

Land Rear of 2 Lydiard Green,
Lydiard Millicent
Transport Statement

LAND REAR OF 2 LYDIARD GREEN

LYDIARD MILLICENT

Transport Statement

For

Mr J Stubbs

DATE: October 2024

REV: P01

P24-309

24309-RLL-24-XX-RP-D-5001

Document History

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Date : 14/10/24

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1 Introduction

1.1 General

- 1.1.1 Rodgers Leask Limited (RL) have been appointed Mr J Stubbs (the applicant) to produce this Transport Statement (TS) in support of the erection of three dwellings and associated works at Land Rear of 2 Lydiard Green, Lydiard Millicent. A plan of the proposed development can be seen in **Appendix A**.

1.2 Site Location

- 1.2.1 The site is located within the village of Lydiard Millicent and is approximately 7km to the north-west of Swindon. The site is situated behind existing residential properties which are accessed off Lydiard Green. A site location plan can be seen in **Figure 1**.
- 1.2.2 The site is served off Lydiard Green via an existing access. The site is bound to the north via an existing field which is used by the applicant who runs an agricultural enterprise.

1.3 Site Operation

- 1.3.1 At present there are four workshop units operational on the site.
- 1.3.2 There is an agricultural access to the north-east of the site which agricultural vehicles currently use to access the field to the north, utilising the existing site access off Lydiard Green.

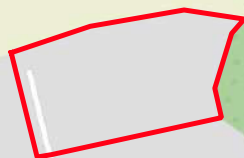
1.4 Planning History

- 1.4.1 A pre-application enquiry was submitted to Wiltshire Council in July 2022 proposing five dwellings on the site. The pre-application response from Wiltshire Council can be seen in **Appendix B**.
- 1.4.2 The pre-application comments have been taken into consideration when preparing this TS.

1.5 Report Structure

1.5.1 This TA comprises of the following sections;

- **Section 2.0** provides a list of local and national policy which have been considered;
- **Section 3.0** establishes the existing conditions, collision records, and a description of the existing local sustainable transport options;
- **Section 4.0** describes the development proposals, which includes the site access arrangements, car and cycle parking, as well as refuse collection;
- **Section 5.0** presents the net trip generation of the development;
- **Section 6.0** summarises the key points and presents the final conclusions of the assessment.

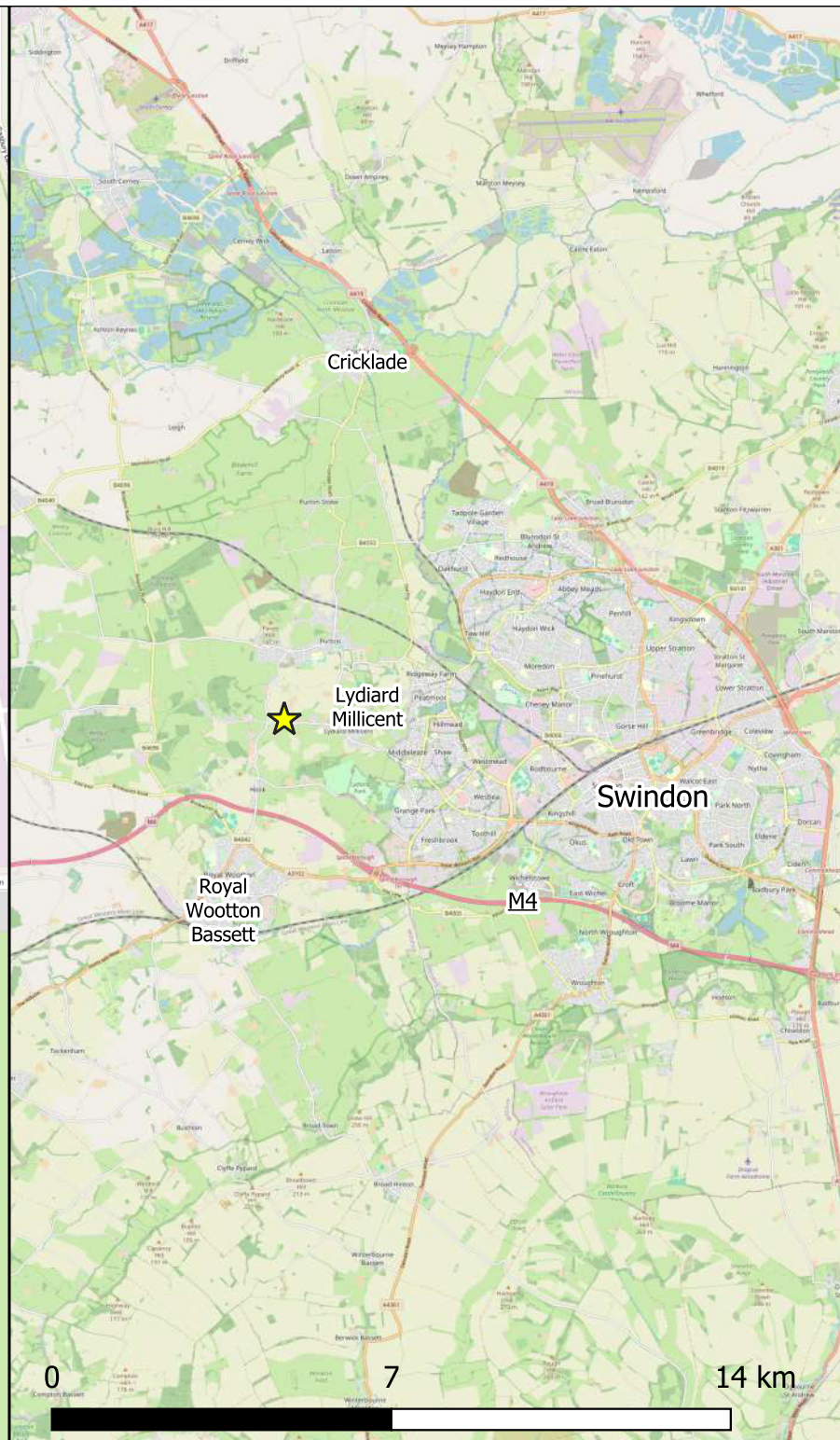


Lydiard Green

0

100

200 m



Cricklade

Lydiard Millicent

Royal Wootton Bassett

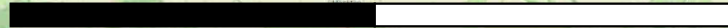
Swindon

M4

0

7

14 km



Legend

-  Indicative Site Boundary
-  Site Location
-  Bus Stops

Source: © OpenStreetMap contributors, CC-BY-SA



Client

Mr John Stubbs

Project

Land Rear of 2 Lydiard Green,
Lydiard Millicent

Site Location

Status

FOR INFORMATION

Scale

A4 @ 1:Varies

Drawn

Checked

Date

JWB ADM

03/09/24

Figure Number

Figure 1

2 Policy Review

2.1 Policy Context

- 2.1.1 This TS has been prepared in line with the relevant national and local policies and guidance.
- 2.1.2 The following documents have been considered:
- Wiltshire Design Guide (March 2024)
 - Wiltshire Local Transport Plan 2011 – 2026 (Car Parking Strategy)
 - Wiltshire Council Waste Storage and Collection: Guidance for Developers (January 2017)
 - Wiltshire Local Cycling and Walking Infrastructure Plan – Active Travel Parking Standards and Design Guide (2022)

2.2 The National Planning Policy Framework

- 2.2.1 The NPPF sets out the government's current planning policies for England and how they should be applied. The key theme running through the NPPF is how planning should contribute to the achievement of sustainable development. With regard to Transport, this theme is applied to transport specific policies within Section 9: 'Promoting sustainable transport' of the document.
- 2.2.2 As stated in paragraph 114:
- In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users;*
 - c) 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*
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
- 2.2.3 As stated in paragraph 115:
- 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 Existing Conditions

3.1 Lydiard Green

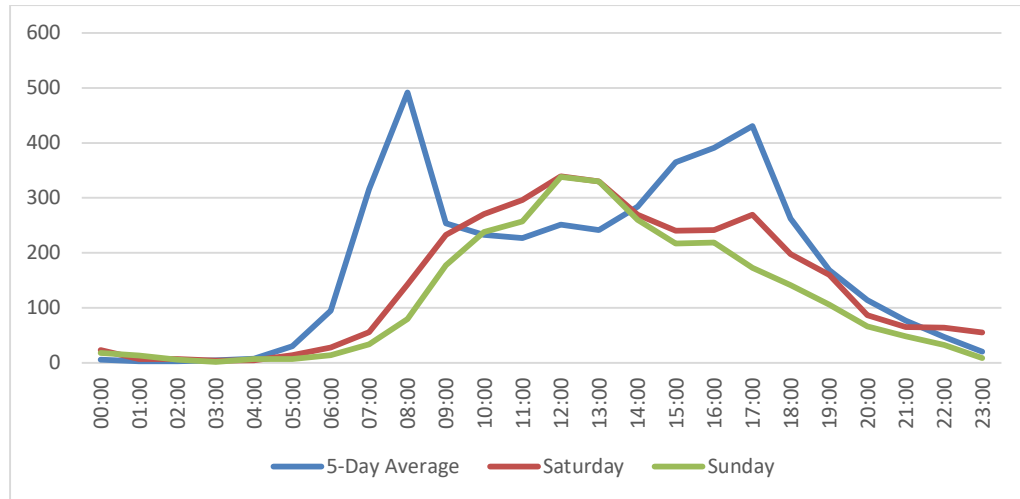
- 3.1.1 Lydiard Green is located to the south of the site, and routes on a west – east alignment. The road routes through Lydiard Millicent to the east and provides access to the Restrop Road / Greatfield / Lydiard Green crossroads to the west, which in turn provides access to local areas such as Purton, Hook and Royal Wootton Bassett. Lydiard Green is approximately 6m wide and has a sign posted speed limit of 30mph. The footway provision within Lydiard Green is limited.
- 3.1.2 An Automatic Traffic Counter (ATC) was undertaken along Lydiard Green approximately 170m to the west of the site access for the 7-day period of Saturday 21st – Friday 27th September 2024 to understand the peak hourly and daily flows. The raw ATC data can be seen in **Appendix C**.
- 3.1.3 **Table 1** below provides a summary of the recorded flows along Lydiard Green for the 5-day weekday average, as well as the recorded Saturday and Sunday.

Table 1: ATC Flows Along Lydiard Green

Time Period	Westbound	Eastbound	Two-Way
5-Day Weekday Average			
08:00 – 09:00	270	221	492
17:00 – 18:00	175	255	430
24-Hour	2,190	2,131	4,321
Saturday			
24-Hour	1,670	1,734	3,404
Sunday			
24-Hour	1,415	1,378	2,793

Note: Rounding error to 1dp.

- 3.1.4 The table shows that during the AM peak hour approximately 500 vehicle movements were recorded along Lydiard Green with approximately 450 vehicle movements recorded in the PM peak hour on an average weekday. The ATC also showed that on an average weekday Lydiard Green sees approximately 4,300 vehicle movements, with approximately 3,400 and 2,800 vehicle movements recorded across Saturday and Sunday, respectively.
- 3.1.5 The hourly traffic profile along Lydiard Green for the 5-day average weekday, Saturday and Sunday can be seen in **Graph 1**.

Graph 1: Hourly Two-Way Traffic Profile Along Lydiard Green

- 3.1.6 The graph shows that the busiest hour along Lydiard Green is the AM peak hour 08:00 – 09:00.

3.2 Sustainable Travel

- 3.2.1 The closest bus stops are the “Bagbury Park” bus stops which are approximately 165m (a 2-minute walking time) to the south-east of the site access. These bus stops consist of a flagpole and serves the 53 bus which operates on a Monday – Saturday schedule. The location of the bus stops can be seen in **Figure 1**, with the bus timetable shown below in **Table 2**.

Table 2: 53 Bus Timetable

Route	Start Time	Frequency	End Time
Swindon – Cricklade	10:22	Every 90 mins	19:22
Cricklade - Swindon	06:36	Every 90 mins	15:26

Note: Bus timetable up to date as of 31/10/24

- 3.2.2 The full bus timetable can be seen in **Appendix D**.

3.3 Collision Record Data

- 3.3.1 In order to identify if there are any pre-existing highway safety issues within the vicinity of the site, collision data has been extracted from Crashmap for the latest 5-year period (January 2018 – December 2022). The full Crashmap output can be seen in **Appendix E**.
- 3.3.2 A single slight collision has occurred within the study area, approximately 40m to the west of the site access. The collision occurred in fine weather and dry road conditions, during daylight hours and did not involve a pedestrian or a cyclist. It is considered that there are no patterns in the collision record data that highlight a highways safety concern.

4 Development Proposals

4.1 General Description

4.1.1 The development proposals consist of the following:

- Demolition of the existing units;
- Erection of 3 dwellings;

4.1.2 A copy of the site layout can be seen in **Appendix A**.

4.2 Vehicular Site Access

4.2.1 The existing site access located off Lydiard Green will remain unchanged as part of the development proposals. The existing site access is a private drive which serves the site as well as 4a Lydiard Green.

4.2.2 The ATC undertaken along Lydiard Green also recorded the average and 85th percentile speeds. The speeds can be seen below in **Table 3**.

Table 3: Lydiard Green Average and 85th Percentile Speeds

Classification	Westbound	Eastbound
Average Speeds	33.9	31.3
85 th Percentile Speeds	39.7	36.6

4.2.3 Due to the ATC being located outside the village boundary to the west, westbound speeds recorded by the ATC (vehicles having left the village) are not considered representative of westbound vehicle speeds through Lydiard Millicent. It is considered that the alignment and character of Lydiard Green are conducive to low speeds.

4.2.4 To reflect this, the 30mph speed limit has been used to calculate the stopping sight distance to the east. To the west, the stopping sight distance calculation has used the eastbound 85th percentile speed.

4.2.5 The site access drawing (ref: 24309-RLL-24-XX-DR-D-5001) showing visibility splays of 2.4m x 43m to the east (30mph) and 2.4m x 57m (36.6mph) to the west can be seen in **Appendix F**.

4.2.6 The site access drawing shows that the visibility splays are achievable within the public highway and land owned by the applicant. As can be seen on the site access drawing, the actual achievable visibility splays are greater than required under the observed and anticipated speeds (through the village). This highlights that the existing visibility from the site access is sufficient.

4.2.7 From where the access abuts the public highway, the private drive has a width of 4.5m for approximately 10m until the access width reduces to approximately

3m in width. It is acknowledged that the width for the majority of the access road prevents two vehicles from being able to pass if they were to meet however, there is suitable room for a car to wait within the 4.5m wide section whilst an oncoming vehicle is using the access road.

