

**TRANSPORT NOTE**  
**PROPOSED RESIDENTIAL DEVELOPMENT**  
**KINGS FARMHOUSE, LONDON ROAD, BALCOMBE, RH17 6QA**  
**MAGNA REF: 24/501/12A, NOVEMBER 2024**

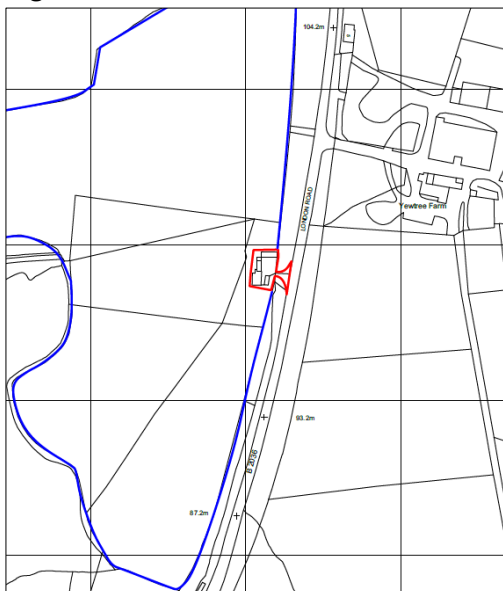
## **1.0 Introduction**

- 1.1 Magna Transport Planning Ltd have been appointed by Mr A Coveney (“the Applicant”) to prepare this Transport Note (TN) in support of the planning application for the proposed conversion of the existing equestrian yard into a residential dwelling, at Kings Farmhouse, London Road, Balcombe, RH17 6QA.
- 1.2 This TN has been prepared in accordance with the National Planning Policy Framework (NPPF, 2023) and Mid Sussex District Council’s (MSDC) District Plan 2021 – 2039.
- 1.3 The purpose of this TN is to demonstrate that the proposed development will not have any adverse impact on the local road network, over and above the existing use of the site.

## **2.0 Site and Local Highway Network**

- 2.1 The site is located on the western side of London Road, at approximately 85 metres south of Yewtree Farm and two kilometres (driving distance) north of the village of Balcombe. The site location is shown in Figure 2A.

**Figure 2A Site Location**



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- 2.2 The application site contains five equestrian stables and a timber barn. These building comprise a total floor area of approximately 100 sqm. In addition to this, there is a static trailer and a static caravan within the application site.
- 2.3 The land surrounding the application site (within blue line boundary) is farmland.
- 2.4 The existing site access on London Road is in the form of compacted stone access with tapers, as shown in Figure 2B.

**Figure 2B Site Access on London Road**



- 2.5 London Road (B2036) is a primary link road connecting the A272 (south of Cuckfield) to the south to the M23 at Junction 10A and Crawley to the north of the site, via Balcombe.
- 2.6 In the vicinity of the site, London Road is a single carriageway road approximately six metres wide and is subject to a 50 mph speed limit.
- 2.7 The review of personal injury collisions (PIC) on London Road using Crashmap website shows that there have been no collisions recorded at or in close proximity to the site access which are attributable to the site access arrangements.

### **3.0 Existing Site Trip Generation**

- 3.1 As discussed in Chapter 2.0, the application site contains five active equestrian stables and a timber barn.

3.2 In order to estimate vehicular trip generation associated with the existing equestrian use, TRICS database has been interrogated. Following sites within TRICS database have been used:

*Penewin Riding School (Cornwall)*

- Site Reference: CW-16-C-01
- Gross Floor Area: 727 sqm. Horse riding school and stabling

*Hardwicke Lodges Stables (Leicestershire)*

- Site Reference: LE-16-C-01
- Gross Floor Area: 500 sqm approx. Stabling and teaching facility (contains 32 stables)

3.3 The weekday trip rate calculations using these sites are provided in Appendix 1 and the trip generation associated with the application site comprising five stables and timber barn associated with equestrian use based on the derived average trip rates is provided in Table 3A.

**Table 6A Vehicular Trip Generation – Equestrian/Stabling**

| Time         | Average Trip Rates |               | Trips (100 sqm) |           |           |
|--------------|--------------------|---------------|-----------------|-----------|-----------|
|              | In                 | Out           | In              | Out       | Two-way   |
| 05:00-06:00  | 0.124              | 0.069         | 0               | 0         | 0         |
| 06:00-07:00  | 0.468              | 0.303         | 0               | 0         | 0         |
| 07:00-08:00  | 0.729              | 0.440         | 1               | 0         | 1         |
| 08:00-09:00  | 1.004              | 1.224         | 1               | 1         | 2         |
| 09:00-10:00  | 1.279              | 0.949         | 1               | 1         | 2         |
| 10:00-11:00  | 0.646              | 0.660         | 1               | 1         | 2         |
| 11:00-12:00  | 0.454              | 0.688         | 0               | 1         | 1         |
| 12:00-13:00  | 0.454              | 0.715         | 0               | 1         | 1         |
| 13:00-14:00  | 0.385              | 0.426         | 0               | 0         | 0         |
| 14:00-15:00  | 1.059              | 0.426         | 1               | 0         | 1         |
| 15:00-16:00  | 1.114              | 0.977         | 1               | 1         | 2         |
| 16:00-17:00  | 2.022              | 1.169         | 2               | 1         | 3         |
| 17:00-18:00  | 1.843              | 2.297         | 2               | 2         | 4         |
| 18:00-19:00  | 1.320              | 1.678         | 1               | 2         | 3         |
| 19:00-20:00  | 0.550              | 0.757         | 1               | 1         | 2         |
| 20:00-21:00  | 0.193              | 0.440         | 0               | 0         | 0         |
| 21:00-22:00  | 0.069              | 0.138         | 0               | 0         | 0         |
| 22:00-23:00  | 0.083              | 0.096         | 0               | 0         | 0         |
| 23:00-24:00  | 0.083              | 0.110         | 0               | 0         | 0         |
| <b>Daily</b> | <b>13.879</b>      | <b>13.563</b> | <b>12</b>       | <b>12</b> | <b>24</b> |

3.4 Table 3A shows that the existing equestrian use on site has a potential to generate following trips during typical weekday peak hours and on daily weekday basis:

- AM peak hour (08:00-09:00) 2 two-way vehicular trips
- PM peak hour (17:00-18:00) 4 two-way vehicular trips

- Weekday Daily 24 two-way vehicular trips

3.5 These include vehicles such as horse boxes or trailers.

#### **4.0 Proposed Development**

4.1 The proposal comprises converting the existing equestrian yard into a single dwelling comprising three bedrooms. The existing static trailer and caravan will be removed. The proposed site plan is shown in Appendix 2.

4.2 No changes are proposed to the site access.

4.3 There is sufficient space within the application site to accommodate at least two car parking spaces – especially after the removal of the existing static trailer and caravan. This provision is in accordance with the Local Highway Authority's (LHA) car parking standards.

4.4 There will be an active Electric Vehicle Charging Point (EVCP) provided on site for the proposed dwelling. This is in line with the relevant Building Regulations requirements as well as the emerging MSDC Local Plan Policy DPT4.

4.5 Furthermore, there is room to provide cycle storage area which can accommodate at least three cycles. A siting and design of a cycle storage area could be secured via a suitably worded planning condition. The cycle provision would ensure that the proposed development is in line with the LHA's cycle parking standards.

4.6 The forecourt area can accommodate a typical delivery vehicle. This is demonstrated via a swept path diagram, provided in Appendix 3.

4.7 Residents of the proposed dwelling would simply place their bins at the entrance on the day of waste collection. The Council's refuse collection vehicle would stop on London Road adjacent to the site to collect waste.

#### **5.0 Proposed Development Trip Generation**

5.1 In order to estimate trip generation associated with the proposed residential dwelling, TRICS database has been interrogated. Following criteria within TRICS have been chosen:

- Land Use - Residential
- Sub Land Use - Houses Privately Owned
- Regions - England (excluding Greater London)

- Parameters - Sites with no more than 30 dwellings
- Car ownership - more than 1 car per household

5.2 The TRICS report based on the above criteria is provided in Appendix 4.

5.3 The TRICS suggests that a dwelling could generate following vehicular trips:

- AM peak hour (08:00-09:00) 1 vehicular trip
- PM peak hour (17:00-18:00) 1 vehicular trip
- Weekday Daily 6 two-way vehicular trips

## 6.0 Traffic Impact Assessment

6.1 The net change in vehicular trip generation as a result of the proposed development when compared to the existing equestrian use is provided in Table 6A.

**Table 6A Traffic Impact Assessment**

|               | Existing Equestrian Use | Proposed Development | Net Change in Traffic |
|---------------|-------------------------|----------------------|-----------------------|
| AM Peak Hour  | 2                       | 1                    | -1                    |
| PM Peak Hour  | 4                       | 1                    | -3                    |
| Daily Weekday | 24                      | 6                    | -18                   |

6.2 Table 6A shows that the proposed development represents a reduction in vehicular trips generation, during peak hours as well as on a daily basis. Furthermore, there will be no trips associated with horseboxes and/or trailers arriving/departing the site access in the proposed development scenario. These are usually slow moving vehicles as they enter/exit the site access. The removal of these trips at the site access represent a betterment in highway terms.

6.3 Given that the existing site access can accommodate vehicular trips associated with the existing equestrian use with no impact on highway safety (evident through the Crashmap website), it can be concluded that the existing site access is safe and suitable for use of the proposed development which generates far less trips than the existing equestrian use.

### NPPF Test

6.4 The NPPF test is whether the impact on highway safety is unacceptable (or not) or the residual cumulative impact on the local road network is severe (or not).

6.5 No collisions were reported during the latest available five-year period at or in the vicinity of the site access which could be directly attributed to the functioning of the site access; and as

such, there are no known highway safety issues that are required to be addressed as part of this planning application.

- 6.6 The proposed development will not have any adverse highway safety impact due to the net reduction in trip generation and the fact there are no known highway safety issues on the highway that are directly related to the site accesses.
- 6.7 In conclusion, the proposal generates less traffic than the existing site uses and therefore represent no highway safety concerns in relation to the site accesses over and above the existing situation.

## **7.0 Reducing the Need to Travel / Increasing Green Travel**

- 7.1 Despite the fact that the proposed development will generate less vehicular trips when compared to the existing use on site (fallback scenario), the following measures have been considered to maximise appropriate sustainable transport opportunities in accordance with the National Planning Policy Framework (Paragraph 109):

### Access to Delivery Vehicles

- 7.2 There is sufficient space on site to accommodate typical residential delivery vans. This would negate the need for residents to travel, for e.g., for their daily / weekly shopping.

### Access to Fibre Broadband

- 7.3 Openreach website confirms that there is Full Fibre Broadband available in the area. The Applicant will ensure that dwelling will have connection to this prior to occupation. This would ensure residents could work from home, thus reducing the need to commute.

