

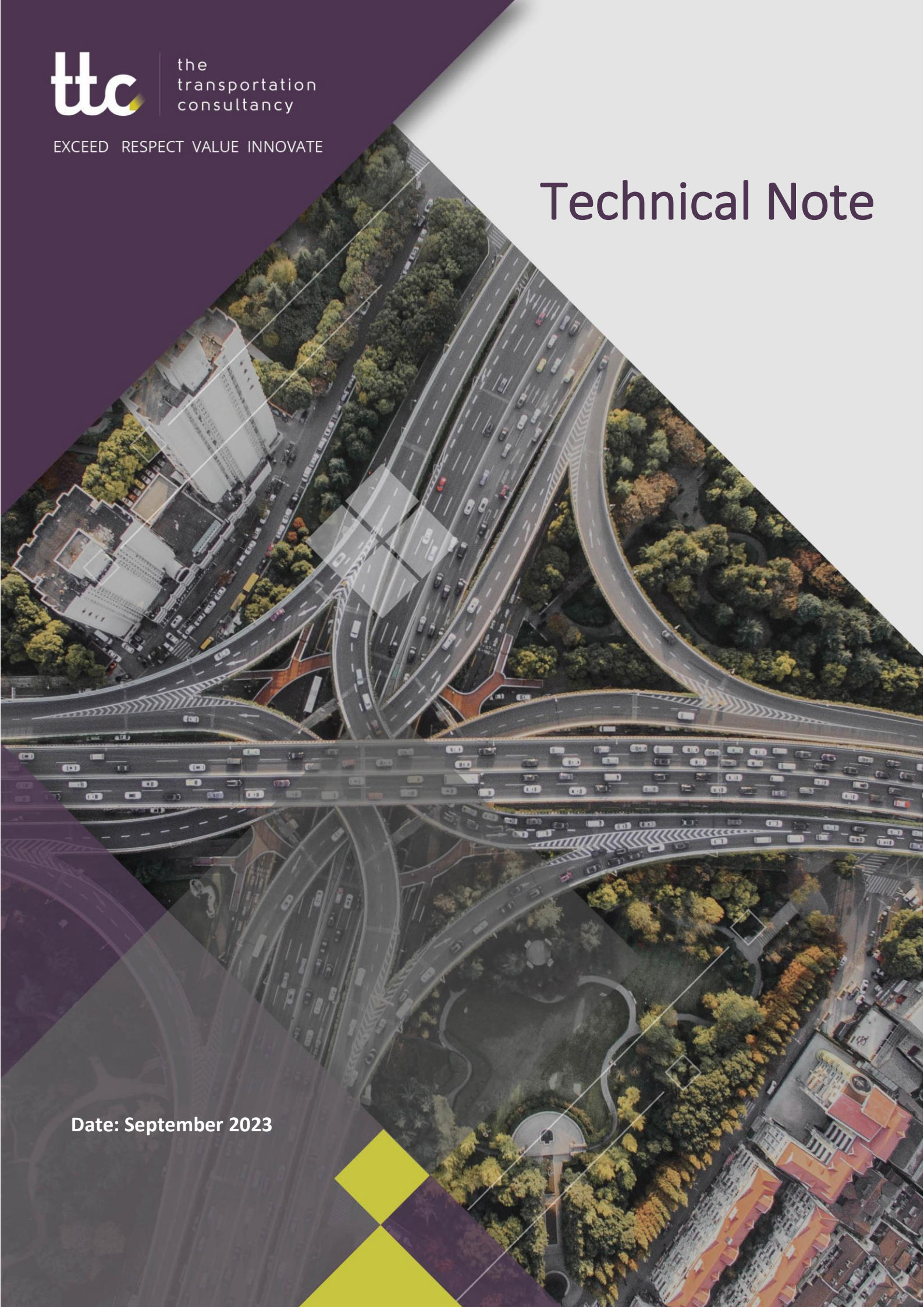


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1. Introduction

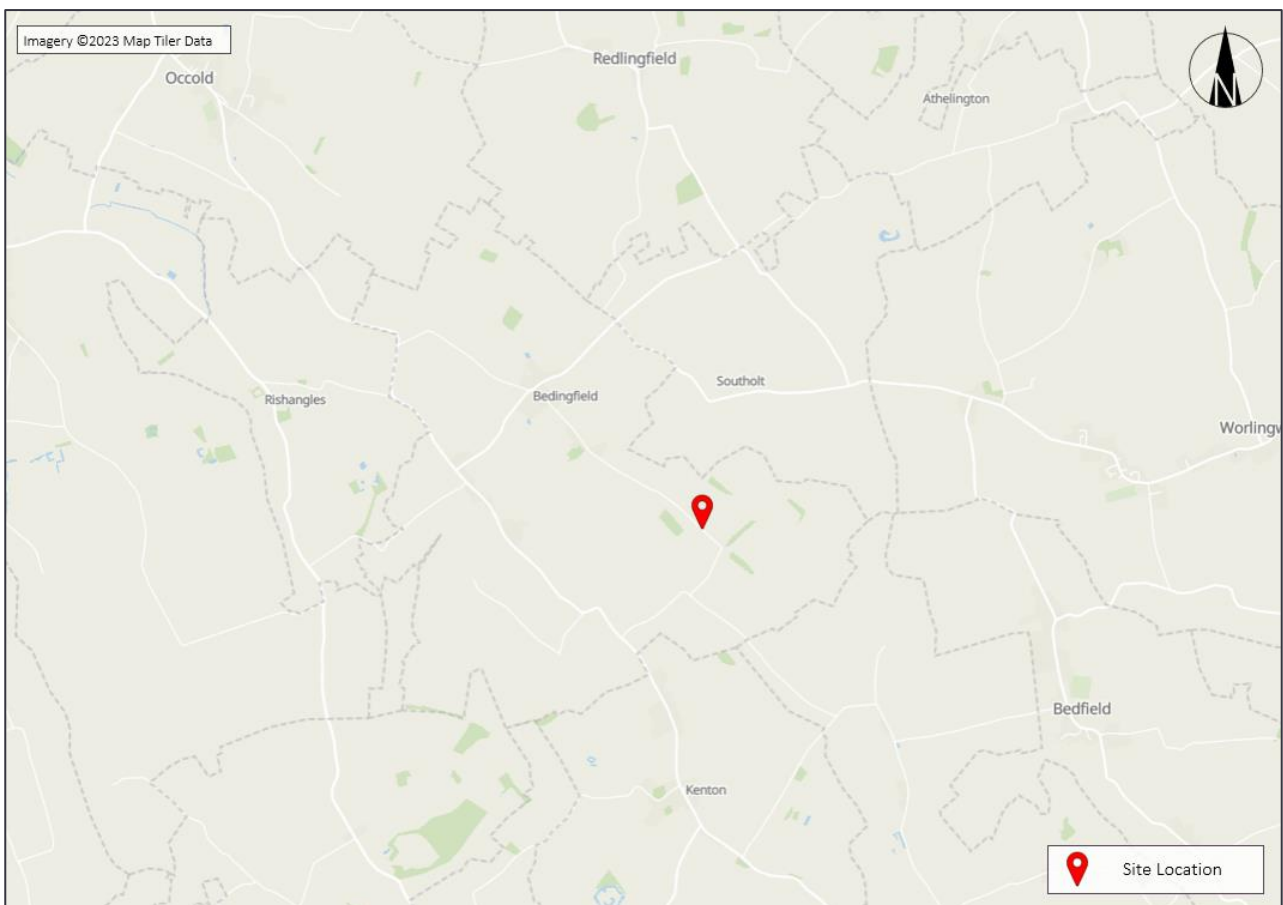
1.1 Overview

This Highways and Transport Technical Note has been prepared by The Transportation Consultancy Ltd ('ttc') in support of a Planning Application for development proposals at Fleming Hall, Hall Road, Suffolk.

1.2 Site Context

The proposed development is situated on the northern periphery of Suffolk County, within an area locally known as Bedingfield. The locality of the proposed development is displayed below in **Figure 1.1**.

Figure 1.1 Site Location



1.3 Purpose of Report

This Technical Note has been produced to support a planning application for the conversion of existing barns into independent holiday rentals to support the upkeep of the Hall and surrounding grounds.

This Technical Note will outline the transport and highways characteristics of the proposed development and outline how the development accords with local and national policies.



1.4 Structure of Report

This Technical Note is structured as follow:

- **Chapter 2:** Describes the existing situation, the surrounding local highway network as well as identifying the sustainable transport options and any existing highway safety concerns.
- **Chapter 3:** Determines the Local and National Policy context in relation to the proposed development.
- **Chapter 4:** Describes the proposed development, parking provision, servicing arrangements, site access and anticipated traffic generated by the development.
- **Chapter 5:** Summary and Conclusions



2. Existing Situation

2.1 Introduction

This section of the Technical Note will outline the planning history and background, the existing operation of the proposed site, the local highway network, highway safety and the sustainability of the site.

2.2 Planning History & Background

Planning Application Ref: **2191/07** was submitted in 2007 for the alteration of an existing barn. The 2007 planning application was granted consent to convert the northwest range to a dwelling.

