



TPS Transport Consultants Ltd

Technical Note

Client	Origin Planning Services Ltd
Project	The Whins, Stillington
TPS Reference	P2307
Date Prepared	July 2023
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Checked By	John Turner

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1. INTRODUCTION

1.1 This Technical Note has been prepared to consider proposals for a permanent, agricultural workers dwelling on land to the west of Bleach House Bank, Old Stillington. Pre-application feedback (PRE28/22/00492) has been provided and regarding highways matters, the pre-application response states:

“The site is accessed from the C37 Bleach House Bank which is subject to the national (60mph) speed limit and is a country lane. The existing access to the site is located on the inside of a bend which combined with the vertical alignment and vegetation results in extremely poor junction visibility. The verge between the carriageway and vegetation is circa 1 metre in width and the vegetation is dense with a high vertical face.

The visibility at the access is grossly inadequate not only for vehicles emerging from the site but in terms of the presence of the access for passing motorists. Given that the C37 Beach House Bank is subject to a national speed limit and vehicle speeds can comfortably be circa 50mph, there is insufficient time for a motorist to react to an exiting vehicle. Additionally, due to the density of vegetation, a passing motorist will not be aware of the presence of the access.

The proposed intensification of this site is not acceptable from a road safety perspective and therefore I am unable to support any further development which utilises this sub-standard access”

1.2 Following this introductory section this Technical Note will:

- Set out the site location and context;
- Considers the road safety record on Bleach House Bank;
- Details trip generation and demonstrate that the proposal does not represent an intensification of the current use of the site; and
- Identifies potential mitigation measures to improve visibility of the access as far as practical.

2. SITE LOCATION AND CONTEXT

- 2.1 The site is located to the immediate west of Bleach House Bank and forms part of farm land, known and operated as The Whins. Old Stillington is located some 2km to the south-east. **Figure 1** illustrates the site location.

Figure 1: Site Location



(Source: Google Maps)

- 2.2 In July 2017 an application for prior notification (DM/17/02112/PNA) on land to the immediate south of the current application was approved. This application sought to locate an agricultural storage building to support the farming activities on site, in particular relating to the cattle reared on the farm.
- 2.3 This application proposed access via the existing, unchanged, farm gate access onto Bleach House Lane. There were no highways objections made to that application. The Delegated Report is provided at **Appendix A** for reference.
- 2.4 The farm now has a herd of 200 cattle with calving occurring year-round. This requires bringing the cattle into the existing shed, in proximity to the proposed dwelling, 2 weeks prior to their due date and monitoring the cattle 24/7 until they can be released back to the rest of the farm, 1 week after they have been born. This process requires the applicant to be in very close proximity to the cattle at all times.



2.5 As has been noted by Durham County Council Highways Officers, *"There is an existing semi-permanent mobile home on the site although there is no mention of whether this is to be retained or removed or indeed whether it has permission"*. Whilst clarification on the planning status of the temporary mobile home is required, it does demonstrate that a workers dwelling can be accommodated without creating an undue road safety risk, as borne out by the accident data that will be discussed in further detail in this Technical Note.



3. TRIP GENERATION

- 3.1 The Highways Officer notes in the pre-application feedback that *“The proposed intensification of this site is not acceptable from a road safety perspective.”*
- 3.2 The TRICS database has been interrogated, and whilst there are no comparable agricultural workers accommodation sites available, considering residential developments in village and out of town locations, it might be anticipated that a single dwelling would generate in the order of just four two-way vehicle trips across the entire day. The TRICS output and calculation is provided at **Appendix B**. In isolation, this level of trip generation cannot be considered material or a significant intensification of the site.
- 3.3 Furthermore, as has been noted, there is already a modest, temporary property located to the north west of the plot where the applicant has lived for over 5 years, owing to the business need, which would be replaced by the dwelling proposed in this application. This temporary dwelling is already in-situ and the level of trip generation associated with the site would be unchanged as a consequence of this application. In the context of the existing temporary dwelling, there will not be an intensification of the access, as the level of trips generated by the site will be unchanged.