### Access to Electric Vehicle Charging Points

- 7.4 An electric vehicle charging facility would be provided to the proposed dwelling, thereby promoting green travel.

### Access to Adequate Cycle Parking Facility On-site

- 7.5 Sufficient space within the curtilage of the dwelling would be provided for cycle parking.
- 7.6 These measures to reduce travel cannot be implemented at the site's existing equestrian use because these businesses necessitate frequent staff, customer and official visits.

- 7.7 The proposed residential development therefore affords a unique opportunity to implement measures that would reduce reliance on private car use on a daily basis.

## 8.0 Conclusions

- 8.1 **Proposed Development:** The application proposes converting an existing equestrian yard into a three-bedroom residential dwelling at Kings Farmhouse. Existing structures like the static trailer and caravan will be removed, and no changes to the site access are proposed.
- 8.2 **Existing and Proposed Trip Generation:** The existing equestrian use generates up to 24 two-way vehicular trips daily, including during peak hours. In contrast, the proposed residential dwelling is projected to generate only 6 two-way trips daily, significantly reducing overall traffic. Furthermore, the proposed use eliminates the need for slow-moving horseboxes and trailers, enhancing highway efficiency and safety.
- 8.3 **Highway Safety Assessment:** A review of recent collision data indicates no reported incidents related to the site access over the past five years. This suggests the existing access is safe and capable of accommodating the reduced traffic from the proposed development.
- 8.4 **Sustainable Transport Measures:** The development includes provisions for an Electric Vehicle Charging Point (EVCP) and cycle storage to promote sustainable transport options. The site's accessibility to full fibre broadband supports potential remote working, reducing the need for travel.
- 8.5 Paragraph 115 of the NPPF states:
- 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.*
- 8.6 In conclusion, the proposed change of use from equestrian to residential use is unlikely to result in a significant impact on the local highway network. Hence, there are no justifiable highways reasons to refuse this application.

## **Appendix 1. TRICS: EQUESTRIAN USE**

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Average Trip Rates - Glasgow Site

| Time         | In           | Out          | Two-way       |
|--------------|--------------|--------------|---------------|
| 00:00-01:00  | 0.028        | 0.000        | 0.028         |
| 01:00-02:00  | 0.000        | 0.000        | 0.000         |
| 02:00-03:00  | 0.000        | 0.000        | 0.000         |
| 03:00-04:00  | 0.000        | 0.000        | 0.000         |
| 04:00-05:00  | 0.000        | 0.000        | 0.000         |
| 05:00-06:00  | 0.000        | 0.000        | 0.000         |
| 06:00-07:00  | 0.000        | 0.000        | 0.000         |
| 07:00-08:00  | 0.193        | 0.083        | 0.275         |
| 08:00-09:00  | 0.578        | 0.550        | 1.128         |
| 09:00-10:00  | 0.990        | 0.825        | 1.816         |
| 10:00-11:00  | 0.660        | 0.798        | 1.458         |
| 11:00-12:00  | 0.358        | 0.578        | 0.935         |
| 12:00-13:00  | 0.275        | 0.413        | 0.688         |
| 13:00-14:00  | 0.248        | 0.440        | 0.688         |
| 14:00-15:00  | 0.633        | 0.220        | 0.853         |
| 15:00-16:00  | 0.770        | 0.495        | 1.265         |
| 16:00-17:00  | 1.293        | 0.495        | 1.788         |
| 17:00-18:00  | 1.018        | 1.348        | 2.366         |
| 18:00-19:00  | 0.825        | 0.770        | 1.596         |
| 19:00-20:00  | 0.330        | 0.523        | 0.853         |
| 20:00-21:00  | 0.193        | 0.165        | 0.358         |
| 21:00-22:00  | 0.083        | 0.028        | 0.110         |
| 22:00-23:00  | 0.028        | 0.110        | 0.138         |
| 23:00-24:00  | 0.110        | 0.110        | 0.220         |
| <b>Daily</b> | <b>8.611</b> | <b>7.950</b> | <b>16.561</b> |

Average Trip Rates - Leicestershire Site

| Time         | In            | Out           | Two-way       |
|--------------|---------------|---------------|---------------|
| 00:00-01:00  | 0.000         | 0.000         | 0.000         |
| 01:00-02:00  | 0.000         | 0.000         | 0.000         |
| 02:00-03:00  | 0.000         | 0.000         | 0.000         |
| 03:00-04:00  | 0.000         | 0.000         | 0.000         |
| 04:00-05:00  | 0.000         | 0.000         | 0.000         |
| 05:00-06:00  | 0.248         | 0.138         | 0.385         |
| 06:00-07:00  | 0.935         | 0.605         | 1.541         |
| 07:00-08:00  | 1.265         | 0.798         | 2.063         |
| 08:00-09:00  | 1.431         | 1.898         | 3.329         |
| 09:00-10:00  | 1.568         | 1.073         | 2.641         |
| 10:00-11:00  | 0.633         | 0.523         | 1.155         |
| 11:00-12:00  | 0.550         | 0.798         | 1.348         |
| 12:00-13:00  | 0.633         | 1.018         | 1.651         |
| 13:00-14:00  | 0.523         | 0.413         | 0.935         |
| 14:00-15:00  | 1.486         | 0.633         | 2.118         |
| 15:00-16:00  | 1.458         | 1.458         | 2.916         |
| 16:00-17:00  | 2.751         | 1.843         | 4.594         |
| 17:00-18:00  | 2.669         | 3.246         | 5.915         |
| 18:00-19:00  | 1.816         | 2.586         | 4.402         |
| 19:00-20:00  | 0.770         | 0.990         | 1.761         |
| 20:00-21:00  | 0.193         | 0.715         | 0.908         |
| 21:00-22:00  | 0.055         | 0.248         | 0.303         |
| 22:00-23:00  | 0.138         | 0.083         | 0.220         |
| 23:00-24:00  | 0.055         | 0.110         | 0.165         |
| <b>Daily</b> | <b>19.175</b> | <b>19.175</b> | <b>38.349</b> |

Average Trip Rates

| Time         | In            | Out           | Two-way       |
|--------------|---------------|---------------|---------------|
| 00:00-01:00  | 0.014         | 0.000         | 0.014         |
| 01:00-02:00  | 0.000         | 0.000         | 0.000         |
| 02:00-03:00  | 0.000         | 0.000         | 0.000         |
| 03:00-04:00  | 0.000         | 0.000         | 0.000         |
| 04:00-05:00  | 0.000         | 0.000         | 0.000         |
| 05:00-06:00  | 0.124         | 0.069         | 0.193         |
| 06:00-07:00  | 0.468         | 0.303         | 0.770         |
| 07:00-08:00  | 0.729         | 0.440         | 1.169         |
| 08:00-09:00  | 1.004         | 1.224         | 2.228         |
| 09:00-10:00  | 1.279         | 0.949         | 2.228         |
| 10:00-11:00  | 0.646         | 0.660         | 1.307         |
| 11:00-12:00  | 0.454         | 0.688         | 1.142         |
| 12:00-13:00  | 0.454         | 0.715         | 1.169         |
| 13:00-14:00  | 0.385         | 0.426         | 0.812         |
| 14:00-15:00  | 1.059         | 0.426         | 1.486         |
| 15:00-16:00  | 1.114         | 0.977         | 2.091         |
| 16:00-17:00  | 2.022         | 1.169         | 3.191         |
| 17:00-18:00  | 1.843         | 2.297         | 4.140         |
| 18:00-19:00  | 1.320         | 1.678         | 2.999         |
| 19:00-20:00  | 0.550         | 0.757         | 1.307         |
| 20:00-21:00  | 0.193         | 0.440         | 0.633         |
| 21:00-22:00  | 0.069         | 0.138         | 0.206         |
| 22:00-23:00  | 0.083         | 0.096         | 0.179         |
| 23:00-24:00  | 0.083         | 0.110         | 0.193         |
| <b>Daily</b> | <b>13.893</b> | <b>13.563</b> | <b>27.455</b> |

Magna Transport Planning Stow Park Cir Newport

Licence No: 213601

Site Reference: CW-16-C-01  
 Latitude/Longitude: 50.41181, -4.35961  
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION  
 Region/Area: SOUTH WEST/CORNWALL

Description: STABLES  
 Street: OFF THE A38  
 District:  
 Town: NEAR LISKEARD  
 Post Code: PL12 5DA  
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)  
 Location Sub Category: Out of Town  
 Use Class: F2(c)

Population within 500m: 15  
 Population within 1 Mile: 1,000 or Less  
 Population within 5 Miles: 5,000 or Less  
 Car ownership within 5 Miles: 1.1 to 1.5  
 Buses/Trains per day (both directions): 0  
 Is site associated with a travel plan:  
 If not, are there any plans to implement  
 a Travel Plan in the future?  
 Is survey data available before the  
 implementation of the Travel Plan?  
 Is the location of the site hilly or flat:  
 Urban Regeneration:

No. of developments for this Site: 1  
 No. of survey Days for this Site: 7

#### Comments

This site is located in a remote rural location near Liskeard, just north of the A38(T), which heads north-west and south-east.  
 Surrounding the site is open land with scattered buildings. The site shares a driveway with 2 other properties, which generate insignificant traffic but are included in the survey.  
 This site was studied as part of a farm diversification project.

#### 11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There is no public transport provision. Most young people visiting the site are accompanied by parents by car or share lifts.

#### Design features encouraging non-car modes

#### 12. Pedestrians

Major surrounding roads (A38 etc.) are too busy for walking/cycling, although local lanes are quiet.

#### 13. Pedal cycles

None

#### 14. Public transport

None

|                                                                 |                        |
|-----------------------------------------------------------------|------------------------|
| Site reference:                                                 | CW-16-C-01             |
| Trade name:                                                     | PENEWIN RIDING STABLES |
| Site area (h/a):                                                | 0.90                   |
| Open since                                                      | 2000                   |
| Total Employees                                                 | 2                      |
| Full Time Employees                                             |                        |
| Part Time Employees                                             |                        |
| Approximate % of total employees working from home (any amount) | %                      |
| Name of nearest site                                            |                        |
| Distance to nearest similar site                                | 19.0 Km                |

#### OPENING TIMES (24 Hour format)

|              |       |    |       |
|--------------|-------|----|-------|
| Mon to Thurs | 00:00 | to | 00:00 |
| Friday       | 00:00 | to | 00:00 |
| Saturday     | 00:00 | to | 00:00 |
| Sunday       | 00:00 | to | 00:00 |

|                             |   |
|-----------------------------|---|
| Total no. of parking spaces | 7 |
| Visitor/Customer spaces     | 7 |
| Employee spaces             | 0 |
| Disabled spaces             | 0 |
| Cycle racks                 | 0 |
| OGV loading bays            | 0 |
| OGV parking spaces          | 0 |
| Parent & Toddler spaces     | 0 |

|                 |     |
|-----------------|-----|
| Parking charges | No  |
| Surface parking | Yes |

|                            |    |
|----------------------------|----|
| Off-Site parking available | No |
|----------------------------|----|

#### Comments

Facilities at the site include a sand school, exercise area, and stabling facilities. The GFA of the site is 727m2, of which 251m2 is the sand school.

