and its relatively scattered pattern of settlements and rural road network must be considered in any transport proposals.

[Parking Supplementary Planning Document \(2018\)](#)

2.2.5 BDBC residential parking standards set out the expected level of parking provision and seek to strike a balance between providing sufficient on-site parking to meet residents' needs, environmental sustainability, and good design. The parking standards for new residential developments are based on the location of the development and the proportion of allocated and unallocated parking provision. The site falls within the ‘Rural’ location category and the applicable parking standards are indicated in Table 2.1.

Table 2.1: Extract of BDBC’s Residential Parking Standards

Property Size	Car Parking Standard						Cycle Parking Standard	
	Inner urban <sup>2</sup>		Outer urban and rural settlements <sup>3</sup>		Rural <sup>4</sup>		Long term secure storage	Short term communal storage <sup>5</sup>
	With 50% or more unallocated spaces	Between 20% and 50% unallocated spaces	With 50% or more unallocated spaces	Between 20% and 50% unallocated spaces	With 50% or more unallocated spaces	Between 20% and 50% unallocated spaces		
1 bedroom units	1.0	1.0	1.0	1.25	1.0	1.25	1.0	1.0
2-3 bedroom units	1.25	1.5	1.5	1.75	2.0	2.25	2.0	1.0
4 + bedroom units	2.0	2.25	2.5	2.75	3.0	3.25	3.0	1.0
Retirement/sheltered /extra care housing	To be determined on a case by case basis demonstrated by a transport assessment, transport statement or travel plan as appropriate. Survey data of comparable sites and explanation of anticipated car levels relating to the particular care model being proposed will be required. Ambulance and mini-bus parking provision should also be considered.							
Residential care homes and nursing homes								

Source: BDBC’s Parking Supplementary Planning Document (2018) –Table 1.

2.2.6 The supporting text to the standards does however state that:

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*“Figures provided in the table should be viewed as the expected standard, however as noted above each development will be considered on an individual basis taking into account local circumstances and evidence. Parking provision to a lower standard may be appropriate on the most sustainable sites in accessible locations if circumstances permit and incentives, such as car clubs, are provided as part of a development. Developers will be expected to provide evidence to demonstrate the approach taken.”*

## 2.3 Policy Summary

- 2.3.1 The NPPF confirms that there is a presumption in favour of sustainable development and that opportunities to maximise sustainable transport solutions will vary between urban and rural areas. Taken together, national, and local transport planning policy requires new development to be accessible by a range of modes of transport including walking, cycling and public transport, given the type of development and its location.
- 2.3.2 Safe and suitable access to sites should be achieved for all people, and an account should be taken of whether the opportunities for sustainable transport modes have been taken up, depending on the nature and location of the site, to ensure the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- 2.3.3 The assessment of sites should take account of whether improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development and indicate that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are *severe* or where there are *unacceptable* impacts on highway safety.
- 2.3.4 The subsequent sections of the TS describe how the proposed development complies with these local and national transport planning policy considerations.

## SECTION 3 Existing Conditions and Accessibility

### Introduction

3.1.1 This section sets out the existing transport conditions in the vicinity of the site, including opportunities for walking, cycling and public transport in this rural area.

### 3.2 Walking and Cycling

3.2.1 The section of Rookery Farm Lane along the site frontage provides access to the local Public Right of Way (PRoW) network. The PRoW network within the vicinity of the site is illustrated in Image 3.1.

Image 3.1: Local Public Rights of Way



Source: HCC Mapping and i-Transport annotations

3.2.2 Footpath 151-7/3 directly connects into the site at Rookery Farm. From here, pedestrians can route westward via Footpaths 161-7/1 and 161-6/1.

3.2.3 Footpath 161-7/1 connects with 161-8/1 routing northward, providing an alternative option for pedestrians to travel between the site and the facilities in the centre of Monk Sherborne.

3.2.4 Footpath 208-1/2 provides an eastward connection towards Sherborne St John, where onward bus journeys can be made.

3.2.5 Southern connections provided by the public right of way network (including BOAT 161-5/1) provide realistic routes towards the planned Manydown development to the south (circa 3,500 dwellings), and the bus services provided along the A339.

3.2.6 Section 3.4 of the TS also demonstrates that Rookery Farm Lane at the site frontage, as well as the surrounding area is lightly trafficked, so cycling on-road is a realistic option to access the site.

### 3.3 Public Transport

#### Buses

3.3.1 The nearest bus stop is located circa 1.4km to the east of the site along West End (A340) and provides access to the following bus services:

- Number 2 between Basingstoke and Baughurst: 2-4 buses per hour on weekdays.
- School Services 622 & PH1, operating one outbound and one inbound journey per day (Monday to Friday)
- Reading Football Club match day service F51 –one outbound and one inbound journey per match day (variable).

3.3.2 Further bus stops are situated 1.9km to the south of the site along Kingsclere Road (A339). These stops provide access to the hourly LINK service between Basingstoke and Newbury, running Monday to Saturday.

#### Rail

3.3.3 Basingstoke Railway Station is located 5.8km to the south east of the site, and can be accessed via the number 2 bus service in less than 30 minutes, and in 20 minutes via bicycle.

3.3.4 Basingstoke Railway Station benefits from 170 cycle storage spaces, 1,339 car parking spaces (with 12 accessible), and it provides access to a number of key rail services to London Paddington, Reading, Portsmouth, Manchester and many other destinations further afield.

### 3.4 Local Highway Network

3.4.1 Rookery Farm Lane forms the site frontage, where primary access will be achieved. It is a rural lane, subject to the national speed limit to the south of the existing access, and 30mph to the north. There are no footways or street lighting present along its full extent.

3.4.2 To the north, Rookery Farm Lane provides access to Salter's Heath, routing northward towards Monk Sherborne Village Hall. To the east, Monk Sherborne Road provides an eastward connection to Sherborne St John, and further facilities such as the village store, pharmacy, recreation grounds and a public house.

3.4.3 Rookery Farm Lane also provides direct access to Public Footpath 151-7/3, which is signposted and connects directly into the site at Rookery Farm. From here, pedestrians can route westward via Footpaths 161-7/1 and 161-6/1.

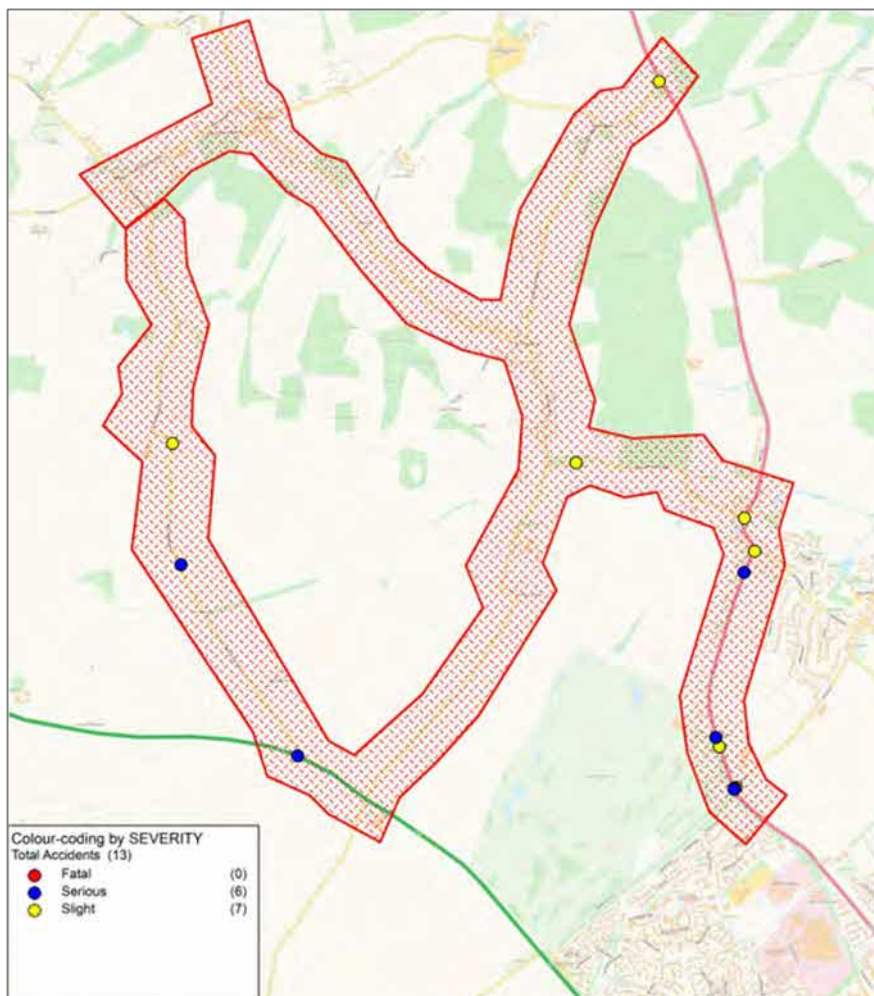
### 3.5 Highway Safety

3.5.1 Personal Injury and Accident (PIA) data was requested from Hampshire Constabulary for the most recently available five-year period.

3.5.2 The assessment area included Rookery Farm Lane, the entirety of Salters Heath Road, Kiln Lane, Ramsdell Road and Beals Pightle to the north, up to Charter Alley. It also included Monk Sherborne Road and Basingstoke Road up to the A339. To the east, the scope included the A340 between Elm Road and Monk Sherborne Road.

3.5.3 Image 3.2 presents an indicative plan of the assessment area, as well as locations of relevant incidents.

Image 3.2: Assessment Area for PIA Data



Source: PIA Report –Hampshire Constabulary

3.5.4 Hampshire Constabulary conducted a statistical database search for injury collisions that occurred in the date range and at the location mentioned above. There were seven incidents classed as 'slight' in nature, and six that were classed as serious. A summary of these incidents is provided below:

**Table 3.1 - PIA Data Summary**

	Serious	Slight	Total
Cars	2	6	8
Motorcycles	3	0	3
Pedal Cycles	1	1	2
Total	6	7	13

Source: HCC

#### Monk Sherborne Road

- One incident occurred when Vehicle 1 (pedal cycle) was following too closely and clipped the rear wheel of Vehicle 2 (pedal cycle), causing the rider of Vehicle 1 to fall, resulting in slight injury.

#### Basingstoke Road

- Once incident occurred when Vehicle 1 (car) turned left on the bend and skidded due to ice on the road, causing the car to hit the verge and overturn. Vehicles 2 (car) and 3 (car) also skidded and left the carriageway resulting in slight injuries.
- Another incident occurred when Vehicle 1 (motorcycle) failed to slow in time and collided with Vehicle 2 (car) as it was waiting to turn, resulting in serious injury.
- Another incident occurred when Vehicle 1 (car) collided with Vehicle 2 (motorcycle) due to poor visibility from vegetation, causing the rider to land in adjacent field and sustain serious injuries. Additional causation factors included exceeding the speed limit, aggressive driving and failing to look properly.

#### Aldermaston Road (and associated junctions)

- Three 'slight' incidents occurred when vehicles failed to stop behind a slowing or stationary vehicle waiting to turn, causing a rear end shunt.
- Another 'slight' incident occurred when Vehicle 2 (tipper) at the junction of Salters Heath Road began to edge forward, before reversing into the path of Vehicle 1 (car), which was stationary to the rear.