2.3 Site Location

The proposed development site is comprised of a group of barns on land, which includes 2no. residential dwellings to the direct west of the barns at Fleming Hall, Hall Road, Bedingfield, and is bound by Fleming Hall to the north, agricultural fields to the east, Hall Road and Bedingfield Hall Farms to the south and Hall Road and agricultural land to the west. **Figure 2.1** displays the site location and its surrounding environment in a local context.

Figure 2.1 Site Location





Local Highway Network

The local highway network is managed and maintained by the Local Highway Authority (LHA), Suffolk County Council (SCC) and in regard to the proposed development, comprises of the following.

Hall Road

Hall Road is a single lane two-way carriageway, routing on a northwest to southeast alignment between Park Road in the northwest and Kenton via Eye Road in the south. The carriageway routes along the direct frontage of the proposed development and measures c.7m wide. Hall Road is subject to a derestricted national speed limit '60mph' within the vicinity of the site access and does not benefit from footways or street lighting along its length.

2.4 Existing Traffic Conditions

In order to establish the current traffic levels and network peak hours, traffic surveys were commissioned on the local highway network in vicinity of the site.

An Automatic Traffic Count (ATC) was installed on Hall Road in vicinity of the proposed site access for a 7-day period commencing 24th May 2023 to collect volumetric flows and vehicle speeds.

The ATC survey identified the highway network peak hour as 08:00-09:00, with an evening peak of 15:00 – 17:00 (each composite hour having the same flow).

A summary of the volumetric and speed data captured on Hall Road is displayed within **Table 2.1** and a copy of the data is included within **Appendix A**.

Table 2.1 Hall Road – ATC Traffic Survey Summary

Time Period	North-westbound	South-eastbound	Two-Way
Volumetric Data			
Network AM Peak 11:00-12:00	6	4	10
Network PM Peak 15:00-16:00	4	4	8
Weekday Average	47	48	95
Speed Data			
Average Speed	23.9 mph	24.8 mph	24.3 mph
85 th Percentile Speed	32.7 mph	35.1 mph	33.9 mph

As can be gauged from **Table 2.1**, the traffic flows along Hall Road are exceptionally low and in the peak hours the maximum number of trips equates to one vehicle every 6 minutes.

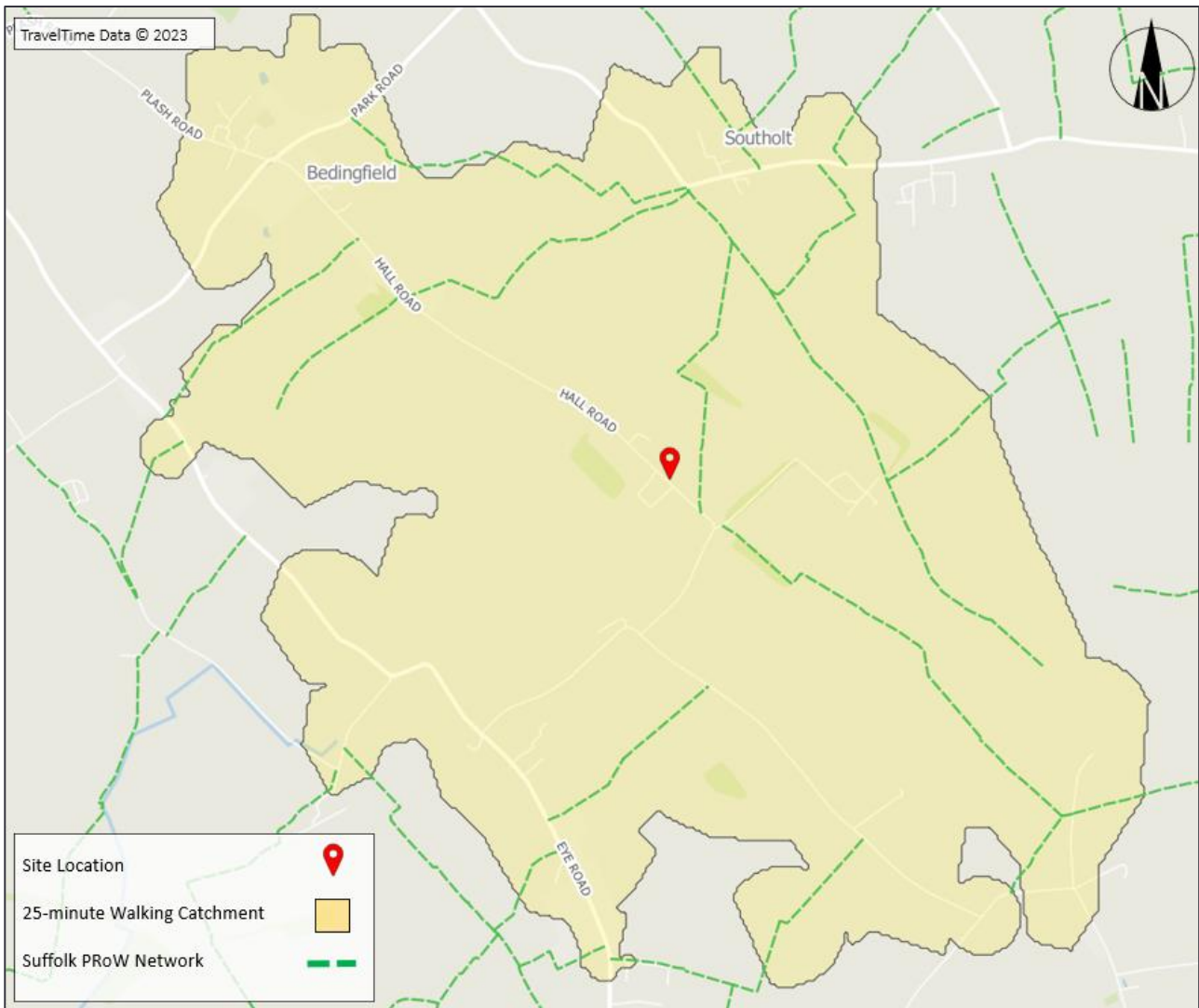
2.5 Sustainability

Walking & Cycling

It is generally considered that 2km for walking (25-minute journey) and 8km for cycling (30-minute journey) are acceptable distances to travel to work or school.

With regards to walking the site benefits from a large PRow network within the vicinity of the proposed development, which will provide occupants with direct access to local towns and villages where there are a large range of services and amenities. The PRow network provides traffic free, convenient access to the surrounding settlements and is likely to be attractive to occupants given the leisure-based nature of the development proposals. **Figure 2.2** below outlines the 25-minute walking isochrone from the proposed development.