Of the 2 employees, 1 is full time and 1 is part time.

The site is open on demand. All riding lessons are arranged by telephone. The planning application stated that the site would be open for half a week, but there is obviously seasonal variation according to school holidays etc.

In addition to the parking spaces shown there is spare farmyard capacity available.

The nearest similar site is in Henwood.

This site is an example of farm site diversification.

Magna Transport Planning Stow Park Cir Newport Licence No: 213601

Site reference: CW-16-C-01 Survey date: 02/11/01 Day of week: Friday

Survey type: Directional

AM weather:

PM weather:

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars

Motor cycles

Public service

Light goods

OGV (1)

OGV (2)

Servicing Vehicles count recorded No

Taxis are included as cars in this survey

| Time        | Arr 84 | Dep 85 | Totals 169 | Parking Accum |
|-------------|--------|--------|------------|---------------|
| 00:00-01:00 | 1      | 0      | 1          | (1)           |
| 01:00-02:00 | 0      | 0      | 0          | (1)           |
| 02:00-03:00 | 0      | 0      | 0          | (1)           |
| 03:00-04:00 | 0      | 0      | 0          | (1)           |
| 04:00-05:00 | 0      | 0      | 0          | (1)           |
| 05:00-06:00 | 0      | 0      | 0          | (1)           |
| 06:00-07:00 | 0      | 0      | 0          | (1)           |
| 07:00-08:00 | 2      | 1      | 3          | (2)           |
| 08:00-09:00 | 6      | 5      | 11         | (3)           |
| 09:00-10:00 | 8      | 7      | 15         | (4)           |
| 10:00-11:00 | 8      | 10     | 18         | (2)           |
| 11:00-12:00 | 4      | 6      | 10         | (0)           |
| 12:00-13:00 | 4      | 6      | 10         | (-2)          |
| 13:00-14:00 | 2      | 7      | 9          | (-7)          |
| 14:00-15:00 | 8      | 2      | 10         | (-1)          |
| 15:00-16:00 | 9      | 5      | 14         | (3)           |
| 16:00-17:00 | 14     | 7      | 21         | (10)          |
| 17:00-18:00 | 8      | 12     | 20         | (6)           |
| 18:00-19:00 | 5      | 9      | 14         | (2)           |
| 19:00-20:00 | 2      | 6      | 8          | (-2)          |
| 20:00-21:00 | 1      | 0      | 1          | (-1)          |
| 21:00-22:00 | 1      | 1      | 2          | (-1)          |
| 22:00-23:00 | 0      | 1      | 1          | (-2)          |
| 23:00-24:00 | 1      | 0      | 1          | (-1)          |

#### Comments

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that spare capacity within the farm is available in addition to the car parking spaces shown.

Magna Transport Planning Stow Park Cir Newport Licence No: 213601

Site reference: CW-16-C-01 Survey date: 03/11/01 Day of week: Saturday

Survey type: Directional

AM weather:

PM weather:

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars

Motor cycles

Public service

Light goods

OGV (1)

OGV (2)

Servicing Vehicles count recorded No

Taxis are included as cars in this survey

| Time        | Arr 111 | Dep 119 | Totals 230 | Parking Accum |
|-------------|---------|---------|------------|---------------|
| 00:00-01:00 | 0       | 0       | 0          | (0)           |
| 01:00-02:00 | 0       | 0       | 0          | (0)           |
| 02:00-03:00 | 0       | 0       | 0          | (0)           |
| 03:00-04:00 | 0       | 0       | 0          | (0)           |
| 04:00-05:00 | 0       | 0       | 0          | (0)           |
| 05:00-06:00 | 0       | 0       | 0          | (0)           |
| 06:00-07:00 | 0       | 0       | 0          | (0)           |
| 07:00-08:00 | 1       | 1       | 2          | (0)           |
| 08:00-09:00 | 11      | 13      | 24         | (-2)          |
| 09:00-10:00 | 15      | 5       | 20         | (8)           |
| 10:00-11:00 | 12      | 15      | 27         | (5)           |
| 11:00-12:00 | 6       | 11      | 17         | (0)           |
| 12:00-13:00 | 10      | 10      | 20         | (0)           |
| 13:00-14:00 | 11      | 17      | 28         | (-6)          |
| 14:00-15:00 | 5       | 1       | 6          | (-2)          |
| 15:00-16:00 | 8       | 4       | 12         | (2)           |
| 16:00-17:00 | 14      | 22      | 36         | (-6)          |
| 17:00-18:00 | 15      | 13      | 28         | (-4)          |
| 18:00-19:00 | 0       | 2       | 2          | (-6)          |
| 19:00-20:00 | 2       | 2       | 4          | (-6)          |
| 20:00-21:00 | 1       | 2       | 3          | (-7)          |
| 21:00-22:00 | 0       | 0       | 0          | (-7)          |
| 22:00-23:00 | 0       | 1       | 1          | (-8)          |
| 23:00-24:00 | 0       | 0       | 0          | (-8)          |

#### Comments

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that spare capacity within the farm is available in addition to the car parking spaces shown.

Magna Transport Planning Stow Park Cir Newport Licence No: 213601

Site reference: CW-16-C-01 Survey date: 04/11/01 Day of week: Sunday

Survey type: Directional

AM weather:

PM weather:

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars

Motor cycles

Public service

Light goods

OGV (1)

OGV (2)

Servicing Vehicles count recorded No

Taxis are included as cars in this survey

| Time        | Arr 80 | Dep 78 | Totals 158 | Parking Accum |
|-------------|--------|--------|------------|---------------|
| 00:00-01:00 | 2      | 0      | 2          | (2)           |
| 01:00-02:00 | 0      | 0      | 0          | (2)           |
| 02:00-03:00 | 0      | 0      | 0          | (2)           |
| 03:00-04:00 | 0      | 0      | 0          | (2)           |
| 04:00-05:00 | 0      | 0      | 0          | (2)           |
| 05:00-06:00 | 0      | 0      | 0          | (2)           |
| 06:00-07:00 | 0      | 0      | 0          | (2)           |
| 07:00-08:00 | 3      | 1      | 4          | (4)           |
| 08:00-09:00 | 6      | 7      | 13         | (3)           |
| 09:00-10:00 | 10     | 5      | 15         | (8)           |
| 10:00-11:00 | 8      | 2      | 10         | (14)          |
| 11:00-12:00 | 11     | 13     | 24         | (12)          |
| 12:00-13:00 | 0      | 6      | 6          | (6)           |
| 13:00-14:00 | 5      | 9      | 14         | (2)           |
| 14:00-15:00 | 5      | 1      | 6          | (6)           |
| 15:00-16:00 | 5      | 6      | 11         | (5)           |
| 16:00-17:00 | 15     | 17     | 32         | (3)           |
| 17:00-18:00 | 4      | 5      | 9          | (2)           |
| 18:00-19:00 | 3      | 4      | 7          | (1)           |
| 19:00-20:00 | 1      | 0      | 1          | (2)           |
| 20:00-21:00 | 1      | 1      | 2          | (2)           |
| 21:00-22:00 | 0      | 1      | 1          | (1)           |
| 22:00-23:00 | 0      | 0      | 0          | (1)           |
| 23:00-24:00 | 1      | 0      | 1          | (2)           |

#### Comments

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that spare capacity within the farm is available in addition to the car parking spaces shown.

Site reference:

CW-16-C-01

Survey date: 05/11/01

Day of week: Monday

Survey type:

Directional

AM weather:

PM weather:

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars

Motor cycles

Public service

Light goods

OGV (1)

OGV (2)

Servicing Vehicles count recorded

No

Taxis are included as cars in this survey

| Time        | Arr 59 | Dep 52 | Totals 111 | Parking Accum |
|-------------|--------|--------|------------|---------------|
| 00:00-01:00 | 0      | 0      | 0          | (0)           |
| 01:00-02:00 | 0      | 0      | 0          | (0)           |
| 02:00-03:00 | 0      | 0      | 0          | (0)           |
| 03:00-04:00 | 0      | 0      | 0          | (0)           |
| 04:00-05:00 | 0      | 0      | 0          | (0)           |
| 05:00-06:00 | 0      | 0      | 0          | (0)           |
| 06:00-07:00 | 0      | 0      | 0          | (0)           |
| 07:00-08:00 | 1      | 1      | 2          | (0)           |
| 08:00-09:00 | 3      | 3      | 6          | (0)           |
| 09:00-10:00 | 7      | 4      | 11         | (3)           |
| 10:00-11:00 | 4      | 3      | 7          | (4)           |
| 11:00-12:00 | 6      | 8      | 14         | (2)           |
| 12:00-13:00 | 2      | 3      | 5          | (1)           |
| 13:00-14:00 | 2      | 1      | 3          | (2)           |
| 14:00-15:00 | 2      | 2      | 4          | (2)           |
| 15:00-16:00 | 3      | 1      | 4          | (4)           |
| 16:00-17:00 | 6      | 1      | 7          | (9)           |
| 17:00-18:00 | 11     | 15     | 26         | (5)           |
| 18:00-19:00 | 7      | 5      | 12         | (7)           |
| 19:00-20:00 | 3      | 4      | 7          | (6)           |
| 20:00-21:00 | 0      | 0      | 0          | (6)           |
| 21:00-22:00 | 1      | 0      | 1          | (7)           |
| 22:00-23:00 | 0      | 1      | 1          | (6)           |
| 23:00-24:00 | 1      | 0      | 1          | (7)           |

Comments

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that spare capacity within the farm is available in addition to the car parking spaces shown.

