

Client:
Casa Coevo Ltd

Project:
**Land to rear of Sturt Avenue
Haslemere**

Transport Statement

December 2023

REPORT CONTROL

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Client: Casa Coevo Ltd

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CONTENTS

1	INTRODUCTION	1
	BACKGROUND	2
	PROPOSED DEVELOPMENT	3
2	EXISTING CONDITIONS	4
	SITE LOCATION	4
	ACCESSIBILITY	4
3	POLICY REVIEW	8
	INTRODUCTION.....	8
	NATIONAL POLICY	8
	REGIONAL POLICY.....	10
4	THE PROPOSED DEVELOPMENT.....	12
	ACCESS.....	12
	SERVICING.....	14
	PARKING	14
5	TRIP ASSESSMENT.....	15
	PROPOSED TRIP RATES & TRIP GENERATION.....	15
6	SUMMARY & CONCLUSIONS	16

Figures

Figure 1 - Site Location Plan

Appendices

Appendix A - Proposed Site Layout
Appendix B - West Sussex CC Pre-Application Comments
Appendix C - Surrey CC Pre-Application Comments
Appendix D - Proposed Access Road Arrangements
Appendix E - Vehicle Swept Path Analysis
Appendix F - Trip Generation TRICS Data

1 INTRODUCTION

- 1.1 Pulsar has been commissioned by Casa Coevo Ltd (“the Applicant”) to support a planning application for a residential development on land located to the north side of Sturt Avenue, Haslemere.
- 1.2 The Local Planning Authority is Chichester District Council (CDC) and the Highway Authority for the site is West Sussex County Council (WSCC), albeit the main access to the site is within Surrey County Council (SCC).
- 1.3 The proposals seek the following:

‘Detailed planning application for residential development comprising 9 dwellinghouses together with associated access, infrastructure, parking and landscaping’.
- 1.4 The site is accessed via a private road (leading from Sturt Avenue), which is owned by Thames Water (TW). The Applicant has rights of access over the private road. **Figure 1** shows the location of the site in its local context.

Figure 1 Site Location Plan



Background

- 1.5 A planning application (ref. 21/02428) for an almost identical residential scheme was submitted in July 2021. A planning application (ref 22/01593/FUL) for the bridge access into the site was also submitted in June 2022.
- 1.6 The above planning applications included a Transport Statement , which benefitted from pre-application discussions with both SCC and WSCC. Both highway authorities found the development and the proposed access arrangements to be acceptable. However, both applications were refused by CDC and were the subject of planning Appeals.
- 1.7 The Appeal for the new bridge access was allowed at Appeal.
- 1.8 Whilst the Appeal for the residential scheme was dismissed on non-transport related issues, the highway elements were considered acceptable.

Proposed Development

- 1.9 The proposed scheme would involve nine residential dwellings with associated parking and landscaping. The scheme would be accessed via a new access bridge as per consented application 22/01593/FUL.
- 1.10 The proposed development would provide sufficient parking spaces in accordance with CDC's parking standards. Plans showing the proposed scheme are shown in **Appendix A**.
- 1.11 Extensive discussions have previously taken place with TW with regard to safeguarding the operation of their pumping station, which is located at the northern end of the site access road.
- 1.12 As noted above, the access arrangements and transport impacts of the scheme have been previously accepted, following pre-application discussions with WSCC and SCC. Their written feedback for the previous scheme is included in **Appendices B and C**, respectively, for reference.
- 1.13 This document is structured as follows:
- **Section 2: Existing Conditions** – A review of travel and transport conditions at the site and surrounding area.
 - **Section 3: Policy Review** – A review of relevant national, regional and local transport and land use planning policy.
 - **Section 4: The Proposed Development** – A description of the proposed development with an emphasis on proposed transport infrastructure.
 - **Section 5: Trip Generation** – A review of the likely number of trips to be generated by the proposed development.
 - **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

2 EXISTING CONDITIONS

2.1 This section describes existing conditions at the site in relation to transport.

Site Location

2.2 The Site is situated to the north side of Sturt Avenue and is accessed by a private road at the east end of Sturt Avenue within the Camelsdale area. The site is located approximately 1.5km southwest of Haslemere.

2.3 The private road which serves a Thames Water pumping station has a width of approximately 6.6m close to Sturt Avenue and then narrows to approximately 3.1m, before widening again.

Photo 1- Private Access Road



2.4 The Site is bound to the south by the rear of existing properties fronting on to Sturt Avenue, to the east by the TW pumping station and to the north and west by a mixture of residential and open fields.

2.5 A river, which is a branch of the River Wey, runs in a south-north alignment to the east side of the site.

2.6 Camelsdale Pre-School and Primary School are located to the south-west of the Site. A Camelsdale Recreation Ground and Playpark is located to the west of the site along Camelsdale Road. Haslemere Leisure Centre is located a short walking distance to the north of the site.

Accessibility

2.7 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

- 2.8 The topography in the immediate area of the site is generally flat which is good for walking and cycling activity. There are footways on both sides of Sturt Avenue, from the site and up to its junction with Moorfield which is located to the south west of the site.
- 2.9 There are good standard footways in the vicinity of the site with comprehensive street lighting. There is continuous footway provision from the site into the centre of Haslemere and the surrounding areas.
- 2.10 At the end of Sturt Avenue there is a footpath that leads up to Sturt Road (A287), which in turn leads to King’s Road. King’s Road is located to north of the site and leads to Haslemere Train Station and (via a pedestrian bridge over railway lines) to a shopping parade on Wey Hill.
- 2.11 There is a marked cycle lane / track along King’s Road on the northern side of the carriageway which leads to Haslemere Leisure Centre.
- 2.12 The proposed site benefits from being located approximately 1.5km from Haslemere train station. Accepted guidance and research suggests that walking is a suitable mode of transport for journeys up to 2km, and cycling is a significant potential mode for journeys up to 8km.

