

rappor



# Lowther House

D&GO Limited (T/A The Good Group)

Technical Note

November 2023





## TECHNICAL NOTE

**Project Name:** Lowther House  
**Client:** D&GO Limited (T/A The Good Group)  
**Job No:** 23-0651  
**TN Status / No:** Issue 01  
**Date:** November 2023  
**Prepared By:** Nick Mansfield  
**Checked By:** Jonathan Senkbeil  
**Subject:** Full Planning Application Technical Note

### 1. Introduction

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- 1.1 Rappor have been instructed by D&GO Limited to prepare a Technical Note (TN) in support of a full planning application for the erection of a set of five shepherd huts to be used as seasonal holiday accommodation on land to the rear of Lowther House, Shurdington, Gloucestershire.
- 1.2 This TN addresses the following transportation and highways matters, which are deemed pertinent to the determination of the planning application.
- a) A description of the site location and local highway network;
  - b) Review of local highway safety;
  - c) Site accessibility and opportunities for sustainable travel;
  - d) Description of the development proposals and suitability of access arrangements;
  - e) A review of parking standards and justification for the proposed parking provision; and
  - f) Forecast trip attraction and predicted impact on the local highway network.
- 1.3 Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This TN concludes that the proposed development, in highway and transportation terms, is acceptable and as such there are no highway grounds that should prevent the planning application from being permitted.



### Relevant Planning History

- 1.4 The site benefits from a previous planning application under LPA Ref: 20/00623/FUL, which was granted by Tewkesbury Borough Council (TBC) in September 2020 and proposed “*engineering operations to upgrade an historic access track*” with access taken from Shurdington Road (A46).
- 1.5 Gloucestershire County Council (GCC), as the local highway authority, were consulted on the application, with the highways officer returning a response of no objection, subject to conditions. Subsequently, Condition 4 of the decision notice (attached at **Appendix A**) states the following:

*“The vehicle access shall be constructed in accordance Proposed block plan Rev 2 April 2020. With any gates set back at least 5 m from the carriageway edge and open inwards only with the area of the driveway within at least 5m of the carriageway edge of the public road surfaces in a bound material, and shall be drained that no surface water flows onto the adjoin highway and shall be maintained thereafter.”*
- 1.6 Furthermore, in correspondence with the planning officer, the highways officer agreed that a visibility condition was not required and that the existing vehicular access benefits from suitable levels of emerging visibility. The highways officer also advised that the speed limit sign immediately adjacent the access would not impact visibility. A copy of this correspondence is attached at **Appendix B**.
- 1.7 In view of the decision issued by TBC, and the highways officer’s comments and correspondence, the access has been determined to be safe and is therefore suitable to serve the proposed development.

## 2. Site Location and Local Highway Network

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- 2.1 The application site is located at the northern extent of Shurdington Village and is bound to the north by undeveloped land, to the east by residential dwellings and Shurdington Road (A46), to the south by Ham Brook and a playing field, and to the west by undeveloped land.
- 2.2 The wider area is characterised by the town of Cheltenham to the north, undeveloped land to the east and west, and Shurdington Village to the south.
- 2.3 The site and its relationship with the immediate adjoining areas is illustrated on the location plan attached at **Appendix C**.



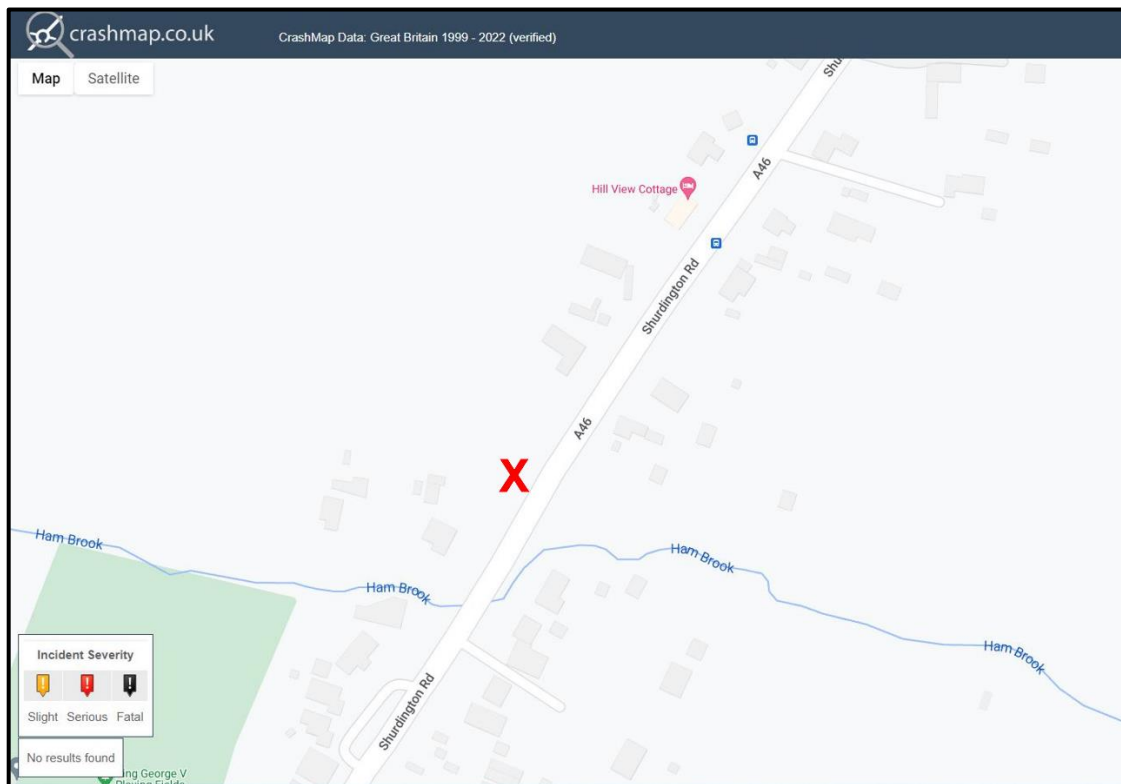
2.4 The site comprises an undeveloped field and private access track. The field is demarcated by hedgerows and trees with a gated access on its eastern side. From this access, the private track routes east and forms a dropped kerb vehicle crossover with Shurdington Road (A46).

#### Local Highway Network

2.5 Shurdington Road (A46) is a single two-way carriageway that routes in a north-east to south-west alignment along the site's eastern boundary. To the north, it forms a three-arm roundabout junction with Up Hatherley Way. To the south, it routes through Shurdington, providing a direct link to Brockworth and a connection to the A417. Within the vicinity of the site, Shurdington Road (A46) is subject to a 40mph speed limit restriction, however the road transitions to a 30mph speed limit adjacent the site's access.

#### Local Highway Safety

2.6 To determine whether there are any highway safety issues within the vicinity of the site, the CrashMap database has been reviewed for the most recent five-year period (to June 2022). The results of the search are demonstrated in the extract at **Figure 2.1**, with the location of the site's access marked indicatively by a red cross.



**Figure 2.1** CrashMap Extract (June 2018 – June 2022)

(Source: [www.crashmap.co.uk](http://www.crashmap.co.uk))



- 2.7 The review identified that during the most recent five-year period of personal injury collision (PIC) data there have been no recorded collisions within the vicinity of the site.
- 2.8 As no PICs have occurred during the most recent five-year period of analysis, it can be concluded that there are no existing highway safety concerns within the vicinity of the site and therefore no existing safety issues on the local highway network that could be exacerbated by the development proposals.
- 2.9 Furthermore, given the safe and suitable access to the site and the low number of forecast trips associated with the proposed development (see **Section 5**) this is expected to continue.

### 3. Site Accessibility and Opportunities for Sustainable Travel

- 3.1 The site is located within walking and cycling distance of a selection of local facilities in Shurdington. **Table 3.1** provides details of the services and amenities that may be accessed from the site via walking and cycling and demonstrates the approximate distances and journey times.
- 3.2 For robustness, the distances and their corresponding journey times have been measured from the centre of the site via the following methods: firstly, in accordance with the Chartered Institution of Highways and Transportation (CIHT) and 'Road Bike (RB) guidelines for walking speed (1.4m/s) and cycling speed (4m/s) respectively. And secondly, via Google Maps, which additionally counts for the gradient of the route when undertaking such journeys.

| Service / Amenity                 | Approx. Distance | Approx. Walking Time |            | Approx. Cycling Time |           |
|-----------------------------------|------------------|----------------------|------------|----------------------|-----------|
|                                   |                  | CIHT                 | Google     | RB                   | Google    |
| 'The Tynings' Bus Stops           | 290m             | 4 minutes            | 4 minutes  | 2 minutes            | 2 minutes |
| The Bell Inn (Public House)       | 400m             | 5 minutes            | 5 minutes  | 2 minutes            | 2 minutes |
| 'The Bell Inn' Bus Stops          | 400m             | 5 minutes            | 5 minutes  | 2 minutes            | 2 minutes |
| King George V Playing Fields      | 490m             | 6 minutes            | 6 minutes  | 2 minutes            | 2 minutes |
| St. Paul's Church                 | 780m             | 9 minutes            | 10 minutes | 3 minutes            | 3 minutes |
| Beauty and the Teacup Café        | 840m             | 10 minutes           | 12 minutes | 4 minutes            | 4 minutes |
| Shurdington Post Office & Stores  | 990m             | 12 minutes           | 12 minutes | 4 minutes            | 4 minutes |
| The Cheese Rollers (Public House) | 1.1km            | 13 minutes           | 14 minutes | 5 minutes            | 4 minutes |
| Elan Spa                          | 1.7km            | 20 minutes           | 24 minutes | 7 minutes            | 6 minutes |



|                            |       |            |            |           |           |
|----------------------------|-------|------------|------------|-----------|-----------|
| The Garden Room Restaurant | 1.7km | 20 minutes | 24 minutes | 7 minutes | 6 minutes |
| Morrisons Supermarket      | 1.7km | 20 minutes | 24 minutes | 7 minutes | 6 minutes |

**Table 3.1** Facilities and Amenities within Walking and Cycling Distance

### Walking and Cycling

- 3.3 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (around 800m). However, it also states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.4 Furthermore, the CIHT guidance document '*Providing for Journeys on Foot*' (published 2000) suggests an acceptable walking distance of 1km for commuting purposes and a preferred maximum walking distance of 2km.
- 3.5 Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 2.2.2:
- “Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.”*
- 3.6 Cycling has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five miles (8km) and trips of 30 to 40 minutes are considered acceptable for commuting purposes. The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.
- 3.7 All of the services and amenities, detailed in **Table 3.1**, are located within 2km of the application site, presenting opportunities to conveniently walk and or cycle around the local area in accordance with CIHT and LTN 1/20 guidance.
- 3.8 Additionally, Brockworth Village and Cheltenham Town Centre are located approximately 4.2km to the south and 4.8km to the north of the application site, respectively, and offer a range of services, amenities, and facilities commensurate with such settlements. Based on the guidance outlined by LTN 1/20, both settlements are therefore within acceptable cycling distance.