Magna Transport Planning Stow Park Cir Newport Licence No: 213601

Site reference: CW-16-C-01 Survey date: 06/11/01 Day of week: Tuesday

Survey type: Directional

AM weather:

PM weather:

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars

Motor cycles

Public service

Light goods

OGV (1)

OGV (2)

Servicing Vehicles count recorded No

Taxis are included as cars in this survey

| Time        | Arr 55 | Dep 47 | Totals 102 | Parking Accum |
|-------------|--------|--------|------------|---------------|
| 00:00-01:00 | 0      | 0      | 0          | (0)           |
| 01:00-02:00 | 0      | 0      | 0          | (0)           |
| 02:00-03:00 | 0      | 0      | 0          | (0)           |
| 03:00-04:00 | 0      | 0      | 0          | (0)           |
| 04:00-05:00 | 0      | 0      | 0          | (0)           |
| 05:00-06:00 | 0      | 0      | 0          | (0)           |
| 06:00-07:00 | 0      | 0      | 0          | (0)           |
| 07:00-08:00 | 1      | 0      | 1          | (1)           |
| 08:00-09:00 | 5      | 4      | 9          | (2)           |
| 09:00-10:00 | 4      | 8      | 12         | (-2)          |
| 10:00-11:00 | 3      | 5      | 8          | (-4)          |
| 11:00-12:00 | 1      | 0      | 1          | (-3)          |
| 12:00-13:00 | 0      | 2      | 2          | (-5)          |
| 13:00-14:00 | 1      | 1      | 2          | (-5)          |
| 14:00-15:00 | 7      | 1      | 8          | (1)           |
| 15:00-16:00 | 4      | 3      | 7          | (2)           |
| 16:00-17:00 | 4      | 3      | 7          | (3)           |
| 17:00-18:00 | 6      | 3      | 9          | (6)           |
| 18:00-19:00 | 11     | 6      | 17         | (11)          |
| 19:00-20:00 | 2      | 5      | 7          | (8)           |
| 20:00-21:00 | 3      | 1      | 4          | (10)          |
| 21:00-22:00 | 1      | 0      | 1          | (11)          |
| 22:00-23:00 | 1      | 1      | 2          | (11)          |
| 23:00-24:00 | 1      | 4      | 5          | (8)           |

#### Comments

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that spare capacity within the farm is available in addition to the car parking spaces shown.

Magna Transport Planning Stow Park Cir Newport Licence No: 213601

Site reference: CW-16-C-01 Survey date: 07/11/01 Day of week: Wednesday

Survey type: Directional

AM weather:

PM weather:

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars

Motor cycles

Public service

Light goods

OGV (1)

OGV (2)

Servicing Vehicles count recorded No

Taxis are included as cars in this survey

| Time        | Arr 59 | Dep 52 | Totals 111 | Parking Accum |
|-------------|--------|--------|------------|---------------|
| 00:00-01:00 | 0      | 0      | 0          | (0)           |
| 01:00-02:00 | 0      | 0      | 0          | (0)           |
| 02:00-03:00 | 0      | 0      | 0          | (0)           |
| 03:00-04:00 | 0      | 0      | 0          | (0)           |
| 04:00-05:00 | 0      | 0      | 0          | (0)           |
| 05:00-06:00 | 0      | 0      | 0          | (0)           |
| 06:00-07:00 | 0      | 0      | 0          | (0)           |
| 07:00-08:00 | 2      | 1      | 3          | (1)           |
| 08:00-09:00 | 6      | 5      | 11         | (2)           |
| 09:00-10:00 | 7      | 7      | 14         | (2)           |
| 10:00-11:00 | 2      | 3      | 5          | (1)           |
| 11:00-12:00 | 1      | 3      | 4          | (-1)          |
| 12:00-13:00 | 1      | 3      | 4          | (-3)          |
| 13:00-14:00 | 3      | 3      | 6          | (-3)          |
| 14:00-15:00 | 3      | 2      | 5          | (-2)          |
| 15:00-16:00 | 7      | 5      | 12         | (0)           |
| 16:00-17:00 | 13     | 2      | 15         | (11)          |
| 17:00-18:00 | 7      | 9      | 16         | (9)           |
| 18:00-19:00 | 2      | 3      | 5          | (8)           |
| 19:00-20:00 | 3      | 3      | 6          | (8)           |
| 20:00-21:00 | 2      | 3      | 5          | (7)           |
| 21:00-22:00 | 0      | 0      | 0          | (7)           |
| 22:00-23:00 | 0      | 0      | 0          | (7)           |
| 23:00-24:00 | 0      | 0      | 0          | (7)           |

#### Comments

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that spare capacity within the farm is available in addition to the car parking spaces shown.

Magna Transport Planning Stow Park Cir Newport Licence No: 213601

Site reference: CW-16-C-01 Survey date: 08/11/01 Day of week: Thursday

Survey type: Directional

AM weather:

PM weather:

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars

Motor cycles

Public service

Light goods

OGV (1)

OGV (2)

Servicing Vehicles count recorded No

Taxis are included as cars in this survey

| Time        | Arr 56 | Dep 53 | Totals 109 | Parking Accum |
|-------------|--------|--------|------------|---------------|
| 00:00-01:00 | 0      | 0      | 0          | (0)           |
| 01:00-02:00 | 0      | 0      | 0          | (0)           |
| 02:00-03:00 | 0      | 0      | 0          | (0)           |
| 03:00-04:00 | 0      | 0      | 0          | (0)           |
| 04:00-05:00 | 0      | 0      | 0          | (0)           |
| 05:00-06:00 | 0      | 0      | 0          | (0)           |
| 06:00-07:00 | 0      | 0      | 0          | (0)           |
| 07:00-08:00 | 1      | 0      | 1          | (1)           |
| 08:00-09:00 | 1      | 3      | 4          | (-1)          |
| 09:00-10:00 | 10     | 4      | 14         | (5)           |
| 10:00-11:00 | 7      | 8      | 15         | (4)           |
| 11:00-12:00 | 1      | 4      | 5          | (1)           |
| 12:00-13:00 | 3      | 1      | 4          | (3)           |
| 13:00-14:00 | 1      | 4      | 5          | (0)           |
| 14:00-15:00 | 3      | 1      | 4          | (2)           |
| 15:00-16:00 | 5      | 4      | 9          | (3)           |
| 16:00-17:00 | 10     | 5      | 15         | (8)           |
| 17:00-18:00 | 5      | 10     | 15         | (3)           |
| 18:00-19:00 | 5      | 5      | 10         | (3)           |
| 19:00-20:00 | 2      | 1      | 3          | (4)           |
| 20:00-21:00 | 1      | 2      | 3          | (3)           |
| 21:00-22:00 | 0      | 0      | 0          | (3)           |
| 22:00-23:00 | 0      | 1      | 1          | (2)           |
| 23:00-24:00 | 1      | 0      | 1          | (3)           |

#### Comments

The maximum parking accumulation exceeding the number of spaces available can be explained by the fact that spare capacity within the farm is available in addition to the car parking spaces shown.

Site Reference: LE-16-C-01  
 Latitude/Longitude: 52.58733, -1.22298  
 Land Use Type: 16 - MIXED/C - FARM DIVERSIFICATION  
 Region/Area: EAST MIDLANDS/LEICESTERSHIRE

Description: STABLES  
 Street: FOREST ROAD  
 District: ENDERBY  
 Town: NEAR LEICESTER  
 Post Code:  
 Planning Authority:

Location: Edge of Town  
 Location Sub Category: No Sub Category  
 Use Class: F2(c)

Population within 500m: 500  
 Population within 1 Mile: 1,001 to 5,000  
 Population within 5 Miles: 75,001 to 100,000  
 Car ownership within 5 Miles: 1.1 to 1.5  
 Buses/Trains per day (both directions): 0  
 Is site associated with a travel plan:  
 If not, are there any plans to implement a Travel Plan in the future?  
 Is survey data available before the implementation of the Travel Plan?  
 Is the location of the site hilly or flat:  
 Urban Regeneration:

No. of developments for this Site: 1  
 No. of survey Days for this Site: 7

#### Comments

This site is located to the south-west of Leicester, close to the junction of the M1 and the M69, at the edge of Leicester's outer ring road. The M69 heads south-west towards Hinckley.

The site is on Hardwicke Lodge Farm, off Forest Road, which heads south-east into Narborough and north across the M69 to the junction with the B582.

Enderby is at the site's eastern boundary, with Narborough to the south-east. In other directions there is open land.

This site was studied as part of a farm diversification project.

#### 11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There is a regular bus service to the south end of Forest Road, but not within 400 metres of the site. People visiting the site often arrive on foot, by cycle, or by car share.

#### Design features encouraging non-car modes

##### 12. Pedestrians

None

##### 13. Pedal cycles

Secure cycle parking is available.

##### 14. Public transport

None

|                                                                 |                         |
|-----------------------------------------------------------------|-------------------------|
| Site reference:                                                 | LE-16-C-01              |
| Trade name:                                                     | HARDWICKE LODGE STABLES |
| Site area (h/a):                                                | 0.60                    |
| Open since                                                      | 1991                    |
| Total Employees                                                 | 7                       |
| Full Time Employees                                             |                         |
| Part Time Employees                                             |                         |
| Approximate % of total employees working from home (any amount) | %                       |
| Name of nearest site                                            |                         |
| Distance to nearest similar site                                | 20.0 Km                 |

OPENING TIMES (24 Hour format)

|              |       |    |       |
|--------------|-------|----|-------|
| Mon to Thurs | 06:30 | to | 22:00 |
| Friday       | 06:30 | to | 22:00 |
| Saturday     | 06:30 | to | 22:00 |
| Sunday       | 06:30 | to | 22:00 |

|                             |    |
|-----------------------------|----|
| Total no. of parking spaces | 40 |
| Visitor/Customer spaces     | 40 |
| Employee spaces             | 0  |
| Disabled spaces             | 0  |
| Cycle racks                 | 0  |
| OGV loading bays            | 0  |
| OGV parking spaces          | 0  |
| Parent & Toddler spaces     | 0  |

|                 |     |
|-----------------|-----|
| Parking charges | No  |
| Surface parking | Yes |

|                            |     |
|----------------------------|-----|
| Off-Site parking available | Yes |
| Included in the counts     | No  |

#### Comments

There are 32 DIY livery boxes at the site, and a riding school.  
Of the 7 employees, 2 are full time and 5 are part time.  
In addition to the parking spaces shown there is an open area of grass next to the site which can be used if necessary. However, during these surveys this was not necessary.  
This site is an example of farm site diversification.