- A serious incident occurred when Vehicle 1 (car) turned right into Elm Road without giving way to Vehicle 2 (pedal cycle) as they failed to look properly, resulting in a collision.
- Another occurred when Vehicle 2 (car) was turning right out of Sherborne Cottage and drove into the path of Vehicle 1 (Motorcycle), which was travelling above the speed limit, resulting in serious injuries.
- Another occurred when Vehicle 1 (car) fails to give way and turns into the path of Vehicle 2 (car), which then spins onto the path of Vehicle 3 (car), resulting in serious injury.
- Lastly, a serious incident occurred when Vehicle 2 (car) was waiting to turn right into Gales Garage. Vehicle 1 failed to slow in time after failing to judge path or speed of the car in front, causing a rear end shunt. Illness was also cited as a secondary causation factor.

3.5.5 Taking the geographic and temporal spread of accidents within the study area into account, there is no established pattern of Personal Injury Accidents within the dataset.

3.5.6 The above data also indicates that the described accidents were predominantly the result of driver error (failure to judge another vehicles path or speed being the single most common cause) rather than any deficiency associated with the highway. It is also noted that no incidents have occurred along the site frontage.

3.5.7 On the basis of the above, there are no patterns of accidents or safety concerns in the area that are likely to be impacted by the proposed development.

3.5.8 The full PIA Report is provided at **Appendix A**.

## 3.6 Local Facilities

3.6.1 Paragraph 1.5.1 of the DfT Document LTN 02/08 'Cycle Infrastructure Design' discusses typical cycle trip distances and states that local highway networks are primarily for local journeys and many utility cycle journeys are under three miles (4.8km) although for commuter journeys a trip distance of 5 miles (8km) is not uncommon.




3.6.2 A cycling distance of up to around 5km (3 miles) therefore offers the greatest potential to replace cars trips and is therefore a "reasonable" cycling distance, although a number of cycle journeys may be longer at 8km (5 miles). Cycling also frequently forms part of a longer journey in combination with public transport.

3.6.3 As demonstrated in **Table 3.2**, a range of local facilities are accessible within reasonable walking and cycling distance, including education, retail, healthcare, employment, and leisure opportunities, which might be needed by residents, visitors or as part of linked trips.

**Table 3.2: Local Facilities and Services**

Purpose	Destination	Metres from point of measurement
Leisure	Monk Sherbourne Village Hall	750
	The Olive Tree Public House	800
	Swan Public Ho	1800
	Sherborne St John Village Hall	2000
	Weybrook Park Golf Club	3800
Retail	Sherborne Village Store	1500
	Charter Alley Village Store & Cafe	2400
	The Co-operative Food	3700
Healthcare	Rooksdown Practise (GP)	3900
	Rooksdown Pharmacy	3900
	Basingstoke and North Hants Hospital	3500
Employe	Berry Court Business Park	3800
	Chineham Business Park	6500
	Hampshire Industrial Business Park	7100
Education	Piccolo Pre-school Nursery	2300
	Sherborne St John C of E Primary	2000
	Everest Community Acad	3600

Key:

	Reasonable Walking Distance (Under 1.6km)
	Reasonable Cycle Distance (Under 5km)
	Maximum Cycling Distance (Under 8km)

3.6.4 **Image 3.3** overleaf (as an extract of **Figure 2**) presents the above services and facilities in relation to the proposed redevelopment site, including opportunities for leisure, retail, healthcare, employment and education.





## SECTION 4 Development Proposal

### 4.1 Overview

4.1.1 The development proposals comprise the redevelopment of the existing agricultural buildings at Rookery Farm to provide three residential dwellings.

4.1.2 A site layout plan is provided at **Appendix B**, with an extract provided below.

Image 4.1: Proposed Site Layout



Source: Pro Vision Architects

### 4.2 Access Arrangements

4.2.1 Vehicular access will continue to be provided via Rookery Farm Lane via the existing access track.

4.2.2 The existing access is considered safe and suitable, given the scale of proposed development and the number of associated trips that will be generated by the three residential dwellings – this principle is set out within Section 5.

4.2.3 Swept path analysis of a large car, Fire Tender and Refuse Vehicle have been completed as shown on Drawings 17462-SK-002 Rev-A, 17462-SK-003 Rev-A and 17462-SK-004 Rev-A. The drawings show these vehicles can satisfactorily enter, exit and manoeuvre on site.

## 4.3 Parking

4.3.1 Consideration has been given to the Basingstoke & Deane Borough Council Parking SPD. The parking standards for new residential developments are based on the location of the development and the proportion of allocated and unallocated parking provision. The site falls within the 'Rural' location category and the applicable parking standards are indicated in **Image 4.1** below.

Image 4.1: Extract of BDBC's Residential Parking Standards

Property Size	Car Parking Standard						Cycle Parking Standard	
	Inner urban <sup>2</sup>		Outer urban and rural settlements <sup>3</sup>		Rural <sup>4</sup>		Long term secure storage	Short term communal storage <sup>5</sup>
	With 50% or more unallocated spaces	Between 20% and 50% unallocated spaces	With 50% or more unallocated spaces	Between 20% and 50% unallocated spaces	With 50% or more unallocated spaces	Between 20% and 50% unallocated spaces		
1 bedroom units	1.0	1.0	1.0	1.25	1.0	1.25	1.0	1.0
2-3 bedroom units	1.25	1.5	1.5	1.75	2.0	2.25	2.0	1.0
4 + bedroom units	2.0	2.25	2.5	2.75	3.0	3.25	3.0	1.0
Retirement/sheltered /extra care housing	To be determined on a case by case basis demonstrated by a transport assessment, transport statement or travel plan as appropriate. Survey data of comparable sites and explanation of anticipated car levels relating to the particular care model being proposed will be required. Ambulance and mini-bus parking provision should also be considered.							
Residential care homes and nursing homes								

Source: BDBC's Parking Supplementary Planning Document (2018) –Table 1.

4.3.2 The development proposes 7 parking spaces and a further 2 parking visitor parking spaces. Cycle spaces will be provided within the garages of each dwelling.

## 4.4 Refuse Servicing Arrangements

4.4.1 Servicing and refuse collection will remain similar to the existing arrangement with road side collection, but the layout can accommodate within site collection as shown in Drawings 17462-SK-002 Rev-A.

## SECTION 5 Traffic Impact

5.1.1 This section of the TS provides a review of the traffic impact of the proposed redevelopment of the site at Rookery Farm, as well as the existing trips that the site currently generates.

### 5.2 Existing Trip Generation

Currently the site comprises an agricultural barn/workshop and farmhouse. It is proposed that the site will redevelop the existing agricultural buildings to accommodate three residential dwellings.

Based on the current use and operation, it is assumed that the site generates approximately 1 vehicle movement within each of the peak periods. The applicant has owned and used the buildings as part of its management of the Estate for many years and whilst the amount and frequency of traffic varies by day and season, these movements are typical of what the site generates.

### 5.3 Future Trip Generation

#### Alternative Commercial Development Consideration

5.3.1 Alternative land-use options have been considered, including the potential to convert the existing barns for commercial use (Class B2).

5.3.2 The TRICS database was consulted using the following parameters for Land Use Employment – Business Park:

- Region –England (Excluding Greater London)
- Size Relevance –Between 0 and 1500 sqm
- Location Relevance –Edge of Town, Neighbourhood Centre (Including the ‘village’ and ‘out of town’ sub-categories)

5.3.3 The TRICS data is reproduced in **Appendix C** and **Table 5.1** shows the resultant trip generation of the considered commercial alternative:

**Table 5.1: Alternative Commercial Trip Generation**

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Two-Way	In	Out	Two-Way
B2 Trip Rate	1.802	0.172	1.974	0.429	1.372	1.801
560 sqm	10	1	11	2	8	10

Source: TRICS / Consultants Calculations

5.3.4 Based on the above trip rates and an alternative commercial development, it can be assumed that approximately 10 additional vehicle movements would occur during the peak periods (one vehicle every 10 minutes). Whilst this does not present a detrimental traffic impact, these trips are significantly higher than both the existing use and the residential trip generation presented in **Table 5.2**. HGV movements would also be greater under an alternative commercial development scenario.

5.3.5 On this basis, residential development is deemed appropriate at this site, and the following paragraphs set out the trip generation for the proposed development.

#### Proposed Development Trip Generation

5.3.6 In order to appropriately reflect the trip generation of the proposed redevelopment, residential trip rates were obtained from the TRICS database. For the 'Residential –Houses Privately Owned' categories using the following parameters:

- Region –England (Excluding Greater London)
- Size Relevance –Between 0 and 20 dwellings
- Location Relevance –Edge of Town, Neighbourhood Centre (Including the 'village' and 'out of town' sub-categories).

5.3.7 The TRICS data is presented in **Appendix C** and **Table 5.2** shows the resultant trip generation of the proposed development.

**Table 5.2 Proposed development Trip Generation**

	Morning Peak Hour (08:00-09:00)			Evening Peak Hour (16:00-17:00)		
	In	Out	Two-Way	In	Out	Two-Way
Trip rate	0.154	0.282	0.436	0.179	0.256	0.435
Trip Generation	0.5	0.8	1.3	0.5	0.8	1.3

Source: TRICS / Consultants Calculations

5.3.8 Based on the above trip rates and development proposals, it can be assumed that approximately one additional vehicle movement will occur during the peak periods. This is roughly equivalent to the generated traffic provided by the current agricultural land-use.

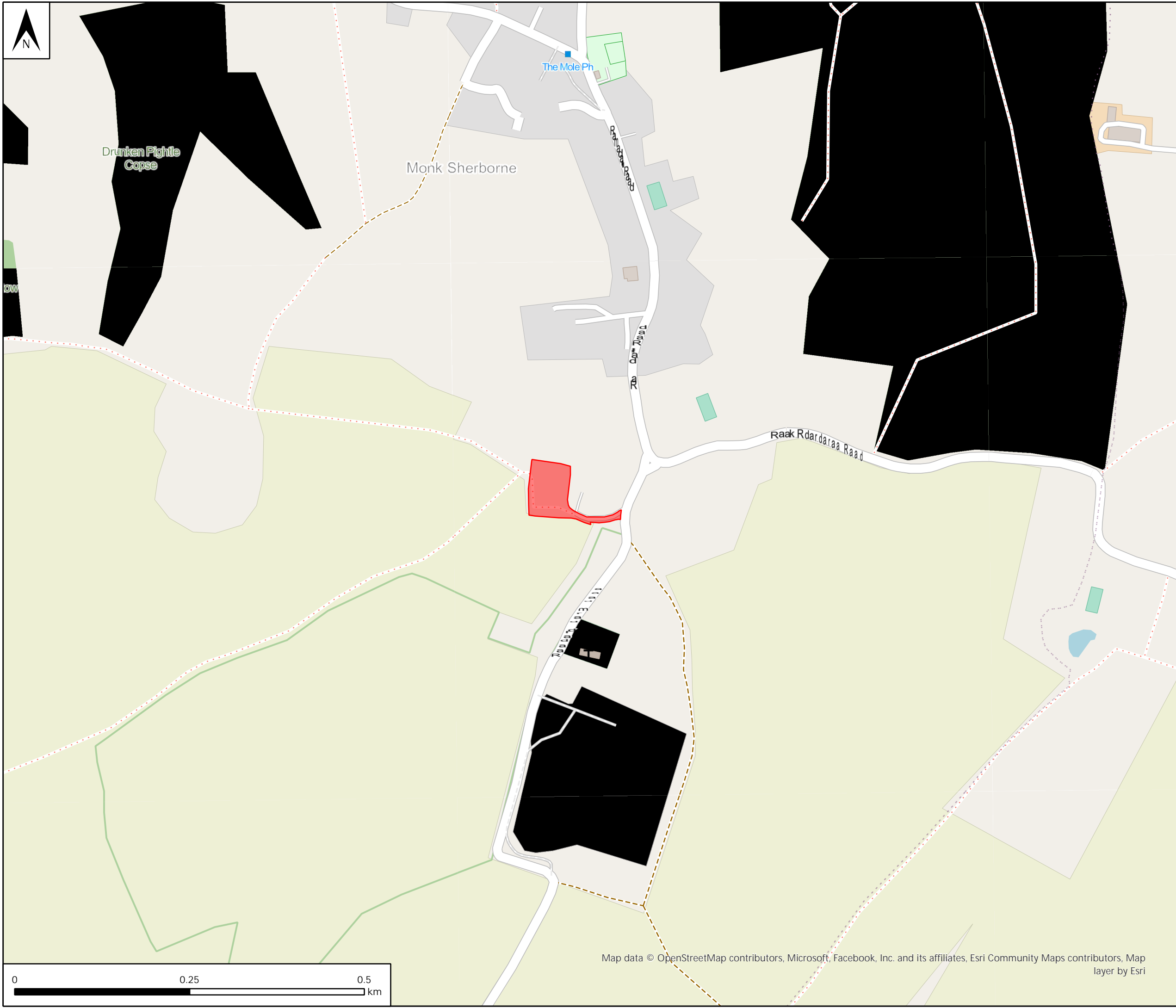
## 5.4 Traffic Impact

5.4.1 Given the minimal level of development generated traffic during the peak hours and the scale of the site itself, no operational assessments have been undertaken and the impact of the traffic generated by the proposed development on the operation of the local highway network is acceptable falling short of the 'severe' test set by the NPPF.