## Infrastructure

### *Pedestrian Infrastructure*

- 3.9 Within the vicinity of the site, Shurdington Road (A46) benefits from illuminated footways on either side of its carriageway that extend northeast into Cheltenham and southwest into Shurdington, providing pedestrians with a direct continuous link in both directions. Pedestrian crossings, both formal and informal, also punctuate this section of the road, which facilitate pedestrian crossing movements.

### *Public Rights of Way (PROW)*

- 3.10 Inspection of GCC's online mapping portal confirms that there are PROW within the vicinity of the site, as shown in **Figure 3.1** with the site denoted by way of a red cross. To the east of the site, Shurdington Footpath 9 routes in an east to west alignment and connects to Shurdington Footpath 8 at its eastern extent, which in turn provides access to the wider countryside surrounding the site.
- 3.11 To the west of the site, Shurdington Footpath 2 routes in a north to south alignment, providing access to Shurdington at its southern extent.



**Figure 3.1** GCC PROW Map Extract

(Source: [www.gloucestershire.gov.uk](http://www.gloucestershire.gov.uk))

### Cycling Infrastructure

3.12 There are no formal cycling facilities or designated cycle routes in proximity to the site, however the geometry and the topography of the local highway network are suitable for cycling with no perceived barriers to cycle travel along Shurdington Road (A46). This is substantiated by the heatmap at **Figure 3.2**, sourced from the online exercise platform STRAVA, which illustrates the level of cycle travel and preferred cycling routes in the local area for the most recent two year period (October 2021 to October 2023).



**Figure 3.2** STRAVA Heatmap (October 2021 to October 2023)

(Source: [www.strava.com/heatmap](http://www.strava.com/heatmap))

3.13 The STRAVA heatmap indicates the more frequently used routes, by STRAVA users, on a red (frequently used) to blue (scarcely used) scale. **Figure 3.2** demonstrates that Shurdington Road (A46) is frequently used by cyclists utilising STRAVA.

3.14 Furthermore, the absence of any PICs within the vicinity of the site, as detailed in **Section 2**, indicates that the local highway network accommodates cyclists in a safe and satisfactory manner.

### Public Transport

3.15 The nearest bus stops (The Tynings Stops) are located along both sides of Shurdington Road (A46), approximately 290m to the north of the site.





3.16 Both ‘before’ and ‘after’ stops benefit from a flag and pole, printed timetable information, and facilitate access to the number 10 and 66 bus services, respectively. A summary of both services is provided in **Table 3.2** with full timetable information attached at **Appendix D**.

| Service | Operator   | Route                      | Operates  | Approx. Walking Time |                   |              |
|---------|------------|----------------------------|-----------|----------------------|-------------------|--------------|
|         |            |                            |           | First Service        | Approx. Frequency | Last Service |
| 10      | Stagecoach | Cheltenham – Lower Tuffley | Mon – Fri | 06:02                | 15 mins           | 23:31        |
|         |            |                            | Sat       | 06:28                | 15 mins           | 23:31        |
|         |            |                            | Sun       | 07:42                | 20 mins           | 23:01        |
|         |            | Lower Tuffley – Cheltenham | Mon – Fri | 06:32                | 15 mins           | 23:54        |
|         |            |                            | Sat       | 07:02                | 15 mins           | 23:54        |
|         |            |                            | Sun       | 08:12                | 20 mins           | 23:24        |
| 66      | Stagecoach | Cheltenham – Stroud        | Mon – Fri | 07:28                | Hourly            | 18:08        |
|         |            |                            | Sat       | 07:46                | Hourly            | 17:46        |
|         |            |                            | Sun       | No Service           |                   |              |
|         |            | Stroud – Cheltenham        | Mon – Fri | 07:33                | Hourly            | 18:45        |
|         |            |                            | Sat       | 08:09                | Hourly            | 18:09        |
|         |            |                            | Sun       | No Service           |                   |              |
|         |            |                            |           |                      |                   |              |

**Table 3.2** Bus Services and Frequencies

(Source: [www.travelinesw.com](http://www.travelinesw.com))

3.17 **Table 3.2** demonstrates that both the 10 and 66 services operate Monday – Saturday, with the former also running on Sundays. Both services provide regular buses to Cheltenham, Lower Tuffley, and Stroud that are suitable for leisure purposes.

Summary

3.18 A review of the local area indicates that the site is situated within proximity to a selection of services and amenities, as well as acceptable cycling distance from Cheltenham Town and Brockworth Village. Furthermore, the proximity to local bus stops enables visitors to the site to utilise the 10 and 66 services, which facilitate travel into Cheltenham, as well as Brockworth and Stroud, and therefore access the services and amenities within these settlements.



## 4. Development Proposals

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4.1 Full planning permission is sought for the erection of a set of five shepherd huts to be used as seasonal holiday accommodation on land to the rear of Lowther House, Shurdington, Gloucestershire.

4.2 The indicative landscape masterplan is provided at **Appendix E**.

### *Site Access*

#### *Vehicular Access*

4.3 Vehicular access to the site is currently achieved via the recently permitted access (LPA Ref: 20/00623/FUL) onto Shurdington Road (A46) where TBC concluded that safe and suitable access could be achieved. Allied to this, the highways officer, in correspondence with the LPA, determined that vehicle visibility at the access was acceptable. Therefore, its continued use as part of the development proposal is suitable to serve the development.

4.4 In view of the TBC's decision, combined with the low level of traffic forecast to be attracted to the development (see **Section 5**), access to the site in this location is appropriate to accommodate the development.

4.5 Based on the above, the proposed access arrangements are safe and suitable and accord with Paragraph 110 and 112 of the National Planning Policy Framework (NPPF).

#### *Pedestrian Access*

4.6 The primary point of pedestrian access will be via the existing crossover on Shurdington Road (A46), with the internal track operating as a shared surface. It is anticipated that vehicles using the track will be travelling at low speed, and therefore this arrangement is deemed suitable to accommodate those arriving / departing on foot.

4.7 In addition to the existing entrance, a secondary pedestrian access is proposed to increase permeability for pedestrians to / from the site. The access will consist of a field gate and be situated along the western boundary of the site, providing access to Shurdington Footpath 2. The location of this access is demonstrated on the drawing attached at **Appendix E**.



### Internal Layout

- 4.8 The existing internal access track will serve the development as per the current arrangements. The track measures 4.5m in width and therefore accords with guidance set out by GCC within Manual for Gloucestershire Streets (MfGS) for a '*Private Shared Drive*'. Parking for cars and cycles will be provided off the southern side of the internal track, as demonstrated on the drawing attached at **Appendix F**.

### Parking

#### *Car Parking*

- 4.9 In regard to commercial parking standards, MfGS states that "*car parking is a subjective matter*" and "*the applicant should provide a minimum parking provision for each development along with an evidence base to demonstrate the appropriateness of the provision*".
- 4.10 It is proposed that six car parking spaces (inclusive of one disabled bay) will be situated off the southern side of the internal access track. This equates to one space per shepherd hut, which is suitable to prevent indiscriminate parking. The drawing at **Appendix G** demonstrates the suitability of the proposed parking spaces to serve the development, with vehicles access / egressing accordingly.

#### *Electric Vehicle Charging (EVC)*

- 4.11 All parking spaces will be fitted with EVC points.

#### *Cycle*

- 4.12 The drawing at **Appendix F** demonstrates an indicative location of a cycle storage area. In accordance with MfGS and MfGS Addendum (October 2021), the storage facility will be sheltered, secure, and provide a sufficient number of spaces to serve the proposed development.

### Summary

- 4.13 Vehicular access to the site is to be retained as per the existing arrangements onto Shurdington Road (A46), which has been deemed safe and suitable by TBC and GCC. Suitable pedestrian accesses are proposed to facilitate journeys on-foot to / from the site. The level of parking provision accords with the guidance set out in MfGS and is suitable to serve the proposed development.
- 4.14 The site is safe and suitable for all users and accords with Paragraph 110 and 112 of the NPPF.



## 5. Trip Attraction

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- 5.1 This section considers the trip attraction associated with the proposed development of five shepherd huts, utilising trip rates derived from the TRICS database (version 7.10.3).
- 5.2 When considering development, it is generally accepted that the critical periods, in terms of traffic impact on the adjacent highway network are the weekday AM and PM peak hours, when traffic flows associated with the development combined with the flows on the adjacent highway network are at their greatest. However, given the nature of the proposed scheme, it is recognised that visitors to the site may be arriving / departing outside of the network peak hours.
- 5.3 Furthermore, the shepherd huts are proposed as seasonal accommodation and therefore vehicle movements will only occur during a portion of the year.
- 5.4 Based on the proposed development, an assessment has been undertaken for the following scenarios:
- a) Weekday AM Peak (08:00 – 09:00);
  - b) Weekday PM Peak (17:00 – 18:00);
  - c) Daily (15-hour) Weekday Period; and
  - d) Daily (15-hour) Weekend Period
- 5.5 Available TRICS sites under the '*Residential – Holiday Accommodation*' land use category were filtered to provide a comparable assessment for the proposed development, based on the following selection criteria.
- a) Sites located in England (excluding Greater London) Scotland, and Wales;
  - b) Weekday and weekend surveys;
  - c) Sites located in Suburban and Edge of Town Areas;
  - d) Sites with a population within one mile <15,000;
  - e) Sites with a population within five miles <250,000; and
  - f) Sites comprising caravan parks.
- 5.6 A copy of the TRICS output report is attached at **Appendix H**, whilst a summary of the trip rates and the forecast vehicular trip attraction is set out in **Table 5.1**.



| Time Period                      | Trip Rate (Per Unit) |            |       | Trip Attraction (Five Shepherd Huts) |            |       |
|----------------------------------|----------------------|------------|-------|--------------------------------------|------------|-------|
|                                  | Arrivals             | Departures | Total | Arrivals                             | Departures | Total |
| AM Peak<br>(08:00 – 09:00)       | 0.019                | 0.043      | 0.062 | 0                                    | 0          | 0     |
| PM Peak<br>(17:00 – 18:00)       | 0.066                | 0.06       | 0.126 | <1                                   | <1         | 1     |
| Daily Weekday<br>(07:00 – 22:00) | 0.787                | 0.771      | 1.558 | 4                                    | 4          | 8     |
| Daily Weekend<br>(07:00 – 22:00) | 1.08                 | 0.972      | 2.052 | 5                                    | 5          | 10    |

**Table 5.1** Trip Rates and Forecast trip Attraction for Five Shepherd Huts

- 5.7 **Table 5.1** indicates that a development of five shepherd huts would not attract any vehicles during the AM peak period but could attract one vehicle trip during the PM peak period. Regarding daily flows, the development could be expected to attract eight vehicle trips during a weekday (15-hour period) and ten trips during a Saturday or Sunday (15-hour period). When averaged out, this equates to approximately one vehicle trip every two hours during a weekday and one vehicle trip every 90 minutes during a Saturday or Sunday.
- 5.8 In view of the forecast trip attraction of the site for vehicles, from a safe and suitable access, as well as the seasonal nature of the holiday accommodation, this would not be an unacceptable impact on highway safety and the residual cumulative impacts of the development would not be severe and therefore not contrary to Paragraph 111 of the NPPF.
- 5.9 Consequently, it is concluded that the level of increase in vehicle movements from the proposed access, which has been determined to be safe and suitable by TBC and the highways officer under LPA Ref: 20/00623/FUL, would not have a detrimental impact on the safe and efficient operation of the local highway network.

