TRANSPORT STATEMENT

WARNINGLID PRIMARY SCHOOL, PEASE POTTAGE

JULY 2025

Reeves Transport Planning

PRODUCED for WAAFER HOMES LTD
PRODUCED by REEVES TRANSPORT PLANNING LTD
SGR/WPS/020525 V3

CONTENTS

APPENDICES

Version	Date	Author	Checked	Notes
V1	06.05.25	CS	MJ	Draft
V2	28.06.25	CS	MJ	For discussion
V3	15.07.25	CS	SGR	For Submission

1. INTRODUCTION

1.1 Reeves Transport Planning is appointed to provide a Transport Report in support of an application to develop a site previously used as Warninglid Primary School, Slaugham Lane, Pease Pottage in the District of Mid Sussex. A site location plan is attached, as Appendix 1.

1.2 The proposal includes four dwellings: two converted from the existing school buildings and two new dwellings on the former school playing field. The development will have new access points, parking spaces, and turning areas.

1.3 This Transport Report is drafted with reference to West Sussex County Council's guidance on the content of Transport Reports, published October 2009, and the Ministry of Housing, Communities & Local Government Guidance on Travel Plans, Transport Assessments and Statements, published March 2014. It will confirm that the proposed residential dwellings can be safely accessed, and that the expected traffic generation will be significantly lower than when the site was used as a primary school.

2. POLICY CONTEXT

2.1 This section of the Transport Report sets out relevant policy and guidelines, at a national and local level, that this proposal will be judged against.

2.2 The **National Planning Policy Framework**, most recently updated in December 2024, sets out the Government's planning policy and is a material consideration in planning decisions. Its emphasis is on minimising the need to travel, reducing car use, and encouraging the use of sustainable transport.

2.3 Paragraph 110 explains that the planning system should actively manage patterns of growth, and that *'significant development should be focussed on locations which are or can be sustainable, through the limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport*

solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making'.

2.4 Chapter 9 of the **NPPF** explains how planning decisions should promote sustainable transport. Paragraph 15 states that in assessing sites, or specific applications, it should be ensured that:

- *'sustainable transport modes are prioritised taking account the vision for the site, the type of development and its location.*
- *safe and suitable access to the site can be achieved for all users.*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'*

2.5 At the heart of the **NPPF** is a presumption in favour of sustainable development, and decision makers, at all levels, are encouraged to seek approval where possible. Paragraph 116 emphasises this and states that *'development should only be prevented or refused on highway grounds if there would be an **unacceptable** impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be **severe**, taking into account all reasonable future scenarios.'*

2.6 Development is required to support the objectives of the **West Sussex Transport Plan** (WSTP), which is the council's main policy on transport. It supports the delivery of **Our Council Plan** and was adopted on 1 April 2022.

2.7 The **WSTP** explains how the council intends to address key challenges by improving, maintaining and managing the transport network in the period up to 2036. West Sussex County Council will do this by working with strategic partners, particularly in relation to funding.

2.8 **Mid Sussex District Plan 2014-2031**, adopted March 2018, describes how Mid Sussex wants to evolve and a delivery strategy for how it will be achieved. It supports the **NPPF's** '*presumption in favour of sustainable development'*.

2.9 The strategic objectives of **Policy DP6: Settlement Hierarchy** include:

2) promoting well located and designed development that reflects the district's distinctive towns and villages, retains their separate identity *and character and prevents coalescence.*

8) providing opportunities for people to live and work within their communities, reducing the need for commuting.

9) creating and maintaining town and village centres that are vibrant, attractive and successful and that meet the needs of the community.

12) supporting sustainable communities which are safe, healthy and inclusive; and

13) providing the amount and type of housing that meets the needs of all sectors of the community.

2.10 **Policy DP21: Transport's** objectives include:

6) To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks; and

15) To create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.

2.10 This Transport Report will demonstrate that the transport implications of the proposal meet the requirements of both local and national policies, and that it will not have any adverse impact on highway safety or capacity.

3. EXISTING CONDITIONS

3.1 The site is located on the eastern side of Slaugham Lane and was previously occupied by Warninglid Primary School. The school closed in 2021 and has remained vacant since. The site currently comprises the former school buildings located in the northern part of the site and an external playground and play space to the south.

3.2 The former school had a roll of just under 60 pupils and is estimated to have employed circa 10 to 12 full-time equivalent (FTE) staff.

3.3 There is a lay-by circa 70metres in length with wooden gates that provides access to the school, which is directly adjacent to Slaugham Lane. This provided adequate parking for staff and visitors. There are also additional pedestrian access points from Slaugham Lane.