## SECTION 6 Summary and Conclusion

- 6.1 This Transport Statement assesses the transport and highways implications of the proposed redevelopment of Rookery Farm, to the south of Monk Sherborne.
- 6.2 There are four key transport tests for new development:
- a. Will the opportunities for sustainable travel be taken up appropriately?
  - b. Will safe and suitable access be provided?
  - c. Will the development be designed in accordance with national design guidance?
  - d. Will the traffic impacts be acceptable?
- 6.3 Taking each of these tests in turn:
- a. The site is well located to a range of facilities and services, and these can be reached via the current PROW network, as well as local public transport facilities, in particular the bus services available along the A339 to the south and to the east in Sherborne St John.
  - b. Safe and suitable access will be provided via Rookery Farm Lane.
  - c. The proposed site layout has been designed in accordance with national guidance and the Basingstoke & Deane Borough Council Parking SPD. A swept path analysis has shown that vehicles can satisfactorily enter, exit and park on-site using the allocated parking bays.
  - d. Trip rates have been determined and it has been calculated that the development will generate approximately 1 additional vehicle movement during the peak hours. Therefore, the level of traffic impact that the redevelopment of the site creates will be minimal, and acceptable by the standards of the NPPF.
- 6.4 The proposal is therefore acceptable in highways and transport terms.

## FIGURES



Key

■ Site Boundary

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The Square, Basing View,  
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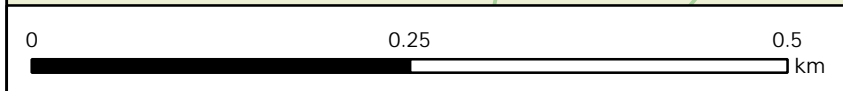
[www.i-transport.co.uk](http://www.i-transport.co.uk)

Title:  
 Site Location Plan

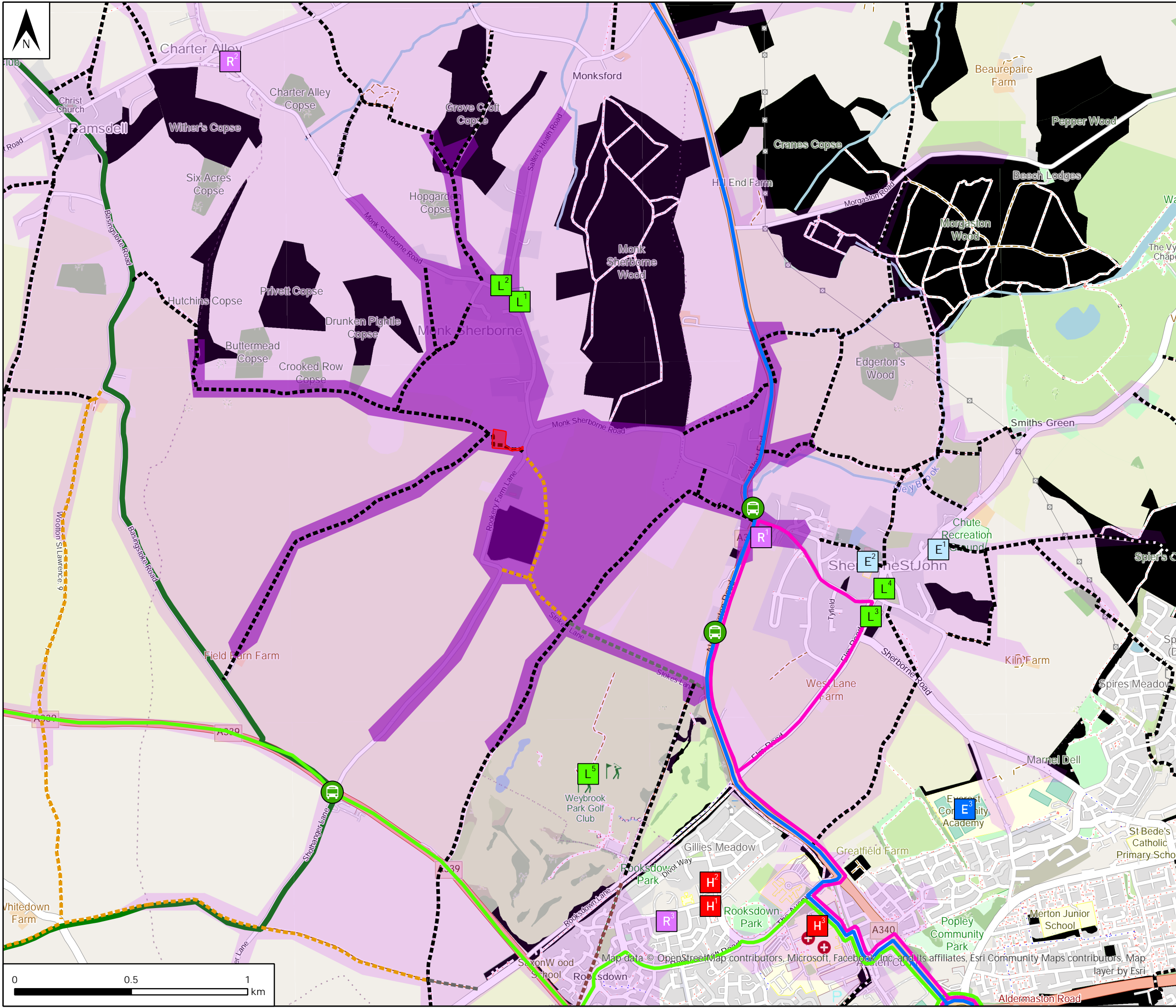
Project:  
 Rookery Farm, Monk Sherborne

Project Number: ITB17462	Figure Number: Figure 1	Revision: -
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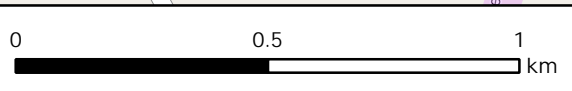
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	Site Boundary
	1600m Walking Catchment
	3200m Walking Catchment
	BOAT
	Bridleway
	Footpath
	Restricted Byway
	Bus Route - 2
	Bus Route - 22 & 622
	Bus Route - Newbury and Basingstoke LINK
	busstop
	Monk Sherborne Village Hall
	The Olive Tree Public House
	Swan Public House
	Sherborne St John Village Hall
	Weybrook Park Golf Club
	Sherborne Village Store
	Charter Alley Village Store
	The Co-operative Food
	Rooksdown Practise (GP)
	Rooksdown Pharmacy
	Basingstoke and North Hants Hospital
	Piccolo Pre-School Nursery
	Sherborne St John C of E Primary School
	Everest Community Academy

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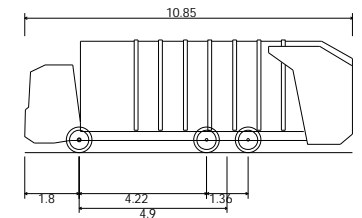
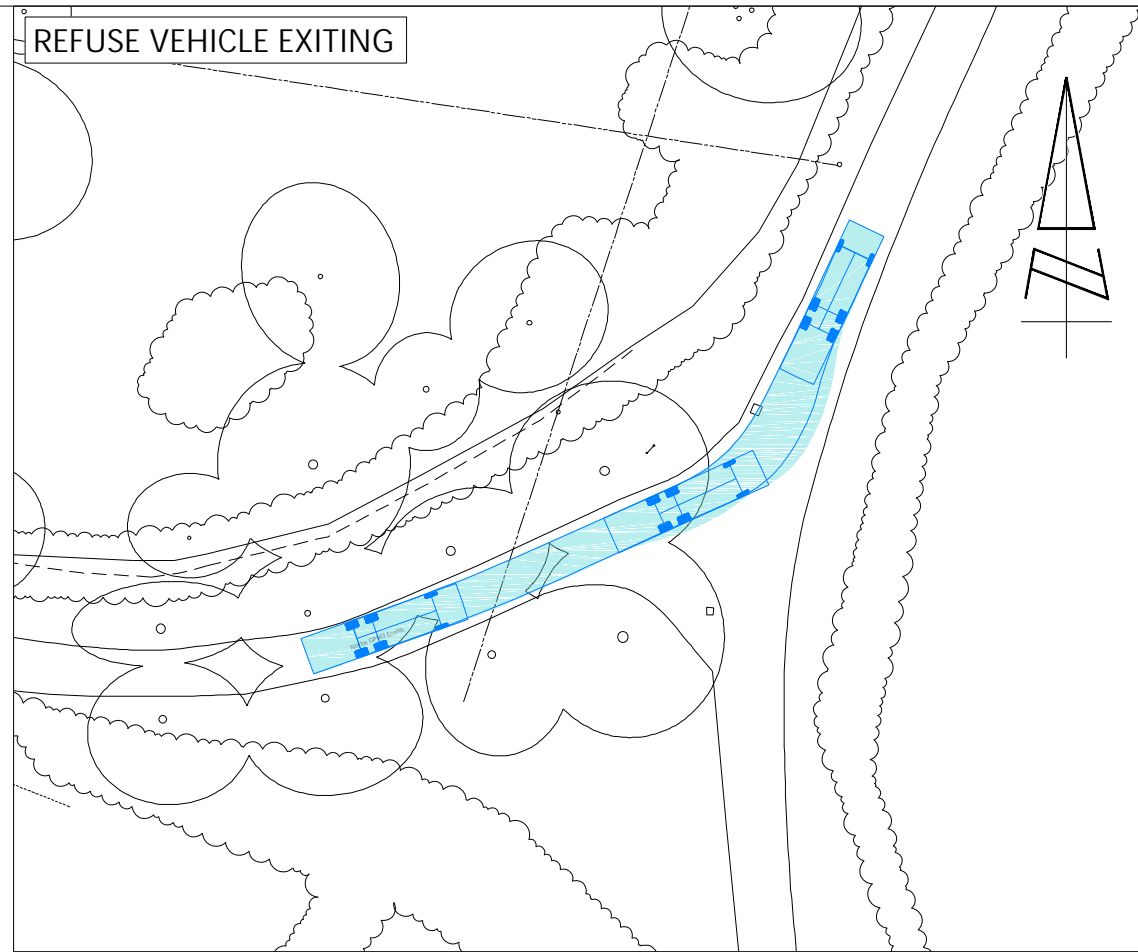
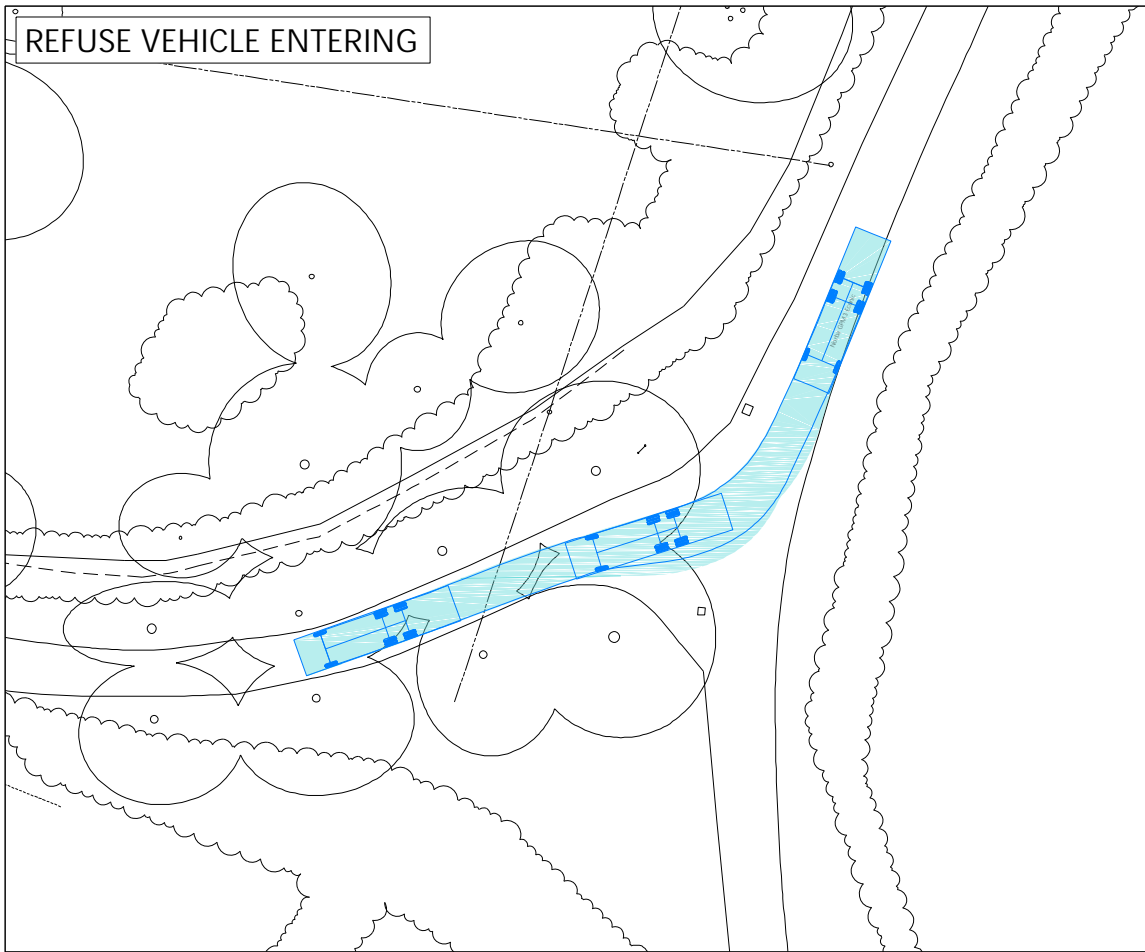
The Square, Basing View,  
 Basingstoke, Hampshire, RG21 4EB  
 Tel: 01256 898 366  
[www.i-transport.co.uk](http://www.i-transport.co.uk)