## 6. Summary and Conclusions

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- 6.1 Rappor have been instructed by D&GO Limited to prepare a TN in support of a full planning application for the erection of a set of five shepherd huts to be used as seasonal holiday accommodation on land to the rear of Lowther House, Shurdington, Gloucestershire.
- 6.2 This TN has demonstrated the following:
- A review of the local highway network and collision data indicate that there are no existing highway safety concerns within the vicinity of the site;
  - The site benefits from being within acceptable walking and cycling distance from a selection of services and amenities, as well as public transport links that facilitate travel to nearby settlements;



- c) The existing access arrangements to the site from Shurdington Road (A46) are safe and suitable;
  - d) The level of parking provision is suitable to serve the proposed development; and
  - e) Forecast trip attraction indicates that the proposals will not have a severe impact on the local highway network.
- 6.3 Paragraph 111 of the NPPF states that “*Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*”.
- 6.4 Rappor conclude that the scheme will not result in an unacceptable impact on highway safety or a severe cumulative impact on the adjacent highway network, and therefore the proposal does not conflict with paragraph 111 of the NPPF. As such, there are no significant highways or transportation matters that would preclude the Local Planning Authority from approving this planning application.

## **Appendices**

|            |  |
|------------|--|
| Appendix A | Decision Notice (LPA Ref: 20/00623/FUL)    |
| Appendix B | GCC Correspondence                         |
| Appendix C | Site Location Plan                         |
| Appendix D | Bus Timetable Information                  |
| Appendix E | Indicative Landscape Masterplan            |
| Appendix F | Parking Arrangements                       |
| Appendix G | Swept Path Analysis                        |
| Appendix H | TRICS: Residential – Holiday Accommodation |



## Appendix A – Decision Notice (LPA Ref: 20/00623/FUL)

**Town and Country Planning Act 1990  
Town and Country Planning (Development Management Procedure)  
(England) Order 2015**

**PERMISSION FOR DEVELOPMENT**

**Application number:** 20/00623/FUL

**Date application valid:** 9th July 2020

**Location:** Land Adj Coach House, Shurdington Road, Shurdington, Cheltenham, Gloucestershire, GL51 4XF

**Proposal:** Engineering operations to upgrade an historic access track

In pursuance of their powers under the above mentioned Act, the Borough Council as Local Planning Authority **HEREBY PERMITS** the development described hereunder in accordance with the submitted application and the accompanying plan(s), but subject to the conditions hereunder stated.

**Condition(s) and reason(s) attached to permission**

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the application form, documents and plans:

Location plan, Proposed Block plan Rev 2 April 2020 and Section plan received on 9th June 2020; except where these may be modified by any other conditions attached to this permission.

Reason: To ensure that the development is carried out in accordance with the approved plans.

3. Prior to the implementation of the access a hard and soft landscape scheme (including details of the type of boundary treatment, tree and hedge planting) shall be submitted to and agreed in writing by the local planning authority. The landscaping scheme shall include:-

(i) a plan(s) showing the layout of proposed tree, hedge and shrub planting.

(ii) a schedule of proposed planting - indicating species, sizes at time of planting and numbers/densities of plants.

(iii) a schedule of maintenance, including watering and the control of competitive weed growth, for a minimum period of five years from first planting.

All planting shall be carried out in accordance with the approved details in the first planting following the completion of the development. The planting shall be maintained in accordance with the approved schedule of maintenance. Any trees or plants which, within a period of five years from the completion of the planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To preserve the rural character of the area.



4. The vehicle access shall be constructed in accordance Proposed block plan Rev 2 April 2020. With any gates set back at least 5 m from the carriageway edge and open inwards only with the area of the driveway within at least 5m of the carriageway edge of the public road surfaces in a bound material, and shall be drained that no surface water flows onto the adjoin highway and shall be maintained thereafter.

Reason: In the interests of highway safety.

**Date of decision:** 15.09.2020

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

**Development Manager**  
duly authorised in that behalf

**PLEASE SEE NOTES OVERLEAF**

# NOTES

## APPEALS TO THE DEPARTMENT FOR COMMUNITIES AND LOCAL GOVERNMENT (DCLG)

If the applicant is aggrieved by the decision of the Local Planning Authority to grant permission for the proposed development subject to conditions then you can appeal to the Secretary of State, under Section 78 of the Town and Country Planning Act, 1990.

If you want to appeal, then you must do so within **six months** of the date of this notice using a form which you can get from the Planning Inspectorate, Customer Support Unit, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN or from the appeals area on [www.gov.uk/topic/planning-development/planning-permission-appeals](http://www.gov.uk/topic/planning-development/planning-permission-appeals) Some personal information will be displayed on this website please contact the Planning Inspectorate on 0303 444 00 00 if you have any concerns

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of the Development Order and to any directions given under a Development Order.

## COMMUNITY INFRASTRUCTURE LEVY (CIL)

Tewkesbury Borough Council is a charging authority for the Community Infrastructure Levy (CIL). It is important that you ensure that the requirements of the CIL Regulations are met (including notification requirements and those that need to be met prior to commencement of development and/or following completion of development) to ensure that you avoid any unnecessary surcharges and that any relevant relief, exemption or instalment policy is applied. Further information regarding CIL can be found on our website at <https://www.tewkesbury.gov.uk/planning> or you can contact us at [cil@tewkesbury.gov.uk](mailto:cil@tewkesbury.gov.uk).

## PURCHASE NOTICES

If permission to develop land is refused or granted subject to conditions, whether by the Local Planning Authority or by the Secretary of State and the owner of the claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the Borough Council, a purchase notice requiring the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act, 1990.

## PARTY WALL ACT & RIGHT TO ENTER

Your attention is drawn to the Party Wall Act 1996. Further information is available on [Party Wall Act](#)

This permission does not imply any rights of entry to any adjoining property nor does it imply that the development may extend into or project over or under any adjoining boundary.

## ENFORCEMENT ACTION

Attention is drawn to the fact that any failure to adhere to the details of approved plans or to comply with conditions attached to consents constitutes a contravention of the provisions of the Town and Country Planning Act, 1990 in respect of which enforcement action may be taken.

## CUSTOMER SATISFACTION QUESTIONNAIRE

The Development Management team want to continually improve the service we provide by reviewing what we do and your feedback about the service you have received is really important to us. We would appreciate if you could take part in our short online questionnaire, it should take around 5 minutes to complete. Please click on the following link to access the questionnaire:  
<https://www.tewkesbury.gov.uk/forms/planning-application-service-questionnaire>

## DISCHARGE OF PLANNING CONDITIONS

There are often conditions attached to planning permissions that need further details, for example, samples of materials. This additional information must be submitted to us for formal agreement - known as 'discharge of conditions'. Further details can be found on our website:  
<https://www.tewkesbury.gov.uk/discharge-of-planning-conditions>.

## OTHER INFORMATION

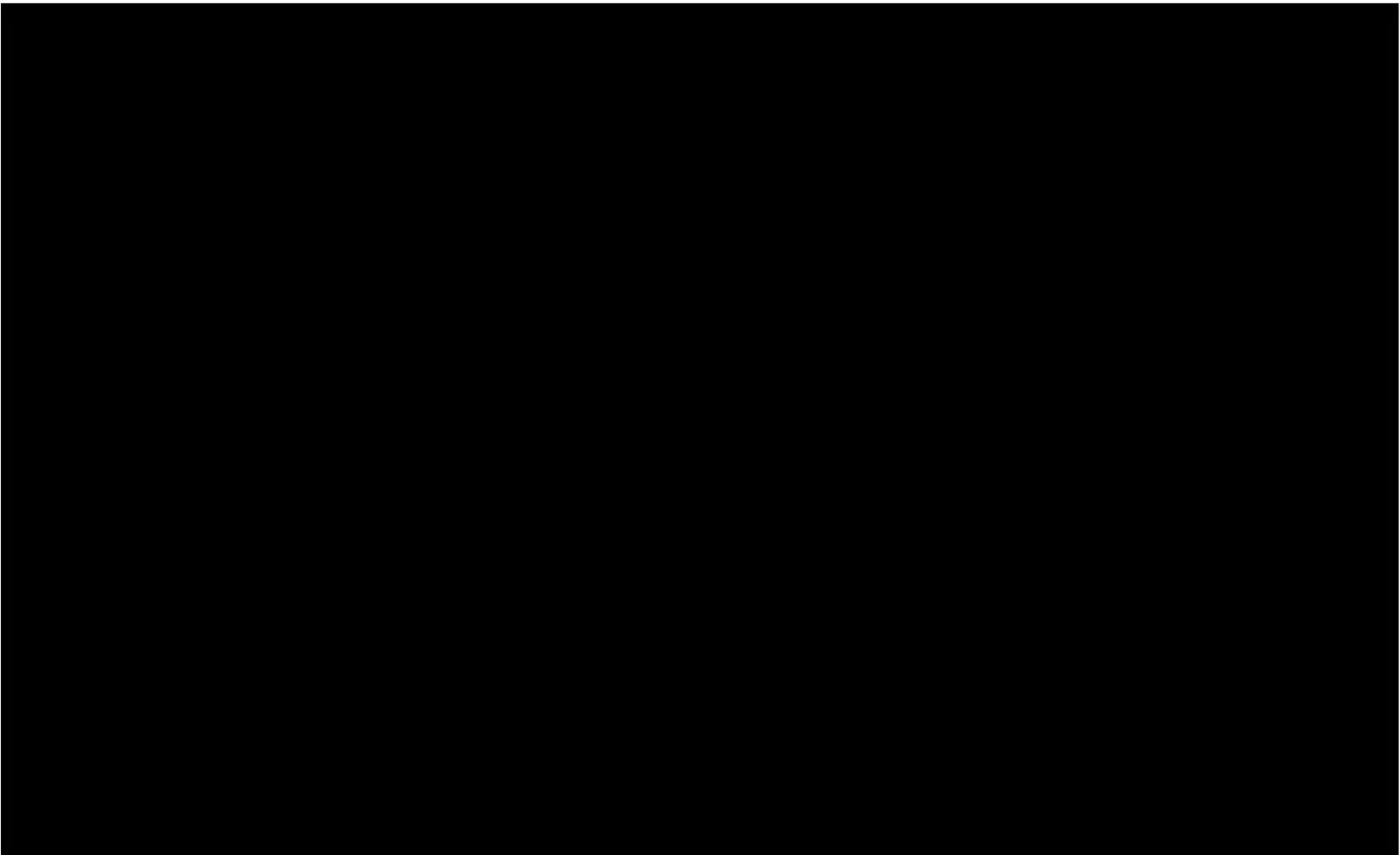
This permission relates to planning control only. Any other statutory consent necessary must be obtained from the appropriate authority. Building Regulations consent for the development may be necessary and you should approach the Building Control section on [BuildingControl@cheltenham.gov.uk](mailto:BuildingControl@cheltenham.gov.uk).