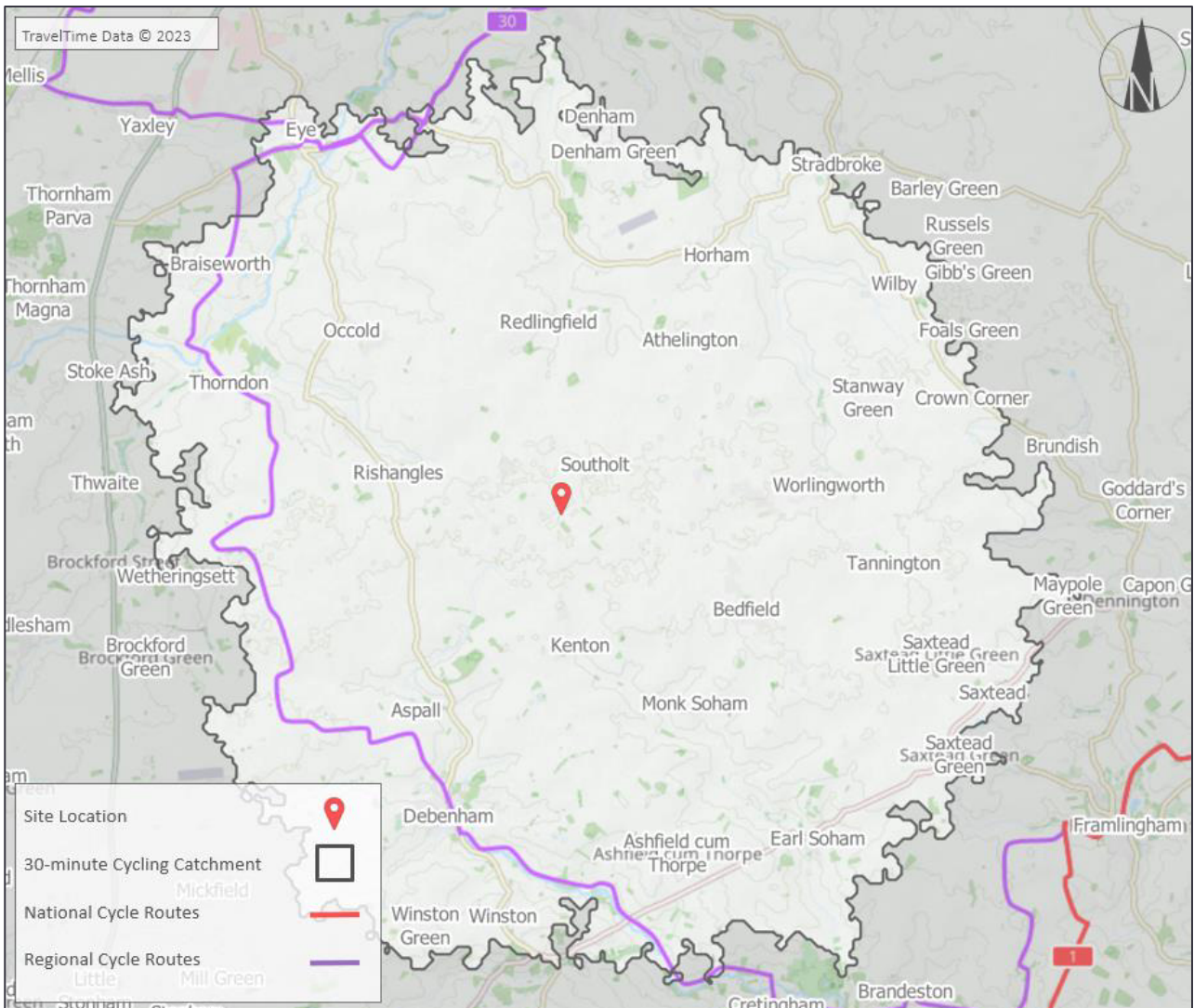
Figure 2.2 25-minute Walking Isochrone



With regard to cycling, there are a variety of available cycling opportunities within the vicinity of the proposed development, there is a Regional Cycle Route located c.6.7km to the west of the site, which connects with a National Cycle Route (Sustrans) in Framlington located to the southeast of the proposed development. NCR 1 journeys between Dover and north Scotland. The Sustrans cycle routes can provide its users with traffic free, safe travel between destinations.

Figure 2.3 below shows a 30-minute cycling isochrone with the addition of the Regional Cycle Routes and the National Cycle Routes.

Figure 2.3 Cycling Isochrone

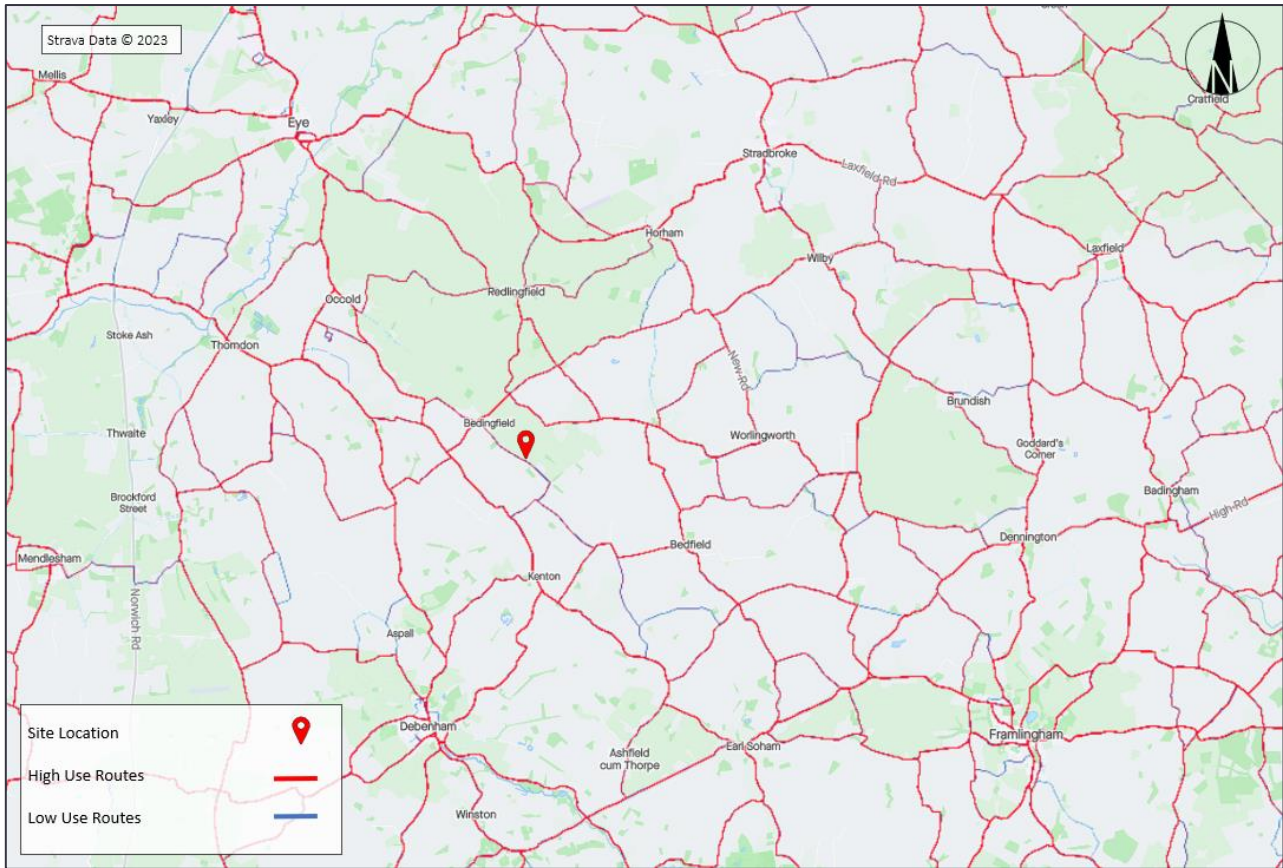


As can be gauged from **Figure 2.3**, dedicated cycle routes and infrastructure within the vicinity of the site are sparse, however, as noted within **Section 2.4**, traffic flows on the local highway network are exceptionally low, which is conducive to supporting cycling, particularly for recreation purposes.

Figure 2.4 shows an extract from Strava’s heat map tool, which illustrates the frequency of routes used by cyclists, with red routes shown as being highly utilised and blue routes shown as being less well utilised. It can be seen from **Figure 2.4** that the majority of the routes within the vicinity of the site are well utilised and could therefore be attractive to future occupants of the development, given the leisure-based nature of the proposals.



Figure 2.4 Strava Heat Map



2.6 Services and Facilities

The development proposals seek to provide future occupants with access to open countryside, walking opportunities via the PRow network and cycle opportunities along rural lanes. Services and facilities within the vicinity of the site are limited, however, the village of Debenham is situated 3.9 miles to the south-west of the site, which is a c.9-minute drive. The village affords several services and facilities, which would provide future occupants with the necessary day-to-day requirements and ensure travel by car further afield would be limited. Services and facilities include:

- Co-op food store
- Fish and Chips Takeaway
- Pharmacy
- Public houses
- Restaurants
- Cafes
- Shops

2.7 Highway Safety

Personal Injury Accident (PIA) data has been extracted from Crashmap (www.crashmap.com) for the most recent 5-year period (2017-2021). The data is collected by the police and is approved by the National Statistics Authority and audited by the Department for Transport each year.

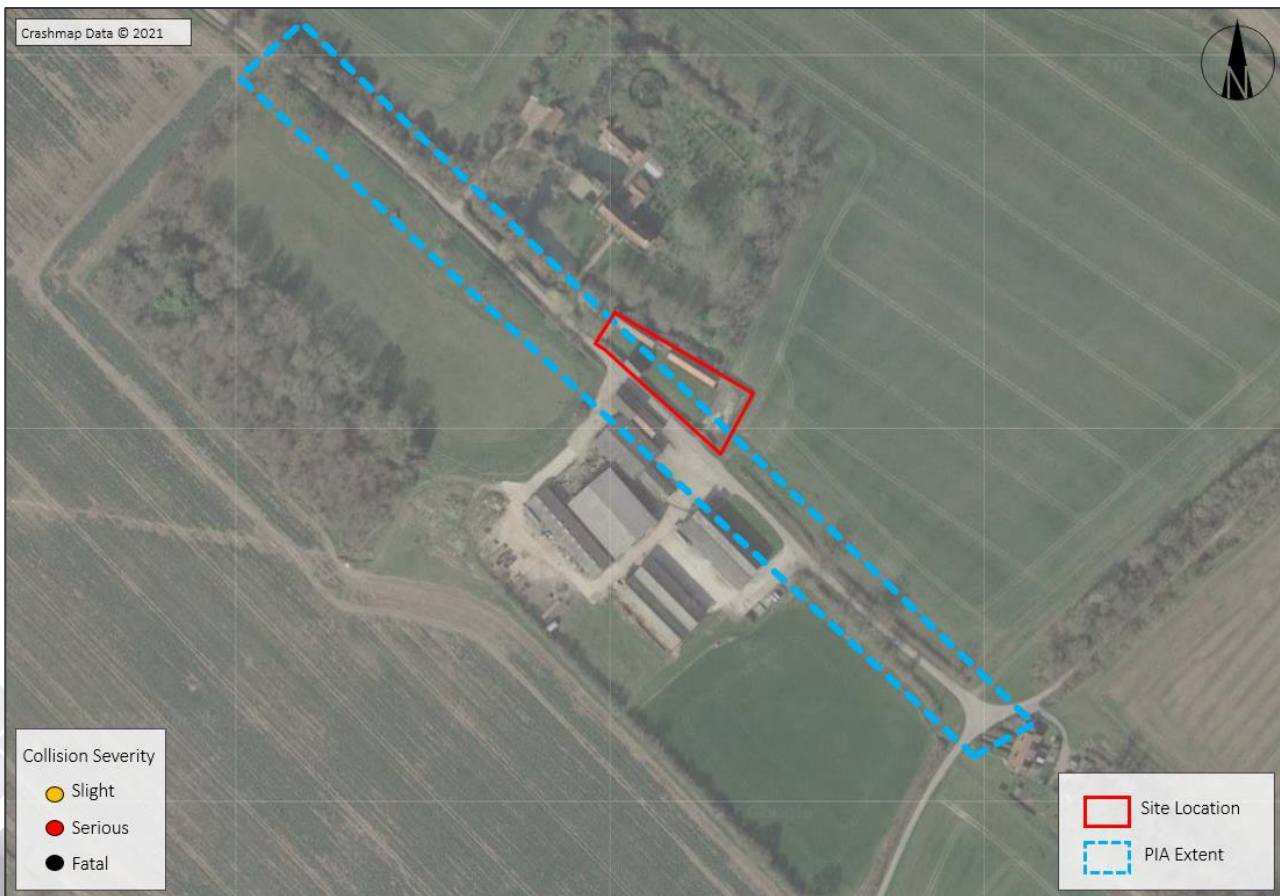
The purpose of assessing recorded PIAs is to determine whether there is a history of accidents in proximity to the site and to investigate whether there are any patterns or contributing factors to the accidents recorded. Clusters of accidents could indicate that improvements are required to enable development on the site to come forward.