Magna Transport Planning

Stow Park Cir

Newport

Licence No: 213601

Site reference:

LE-16-C-01

Survey date: 06/11/01

Day of week: Tuesday

Survey type:

Directional

AM weather:

Mild and Clear

PM weather:

Mild and Clear

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars

Motor cycles

Public service

Light goods

OGV (1)

OGV (2)

Servicing Vehicles count recorded

No

Taxis are included as cars in this survey

| Time        | Arr 151 | Dep 151 | Totals 302 | Parking Accum |
|-------------|---------|---------|------------|---------------|
| 00:00-01:00 | 0       | 0       | 0          | (0)           |
| 01:00-02:00 | 0       | 0       | 0          | (0)           |
| 02:00-03:00 | 0       | 0       | 0          | (0)           |
| 03:00-04:00 | 0       | 0       | 0          | (0)           |
| 04:00-05:00 | 0       | 0       | 0          | (0)           |
| 05:00-06:00 | 3       | 2       | 5          | (1)           |
| 06:00-07:00 | 6       | 4       | 10         | (3)           |
| 07:00-08:00 | 7       | 1       | 8          | (9)           |
| 08:00-09:00 | 8       | 16      | 24         | (1)           |
| 09:00-10:00 | 11      | 5       | 16         | (7)           |
| 10:00-11:00 | 5       | 4       | 9          | (8)           |
| 11:00-12:00 | 6       | 7       | 13         | (7)           |
| 12:00-13:00 | 7       | 12      | 19         | (2)           |
| 13:00-14:00 | 4       | 3       | 7          | (3)           |
| 14:00-15:00 | 15      | 9       | 24         | (9)           |
| 15:00-16:00 | 11      | 13      | 24         | (7)           |
| 16:00-17:00 | 23      | 10      | 33         | (20)          |
| 17:00-18:00 | 21      | 29      | 50         | (12)          |
| 18:00-19:00 | 14      | 18      | 32         | (8)           |
| 19:00-20:00 | 7       | 12      | 19         | (3)           |
| 20:00-21:00 | 1       | 3       | 4          | (1)           |
| 21:00-22:00 | 0       | 1       | 1          | (0)           |
| 22:00-23:00 | 1       | 0       | 1          | (1)           |
| 23:00-24:00 | 1       | 2       | 3          | (0)           |

Magna Transport Planning Stow Park Cir Newport Licence No: 213601

Site reference: LE-16-C-01 Survey date: 07/11/01 Day of week: Wednesday

Survey type: Directional  
 AM weather: Mild and Clear  
 PM weather: Mild and Clear

Initial car park occupancy: Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars Motor cycles Public service  
 Light goods OGV (1) OGV (2)  
 Servicing Vehicles count recorded No

Taxis are included as cars in this survey

| Time        | Arr 154 | Dep 154 | Totals 308 | Parking Accum |
|-------------|---------|---------|------------|---------------|
| 00:00-01:00 | 0       | 0       | 0          | (0)           |
| 01:00-02:00 | 0       | 0       | 0          | (0)           |
| 02:00-03:00 | 0       | 0       | 0          | (0)           |
| 03:00-04:00 | 0       | 0       | 0          | (0)           |
| 04:00-05:00 | 0       | 0       | 0          | (0)           |
| 05:00-06:00 | 3       | 1       | 4          | (2)           |
| 06:00-07:00 | 7       | 2       | 9          | (7)           |
| 07:00-08:00 | 13      | 15      | 28         | (5)           |
| 08:00-09:00 | 15      | 15      | 30         | (5)           |
| 09:00-10:00 | 14      | 12      | 26         | (7)           |
| 10:00-11:00 | 3       | 5       | 8          | (5)           |
| 11:00-12:00 | 4       | 3       | 7          | (6)           |
| 12:00-13:00 | 3       | 3       | 6          | (6)           |
| 13:00-14:00 | 2       | 4       | 6          | (4)           |
| 14:00-15:00 | 14      | 2       | 16         | (16)          |
| 15:00-16:00 | 13      | 13      | 26         | (16)          |
| 16:00-17:00 | 13      | 15      | 28         | (14)          |
| 17:00-18:00 | 14      | 16      | 30         | (12)          |
| 18:00-19:00 | 22      | 26      | 48         | (8)           |
| 19:00-20:00 | 10      | 4       | 14         | (14)          |
| 20:00-21:00 | 2       | 11      | 13         | (5)           |
| 21:00-22:00 | 1       | 7       | 8          | (-1)          |
| 22:00-23:00 | 0       | 0       | 0          | (-1)          |
| 23:00-24:00 | 1       | 0       | 1          | (0)           |

Magna Transport Planning Stow Park Cir Newport Licence No: 213601

Site reference: LE-16-C-01 Survey date: 08/11/01 Day of week: Thursday

Survey type: Directional  
 AM weather: Mild and Clear  
 PM weather: Mild and Clear

Initial car park occupancy: Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars Motor cycles Public service  
 Light goods OGV (1) OGV (2)  
 Servicing Vehicles count recorded No

Taxis are included as cars in this survey

| Time        | Arr 136 | Dep 136 | Totals 272 | Parking Accum |
|-------------|---------|---------|------------|---------------|
| 00:00-01:00 | 0       | 0       | 0          | (0)           |
| 01:00-02:00 | 0       | 0       | 0          | (0)           |
| 02:00-03:00 | 0       | 0       | 0          | (0)           |
| 03:00-04:00 | 0       | 0       | 0          | (0)           |
| 04:00-05:00 | 0       | 0       | 0          | (0)           |
| 05:00-06:00 | 1       | 1       | 2          | (0)           |
| 06:00-07:00 | 8       | 6       | 14         | (2)           |
| 07:00-08:00 | 7       | 6       | 13         | (3)           |
| 08:00-09:00 | 13      | 11      | 24         | (5)           |
| 09:00-10:00 | 12      | 8       | 20         | (9)           |
| 10:00-11:00 | 3       | 1       | 4          | (11)          |
| 11:00-12:00 | 4       | 6       | 10         | (9)           |
| 12:00-13:00 | 2       | 6       | 8          | (5)           |
| 13:00-14:00 | 3       | 4       | 7          | (4)           |
| 14:00-15:00 | 5       | 1       | 6          | (8)           |
| 15:00-16:00 | 7       | 5       | 12         | (10)          |
| 16:00-17:00 | 26      | 20      | 46         | (16)          |
| 17:00-18:00 | 25      | 33      | 58         | (8)           |
| 18:00-19:00 | 11      | 18      | 29         | (1)           |
| 19:00-20:00 | 2       | 2       | 4          | (1)           |
| 20:00-21:00 | 4       | 4       | 8          | (1)           |
| 21:00-22:00 | 0       | 1       | 1          | (0)           |
| 22:00-23:00 | 3       | 3       | 6          | (0)           |
| 23:00-24:00 | 0       | 0       | 0          | (0)           |

Magna Transport Planning Stow Park Cir Newport Licence No: 213601

Site reference: LE-16-C-01 Survey date: 09/11/01 Day of week: Friday

Survey type: Directional  
 AM weather: Mild and Clear  
 PM weather: Mild and Clear

Initial car park occupancy: Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars Motor cycles Public service  
 Light goods OGV (1) OGV (2)  
 Servicing Vehicles count recorded No

Taxis are included as cars in this survey

| Time        | Arr 109 | Dep 109 | Totals 218 | Parking Accum |
|-------------|---------|---------|------------|---------------|
| 00:00-01:00 | 0       | 0       | 0          | (0)           |
| 01:00-02:00 | 0       | 0       | 0          | (0)           |
| 02:00-03:00 | 0       | 0       | 0          | (0)           |
| 03:00-04:00 | 0       | 0       | 0          | (0)           |
| 04:00-05:00 | 0       | 0       | 0          | (0)           |
| 05:00-06:00 | 0       | 0       | 0          | (0)           |
| 06:00-07:00 | 7       | 6       | 13         | (1)           |
| 07:00-08:00 | 13      | 6       | 19         | (8)           |
| 08:00-09:00 | 8       | 14      | 22         | (2)           |
| 09:00-10:00 | 8       | 9       | 17         | (1)           |
| 10:00-11:00 | 7       | 5       | 12         | (3)           |
| 11:00-12:00 | 1       | 6       | 7          | (-2)          |
| 12:00-13:00 | 5       | 4       | 9          | (-1)          |
| 13:00-14:00 | 6       | 1       | 7          | (4)           |
| 14:00-15:00 | 6       | 3       | 9          | (7)           |
| 15:00-16:00 | 10      | 8       | 18         | (9)           |
| 16:00-17:00 | 15      | 10      | 25         | (14)          |
| 17:00-18:00 | 14      | 15      | 29         | (13)          |
| 18:00-19:00 | 5       | 12      | 17         | (6)           |
| 19:00-20:00 | 3       | 5       | 8          | (4)           |
| 20:00-21:00 | 0       | 5       | 5          | (-1)          |
| 21:00-22:00 | 1       | 0       | 1          | (0)           |
| 22:00-23:00 | 0       | 0       | 0          | (0)           |
| 23:00-24:00 | 0       | 0       | 0          | (0)           |

Magna Transport Planning Stow Park Cir Newport Licence No: 213601

Site reference: LE-16-C-01 Survey date: 10/11/01 Day of week: Saturday

Survey type: Directional  
 AM weather: Mild and Clear  
 PM weather: Mild and Clear

Initial car park occupancy: Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars Motor cycles Public service  
 Light goods OGV (1) OGV (2)  
 Servicing Vehicles count recorded No

Taxis are included as cars in this survey

| Time        | Arr 153 | Dep 153 | Totals 306 | Parking Accum |
|-------------|---------|---------|------------|---------------|
| 00:00-01:00 | 0       | 0       | 0          | (0)           |
| 01:00-02:00 | 0       | 0       | 0          | (0)           |
| 02:00-03:00 | 0       | 0       | 0          | (0)           |
| 03:00-04:00 | 0       | 0       | 0          | (0)           |
| 04:00-05:00 | 0       | 0       | 0          | (0)           |
| 05:00-06:00 | 0       | 0       | 0          | (0)           |
| 06:00-07:00 | 0       | 0       | 0          | (0)           |
| 07:00-08:00 | 8       | 2       | 10         | (6)           |
| 08:00-09:00 | 16      | 12      | 28         | (10)          |
| 09:00-10:00 | 13      | 9       | 22         | (14)          |
| 10:00-11:00 | 9       | 19      | 28         | (4)           |
| 11:00-12:00 | 22      | 11      | 33         | (15)          |
| 12:00-13:00 | 17      | 21      | 38         | (11)          |
| 13:00-14:00 | 13      | 17      | 30         | (7)           |
| 14:00-15:00 | 12      | 14      | 26         | (5)           |
| 15:00-16:00 | 9       | 5       | 14         | (9)           |
| 16:00-17:00 | 13      | 16      | 29         | (6)           |
| 17:00-18:00 | 9       | 10      | 19         | (5)           |
| 18:00-19:00 | 8       | 6       | 14         | (7)           |
| 19:00-20:00 | 2       | 7       | 9          | (2)           |
| 20:00-21:00 | 2       | 2       | 4          | (2)           |
| 21:00-22:00 | 0       | 2       | 2          | (0)           |
| 22:00-23:00 | 0       | 0       | 0          | (0)           |
| 23:00-24:00 | 0       | 0       | 0          | (0)           |

Magna Transport Planning Stow Park Cir Newport Licence No: 213601

Site reference: LE-16-C-01 Survey date: 11/11/01 Day of week: Sunday

Survey type: Directional  
 AM weather: Mild and Clear  
 PM weather: Mild and Clear

Initial car park occupancy: Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars Motor cycles Public service  
 Light goods OGV (1) OGV (2)  
 Servicing Vehicles count recorded No