4. ROAD SAFETY

- 4.1 Accident data has been obtained from www.crashmap.co.uk for the highway network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. To illustrate the accident history on Bleach House Bank, Crashmap has been interrogated to show accidents that have occurred since 1999. The locations of the accidents in the vicinity of the site are shown in **Figure 2** below.
- 4.2 As can be seen from **Figure 2**, there have been no accidents recorded on Bleach House Bank in the vicinity of the access over the last twenty-three years. As such, it can be considered that there is not an existing road safety issue at this location.
- 4.3 Furthermore, as has been discussed in the previous section, whilst this application is for a permanent dwelling, there is already a temporary dwelling in-situ which generates vehicles movements in this location, and as has been demonstrated, this has not resulted in any accidents.

Figure 2: Accident Data



(Source: Crash Map)



- 4.4 It should also be noted that the existing access is also frequented by the landowner in large agricultural vehicles, including tractors pulling trailers, which would be travelling much slower than a car associated with a dwelling, when pulling out, and there is no record of this causing a collision.

5. MITIGATION MEASURES

- 5.1 Notwithstanding the above, with regards to the nature of the access, the pre-application feedback also notes that “*Additionally, due to the density of vegetation, a passing motorist will not be aware of the presence of the access.*”
- 5.2 It is proposed that the applicant will implement a maintenance regime which will include ensuring that the hedgerow is cut back to maximise visibility of the access on the approach.
- 5.3 Similarly, the applicant will seek consent to erect concealed entrance signs on the approaches to the access, an example of which is provided in **Figure 3** below, to warn drivers on Bleach House Bank as to the possibility of emerging vehicles, albeit, as has been discussed, there will be no intensification over and above the current level of vehicle movement at the junction.

Figure 3: Concealed Entrance Signage Example



6. SUMMARY AND CONCLUSION

6.1 This Technical Note has been prepared to demonstrate that proposals for a permanent, agricultural workers dwelling on land to the west of Bleach House Bank, Old Stillington will not introduce an undue highway safety risk. This Technical Note has demonstrated that:

- There is a business need for an agricultural worker to be located in close proximity to the agricultural building at this location that is used year-round for calving;
- There is an existing temporary dwelling on the site that has been in-situ for the last five years, which will be replaced by this permanent structure;
- The proposals do not, therefore, represent an intensification of use of the farm access with Bleach House Lane;
- Even considered in isolation, the dwelling would only be expected to generate four two-way trips over a 24-hour period, this could not be considered an intensification;
- Similarly, there has not been any accidents recorded in this time, or indeed, in the last twenty-three years; and
- Notwithstanding this, it is proposed to further highlight the presence of the existing farm access through hedgerow maintenance and signage.

6.2 In light of the above, it is considered that there are no substantive reasons why planning consent could not be granted for an agricultural workers dwelling at this location.



APPENDIX A – DM/17/02112/PNA DELEGATED REPORT



Planning Services

DELEGATED REPORT

APPLICATION DETAILS

APPLICATION NO: DM/17/02112/PNA
SITE LOCATION: The Whins Stillington Stockton On Tees TS21 1NL
PROPOSAL: Application for prior notification of agricultural development

DESCRIPTION OF THE SITE AND PROPOSAL

Site:

The Whins comprises an agricultural holding of some 20 Ha located 5km to the south of Sedgefield Village to the west of the C37 carriageway, which has been in agricultural use for some 70 years. Of this 20Ha, 6Ha is owned by the applicant with the remaining currently rented. In supporting documentation the applicant confirms rented land is for a 10 year period beginning in May 2016 with options for further land thereafter.

The application site concerns a parcel of land to the west of the C37 carriageway (within the 6Ha owned by the applicant), accessed via an existing field access to the east. Set within rural surrounds and screened from the carriageway to the east by existing landscaping, the nearest residential property not associated with the application is located some 600m to the west at Elstob Hill Farm.

Proposal:

The application seeks determination as to whether prior approval of the siting, design and external appearance would be required for the erection of an agricultural storage building on land at The Whins, Stillington. The proposed structure would measure 18.3m x 9.1m and 5.5m in ridge height (4.3m to eaves) and be of box profile metal sheet construction incorporating a 2m high dwarf wall to the base. Sheeting and blockwork to be juniper green in colour. The building would be used for the storage of winter feed and bedding for a herd of suckler cows which graze the land, with room for a tractor also. In supporting documentation the applicant confirms that the existing herd of suckler cows grazing these fields are all female and in calf with the herd to approximately double in size as early as December 2017. The current stock is the lowest in 20 years due to the applicants having lost access to rented storage buildings at Manor Farm, Bishopton, hence the necessity for the proposed storage shed on the applicants own land to ensure the future viability of this agricultural enterprise.