The impact of casualties differs according to the severity of the injuries sustained. Three groups are usually differentiated as follows:

- **Fatal:** any death that occurs within 30 days from causes arising out of the accident.
- **Serious:** records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
- **Slight:** where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

This assessment has considered the study area illustrated in **Figure 2.5** below.

Figure 2.5 Recorded PIAs (2017-2021)



As can be gauged, there are no pre-existing highway safety issues within the vicinity of the site.



2.8 Summary

As a result of the information presented within this chapter, it can be concluded that the site is:

- Situated to benefit from a wide range of PRoWs within the vicinity of the site, which allow for safe and convenient ingress to local settlements.
- Surrounding highway network accommodates cyclists, which provides sustainable transport links across the Mid-Suffolk area.
- The site is stayed within the vicinity of a nearby service centre, which will reduce the need to travel further afield on a daily basis for daily requirements.
- There are no existing highway safety issues.



3. Planning Policy & Guidance

3.1 Overview

This section of the TS outlines the relevant national and local policy guidance that the proposed development contributes to.

3.2 National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's key objectives for achieving sustainable development. The NPPF was first published in March 2012 and revised in September 2023 in order to streamline the national planning policies set out in previous policy guidance and a number of related circulars. These have been combined into a single document to make the planning system more accessible, whilst still protecting the environment and promoting sustainable growth.

The NPPF sets out the government's planning policies for England, and how these are expected to be applied, stating that all developments generating significant amounts of movement should be supported by a TA or Transport Statement (TS), alongside a Travel Plan (TP). Within the NPPF, it is suggested that an economic, social, and environmental objective should be at the heart of the planning process.

Under the 'Promoting sustainable transport' chapter of the NPPF, it is stated that transport issues should be considered from the earliest stages of plan-making and development proposals (Para. 104). By doing this the potential impacts of development on transport networks can be addressed and the appropriate transport infrastructure can be implemented. By considering transport at the earliest stages, it allows the opportunity to promote walking, cycling and public transport, and to mitigate any problems.

With regards to the application site, NPPF seeks to promote a prosperous rural economy. Para 84 states:

- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;*
- b) the development and diversification of agricultural and other land-based rural businesses;*
- c) sustainable rural tourism and leisure developments which respect the character of the countryside; and*
- d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.*

Para 85 goes onto state:

'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.'

Paragraph 111 states that:



- *“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.”*

Paragraph 113 concludes that all developments expected to generate significant amounts of movement should provide a TP, and applications should also be supported by a TS or TA to assess the likely impacts of the proposals.

3.3 Local Planning Policy

Mid Suffolk Local Plan (1998)

The Mid Suffolk Local Plan (1998) sets out the detailed policies and specified proposals for the development and use of land. It guides the District Planning Authority in most day-to-day planning decisions.

The policies within this document that are relevant to the development proposals are as follows:

Policy T10 – Highway Considerations in Development

When considering planning applications for development, the District Planning Authority will have regard to the following highway matters:

- *‘The provision of safe access to and egress from the site;*
- *The suitability of existing roads giving access to the development, in terms of the safe and free flow of traffic and pedestrian safety;*
- *Whether the amount and type of traffic generated by the proposals will be acceptable in relation to the capacity of the road network in the locality of the site;*
- *The provision of adequate space for the parking and turning of cars and service vehicles within the curtilage of the site; and,*
- *Whether the needs of pedestrians and cyclists have been met, particularly in the design and layout of new housing and industrial areas. Cycle routes and cycle priority measures will be encouraged in new development.’*

Mid Suffolk Core Strategy Focussed Review (2012)

The Mid Suffolk Core Strategy was adopted in 2008 and later reviewed in 2012 to update certain sections with recent information. The policies within the reviewed Core Strategy that are relevant to this report are as per the following:

Strategic Objectives SO3:

To respond to the possible harm caused by climate change Mid Suffolk will seek to minimise its carbon footprint, by encouraging a shift to more sustainable travel patterns, in particular the Council will address congestion and pollution and ensure that all new development minimises its carbon emissions, and carbon consumption and is adapted to future climate change.

3.4 Conclusions

It can be concluded that a proposed development would fully accord with the transport aspects of both the national and local planning policy.



4. Development Proposals

4.1 Introduction

This section of the Technical Note examines the quantum of the development proposals and identifies the access arrangements, parking provision and servicing arrangements.

4.2 Development Proposals

The development proposals consist of the following:

- Formalisation of the access arrangements to include widening and a kerbed radii.
- Retention of residential dwellings.
- Extension to include erection of 4 x Holiday Units:
 - ▶ 1 x 1-bed units.
 - ▶ 2 x 2-bed units.
 - ▶ 1 x 3-bed units.
- Parking for new development to be contained in an onsite car park.

An illustration of the proposed site layout is shown in **Appendix B**.

4.3 Access Arrangements

The development proposals include for the establishment of access from Hall Road, which will amend the existing access to accommodate for fire tenders and private vehicles. A general access arrangement, showing visibility splays, key dimensions and swept path analysis is included within **Appendix C**.

4.4 Parking Standards / Provision

Parking standards for holiday lets are not included within the Suffolk Guidance for Parking (May 2019). As such parking provision has been based on a 'first principles' approach. Due to the nature of the development, the likely end users, and the development mix, it is considered that a total provision of 8no. parking bays would be sufficient for operational requirements. Parking will be contained within a small parking area, situated adjacent to the proposed site access on the southeastern side of the site.

The parking allocation will be as per the following:

- 1 & 2-bed-units – 1 space each. On the basis that the unit will be occupied by a single family, as 2-bed unit provide a double bedroom and single bedroom.
- 3-bed units – 2 spaces each. On the basis that two families could share a 3-bed unit.
- The existing residential units will have an allocation of 3 total parking spaces within the car park area.

It is considered that the parking provision will ensure the site operates safely and will avoid any likelihood of on-street parking along Hall Road.

4.5 Servicing Arrangements

It is expected that the site will be serviced via private kerbside collection and to minimise any drag distance, a bin store will be located adjacent to the access.

4.6 Existing Traffic Generation

In order to demonstrate the existing traffic generation of the site, a trip rate assessment has been undertaken using the industry standard TRICS database. TRICS (Trip Rate Information Computer System) is a nationally recognised database of traffic surveys covering a multitude of different development types.

The existing vehicle generation has been determined using sites with similar characteristics extracted from the TRICS database. Sites were selected for TRICS category '03 – Residential A – Houses Privately Owned'. **Table 4.1** below outlines the trip rates and generation, a full report is provided in **Appendix D**.

Table 4.1 Existing Traffic Generation

Time Range	Trip Rate (1-bedroom)			Trip Generation (4-bedrooms)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak (08:00 – 09:00)	0.047	0.101	0.148	0	1	1
PM Peak (17:00 – 18:00)	0.092	0.048	0.140	1	0	1
Daily	0.644	0.658	1.302	3	3	6

As can be gauged from **Table 4.1** the existing residential development could be generating a single two-way movement in both the AM and PM peak period, while over the course of the day could be generating 6 two-way vehicular movements.

4.7 Proposed Traffic Generation

The proposed vehicle generation has been determined using sites with similar characteristics extracted from the TRICS database. In lieu of any specific 'holiday let' TRICS survey categories, sites were selected for TRICS category '06 – Hotels, Food and Drink A – Hotels'. **Table 4.2** below outlines the trip rates and trip generation, a full report is provided in **Appendix D**.