Local Amenities

- 2.13 A selection of amenities accessible from the site are outlined in **Table 3.1** below, with the approximate walking and cycling distances.

Table 3.1 Distance to Local Amenities

Amenity	Approximate Walking / Cycling Distance
Cameldale Primary School	550m
Haslemere Leisure Centre	700m
The Rainbow Nursery School	800m
Convenience Store / Petrol Station / Post Office	850m
Wey Hill Shops	950m

Public Transport

- 2.14 The closest bus stop to the proposed development is located approximately 350m west of the site on the B2131 Camelsdale Road (School Road Stop). The stops are served by bus routes 70 and 470. Bus route 70 operates on a 60-minute frequency between Guilford, Godalming, Haslemere and Midhurst. It operates every day except

Sundays. Bus route 470 operates on school days only, and runs from Midhurst, Rother College to the Hammer Hill Estate (via Camelsdale).

- 2.15 There is a further bus route available on Sun Brow, which is approximately 160m north-east of the site. Bus route 504 operates 2 services per day (on Tuesdays and Thursdays) between Haslemere and Beacon Hill.
- 2.16 The closest railway station (Haslemere station) is approximately 1.5km from the proposed site, equal to an approximate 18-minute walk or 6 minute cycle ride. Haslemere railway station is operated by London South Western Railway and there are frequent services to Guilford, Woking, Clapham Junction, London Waterloo and Portsmouth & Southsea.
- 2.17 The above demonstrates that the site is in a location that would support a variety of non-car trips.

Existing Site access

- 2.18 Direct pedestrian access into the site is currently provided via an existing wooden bridge (timber planks forming the deck surface) at the end of the private TW road off Sturt Avenue. The access is approximately 2m wide and acts as a surface connecting the private road to the land across the upper reach of the River Wey.

Local Highway Network

- 2.19 The site is currently accessed from Sturt Avenue via a private road, which is owned by TW, however, the developer has rights of access over the private road. The site access is located at the end of this private road adjacent to the pump station gate.
- 2.20 The private road runs on a north to south axis and is relatively narrow for part of its length; it does not allow for two-way movement or for pedestrians passing vehicles within a 15m section of road. However, the access road is only 50m long and for the majority of its length contains passing places where the effective width is over 5 metres. The road also has a straight alignment (allowing for good sightlines between road users). It is understood that the TW site only attracts occasional vehicle movements, albeit from various vehicle types.
- 2.21 Sturt Avenue is a residential cul-de-sac, which runs on an east to west alignment to the south of the site. Sturt Avenue is approximately 5m wide, lit and has footways on both sides. Extending to the west of the site, Sturt Avenue joins Moorfield.
- 2.22 Moorfield runs in a south west to north east alignment from its junction with the B2131 Camelsdale Road to Sturt Avenue. Moorfield has a carriageway width of approximately 4.5m wide with a footway on its eastern side.
- 2.23 Along both Sturt Avenue and Moorfield there are limited waiting restrictions at the corners of junctions.

- 2.24 B2131 Camelsdale Road runs on a north west to south east alignment from its roundabout junction with Shottermill Road to its priority junction with B287 Sturt Road. Camelsdale Road is a single carriageway and has a width of approximately 6.8m with footways along the majority of its length on both sides in the immediate vicinity of the Moorfield junction. The road is lit and subject to a 30mph speed limit.

3 POLICY REVIEW

Introduction

- 3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level. As the site is located on the border of two highway authorities (West Sussex and Surrey County Councils), relevant policies from both have been selected.

National Policy

National Planning Policy Framework (NPPF)

- 3.2 The revised NPPF was published in July 2018 (and recently updated in September 2023) and sets out the Government's planning policies for England and how these are expected to be applied.
- 3.3 The NPPF reiterates that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a **presumption in favour of sustainable development***".
- 3.4 Section 9 deals with promoting sustainable transport. Paragraph 104 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:
- a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*
- 3.5 Paragraph 105 states that the planning system should actively manage patterns of growth in support of the above objectives.
- 3.6 Paragraph 110 states that in assessing specific applications for development, the following should be ensured:

“appropriate opportunities to promote sustainable transport modes can be – or have been - taken up given the type of development and its location;

Safe and suitable access to the site can be achieved for all users;

The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

3.7 Paragraph 111 goes on to state:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

3.8 NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment.

National Planning Practice Guidance (NPPG), 2014

3.9 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled ‘Travel Plans, Transport Assessments and Statements in decision-taking’ and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.10 The guidance explains the role of Transport Assessments and Statements as:

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

3.11 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *“encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*

- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.”*

Regional Policy

Surrey Transport Plan (LTP4) (2022)

3.12 The Surrey Transport Plan, which is SCC's fourth Local Transport Plan (LTP) was adopted on 12 July 2022. The document recognises that urgent global action is required to avoid dangerous climate change caused by greenhouse gases, including transport's carbon emissions. The LTP sets out the following objectives:

- Net zero carbon emissions
- Sustainable growth
- Well-connected communities
- Clean air and excellent quality of life.

3.13 To achieve these objectives, LTP4 sets out three principles (“avoid, shift, improve”):

- **Avoid** unnecessary travel by reducing the number and length of trips needed. We aim to achieve this through improving planning for homes and employment sites, travel planning and levels of digital connectivity.
- **Shift** travel choices to more sustainable modes of transport, including public transport, walking and cycling, away from car use.
- **Improve** the energy efficiency of vehicles and operational efficiency of roads through technology improvements

West Sussex Transport Plan (2022-2036)

3.14 The West Sussex Transport Plan was adopted on 1st April 2022. It sets out the strategies and priorities for the county. It sets out the following vision and objectives:

“A West Sussex transport network in 2036 that works for communities in the Coastal West Sussex, Gatwick Diamond and Rural West Sussex economic areas by helping to address the spatial economic challenges of the County, level up the coastal economy and provide access to employment and services countywide.