If the work authorised by this permission involves the alteration to an access or the crossing of the highway verge or kerb, you are requested to consult the County Highways Divisional Manager before commencing such work. The address of the Gloucestershire Highways, Imperial Gate Business Park, Corinium Avenue, Barnwood, Gloucester, GL4 3BW

If the work authorised by this permission requires the supply of utility or other public services, you are requested to contact the appropriate statutory or other undertaker as soon as possible following the receipt of this decision. Failure to do so may result in a delay in the provision of these services.



## Appendix B – GCC Correspondence



**From:** JEFFERIES, Richard <Richard.Jefferies@gloucestershire.gov.uk>  
**Sent:** 11 September 2020 07:25  
**To:** Dawn Lloyd <Dawn.LLoyd@teWKesbury.gov.uk>  
**Subject:** RE: 20/00623/FUL Land Adj Coach House, Shurdington Road, Shurdington

**CAUTION: EXTERNAL EMAIL**

Good Morning Dawn,

GCC have no in principle concerns with the proposed upgrade to existing track. The access required is the one which is proposed and has been conditioned in my response dated 29<sup>th</sup> July 2020. No visibility condition is required.

For clarity ask the applicant to submit a detailed plan regarding access. The plan demonstrates gates set back 5m with radii within the applicants land from highway planning perspective I have no issue with this. The sign in my opinion will not impact on visibility, obstructions to visibility splays are accepted in this instance as stated within MfS.

I hope this helps,

Kind Regards



***Development Management***

Gloucestershire County Council,  
Block 5 Floor 5 East  
Shire Hall  
Gloucester  
GL1 2TH  
**Telephone:** 01452 425647  
**Email:** [Richard.jefferies@gloucestershire.gov.uk](mailto:Richard.jefferies@gloucestershire.gov.uk)



**Please click on the below link to view GCC's latest version of Manual for Gloucestershire Streets (July 2020) and Technical Specification for New Streets (February 2020).**

**<https://www.gloucestershire.gov.uk/highways/plans-policies-procedures-manuals/manual-for-gloucestershire-streets/>**

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**From:** Dawn Lloyd [<mailto:Dawn.LLloyd@tewkesbury.gov.uk>]  
**Sent:** 10 September 2020 15:00  
**To:** JEFFERIES, Richard  
**Subject:** RE: 20/00623/FUL Land Adj Coach House, Shurdington Road, Shurdington

Dear Richard Jefferies

Sorry to keep troubling you about this application. My team leader needs total clarity with regard to the access from a highway point of view.

The block plan rev 2 April 2020 shows the access gate set back also the existing block plan. This is not the actual case as the agricultural access is only slightly set back from the pavement see attached photo. The proposed plan would set the access back from the highway but the hedge row adjacent to the footpath is only as wide as the existing gate. Is the existing agricultural access acceptable? Or if access per the proposed plan is required then hedgerow will need to be removed. Please confirm which access is required form a highway point of view.

Kind regards

Dawn Lloyd  
Planning Officer  
Tewkesbury Borough Council  
Tel: 01684 272136  
Email: [dawn.lloyd@tewkesbury.gov.uk](mailto:dawn.lloyd@tewkesbury.gov.uk)

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**From:** JEFFERIES, Richard <[Richard.Jefferies@gloucestershire.gov.uk](mailto:Richard.Jefferies@gloucestershire.gov.uk)>  
**Sent:** 10 September 2020 06:55  
**To:** Dawn Lloyd <[Dawn.LLloyd@tewkesbury.gov.uk](mailto:Dawn.LLloyd@tewkesbury.gov.uk)>  
**Subject:** RE: 20/00623/FUL Land Adj Coach House, Shurdington Road, Shurdington

**CAUTION: EXTERNAL EMAIL**

Good Morning Dawn,

A Visibility condition was not required, I am satisfied as it's a existing vehicular access there is suitable levels of emerging visibility available.

Kind Regards

**Richard Jefferies RegDME(IHE)**

***Development Management***

*Gloucestershire County Council,*

*Block 5 Floor 5 East*

*Shire Hall*

*Gloucester*

*GL1 2TH*

**Telephone:** 01452 425647

**Email:** [Richard.jefferies@gloucestershire.gov.uk](mailto:Richard.jefferies@gloucestershire.gov.uk)



***Please click on the below link to view GCC's latest version of Manual for Gloucestershire Streets (July 2020) and Technical Specification for New Streets (February 2020).***

***<https://www.gloucestershire.gov.uk/highways/plans-policies-procedures-manuals/manual-for-gloucestershire-streets/>***

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**From:** Dawn Lloyd [<mailto:Dawn.LLloyd@tewkesbury.gov.uk>]

**Sent:** 09 September 2020 19:05

**To:** JEFFERIES, Richard

**Subject:** RE: 20/00623/FUL Land Adj Coach House, Shurdington Road, Shurdington

**Importance:** High

Dear Richard Jefferies

You have not recommended a condition for visibility splays is this not required. If it has it will impact the existing hedgerow. Can you let me know asap as this application is going to committee next week.

Kind regards

**Dawn Lloyd**

Planning Officer

Tewkesbury Borough Council

Tel: 01684 272136

Email: [dawn.lloyd@tewkesbury.gov.uk](mailto:dawn.lloyd@tewkesbury.gov.uk)

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**From:** JEFFERIES, Richard <[Richard.Jefferies@gloucestershire.gov.uk](mailto:Richard.Jefferies@gloucestershire.gov.uk)>  
**Sent:** 28 August 2020 07:44  
**To:** Dawn Lloyd <[Dawn.LLoyd@tewkesbury.gov.uk](mailto:Dawn.LLoyd@tewkesbury.gov.uk)>  
**Subject:** RE: 20/00623/FUL Land Adj Coach House, Shurdington Road, Shurdington

**CAUTION: EXTERNAL EMAIL**

Good Morning Dawn,

From looking at the plans and site entrance on google maps, I feel that the sign could be retained in situ. The applicant would be required to obtain a section 184 licence for the extension of dropped kerb. However if the sign needs to be relocated then the applicant would need to obtain permission from the Highway Authority. This would require a legally binding agreement (S278).

Kind Regards

**Richard Jefferies RegDME(IHE)**

***Development Management***

*Gloucestershire County Council,*

*Block 5 Floor 5 East*

*Shire Hall*

*Gloucester*

*GL1 2TH*

**Telephone:** 01452 425647

**Email:** [Richard.jefferies@gloucestershire.gov.uk](mailto:Richard.jefferies@gloucestershire.gov.uk)



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***<https://www.gloucestershire.gov.uk/highways/plans-policies-procedures-manuals/manual-for-gloucestershire-streets/>***

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**From:** Dawn Lloyd [<mailto:Dawn.LLoyd@tewkesbury.gov.uk>]  
**Sent:** 27 August 2020 16:18  
**To:** JEFFERIES, Richard  
**Subject:** 20/00623/FUL Land Adj Coach House, Shurdington Road, Shurdington

Dear Richard

I have had highway comments on the proposal however, the alteration of the existing access will impact the 30 speed limit sign. Can I have your comments with regard to this issue please by the September 7<sup>th</sup> as it is going to committee on the 15<sup>th</sup> September 2020.

Kind regards

**Dawn Lloyd**

Planning Officer

Tewkesbury Borough Council

Tel: 01684 272136

Email: [dawn.lloyd@teewkesbury.gov.uk](mailto:dawn.lloyd@teewkesbury.gov.uk)

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## Appendix C – Site Location Plan

Public footpath from St Georges playing field to Morrisons

Lowther House/Coach House Boundary

Green dots are where i have already planted trees and green lines in front of Coach House is now Laurel

Existing septic tank used to serve Coach House but now we have that on mains

My plan has always been to try and plant a bit more and put alot of the ground to wild flower, under the trees - bulbs, daffodils, bluebells, snowdrops and then poppy, cornflower, chicory, campion, daisy etc

We have also been replanting some of the exterior hedging as most of it is rubbish and want something decent to at least 6 foot



Proposed new building (eventually)

Newly laid mains Gas, water and electric from road to serve Coach House/ anything else we want to do

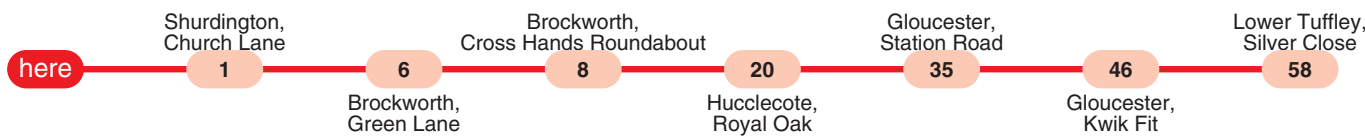
Access from main road to The Coach House, Field & Stable/Ancillary Building block - set back 5 metres from road and is 4.5 metres wide, gated