Title: Local Facilities and Services Plan		
Project: Rookery Farm, Monk Sherborne		
Project Number: ITB17462	Figure Number: Figure 2	Revision: -



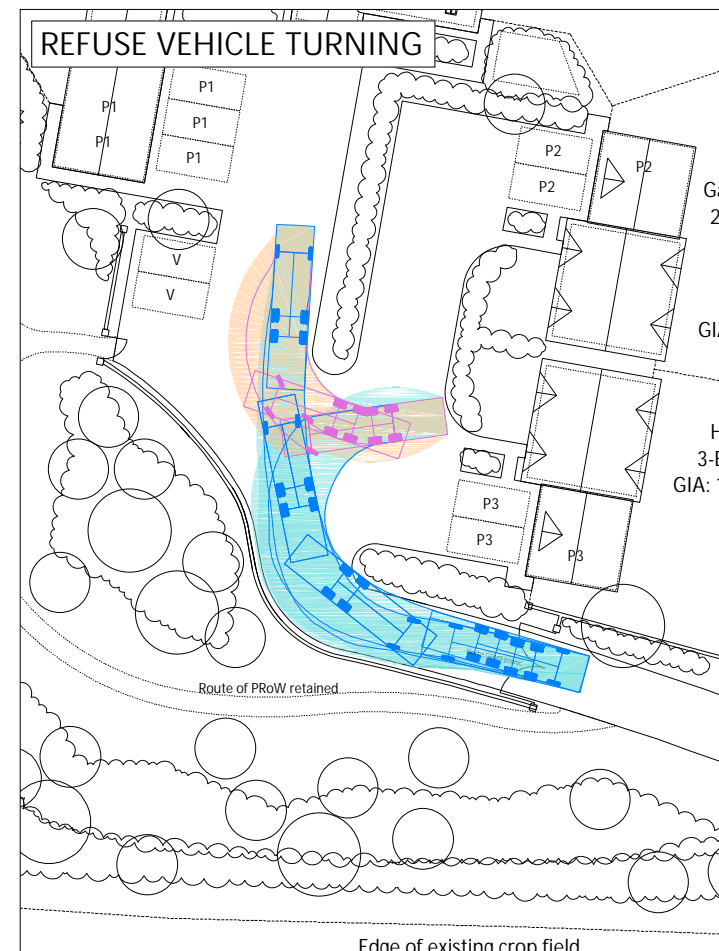
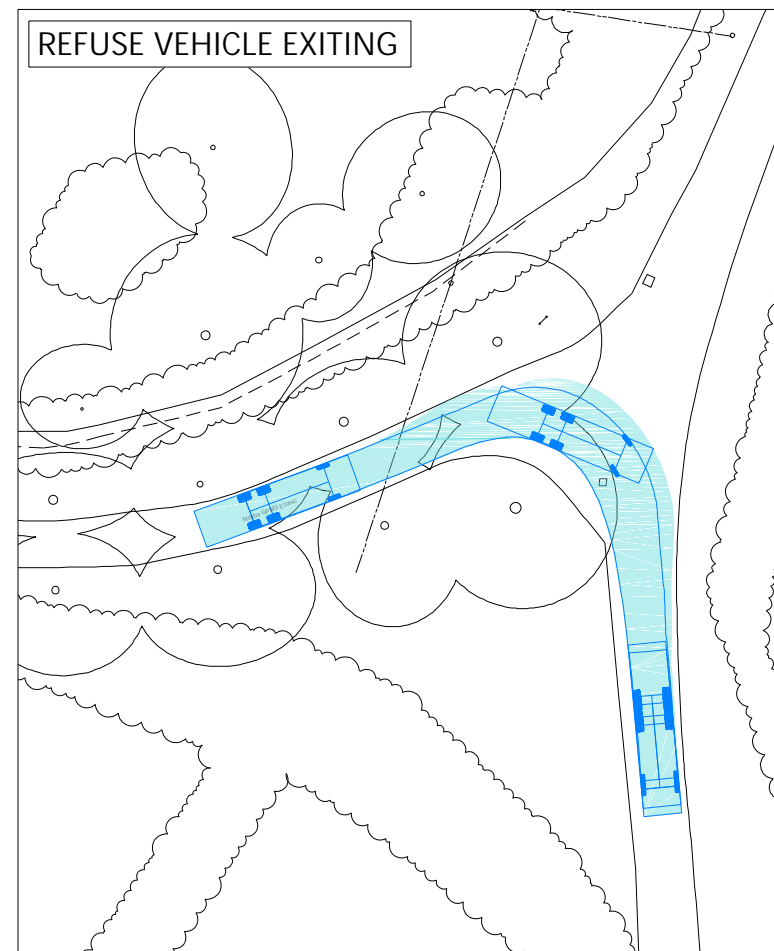
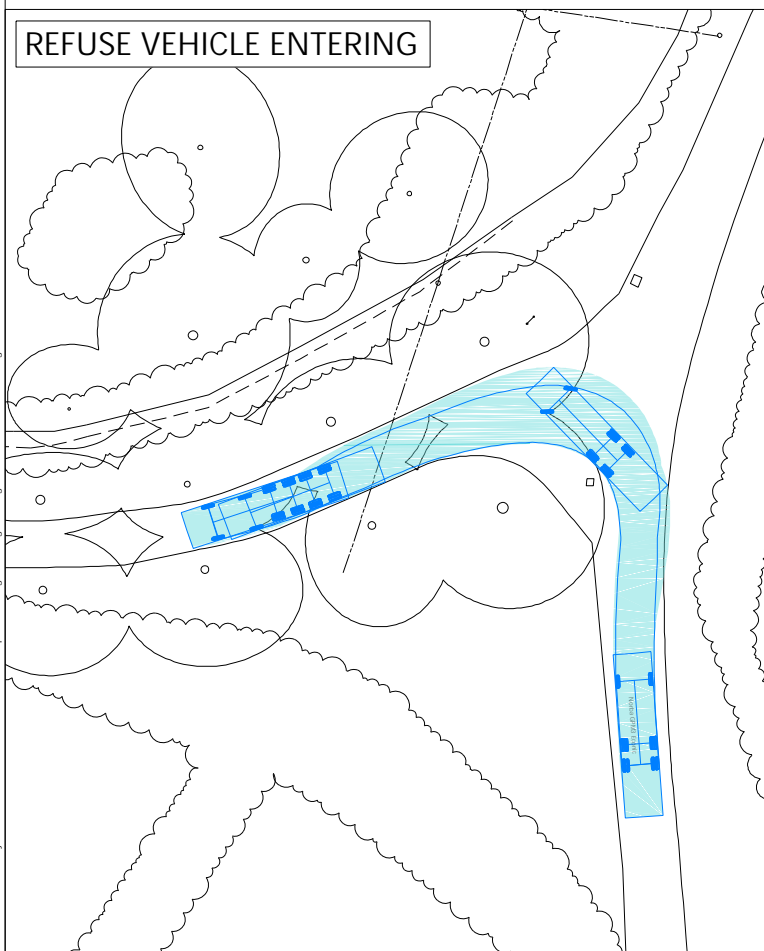
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# DRAWINGS



Norba GPM3 Eonic  
 Overall Length 10.850m  
 Overall Width 2.500m  
 Overall Body Height 3.737m  
 Min Body Ground Clearance 0.290m  
 Track Width 2.420m  
 Lock to lock time 4.00s  
 Wall to Wall Turning Radius 9.500m

REV	DATE	BY	DESCRIPTION	CHK	APD
A	11.09.23	JD	SITE LAYOUT UPDATED	SM	SM



STATUS: FOR INFORMATION



The Square, Basing View,  
 Basingstoke, Hampshire, RG21 4EB  
 Tel: 01256 898366  
 www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - REFUSE VEHICLE