- 4.2.8 A swept path drawing (ref: 24309-RLL-24-XX-D-R-D-5002) showing a car access / egress the site access whilst passing an additional car is included within **Appendix G**.

4.3 Refuse Collection

- 4.3.1 The applicant has stated that they are seeking an agreement with a private refuse collection company to collect refuse from the proposed development.
- 4.3.2 It is expected that the private refuse collection vehicle would take the form of a box van, which would allow the vehicle to enter the site and turn around to leave in a forward gear.
- 4.3.3 A swept path drawing (ref: 24309-RLL-24-XX-DR-D-5004) has been produced to show a private refuse collection vehicle access and egress the site. The drawing can be seen in **Appendix G**.
- 4.3.4 Due to the vehicle type of the private refuse collection vehicle, it is reasonable to assume that a grocery delivery vehicle would be of similar dimensions. Whilst the swept path showed that the box van would need to utilise the majority of the access width when turning in / out of the private road, there is unimpeded forward visibility along the access road. Therefore two vehicles would be able to clearly see each other.
- 4.3.5 It is noted that due to the low number of vehicle trips, it is not likely that two vehicles will meet along the access road. However if they do, it has been demonstrated that there is suitable space either within the development or 10m back from where the access abuts the public highway for a vehicle to wait whilst the oncoming vehicle uses the site access road

4.4 Parking

Vehicle Parking

- 4.4.1 The proposed car parking will be in line with the minimum residential parking standards as stated within the "Wiltshire Local Transport Plan 2011 – 2026 (Car Parking Strategy)" planning document. The car parking standards can be seen below in **Table 4**.

Table 4: Wiltshire Council Car Parking Standards

Bedrooms	Minimum Spaces
1	1
2 – 3	2
4+	3
Visitor Parking	0.2 per dwelling

- 4.4.2 Including the garages, there will be a total of 10 car parking spaces for the 3 dwellings, as well as a visitor parking space which will be located on the existing private access road.

Cycle Parking

- 4.4.3 The proposed cycle parking for the proposed development will be in line with the standards outlined within the “Wiltshire Local Cycling and Walking Infrastructure Plan – Active Travel Parking Standards and Design Guide” (2022) document, which states the following:
- 5 bedroom dwellings – 4 covered spaces
- 4.4.4 The 4 cycle parking for each dwelling is provided within sheds in the garden, which can be seen in **Appendix A**.

4.5 Agricultural Access

- 4.5.1 The applicant has stated that there are a maximum of three trips per year to and from the agricultural land to the north of the site.
- 4.5.2 In order to show that a tractor with a trailer is able to access the agricultural land to the north, a swept path drawing (ref: 24309-RLL-24-XX-DR-D-5003) has been produced, and can be seen in **Appendix G**. The drawing shows that a tractor and trailer are able to navigate through the existing private drive and the proposed road layout within the development to access / egress the agricultural land to the north.

5 Trip Generation

5.1 Existing Units

- 5.1.1 At current, there are four employment units on the site, which have a gross floor area of 468sqm.
- 5.1.2 Trip rates for the proposed dwellings have been extracted from the TRICS database (7.11.2) for dwellings privately owned. The full TRICS output can be seen in **Appendix H**.
- 5.1.3 The AM and PM peak hours, as well as the 12-hour trip rates can be seen in **Table 5**.

Table 5: TRICS Vehicle Trip Rates – Industrial Unit

Time Period	Arrivals	Departures	Two-Way
AM Peak 08:00 – 09:00	1.449	0.580	2.029
PM Peak 16:00 – 17:00	0.145	1.304	1.449
PM Peak 17:00 – 18:00	0.000	0.000	0.000
12-Hour 07:00 – 19:00	2.754	2.754	5.508

- 5.1.4 The trip generation for the AM and PM peak hours, as well as the 12-hour trip generation can be seen below in **Table 6**.

Table 6: Vehicular Trip Generation – Industrial Unit (468sqm)

Time Period	Arrivals	Departures	Two-Way
AM Peak 08:00 – 09:00	7	3	9
PM Peak 16:00 – 17:00	1	6	7
PM Peak 17:00 – 18:00	0	0	0
12-Hour 07:00 – 19:00	13	13	26

Note: Rounding error to 1dp.

- 5.1.5 It should be noted that the units to the west of the redline boundary will be incorporated into the property of 2 Lydiard Green. These units will be empty, with no trips being associated with them.

5.2 Proposed Dwellings

5.2.1 Trip rates for the proposed dwellings have been extracted from the TRICS database (7.11.2) for dwellings privately owned. The full TRICS output can also be seen in **Appendix H**.

5.2.2 The AM and PM peak hours, as well as the 12-hour trip rates can be seen below in **Table 7**.

Table 7: TRICS Vehicle Trip Rates – Dwellings

Time Period	Arrivals	Departures	Two-Way
AM Peak 08:00 – 09:00	0.175	0.442	0.617
PM Peak 16:00 – 17:00	0.314	0.181	0.495
PM Peak 17:00 – 18:00	0.356	0.177	0.533
12-Hour 07:00 – 19:00	2.495	2.578	2.073

5.2.3 The trip generation for the AM and PM peak hours, as well as the 12-hour trip generation can be seen below in **Table 8**.

Table 8: Vehicular Trip Generation – 3 Dwellings

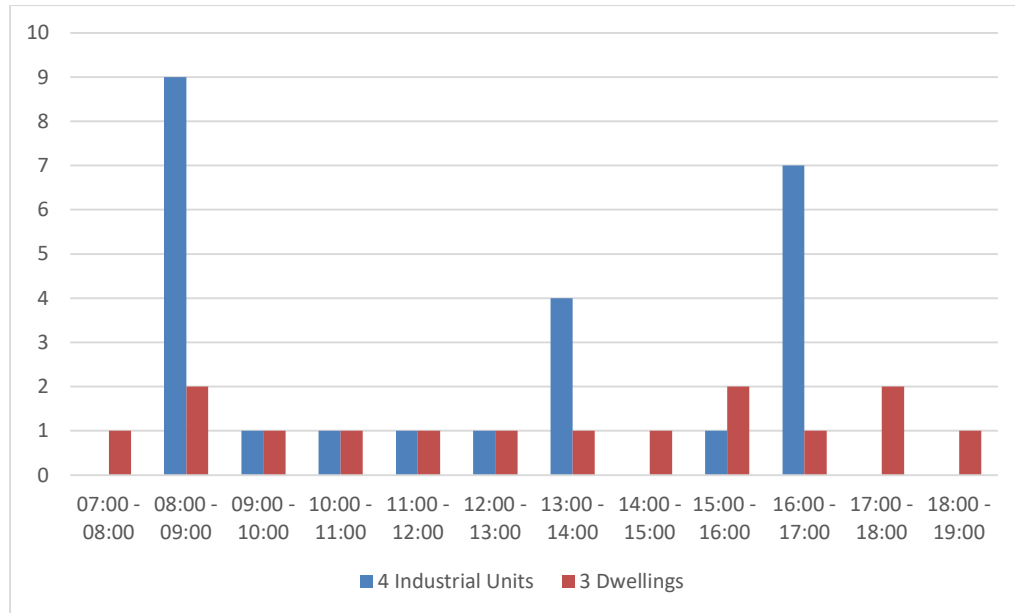
Time Period	Arrivals	Departures	Two-Way
AM Peak 08:00 – 09:00	1	1	2
PM Peak 16:00 – 17:00	1	1	1
PM Peak 17:00 – 18:00	1	1	2
12-Hour 07:00 – 19:00	7	8	15

Note: Rounding error to 1dp.

5.2.4 The trip generation shows that there will a total of 2 vehicle trips in the AM and PM highway peak hours.

5.3 Net Trip Generation

5.3.1 It is acknowledged that both dwellings and industrial units will have different vehicular profiles across an average day, **Graph 2** shows a comparison of the vehicular trip generation for the industrial units and the dwellings.

Graph 2: 4 Industrial Units and 3 Dwellings Traffic Profile

- 5.3.2 The graph shows that 3 dwellings will have a flat profile across the 12-hour period, with a peak during the AM peak hour. The graph also shows that the industrial units will have 3 peaks across the 12-hour period, with the busiest peak being the AM peak hour as well.
- 5.3.3 The net trip generation across the peak hours and 12-hour period has been calculated. The proposed two-way net vehicular trip generation can be seen below in **Table 9**.

Table 9: Net Vehicular Trip Generation (Two-Way)

Time Period	Existing (4 industrial units)	Proposed (3 dwellings)	Net Difference
08:00 – 09:00	9	2	-8
16:00 – 17:00	7	1	-5
17:00 – 18:00	0	2	+2
12-Hour	26	15	-11

Note: Rounding error to 1dp.

- 5.3.4 As demonstrated in **Table 9**, the proposed development will result in a reduction in vehicle trips to / from the site in comparison to the existing employment use. It should be noted that the vehicular trip generation for the existing units does not include deliveries or visitors to the units.
- 5.3.5 As the number of trips are reducing as a result of the proposed development, the impact on the local highway network will be negligible. On this basis no further assessment of the local highway network has been undertaken.

5.4 Multi-Modal Trip Generation

- 5.4.1 As the TRICS trip rates extracted for the dwellings contained all methods of travel, the multi-modal trip generation can be calculated for the 3 dwellings. The multi-modal trip rates for the AM and PM peak hours, as well as the 12-hour period can be seen below in **Table 10**.

Table 10: TRICS Multi-Modal Trip Rates

Time Period	Vehicle Driver	Vehicle Passenger	Cyclist	Pedestrian	Public Transport	Total
AM Peak 08:00 – 09:00	0.684	0.285	0.041	0.264	0.036	1.310
PM Peak 16:00 – 17:00	0.490	0.178	0.034	0.168	0.026	0.896
PM Peak 17:00 – 18:00	0.521	0.199	0.026	0.155	0.034	0.935
12-Hour 07:00 – 19:00	5.154	1.560	0.273	1.818	0.296	9.101

- 5.4.2 The two-way multi-modal trip generation for the AM and PM peak hours, and the 12-hour trip generation can be seen below in **Table 11**.

Table 11: Multi-Modal Trip Generation (3 Dwellings)

Time Period	Vehicle Driver	Vehicle Passenger	Cyclist	Pedestrian	Public Transport	Total
AM Peak 08:00 – 09:00	2	1	0	1	0	4
PM Peak 16:00 – 17:00	1	1	0	1	0	3
PM Peak 17:00 – 18:00	2	1	0	0	0	3
12-Hour 07:00 – 19:00	15	5	1	5	1	27
12-Hour Mode Share Percentage	56.6%	17.1%	3.0%	20.0%	3.3%	100%

- 5.4.3 The multi-modal trip generation shows that the development is expected to generate trips from a range of modes.

6 Conclusion

- 6.1.1 Rodgers Leask have been appointed by Mr J Stubbs to produce this TS in support of the erection of 3 dwellings and associated works.
- 6.1.2 A review of the collision records outlined that there are no existing highway safety concerns which would be exacerbated as a result of the proposed development.
- 6.1.3 The existing site access served off Lydiard Green will remain unchanged as part of the development proposals. It has been demonstrated that suitable visibility splays are achievable from the site access.
- 6.1.4 This TS has highlighted that the existing site access is considered adequate for the proposed development.
- 6.1.5 The site will be served by a private refuse collection company.
- 6.1.6 It has been demonstrated that the proposed development is in line with the council's minimum car and cycle parking standards.
- 6.1.7 The report has shown that there will be a reduction in the net trip generation when comparing the proposed development to the existing units.
- 6.1.8 The findings of this TS have demonstrated that the proposed development will not have a severe impact on the local highway network. The proposed development provides safe and suitable access for future residents, and there is no reason in transport terms why the proposed development should not be permitted.

Appendices

Appendix A: Proposed Masterplan



SURVEY STATIONS				
Name	Eastings	Northings	Height	Remark
T5	408262.553	186022.049	126.895	Nail
T7	408265.716	186024.498	124.514	Nail
GPS1	408265.282	186100.394	126.816	Nail
A1	408312.542	186091.284	124.839	Nail
A2	408306.561	186078.807	126.483	Nail
A3	408341.008	186114.783	125.857	Peg
A4	408345.237	186075.395	126.516	Peg
A5	408368.525	186068.175	126.810	Peg
A6	408362.416	186085.855	124.140	Nail
A7	408297.812	186059.694	124.072	Nail
A8	408316.235	186053.972	124.167	Nail
A9	408298.303	186024.734	123.489	Nail

NOTES

Level Datum: OS National grid

Grid Orientation: Existing site control

Scale Factor: Scale Factor 1

Scale factor 1 is based of a fixed point at Station T5

The contractor is to check and verify all critical dimensions and levels before work starts.

Every effort is made to identify all visible above ground features. However, it may be possible that certain features are obscured at the time of survey.

I

Land, Building and Utility Surveyors

Unit 59, Shrivensham Hundred Business Park
Watchfield, Swindon, Wiltshire, SN6 8TY
EMAIL : admin@brunelsurveys.com
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CLIENT

Neil Armstrong
31 Church Ground
South Marston
Swindon
SN3 4FL

JOB TITLE

PROPOSED SITE LAYOUT
Land to the rear of 2 & 4A
Lydiard Green
Lydiard Millicent
Swindon
SN5 3LP

REVISIONS

Revision A 15-10-2024
Houses to Plots 1 and 2, and the garage to Plot 3 relocated East by one metre, and visitor parking space added adjacent to Plot 1.
Revision B 15-10-2024
Cycle storage sheds added to each plot. Bin collection points added for each plot. House type 1 handed locating rear door closer to garage.
Revision C 15-10-2024
Red-line boundary amended to include end of access road through the Northern boundary hedge.

SCALE

A1 Sheet @ 1 to 200

DATE 7-10-2024 SURVEYED BY AW

DRAWN BY AW CHECKED BY PJW

DRAWING NO. Y24-119-2
REV B

Appendix B: Pre-Application Highways Response

Wiltshire Council



Mr John Stubbs
The Croft
2 Lydiard Green
Lydiard Millicent
SN5 3LP

Development Services
Wiltshire Council
Tel: 0300 456 0114
Email: developmentmanagement@wiltshire.gov.uk
www.wiltshire.gov.uk

15 September 2022

Dear Sir,

Application No:	ENQ/2022/01178
Application Type:	Pre-Application enquiry
Proposal	Demolition of disused farm buildings and creation of 5 building plots.
Site Address	THE CROFT, 2 LYDIARD GREEN, LYDIARD MILLICENT, SWINDON, SN5 3LP
On Behalf of:	Mr John Stubbs

I refer to your pre-application enquiry which was lodged/registered on 15 July 2022.