3.4 'School Keep Clear' road markings remain on Slaugham Lane adjacent to the former school buildings.

3.5 Slaugham Lane is a typical rural lane connecting Warninglid Village, to the south, with the Hampshire Hill / Staplefield Road crossroads, to the north. It serves several residential dwellings along its length.

3.6 Slaugham Lane is subject to a national speed limit with a 20mph speed limit in place during peak school times.

3.7 A traffic speed and volume survey was undertaken to establish the 85th percentile speed of traffic passing the site between the 2nd and 10th of June 2025. The data is attached at Appendix 2.

3.8 The speed survey data establishes that the 85th percentile traffic speeds were 54.7km/h (34mph) northbound and 51.5km/h (32mph) southbound with a daily traffic flow of circa 200 vehicles. Table 1 sets out the sight stopping distance calculations for the recorded vehicle speeds, which are used as a proxy for visibility splays.

Table 1: Visibility Splay (SSD) Calculations – Warninglid Primary School										
	Lane	**mph**	**CA185***	**km/h**	**v (m/s)**	**t (s)**	**d (m/s²)**	**a (%)**	**SSD**	**+2.4m**
MfS	SB	32	34.5	55.52	15.42	1.5	4.41	4.70	47.5	49.9
	NB	34	36.5	58.74	16.32	1.5	4.41	-1.80	55.9	58.3
DMRB	SB	32	34.5	55.52	15.42	2	2.45	4.70	71.6	74.0
	NB	34	36.5	58.74	16.32	2	2.45	-1.80	91.3	93.7
*CA185 3.1.1 2.5mph added as data collected 'partially or entirely in wet weather conditions'. This has been added to this analysis as a precautionary measure. The only rain recorded over the survey period was between midnight and 6am on Saturday 7th June.										

3.9 Section 7.5 of Manual for Streets (MfS) notes that *'this section provides guidance on stopping sight distances (SSD) for streets where 85th percentile speeds are up to 60km/h. At speeds above this, the recommended SSDs in the Design Manual for Roads and Bridges [DMRB] may be more appropriate'*. Paragraph 10.1.1 of Manual for Streets 2 (MfS2) confirms that Section 7.5 of MfS was incorporated into the later guidance.

3.10 Collision data has been retrieved from the Sussex Safer Roads Partnership's website and is attached at Appendix 3. The data for the most relevant three years up to the end of 2021, when the school was open, shows that there were no collisions on Slaugham Lane in the vicinity of the site. This would suggest that there are no intrinsic highway safety issues that would be worsened by this proposal.

Accessibility by Foot and Cycle

3.11 It is generally accepted that walking and cycling provide realistic and important alternatives to the private car. Both are also actively encouraged to form part of longer journeys that involve public transport. The distances people are prepared to walk, or cycle, depend on their fitness and physical ability, journey purpose, settlement size, and walking/cycling conditions. Department for Transport technical guidance for Local Authorities - Local Cycling and Walking Infrastructure Plans, published April 2017, explains that '*cycling has the potential to replace trips made by other modes, typically up to 10km, although some people will cycle greater distances. For walking, the distances travelled are generally shorter, typically up to 2km'*.

3.12 There is an existing footway that runs circa 650metres to the south towards Warninglid Village. The Half Moon Pub and the village hall are a 950metre walk south along Slaugham Road.

Accessibility by Bus

3.13 There are request stops located adjacent to the school, which serve the Handcross Community Bus that provides a service twice a week to local villages and towns. This is a useful weekly service, but it is unlikely to be part of a regular commuters travel choices.

Accessibility by Train

3.14 The site is a circa 10kilometre cycle from several train stations including Balcombe, Haywards Heath and Horsham Rail Station, which is just within the range of a typical cycling journey distance.

3.15 The stations are very well served by Southern and Thameslink that provide frequent journeys locally and to Gatwick, London, Brighton, and Portsmouth. The Southern and Thameslink Route Maps are attached at Appendix 4.

4. PROPOSED DEVELOPMENT

4.1 The proposal seeks to introduce four new residential dwellings at the Warninglid Primary School site.

4.2 The conversion of the old school buildings will create two dwellings, with two additional new dwellings to be built to the south on the former school playing field. The homes are assumed to be a mix of three and four bedrooms.

4.3 The development will provide four separate vehicle access points, one for each dwelling, along with turning areas to allow safe access and movement. Plot one reuses an existing access point. Plots 2, 3 and 4 are provided with new accesses. An indicative layout plan is attached at Appendix 5.