Entrance to Lowther House

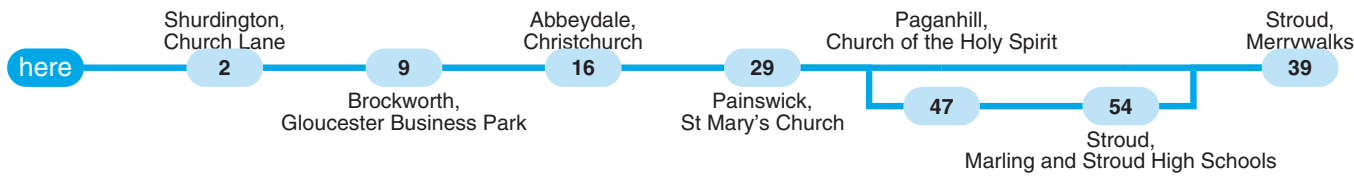


## Appendix D – Bus Timetable Information

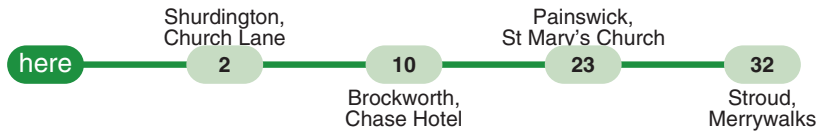
**10 Lower Tuffley - Cheltenham** Stagecoach West 



**66 Cheltenham - Stroud** Stagecoach West 



**166 Brockworth - Thomas Keeble School** Stagecoach West 



**C50 Loinglevens - Cirencester College** Stagecoach West 



The numbers circled indicate approximate timings in minutes from Shurdington, The Tynings

**Mondays to Fridays** Bus times as at 19th October 2023

| Time | Service | Note  | Time | Service | Note  | Time | Service | Note | Time | Service | Note | Time | Service | Note  | Time | Service | Note | Time | Service | Note | Time | Service | Note |
|------|---------|-------|------|---------|-------|------|---------|------|------|---------|------|------|---------|-------|------|---------|------|------|---------|------|------|---------|------|
| 0632 | 10      |       | 0828 | 10      |       | 1012 | 10      |      | 1212 | 10      |      | 1412 | 10      |       | 1558 | 10      |      | 1802 | 10      |      | 2054 | 10      |      |
| 0653 | 10      |       | 0833 | 66      | 1,Sch | 1027 | 10      |      | 1227 | 10      |      | 1427 | 10      |       | 1613 | 10      |      | 1808 | 66      |      | 2124 | 10      |      |
| 0713 | 10      |       | 0841 | 66      | SH    | 1042 | 10      |      | 1242 | 10      |      | 1441 | 66      |       | 1628 | 10      |      | 1817 | 10      | 2    | 2154 | 10      |      |
| 0728 | 10      |       | 0843 | 10      |       | 1046 | 66      |      | 1246 | 66      |      | 1442 | 10      |       | 1643 | 10      |      | 1832 | 10      |      | 2224 | 10      |      |
| 0728 | 66      | 1,Sch | 0858 | 10      | 2     | 1057 | 10      |      | 1257 | 10      |      | 1457 | 10      |       | 1653 | 10      |      | 1847 | 10      |      | 2254 | 10      |      |
| 0731 | 66      | SH    | 0912 | 10      |       | 1112 | 10      |      | 1312 | 10      |      | 1513 | 10      |       | 1703 | 10      |      | 1902 | 10      | 2    | 2324 | 10      | 2    |
| 0743 | 10      |       | 0927 | 10      |       | 1127 | 10      |      | 1327 | 10      |      | 1528 | 10      |       | 1718 | 10      |      | 1917 | 10      |      | 2354 | 10      |      |
| 0755 | C50     | Sch   | 0942 | 10      |       | 1142 | 10      |      | 1342 | 10      |      | 1543 | 10      |       | 1718 | 66      |      | 1937 | 10      |      |      |         |      |
| 0758 | 10      |       | 0946 | 66      |       | 1146 | 66      |      | 1346 | 66      |      | 1545 | 66      | 1,Sch | 1733 | 10      |      | 2002 | 10      | 2    |      |         |      |
| 0813 | 10      |       | 0957 | 10      |       | 1157 | 10      |      | 1357 | 10      |      | 1551 | 66      | SH    | 1748 | 10      | 2    | 2024 | 10      |      |      |         |      |

**Saturdays** Bus times as at 21st October 2023

| Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note |
|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|
| 0702 | 10      |      | 0927 | 10      |      | 1057 | 10      |      | 1242 | 10      |      | 1412 | 10      |      | 1546 | 66      |      | 1746 | 66      |      | 2124 | 10      |      |
| 0732 | 10      |      | 0942 | 10      |      | 1112 | 10      |      | 1246 | 66      |      | 1427 | 10      |      | 1602 | 10      |      | 1802 | 10      |      | 2154 | 10      |      |
| 0746 | 66      |      | 0946 | 66      |      | 1127 | 10      |      | 1257 | 10      |      | 1442 | 10      |      | 1622 | 10      |      | 1822 | 10      |      | 2224 | 10      |      |
| 0812 | 10      |      | 0957 | 10      |      | 1142 | 10      |      | 1312 | 10      |      | 1446 | 66      |      | 1642 | 10      |      | 1847 | 10      |      | 2254 | 10      |      |
| 0832 | 10      |      | 1012 | 10      |      | 1146 | 66      |      | 1327 | 10      |      | 1457 | 10      |      | 1646 | 66      |      | 1917 | 10      |      | 2324 | 10      | 2    |
| 0846 | 66      |      | 1027 | 10      |      | 1157 | 10      |      | 1342 | 10      |      | 1512 | 10      |      | 1702 | 10      |      | 1947 | 10      |      | 2354 | 10      |      |
| 0847 | 10      |      | 1042 | 10      |      | 1212 | 10      |      | 1346 | 66      |      | 1527 | 10      |      | 1722 | 10      |      | 2024 | 10      |      |      |         |      |
| 0912 | 10      |      | 1046 | 66      |      | 1227 | 10      |      | 1357 | 10      |      | 1542 | 10      |      | 1742 | 10      |      | 2054 | 10      |      |      |         |      |

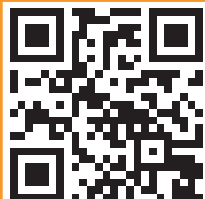
**Sundays** Bus times as at 22nd October 2023

| Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note |
|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|
| 0812 | 10      |      | 1012 | 10      |      | 1152 | 10      |      | 1332 | 10      |      | 1512 | 10      |      | 1652 | 10      |      | 1854 | 10      | 2    | 2324 | 10      | 2    |
| 0851 | 166     |      | 1032 | 10      |      | 1212 | 10      |      | 1352 | 10      |      | 1532 | 10      |      | 1712 | 10      |      | 1924 | 10      |      |      |         |      |
| 0852 | 10      |      | 1051 | 166     |      | 1232 | 10      |      | 1412 | 10      |      | 1552 | 10      |      | 1732 | 10      |      | 1954 | 10      | 2    |      |         |      |
| 0912 | 10      |      | 1052 | 10      |      | 1251 | 166     |      | 1432 | 10      |      | 1612 | 10      |      | 1752 | 10      |      | 2024 | 10      |      |      |         |      |
| 0932 | 10      |      | 1112 | 10      |      | 1252 | 10      |      | 1451 | 166     |      | 1632 | 10      |      | 1812 | 10      |      | 2124 | 10      |      |      |         |      |
| 0952 | 10      |      | 1132 | 10      |      | 1312 | 10      |      | 1452 | 10      |      | 1651 | 166     |      | 1832 | 10      |      | 2224 | 10      |      |      |         |      |

**Notes:** Sch - Cirencester College Days  
Sch - Gloucestershire School Days  
SH - Gloucestershire School Holidays  
Times shown in italics are approximate times

1 - serves also from Paganhill, Church of the Holy Spirit to Stroud, Marling and Stroud High Schools  
2 - terminates at Gloucester, Station Road

**BY SMS**  
Bus times by text message



Get the times of the next four buses from this stop on your phone


Scan the QR code or send the stop code below to:

84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: **glodpgwp**

**NextBuses**  
Bus times by mobile browser



**10 Cheltenham - Lower Tuffley** Stagecoach West 



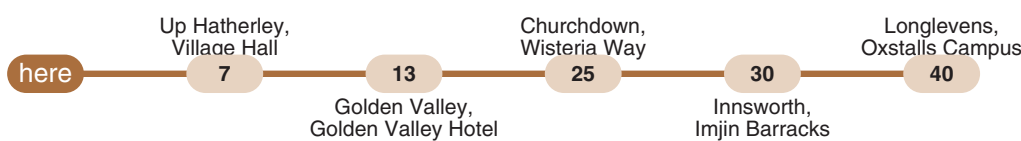
**66 Stroud - Cheltenham** Stagecoach West 



**166 Thomas Keeble School - Brockworth** Stagecoach West 



**C50 Cirencester College - Longlevens** Stagecoach West 



The numbers circled indicate approximate timings in minutes from Shurdington, The Tynings

**Mondays to Fridays** Bus times as at 19th October 2023

| Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note |  |
|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|--|
| 0602 | 10      |      | 0817 | 10      |      | 1021 | 10      |      | 1221 | 10      |      | 1421 | 10      |      | 1622 | 10      | SH   | 1739 | 10      |      | 2101 | 10      |      |  |
| 0617 | 10      |      | 0832 | 10      |      | 1036 | 10      |      | 1236 | 10      |      | 1436 | 10      |      | 1624 | 10      | Sch  | 1749 | 10      |      | 2131 | 10      |      |  |
| 0636 | 10      |      | 0847 | 10      |      | 1051 | 10      |      | 1251 | 10      |      | 1451 | 10      |      | 1631 | 66      | SH   | 1804 | 10      |      | 2201 | 10      |      |  |
| 0651 | 10      |      | 0902 | 10      |      | 1106 | 10      |      | 1306 | 10      |      | 1506 | 10      |      | 1632 | 66      | Sch  | 1819 | 10      |      | 2231 | 10      |      |  |
| 0706 | 10      |      | 0916 | 66      |      | 1109 | 66      |      | 1309 | 66      |      | 1509 | 66      |      | 1639 | 10      |      | 1836 | 10      |      | 2301 | 10      |      |  |
| 0721 | 10      |      | 0920 | 10      |      | 1121 | 10      |      | 1321 | 10      |      | 1521 | 10      |      | 1648 | C50     | Sch  | 1845 | 66      |      | 2331 | 10      |      |  |
| 0733 | 66      |      | 0936 | 10      |      | 1136 | 10      |      | 1336 | 10      |      | 1536 | 10      |      | 1654 | 10      |      | 1906 | 10      |      |      |         |      |  |
| 0734 | 10      |      | 0951 | 10      |      | 1151 | 10      |      | 1351 | 10      |      | 1548 | 10      |      | 1709 | 10      |      | 1926 | 10      |      |      |         |      |  |
| 0747 | 10      |      | 1006 | 10      |      | 1206 | 10      |      | 1406 | 10      |      | 1600 | 10      |      | 1724 | 10      |      | 1956 | 10      |      |      |         |      |  |
| 0802 | 10      |      | 1009 | 66      |      | 1209 | 66      |      | 1409 | 66      |      | 1615 | 10      |      | 1725 | 66      |      | 2026 | 10      |      |      |         |      |  |