PROJECT: ROOKERY FARM, MONK SHERBORNE

CLIENT: MANYDOWN COMPANY LTD

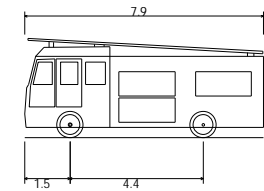
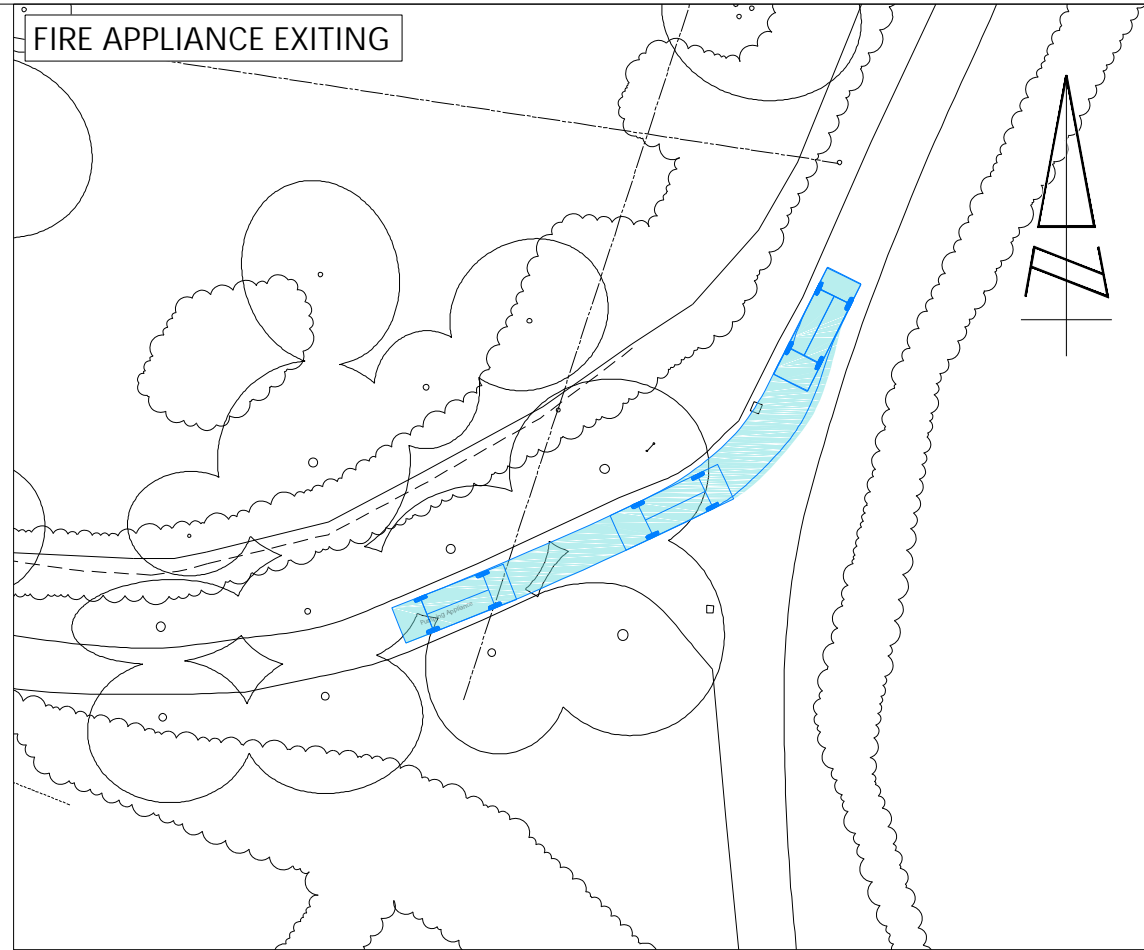
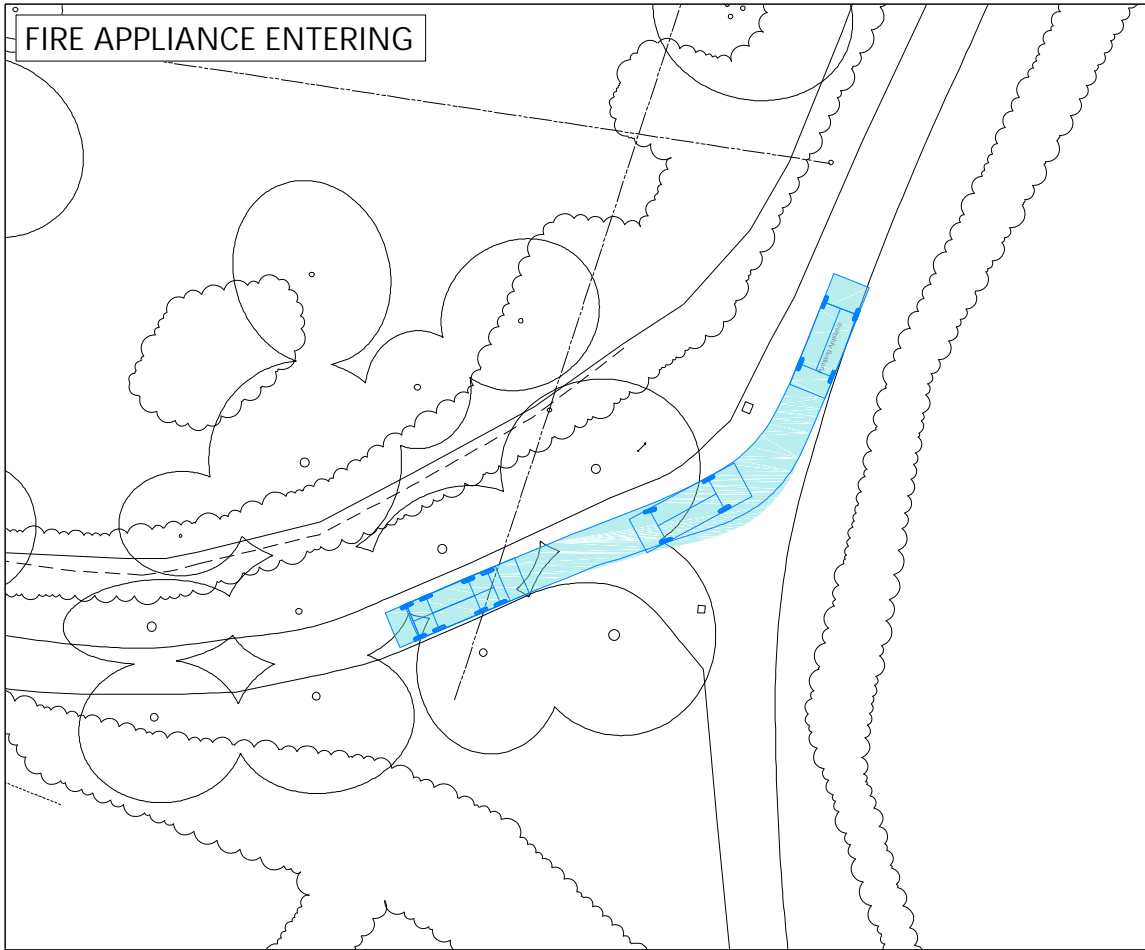
DRAWN: JD	CHECKED: SM	APPROVED: SM
PROJECT No: ITB17462	SCALE @ A3: 1:500	DATE: 31.08.23

DRAWING No: ITB17462-SK-002  
 REV: A

SCALE BAR @ 1:500  
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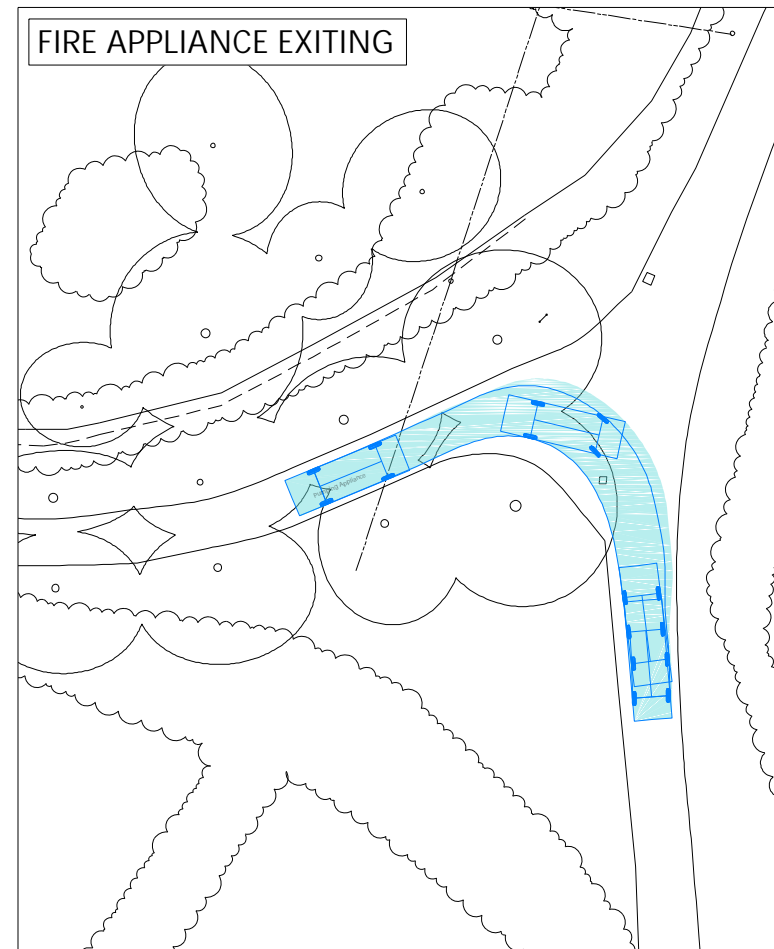
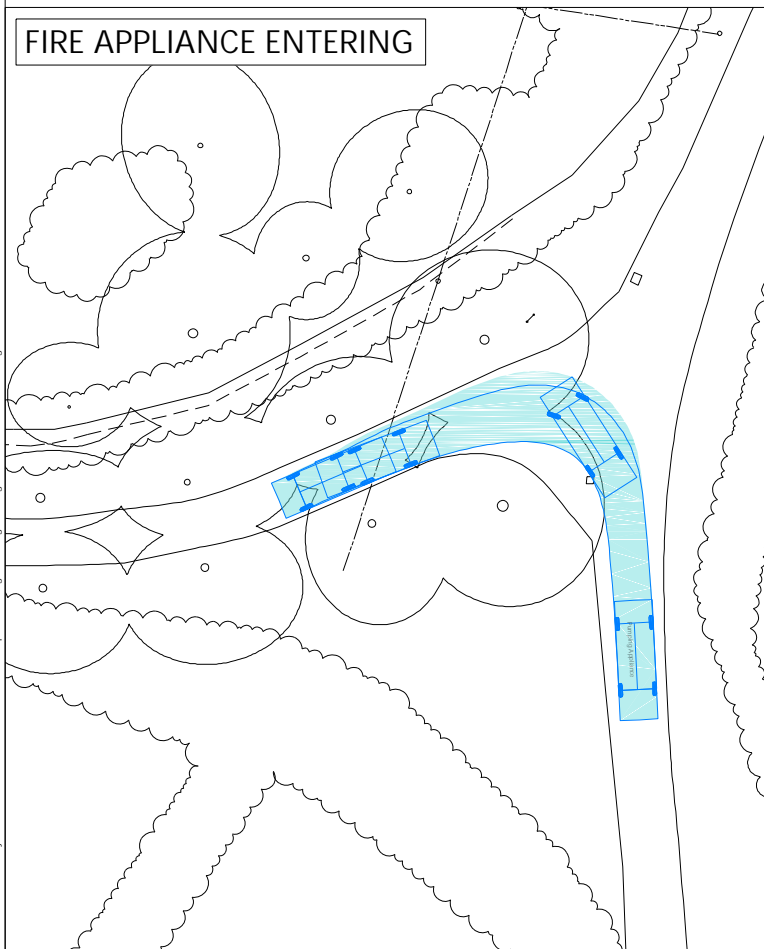
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T:\Projects\17000 Series\17462\17462-002A.dwg