In response to your enquiry I hope that you will find the following information helpful.

Please note that this advice represents an officers' informal opinion based upon the information you have provided. It is given without prejudice to any decision the Council may make on any subsequent formal planning application. In particular, a planning application will be the subject of publicity and consultation in accordance with the Council's procedures which may bring to light additional issues, and as you will be aware, advice offered is based on the planning policies that apply at the time of writing.

Summary

The proposal is to demolish the existing workshops building and to erect 5 no. dwellings at the Croft, 2 Lydiard Green.

The site is situated outside any settlement boundary, the proposal therefore would depart from the overarching objectives, in terms of spatial strategy, of the adopted Wiltshire Housing Site Allocation Plan, Core Strategy and the National Planning Policy Framework. Nevertheless, the Neighbourhood Plan made 2021 supports proposals for infill development within the built area of Lydiard Green.

The site is not small in size to be considered as a gap within a built area of Lydiard Green. It is however noted that the site has been developed, as such, it can be considered as a brownfield site.

The existing workshops do not present any special architectural or historic features, and it is not situated within the designated employment area. Hence, there is no objection in principle to the proposed demolition provided that these buildings will be fully surveyed (prior to the design stage) to make sure that no protected species, e.g., bats, are using these buildings.

Whilst the proposed residential development would result in some public benefits, we have not received any design details of the scheme. Therefore, the officer's advice is only given based on the submitted layout plan.

After considering the proposal, I am concerned that the proposal would likely result in adverse impact upon the character of the area and the amenity of the neighbouring properties. In particular, the proposed site layout, by introducing a row of 5 no. detached dwellings in a linear formation, would fail to respect the sporadic pattern of the development, which is strongly presented in the locality. Furthermore, the proposed dwellings would be situated in close proximity to the adjacent properties, as such, the proposal would likely result in an unreasonable overbearing or overlooking impact upon the amenity of the neighbouring dwellings.

To address the above concerns, I would suggest the following:

- To reduce the number of dwellings, and no more than 3 no. dwellings within the site
- To increase separation distance between the new dwellings and the adjacent dwellings
- To avoid any primary windows directly overlooking the adjacent properties
- To avoid any linear formation, the site layout needs to more sporadic to respect the main character of the area
- To provide a good quality landscaping and tree planting scheme within the site, taking into consideration the proximity of the open fields to the north of the site.

Important note - Please note that the view expressed in this letter represent an officer's opinion only and made without prejudice to any decision, which the Council make on a subsequent submitted formal planning application. The view may also change in the light of representation made, consultation responses, or any other information which is revealed in the course of processing an application for planning permission, and are not binding on any future decisions made by the Council or their elected Members.

INTRODUCTION

The proposed development is to demolish the existing workshops buildings and garage, and to erect 5 no. detached dwellings at the Croft, Lydiard Green. The existing access would be utilised for the proposal. While an indicative layout was submitted, no detailed elevations or floor plans were submitted at this stage.

The site situated within Lydiard Green, which is a hamlet within the parish of Lydiard Millicent. There is no settlement boundary for Lydiard Green or Lydiard Millicent, which is defined as a Small Village without a settlement boundary in the Core Strategy.

The site is currently occupied by 3 no. buildings and 1 no. garage. The remaining part of the site is hard-standing area for parking and outside storage. All the existing buildings are single storey in height. The site is bounded by groups of trees and hedges, and few residential properties are situated adjacent to the site. None of existing workshops or garages are statutorily or non-statutorily listed, and there is no listed building nearby. However, a conservation area abuts part of the eastern boundary of the site.

The street scene is characterised by a variety of styles of red brick, render and stone dwellings, including a chapel located on the opposite side of the road. The road through Lydiard Green is relative narrow without a pedestrian footpath along a large extent of the street frontage

Site description

The Croft is situated within Lydiard Green, which is a hamlet within the parish of Lydiard Millicent. There is no settlement boundary for Lydiard Green or Lydiard Millicent, which is defined as a Small Village without a settlement boundary in the Core Strategy.

Under the provisions of Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004, applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. At the current time, the statutory development plan in respect of this application consists of the Wiltshire Core Strategy (WCS) (Adopted January 2015) and the 'saved' policies of the North Wiltshire Local Plan (NWLP) 2011 (adopted June 2006) and full weight can be given to the development plan. Similarly, there is a recently made (May 2021) Lydiard Millicent Neighbourhood Plan which contains policies that carry full weight in the consideration of the application.

SITE HISTORY

N/06/02632/FUL (Radway House and No. 2 Lydiard Green)
Creation of vehicular access. Approved with conditions 30 November 2006

N/07/00924/FUL
Proposed vehicular access alteration. Approved with conditions 19 July 2007

N/90/02244/FUL
Construction of vehicular access and enclosure of existing access. Refused 19 November 1990

N/91/01034/FUL
Vehicular access. Approved 22 July 1991

N/95/00246/FUL
Change of use to B1 (business) use (retrospective) / access / car park area / outside storage area and landscaping use for business. Approved 19 June 1995

N/88/00219/OUT
Demolition of 3 timber outbuildings on plot no. 2 and demolition of dwelling on plot no. 4, and the construction of 5 dwellings on the site. Refused 14 March 1988 for the following reasons:

- i. The new dwellings in the countryside, unrelated to any established village, will not normally be permitted unless justified in connection with the needs of agriculture or forestry.
- ii. The proposal would consolidate the existing form of development which would be detrimental to the character and visual amenity of the area
- iii. The proposal would involve residential development served by an access with restricted visibility on to a winding Class III road with inadequate facilities for pedestrians, and no special speed limit, contrary to the interest of highway safety
- iv. The erection of dwellings on this prominent site would be contrary to Policy C2 of the North Wiltshire Local Plan – No extension of the urban areas of Swindon, Wootton Bassett or Cricklade will be permitted within the area of the rural buffer.

ASSESSMENT

Site constraints - The Croft is situated in Lydiard Green, a hamlet distant from Lydiard Millicent. It is located within the Royal Wootton Bassett and Cricklade Community Area and outside any settlement identified in the settlement hierarchy. The site is not subject to any sensitive land-use designations. In accordance with the Environment Agency's Flood map, the site is not situated within any high-risk flood zone. The existing buildings are currently used as workshops; however, they are not situated within the designated employment site, Bagbury Park, according to the adopted Core Strategy. The Lydiard Millicent Conservation Area is adjacent to the north-eastern corner of the site. The existing buildings are not statutorily listed, and there is no listed or significant unlisted building nearby. The site is surrounded by groups of trees and hedges and there are two ponds within 100 metres of the site.

The site is currently occupied by 3 no. buildings and 1 no. garage. The remaining part of the site is hard-standing area for parking and outside storage. All the existing buildings are single storey in height, and none of them are statutorily or non-statutorily listed. Also, there is no listed building nearby. However, a conservation area abuts part of the eastern boundary of the site, as such, any development proposal within the setting of the heritage assets.

Along the site boundary, there are groups of hedges and trees, and few residential properties are situated adjacent to the site and the existing access.

In the locality, the street scene is characterised by a variety of styles of red brick, render and stone dwellings, including a chapel located on the opposite side of the road. The road through Lydiard Green is relative narrow without a pedestrian footpath along a large extent of the street frontage

RELEVANT PLANNING POLICIES

Lydiard Millicent Neighbourhood Plan 2018-2036 – Made May 2021

LM2 Managing design in Lydiard Green
LM6 Local shops and Employment sites
LM8 Movement Routes
LM9 Enhancements to Movement Routes

North Wiltshire Local Plan 2011 - Adopted June 2006 (Saved policies)

H4 Residential Development in the Open Countryside
NE14 Trees and the control of new development
NE18 Noise and pollution

Wiltshire Core Strategy (Adopted January 2015)

CP1 Settlement Strategy
CP2 Delivery Strategy
CP19 Spatial Strategy for the Royal Wootton Bassett and Cricklade Community Area
CP43 Providing Affordable Homes
CP44 Rural Exceptions Sites
CP45 Meeting Wiltshire's Housing Needs
CP46 Meeting the Needs of Wiltshire's Vulnerable and Older People
CP48 Supporting Rural Life
CP51 Landscape
CP57 Ensuring High Quality Design and Place Shaping
CP58 Ensuring the Conservation of the Historic Environment
CP60 Sustainable Transport
CP61 Transport and Development

The Wiltshire Housing Site Allocations Plan (WHSAP) adopted 25 February 2020

Settlement Boundary Review & site allocations

Town and Country Planning Act (1990) Section 106

National Planning Policy Framework (NPPF)

Achieving sustainable development – paragraphs 2, 8 and 11, 12, 15, 16,
Decision-making – paragraphs 38, 47, 55, 56, 57
Delivering a sufficient supply of homes – paragraphs 60, 63, 78, 79, 80
Promoting sustainable transport – paragraphs 104, 105, 108, 110, 112
Achieving well designed places – paragraph 126, 130, 132, 134
Conserving and enhancing the natural environment – paragraphs 174, 176, 180, 185, 186
Conserving and enhancing the historic environment – paragraph 189, 192, 194, 195, 199, 200, 202, 203, 205, 208

National Planning Practice Guidance (NPPG)

properties to the east, south and west. This is my opinion that a residential scheme could be considered favourably if a sporadic site layout is proposed to respect and be in keeping with the predominant character of this hamlet.

Impact upon the conservation area

CP58 of the Wiltshire Core Strategy seeks to protect, conserve and where possible enhance the historic environment. Policy LM2 of the Lydiard Millicent Neighbourhood Plan requires any development to sustain and enhance the distinctiveness of the village and the character and appearance of the Conservation Area and its setting.

In paragraph 197 of the NPPF there is guidance on how to determine applications relating to heritage assets. It advises local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation,
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

As discussed above, there is a concern regarding the layout of the proposal. As no detailed elevations are submitted, it would be difficult for the local planning authority to identify the precise level of harm would result upon the character and appearance of the conservation area. Nonetheless, there are some benefits to demolish the existing workshops buildings for a high-quality residential scheme as it may help to improve the character and appearance of the adjacent conservation area.

Design

Core Policy 57 seeks a high-quality design for all new development and should make a positive contribution to the character of Wiltshire and states that new development must relate positively to its landscape setting and the existing pattern of development by responding to local topography to ensure that important views into, within and out of the site are to be retained and enhanced. Development is required to effectively integrate into its setting and to justify and mitigate against any losses that may occur through the development. Core Policy 41 seeks all new development to incorporate design measures to reduced energy demand.

In this instance, no details are yet to submit, I am therefore unable to offer any comments at this stage. Nonetheless, the Council expects any development proposals to demonstrate high-quality design, in terms of site layout, character and appearance. In addition, proposals are expected to be designed to gain maximum benefit from sunlight and passive solar energy, incorporate sustainable construction technique, use renewable energy sources in order to tackle climate changes.

Biodiversity

The site comprises a number of single storey buildings and is surrounded by trees and hedges. 2 no. ponds are located within 100 metres from the site boundary. As the proposal would involve the demolition of the existing buildings, it would be essential that the existing buildings, the site itself and the nearby ponds to be surveyed by qualified ecologist before any design stage, to ensure that the proposed demolition and the construction work would not cause harm to wildlife habitats, protected species using the site and the locality. An ecological survey report including mitigation measures will be required to accompany with planning applications for any development proposals.

Trees and Landscaping

A group of hedges and trees are growing along the north and east boundary, and part of the site is adjacent to the conservation area. No tree constraints plan is submitted, and the indicative layout plan has not shown if these trees would be retained. Hence, the impacts on existing trees and vegetation are not clear. Also, it is unclear if any new boundary treatment would have any impact upon the existing trees. Moreover, no information is submitted in relation to the tree protection during construction and any tree or landscaping plant to mitigate the loss due to the quantum of development

Spatial Strategy for the site - Core Policies 1, 2 and 19 of the Wiltshire Core Strategy set out the settlement strategy in hierarchy and seek to provide 42,000 homes in sustainable locations. Besides, the policies also set out what development proposal would be acceptable in rural communities.

Saved Local Plan Policy H4 and the adopted Core Strategy CP48 support new dwellings in the countryside outside of any defined framework boundary provided that it is in connection with the essential needs of agriculture or forestry or other rural based enterprise.

Character of the site and area

Lydiard Green is a hamlet with limited range of services and facilities. There is also a lack of safe walking route to the nearest neighbourhood, Lydiard Millicent. There are only 2 bus stops providing infrequent services to Cricklade /Purton Stoke and Swindon / Park North. A modest designated employment site, Bagbury Park and a working farm are located further to the east of the site. The area presents and retains strong rural character with sporadic pattern development.

Infill development

Whilst the site is not allocated for further development, the Neighbourhood Plan made 2021 has clarified the manner in which development proposals in Lydiard Green should be assessed. This is contained in Policy LM2, which states, "In these regards, infill development within the built area of Lydiard Green, in accordance with Core Policies 1 and 2 of the Wiltshire Core Strategy would be supported, provided it has full regard to the importance to defining the essential village character of the settlement of brick and stone-built cottages and relatively large open green spaces between properties."

The Core Strategy defines infill development as the filling of a small gap within the village that is only large enough for not more than a few dwellings, generally only one dwelling. Exceptions to this approach will only be considered through the neighbourhood plan process or DPD's.

Core Policy 2 requires new development at small villages to be limited to infill within the existing built area. These will be supported where they meet the housing needs of the settlements provided that the development:

- i) Respects the existing character and form of the settlement
- ii) Does not elongate the village or impose development in sensitive landscape areas
- iii) Does not consolidate an existing sporadic loose knit areas of development related to the settlement.

In the first instance the recently made neighbourhood plan has highlighted that there is no shortfall in dwellings in the plan period between 2006 and 2026 in the Royal Wootton Bassett and Cricklade Community Area. The most recent Housing Land Supply Statement published in April 2022 also does not identify a requirement for homes in this community area. Therefore, any additional housing need in this parish should therefore be considered in the early review of the neighbourhood plan as the appropriate mechanism for allocation of housing sites in this village, or use of the existing exceptions in the Core Strategy to enable growth in a sustainable manner.

Site layout

Lydiard Green is characterised by its brick and stone-built cottages and the relatively large open green spaces between properties. This sporadic loose knit development pattern represents a strong rural character of this hamlet.