The transport network will be on a pathway to achieve net zero carbon emissions by 2050 through more local living, increased use of electric vehicles and reduced use of fossil-fuels. It will also be safer, more efficient and resilient overall with more walking, cycling and use of public or shared transport and less congestion on major routes that connect West Sussex towns with Gatwick Airport, London and nearby cities.

The transport network will connect communities and allow residents to live healthy lifestyles with good access to the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour.

Active travel modes, public or shared transport will be attractive options in built up areas and between towns, and rural communities will have access to the services they need.

Transport impacts such as air pollution, noise and rat-running on adjacent communities and the environment will be minimised to protect a quality of life that reflects the characteristics of the County."

3.15 In order to deliver the vision, seventeen objective have been developed. These include strategies on:

- Active Travel – to facilitate greater use of active travel modes (e.g. walking and cycling);
- Shared Transport (buses, community transport and mobility solutions)
- Road Network Strategy – including encouraging electric vehicles and giving active/shared transport more priority on local roads

West Sussex County Council: Guidance on Parking at New Developments (September 2020)

3.16 This Note outlines the County Council's guidance and approach to parking at new developments, for both residential and non-residential developments. It should be used to help determine the level of parking at new developments.

3.17 For four bedroom houses in this area, the Guidance states a parking demand of 2.7 spaces per dwelling is required. In terms of cycle parking, the Guidance states a minimum of 2 cycle spaces should be provided for each dwelling with more than 3 bedrooms.

4 THE PROPOSED DEVELOPMENT

- 4.1 This section of the report provides a description of the proposed development with a focus on transport infrastructure.
- 4.2 The current proposed scheme would involve the construction of nine houses accessed from the private TW road via a new bridge (which has planning permission already).

Access

- 4.3 The proposed development will be accessed by vehicles from the private road leading from the eastern end of Sturt Avenue. The Applicant has unrestricted rights to use the private road to access the development site and has engaged in extensive discussions with TW.
- 4.4 A bridge structure is proposed across the tributary of the River Wey to allow direct access into the site. The bridge will be designed to accommodate large vehicles including delivery, servicing and construction vehicles, as well as vehicles associated with Thames Waters' operations. The potential bridge was the subject of a feasibility study carried out by a structural/bridge engineering consultancy. The consultancy confirmed that a bridge could be designed in the required location for the purposes mentioned above. It was also the subject of a planning application, which was allowed at Appeal.
- 4.5 The private access road will operate as a shared surface route into the site, with pedestrians sharing the highway with vehicles. Given the very limited current and proposed volumes of traffic anticipated along the private access road and the constrained nature of the access road, this is considered acceptable.
- 4.6 As noted above, the site is located in West Sussex County Council (WSCC) but on the boundary with Surrey County Council (SCC). The access road and part of Sturt Avenue leading up to the site fall within SCC's area.
- 4.7 The acceptability of the highway arrangements has been confirmed in a recent similar planning application from both SCC and WSCC. The latter confirmed that given that the alterations were not within their area of jurisdiction, that they would not comment on the highway arrangements.
- 4.8 Both highway authorities follow the principles within the Department for Transport's Manual for Streets (MfS) guidance, Manual for Streets 2 (MfS2) and the accompanying documents. Both documents encourage shared surface environments in areas which are lightly trafficked and where there are low speeds. Both these conditions would apply to the access road into the proposed scheme.
- 4.9 The Surrey Design Guide and its Technical Appendix states that:

Roads serving fewer than 50 dwellings can be designed as shared surfaces or with footways, depending on the design solution for each site. Shared surfaces are preferred where vehicle speeds are low, pedestrians are few and where design/layout considerations allow. Shared surfaces can require a lower land-take than roads with footways and can be used in situations where land is restricted or it is necessary to use land more efficiently

- 4.10 Whilst the Surrey Design Guide was adopted in 2002 and is no longer up to date, SCC acknowledge that many of the principles are still relevant particularly where the principles are reinforced by MfS and MfS2.
- 4.11 The proposed access road would serve significantly less than 50 dwellings (or the equivalent, taking into account the occasional traffic associated with the Thames Water site), and, therefore, is considered suitable for shared use.
- 4.12 Whilst WSCC have not published their own definitive guidance on street design, it should be noted other highway authorities that have prepared their own design guidance, such as Kent and Hertfordshire accept shared accesses for developments serving up to 50 dwellings.
- 4.13 **Appendix D** shows the proposed layout of the access road incorporating various shared surface / traffic calming features.
- 4.14 **Appendix E** contains swept path analysis showing a refuse vehicle and a large car entering and exiting the site simultaneously, along with the opportunities to use the existing passing places on the private road. This appendix also contains swept path analysis of a large articulated heavy goods vehicle entering the site, which TW had requested.
- 4.15 Within the site, the access road will be designed to adoptable standards allowing for two-way vehicle movement and footways adjacent to the carriageway.
- 4.16 As noted above, extensive discussions have taken place with TW on maintaining access to their pumping station. A number of measures have been proposed, including:
- Employing a parking management company to ensure that the private road is not blocked by residents / visitors to the proposed development through signage and enforcement;
 - Providing a waiting space for TW vehicles within the development site in the event that they are unable to enter the pumping station premises and would otherwise block the private access road (this is also shown on the plans in Appendix B).

Servicing

- 4.17 It is acknowledged that the proposed development will require servicing / delivery vehicle access. Whilst there may be the need for deliveries by larger vehicles, the vast majority of servicing to the development will be carried out by vans for typical on-line delivery purposes. Furthermore, the relatively modest number of dwellings proposed means that there will be relatively few vehicles accessing the site.
- 4.18 As noted above, swept path analysis has been undertaken showing that a variety of large vehicles can enter the site. The internal site design will ensure that vehicles can turn around and egress in forward gear.