**Pumping Appliance**  
 Overall Length 7.900m  
 Overall Width 2.500m  
 Overall Body Height 3.300m  
 Min Body Ground Clearance 0.350m  
 Track Width 2.500m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 7.750m

REV	DATE	BY	DESCRIPTION	CHK	APD
A	11.09.23	JD	SITE LAYOUT UPDATED	SM	SM



STATUS: FOR INFORMATION

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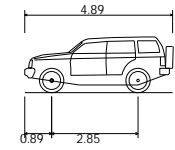
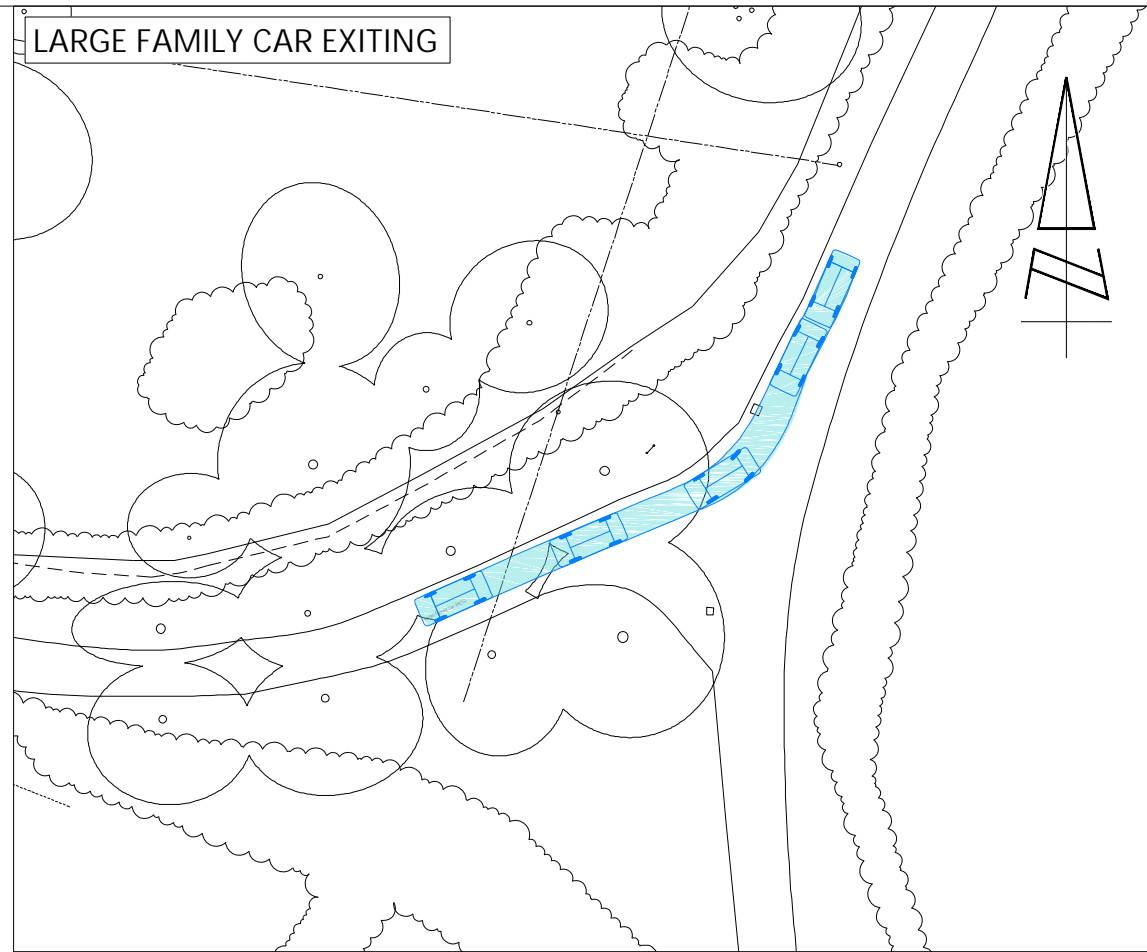
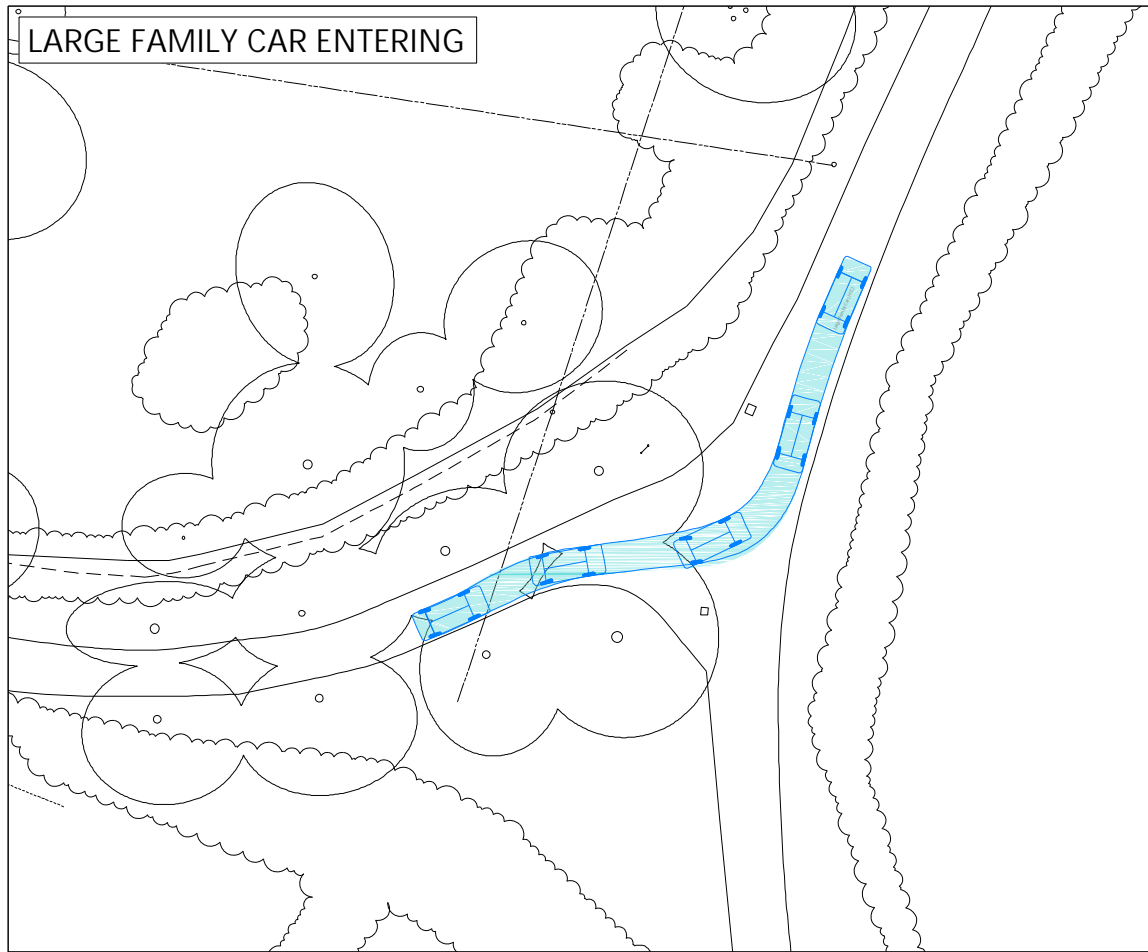
TITLE: SWEPT PATH ANALYSIS - FIRE APPLIANCE  
 PROJECT: ROOKERY FARM, MONK SHERBORNE

CLIENT: MANYDOWN COMPANY LTD

DRAWN: JD	CHECKED: SM	APPROVED: SM
PROJECT No: ITB17462	SCALE @ A3: 1:500	DATE: 31.08.23

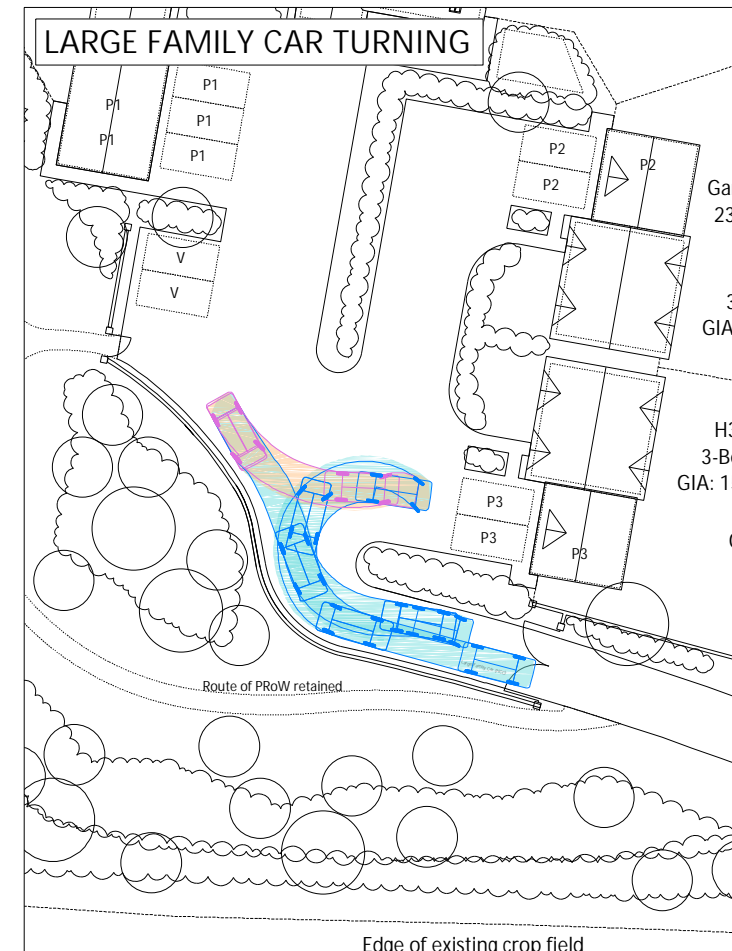
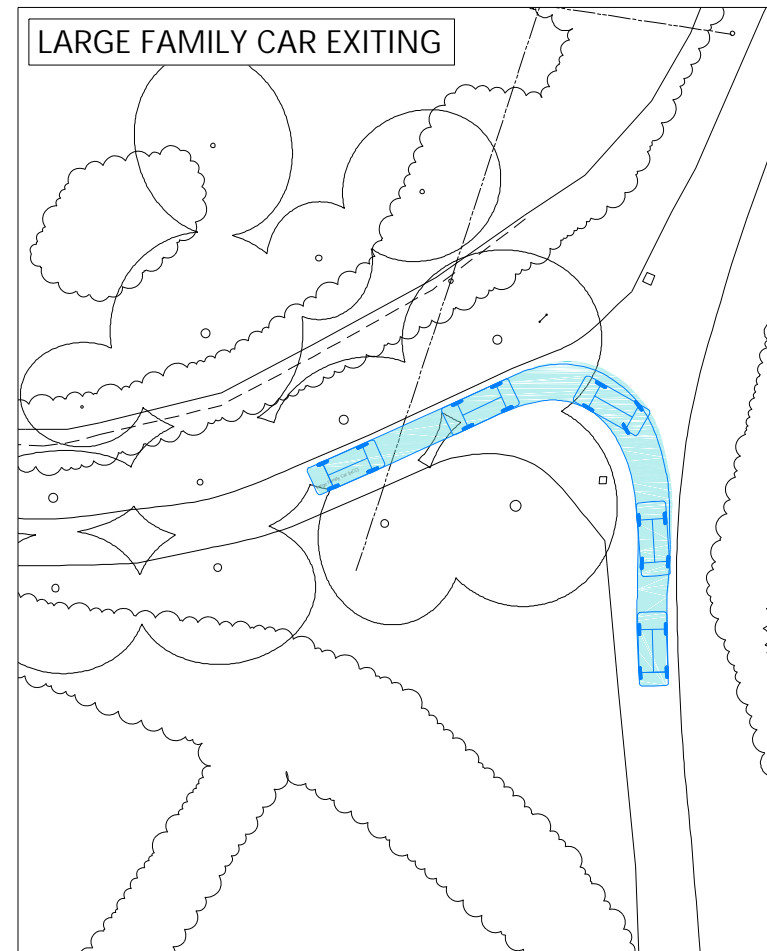
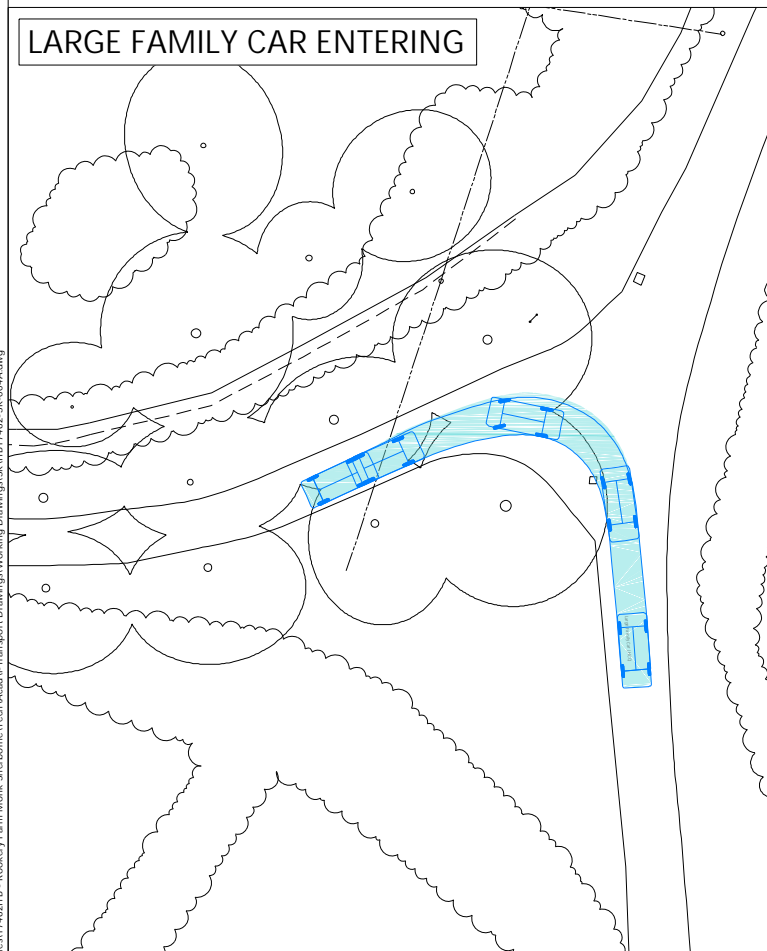
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Large Family Car (HCC)  
 Overall Length 4.890m  
 Overall Width 1.940m  
 Overall Body Height 1.850m  
 Min Body Ground Clearance 0.256m  
 Track Width 1.940m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.900m