The indicative site layout shows the existing buildings to be demolished and the land to be subdivided into 5 no. relatively equal size plots. The new dwellings would sit in linear pattern with a L-shaped access road linking to individual plots.

The site, except the existing access, would be approximately 58 metres long along the southern boundary (77 metres along the northern boundary) by 30 metres deep. It is surrounded by gardens to the east, south and west. An open field lies to the north of the site. Given its size, the site would not be necessarily considered as a small gap, however, it is a brownfield site surrounded by residential

proposed within the site. Therefore, it has not been demonstrated that the proposal would accord with the requirements of saved policy N14 of the North Wiltshire Local Plan and Core Policy 57, specifically points i, ii, vi.

Residential Amenity

Core Policy 57 states that development must have regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing; vibration; and pollution (such as light intrusion, noise, smoke, fumes, effluent, waste or litter).

The site is being looked over by a few residential properties. Whilst details in terms the height of new dwellings, ground level of the site, the location and number of windows have not been submitted, given the proximity of approximately 13-15metres, I am concerned that such distance would likely result a degree of overlooking and overbearing impact.

Other amenity issues, in terms of noise, contamination land, air quality, odour, and light

Noise - Air Source Heat Pumps (ASHP) may give rise to adverse noise impacts. Product specification/manufacturers details of the ASHP to be used, including details into their location and sitting will be requested. Upon review, it may be a condition to evidence the ASHP will not adversely impact residents is needed. With any permission granted, a condition to control hours of construction will be requested.

Contaminated Land - Previous agricultural use may give have given rise to contamination. It may be a contamination report is requested to evidence the land is free from contamination in light of future end receptors (residential dwellings).

Air Quality - Air Quality is of significance across Wiltshire due to development pressures and prevailing air quality concerns. The adopted Wiltshire Council Air Quality Strategy commits to "securing air quality objectives in the eight AQMAs" and "maintaining good air quality across the county" and as such air quality needs to be protected across the county where development adds internal combustion engine vehicles using its road network. With any parking provisions, we recommend all new developments to submit a scheme for Ultra Low Energy Vehicles (ULEV) charging.

Odour - Chimneys should be positioned so not to cause smoke nuisance. Public Protection have had numerous cases where inadequate fluing or inappropriate locations for wood burners/biomass boilers have caused problems for the locality and the property it serves; and in some cases this has led to enforcement action where unaddressed. We recommend that planning also consult with Building Control on this application so that compliance with Approved Document J can be determined. Another consideration is that biomass and wood burners are a source of particulates both outside and within buildings they serve, and these can potentially impact upon health as well as becoming a nuisance.

Light - Details of any significant external lighting to be used are to be submitted at the application stage to be reviewed by public protection.

Highways, Access and parking

There are some concerns in relation to the sustainable growth at this hamlet, which is served by infrequent bus services. The proposal site is not within an identified development boundary as Lydiard Millicent is considered a small village in the Core Strategy for Wiltshire, with poor sustainable transport connections to the wider network of communities. Hence, this would attract highway objections on sustainable transport grounds.

In terms of highway safety concerns, the visibility to the proposal site appears adequate and as existing the access was subject to a level of vehicle movements that historically could be analogous to the vehicle movements associated with 5 number dwellings. The access may need to be widened to provide for conflicting movements through the access.

In terms of parking provision, the following must be provided for minimum parking standards.

1 bedroom - 1 space
2 – 3 bedrooms - 2 spaces
4+ bedrooms - 3 spaces
Visitor parking - 0.2 spaces per dwelling

Garages will only count as part of the allocated parking provision where they meet the minimum size requirement of 6m x 3m (internal dimensions). This is to ensure that there is sufficient room for an average sized family car, a cycle, and some storage provision. Where these minimum size requirements are not met, the Council will require design statements and/or transport assessments to demonstrate the need for such provision and/or to set-out the role of alternatives (e.g., car ports which are unlikely to be used for storage and could therefore count towards allocated parking provision).

CONCLUSION

The site is situated in the open countryside and the residential development proposed is not generally supported in this location. However, given that it is a brownfield site with lawful business use, a high-quality residential development scheme to replace the existing workshop buildings likely result in some modest public benefits. Should the forthcoming residential scheme would be able to address the above issues, the proposal is likely to be considered favourably.

It should be noted that the forthcoming proposal would still be subject to the engagement of the tilted balance, the policies still attract substantial weight.

Additional information which may be required to be submitted with your application

- Design and Access Statement
- Arboricultural Report, including Tree Constraints Plan, Tree Protection Plan and Arboricultural Method Statement
- Landscaping Plan including a tree planting plan within the site
- Ecological survey report and mitigation measures
- transport Statement

Yours faithfully

Head of Development Management

Officer's Name: Olivia Tresise
Senior Conservation and Planning Officer
olivia.tresise@wiltshire.gov.uk

Appendix C: Lydiard Green ATC Data

Lydiard Green ATC

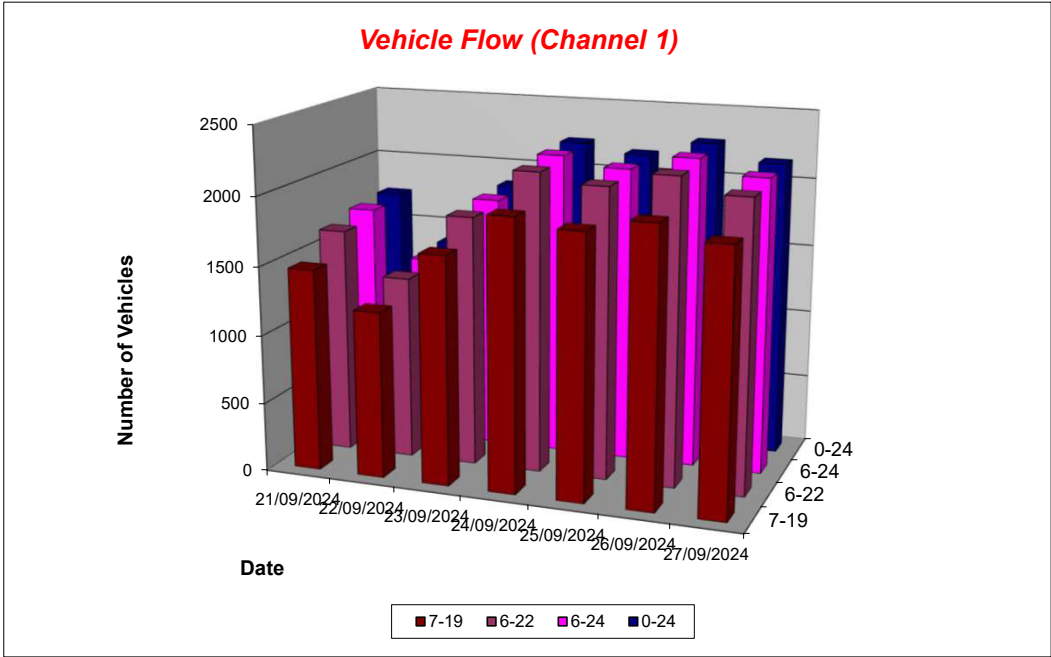
Produced by Road Data Services Ltd.

Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	21/09/2024 Saturday	22/09/2024 Sunday	23/09/2024 Monday	24/09/2024 Tuesday	25/09/2024 Wednesday	26/09/2024 Thursday	27/09/2024 Friday	Weekday Average	Average
1	14	5	2	2	4	6	2	3	5
2	5	8	0	1	1	3	0	1	3
3	3	1	0	0	0	0	0	0	1
4	0	0	0	0	0	1	1	0	0
5	0	1	3	4	3	5	1	3	2
6	7	3	6	5	9	8	7	7	6
7	9	5	21	21	19	22	18	20	16
8	21	14	104	124	120	138	111	119	90
9	68	36	229	237	235	223	183	221	173
10	134	88	120	113	118	131	136	124	120
11	130	128	93	116	107	118	137	114	118
12	150	132	91	116	123	116	148	119	125
13	179	137	98	126	118	135	146	125	134
14	167	172	102	119	129	111	151	122	136
15	145	113	120	157	147	157	135	143	139
16	123	106	173	199	177	196	174	184	164
17	115	122	190	247	226	235	209	221	192
18	138	88	237	256	272	282	230	255	215
19	101	73	100	151	128	151	130	132	119
20	81	58	62	96	84	99	85	85	81
21	51	37	40	50	69	61	70	58	54
22	32	24	40	47	35	37	39	40	36
23	30	20	22	26	23	25	24	24	24
24	31	7	4	5	10	9	15	9	12
7-19	1471	1209	1657	1961	1900	1993	1890	1880	1726
6-22	1644	1333	1820	2175	2107	2212	2102	2083	1913
6-24	1705	1360	1846	2206	2140	2246	2141	2116	1949
0-24	1734	1378	1857	2218	2157	2269	2152	2131	1966



Lydiard Green ATC

Produced by Road Data Services Ltd.

Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	21/09/2024 Saturday	22/09/2024 Sunday	23/09/2024 Monday	24/09/2024 Tuesday	25/09/2024 Wednesday	26/09/2024 Thursday	27/09/2024 Friday
1	33.9	37.6	38.3	35.8	30.1	33.5	34.5
2	34.2	35.2	-	23.6	39.3	23.0	-
3	30.2	26.4	-	-	-	-	-
4	-	-	-	-	-	27.0	41.8
5	-	25.6	29.1	35.0	33.2	33.1	37.5
6	34.0	29.8	31.1	40.9	36.0	35.3	37.2
7	31.2	32.7	31.1	31.8	31.4	29.1	32.4
8	32.3	33.0	30.9	31.4	32.0	32.5	31.5
9	31.2	31.9	30.2	30.1	31.3	32.0	32.0
10	32.4	32.2	30.3	30.7	31.4	31.9	30.9
11	30.7	30.9	29.3	31.1	30.0	28.9	30.3
12	30.5	31.8	30.3	29.8	30.0	30.1	31.3
13	30.0	30.5	30.2	31.8	30.7	30.7	30.8
14	31.0	31.8	30.8	30.5	29.9	31.4	29.9
15	30.4	30.9	30.3	30.5	30.7	31.6	31.8
16	30.4	30.6	29.9	31.5	30.6	31.1	31.4
17	31.7	31.2	31.3	31.7	31.4	32.0	32.5
18	31.7	32.5	30.7	31.6	31.5	32.6	31.3
19	32.1	32.0	31.2	32.0	32.1	32.1	33.6
20	31.8	32.9	29.0	32.3	31.2	30.9	30.9
21	32.2	32.7	30.1	33.2	31.3	31.3	31.6
22	34.2	33.5	32.3	33.2	33.1	32.0	23.4
23	33.9	33.5	33.3	34.3	34.4	31.9	31.4
24	35.2	31.6	36.7	38.7	31.1	33.1	35.7

10-12	30.6	31.3	29.8	30.4	30.0	29.5	30.8
14-16	30.4	30.8	30.1	31.1	30.6	31.3	31.6
0-24	31.3	31.6	30.5	31.3	31.2	31.5	31.4

Mean (ALL)	31.3
Weekday Inter-Peak	30.6

Channel 1 - Eastbound

85th Percentile

Hr Ending	21/09/2024 Saturday	22/09/2024 Sunday	23/09/2024 Monday	24/09/2024 Tuesday	25/09/2024 Wednesday	26/09/2024 Thursday	27/09/2024 Friday
1	41.5	41.5	39.9	41.6	35.0	36.0	39.2
2	38.2	40.8	-	-	-	25.9	-
3	32.0	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	37.3	40.9	37.6	37.9	-
6	38.1	31.4	35.5	56.8	41.4	48.7	46.5
7	35.9	36.9	36.5	39.7	35.6	33.5	39.4
8	38.9	37.4	36.3	37.1	36.5	37.4	36.7
9	36.1	37.2	34.6	35.1	36.1	36.5	36.6
10	37.7	36.6	35.1	35.5	35.4	36.5	35.5
11	35.1	36.2	34.7	36.0	35.4	35.0	35.5
12	35.6	37.5	34.9	36.1	35.8	35.6	36.9
13	34.5	35.3	35.5	36.8	35.5	36.7	35.6
14	35.7	36.3	36.0	34.7	35.4	36.9	36.0
15	35.6	35.7	35.2	36.2	35.3	37.3	36.5
16	35.9	35.8	34.7	36.3	36.0	35.9	36.8
17	36.5	36.3	36.0	36.6	36.0	36.9	37.6
18	37.4	38.3	35.8	36.1	36.2	37.3	36.3
19	36.8	36.4	36.0	36.7	37.0	36.8	39.2
20	38.2	38.7	32.9	38.5	36.4	35.8	35.7
21	38.0	39.3	36.1	39.4	37.1	36.7	37.5
22	42.0	41.6	37.4	38.2	38.7	37.4	28.9
23	40.7	39.1	38.6	41.1	40.1	37.0	36.7
24	42.2	37.7	42.2	45.5	36.8	37.3	44.0