Parking

- 4.19 The proposed car parking provision is in accordance with Chichester's current parking standards, which states that a maximum of 3 parking spaces should be provided for 4-bed dwellings. These spaces are all provided off-street, as shown in the architect's layout (refer to **Appendix A**). Electric Vehicle charging will also be provided at each dwelling.
- 4.20 Similarly, two covered cycle parking spaces will be provided within the curtilage of each plot as per the architect's layout.

5 TRIP ASSESSMENT

5.1 This section considers the likely number of vehicle trips that the development is forecast to generate.

Proposed Trip Rates & Trip Generation

5.2 As noted above, a planning application for a very similar scheme on the same site was submitted in 2021. The accompanying Transport Statement was reviewed by the relevant highway authorities and considered to be acceptable. As such, the same trips rates (which were derived from the TRICS database) have been retained to obtain a trip rate for the proposed development. Suburban and Edge of Town sites

5.3 **Table 5.1** below sets out the agreed trip rates and the corresponding number of trips estimated. The relevant TRICS outputs are included in **Appendix F**.

Table 5.1 Residential Vehicle Trip Rates/Trips (based on 9 units)

	Trip Rates (per 100sqm)			Vehicle Trips		
	Arr.	Dep.	2-way	Arr.	Dep.	2-way
AM Peak (0800 – 0900)	0.157	0.368	0.525	1	3	5
PM Peak (1700-1800)	0.325	0.173	0.498	3	2	4
Daily (0700-1900)	2.382	2.508	4.890	21	23	44

* Arithmetic discrepancies due to rounding

5.4 The trip generation results show that there would 5 two-way vehicle trips generated by the development in the AM peak hour, i.e. a vehicle trip every 12 minutes on average (and slightly less in the PM peak hour). This constitutes a very low number of trips; and it should be noted that the vehicle trip generation outside the peaks would be even lower. It is also worth noting that vehicle trip patterns are likely to change in the future due to more flexible working / shopping patterns. This is likely to lead to less vehicle trips in the peak hours (and overall).

5.5 Given the above, the impact on the wider highway network is likely to be negligible. This very small increase is unlikely to be perceptible on Moorfield and Sturt Avenue. WSCC previously agreed that this level of trip generation will not affect road capacity or highway safety.

5.6 Further traffic analysis (such as junction modelling) is not considered necessary.

5.7 It is self-evident from the trip generation analysis above, that it would be very rare for two vehicles to meet each other along the short private access road. As noted above, there are passing places along the access road and clear sightlines. This would allow road users to act accordingly by waiting and allowing each other to pass.

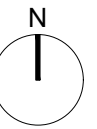
6 SUMMARY & CONCLUSIONS

- 6.1 Pulsar has been commissioned by Casa Coevo Ltd to provide transport advice on the development of land to the south west of Haslemere for nine residential dwellings. The site was subject to a very similar planning application in 2021, and the highway authorities raised no objections to those proposals. It should be noted that the current proposed scheme is identical in transport/highway terms.
- 6.2 The site is located within walking distance of Haslemere railway station, various shops and the town centre. There is also a school and nursery, as well as other amenities within walking distance of the site. Therefore, the site would support a variety of non-car based trips.
- 6.3 Access to the site is currently from a short private road leading off Sturt Avenue. The private road is approximately 50m in length and consists of a short section of single track with two sets of passing places. The access road is owned (and used by) Thames Water for access to their pumping station at the northern end of the access road, however, the Applicant has unrestricted rights to access their land using the road. A new vehicle bridge over the adjoining river is proposed, which would lead from the access road into the site.
- 6.4 The TW access road will be designed as a shared surface road given the very low numbers of road users anticipated. This is consistent with the highway authorities' guidance for roads leading to small developments. Vehicle swept path analysis has been undertaken showing that the development can be accessed using a variety of vehicle types. The access and bridge arrangements were accepted by the highway authorities and also at a Planning Appeal.
- 6.5 The proposals have been developed through liaison with TW. Further measures such as parking management controls along the access road and waiting areas for TW vehicles within the site, have also been proposed in discussions with TW. However, the proposals incorporate the maximum level of car parking, as per Chichester's standards.
- 6.6 A trip generation assessment was undertaken, which shows that there would be approximately 5 vehicle trips to the site in the peak hour. TW has confirmed that vehicle activity into the pumping station is very infrequent. This overall level of vehicle activity is considered to be very minor and would result in extremely low levels of conflict along the access road. Furthermore, the number of additional vehicle trips would be imperceptible on the wider road network.
- 6.7 The site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF namely to ensure:
- opportunities for sustainable transport modes have been taken up;
 - safe and suitable access to the site can be achieved by all people;

- that where necessary, improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development; and
- The impact of the development is not severe.

6.8 In conclusion, and on the basis of the above, the proposed development should not be refused on transport grounds.

APPENDIX A – PROPOSED SITE LAYOUT PLAN



- INDICATIVE HARD LANDSCAPING
- INDICATIVE SOFT LANDSCAPING
- ADAPTED POND
- PROPOSED NEW ROAD
- EXISTING TREES RETAINED
- ROOT PROTECTION ZONE
- EXISTING STREAM
- NEW BOUNDARIES
- ECOLOGICAL BUFFER ZONE
- EA Flood Zone 2
- EA Flood Zone 3
- INDICATIVE CONTOURS
EACH LINE DENOTES A
CHANGE IN LEVEL BY
APPROXIMATELY 0.5M



DRAFT

PLANNING	15 11 23	DL	SC	P2
PLANNING	22 07 21	VS	SC	P1
FEASIBILITY	20 09 16	DL	SC	F2
FEASIBILITY	04 02 16	VD	SC	F1
Amendment		Date	Dn	Ck Rev
The Douglas Stephen Partnership 134 Old Street London EC1V 9SE 020 7336 7884 info@dsparchitecture.co.uk www.dsparchitecture.co.uk				
Project				
STURT AVENUE				
Title				
Site Layout				
Status				Scale
Planning				1:500@A3
Drawing No.				Rev.
STU 001				P2

Copyright DSPL. Do not scale from this drawing. All dimensions to be verified on site. All discrepancies to be notified to the architect

APPENDIX B – WEST SUSSEX CC PRE-APPLICATION COMMENTS

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Pulsar Transport FAO: Kamran Haider
FROM:	WSCC - Highways Authority
DATE:	24 June 2021
LOCATION:	Land rear of Sturt Avenue, Haslemere, GU27 3SJ
SUBJECT:	Internal Reference: PRE-71-21 C.20 residential dwellings with associated parking and landscaping.
RECOMMENDATION:	Advice

The Local Highways Authority (LHA) has been consulted for pre-application advice in regard to the proposed development at Land rear of Sturt Avenue.