Taxis are included as cars in this survey

| Time        | Arr 106 | Dep 106 | Totals 212 | Parking Accum |
|-------------|---------|---------|------------|---------------|
| 00:00-01:00 | 1       | 0       | 1          | (1)           |
| 01:00-02:00 | 0       | 0       | 0          | (1)           |
| 02:00-03:00 | 1       | 0       | 1          | (2)           |
| 03:00-04:00 | 0       | 0       | 0          | (2)           |
| 04:00-05:00 | 0       | 0       | 0          | (2)           |
| 05:00-06:00 | 0       | 0       | 0          | (2)           |
| 06:00-07:00 | 1       | 2       | 3          | (1)           |
| 07:00-08:00 | 1       | 0       | 1          | (2)           |
| 08:00-09:00 | 13      | 6       | 19         | (9)           |
| 09:00-10:00 | 17      | 11      | 28         | (15)          |
| 10:00-11:00 | 10      | 7       | 17         | (18)          |
| 11:00-12:00 | 7       | 15      | 22         | (10)          |
| 12:00-13:00 | 5       | 11      | 16         | (4)           |
| 13:00-14:00 | 1       | 4       | 5          | (1)           |
| 14:00-15:00 | 4       | 3       | 7          | (2)           |
| 15:00-16:00 | 5       | 4       | 9          | (3)           |
| 16:00-17:00 | 15      | 8       | 23         | (10)          |
| 17:00-18:00 | 13      | 23      | 36         | (0)           |
| 18:00-19:00 | 7       | 4       | 11         | (3)           |
| 19:00-20:00 | 2       | 3       | 5          | (2)           |
| 20:00-21:00 | 0       | 2       | 2          | (0)           |
| 21:00-22:00 | 0       | 0       | 0          | (0)           |
| 22:00-23:00 | 3       | 3       | 6          | (0)           |
| 23:00-24:00 | 0       | 0       | 0          | (0)           |

Magna Transport Planning Stow Park Cir Newport Licence No: 213601

Site reference: LE-16-C-01 Survey date: 12/11/01 Day of week: Monday

Survey type: Directional  
 AM weather: Mild and Clear  
 PM weather: Mild and Clear

Initial car park occupancy: Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

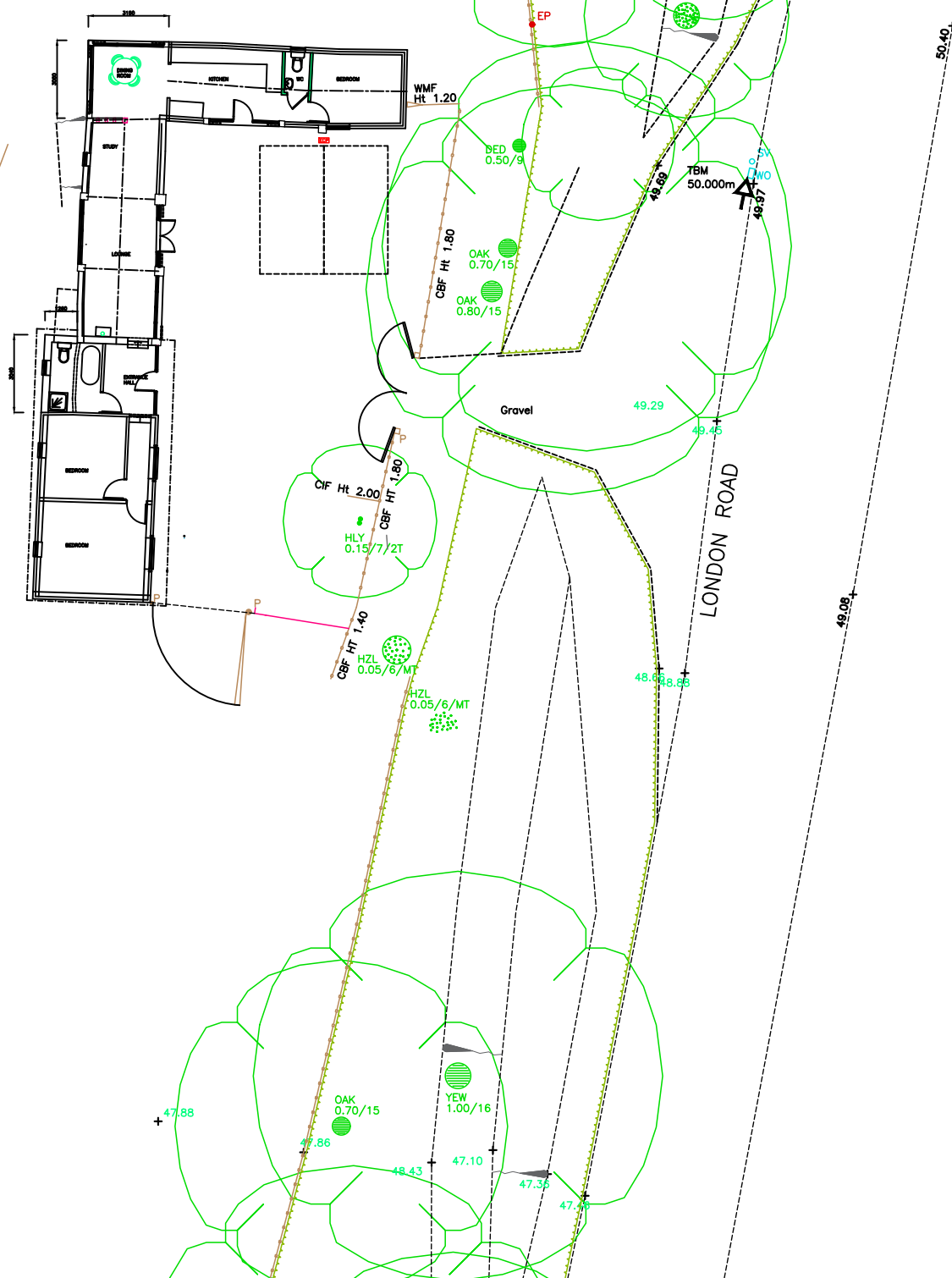
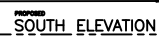
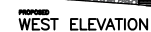
Motor cars Motor cycles Public service  
 Light goods OGV (1) OGV (2)  
 Servicing Vehicles count recorded No

Taxis are included as cars in this survey

| Time        | Arr 147 | Dep 147 | Totals 294 | Parking Accum |
|-------------|---------|---------|------------|---------------|
| 00:00-01:00 | 0       | 0       | 0          | (0)           |
| 01:00-02:00 | 0       | 0       | 0          | (0)           |
| 02:00-03:00 | 0       | 0       | 0          | (0)           |
| 03:00-04:00 | 0       | 0       | 0          | (0)           |
| 04:00-05:00 | 0       | 0       | 0          | (0)           |
| 05:00-06:00 | 2       | 1       | 3          | (1)           |
| 06:00-07:00 | 6       | 4       | 10         | (3)           |
| 07:00-08:00 | 6       | 1       | 7          | (8)           |
| 08:00-09:00 | 8       | 13      | 21         | (3)           |
| 09:00-10:00 | 12      | 5       | 17         | (10)          |
| 10:00-11:00 | 5       | 4       | 9          | (11)          |
| 11:00-12:00 | 5       | 7       | 12         | (9)           |
| 12:00-13:00 | 6       | 12      | 18         | (3)           |
| 13:00-14:00 | 4       | 3       | 7          | (4)           |
| 14:00-15:00 | 14      | 8       | 22         | (10)          |
| 15:00-16:00 | 12      | 14      | 26         | (8)           |
| 16:00-17:00 | 23      | 12      | 35         | (19)          |
| 17:00-18:00 | 23      | 25      | 48         | (17)          |
| 18:00-19:00 | 14      | 20      | 34         | (11)          |
| 19:00-20:00 | 6       | 13      | 19         | (4)           |
| 20:00-21:00 | 0       | 3       | 3          | (1)           |
| 21:00-22:00 | 0       | 0       | 0          | (1)           |
| 22:00-23:00 | 1       | 0       | 1          | (2)           |
| 23:00-24:00 | 0       | 2       | 2          | (0)           |

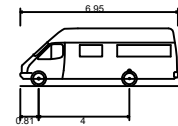
**Appendix 2. PROPOSED SITE PLAN**

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## **Appendix 3. SWEPT PATH ASSESSMENT**

---



|                             |        |
|-----------------------------|--------|
| Long Wheelbase Van          | 6.950m |
| Overall Length              | 1.990m |
| Overall Width               | 2.544m |
| Overall Body Height         | 0.316m |
| Min Body Ground Clearance   | 1.865m |
| Track Width                 | 4.00s  |
| Lock to lock time           | 6.500m |
| Kerb to Kerb Turning Radius |        |

|     |          |                |     |     |     |
|-----|----------|----------------|-----|-----|-----|
|     |          |                |     |     |     |
|     |          |                |     |     |     |
|     |          |                |     |     |     |
|     |          |                |     |     |     |
| A   | 11.11.24 | UPDATED LAYOUT | KI  | AP  | AP  |
| -   | 04.11.24 | ORIGINAL ISSUE | KI  | AP  | AP  |
| Rev | Date     | Description    | Drm | Chk | App |