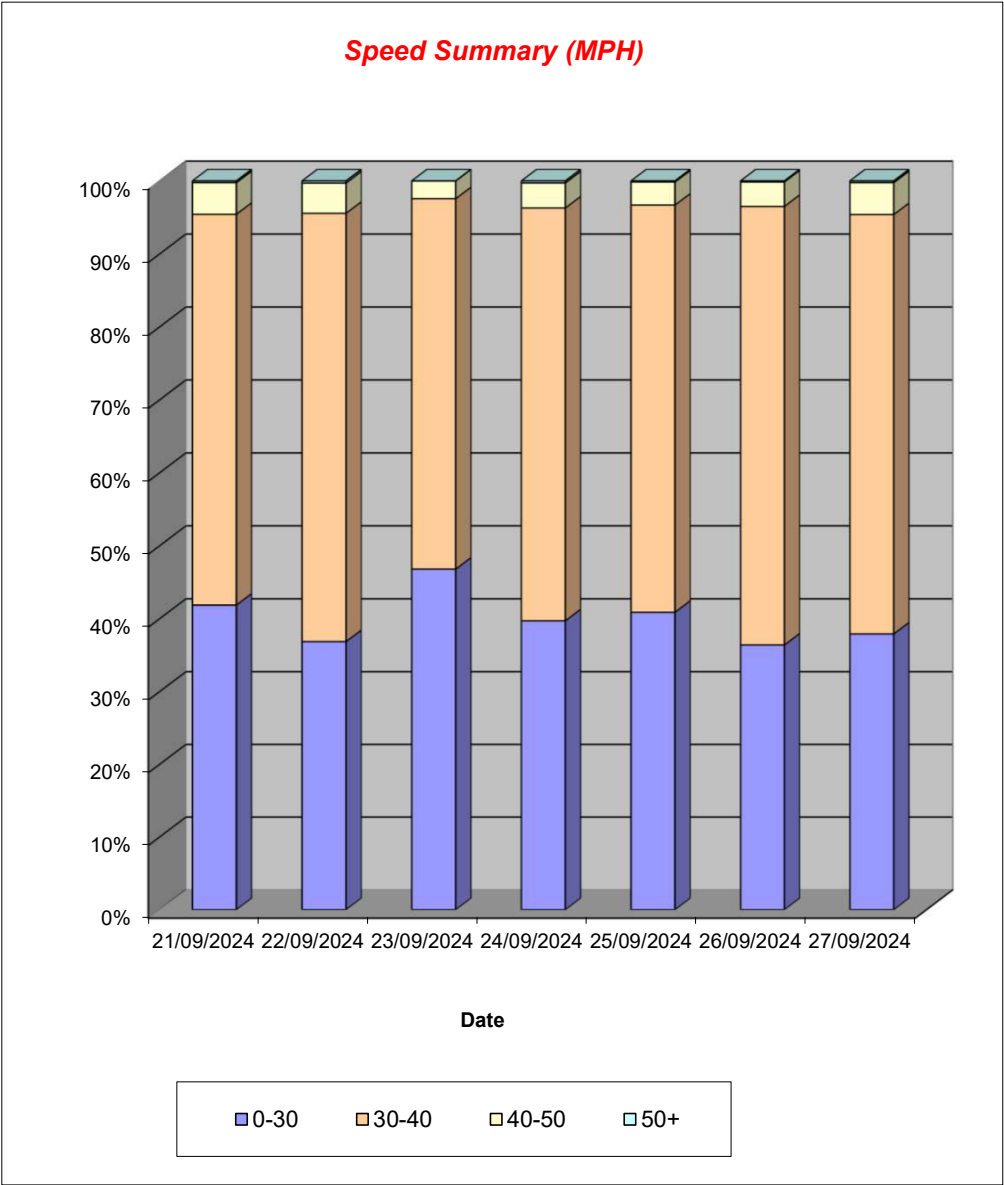
10-12	35.4	36.9	34.8	36.1	35.6	35.3	36.2
14-16	35.7	35.8	34.9	38.3	35.6	36.5	36.7
0-24	36.7	36.9	35.5	36.6	36.2	36.7	36.9

85th %ile (ALL)	36.6
Weekday Inter-Peak	35.9

Lydiard Green ATC

Produced by Road Data Services Ltd.

Channel 1 - Eastbound				Speed Summary			Week 1
Speed (MPH)	21/09/2024 Saturday	22/09/2024 Sunday	23/09/2024 Monday	24/09/2024 Tuesday	25/09/2024 Wednesday	26/09/2024 Thursday	27/09/2024 Friday
0-30	726	508	869	881	882	826	816
30-40	929	809	943	1255	1204	1364	1237
40-50	75	57	45	76	68	76	94
50+	4	4	0	6	3	3	5
TOTAL	1734	1378	1857	2218	2157	2269	2152



Lydiard Green ATC

Produced by Road Data Services Ltd.

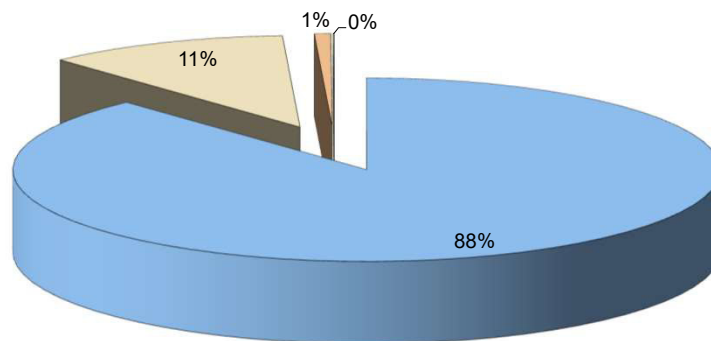
Channel 1 - Eastbound

Vehicle Class

Week 1

Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
Day / Time					
21/09/2024					
7-19	1342	124	4	1	1471
6-22	1503	135	5	1	1644
6-24	1557	142	5	1	1705
0-24	1585	143	5	-1	1732
22/09/2024					
7-19	1115	93	1	0	1209
6-22	1230	102	1	0	1333
6-24	1254	105	1	0	1360
0-24	1272	105	1	0	1378
23/09/2024					
7-19	1424	215	16	2	1657
6-22	1569	232	16	3	1820
6-24	1594	233	16	3	1846
0-24	1604	234	16	3	1857
24/09/2024					
7-19	1686	253	22	0	1961
6-22	1878	274	23	0	2175
6-24	1907	276	23	0	2206
0-24	1916	279	23	0	2218
25/09/2024					
7-19	1663	219	17	1	1900
6-22	1846	240	20	1	2107
6-24	1873	245	20	2	2140
0-24	1888	247	20	2	2157
26/09/2024					
7-19	1726	250	16	1	1993
6-22	1921	273	17	1	2212
6-24	1952	276	17	1	2246
0-24	1968	283	17	1	2269
27/09/2024					
7-19	1658	211	20	1	1890
6-22	1847	232	21	2	2102
6-24	1885	233	21	2	2141
0-24	1894	235	21	2	2152
Average					
7-19	1516	195	14	1	1726
6-22	1685	213	15	1	1913
6-24	1717	216	15	1	1949
0-24	1732	218	15	1	1966

Total Vehicle Class Distribution



Lydiard Green ATC

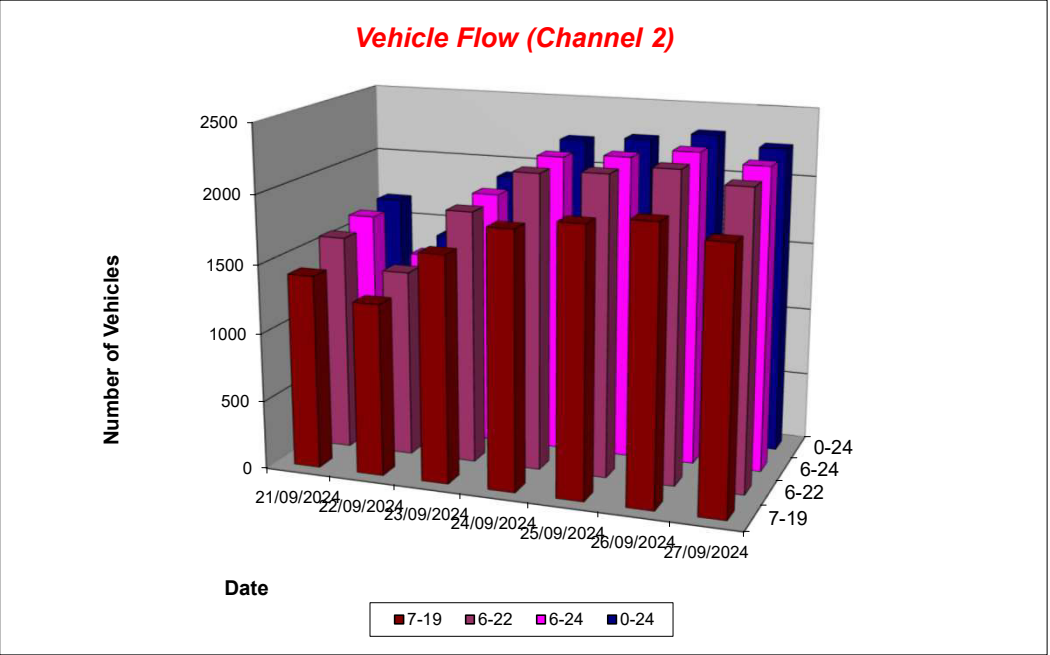
Produced by Road Data Services Ltd.

Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	21/09/2024 Saturday	22/09/2024 Sunday	23/09/2024 Monday	24/09/2024 Tuesday	25/09/2024 Wednesday	26/09/2024 Thursday	27/09/2024 Friday	Weekday Average	Average
1	9	13	2	3	1	4	3	3	5
2	2	5	2	3	2	1	1	2	2
3	4	5	2	4	2	3	3	3	3
4	4	2	5	3	7	4	4	5	4
5	5	6	4	5	3	5	6	5	5
6	7	4	21	20	30	23	22	23	18
7	19	9	70	81	77	81	62	74	57
8	35	20	190	215	186	210	182	197	148
9	75	44	257	274	287	291	243	270	210
10	99	89	126	130	140	124	132	130	120
11	141	110	102	115	110	136	129	118	120
12	146	125	86	114	105	106	130	108	116
13	160	201	102	140	128	132	129	126	142
14	163	158	105	124	123	112	129	119	131
15	124	147	115	125	148	148	166	140	139
16	117	111	157	170	186	188	205	181	162
17	126	97	159	156	182	179	173	170	153
18	131	85	153	181	206	202	132	175	156
19	97	68	97	120	136	160	140	131	117
20	79	48	60	103	80	78	94	83	77
21	36	29	36	61	59	62	61	56	49
22	33	24	31	43	27	34	50	37	35
23	34	13	12	21	24	24	35	23	23
24	24	2	16	9	7	9	16	11	12
7-19	1414	1255	1649	1864	1937	1988	1890	1866	1714
6-22	1581	1365	1846	2152	2180	2243	2157	2116	1932
6-24	1639	1380	1874	2182	2211	2276	2208	2150	1967
0-24	1670	1415	1910	2220	2256	2316	2247	2190	2005



Lydiard Green ATC

Produced by Road Data Services Ltd.

Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	21/09/2024 Saturday	22/09/2024 Sunday	23/09/2024 Monday	24/09/2024 Tuesday	25/09/2024 Wednesday	26/09/2024 Thursday	27/09/2024 Friday
1	34.2	36.6	37.5	31.7	36.6	28.5	46.4
2	50.0	35.7	37.5	40.7	40.4	21.2	40.1
3	33.9	36.4	36.4	33.3	39.6	38.6	34.5
4	40.8	28.5	37.8	35.8	38.8	33.7	37.7
5	33.4	39.2	39.3	43.8	39.0	40.4	40.8
6	40.8	42.8	36.7	40.3	38.9	37.4	38.5
7	37.9	39.3	34.0	35.4	36.4	36.2	35.9
8	34.7	34.8	33.1	33.8	34.2	34.1	33.5
9	35.7	36.2	31.1	32.6	32.7	32.8	33.0
10	35.5	37.0	33.1	33.5	32.9	34.5	33.7
11	32.9	34.1	31.7	33.6	34.1	32.9	33.7
12	33.6	33.6	33.2	33.6	32.7	32.9	33.1
13	34.5	33.8	32.1	33.2	32.9	33.8	34.5
14	34.5	34.2	32.9	35.0	32.7	34.8	33.0
15	34.3	34.2	33.8	33.7	33.3	33.4	33.9
16	34.9	33.0	32.6	34.0	32.6	33.3	34.6
17	34.7	34.2	32.8	34.1	32.7	34.5	35.1
18	35.0	35.6	32.8	33.7	33.5	34.9	34.9
19	36.4	36.5	34.2	33.4	34.6	33.2	34.5
20	33.7	34.9	31.7	35.0	34.6	32.5	32.3
21	34.7	35.0	35.8	33.5	33.4	34.6	30.9
22	34.0	39.7	32.2	35.1	34.9	40.3	29.6
23	33.6	38.2	33.8	39.4	36.6	34.5	32.4
24	33.8	26.5	39.2	43.7	40.3	34.8	36.2

10-12	33.2	33.9	32.4	33.6	33.4	32.9	33.4
14-16	34.6	33.7	33.1	33.9	32.9	33.3	34.3
0-24	34.6	34.7	32.9	34.0	33.6	33.9	33.8

Average (ALL)	33.9
Weekday Inter-Peak	33.4

Channel 2 - Westbound

85th Percentile

Hr Ending	21/09/2024 Saturday	22/09/2024 Sunday	23/09/2024 Monday	24/09/2024 Tuesday	25/09/2024 Wednesday	26/09/2024 Thursday	27/09/2024 Friday
1	41.3	46.4	38.8	42.9	-	35.4	59.7
2	62.4	44.9	39.3	42.8	41.6	-	-
3	39.4	45.3	41.0	35.5	43.1	49.0	37.4
4	47.1	30.3	45.0	40.1	43.4	38.8	43.9
5	40.2	46.8	46.8	50.5	45.7	46.6	48.6
6	47.1	45.9	43.8	48.7	43.3	44.9	44.4
7	43.4	45.3	40.4	40.3	41.8	42.3	42.3
8	39.8	38.7	37.7	38.8	38.9	38.8	38.0
9	40.8	42.3	36.0	38.0	38.5	39.8	38.3
10	42.5	42.4	38.5	39.9	37.8	40.0	39.5
11	38.4	39.4	36.2	39.3	41.5	38.6	39.9
12	39.3	38.4	38.7	38.8	37.4	39.2	38.9
13	39.4	38.7	36.7	39.5	38.3	39.5	39.8
14	39.8	39.6	38.4	39.8	38.0	41.1	38.6
15	40.2	39.1	39.4	38.8	38.4	38.4	39.8
16	40.0	38.9	37.5	38.7	37.2	38.9	39.6
17	40.5	38.9	38.0	39.4	38.1	39.5	40.6
18	40.5	42.0	37.6	39.6	38.3	40.2	40.3
19	42.4	43.2	38.5	38.7	39.6	39.3	39.8
20	38.8	40.3	37.1	40.4	40.7	37.9	38.4
21	40.3	42.6	41.7	38.8	41.1	41.4	36.8
22	41.7	49.6	36.7	43.1	41.6	52.0	33.8
23	41.0	45.9	41.4	50.4	43.4	39.7	39.7
24	43.1	27.7	45.3	53.9	51.1	40.2	42.9