The advice provided below has been prepared by means of a desktop study, using the information and plans submitted with this request, in conjunction with other available WSCC map information. The LHA have reviewed and commented on the scoping note in terms of what we would expect in a Transport Statement, scope of junction modelling and trip generation methodology. If further detailed comments are required then the Highways Authority are able to provide this under a charged pre-application service with meeting and full comments.

It is understood that the site would be accessed from a private road within Surrey County Council. The nearest WSCC maintained highway is to the west of the existing private road access. Sturt Avenue is unclassified public highway, serving residential dwellings and is no through for vehicles to the east. The LHA will comment on any alterations only if they impact the extent of WSCC publicly maintained highway. Comments on trip generation to the nearby Sturt Avenue and junction with Moorfield and Camelsdale Road will be made. Considering the scale of the scheme it is unlikely that junction capacity modelling would be required.

Internal Layout, where this is within WSCC, would be assessed at planning stage. Generally we would look for tracking plans for all vehicles, sufficient parking in line with WSCC Guidance and good connectivity for cyclists and pedestrians.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Final Stage 1 Road Safety Audit (RSA) of the site access and any proposed highway works (only if these extend to WSCC public highway).
- A Transport Statement, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)
- 4.5 metres - for busy junctions
- 9.0 metres -major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph - 25 metres
- 25 mph - 33 metres
- 30 mph - 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph -120 metres
- 50 mph -160 metres
- 60 mph -215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport>

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The page also includes a link to our latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) that sets out parking standards for development in West Sussex. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Manual for Streets:

<http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf>

DMRB supplementary documents CD 109 (Search for "CD 109"):

<https://standardsforhighways.co.uk/dmr/>

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Katie Kurek
Planning Services

APPENDIX C – SURREY CC PRE-APPLICATION COMMENTS

Highway Authority Pre-Planning Advice



Land to rear of Sturt Avenue, Haslemere

Erection of circa 20 houses

20 April 2021

Dear Mark,

Introduction

The following advice is offered following a request for pre-planning application advice and further to a site visit carried out on 14th April 2021. The advice is offered without prejudice to any future planning application submitted and any advice or recommendations provided by the Local Planning Authority.

Proposed development

You sought advice on a development proposal comprising of circa 20 dwellings. The Local Planning Authority is Chichester District Council and the Highway Authority for the site is West Sussex County Council, with the main access of the site falling within Surrey County Council.

Site Access

The proposed site access would be taken from a private road which falls under the ownership of Thames Water, where the applicant has rights of access over the road. The private road is accessed from Sturt Avenue with the main access road to the site falling within Surrey County Council. The remainder of Sturt Avenue falls within West Sussex County Council.

The access road to/from the site is relatively straight and, as such, benefits from forward visibility. The access road should be provided with sufficient space for two vehicles to pass each other and where there is narrowing, sufficient give-way markings and signage should be installed.

Tracking has been provided which demonstrates that there is sufficient space on the access road for a refuse vehicle to enter and leave the site whilst a large car waits in the passing areas. To provide a safe route for pedestrians and vehicles, the access route should be provided with lighting. Vegetation where the private road meets Sturt Avenue should be regularly maintained to ensure maximum visibility splays are achievable at all times.

All other matters in relation to vehicle/cycle parking, Electric Vehicle charging points and on-site considerations will fall to Chichester District Council and West Sussex County Council.

Additional Advice

It is not considered that the proposed development will result in a significant increase in vehicular trips on the surrounding highway network.

In addition to the above advice, I also refer you to guidance which is contained on our website, and the following link will direct you to a lot of the basic information needed to assist in the highway and transport consideration of many proposals.

<http://www.surreycc.gov.uk/environment-housing-and-planning/planning/transport-development-planning>

There are also references on that web site to other documentation and advice which may assist you in formulating a viable proposal.

Summary

Having considered the proposals and subject to all of the above, it is unlikely that the Highway Authority would raise any objections to the proposed development.

If you need to discuss any of the above over the telephone, please do not hesitate to contact me.