Table 4.2 Proposed Trip Generation

Time Range	Trip Rate (1-bedroom)			Trip Generation (8-bedrooms)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-way
AM Peak (08:00 – 09:00)	0	0.143	0.143	0	1	1
PM Peak (17:00 – 18:00)	0.143	0	0.143	1	0	1
Daily	1.144	1.001	2.145	9	8	17



As can be gauged from **Table 4.2** the proposed development is not expected to generate a significant level of traffic, with a single journey in the both the AM and PM peak periods while over a typical day the development could be forecast to generate 17 two-way vehicle movements.

As a result of the development proposals the net traffic impact is a resultant 23 two-way movements across a typical day. However, it should be noted that the level of increase is not considered to be significant and will vary throughout the Holiday Season.

4.8 Conclusion

It has been demonstrated that the proposed development can be serviced, a reasonable parking provision has been provided to suit the expected use of the site and it is expected that the anticipated vehicle generation from the site is low and will have no discernible impact on the local highway network.



5. Summary and Conclusions

5.1 Summary

This Technical Note has been prepared to support of a planning application for the conversion of existing barns into independent holiday rentals to support the upkeep of Fleming Hall and surrounding grounds.

The findings in this Technical Note have demonstrated the following:

- The site is situated to benefit from a network of PRow footpaths that future guests are likely to utilise for leisure purposes and to access local parishes and villages.
- The site is connected to the surrounding highway network which can accommodate cyclists and several routes in the vicinity are well utilised.
- The site is situated within proximity of a local service centre, where all day-to-day services and facilities are provided.
- There are no outstanding highway safety concerns on the surrounding local highway network or at the existing point of access which the proposed development would be expected to exacerbate.
- The anticipated trip generation for the development proposals has been determined and it has been established that the development will not have a detrimental impact on the operation or safety of the local highway network.
- The proposed parking provision has been determined based on likely requirements and is considered both reasonable and pragmatic.
- The proposed development is supportive of both national and local planning policy.

5.2 Conclusions

On the basis of the information presented in this report it is considered that the proposed development can be comfortably accommodated within the local area. As such there should be no reason why the application cannot be recommended in terms of highways and transportation.



Appendix A

Traffic Survey

Eye ATC, Hall Road



Direction: Northwestbound

Hour Beginning	Wed 24/05/2023	Thu 25/05/2023	Fri 26/05/2023	Sat 27/05/2023	Sun 28/05/2023	Mon 29/05/2023	Tue 30/05/2023	5-Day Ave.	7-Day Ave.
00:00	0	0	0	1	1	1	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	1	0	0
06:00	1	1	1	0	0	0	1	1	1
07:00	6	7	2	2	0	1	5	4	3
08:00	6	7	7	6	2	2	9	6	6
09:00	4	1	6	4	1	3	2	3	3
10:00	3	4	6	5	4	5	7	5	5
11:00	4	3	4	4	7	1	1	3	3
12:00	5	0	2	3	2	4	6	3	3
13:00	0	4	5	3	0	2	2	3	2
14:00	3	1	3	2	4	0	4	2	2
15:00	4	2	6	3	3	3	1	3	3
16:00	5	5	4	3	2	2	5	4	4
17:00	4	2	1	3	1	0	2	2	2
18:00	3	1	6	2	2	1	3	3	3
19:00	1	2	1	1	2	1	3	2	2
20:00	1	0	1	0	0	0	0	0	0
21:00	1	2	0	0	0	2	2	1	1
22:00	0	3	2	0	1	0	0	1	1
23:00	0	0	0	0	0	0	0	0	0
Total	47	37	52	40	28	24	47	41	39
12H(7-19)	51	42	55	41	30	27	53	46	43
18H(6-24)	51	45	57	41	31	27	53	47	44
24H(0-24)	51	45	58	42	32	28	54	47	44
AM Peak	07:00 6	07:00 7	08:00 7	08:00 6	11:00 7	10:00 5	08:00 9	08:00 6	08:00 6
PM Peak	12:00 5	16:00 5	15:00 6	12:00 3	14:00 4	12:00 4	12:00 6	16:00 4	16:00 4

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Direction: Southeastbound

Hour Beginning	Wed 24/05/2023	Thu 25/05/2023	Fri 26/05/2023	Sat 27/05/2023	Sun 28/05/2023	Mon 29/05/2023	Tue 30/05/2023	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0
06:00	2	3	1	1	2	2	4	2	2
07:00	2	5	3	2	0	1	5	3	3
08:00	0	4	3	1	0	1	11	4	3
09:00	2	6	5	3	4	2	5	4	4
10:00	3	0	5	4	5	2	4	3	3
11:00	2	0	2	3	2	4	2	2	2
12:00	3	5	6	4	3	1	2	3	3
13:00	5	2	3	5	0	0	3	3	3
14:00	4	5	6	2	4	2	6	5	4
15:00	7	3	8	1	4	1	6	5	4
16:00	5	3	5	4	2	1	4	4	3
17:00	6	6	3	3	5	2	5	4	4
18:00	4	3	2	1	4	1	2	2	2
19:00	2	0	3	1	0	0	4	2	1
20:00	2	0	1	2	0	2	0	1	1
21:00	0	0	1	0	0	0	0	0	0
22:00	0	1	0	0	0	1	0	0	0
23:00	0	0	0	1	0	0	0	0	0
Total	43	42	51	33	33	18	55	42	39
12H(7-19)	49	45	57	37	35	22	63	47	44
18H(6-24)	49	46	57	38	35	23	63	48	44
24H(0-24)	49	46	57	39	36	23	63	48	45
AM Peak	10:00 3	09:00 6	09:00 5	10:00 4	10:00 5	11:00 4	08:00 11	09:00 4	09:00 4
PM Peak	15:00 7	17:00 6	15:00 8	13:00 5	17:00 5	14:00 2	14:00 6	15:00 5	15:00 4

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Direction: Total Flow

Hour Beginning	Wed 24/05/2023	Thu 25/05/2023	Fri 26/05/2023	Sat 27/05/2023	Sun 28/05/2023	Mon 29/05/2023	Tue 30/05/2023	5-Day Ave.	7-Day Ave.
00:00	0	0	0	1	1	1	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	1	1	0	0	1	0	0
06:00	3	4	2	1	2	2	5	3	3
07:00	8	12	5	4	0	2	10	7	6
08:00	6	11	10	7	2	3	20	10	8
09:00	6	7	11	7	5	5	7	7	7
10:00	6	4	11	9	9	7	11	8	8
11:00	6	3	6	7	9	5	3	5	6
12:00	8	5	8	7	5	5	8	7	7
13:00	5	6	8	8	0	2	5	5	5
14:00	7	6	9	4	8	2	10	7	7
15:00	11	5	14	4	7	4	7	8	7
16:00	10	8	9	7	4	3	9	8	7
17:00	10	8	4	6	6	2	7	6	6
18:00	7	4	8	3	6	2	5	5	5
19:00	3	2	4	2	2	1	7	3	3
20:00	3	0	2	2	0	2	0	1	1
21:00	1	2	1	0	0	2	2	2	1
22:00	0	4	2	0	1	1	0	1	1
23:00	0	0	0	1	0	0	0	0	0
Total	90	79	103	73	61	42	102	83	79
12H(7-19)	100	87	112	78	65	49	116	93	87
18H(6-24)	100	91	114	79	66	50	116	94	88
24H(0-24)	100	91	115	81	68	51	117	95	89
AM Peak	07:00 8	07:00 12	09:00 11	10:00 9	10:00 9	10:00 7	08:00 20	08:00 10	08:00 8
PM Peak	15:00 11	16:00 8	15:00 14	13:00 8	14:00 8	12:00 5	14:00 10	15:00 8	15:00 7

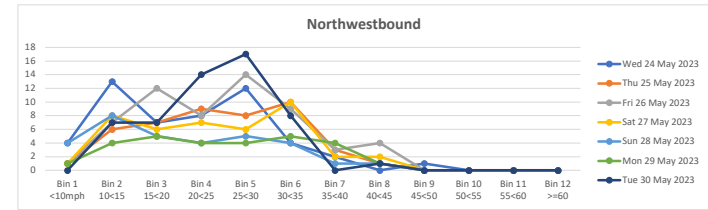
Paul Castle Associates

Eye ATC, Hall Road

Direction: Northwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 24 May 2023	51	30.4	21.2	8.9	4	13	7	8	12	4	2	0	1	0	0	0
Thu 25 May 2023	45	33.3	24.6	8.3	1	6	7	9	8	10	3	1	0	0	0	0
Fri 26 May 2023	58	34.0	24.9	8.8	1	7	12	8	14	9	3	4	0	0	0	0
Sat 27 May 2023	42	33.8	24.3	9.1	1	8	6	7	6	10	2	2	0	0	0	0
Sun 28 May 2023	32	30.4	20.5	9.5	4	8	5	4	5	4	1	1	0	0	0	0
Mon 29 May 2023	28	34.9	25.0	9.5	1	4	5	4	4	5	4	1	0	0	0	0
Tue 30 May 2023	54	30.9	24.0	6.7	0	7	7	14	17	8	0	1	0	0	0	0
5 Day Ave.	47	32.7	23.9	8.5	1	7	8	9	11	7	2	1	0	0	0	0
7 Day Ave.	44	32.5	23.5	8.7	2	8	7	8	9	7	2	1	0	0	0	0