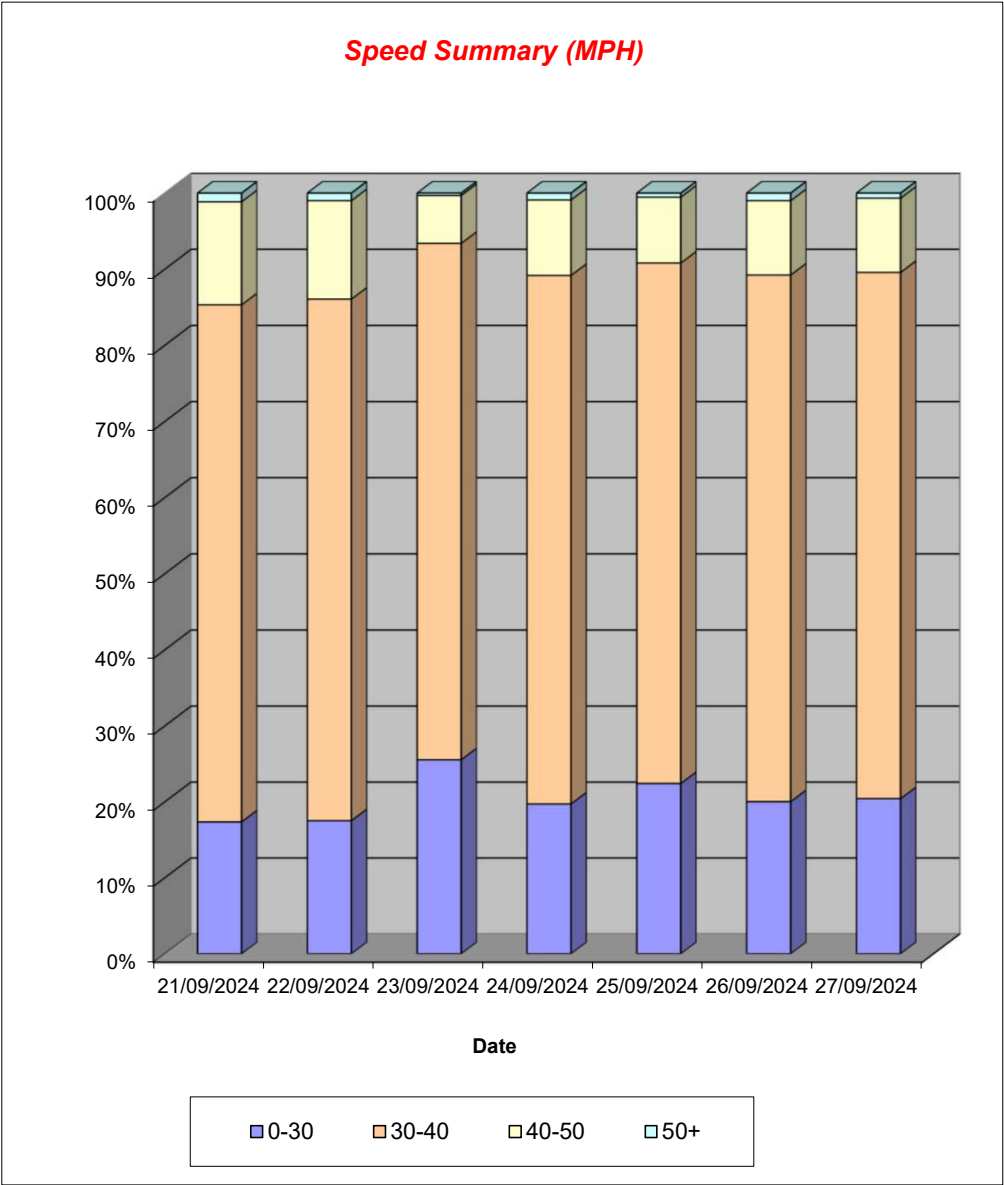
10-12	38.8	38.9	37.5	39.1	39.7	38.9	39.4
14-16	40.1	39.1	38.4	38.8	37.8	38.7	39.8
0-24	40.5	40.6	38.2	39.8	39.2	40.0	39.5

85th %ile (ALL)	39.7
Weekday Inter-Peak	38.9

Lydiard Green ATC

Produced by Road Data Services Ltd.

Channel 2 - Westbound				Speed Summary			Week 1
Speed (MPH)	21/09/2024 Saturday	22/09/2024 Sunday	23/09/2024 Monday	24/09/2024 Tuesday	25/09/2024 Wednesday	26/09/2024 Thursday	27/09/2024 Friday
0-30	290	248	488	438	506	464	459
30-40	1135	970	1296	1542	1543	1603	1554
40-50	226	183	120	220	195	226	219
50+	19	14	6	20	12	23	15
TOTAL	1670	1415	1910	2220	2256	2316	2247



Lydiard Green ATC

Produced by Road Data Services Ltd.

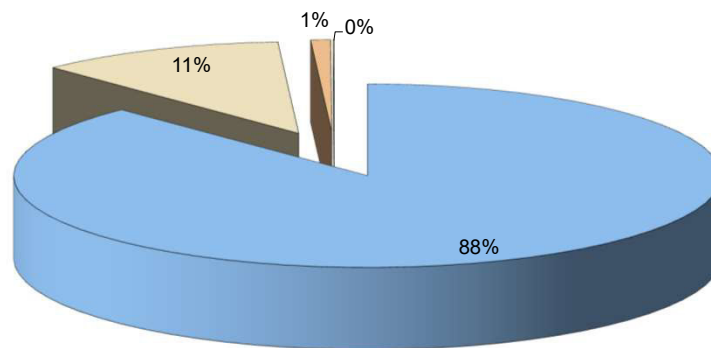
Channel 2 - Westbound

Vehicle Class

Week 1

Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
Day / Time					
21/09/2024					
7-19	1281	130	3	0	1414
6-22	1434	142	5	0	1581
6-24	1490	144	5	0	1639
0-24	1515	150	5	0	1670
22/09/2024					
7-19	1179	74	2	0	1255
6-22	1278	85	2	0	1365
6-24	1293	85	2	0	1380
0-24	1327	86	2	0	1415
23/09/2024					
7-19	1442	189	17	1	1649
6-22	1606	217	21	2	1846
6-24	1631	220	21	2	1874
0-24	1661	226	21	2	1910
24/09/2024					
7-19	1585	259	19	1	1864
6-22	1841	288	22	1	2152
6-24	1870	289	22	1	2182
0-24	1900	296	23	1	2220
25/09/2024					
7-19	1675	236	26	0	1937
6-22	1885	268	27	0	2180
6-24	1914	270	27	0	2211
0-24	1950	276	30	0	2256
26/09/2024					
7-19	1726	238	22	2	1988
6-22	1954	264	23	2	2243
6-24	1985	266	23	2	2276
0-24	2017	272	25	2	2316
27/09/2024					
7-19	1628	246	15	1	1890
6-22	1865	273	18	1	2157
6-24	1910	277	20	1	2208
0-24	1944	281	21	1	2247
Average					
7-19	1502	196	15	1	1714
6-22	1695	220	17	1	1932
6-24	1728	222	17	1	1967
0-24	1759	227	18	1	2005

Total Vehicle Class Distribution



Appendix D: Stagecoach 53 Bus Service Timetable

Swindon • Purton • Cricklade

53

MONDAY TO FRIDAY (excluding Bank Holidays)

Swindon Bus Station Bay 17	1000	1130	1300	1430	1635	N	1750	1900
Great Western Designer Village	1007	1137	1307	1437	1642		1757	1907
Freshbrook Link Centre	1015	1145	1315	1445	1650		1805	1915
Lydiard Millicent Forge Fields	1020	1150	1320	1450	1657		1810	1920
Purton Witts Lane	1030	1200	1330	1500	1708		1820	1930
Cricklade Turning Circle	1038	1208	1338	1508	1718		1828	B
Cricklade Bishopsfield	1040	1210	1340	1510	1720		1830	

Swindon • Purton • Cricklade

53

MONDAY TO FRIDAY (excluding Bank Holidays)

Cricklade Turning Circle	0618	0723	0908	1038	1208	1338	1508	1718	1828
Cricklade Bishopsfield	0620	0725	0910	1040	1210	1340	1510	1720	1830
Purton Witts Lane	0629	0734	0919	1049	1219	1349	1519	G	G
Lydiard Millicent Forge Fields	0639	0744	0929	1059	1229	1359	1529	x	x
Freshbrook Link Centre	0645	0751	0935	1105	1235	1405	1535	x	x
Great Western Designer Village	0653	0801	0943	1113	1243	1413	1543	x	x
Swindon Bus Station	0700	0810	P	0950	1120	1250	1420	1550	1745 1855

Key

- B** continues to Purton Stoke Bentham Turn arriving 1932
- G** serves Penhill Grafton Road at 1732 and 1842
- N** on school days, starts at Park North New College at 1620
- P** on school days, continues to Park North New College arriving 0820

Swindon • Purton • Cricklade

53

SATURDAY (excluding Bank Holidays)

Swindon Bus Station Bay 17	1000	1130	1300	1430	1635	1750	1900	
Great Western Designer Village	1007	1137	1307	1437	1642	1757	1907	
Freshbrook Link Centre	1015	1145	1315	1445	1650	1805	1915	
Lydiard Millicent Forge Fields	1020	1150	1320	1450	1657	1810	1920	
Purton Witts Lane	1030	1200	1330	1500	1708	1820	1930	
Cricklade Turning Circle	1038	1208	1338	1508	1718	1828	B	
Cricklade Bishopsfield	1040	1210	1340	1510	1720	1830		

Swindon • Purton • Cricklade

53

SATURDAY (excluding Bank Holidays)

Cricklade Turning Circle	0618	0728	0908	1038	1208	1338	1508	1718	1828
Cricklade Bishopsfield	0620	0730	0910	1040	1210	1340	1510	1720	1830
Purton Witts Lane	0629	0739	0919	1049	1219	1349	1519	G	G
Lydiard Millicent Forge Fields	0639	0749	0929	1059	1229	1359	1529	-	-
Freshbrook Link Centre	0645	0756	0935	1105	1235	1405	1535	-	-
Great Western Designer Village	0653	0806	0943	1113	1243	1413	1543	-	-
Swindon Bus Station	0700	0815	0950	1120	1250	1420	1550	1745	1855

Key

B continues to Purton Stoke Bentham Turn arriving 1932

G serves Penhill Grafton Road at 1732 and 1842

Appendix E: Crashmap Output



Crash Report

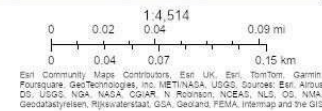
Area of Interest (AOI) Information

Area : 30,698.29 m²

Aug 21 2024 15:09:07 British Summer Time



Crashes
● Slight



Summary

Name	Count	Area(m ²)	Length(m)
Crashes	1	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	Police officer attended crash scene	June 3, 2019	2019	2	1	408279

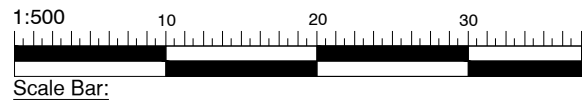
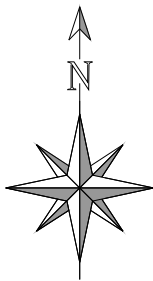
#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	186030	Wiltshire	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	1	0	0	0	1

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	1	Wiltshire	Not Applicable	No	No	https://www.crashmap.co.uk/reports/prorereportservice?reportId=2019545333519	1

Report produced from CrashMap Pro

Appendix F: Site Access Drawing



Key:

- Red Line Boundary
- Visibility Splays

NOTE

Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Do not scale from this drawing.

Rev	Date	Amendments	By	Chk



Client

Mr J Stubbs

Project

Land Rear of 2 Lydiard Green,
Lydiard Millicent

Drawing Title

Site Access Visibility
Splays

Status

For Information

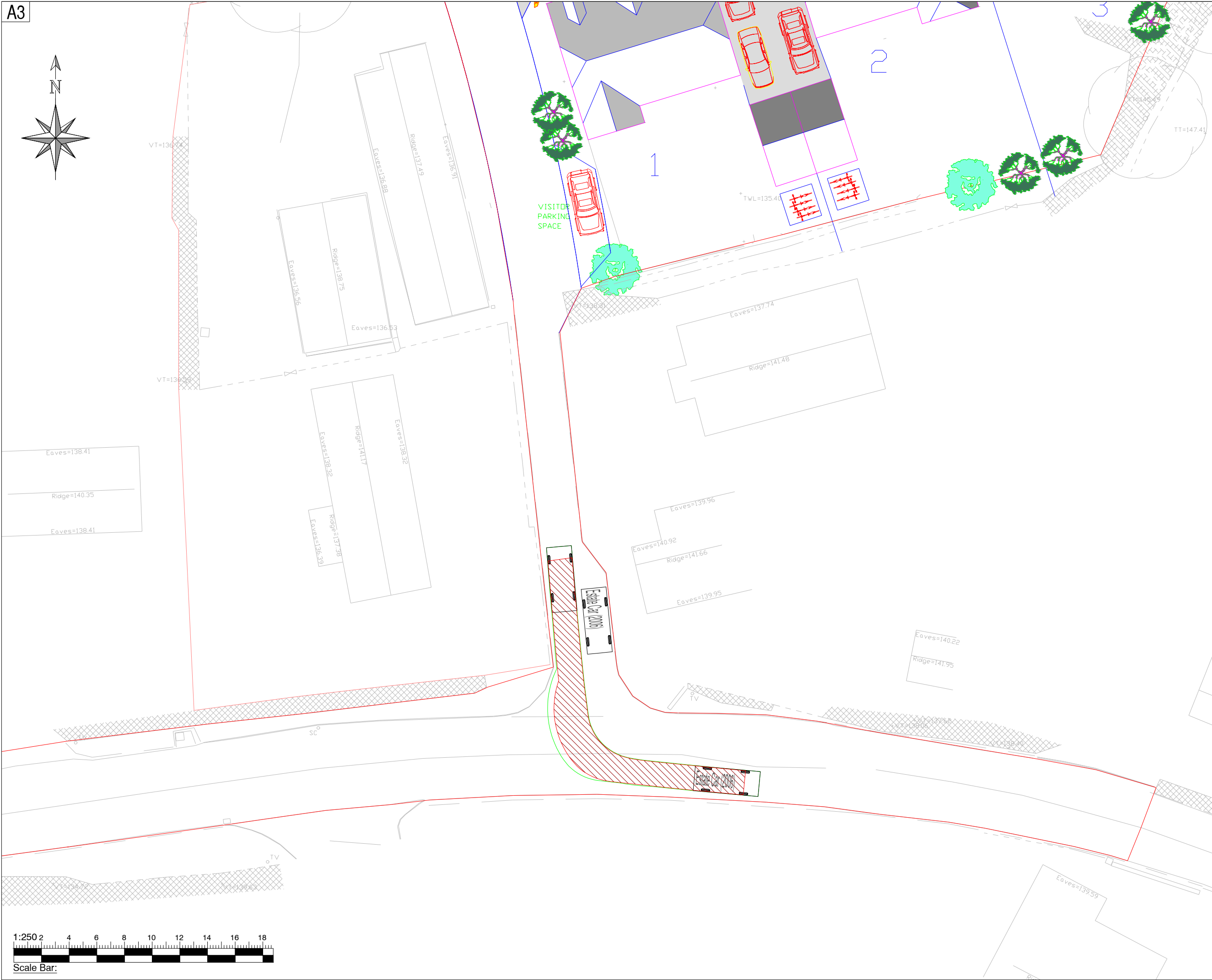
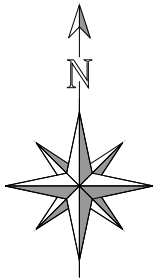
Scale	Drawn	Checked	Date
A3@ 1:500	JWB	ADM	09/10/24

Drawing No.	Rev.
-------------	------

24309-RLL-24-X-DR-D-5001 #

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Appendix G: Swept Path Analysis Drawings



Key:

Red Line Boundary

Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to lock time	8.950m
Kerb to Kerb Turning Radius	

Wheelbase
Overhang

NOTE

Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Do not scale from this drawing.