This structure would be constructed onto existing grazing land and surrounded by a newly laid hard core area which links this structure to the site access. Access to this structure would be maintained from the existing field access linked to the C37 to the east which is to remain unaffected and which has been used for agricultural purposes for many years.

There would be no lighting of the site.

PLANNING HISTORY

DM/17/01152/FPA Agricultural storage building and new vehicular access Application
Withdrawn 5th June 2017

PLANNING POLICIES

National Policy

The Government has consolidated all planning policy statements, guidance notes and many circulars into a single policy statement, the National Planning Policy Framework (NPPF), although the majority of supporting Annexes to the planning policy statements are retained. The overriding message is that new development that is sustainable should go ahead without delay. It defines the role of planning in achieving sustainable development under three topic headings – economic, social and environmental, each mutually dependant.

The presumption in favour of sustainable development set out in the NPPF requires local planning authorities to approach development management decisions positively, utilising twelve 'core planning principles'

The following elements are considered relevant to this proposal:

Emerging Local Plan Policy

Paragraph 216 of the NPPF says that decision-takers may give weight to relevant policies in emerging plans according to: the stage of the emerging plan; the extent to which there are unresolved objections to relevant policies; and, the degree of consistency of the policies in the emerging plan to the policies in the NPPF. The County Durham Plan (CDP) was submitted for Examination in Public and a stage 1 Examination concluded. An Interim Report was issued by an Inspector dated 18 February 2015, however that Report was quashed by the High Court following a successful Judicial Review challenge by the Council. In accordance with the High Court Order, the Council has withdrawn the CDP and a new plan being prepared. In the light of this, policies of the CDP can no longer carry any weight. As the new plan progresses through the stages of preparation it will begin to accrue weight.

SBLP Policies:

D1 (General principles)

CONSULTATION AND PUBLICITY RESPONSES

Statutory responses:

Highways - No objections.

Internal consultee responses:

Landscape - No objections.

Environmental Health (Noise) - No comments received.

Ecology - No objections. Any vegetation removal including any hedgerow removal, will need to be sensitively timed to avoid impacts on breeding birds.

Public Responses:

No comments received.

Public Responses

Number of Original Neighbour Consultations	0
Total Numbers of comments received	0
Total Number of Objections	0
Total Number of Support	0
Total Number of Representations	0

PLANNING CONSIDERATION AND ASSESSMENT

Under part 6 of the GPDO the applicant has applied to the Local Planning Authority for a determination as to whether the prior approval of the authority will be required with regards to the siting, design and external appearance of the development proposed. Part 6 of the GPDO allows for the erection of buildings reasonably necessary for agriculture on agricultural land subject to an application for prior approval being made provided that the agricultural unit is of 5 or more hectares.

The proposed building would be located on an agricultural holding of some 6Ha owned by the applicant with further 14Ha of surrounding agricultural land currently rented.

The proposed building would be erected onto the land owned by the applicant and be used to provide storage of bedding and winter feed for a herd of suckler cows and space for a tractor, relating to a legitimate agricultural use.

In terms of siting, the proposed development would be some 300m to the south east of the main farm house, but well placed to serve the surrounding agricultural holding, whilst well screened behind existing vegetation which effectively screens this site from the C37 to the east. For this reason, the proposed structure would only be viewed from across the agricultural holding to the north, south and west, viewed only from afar when beyond the boundaries of this holding.

In supporting documentation the application confirms the site to be accessed from the C37 to the east via an existing field access which is to remain unaffected. A hard core surface area will be created around the storage structure linking this existing access with the new structure.

The views of the highway authority have been sought regarding the retention of the existing site access who raise no objections. A previously withdrawn application for the construction of an agricultural storage building on this land included details of the closure of the existing access and creation of a replacement further to the north (planning ref: DM/17/01152/FPA). From a highways perspective such an arrangement would have been deemed more suitable than the current arrangement given the improved site visibility spays which would have been created onto the adjacent carriageway. However the landscape impacts of creating this access and splays were deemed unacceptable.