**Saturdays** Bus times as at 21st October 2023

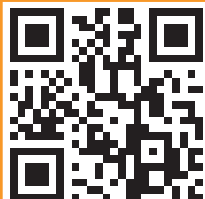
| Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note |  |
|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|--|
| 0628 | 10      |      | 0909 | 66      |      | 1106 | 10      |      | 1251 | 10      |      | 1436 | 10      |      | 1621 | 10      |      | 1831 | 10      |      | 2301 | 10      |      |  |
| 0658 | 10      |      | 0921 | 10      |      | 1109 | 66      |      | 1306 | 10      |      | 1451 | 10      |      | 1636 | 10      |      | 1851 | 10      |      | 2331 | 10      |      |  |
| 0738 | 10      |      | 0936 | 10      |      | 1121 | 10      |      | 1309 | 66      |      | 1506 | 10      |      | 1651 | 10      |      | 1911 | 10      |      |      |         |      |  |
| 0758 | 10      |      | 0951 | 10      |      | 1136 | 10      |      | 1321 | 10      |      | 1509 | 66      |      | 1706 | 10      |      | 1951 | 10      |      |      |         |      |  |
| 0809 | 66      |      | 1006 | 10      |      | 1151 | 10      |      | 1336 | 10      |      | 1521 | 10      |      | 1709 | 66      |      | 2021 | 10      |      |      |         |      |  |
| 0818 | 10      |      | 1009 | 66      |      | 1206 | 10      |      | 1351 | 10      |      | 1536 | 10      |      | 1721 | 10      |      | 2101 | 10      |      |      |         |      |  |
| 0836 | 10      |      | 1021 | 10      |      | 1209 | 66      |      | 1406 | 10      |      | 1551 | 10      |      | 1751 | 10      |      | 2131 | 10      |      |      |         |      |  |
| 0851 | 10      |      | 1036 | 10      |      | 1221 | 10      |      | 1409 | 66      |      | 1606 | 10      |      | 1809 | 66      |      | 2201 | 10      |      |      |         |      |  |
| 0906 | 10      |      | 1051 | 10      |      | 1236 | 10      |      | 1421 | 10      |      | 1609 | 66      |      | 1811 | 10      |      | 2231 | 10      |      |      |         |      |  |

**Sundays** Bus times as at 22nd October 2023

| Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note | Time | Service | Note |  |
|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|------|---------|------|--|
| 0742 | 10      |      | 1001 | 10      |      | 1141 | 10      |      | 1321 | 10      |      | 1501 | 10      |      | 1641 | 10      |      | 1821 | 10      |      | 2301 | 10      |      |  |
| 0821 | 10      |      | 1001 | 166     |      | 1201 | 10      |      | 1341 | 10      |      | 1521 | 10      |      | 1701 | 10      |      | 1841 | 10      |      |      |         |      |  |
| 0841 | 10      |      | 1021 | 10      |      | 1201 | 166     |      | 1401 | 10      |      | 1541 | 10      |      | 1721 | 10      |      | 1921 | 10      |      |      |         |      |  |
| 0901 | 10      |      | 1041 | 10      |      | 1221 | 10      |      | 1401 | 166     |      | 1601 | 10      |      | 1741 | 10      |      | 2001 | 10      |      |      |         |      |  |
| 0921 | 10      |      | 1101 | 10      |      | 1241 | 10      |      | 1421 | 10      |      | 1601 | 166     |      | 1801 | 10      |      | 2101 | 10      |      |      |         |      |  |
| 0941 | 10      |      | 1121 | 10      |      | 1301 | 10      |      | 1441 | 10      |      | 1621 | 10      |      | 1801 | 166     |      | 2201 | 10      |      |      |         |      |  |

Notes: Sch - Cirencester College Days Sch - Gloucestershire School Days SH - Gloucestershire School Holidays  
Times shown in italics are approximate times

**BY SMS**  
Bus times by text message



Get the times of the next four buses from this stop on your phone


Scan the QR code or send the stop code below to:

# 84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: **glodpgwg**

**NextBuses**  
Bus times by mobile browser







## Appendix E – Indicative Landscape Masterplan



**KEY | Landscape Strategy**

-  Site boundary
-  Indicative existing vegetation
-  Site access
-  Proposed parking area to include vehicle parking, cycle parking, EVC and accessible spaces
-  Public right of way
-  Proposed gated footpath connection to PRoW and open space
-  Proposed shepard huts locations
-  Key views
-  Existing grass area to be retained
-  Proposed short mown grass area
-  Proposed wildflower meadow
-  Proposed biodiversity area
-  Proposed hedgerow enhancement planting

|     |          |   |          |            |
|-----|----------|---|----------|------------|
| P02 | 19.10.23 | Minor amendments as per client comments | JN       | NH         |
| P01 | 06.10.23 | First Issue - for comments              | JN       | NH         |
| Rev | Date     | Details                                 | Drawn by | Checked by |

**Landscape Strategy**

**Land at Lowther House, Cheltenham**

Client : D&GO Limited

◦ Drawn: JN Checked:NH Approved: NH



## Appendix F – Parking Arrangements

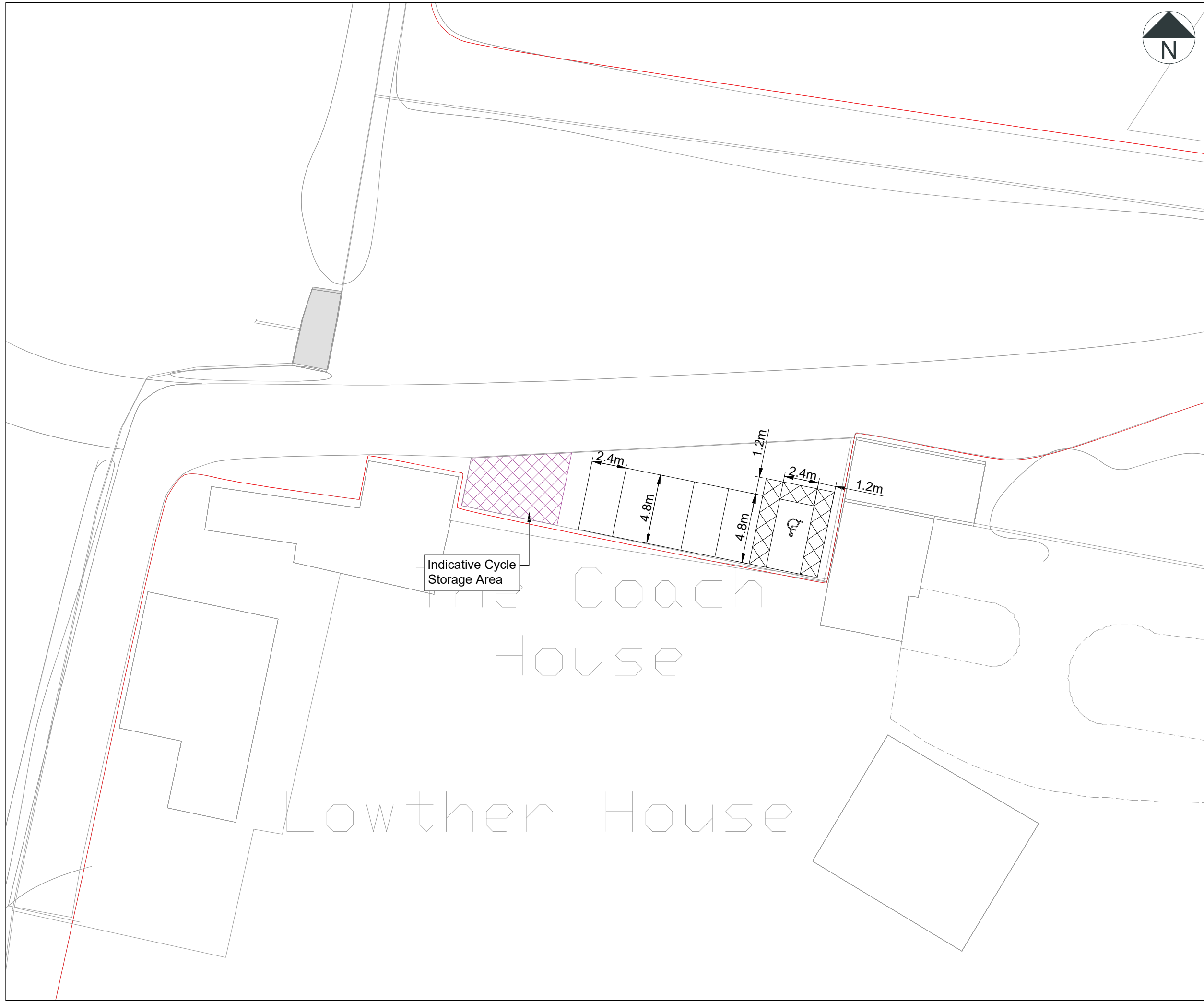


**Notes:**

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

**Key:**

— Indicative Site Boundary



| Rev | Date | Details | By | Chkd |
|-----|------|---------|----|------|
| -   | -    | -       | -  | -    |