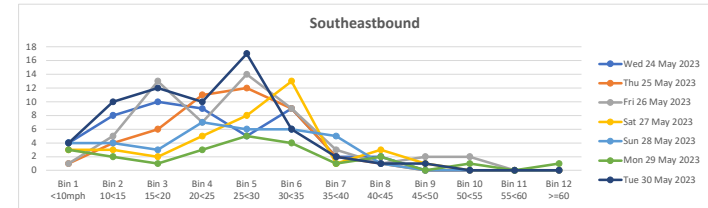
Paul Castle Associates



Direction: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 24 May 2023	49	32.1	22.4	9.3	4	8	10	9	5	9	2	2	0	0	0	0
Thu 25 May 2023	46	32.8	25.0	7.5	1	4	6	11	12	9	2	1	0	0	0	0
Fri 26 May 2023	57	36.5	26.1	10.1	1	5	13	7	14	9	3	1	2	2	0	0
Sat 27 May 2023	39	37.4	27.3	9.8	3	3	2	5	8	13	1	3	1	0	0	0
Sun 28 May 2023	36	34.8	24.5	9.9	4	4	3	7	6	6	5	1	0	0	0	0
Mon 29 May 2023	23	42.6	27.9	14.2	3	2	1	3	5	4	1	2	0	1	0	1
Tue 30 May 2023	63	31.5	22.5	8.7	4	10	12	10	17	6	2	1	1	0	0	0
5 Day Ave.	48	35.1	24.8	9.9	3	6	8	8	11	7	2	1	1	1	0	0
7 Day Ave.	45	35.4	25.1	9.9	3	5	7	7	10	8	2	2	1	0	0	0

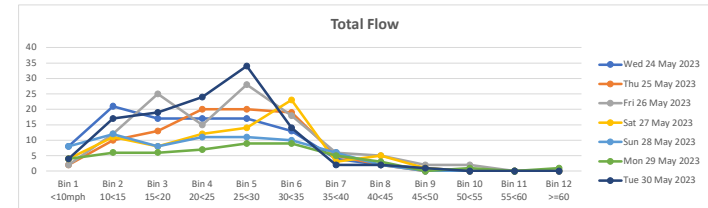
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 24 May 2023	100	31.2	21.8	9.1	8	21	17	17	17	13	4	2	1	0	0	0
Thu 25 May 2023	91	33.0	24.8	7.9	2	10	13	20	20	19	5	2	0	0	0	0
Fri 26 May 2023	115	35.3	25.5	9.4	2	12	25	15	28	18	6	5	2	2	0	0
Sat 27 May 2023	81	35.6	25.7	9.5	4	11	8	12	14	23	3	5	1	0	0	0
Sun 28 May 2023	68	32.8	22.6	9.9	8	12	8	11	11	10	6	2	0	0	0	0
Mon 29 May 2023	51	38.6	26.3	11.8	4	6	6	7	9	9	5	3	0	1	0	1
Tue 30 May 2023	117	31.3	23.2	7.8	4	17	19	24	34	14	2	2	1	0	0	0
5 Day Ave.	95	33.9	24.3	9.2	4	13	16	17	22	15	4	3	1	1	0	0
7 Day Ave.	89	34.0	24.3	9.3	5	13	14	15	19	15	4	3	1	0	0	0

Paul Castle Associates

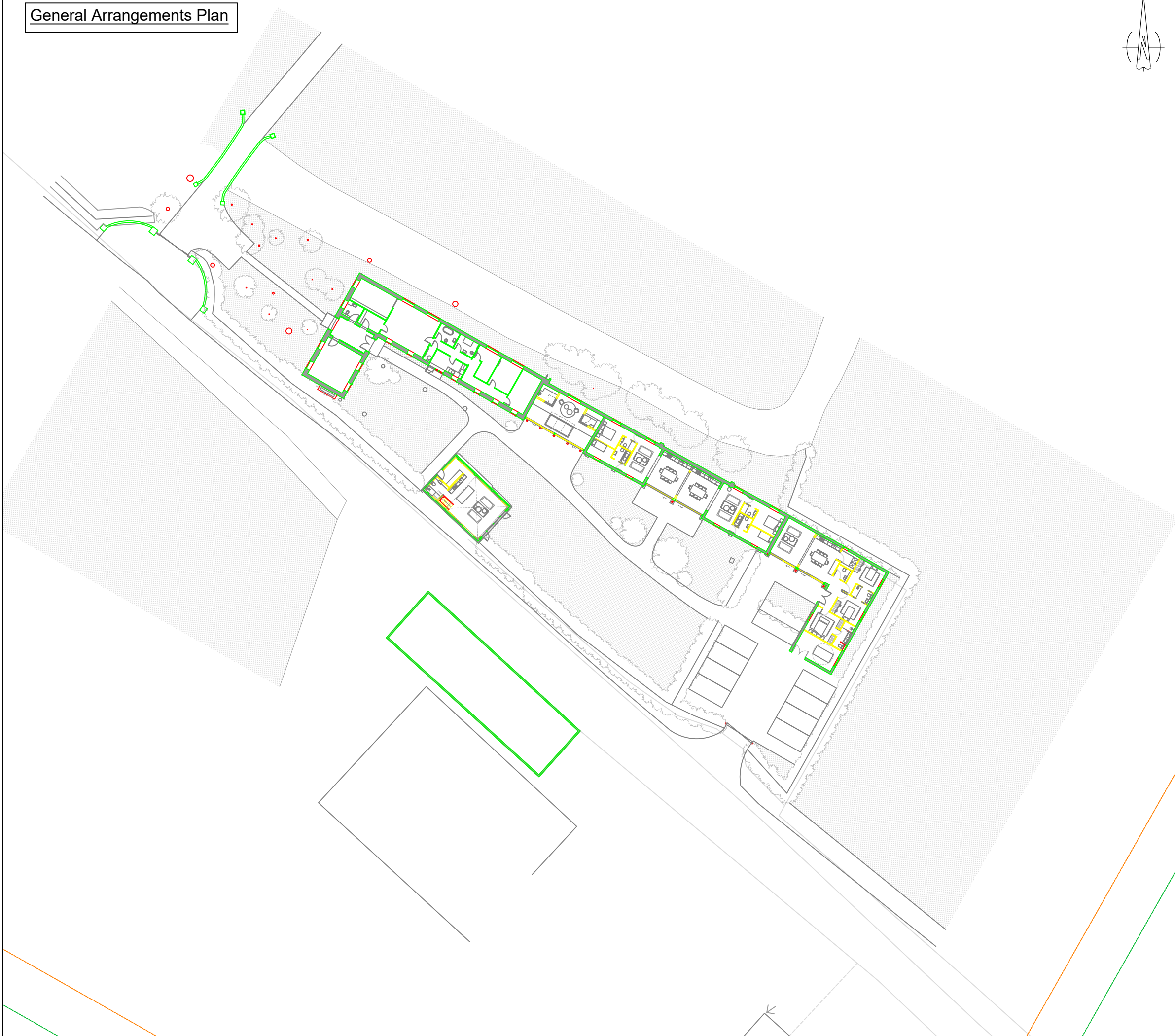
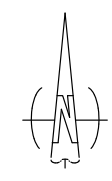




Appendix B


Proposed Layout

General Arrangements Plan



Date of 1st Issue 11/07/23	Description First	Drawn by OH	Checked by JM
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REVISIONS				
Mark	Revision	Drawn	Date	Chkd
A	Updated internal arrangements	OH	10/07/23	JM

Key:
 OS Mapping

Notes:
 1. Drawings based upon plans supplied from the client.