The retention of the existing access is disappointing from a highways perspective given the poor junction visibility splays onto the adjacent carriageway. However given this is an existing and lawful access, and on the applicant's confirmation that future use of this access would decrease if the new storage building were to be approved, such details are supported.

Presently the applicant utilises this access twice daily during winter months to transport fodder to the grazing stock in this field from its present storage location. Upon completion of the new store, demand to use this access for this reason will be reduced significantly with all fodder and machinery already stored on site. Only during harvest may use of the existing access increase to allow the shed to be stocked up. However any increase in use of this access would be spread over the summer months and still be safer than the present situation of loading/unloading on the roadside. For this reason the siting of this structure adjacent to the existing gated field access is to be welcomed.

No PROW crosses or falls close to the application site.

In terms of design, this development would not appear incongruous to its rural setting being of a scale and appearance which would reflect its agricultural setting, being well screened from the adjacent carriageway to the east by mature roadside vegetation. The low profile pitched roof design and juniper green colouring would further reduce impact and help blend the development into its grassed surroundings. Given existing screening, landform and scale, the structure would not appear prominent in the rural landscape. The views of the landscape section have been sought in this regard who consider the proposals would have limited landscape and visual impact. A sizeable hardstanding around the building and off the access track would be provided but would be relatively unobtrusive.

The proposed development would have limited detrimental impact upon the landscape in terms of visual amenity and its siting, design and appearance, consistent with the principles of part 7 of the NPPF and saved policy D1 of the SBLP which seek to secure good design.

Conclusions:

The Prior Approval of the LPA is sought to construct an agricultural storage building on existing agricultural land, utilising an existing vehicular access onto the C37 carriageway. Consideration is given to the scale, design and siting of the works with no identified harm to surrounding landscape character, amenity, ecology or highway safety. Works would be

considered to satisfy Part 7 of the NPPF and saved policy D1 of the SBLP. In particular the proposed development is considered acceptable having regard to consideration of issues of design, siting and appearance. It is therefore considered that the prior approval of the LPA will not be required.

RECOMMENDATION AND CONDITIONS

Prior Approval Not Required

STATEMENT OF PROACTIVE ENGAGEMENT

The Local Planning Authority have worked with the applicant in a positive and proactive manner in ensuring the prompt determination of this application within the statutory determination period.

ADDITIONAL MATTERS

- 1 **INFORMATIVE**
The applicant is reminded that any vegetation removal will need to be sensitively timed to avoid impacts on breeding birds.

ENSURING DUE DILIGENCE IN DECISION MAKING

Part 1 - To be Completed by the Case Officer:

Have the correct neighbour consultation been initiated?	Y
Has the 21/14 day period for consultation responses expired (including weekly list)?	Y
Has the correct statutory publicity been initiated with copies of relevant Notices uploaded?	Y
Has the correct CLG PS1 Code been attributed to the application?	Y
Are all neighbour/statutory consultee comments properly appraised in the report?	Y
Application report within target determination date?	Y

Case Officer E Signature Mark O'Sullivan

17.07.17

Part 2 – To be completed by the Authorising Officer

Do the recommended conditions meet the relevant tests; including being necessary to allow the development to proceed and enforceable? y

In the case of refusal is there an audit trail to demonstrate the applicant has been advised of refusal recommendation and invited to withdraw?

In the case of refusal is this clearly justified with a good chance of the decision being supported at appeal?

Does the application fall within the delegation criteria as detailed in the Council's Constitution? Y

Authorising Officer E Signature John Byers

18.07.17



APPENDIX B – TRICS OUTPUT

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
	SC SURREY	2 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DC DORSET	1 days
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	3 days
	NF NORFOLK	6 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NM WEST NORTHAMPTONSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days
	SE SHEFFIELD	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 1882 (units:)
Range Selected by User: 5 to 4334 (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 01/03/23

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	11 days
Wednesday	8 days
Thursday	8 days
Friday	8 days

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

Selected survey types:

Manual count	33 days
Directional ATC Count	2 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	7
Neighbourhood Centre (PPS6 Local Centre)	27
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:

Village	28
Out of Town	5
No Sub Category	2

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	9 days - Selected
Servicing vehicles Excluded	46 days - Selected