Rev	Date	Amendments	By	Chk



Client

Mr J Stubbs

Project

Land Rear of 2 Lydiard Green, Lydiard Millicent

Drawing Title

Site Access Swept Path Tracking

Status

For Information

Scale	Drawn	Checked	Date
A3@ 1:250	JWB	ADM	09/10/24

Drawing No.	Rev.
-------------	------

24309-RLL-24-X-DR-D-5002 #

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12m tractor & trailer accessing the agricultural land

12m tractor & trailer egressing the agricultural land

Key:

12m Tractor & Trailer
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 0.438m
Min Body Ground Clearance 0.398m
Max Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.620m

Red Line Boundary

Wheelbase

Overhang

NOTE
Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Do not scale from this drawing.

Rev	Date	Amendments	By	Chk



Client
Mr J Stubbs

Project
Land Rear of 2 Lydiard Green, Lydiard Millicent

Drawing Title
Tractor and Trailer Accessing & Egressing the Agricultural Land

Status

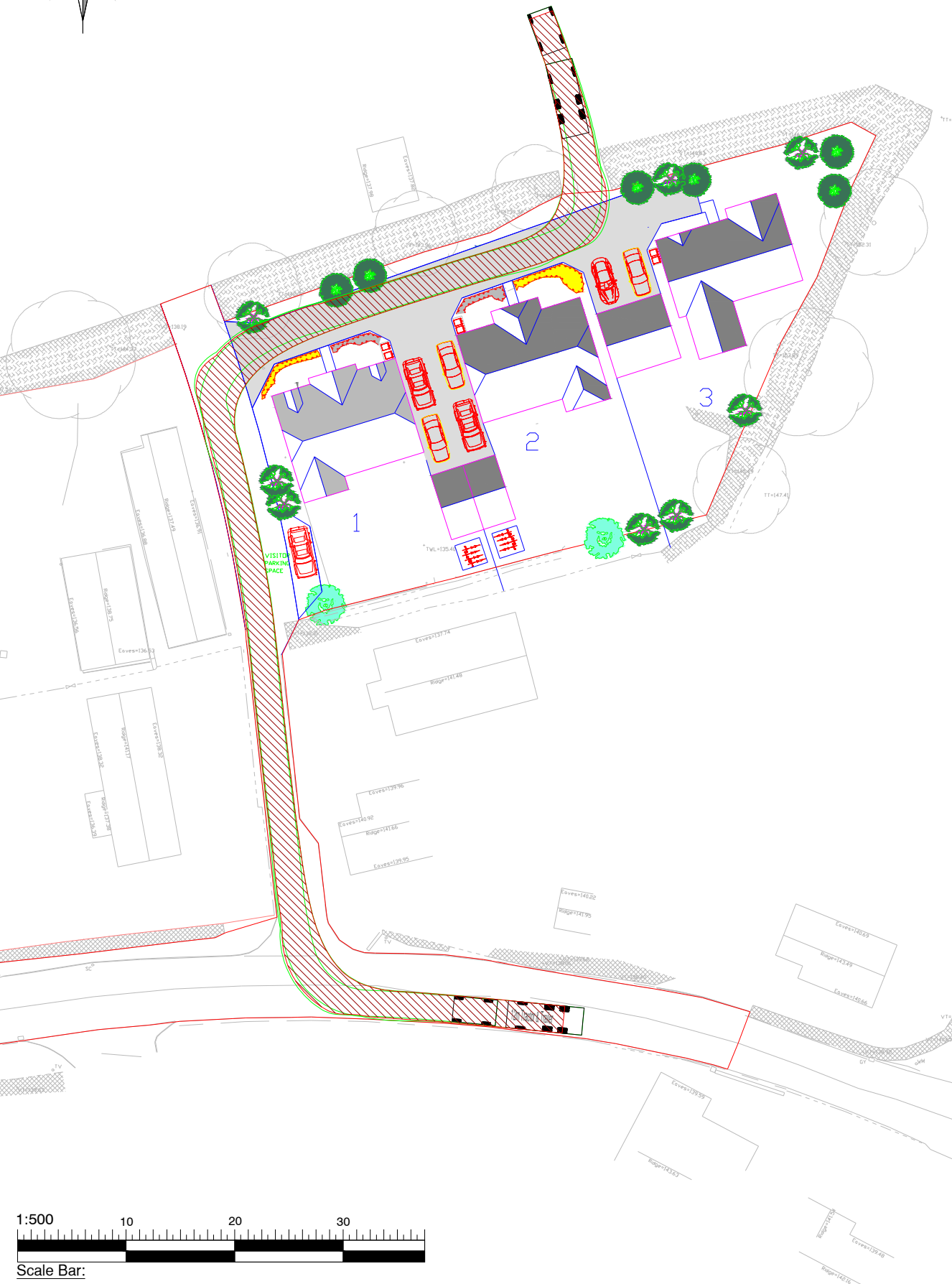
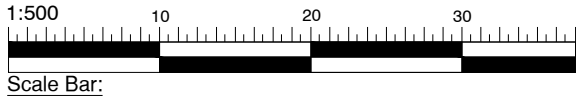
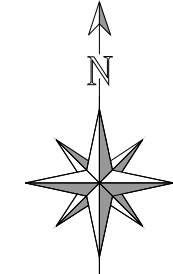
For Information

Scale	Drawn	Checked	Date
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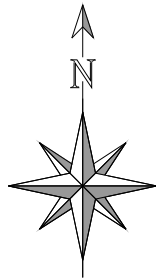
Drawing No.	Rev.
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24309-RLL-24-X-DR-D-5003 #

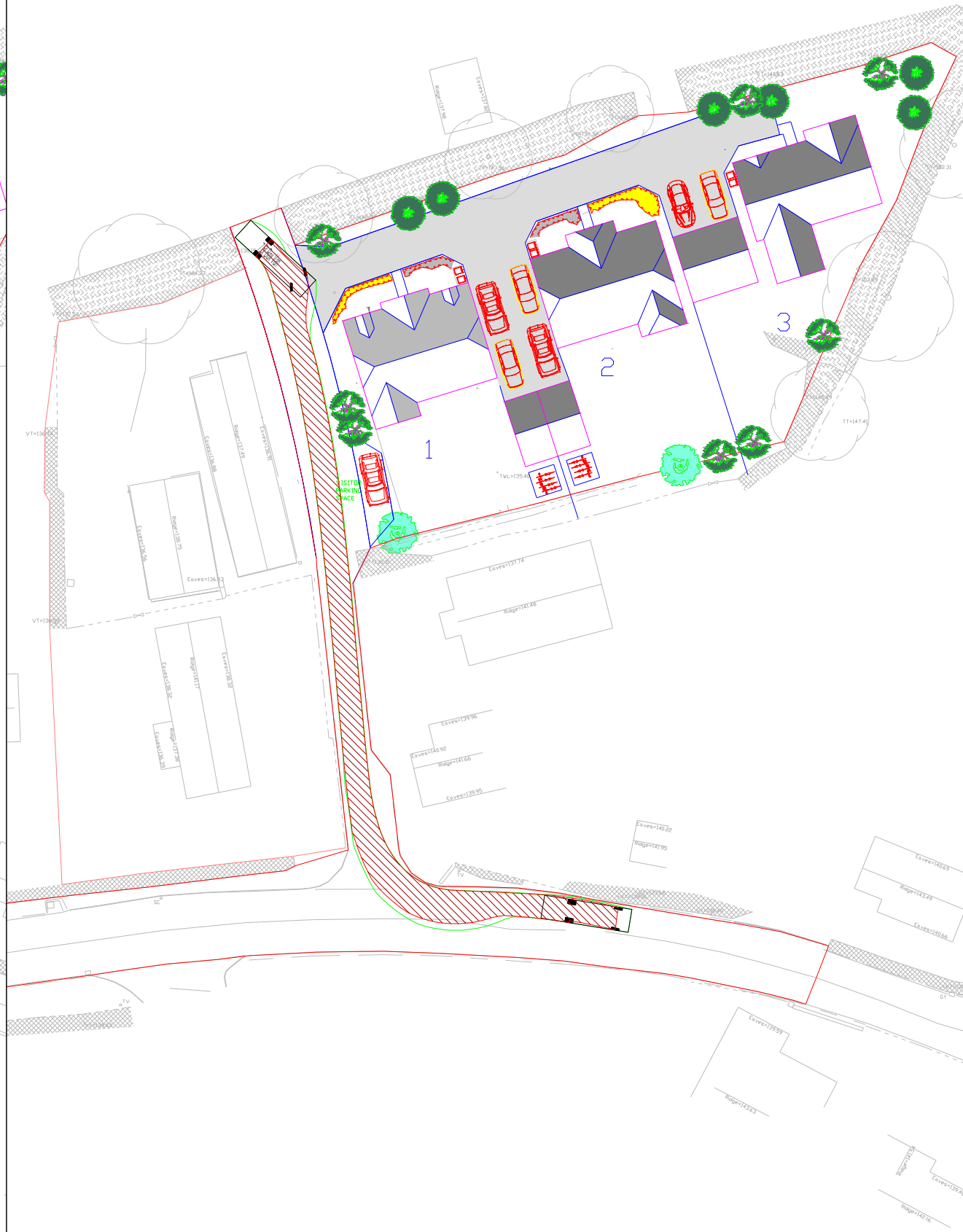
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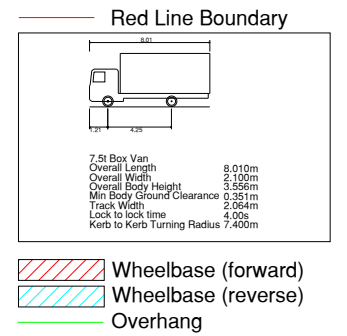
Private refuse vehicle accessing the development



Private refuse vehicle egressing the development



Key:



NOTE

Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Do not scale from this drawing.

Rev	Date	Amendments	By	Chk



Client

Mr J Stubbs

Project

Land Rear of 2 Lydiard Green, Lydiard Millicent

Drawing Title

Private Refuse Vehicle Accessing & Egressing the Development

Status

For Information

Scale	Drawn	Checked	Date
A3@ 1:500	JWB	ADM	10/10/24

Drawing No.	Rev.
-------------	------

24309-RLL-24-X-DR-D-5004 #

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Appendix H: TRICS Multi-Modal Trip Rates

Calculation Reference: AUDIT-112302-240902-0932

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	
	HF HERTFORDSHIRE	1 days
	MW MEDWAY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	YO YORK	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days
	EC CHESHIRE EAST	1 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days

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

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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: 6 to 29 (units:)
Range Selected by User: 6 to 30 (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: 01/01/11 to 05/06/23

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

Selected survey days:

Monday	8 days
Tuesday	3 days
Wednesday	6 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	21 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)	12
Edge of Town	9

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	21
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	25 days - Selected

Secondary Filtering selection:Use Class:

C3	21 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:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	6 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	3 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	3 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	8 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	9 days
1.1 to 1.5	12 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	4 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	21 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	AC-03-A-02	DETACHED		CHESHIRE WEST & CHESTER
	WHITCHURCH ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
2	AC-03-A-04	TOWN HOUSES		CHESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19		Survey Type: MANUAL
3	DC-03-A-10	MIXED HOUSES		DORSET
	ADDISON CLOSE			
	GILLINGHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
	Survey date: WEDNESDAY	09/11/22		Survey Type: MANUAL
4	EC-03-A-06	TERRACED HOUSES		CHESHIRE EAST
	GREYSTOKE ROAD			
	MACCLESFIELD			
	HURDSFIELD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
5	GM-03-A-10	DETACHED/SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	MANCHESTER			
	PRESTWICH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	29		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
6	HF-03-A-05	TERRACED HOUSES		HERTFORDSHIRE
	HOLMSIDE RISE			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	8		
	Survey date: MONDAY	05/06/23		Survey Type: MANUAL
7	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	LINCOLN			
	BOULTHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL
8	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	LIVERPOOL			
	OTTERSPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE			
	RAINHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	19		
	Survey date: MONDAY	06/06/22		Survey Type: MANUAL
10	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
11	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
12	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		
	Survey date: WEDNESDAY	10/05/17		Survey Type: MANUAL
13	PB-03-A-03	DETACHED		PETERBOROUGH
	PETERBOROUGH			
	THORPE PARK ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
14	PB-03-A-04	DETACHED HOUSES		PETERBOROUGH
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16		Survey Type: MANUAL
15	PS-03-A-02	DETACHED/SEMI-DETACHED		POWYS
	GUNROG ROAD			
	WELSHPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	11/05/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	SD-03-A-01	SEMI DETACHED	SWINDON
	HEADLANDS GROVE SWINDON		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: THURSDAY 22/09/16		Survey Type: MANUAL
17	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE BURY ST EDMUNDS		
	Edge of Town Residential Zone Total No of Dwellings: 18 Survey date: WEDNESDAY 09/09/15		Survey Type: MANUAL
18	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 Survey date: MONDAY 07/10/13		Survey Type: MANUAL
19	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET BARRY		
	Edge of Town Residential Zone Total No of Dwellings: 12 Survey date: MONDAY 08/05/17		Survey Type: MANUAL
20	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
	ARLINGTON AVENUE LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 6 Survey date: FRIDAY 21/10/11		Survey Type: MANUAL
21	YO-03-A-01	TERRACED HOUSES	YORK
	NICHOLAS STREET YORK		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 21 Survey date: MONDAY 16/09/13		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BC-03-A-02	Bungalows
KC-03-A-09	Survey occurred during Covid-19
NF-03-A-01	Too Many Bungalows
SF-03-A-04	Too Many Bungalows
SH-03-A-06	Bungalows
WM-03-A-06	Bungalows

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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**

Total People to Total Vehicles ratio (all time periods and directions): 1.77

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	21	18	0.078	21	18	0.301	21	18	0.379
08:00 - 09:00	21	18	0.202	21	18	0.482	21	18	0.684
09:00 - 10:00	21	18	0.140	21	18	0.171	21	18	0.311
10:00 - 11:00	21	18	0.153	21	18	0.155	21	18	0.308
11:00 - 12:00	21	18	0.174	21	18	0.181	21	18	0.355
12:00 - 13:00	21	18	0.184	21	18	0.212	21	18	0.396
13:00 - 14:00	21	18	0.181	21	18	0.171	21	18	0.352
14:00 - 15:00	21	18	0.176	21	18	0.212	21	18	0.388
15:00 - 16:00	21	18	0.301	21	18	0.254	21	18	0.555
16:00 - 17:00	21	18	0.303	21	18	0.187	21	18	0.490
17:00 - 18:00	21	18	0.360	21	18	0.161	21	18	0.521
18:00 - 19:00	21	18	0.254	21	18	0.161	21	18	0.415
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.506			2.648			5.154

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:	6 - 29 (units:)
Survey date date range:	01/01/11 - 05/06/23
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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.