REV	DATE	BY	DESCRIPTION	CHK	APD
A	11.09.23	JD	SITE LAYOUT UPDATED	SM	SM



STATUS: FOR INFORMATION



The Square, Basing View,  
 Basingstoke, Hampshire, RG21 4EB  
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TITLE: SWEPT PATH ANALYSIS - LARGE FAMILY CAR

PROJECT: ROOKERY FARM, MONK SHERBORNE

CLIENT: MANYDOWN COMPANY LTD

DRAWN: JD	CHECKED: SM	APPROVED: SM
PROJECT No: ITB17462	SCALE @ A3: 1:500	DATE: 31.08.23

DRAWING No: ITB17462-SK-004  
 REV: A

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SCALE BAR @ 1:500  
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## APPENDIX A.

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

Selected Polygon:CG Monk Sherborne

44170475558 07/12/2017 Time 1345 Vehicles 2 Casualties 1 Slight  
 E:461882 N: 155688 First Road: A 340 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH1 (CAR) WENT TO TURN RIGHT OUT OF CRANES ROAD AND STRUCK VEH2 (CAR) TRAVELLING SW ON A340 ALDERMASTON ROAD, CAUSING MINOR INJURY TO DRIVER OF VEH2.

Occurred on A340 ALDERMATONS ROAD AT JUNCTION WITH CRANES ROAD, SHERBORNE ST JOHN, HAMPSHIRE.

Vehicle Reference 1 Car Turning right  
 Vehicle movement from SE to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 69 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Vehicle Reference 2 Car Going ahead right bend  
 Vehicle movement from NW to SW No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 26 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 26 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

44180105195 21/03/2018 Time 0658 Vehicles 3 Casualties 1 Slight  
 E:459170 N:156192 First Road: U Road Type Single carriageway  
 Speed limit: 60 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Frost/Ice  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 2	Very Likely
3rd:	Slippery road (due to weather)	Vehicle 3	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ON BASINGSTOKE ROAD GOES AROUND L/H BEND WHICH IS COVERED IN ICE CAUSING IT TO SKID, HIT THE VERGE AND OVERTURN. VEH2 (CAR) AND VEH3 (CAR) HAVE DONE THE SAME AND LEFT THE CARRIAGEWAY ALSO.

Occurred on BASINGSTOKE ROAD, OUTSIDE FIELDGATE, RAMSDALL, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead left bend  
 Vehicle movement from S to NW No tow / articulation Leaving the main road  
 On main carriageway Skidded and overturned  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 O/S Age of Driver 61 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 61 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead left bend  
 Vehicle movement from S to NW No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:  
 Hit object in road None Off road: None  
 O/S Age of Driver 65 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No



Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

Vehicle Reference	3	Car	Going ahead left bend
Vehicle movement from	S	to NW	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Not at, or within 20M of Jct	Skidded	
Hit object in road	None	First impact	Front
O/S		Off road:	Wall or fence
Not hit and run	Breath test	Negative	Hit vehicle:
			Age of Driver
			29
			Male
			Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

Notes:

44180325427 28/08/2018 Time 0900 Vehicles 2 Casualties 1 Slight  
 E:461796 N:154587 First Road: U Road Type Single carriageway  
 Speed limit: 50 Junction Detail: Crossroads Give way or controlled A 340  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:	Distraction in vehicle	Vehicle 2	Possible
4th:	Sudden braking	Vehicle 1	Possible
5th:			
6th:			

VEH1 (CAR) TRAVELLING SW ALONG ELM ROAD STOPS TO GIVE WAY AT JUNCTION WITH A320 ALDERMASTON ROAD. VEH2 (CAR) TRAVELLING SW ALONG ELM ROAD FAILS TO SLOW IN TIME AND COLLIDES WITH THE REAR OF VEH1.

Occurred on ELM ROAD AT JUNCTION WITH A340 ALDERMASTON ROAD, BASINGSTOKE, HAMPSHIRE.

Vehicle Reference 1 Car Waiting to turn left  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 19 Female  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver Not traced  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

44180351010 17/09/2018 Time 0849 Vehicles 2 Casualties 1 Slight  
 E:461717 N: 154777 First Road: A 340 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Pri Drive Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction outside vehicle	Vehicle 1	Very Likely
2nd:	Road layout (eg bend, hill crest)	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING NW ALONG A340 ALDERMASTON ROAD STOPS WAITING TO TURN RIGHT INTO GALES GARAGE. VEH1 (VAN) TRAVELLING NW ALONG A340 ALDERMASTON ROAD FAILS TO SLOW IN TIME AND COLLIDES WITH THE REAR OF VEH2.

Occurred on A340 ALDERMASTON ROAD AT JUNCTION WITH GALES GARAGE, BASINGSTOKE, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other  
 Vehicle movement from SE to NW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 64 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Vehicle Reference 2 Car Waiting to turn right  
 Vehicle movement from SE to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 23 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 23 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

44190000806 01/01/2019 Time 1452 Vehicles 2 Casualties 2 Serious  
 E:461787 N:154583 First Road: A 340 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG A340 ALDERMASTON ROAD TURNED RIGHT INTO ELM ROAD WITHOUT GIVING WAY TO VEH2 (P/CYCLE) TRAVELLING SE ALONG A340 ALDERMASTON ROAD. Occurred on A340 ALDERMASTON ROAD AT JUNCTION WITH ELM ROAD, SHERBORNE ST JOHN, HAMPSHIRE.

Vehicle Reference 1 Car Turning right  
 Vehicle movement from SE to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or T First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 30 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 2 Vehicle: 1 Age: 30 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Pedal Cycle Going ahead other  
 Vehicle movement from NW to SE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or T First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Nearside Age of Driver 34 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 34 Male Driver/rider Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

**Notes:**

44190400054 07/11/2019 Time 1514 Vehicles 2 Casualties 1 Slight  
 E:461835 N:155843 First Road: A 340 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG A340 FAILS TO BRAKE IN TIME AND COLLIDES INTO REAR OF VEH 2 (CAR) IN FRONT WAITING TO TURN RIGHT ONTO MONK SHERBOURNE ROAD.

Occurred on A340 WEST END AT JUNCTION WITH MONK SHERBOURNE ROAD, SHERBOURNE ST JOHN, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver Unknown  
 Hit and run Breath test Driver not contacted  
 Left hand drive: No

Vehicle Reference 2 Car Waiting to turn right  
 Vehicle movement from NE to NW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 64 Female  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 64 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

44200064713 20/02/2020 Time 0756 Vehicles 2 Casualties 1 Serious  
 E:461833 N:155590 First Road: A 340 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Daylight Raining without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 2	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
5th:			
6th:			

VEH2 (CAR) TURNING RIGHT OUT OF COTTAGE ENTRANCE TO TRAVEL SW ALONG A340 ALDERMASTON ROAD TURNS INTO THE PATH OF VEH1 (M/CYCLE) TRAVELLING NE ALONG ALDERMASTON ROAD AT EXCESSIVE SPEED.

Occurred on A340 ALDERMASTON ROAD AT JUNCTION WITH ENTRANCE TO SHERBORNE COTTAGE, SHERBORNE ST JOHN, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other  
 Vehicle movement from SW to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 40 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 40 Male Driver/rider Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right  
 Vehicle movement from NW to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 46 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

**Notes:**

44210073398 26/02/2021 Time 1650 Vehicles 2 Casualties 1 Slight  
 E:461438 N: 157881 First Road: A 340 Road Type Single carriageway  
 Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 2 (TIPPER) AT THE JUNCTION OF SALTERS HEATH ROAD, STARTS TO EDGE FORWARD TOWARD THE MAIN CARRIAGEWAY IN NE DIRECTION, THEN REVERSES BACK AT A FAIR PACE AND COLLIDES WITH FRONT OF VEH 1 (CAR) STATIONARY BEHIND.

Occurred on SALTERS HEATH ROAD AT JUNCTION WITH A340 ALDERMASTON ROAD, MONK SHERBORNE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up  
 Vehicle movement from S to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 46 Female  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 46 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Reversing  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver Not traced  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

**Notes:**

44210197990 22/05/2021 Time 0848 Vehicles 2 Casualties 1 Slight  
 E:461050 N:156101 First Road: U Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (P/CYCLE) TRAVELLING E ALONG MONK SHERBORNE ROAD CLIPPED THE REAR WHEEL OF VEH2 (P/CYCLE) TRAVELLING E ALONG MONK SHERBORNE ROAD IN FRONT, CAUSING RIDER OF VEH1 TO FALL OFF.