Secondary Filtering selection:

Use Class:

C3 35 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	2 days
1,001 to 5,000	18 days
5,001 to 10,000	11 days
10,001 to 15,000	4 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	2 days
25,001 to 50,000	11 days
50,001 to 75,000	6 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	2 days
500,001 or More	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	6 days
1.1 to 1.5	24 days
1.6 to 2.0	5 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	18 days
No	17 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	35 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AC-03-A-05 MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 40 <i>Survey date: FRIDAY 30/04/21</i>	SEMI -DETACHED & TERRACED	CESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 <i>Survey date: FRIDAY 29/04/22</i>	DETACHED HOUSES	CESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
3	BY-03-A-01 CHURCH LANE NEAR BARNSELY WORSBROUGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 19 <i>Survey date: WEDNESDAY 09/09/20</i>	BUNGALOWS & DETACHED	BARNSELY	<i>Survey Type: MANUAL</i>
4	CA-03-A-06 CRAFT'S WAY NEAR CAMBRIDGE BAR HILL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 207 <i>Survey date: FRIDAY 22/06/18</i>	MIXED HOUSES	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
5	CA-03-A-07 FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 <i>Survey date: THURSDAY 27/05/21</i>	MIXED HOUSES	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
6	CA-03-A-08 GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 <i>Survey date: THURSDAY 13/10/22</i>	DETACHED & SEMI -DETACHED	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
7	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: 50 <i>Survey date: FRIDAY 19/11/21</i>	MIXED HOUSES	DORSET	<i>Survey Type: MANUAL</i>
8	ES-03-A-06 BISHOPS LANE RINGMER Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 <i>Survey date: WEDNESDAY 16/06/21</i>	MIXED HOUSES	EAST SUSSEX	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	GS-03-A-02 OAKRIDGE NEAR GLOUCESTER HIGHNAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 40 <i>Survey date: FRIDAY 23/04/21</i>	DETACHED HOUSES	GLOUCESTERSHIRE	<i>Survey Type: MANUAL</i>
10	HC-03-A-26 BOTLEY ROAD WHITELEY Edge of Town Out of Town Total No of Dwellings: 270 <i>Survey date: THURSDAY 24/06/21</i>	MIXED HOUSES & FLATS	HAMPSHIRE	<i>Survey Type: MANUAL</i>
11	IW-03-A-01 MEDHAM FARM LANE NEAR COWES MEDHAM Free Standing (PPS6 Out of Town) Out of Town Total No of Dwellings: 72 <i>Survey date: TUESDAY 25/06/19</i>	DETACHED HOUSES	ISLE OF WIGHT	<i>Survey Type: MANUAL</i>
12	KC-03-A-08 MAIDSTONE ROAD CHARING Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 159 <i>Survey date: TUESDAY 22/05/18</i>	MIXED HOUSES	KENT	<i>Survey Type: MANUAL</i>
13	LE-03-A-02 MELBOURNE ROAD IBSTOCK Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>	DETACHED & OTHERS	LEICESTERSHIRE	<i>Survey Type: MANUAL</i>
14	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>	DETACHED & SEMI-DETACHED	MEDWAY	<i>Survey Type: MANUAL</i>
15	NF-03-A-21 SIR ALFRED MUNNINGS RD NEAR NORWICH COSTESSEY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 1882 <i>Survey date: TUESDAY 13/10/20</i>	MIXED HOUSES & FLATS	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	514	
	<i>Survey date: WEDNESDAY</i>	<i>22/09/21</i>	<i>Survey Type: MANUAL</i>
17	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES & FLATS	NORFOLK
	Total No of Dwellings:	93	
	<i>Survey date: THURSDAY</i>	<i>16/09/21</i>	<i>Survey Type: MANUAL</i>
18	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	80	
	<i>Survey date: TUESDAY</i>	<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
19	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES	NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:	75	
	<i>Survey date: THURSDAY</i>	<i>29/09/22</i>	<i>Survey Type: MANUAL</i>
20	NF-03-A-44 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES	NORFOLK
	Total No of Dwellings:	125	
	<i>Survey date: WEDNESDAY</i>	<i>21/09/22</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
21	NM-03-A-02 HARLESTONE ROAD NEAR NORTHAMPTON CHAPEL BRAMPTON Neighbourhood Centre (PPS6 Local Centre) Village	DETACHED & SEMI-DETACHED	WEST NORTHAMPTONSHIRE
	Total No of Dwellings:	47	
	<i>Survey date: TUESDAY</i>	<i>20/10/20</i>	<i>Survey Type: MANUAL</i>
22	NN-03-A-01 MAIN STREET NEAR WELLINGBOROUGH LITTLE HARROWDEN Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES & FLATS	NORTH NORTHAMPTONSHIRE
	Total No of Dwellings:	44	
	<i>Survey date: TUESDAY</i>	<i>20/10/20</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