Yours sincerely,

Matt Strong

Transport Development Planning Officer – South Area Team

Planning & Development

Surrey County Council

E: matthew.strong@surreycc.gov.uk

T: 07968 832583

Web: www.surreycc.gov.uk/tdp

APPENDIX D – PROPOSED ACCESS ROAD LAYOUT



NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

PROJECT
Sturt Avenue, Camelsdale

DRAWING TITLE
Proposed Shared Access Arrangements

CLIENT
Casa Coevo Group Ltd

SCALE
 1:250

SIZE
 A3

DRAWN BY
 DW

CHECKED BY
 KH

DATE
 11.12.2020

PROJECT REF
 19052

DWG NO
 004

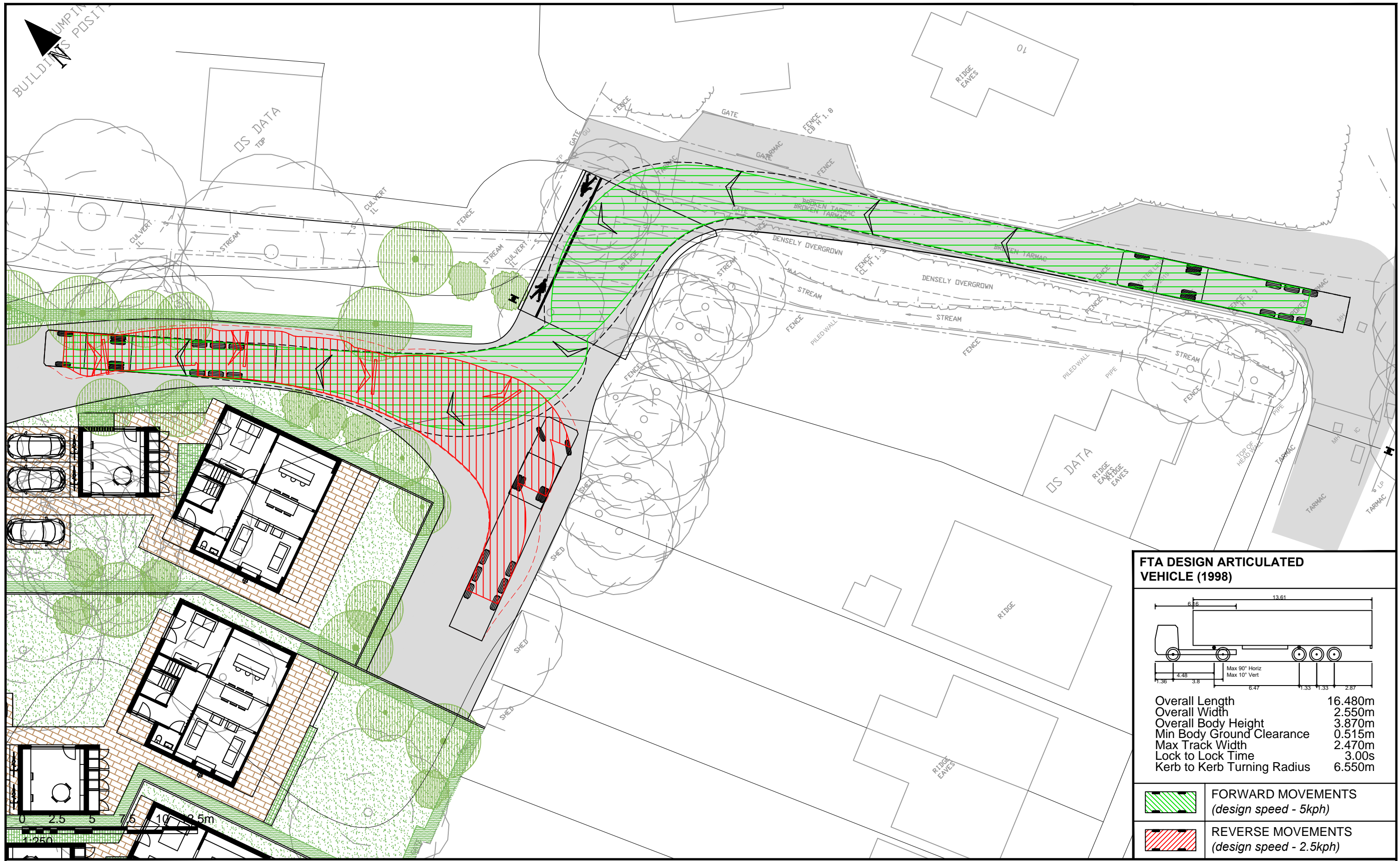
REV
 B

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 www.pulsartransport.co.uk

REV	DETAILS	DRAWN	CHECKED	DATE
B	Site layout updated.	DW	KH	24.11.2023
A	Internal layout added.	DW	KH	20.07.2021