Occurred on MONK SHERBORNE ROAD, OUTSIDE APPLETREE HOUSE, TADLEY, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other  
 Vehicle movement from W to E No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 25 Female  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 25 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Pedal Cycle Going ahead other  
 Vehicle movement from W to E No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver Not traced  
 Not hit and run Breath test Not applicable  
 Left hand drive: No



Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

44210405843 09/10/2021 Time 1300 Vehicles 3 Casualties 3 Serious  
 E:461786 N:154577 First Road: A 340 Road Type Single carriageway  
 Speed limit: 50 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 001	Very Likely
2nd:	Road layout (eg bend, hill crest)	Vehicle 001	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ON A340 FAILS TO GIVE WAY AND TURNS R INTO PATH OF VEH 2 (CAR) TRAVELLING SE ON A340, WHICH THEN SPINS INTO PATH OF VEH 3 (CAR) WHICH WAS BEHIND VEH 1 AT JUNCTION

Occurred on JUNCTION OF ALDERMASTON ROAD/ELM ROAD/ROOKSDOWN LANE

Vehicle Reference 1 Car Turning right  
 Vehicle movement from SE to NW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Leaving main road First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 73 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 73 Female Driver/rider Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

Vehicle Reference 2 Car Going ahead right bend  
 Vehicle movement from NW to SE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 55 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 55 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 3 Vehicle: 2 Age: 77 Female Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 3 Car Going ahead but held up  
 Vehicle movement from SE to NW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 54 Female  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

44220117904 25/03/2022 Time 0915 Vehicles 2 Casualties 1 Serious  
 E:459752 N: 154734 First Road: A 339 Road Type Single carriageway  
 Speed limit: 50 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) FILTERING THROUGH TRAFFIC ALONG A339 FAILS TO SLOW IN TIME AND COLLIDES WITH VEH 2 (CAR) WAITING TO TURN RIGHT ONTO BASINGSTOKE RD  
 Occurred on A339 JUNCTION WITH BASINGSTOKE ROAD, WOOTTON ST LAWRENCE, BASINGSTOKE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other  
 Vehicle movement from SE to NW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 63 Male  
 Not hit and run Breath test Failed to provide  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 63 Male Driver/rider Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Waiting to turn right  
 Vehicle movement from SE to NW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 50 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

44220136762 07/04/2022 Time 1330 Vehicles 2 Casualties 2 Serious  
 E:461702 N:154820 First Road: A 340 Road Type Single carriageway  
 Speed limit: 50 Junction Detail: Pri Drive Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Illness or disability, mental or physical	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG ALDERMASTON ROAD FAILED TO SLOW IN TIME AND COLLIDED WITH THE REAR OF VEH2 (CAR) TRAVELLING N ON ALDERMASTON WAY

Occurred on A340 ALDERMASTON ROAD AT JUNCTION WITH GALES GARAGE, BASINGSTOKE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 62 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 62 Female Driver/rider Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Waiting to turn right  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 45 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 45 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

**Notes:**

44220315623 05/08/2022 Time 0842 Vehicles 2 Casualties 2 Serious  
 E:459209 N: 155626 First Road: U Road Type Single carriageway  
 Speed limit: 60 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

**Causation**

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 2	Very Likely
2nd:	Exceeding speed limit	Vehicle 2	Possible
3rd:	Failed to look properly	Vehicle 2	Possible
4th:	Aggressive driving	Vehicle 2	Possible
5th:	Vegetation	Vehicle 2	Very Likely
6th:			

VEH1(CAR) TRAV N ALONG A SECTION OF BENDS ON BASINGSTOKE RD COLLIDED WITH VEH2 (M/CYCLE) TRAV S ALONG BASINGSTOKE RD, CAUSING CAS2 (RIDER) TO LAND IN AN ADJACENT FIELD & SUSTAIN SERIOUS INJURY.

Occurred on BASINGSTOKE RD, 1050M NW OF JCT WITH A339, RAMSDELL, BASINGSTOKE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 33 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Unknown Cycle helmet: Not a cyclist

Vehicle Reference 2 Motorcycle over 500cc Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: Entered ditch  
 Nearside Age of Driver 47 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 47 Male Driver/rider Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/10/2017** and **30/09/2022** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Monk Sherborne")

**Notes:**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	6	8
2-wheeled motor vehicles	0	3	0	3
Pedal cycles	0	1	1	2
Horses & other	0	0	0	0
<b>Total</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>13</b>

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	10	12
Passenger	0	0	1	1
Motorcycle rider	0	3	0	3
Cyclist	0	1	1	2
Pedestrian	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>0</b>	<b>6</b>	<b>12</b>	<b>18</b>

## APPENDIX B.



- Existing Buildings
- Structures to be removed
- Proposed Buildings
- Proposed Walls
- Proposed Fencing
- Existing Hardstanding
- Permeable gravel drive
- Hardstanding removed - restored to grass
- Proposed open space / meadow grass
- Existing trees / hedging
- Proposed trees / hedging
- Proposed low-level planting
- Proposed rain-garden SuDS

0 25 M



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The proposal presented here is subject to review by specialist consultants, and is to be read in conjunction with all relevant specialist's drawings and information where available. Any discrepancies between this and any other consultant's drawings and information should be reported to Pro Vision immediately.

Landscaping shown on this plan is indicative only. Please refer to Landscaping Strategy by Enderby Associates Ltd.

ISSUE	DATE	DESCRIPTION	DRAWN	CHECKED
v1	24.07.23	PLANNING ISSUE	MH	RD
v2	11.08.23	PLANNING ISSUE	MH	IW
v3	30.08.23	PLANNING ISSUE	MH	RD
v4	08.09.23	PLANNING ISSUE - Updated to reflect landscape strategy	MH	RD

CLIENT:	Manydown Co. Ltd	
PROJECT:	Rookery Farm, Monk Sherbourne	
DRAWING:	Site Plan	1:500
NUMBER:	50997-XX-P1-02	A3
ISSUE:	v4	08.09.23

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## APPENDIX C.

Calculation Reference: AUDIT-236601-230807-0854

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	MW MEDWAY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSELY	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 19 (units: )  
 Range Selected by User: 0 to 20 (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: 01/01/15 to 06/06/22

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:

Wednesday	2 days
Friday	1 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

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 (England) 2020 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 3 days

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

Population within 5 miles:

25,001 to 50,000 1 days

125,001 to 250,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 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:

Yes 1 days

No 2 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

1	BY-03-A-01 CHURCH LANE NEAR BARNESLEY WORSBROUGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 19 Survey date: WEDNESDAY 09/09/20	BUNGALOWS & DETACHED	BARNESLEY	Survey Type: MANUAL
2	ES-03-A-06 BISHOPS LANE RINGMER Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 Survey date: WEDNESDAY 16/06/21	MIXED HOUSES	EAST SUSSEX	Survey Type: MANUAL
3	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 Survey date: FRIDAY 22/09/17	DETACHED & SEMI -DETACHED	MEDWAY	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 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	13	0.128	3	13	0.231	3	13	0.359
08:00 - 09:00	3	13	0.154	3	13	0.282	3	13	0.436
09:00 - 10:00	3	13	0.128	3	13	0.154	3	13	0.282
10:00 - 11:00	3	13	0.205	3	13	0.231	3	13	0.436
11:00 - 12:00	3	13	0.179	3	13	0.128	3	13	0.307
12:00 - 13:00	3	13	0.231	3	13	0.179	3	13	0.410
13:00 - 14:00	3	13	0.231	3	13	0.282	3	13	0.513
14:00 - 15:00	3	13	0.231	3	13	0.179	3	13	0.410
15:00 - 16:00	3	13	0.205	3	13	0.103	3	13	0.308
16:00 - 17:00	3	13	0.179	3	13	0.256	3	13	0.435
17:00 - 18:00	3	13	0.179	3	13	0.103	3	13	0.282
18:00 - 19:00	3	13	0.256	3	13	0.154	3	13	0.410
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.306			2.282			4.588

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:	8 - 19 (units: )
Survey date range:	01/01/15 - 06/06/22
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:	0

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

Calculation Reference: AUDIT-236601-230907-0950

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : B - BUSINESS PARK  
 TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

## Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area  
 Actual Range: 1145 to 1186 (units: sqm)  
 Range Selected by User: 0 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 28/06/22

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:

Tuesday	1 days
Thursday	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
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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	2
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	2 days - Selected

i-Transport The Square Basingstoke

Licence No: 236601

Secondary Filtering selection:

Use Class:

Not Known

2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000

2 days

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

Population within 5 miles:

5,001 to 25,000

1 days

125,001 to 250,000

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

1 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

2 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

1	LE-02-B-02	BUSINESS PARK		LEICESTERSHIRE
	DESFORD LANE			
	NEAR LEICESTER			
	RATBY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Gross floor area:		1145 sqm	
	Survey date:	TUESDAY	28/06/22	Survey Type: MANUAL
2	NY-02-B-01	BUSINESS PARK		NORTH YORKSHIRE
	SCRIFTAN LANE			
	WETHERBY			
	KIRK DEIGHTON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Gross floor area:		1281 sqm	
	Survey date:	THURSDAY	15/09/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.



Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	1.802	0.172	1.974
1700-1800	0.429	1.372	1.801

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK  
TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	1166	0.172	2	1166	0.086	2	1166	0.258
07:30 - 08:00	2	1166	0.215	2	1166	0.086	2	1166	0.301
08:00 - 08:30	2	1166	0.858	2	1166	0.086	2	1166	0.944
08:30 - 09:00	2	1166	0.944	2	1166	0.086	2	1166	1.030
09:00 - 09:30	2	1166	0.644	2	1166	0.215	2	1166	0.859
09:30 - 10:00	2	1166	0.472	2	1166	0.172	2	1166	0.644
10:00 - 10:30	2	1166	0.300	2	1166	0.086	2	1166	0.386
10:30 - 11:00	2	1166	0.429	2	1166	0.172	2	1166	0.601
11:00 - 11:30	2	1166	0.257	2	1166	0.429	2	1166	0.686
11:30 - 12:00	2	1166	0.343	2	1166	0.257	2	1166	0.600
12:00 - 12:30	2	1166	0.215	2	1166	0.386	2	1166	0.601
12:30 - 13:00	2	1166	0.686	2	1166	0.429	2	1166	1.115
13:00 - 13:30	2	1166	0.300	2	1166	0.257	2	1166	0.557
13:30 - 14:00	2	1166	0.257	2	1166	0.257	2	1166	0.514
14:00 - 14:30	2	1166	0.300	2	1166	0.172	2	1166	0.472
14:30 - 15:00	2	1166	0.343	2	1166	0.472	2	1166	0.815
15:00 - 15:30	2	1166	0.129	2	1166	0.215	2	1166	0.344
15:30 - 16:00	2	1166	0.343	2	1166	0.729	2	1166	1.072
16:00 - 16:30	2	1166	0.215	2	1166	0.644	2	1166	0.859
16:30 - 17:00	2	1166	0.086	2	1166	1.030	2	1166	1.116
17:00 - 17:30	2	1166	0.257	2	1166	1.115	2	1166	1.372
17:30 - 18:00	2	1166	0.172	2	1166	0.257	2	1166	0.429
18:00 - 18:30	2	1166	0.000	2	1166	0.043	2	1166	0.043
18:30 - 19:00	2	1166	0.043	2	1166	0.172	2	1166	0.215
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			7.980			7.853			15.833

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:	1145 - 1186 (units: sqm)
Survey date date range:	01/01/15 - 28/06/22
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:	0

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