rappor



CLIENT: D&GO Limited

PROJECT: Lowther House

TITLE: Proposed Car Parking Arrangement

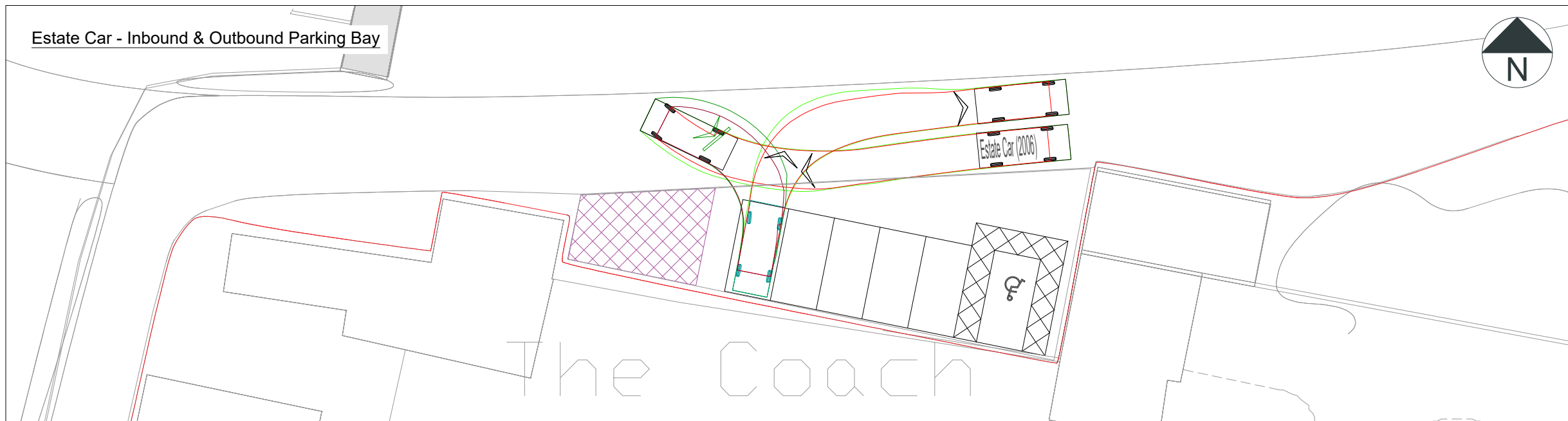
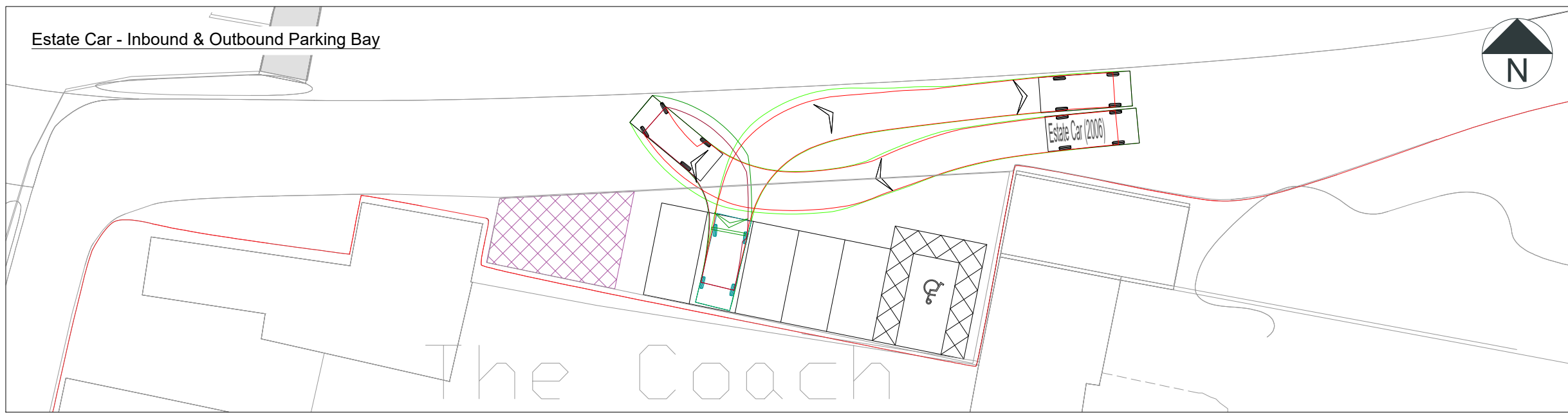
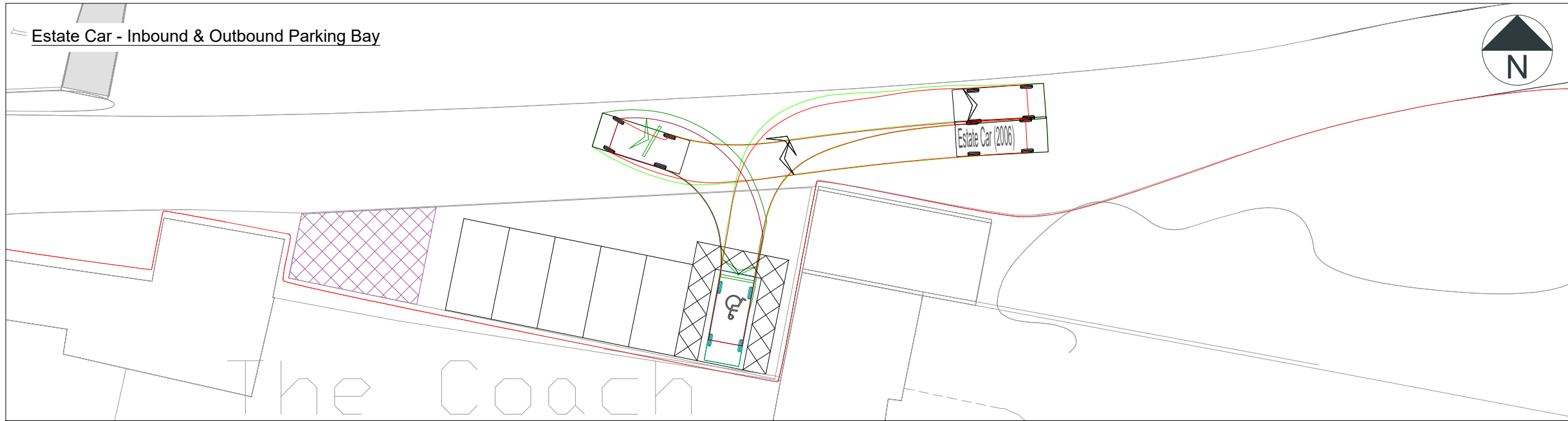
|                      |                   |              |                |                 |
|----------------------|-------------------|--------------|----------------|-----------------|
| SCALE @ A3:<br>1:250 | DATE:<br>01.11.23 | DRAWN:<br>FA | CHECKED:<br>JS | APPROVED:<br>JS |
|----------------------|-------------------|--------------|----------------|-----------------|

STATUS: INFORMATION

|  |                |
|--|----------------|
| DRAWING NO:<br>230651-RAP-XX-XX-DR-TP-3200 | REVISION:<br>- |
|--|----------------|



## Appendix G – Swept Path Analysis



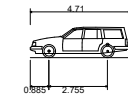
**Notes:**

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

**Key:**

— Indicative Site Boundary

**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 |        |

| Rev | Date | Details | By | Chkd |
|-----|------|---------|----|------|
| -   | -    | -       | -  | -    |

**rappor**



CLIENT: **D&GO Limited**

PROJECT: **Lowther House**

TITLE: **Swept Path Analysis Car Park - Estate Car**

|             |          |        |          |           |
|-------------|----------|--------|----------|-----------|
| SCALE @ A3: | DATE:    | DRAWN: | CHECKED: | APPROVED: |
| 1:250       | 01.11.23 | FA     | JS       | JS        |

STATUS: **INFORMATION**

|                             |           |
|-----------------------------|-----------|
| DRAWING NO:                 | REVISION: |
| 230651-RAP-XX-XX-DR-TP-4100 | -         |



## Appendix H – TRICS: Residential – Holiday Accommodation

Filtering Summary

|  |                                    |                                   |
|--|------------------------------------|-----------------------------------|
| Land Use                                       | 03/J                               | RESIDENTIAL/HOLIDAY ACCOMMODATION |
| Selected Trip Rate Calculation Parameter Range | 31-9700 UNITS                      |                                   |
| Actual Trip Rate Calculation Parameter Range   | 55-300 UNITS                       |                                   |
| Date Range                                     | Minimum: 01/01/08                  | Maximum: 17/08/21                 |
| Parking Spaces Range                           | All Surveys Included               |                                   |
| Days of the week selected                      | Wednesday                          | 2                                 |
|  | Friday                             | 1                                 |
| Main Location Types selected                   | Suburban Area (PPS6 Out of Centre) | 1                                 |
|  | Edge of Town                       | 2                                 |
| Inclusion of Servicing Vehicles Counts         | Servicing vehicles Included        | X - Selected                      |
|  | Servicing vehicles Excluded        | 4 - Selected                      |
| Population within 500m                         | All Surveys Included               |                                   |
| Population <1 Mile ranges selected             | 5,001 to 10,000                    | 1                                 |
|  | 10,001 to 15,000                   | 2                                 |
| Population <5 Mile ranges selected             | 50,001 to 75,000                   | 1                                 |
|  | 75,001 to 100,000                  | 1                                 |
|  | 125,001 to 250,000                 | 1                                 |
| Car Ownership <5 Mile ranges selected          | 0.6 to 1.0                         | 1                                 |
|  | 1.1 to 1.5                         | 1                                 |
|  | 1.6 to 2.0                         | 1                                 |
| PTAL Rating                                    | No PTAL Present                    | 3                                 |



Calculation Reference: AUDIT-701101-231101-1140

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : J - HOLIDAY ACCOMMODATION

TOTAL VEHICLES

Selected regions and areas:

|    |                  |        |
|----|------------------|--------|
| 02 | SOUTH EAST       |        |
|    | HF HERTFORDSHIRE | 1 days |
| 04 | EAST ANGLIA      |        |
|    | SF SUFFOLK       | 1 days |
| 06 | WEST MIDLANDS    |        |
|    | SH SHROPSHIRE    | 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 units  
 Actual Range: 55 to 300 (units: )  
 Range Selected by User: 31 to 9700 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 17/08/21

*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:

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:

Suburban Area (PPS6 Out of Centre) 1  
 Edge of Town 2

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

Selected Location Sub Categories:

No Sub Category 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 X days - Selected  
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

n/a 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:

5,001 to 10,000 1 days  
 10,001 to 15,000 2 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 50,001 to 75,000   | 1 days |
| 75,001 to 100,000  | 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 |
| 1.1 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:

|    |        |
|----|--------|
| No | 3 days |
|----|--------|

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

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 3 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|                     |                                    |                  |            |
|---------------------|------------------------------------|------------------|------------|
| Site(1):            | HF-03-J-01                         | Site area:       | 1.70 hect  |
| Development Name:   | CARAVAN                            | Number of units: | 55         |
| Location:           | HEMEL HEMPSTEAD                    | Parking spaces:  | 60         |
| Postcode:           | HP2 4TZ                            |                  |            |
| Main Location Type: | Edge of Town                       | Survey Date:     | 30/07/08   |
| Sub-Location Type:  | No Sub Category                    | Survey Day:      | Wednesday  |
| PTAL:               | n/a                                |                  |            |
|                     |                                    |                  |            |
| Site(2):            | SF-03-J-01                         | Site area:       | 13.07 hect |
| Development Name:   | CARAVAN PARK                       | Number of units: | 300        |
| Location:           | FELIXSTOWE                         | Parking spaces:  | 348        |
| Postcode:           | IP11 2HA                           |                  |            |
| Main Location Type: | Suburban Area (PPS6 Out of Centre) | Survey Date:     | 28/05/08   |
| Sub-Location Type:  | No Sub Category                    | Survey Day:      | Wednesday  |
| PTAL:               | n/a                                |                  |            |
|                     |                                    |                  |            |
| Site(3):            | SH-03-J-01                         | Site area:       | 6.60 hect  |
| Development Name:   | CARAVAN PARK                       | Number of units: | 115        |
| Location:           | SHREWSBURY                         | Parking spaces:  | 30         |
| Postcode:           | SY3 5FB                            |                  |            |
| Main Location Type: | Edge of Town                       | Survey Date:     | 26/06/09   |
| Sub-Location Type:  | No Sub Category                    | Survey Day:      | Friday     |
| PTAL:               | n/a                                |                  |            |