23	SC-03-A-09 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>		
	<i>Survey Type: MANUAL</i>		
24	SC-03-A-10 GUILDFORD ROAD ASH	MIXED HOUSES	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 <i>Survey date: WEDNESDAY 14/09/22</i>		
	<i>Survey Type: MANUAL</i>		
25	SE-03-A-01 MANOR ROAD NEAR SHEFFIELD WALES	DETACHED & BUNGALOWS	SHEFFIELD
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 25 <i>Survey date: THURSDAY 10/09/20</i>		
	<i>Survey Type: MANUAL</i>		
26	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>		
	<i>Survey Type: MANUAL</i>		
27	SF-03-A-08 STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM	MIXED HOUSES	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 34 <i>Survey date: WEDNESDAY 16/09/20</i>		
	<i>Survey Type: MANUAL</i>		
28	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 <i>Survey date: TUESDAY 25/09/18</i>		
	<i>Survey Type: MANUAL</i>		
29	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 <i>Survey date: TUESDAY 25/09/18</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

30	SP-03-A-02	MIXED HOUSES & FLATS	SOUTHAMPTON
	BARNFIELD WAY		
	NEAR SOUTHAMPTON		
	HEDGE END		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	250	
	Survey date: <i>TUESDAY</i>	<i>12/10/21</i>	<i>Survey Type: MANUAL</i>
31	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD		
	NEAR NEWCASTLE		
	BACKWORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	33	
	Survey date: <i>FRIDAY</i>	<i>13/11/15</i>	<i>Survey Type: MANUAL</i>
32	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE		
	NEAR HORSHAM		
	BROOKS GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	57	
	Survey date: <i>THURSDAY</i>	<i>19/10/17</i>	<i>Survey Type: MANUAL</i>
33	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	152	
	Survey date: <i>WEDNESDAY</i>	<i>16/06/21</i>	<i>Survey Type: MANUAL</i>
34	WS-03-A-15	MIXED HOUSES	WEST SUSSEX
	HILLAND ROAD		
	BILLINGSHURST		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	380	
	Survey date: <i>TUESDAY</i>	<i>23/11/21</i>	<i>Survey Type: MANUAL</i>
35	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX
	BRACKLESHAM LANE		
	BRACKLESHAM BAY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	58	
	Survey date: <i>WEDNESDAY</i>	<i>09/11/22</i>	<i>Survey Type: MANUAL</i>

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	35	152	0.082	35	152	0.292	35	152	0.374
08:00 - 09:00	35	152	0.142	35	152	0.326	35	152	0.468
09:00 - 10:00	35	152	0.127	35	152	0.158	35	152	0.285
10:00 - 11:00	35	152	0.119	35	152	0.134	35	152	0.253
11:00 - 12:00	35	152	0.122	35	152	0.145	35	152	0.267
12:00 - 13:00	35	152	0.145	35	152	0.149	35	152	0.294
13:00 - 14:00	35	152	0.145	35	152	0.134	35	152	0.279
14:00 - 15:00	35	152	0.153	35	152	0.164	35	152	0.317
15:00 - 16:00	35	152	0.224	35	152	0.156	35	152	0.380
16:00 - 17:00	35	152	0.266	35	152	0.158	35	152	0.424
17:00 - 18:00	35	152	0.315	35	152	0.154	35	152	0.469
18:00 - 19:00	35	152	0.241	35	152	0.139	35	152	0.380
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.081			2.109			4.190

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	8 - 1882 (units:)
Survey date range:	01/01/15 - 01/03/23
Number of weekdays (Monday-Friday):	35
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
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.