Rodgers Leask Woodlands Court Bristol

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

MULTI-MODAL TAXIS**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	21	18	0.000	21	18	0.000	21	18	0.000
08:00 - 09:00	21	18	0.010	21	18	0.010	21	18	0.020
09:00 - 10:00	21	18	0.003	21	18	0.003	21	18	0.006
10:00 - 11:00	21	18	0.005	21	18	0.005	21	18	0.010
11:00 - 12:00	21	18	0.005	21	18	0.005	21	18	0.010
12:00 - 13:00	21	18	0.003	21	18	0.000	21	18	0.003
13:00 - 14:00	21	18	0.005	21	18	0.008	21	18	0.013
14:00 - 15:00	21	18	0.003	21	18	0.000	21	18	0.003
15:00 - 16:00	21	18	0.008	21	18	0.010	21	18	0.018
16:00 - 17:00	21	18	0.000	21	18	0.000	21	18	0.000
17:00 - 18:00	21	18	0.000	21	18	0.000	21	18	0.000
18:00 - 19:00	21	18	0.005	21	18	0.005	21	18	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.046			0.093

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
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	21	18	0.000	21	18	0.000	21	18	0.000
08:00 - 09:00	21	18	0.005	21	18	0.005	21	18	0.010
09:00 - 10:00	21	18	0.010	21	18	0.010	21	18	0.020
10:00 - 11:00	21	18	0.005	21	18	0.003	21	18	0.008
11:00 - 12:00	21	18	0.000	21	18	0.003	21	18	0.003
12:00 - 13:00	21	18	0.000	21	18	0.000	21	18	0.000
13:00 - 14:00	21	18	0.003	21	18	0.003	21	18	0.006
14:00 - 15:00	21	18	0.000	21	18	0.000	21	18	0.000
15:00 - 16:00	21	18	0.000	21	18	0.000	21	18	0.000
16:00 - 17:00	21	18	0.000	21	18	0.000	21	18	0.000
17:00 - 18:00	21	18	0.003	21	18	0.003	21	18	0.006
18:00 - 19:00	21	18	0.000	21	18	0.000	21	18	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.027			0.053

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
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	21	18	0.000	21	18	0.000	21	18	0.000
08:00 - 09:00	21	18	0.005	21	18	0.005	21	18	0.010
09:00 - 10:00	21	18	0.000	21	18	0.000	21	18	0.000
10:00 - 11:00	21	18	0.000	21	18	0.000	21	18	0.000
11:00 - 12:00	21	18	0.000	21	18	0.000	21	18	0.000
12:00 - 13:00	21	18	0.000	21	18	0.000	21	18	0.000
13:00 - 14:00	21	18	0.000	21	18	0.000	21	18	0.000
14:00 - 15:00	21	18	0.000	21	18	0.000	21	18	0.000
15:00 - 16:00	21	18	0.005	21	18	0.005	21	18	0.010
16:00 - 17:00	21	18	0.000	21	18	0.000	21	18	0.000
17:00 - 18:00	21	18	0.000	21	18	0.000	21	18	0.000
18:00 - 19:00	21	18	0.000	21	18	0.000	21	18	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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.

Rodgers Leask Woodlands Court Bristol

Licence No: 112302

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

MULTI-MODAL CYCLISTS**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	21	18	0.010	21	18	0.039	21	18	0.049
08:00 - 09:00	21	18	0.000	21	18	0.041	21	18	0.041
09:00 - 10:00	21	18	0.003	21	18	0.005	21	18	0.008
10:00 - 11:00	21	18	0.000	21	18	0.010	21	18	0.010
11:00 - 12:00	21	18	0.003	21	18	0.008	21	18	0.011
12:00 - 13:00	21	18	0.016	21	18	0.005	21	18	0.021
13:00 - 14:00	21	18	0.013	21	18	0.008	21	18	0.021
14:00 - 15:00	21	18	0.003	21	18	0.005	21	18	0.008
15:00 - 16:00	21	18	0.036	21	18	0.000	21	18	0.036
16:00 - 17:00	21	18	0.031	21	18	0.003	21	18	0.034
17:00 - 18:00	21	18	0.016	21	18	0.010	21	18	0.026
18:00 - 19:00	21	18	0.008	21	18	0.000	21	18	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.139			0.134			0.273

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
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	21	18	0.098	21	18	0.383	21	18	0.481
08:00 - 09:00	21	18	0.244	21	18	0.725	21	18	0.969
09:00 - 10:00	21	18	0.155	21	18	0.212	21	18	0.367
10:00 - 11:00	21	18	0.181	21	18	0.205	21	18	0.386
11:00 - 12:00	21	18	0.210	21	18	0.218	21	18	0.428
12:00 - 13:00	21	18	0.225	21	18	0.269	21	18	0.494
13:00 - 14:00	21	18	0.202	21	18	0.207	21	18	0.409
14:00 - 15:00	21	18	0.236	21	18	0.251	21	18	0.487
15:00 - 16:00	21	18	0.453	21	18	0.313	21	18	0.766
16:00 - 17:00	21	18	0.430	21	18	0.238	21	18	0.668
17:00 - 18:00	21	18	0.505	21	18	0.215	21	18	0.720
18:00 - 19:00	21	18	0.342	21	18	0.197	21	18	0.539
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	3.281			3.433			6.714		

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.

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

MULTI-MODAL PEDESTRIANS

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	21	18	0.021	21	18	0.070	21	18	0.091
08:00 - 09:00	21	18	0.080	21	18	0.184	21	18	0.264
09:00 - 10:00	21	18	0.054	21	18	0.060	21	18	0.114
10:00 - 11:00	21	18	0.065	21	18	0.067	21	18	0.132
11:00 - 12:00	21	18	0.044	21	18	0.054	21	18	0.098
12:00 - 13:00	21	18	0.067	21	18	0.060	21	18	0.127
13:00 - 14:00	21	18	0.065	21	18	0.067	21	18	0.132
14:00 - 15:00	21	18	0.078	21	18	0.073	21	18	0.151
15:00 - 16:00	21	18	0.140	21	18	0.111	21	18	0.251
16:00 - 17:00	21	18	0.111	21	18	0.057	21	18	0.168
17:00 - 18:00	21	18	0.088	21	18	0.067	21	18	0.155
18:00 - 19:00	21	18	0.088	21	18	0.047	21	18	0.135
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.901			0.917			1.818

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

MULTI-MODAL BUS/TRAM PASSENGERS**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	21	18	0.010	21	18	0.013	21	18	0.023
08:00 - 09:00	21	18	0.005	21	18	0.026	21	18	0.031
09:00 - 10:00	21	18	0.005	21	18	0.016	21	18	0.021
10:00 - 11:00	21	18	0.010	21	18	0.016	21	18	0.026
11:00 - 12:00	21	18	0.005	21	18	0.005	21	18	0.010
12:00 - 13:00	21	18	0.026	21	18	0.013	21	18	0.039
13:00 - 14:00	21	18	0.005	21	18	0.005	21	18	0.010
14:00 - 15:00	21	18	0.008	21	18	0.003	21	18	0.011
15:00 - 16:00	21	18	0.018	21	18	0.010	21	18	0.028
16:00 - 17:00	21	18	0.021	21	18	0.005	21	18	0.026
17:00 - 18:00	21	18	0.013	21	18	0.013	21	18	0.026
18:00 - 19:00	21	18	0.010	21	18	0.003	21	18	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.136			0.128			0.264

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
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	21	18	0.000	21	18	0.003	21	18	0.003
08:00 - 09:00	21	18	0.000	21	18	0.000	21	18	0.000
09:00 - 10:00	21	18	0.000	21	18	0.005	21	18	0.005
10:00 - 11:00	21	18	0.000	21	18	0.000	21	18	0.000
11:00 - 12:00	21	18	0.000	21	18	0.000	21	18	0.000
12:00 - 13:00	21	18	0.000	21	18	0.003	21	18	0.003
13:00 - 14:00	21	18	0.000	21	18	0.000	21	18	0.000
14:00 - 15:00	21	18	0.000	21	18	0.000	21	18	0.000
15:00 - 16:00	21	18	0.003	21	18	0.000	21	18	0.003
16:00 - 17:00	21	18	0.000	21	18	0.000	21	18	0.000
17:00 - 18:00	21	18	0.008	21	18	0.000	21	18	0.008
18:00 - 19:00	21	18	0.000	21	18	0.000	21	18	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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

MULTI-MODAL COACH PASSENGERS**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	21	18	0.000	21	18	0.000	21	18	0.000
08:00 - 09:00	21	18	0.000	21	18	0.005	21	18	0.005
09:00 - 10:00	21	18	0.000	21	18	0.000	21	18	0.000
10:00 - 11:00	21	18	0.000	21	18	0.000	21	18	0.000
11:00 - 12:00	21	18	0.000	21	18	0.000	21	18	0.000
12:00 - 13:00	21	18	0.000	21	18	0.000	21	18	0.000
13:00 - 14:00	21	18	0.000	21	18	0.000	21	18	0.000
14:00 - 15:00	21	18	0.000	21	18	0.000	21	18	0.000
15:00 - 16:00	21	18	0.005	21	18	0.000	21	18	0.005
16:00 - 17:00	21	18	0.000	21	18	0.000	21	18	0.000
17:00 - 18:00	21	18	0.000	21	18	0.000	21	18	0.000
18:00 - 19:00	21	18	0.000	21	18	0.000	21	18	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

MULTI-MODAL PUBLIC TRANSPORT USERS**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	21	18	0.010	21	18	0.016	21	18	0.026
08:00 - 09:00	21	18	0.005	21	18	0.031	21	18	0.036
09:00 - 10:00	21	18	0.005	21	18	0.021	21	18	0.026
10:00 - 11:00	21	18	0.010	21	18	0.016	21	18	0.026
11:00 - 12:00	21	18	0.005	21	18	0.005	21	18	0.010
12:00 - 13:00	21	18	0.026	21	18	0.016	21	18	0.042
13:00 - 14:00	21	18	0.005	21	18	0.005	21	18	0.010
14:00 - 15:00	21	18	0.008	21	18	0.003	21	18	0.011
15:00 - 16:00	21	18	0.026	21	18	0.010	21	18	0.036
16:00 - 17:00	21	18	0.021	21	18	0.005	21	18	0.026
17:00 - 18:00	21	18	0.021	21	18	0.013	21	18	0.034
18:00 - 19:00	21	18	0.010	21	18	0.003	21	18	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.152			0.144			0.296

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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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**

Total People to Total Vehicles ratio (all time periods and directions): 1.77

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	21	18	0.140	21	18	0.508	21	18	0.648
08:00 - 09:00	21	18	0.329	21	18	0.982	21	18	1.311
09:00 - 10:00	21	18	0.218	21	18	0.298	21	18	0.516
10:00 - 11:00	21	18	0.256	21	18	0.298	21	18	0.554
11:00 - 12:00	21	18	0.262	21	18	0.285	21	18	0.547
12:00 - 13:00	21	18	0.334	21	18	0.350	21	18	0.684
13:00 - 14:00	21	18	0.285	21	18	0.288	21	18	0.573
14:00 - 15:00	21	18	0.324	21	18	0.332	21	18	0.656
15:00 - 16:00	21	18	0.655	21	18	0.435	21	18	1.090
16:00 - 17:00	21	18	0.593	21	18	0.303	21	18	0.896
17:00 - 18:00	21	18	0.630	21	18	0.306	21	18	0.936
18:00 - 19:00	21	18	0.448	21	18	0.246	21	18	0.694
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.474			4.631			9.105

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.

Calculation Reference: AUDIT-112302-241016-1005

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04 EAST ANGLIA
NF NORFOLK 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 690 to 690 (units: sqm)
 Range Selected by User: 690 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 29/06/23

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

Selected survey days:

Thursday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 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:

Industrial Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Not Known 1 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000 1 days

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

Population within 5 miles:

125,001 to 250,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

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

Travel Plan:

No 1 days

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

PTAL Rating:

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.21

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	1	690	0.000	1	690	0.000	1	690	0.000
08:00 - 09:00	1	690	1.449	1	690	0.580	1	690	2.029
09:00 - 10:00	1	690	0.145	1	690	0.000	1	690	0.145
10:00 - 11:00	1	690	0.145	1	690	0.145	1	690	0.290
11:00 - 12:00	1	690	0.145	1	690	0.145	1	690	0.290
12:00 - 13:00	1	690	0.145	1	690	0.145	1	690	0.290
13:00 - 14:00	1	690	0.435	1	690	0.435	1	690	0.870
14:00 - 15:00	1	690	0.000	1	690	0.000	1	690	0.000
15:00 - 16:00	1	690	0.145	1	690	0.000	1	690	0.145
16:00 - 17:00	1	690	0.145	1	690	1.304	1	690	1.449
17:00 - 18:00	1	690	0.000	1	690	0.000	1	690	0.000
18:00 - 19:00	1	690	0.000	1	690	0.000	1	690	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.754			2.754			5.508

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:	690 - 690 (units: sqm)
Survey date date range:	01/01/16 - 29/06/23
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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