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| NF-03-J-02 | Covid                  |

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION  
 TOTAL VEHICLES  
 Calculation factor: 1 UNITS  
 BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |            |           | DEPARTURES |            |           | TOTALS   |            |           |
|---------------------|----------|------------|-----------|------------|------------|-----------|----------|------------|-----------|
|                     | No. Days | Ave. UNITS | Trip Rate | No. Days   | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | 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        | 157        | 0.006     | 3          | 157        | 0.021     | 3        | 157        | 0.027     |
| 08:00 - 09:00       | 3        | 157        | 0.019     | 3          | 157        | 0.043     | 3        | 157        | 0.062     |
| 09:00 - 10:00       | 3        | 157        | 0.055     | 3          | 157        | 0.047     | 3        | 157        | 0.102     |
| 10:00 - 11:00       | 3        | 157        | 0.057     | 3          | 157        | 0.091     | 3        | 157        | 0.148     |
| 11:00 - 12:00       | 3        | 157        | 0.057     | 3          | 157        | 0.089     | 3        | 157        | 0.146     |
| 12:00 - 13:00       | 3        | 157        | 0.060     | 3          | 157        | 0.043     | 3        | 157        | 0.103     |
| 13:00 - 14:00       | 3        | 157        | 0.049     | 3          | 157        | 0.057     | 3        | 157        | 0.106     |
| 14:00 - 15:00       | 3        | 157        | 0.066     | 3          | 157        | 0.036     | 3        | 157        | 0.102     |
| 15:00 - 16:00       | 3        | 157        | 0.066     | 3          | 157        | 0.057     | 3        | 157        | 0.123     |
| 16:00 - 17:00       | 3        | 157        | 0.098     | 3          | 157        | 0.079     | 3        | 157        | 0.177     |
| 17:00 - 18:00       | 3        | 157        | 0.066     | 3          | 157        | 0.060     | 3        | 157        | 0.126     |
| 18:00 - 19:00       | 3        | 157        | 0.079     | 3          | 157        | 0.057     | 3        | 157        | 0.136     |
| 19:00 - 20:00       | 3        | 157        | 0.049     | 3          | 157        | 0.049     | 3        | 157        | 0.098     |
| 20:00 - 21:00       | 3        | 157        | 0.045     | 3          | 157        | 0.019     | 3        | 157        | 0.064     |
| 21:00 - 22:00       | 3        | 157        | 0.015     | 3          | 157        | 0.023     | 3        | 157        | 0.038     |
| 22:00 - 23:00       |          |            |           |            |            |           |          |            |           |
| 23:00 - 24:00       |          |            |           |            |            |           |          |            |           |
| <b>Total Rates:</b> |          |            | 0.787     |            |            | 0.771     |          |            | 1.558     |

*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: 55 - 300 (units: )  
 Survey date range: 01/01/08 - 17/08/21  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 1

*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.*

Filtering Summary

|  |                             |                                   |
|--|-----------------------------|-----------------------------------|
| Land Use                                       | 03/J                        | RESIDENTIAL/HOLIDAY ACCOMMODATION |
| Selected Trip Rate Calculation Parameter Range | 31-9700 UNITS               |                                   |
| Actual Trip Rate Calculation Parameter Range   | 31-2700 UNITS               |                                   |
| Date Range                                     | Minimum: 01/01/08           | Maximum: 17/08/21                 |
| Parking Spaces Range                           | All Surveys Included        |                                   |
| Days of the week selected                      | Saturday                    | 1                                 |
|  | Sunday                      | 1                                 |
| Main Location Types selected                   | Edge of Town                | 2                                 |
| Inclusion of Servicing Vehicles Counts         | Servicing vehicles Included | X - Selected                      |
|  | Servicing vehicles Excluded | 3 - Selected                      |
| Population within 500m                         | All Surveys Included        |                                   |
| Population <1 Mile ranges selected             | 5,001 to 10,000             | 2                                 |
| Population <5 Mile ranges selected             | 25,001 to 50,000            | 1                                 |
|  | 100,001 to 125,000          | 1                                 |
| Car Ownership <5 Mile ranges selected          | 0.6 to 1.0                  | 1                                 |
|  | 1.1 to 1.5                  | 1                                 |
| PTAL Rating                                    | No PTAL Present             | 2                                 |

Calculation Reference: AUDIT-701101-231101-1110

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : J - HOLIDAY ACCOMMODATION

TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NO NORTH LINCOLNSHIRE          | 1 days |
| 10 | WALES                          |        |
|    | BG BRIDGEND                    | 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 units  
 Actual Range: 31 to 2700 (units: )  
 Range Selected by User: 31 to 9700 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 17/08/21

*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:

Saturday 1 days  
 Sunday 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:

Edge of Town 2

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

Selected Location Sub Categories:

Residential Zone 1  
 No Sub Category 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 3 days - Selected

Secondary Filtering selection:

Use Class:

n/a 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@.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 2 days

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



Secondary Filtering selection (Cont.):

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 1 days |
| 100,001 to 125,000 | 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 |
| 1.1 to 1.5 | 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

|                     |                    |                  |            |
|---------------------|--------------------|------------------|------------|
| Site(1):            | BG-03-J-01         | Site area:       | 45.80 hect |
| Development Name:   | CARAVAN PARK       | Number of units: | 2700       |
| Location:           | PORTHCAWL          | Parking spaces:  | 2820       |
| Postcode:           | CF36 5NG           |                  |            |
| Main Location Type: | Edge of Town       | Survey Date:     | 20/09/08   |
| Sub-Location Type:  | Residential Zone   | Survey Day:      | Saturday   |
| PTAL:               | n/a                |                  |            |
|                     |                    |                  |            |
| Site(2):            | NO-03-J-01         | Site area:       | 0.91 hect  |
| Development Name:   | CARAVAN PARK       | Number of units: | 31         |
| Location:           | BARTON-UPON-HUMBER | Parking spaces:  | 34         |
| Postcode:           | DN18 5BA           |                  |            |
| Main Location Type: | Edge of Town       | Survey Date:     | 27/09/09   |
| Sub-Location Type:  | No Sub Category    | Survey Day:      | Sunday     |
| PTAL:               | n/a                |                  |            |

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| MO-03-J-01 | Covid                  |

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION  
 TOTAL VEHICLES  
 Calculation factor: 1 UNITS  
 BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |            |           | DEPARTURES |            |           | TOTALS   |            |           |
|---------------------|----------|------------|-----------|------------|------------|-----------|----------|------------|-----------|
|                     | No. Days | Ave. UNITS | Trip Rate | No. Days   | Ave. UNITS | Trip Rate | No. Days | Ave. UNITS | Trip Rate |
| 00:00 - 01:00       |          |            |           |            |            |           |          |            |           |
| 01:00 - 02:00       |          |            |           |            |            |           |          |            |           |
| 02:00 - 03:00       |          |            |           |            |            |           |          |            |           |
| 03:00 - 04:00       |          |            |           |            |            |           |          |            |           |
| 04:00 - 05:00       |          |            |           |            |            |           |          |            |           |
| 05:00 - 06:00       |          |            |           |            |            |           |          |            |           |
| 06:00 - 07:00       |          |            |           |            |            |           |          |            |           |
| 07:00 - 08:00       | 2        | 1366       | 0.005     | 2          | 1366       | 0.008     | 2        | 1366       | 0.013     |
| 08:00 - 09:00       | 2        | 1366       | 0.014     | 2          | 1366       | 0.027     | 2        | 1366       | 0.041     |
| 09:00 - 10:00       | 2        | 1366       | 0.042     | 2          | 1366       | 0.053     | 2        | 1366       | 0.095     |
| 10:00 - 11:00       | 2        | 1366       | 0.084     | 2          | 1366       | 0.079     | 2        | 1366       | 0.163     |
| 11:00 - 12:00       | 2        | 1366       | 0.092     | 2          | 1366       | 0.067     | 2        | 1366       | 0.159     |
| 12:00 - 13:00       | 2        | 1366       | 0.131     | 2          | 1366       | 0.076     | 2        | 1366       | 0.207     |
| 13:00 - 14:00       | 2        | 1366       | 0.131     | 2          | 1366       | 0.090     | 2        | 1366       | 0.221     |
| 14:00 - 15:00       | 2        | 1366       | 0.123     | 2          | 1366       | 0.083     | 2        | 1366       | 0.206     |
| 15:00 - 16:00       | 2        | 1366       | 0.105     | 2          | 1366       | 0.075     | 2        | 1366       | 0.180     |
| 16:00 - 17:00       | 2        | 1366       | 0.077     | 2          | 1366       | 0.083     | 2        | 1366       | 0.160     |
| 17:00 - 18:00       | 2        | 1366       | 0.090     | 2          | 1366       | 0.115     | 2        | 1366       | 0.205     |
| 18:00 - 19:00       | 2        | 1366       | 0.061     | 2          | 1366       | 0.084     | 2        | 1366       | 0.145     |
| 19:00 - 20:00       | 2        | 1366       | 0.055     | 2          | 1366       | 0.064     | 2        | 1366       | 0.119     |
| 20:00 - 21:00       | 2        | 1366       | 0.041     | 2          | 1366       | 0.044     | 2        | 1366       | 0.085     |
| 21:00 - 22:00       | 2        | 1366       | 0.029     | 2          | 1366       | 0.024     | 2        | 1366       | 0.053     |
| 22:00 - 23:00       |          |            |           |            |            |           |          |            |           |
| 23:00 - 24:00       |          |            |           |            |            |           |          |            |           |
| <b>Total Rates:</b> |          |            | 1.080     |            |            | 0.972     |          |            | 2.052     |

*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: 31 - 2700 (units: )  
 Survey date range: 01/01/08 - 17/08/21  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 Number of Sundays: 1  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 1

*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.*

# rappor



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