APPENDIX E – VEHICLE SWEEP PATH ANALYSIS

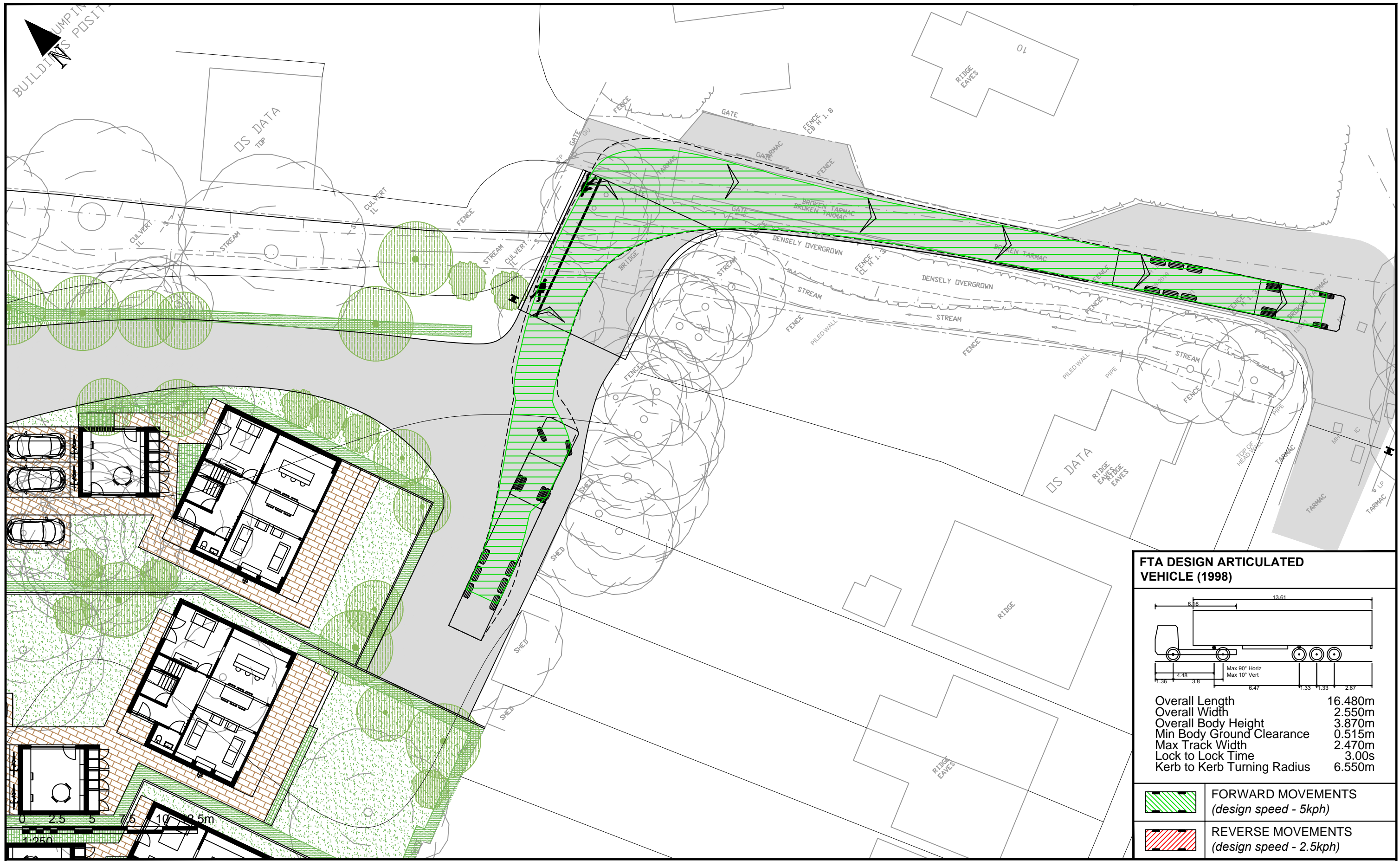


FTA DESIGN ARTICULATED VEHICLE (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

<p>NOTES:</p> <ol style="list-style-type: none"> Do not scale from this drawing. This drawing to be read & printed in colour. This drawing is for illustrative purposes only, and not for construction. 					<p>PROJECT Sturt Avenue, Camelsdale</p>		<p>CLIENT Casa Coevo Group Ltd</p>					
<p>REV A Site layout updated. Internal layout updated.</p>					<p>DRAWING TITLE Vehicular Swept Paths Analysis using FTA Design Articulated Vehicle (Sheet 1 of 2)</p>		<p>SCALE 1:250</p>		<p>SIZE A3</p>	<p>DRAWN BY DW</p>	<p>CHECKED BY KH</p>	<p>DATE 29.06.2021</p>
<p>REV B Site layout updated. Internal layout updated.</p>					<p>PROJECT REF 19052</p>		<p>DWG NO TR03(1)</p>		<p>REV B</p>		<p>pulsar TRANSPORT PLANNING</p> <p>4 Underwood Row, London, N1 7LQ Tel: 020 7324 2677 www.pulsartransport.co.uk</p>	
REV	DETAILS	DRAWN	CHECKED	DATE								



FTA DESIGN ARTICULATED VEHICLE (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m

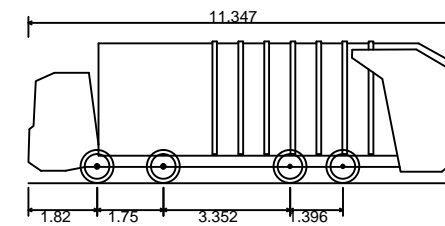
	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

<p>NOTES :</p> <ol style="list-style-type: none"> Do not scale from this drawing. This drawing to be read & printed in colour. This drawing is for illustrative purposes only, and not for construction. 					<p>PROJECT Sturt Avenue, Camelsdale</p>		<p>CLIENT Casa Coevo Group Ltd</p>									
<p>REV A Site layout updated. Internal layout updated.</p>					<p>DRAWING TITLE Vehicular Swept Paths Analysis using FTA Design Articulated Vehicle (Sheet 2 of 2)</p>		<p>SCALE 1:250</p>		<p>SIZE A3</p>		<p>DRAWN BY DW</p>		<p>CHECKED BY KH</p>		<p>DATE 29.06.2021</p>	
REV	DETAILS	DRAWN	CHECKED	DATE	PROJECT REF 19052		DWG NO TR03(2)		REV B		<p>pulsar TRANSPORT PLANNING</p> <p>4 Underwood Row, London, N1 7LQ Tel: 020 7324 2677 www.pulsartransport.co.uk</p>					

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LARGE REFUSE VEHICLE (4 AXLE)



Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	11.330m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

REV	DETAILS	DRAWN	CHECKED	DATE
D	Site layout updated.	DW	KH	24.11.2023
C	Site layout updated.	DW	KH	20.07.2021
B	Site layout updated.	DW	KH	16.07.2021
A	Site layout updated.	DW	KH	05.07.2021

NOTES :

- Do not scale from this drawing.
- This drawing to be read & printed in colour.
- This drawing is for illustrative purposes only, and not for construction.

PROJECT	Sturt Avenue, Camelsdale
DRAWING TITLE	Vehicular Swept Paths Analysis using Large Refuse Vehicle (Sheet 1 of 2)

CLIENT	Casa Coevo Group Ltd				
SCALE	1:500	SIZE	A3	DRAWN BY	DW
				CHECKED BY	KH
				DATE	29.06.2021
PROJECT REF	19052	DWG NO	TR04(1)	REV	D

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LARGE REFUSE VEHICLE (4 AXLE)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	11.330m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

NOTES: 1. Do not scale from this drawing. 2. This drawing to be read & printed in colour. 3. This drawing is for illustrative purposes only, and not for construction.		PROJECT Sturt Avenue, Camelsdale	CLIENT Casa Coevo Group Ltd				
D Site layout updated. DW KH 24.11.2023 C Site layout updated. DW KH 20.07.2021 B Site layout updated. DW KH 16.07.2021 A Site layout updated. DW KH 05.07.2021	REV DETAILS DRAWN CHECKED DATE	DRAWING TITLE Vehicular Swept Paths Analysis using Large Refuse Vehicle (Sheet 2 of 2)	SCALE 1:500	SIZE A3	DRAWN BY DW	CHECKED BY KH	DATE 29.06.2021
		PROJECT REF 19052	DWG NO TR04(2)	REV D	<p>4 Underwood Row, London, N1 7LQ Tel: 020 7324 2677 www.pulsartransport.co.uk</p>		