A3 SCALE
1:500

Drawing Title
Fleming Hall
 Hall Road, Eye
 General Arrangements Plan
 Sheet 1

Architect

Drawing Status
Planning

27 Park Street
 Leamington Spa
 CV32 4QN
 E: info@ttc-transportplanning.com



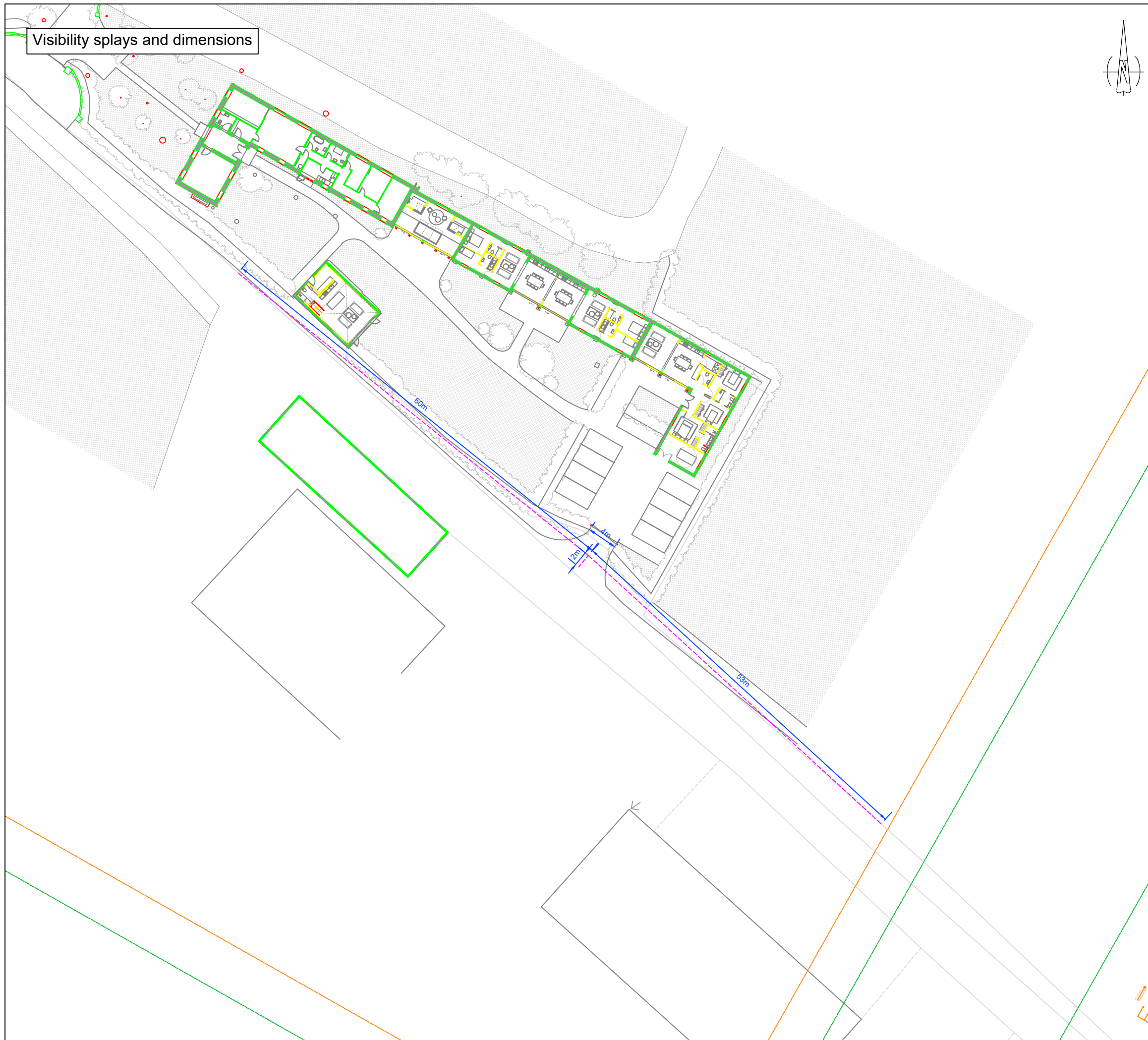
Drawing Number
210813-01

Revision
A



Appendix C

Access Arrangements



Visibility splays and dimensions



Date of 1st Issue 11/07/23	Description First	Drawn by OH	Checked by JM
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REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated internal arrangements	OH	10/07/23	JM

Key:

- Visibility Splays
- Dimensions

Notes:

1. Drawings based upon plans supplied from the client.

A3 SCALE
1:500

Drawing Title
Fleming Hall
 Hall Road, Eye
 Visibility Splays & Dimensions
 Sheet 1 of 3

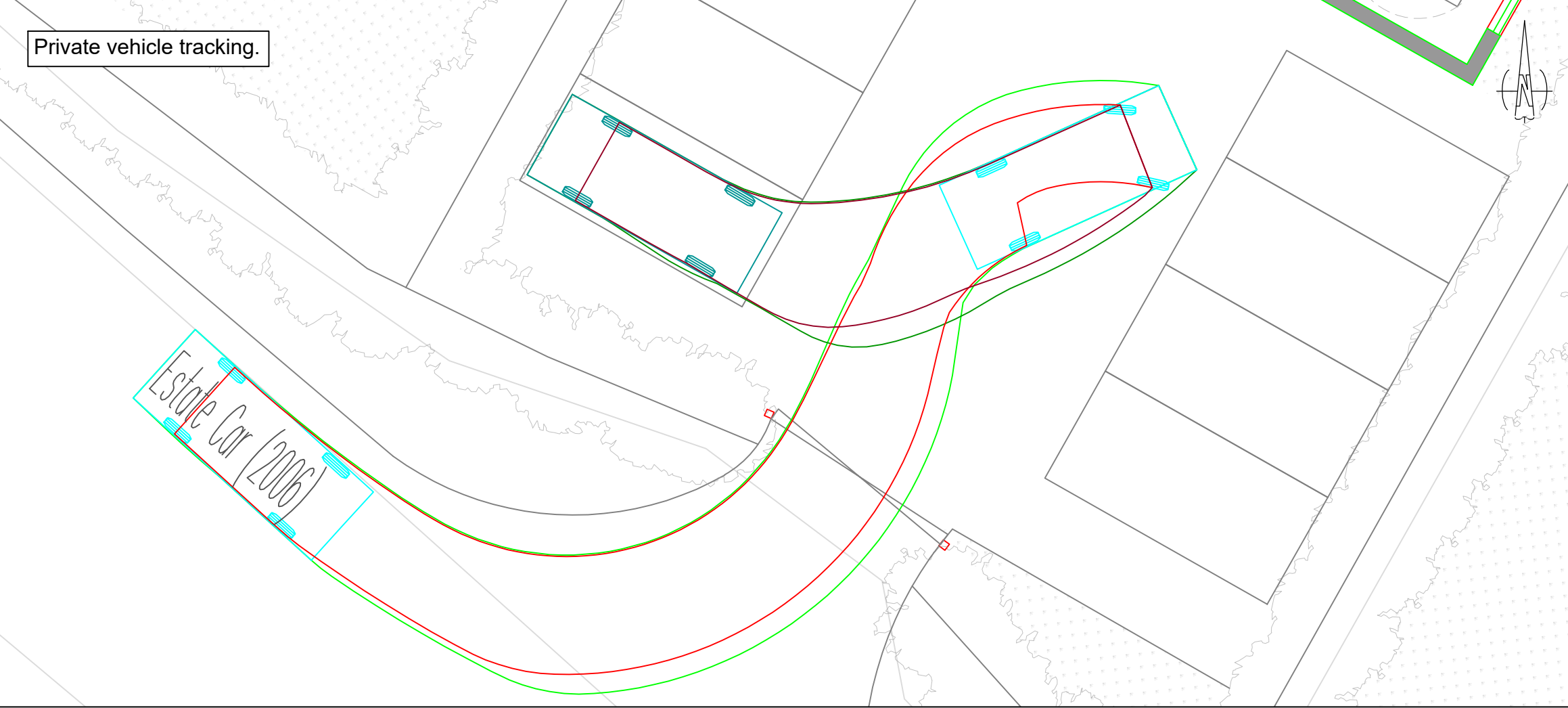
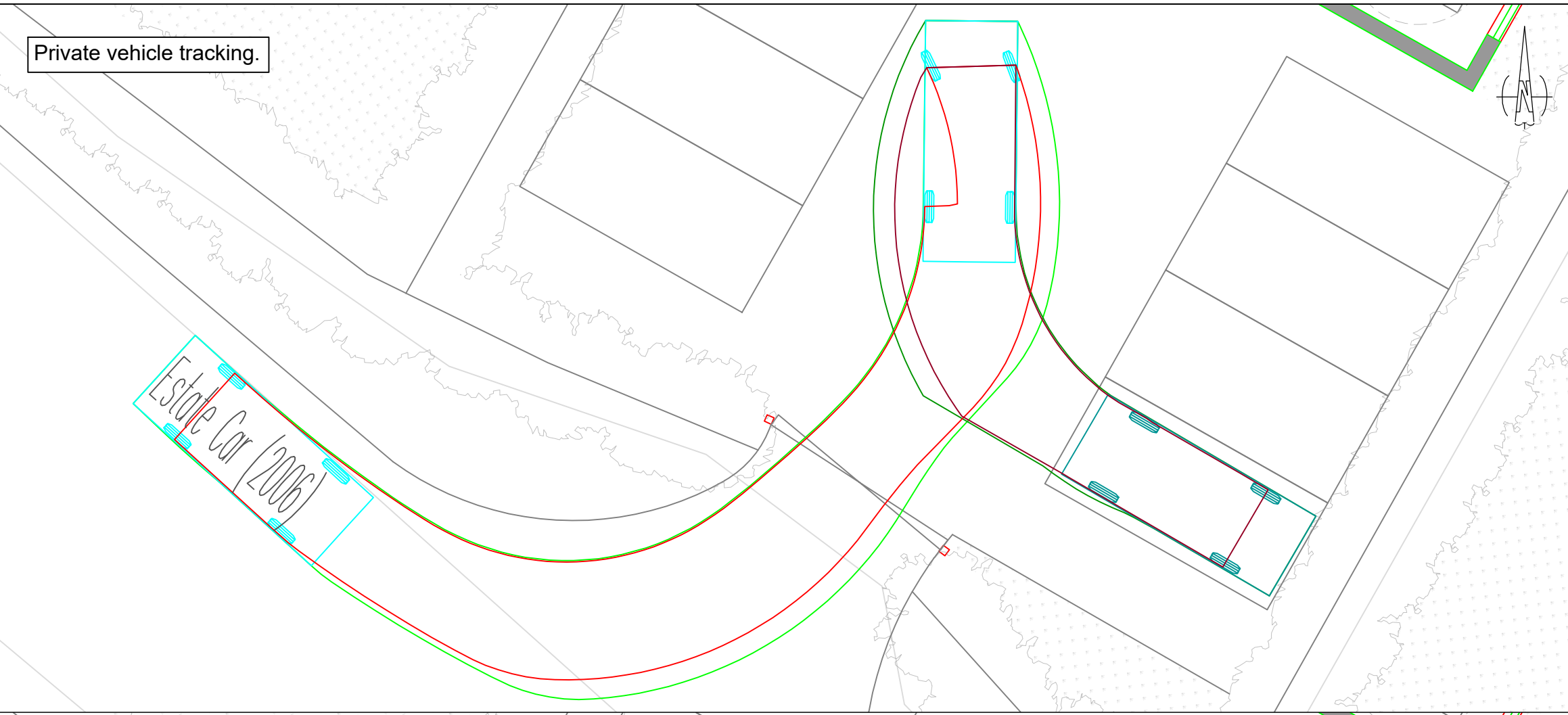
Architect