Client

-

Project

KINGS FARMSTEAD,  
LONDON ROAD,  
BALCOMBE

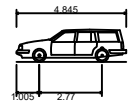
Drawing Title

SWEPT PATH ANALYSIS  
DELIVERY VAN

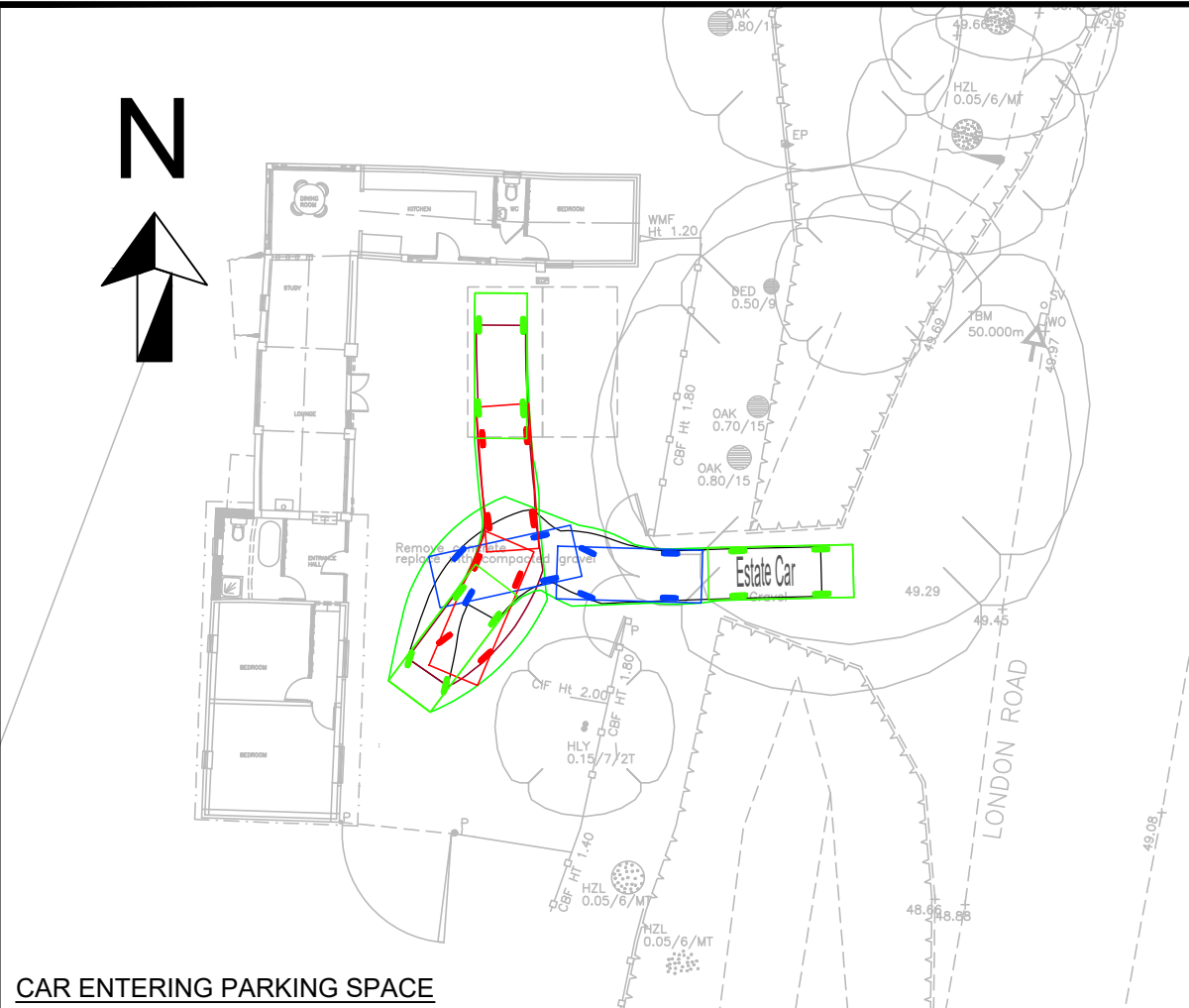
Drawing Status

FOR INFORMATION

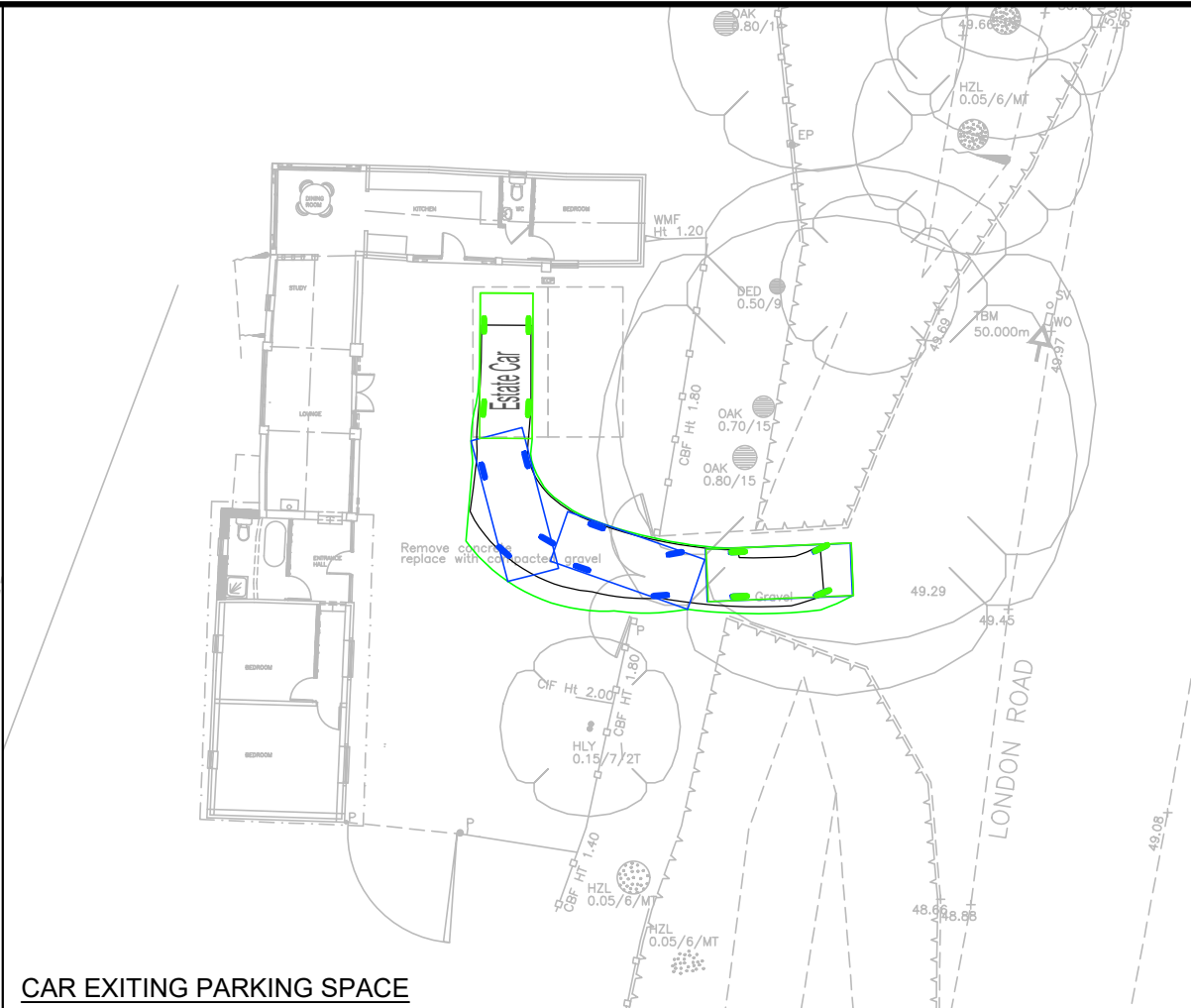
|                            |          |                  |                |            |
|----------------------------|----------|------------------|----------------|------------|
| Drawn<br>KI                | Designed | Date<br>NOV 2024 | Scale<br>1:250 | Size<br>A3 |
| Drawing No.<br>24-501-TR02 |          |                  |                | Rev<br>A   |



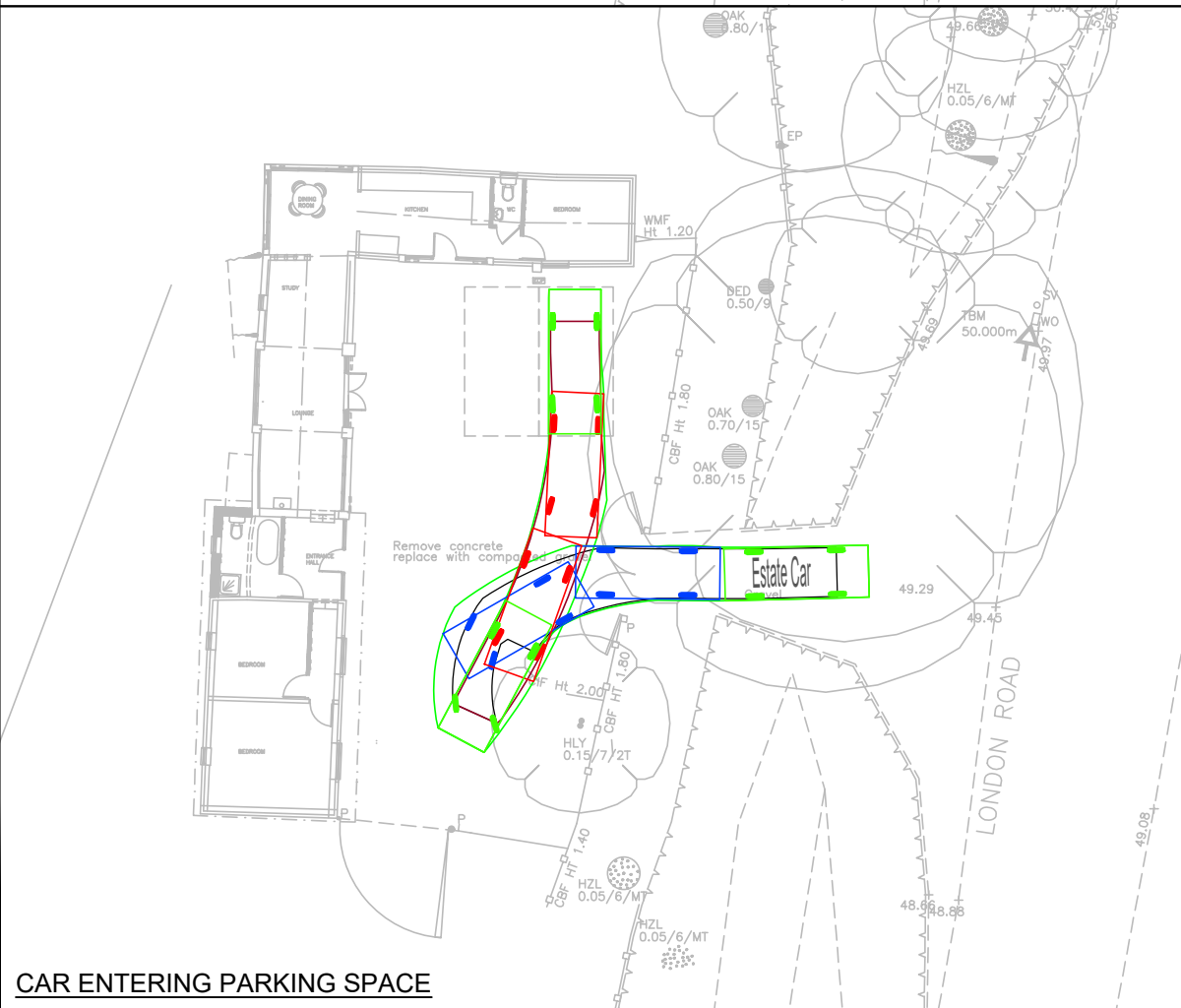
Estate Car  
Overall Length 4.845m  
Overall Width 1.750m  
Overall Body Height 1.424m  
Min Body Ground Clearance 0.189m  
Max Track Width 1.655m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 4.950m