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APPENDIX F – TRICS DATA

Calculation Reference: AUDIT-805401-210210-0249

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	3 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	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: 7 to 50 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	5 days
Tuesday	7 days
Wednesday	7 days
Thursday	7 days
Friday	2 days

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

Selected survey types:

Manual count	28 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)	15
Edge of Town	13

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 28

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

Secondary Filtering selection:

Use Class:

C3 28 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	8 days
10,001 to 15,000	6 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	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	2 days
50,001 to 75,000	6 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	5 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	11 days
1.1 to 1.5	17 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	7 days
No	21 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 28 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>			
2	CH-03-A-08 WHITCHURCH ROAD CHESTER BOUGHTON HEATH	DETACHED		CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>			
3	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES		CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>			
4	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI-DETACHED & TERRACED		CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>			
5	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES		CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>			
6	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS		DORSET
	Edge of Town Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>			
7	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>			
8	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>			
9	HC-03-A-17 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 36 <i>Survey date: THURSDAY 12/11/15</i>			

LIST OF SITES relevant to selection parameters (Cont.)

10	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	TERRACED & SEMI-DETACHED 39 <i>13/11/18</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
11	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 40 <i>31/10/18</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
12	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI DETACHED 22 <i>18/09/12</i>	LINCOLNSHIRE <i>Survey Type: MANUAL</i>
13	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED 15 <i>21/06/13</i>	MERSEYSIDE <i>Survey Type: MANUAL</i>
14	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI DET. & BUNGALOWS 27 <i>16/10/12</i>	NORFOLK <i>Survey Type: MANUAL</i>
15	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 10 <i>16/09/15</i>	NORFOLK <i>Survey Type: MANUAL</i>
16	NF-03-A-05 HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES 40 <i>19/09/19</i>	NORFOLK <i>Survey Type: MANUAL</i>
17	NY-03-A-08 NICHOLAS STREET YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED HOUSES 21 <i>16/09/13</i>	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
18	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	PRIVATE HOUSING 23 <i>18/09/13</i>	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

19	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>		<i>Survey Type: MANUAL</i>
20	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7 <i>Survey date: TUESDAY 23/10/12</i>		<i>Survey Type: MANUAL</i>
21	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total No of Dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>		<i>Survey Type: MANUAL</i>
22	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD SHREWSBURY Edge of Town Residential Zone Total No of Dwellings: 16 <i>Survey date: THURSDAY 22/05/14</i>		<i>Survey Type: MANUAL</i>
23	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Total No of Dwellings: 33 <i>Survey date: THURSDAY 24/09/15</i>		<i>Survey Type: MANUAL</i>
24	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 16 <i>Survey date: MONDAY 07/10/13</i>		<i>Survey Type: MANUAL</i>
25	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Total No of Dwellings: 17 <i>Survey date: THURSDAY 17/10/13</i>		<i>Survey Type: MANUAL</i>
26	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: 49 <i>Survey date: FRIDAY 27/09/19</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

27	WL-03-A-02 SEMI DETACHED HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>	WILTSHIRE <i>Survey Type: MANUAL</i>
28	WS-03-A-05 TERRACED & FLATS UPPER SHOREHAM ROAD SHOREHAM BY SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 48 <i>Survey date: WEDNESDAY 18/04/12</i>	WEST SUSSEX <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

MULTI-MODAL 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	28	27	0.086	28	27	0.295	28	27	0.381
08:00 - 09:00	28	27	0.157	28	27	0.368	28	27	0.525
09:00 - 10:00	28	27	0.156	28	27	0.194	28	27	0.350
10:00 - 11:00	28	27	0.161	28	27	0.152	28	27	0.313
11:00 - 12:00	28	27	0.168	28	27	0.181	28	27	0.349
12:00 - 13:00	28	27	0.168	28	27	0.193	28	27	0.361
13:00 - 14:00	28	27	0.185	28	27	0.184	28	27	0.369
14:00 - 15:00	28	27	0.169	28	27	0.212	28	27	0.381
15:00 - 16:00	28	27	0.284	28	27	0.218	28	27	0.502
16:00 - 17:00	28	27	0.286	28	27	0.190	28	27	0.476
17:00 - 18:00	28	27	0.325	28	27	0.173	28	27	0.498
18:00 - 19:00	28	27	0.237	28	27	0.148	28	27	0.385
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.382			2.508			4.890

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

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

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Parameter summary

Trip rate parameter range selected:	7 - 50 (units:)
Survey date range:	01/01/12 - 27/09/19
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 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	28	27	0.128	28	27	0.472	28	27	0.600
08:00 - 09:00	28	27	0.247	28	27	0.734	28	27	0.981
09:00 - 10:00	28	27	0.225	28	27	0.317	28	27	0.542
10:00 - 11:00	28	27	0.245	28	27	0.295	28	27	0.540
11:00 - 12:00	28	27	0.274	28	27	0.283	28	27	0.557
12:00 - 13:00	28	27	0.287	28	27	0.302	28	27	0.589
13:00 - 14:00	28	27	0.286	28	27	0.269	28	27	0.555
14:00 - 15:00	28	27	0.280	28	27	0.323	28	27	0.603
15:00 - 16:00	28	27	0.604	28	27	0.377	28	27	0.981
16:00 - 17:00	28	27	0.504	28	27	0.299	28	27	0.803
17:00 - 18:00	28	27	0.526	28	27	0.295	28	27	0.821
18:00 - 19:00	28	27	0.388	28	27	0.229	28	27	0.617
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.994			4.195			8.189

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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