Drawing Status
Planning

27 Park Street
 Leamington Spa
 CV32 4QN
 E: info@ttc-transportplanning.com



Drawing Number 210813-01	Revision A
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Private vehicle tracking.

Private vehicle tracking.

Date of 1st Issue 11/07/23	Description First	Drawn by OH	Checked by JM
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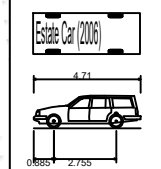
REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated internal arrangements	OH	10/07/23	JM

- Key:
- Vehicle Body
 - Wheel Base
 - Reverse Gear

Notes:
1. Drawings based upon plans supplied from the client.

Vehicle Profile:



Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to lock time	5.950m
Kerb to Kerb Turning Radius	

A3 SCALE
1:100

Drawing Title
Fleming Hall
Hall Road, Eye
Estate Vehicle Tracking
Sheet 2 of 3

Architect

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com






Drawing Number 210813-01	Revision A
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Fire tender vehicle tracking.

Date of 1st Issue 11/07/23 Description First Drawn by OH Checked by JM

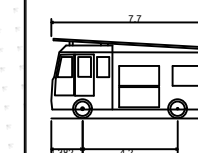
REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Updated internal arrangements	OH	10/07/23	JM

- Key:
-  Vehicle Body
 -  Wheel Base
 -  Reverse Gear

- Notes:
- Drawings based upon plans supplied from the client.

Vehicle Profile:



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

A3 SCALE
1:100

Drawing Title
**Fleming Hall
Hall Road, Eye
Fire Tender Vehicle Tracking
Sheet 3 of 3**

Architect

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com



Drawing Number
210813-01

Revision
A



Appendix D

TRICS Report

Calculation Reference: AUDIT-154301-230623-0610

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS
 TOTAL VEHICLES

Selected regions and areas:

03 SOUTH WEST
 SG SOUTH GLOUCESTERSHIRE 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: Number of bedrooms
 Actual Range: 7 to 7 (units:)
 Range Selected by User: 7 to 25 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 04/11/21

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:

Thursday 1 days

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

Selected survey types:

Manual count 1 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:

Free Standing (PPS6 Out of Town) 1

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:

Out of Town 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.

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C1 1 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:

1,000 or Less 1 days

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

Population within 5 miles:

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

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 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 1 days

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

LIST OF SITES relevant to selection parameters

1	SG-06-A-01	BED & BREAKFAST	SOUTH GLOUCESTERSHIRE
	OLD GLOUCESTER ROAD		
	NEAR BRISTOL		
	WINTERBOURNE		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of bedrooms:	7	
	Survey date: THURSDAY	04/11/21	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 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 1 BEDRMS

Estimated TRIP rate value per 14 BEDRMS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	Estimated 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												
08:00 - 09:00	1	7	0.000	0.000	1	7	0.143	2.000	1	7	0.143	2.000
09:00 - 10:00	1	7	0.286	4.000	1	7	0.143	2.000	1	7	0.429	6.000
10:00 - 11:00	1	7	0.143	2.000	1	7	0.429	6.000	1	7	0.572	8.000
11:00 - 12:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
12:00 - 13:00	1	7	0.143	2.000	1	7	0.000	0.000	1	7	0.143	2.000
13:00 - 14:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
14:00 - 15:00	1	7	0.286	4.000	1	7	0.143	2.000	1	7	0.429	6.000
15:00 - 16:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
16:00 - 17:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
17:00 - 18:00	1	7	0.143	2.000	1	7	0.000	0.000	1	7	0.143	2.000
18:00 - 19:00	1	7	0.000	0.000	1	7	0.143	2.000	1	7	0.143	2.000
19:00 - 20:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
20:00 - 21:00	1	7	0.143	2.000	1	7	0.000	0.000	1	7	0.143	2.000
21:00 - 22:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
22:00 - 23:00	1	7	0.000	0.000	1	7	0.000	0.000	1	7	0.000	0.000
23:00 - 24:00												
Total Rates:			1.144	16.000			1.001	14.000			2.145	30.000

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: 7 - 7 (units:)
 Survey date range: 01/01/15 - 04/11/21
 Number of weekdays (Monday-Friday): 1
 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-154301-230929-0942

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	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: Total Bedrooms
 Actual Range: 118 to 1140 (units:)
 Range Selected by User: 7 to 5589 (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 29/06/23

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	3 days
Wednesday	1 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	10 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)	10
--	----

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	10
---------	----

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	8 days - Selected
Servicing vehicles Excluded	37 days - Selected

Secondary Filtering selection:**Use Class:**

C3	10 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	5 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
25,001 to 50,000	6 days
50,001 to 75,000	3 days

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

Car ownership within 5 miles:

1.1 to 1.5	7 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	5 days
No	5 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	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters (Cont.)

- 9 WS-03-A-15 MIXED HOUSES WEST SUSSEX
 HILLAND ROAD
 BILLINGSHURST
- Neighbourhood Centre (PPS6 Local Centre)
 Village
 Total Total Bedrooms: 1140
 Survey date: TUESDAY 23/11/21 Survey Type: MANUAL
- 10 WS-03-A-16 DETACHED & SEMI-DETACHED WEST SUSSEX
 BRACKLESHAM LANE
 BRACKLESHAM BAY
- Neighbourhood Centre (PPS6 Local Centre)
 Village
 Total Total Bedrooms: 158
 Survey date: WEDNESDAY 09/11/22 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	Covid
CA-03-A-07	Covid
ES-03-A-06	Covid
SF-03-A-08	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES
 Calculation factor: 1 TOTBED
 Estimated TRIP rate value per 4 TOTBED shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. TOTBED	Trip Rate	Estimated Trip Rate	No. Days	Ave. TOTBED	Trip Rate	Estimated Trip Rate	No. Days	Ave. TOTBED	Trip Rate	Estimated 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	10	393	0.022	0.089	10	393	0.081	0.322	10	393	0.103	0.411
08:00 - 09:00	10	393	0.047	0.188	10	393	0.101	0.404	10	393	0.148	0.592
09:00 - 10:00	10	393	0.043	0.174	10	393	0.051	0.205	10	393	0.094	0.379
10:00 - 11:00	10	393	0.039	0.157	10	393	0.047	0.189	10	393	0.086	0.346
11:00 - 12:00	10	393	0.038	0.152	10	393	0.047	0.188	10	393	0.085	0.340
12:00 - 13:00	10	393	0.051	0.203	10	393	0.048	0.192	10	393	0.099	0.395
13:00 - 14:00	10	393	0.044	0.175	10	393	0.046	0.182	10	393	0.090	0.357
14:00 - 15:00	10	393	0.044	0.176	10	393	0.049	0.195	10	393	0.093	0.371
15:00 - 16:00	10	393	0.067	0.267	10	393	0.048	0.191	10	393	0.115	0.458
16:00 - 17:00	10	393	0.080	0.320	10	393	0.052	0.209	10	393	0.132	0.529
17:00 - 18:00	10	393	0.092	0.369	10	393	0.048	0.193	10	393	0.140	0.562
18:00 - 19:00	10	393	0.077	0.309	10	393	0.040	0.159	10	393	0.117	0.468
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.644	2.579			0.658	2.629			1.302	5.208

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: 118 - 1140 (units:)
 Survey date range: 01/01/15 - 29/06/23
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 4

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.