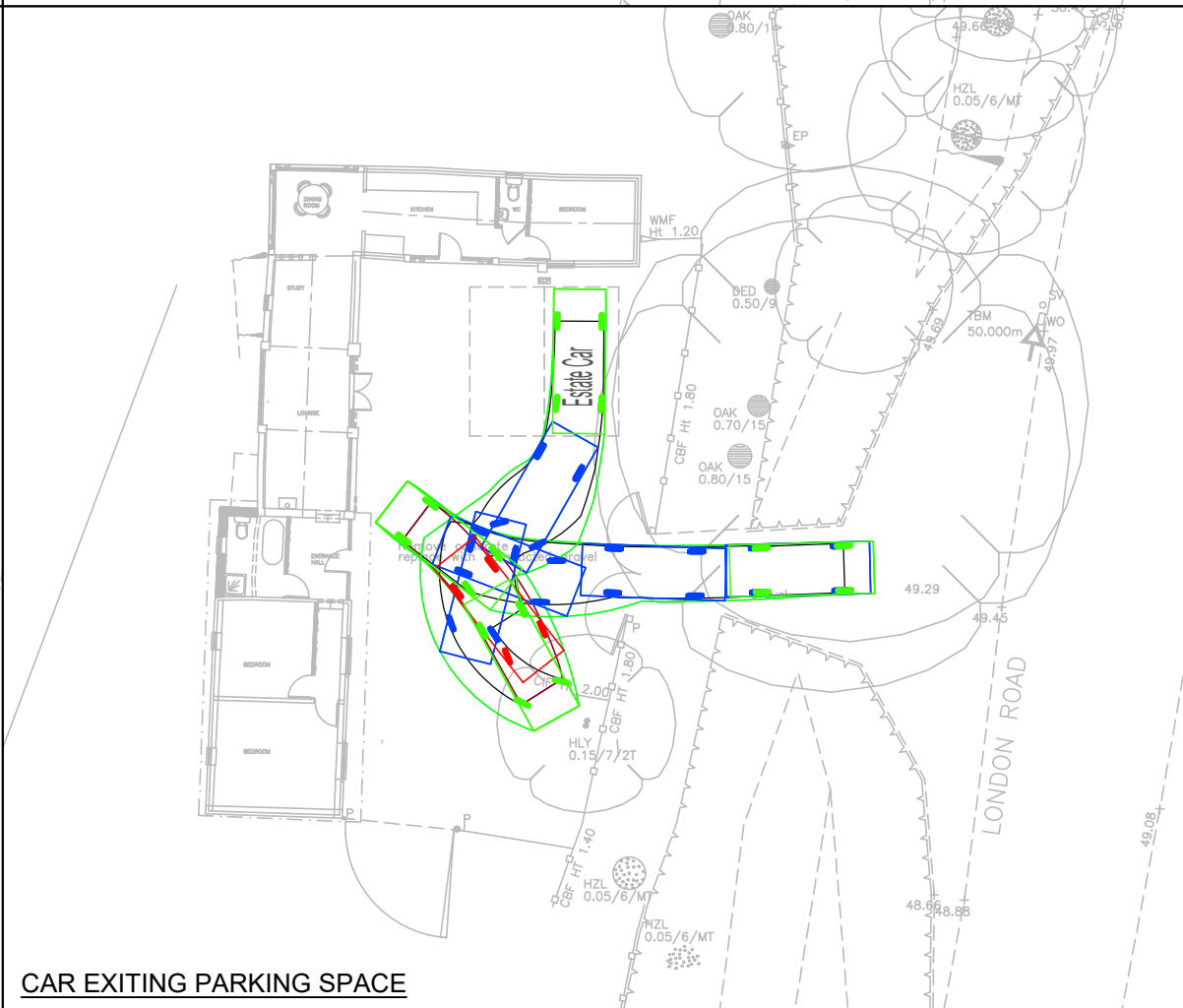
CAR ENTERING PARKING SPACE



CAR EXITING PARKING SPACE



CAR ENTERING PARKING SPACE



CAR EXITING PARKING SPACE

|     |          |                |     |     |     |
|-----|----------|----------------|-----|-----|-----|
|     |          |                |     |     |     |
|     |          |                |     |     |     |
|     |          |                |     |     |     |
| A   | 11.11.24 | UPDATED LAYOUT | KI  | AP  | AP  |
| -   | 04.11.24 | ORIGINAL ISSUE | KI  | AP  | AP  |
| Rev | Date     | Description    | Drm | Chk | App |



MAGNA TRANSPORT PLANNING LTD

Client

Project  
KINGS FARMSTEAD,  
LONDON ROAD,  
BALCOMBE

Drawing Title  
SWEPT PATH ANALYSIS  
PRIVATE CAR

Drawing Status  
FOR INFORMATION

|                            |          |                  |                |            |
|----------------------------|----------|------------------|----------------|------------|
| Drawn<br>KI                | Designed | Date<br>NOV 2024 | Scale<br>1:250 | Size<br>A3 |
| Drawing No.<br>24-501-TR01 |          |                  |                | Rev<br>A   |

## **Appendix 4. TRICS: HOUSES**

---

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                            |        |
|----|----------------------------|--------|
| 02 | SOUTH EAST                 |        |
|    | MW MEDWAY                  | 1 days |
| 03 | SOUTH WEST                 |        |
|    | DC DORSET                  | 1 days |
|    | SD SWINDON                 | 1 days |
| 04 | EAST ANGLIA                |        |
|    | NF NORFOLK                 | 1 days |
|    | PB PETERBOROUGH            | 1 days |
| 06 | WEST MIDLANDS              |        |
|    | ST STAFFORDSHIRE           | 1 days |
| 08 | NORTH WEST                 |        |
|    | AC CHESHIRE WEST & CHESTER | 1 days |

Primary Filtering selection:

Parameter:

No of Dwellings

Actual Range:

17 to 28 (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:

Monday-Friday 0700-1900

Include days where PT not known:

No

Range:

8 to 528

Date Range: 01/01/16 to 05/06/23

Selected survey days:

Monday2 days

Wednesday3 days

Thursday2 days

Selected survey types:

Manual count6 days

Directional ATC Count1 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)3

Edge of Town4

Selected Location Sub Categories:

Residential Zone7

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included3 days - Selected

Servicing vehicles Excluded9 days - Selected

Secondary Filtering selection:

Use Class:

C37 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,0001 days

5,001 to 10,0002 days

10,001 to 15,0001 days

20,001 to 25,0002 days

25,001 to 50,0001 days

Population within 5 miles:

5,001 to 25,0001 days

25,001 to 50,0001 days

50,001 to 75,0001 days

75,001 to 100,0001 days

125,001 to 250,0003 days

Car ownership within 5 miles:

1.1 to 1.57 days

Travel Plan:

Yes3 days

No4 days

PTAL Rating:

No PTAL Present7 days

Magna Transport Planning Stow Park Cir Newport

Licence No: 213601

LIST OF SITES relevant to selection parameters

|   |                                                                                                                                                                 |                                                            |                                                                    |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|--------------------------------------------------------------------|
| 1 | AC-03-A-04<br>LONDON ROAD<br>NORTHWICH<br>LEFTWICH<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings:<br>Survey date: THURSDAY | TOWN HOUSES<br><br><br><br><br><br>24<br>06/06/19          | CHESHIRE WEST & CHESTER<br><br><br><br><br><br>Survey Type: MANUAL |
| 2 | DC-03-A-10<br>ADDISON CLOSE<br>GILLINGHAM<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings:<br>Survey date: WEDNESDAY                           | MIXED HOUSES<br><br><br><br><br><br>26<br>09/11/22         | DORSET<br><br><br><br><br><br>Survey Type: MANUAL                  |
| 3 | MW-03-A-02<br>OTTERHAM QUAY LANE<br>RAINHAM<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings:<br>Survey date: MONDAY                            | MIXED HOUSES<br><br><br><br><br><br>19<br>06/06/22         | MEDWAY<br><br><br><br><br><br>Survey Type: MANUAL                  |
| 4 | NF-03-A-10<br>HUNSTANTON ROAD<br>HUNSTANTON<br><br>Edge of Town<br>Residential Zone<br>Total No of Dwellings:<br>Survey date: WEDNESDAY                         | MIXED HOUSES & FLATS<br><br><br><br><br><br>17<br>12/09/18 | NORFOLK<br><br><br><br><br><br>Survey Type: DIRECTIONAL ATC COUNT  |
| 5 | PB-03-A-04<br>EASTFIELD ROAD<br>PETERBOROUGH<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings:<br>Survey date: MONDAY     | DETACHED HOUSES<br><br><br><br><br><br>28<br>17/10/16      | PETERBOROUGH<br><br><br><br><br><br>Survey Type: MANUAL            |
| 6 | SD-03-A-01<br>HEADLANDS GROVE<br>SWINDON<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings:<br>Survey date: THURSDAY       | SEMI DETACHED<br><br><br><br><br><br>27<br>22/09/16        | SWINDON<br><br><br><br><br><br>Survey Type: MANUAL                 |
| 7 | ST-03-A-08<br>SILKMORE CRESCENT<br>STAFFORD<br>MEADOWCROFT PARK<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings:<br>Survey date: WEDNESDAY         | DETACHED HOUSES<br><br><br><br><br><br>26<br>22/11/17      | STAFFORDSHIRE<br><br><br><br><br><br>Survey Type: MANUAL           |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 TOTAL VEHICLES  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 7        | 24          | 0.090     | 7          | 24          | 0.234     | 7        | 24          | 0.324     |
| 08:00 - 09:00 | 7        | 24          | 0.263     | 7          | 24          | 0.449     | 7        | 24          | 0.712     |
| 09:00 - 10:00 | 7        | 24          | 0.150     | 7          | 24          | 0.216     | 7        | 24          | 0.366     |
| 10:00 - 11:00 | 7        | 24          | 0.138     | 7          | 24          | 0.150     | 7        | 24          | 0.288     |
| 11:00 - 12:00 | 7        | 24          | 0.216     | 7          | 24          | 0.156     | 7        | 24          | 0.372     |
| 12:00 - 13:00 | 7        | 24          | 0.156     | 7          | 24          | 0.222     | 7        | 24          | 0.378     |
| 13:00 - 14:00 | 7        | 24          | 0.198     | 7          | 24          | 0.186     | 7        | 24          | 0.384     |
| 14:00 - 15:00 | 7        | 24          | 0.198     | 7          | 24          | 0.234     | 7        | 24          | 0.432     |
| 15:00 - 16:00 | 7        | 24          | 0.353     | 7          | 24          | 0.287     | 7        | 24          | 0.640     |
| 16:00 - 17:00 | 7        | 24          | 0.269     | 7          | 24          | 0.210     | 7        | 24          | 0.479     |
| 17:00 - 18:00 | 7        | 24          | 0.335     | 7          | 24          | 0.204     | 7        | 24          | 0.539     |
| 18:00 - 19:00 | 7        | 24          | 0.240     | 7          | 24          | 0.144     | 7        | 24          | 0.384     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 2.606     |            |             | 2.692     |          |             | 5.298     |

Parameter summary

Trip rate parameter range selected:
 17 - 28 (units: )

Survey date date range:
 01/01/16 - 05/06/23

Number of weekdays (Monday-Friday):
 7

Number of Saturdays:
 0

Number of Sundays:
 0

Surveys automatically removed from selection:
 1

Surveys manually removed from selection:
 0