4.4 Given the very low volumes of traffic using Slaugham Lane and the recorded traffic speeds, each access point requires clear visibility of 50metres to the north and 59metres to the south. These visibility splays are achievable within land that is either owned by our client or is publicly adopted highway. Our client will also fund the amendment of the relevant Traffic Regulation Order to remove the 'School Keep Clear' road markings if deemed necessary by the Local Highway Authority.

4.5 Appropriate levels of car parking are included, with safe, covered and conveniently located cycle parking provided to encourage sustainable travel.

5. TRANSPORT AND TRAFFIC IMPACT

5.1 It is important to consider the transport impact of the site's previous consented use when assessing the likely level of traffic generated by the proposed residential development.

5.2 Warninglid Primary School had circa 60 pupils, and it is likely that a significant proportion of these would have been driven to the school, given its relatively remoteness and age range of primary school children. Assuming 80% of children were driven by parents, with 20% using other modes or car sharing the school could have generated circa 96 vehicle movements per day. With additional movements associated with teaching staff and ancillary deliveries. It would be reasonable to assume that the previous use could have generated up to circa 150 vehicle movements per day.

5.3 The latest version of the TRICS database (version 7.11.4) has been interrogated to understand the likely trips generated by the proposed residential use, when based on the specific site characteristics.

5.4 TRICS data set for Residential (03) - House Privately Owned (A) in England and Wales (outside of Greater London) has been selected. In addition, only weekday surveys within a Village location and without a Travel Plan. The survey data parameter range was set between six and 50 dwellings.

5.5 The results are presented in Table 5.1 with the full TRICS data attached, as Appendix 6.

Table 5.1: 03 Residential – A Houses Privately Owned						
Period	Trip Rates (per dwelling)			Predicted Trips (4 dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.152	0.321	0.473	0.6	1.3	1.9
PM Peak (17:00-18:00)	0.318	0.164	0.482	1.3	0.7	2.0
Daily Total	2.288	2.331	4.619	9.2	9.3	18.5

5.6 The TRICS data demonstrates that the potential four dwellings could generate circa two vehicle trips during both the traditional peak periods, and up to 19 trips during a typical day.

5.7 This equates to circa one vehicle every 30minutes during each of the peak hours, which represents a low traffic flow. This output is lower than that of the site's previous use as a primary school. As such, the additional traffic from the proposed development is unlikely to cause any capacity or congestion issues on the surrounding highway network, especially when compared to the existing consented use.

6. PARKING DEMAND AND PROVISION

6.1 West Sussex County Council's 2020 Guidance on Parking at New Developments has been used to understand the likely car parking implications of the proposed residential development.

6.2 The guidance sets out indicative levels of on-site car parking and considers key characteristics such as car ownership and accessibility to sustainable modes of transport. It is used as an initial guide for developers who should also undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and, where relevant, attracting and retaining staff.

6.3 This site is located within Parking Behaviour Zone 1, so Table 2 of the guidance has been used to calculate the appropriate parking demand. We have based the parking

demand on Parking Zone 1 and two x three-bedroom dwellings and two x four-bedroom dwellings.

6.4 According to the parking guidance, a three-bedroom dwelling requires 2.2 parking spaces, while a four-bedroom dwelling requires 2.7 spaces. Based on the proposed mix of units, this results in a total parking demand of 9.8 spaces.

6.5 The proposal provides appropriate levels of on-plot parking with up to three spaces available per residential plot.

6.6 There is ample space to incorporate secure cycle parking spaces to accord with the council's adopted standards.

6.7 On this basis, it is not considered that the proposed development would generate an unacceptable increase in on-street parking demand that could impede the free flow of traffic on Slaugham Lane.

7. SUMMARY AND CONCLUSIONS

7.1 Reeves Transport Planning is appointed to provide a Transport Report in support of an application to develop a site previously used as Warninglid Primary School, Slaugham Lane, Pease Pottage. The proposal includes four dwellings: two converted from the existing school buildings and two new dwellings on the former school playing field. The development will have new access points, parking spaces, and turning areas.

7.2 Warninglid Primary School closed in 2021 and has remained empty since. The site consists of the existing school buildings and a playground. There was a school roll of circa 60 pupils and 10-12 FTE staff members.

7.3 The site is located next to Slaugham Lane, a typical rural road. Each new dwelling will have its own access point from the lane. A speed survey was carried out to assess the required visibility splays, showing design speeds of 33 mph northbound and 32 mph southbound.

7.4 The TRICS data analysis informs that the potential four dwellings could generate circa two vehicle trips during both the traditional peak periods, and up to 19 trips during a

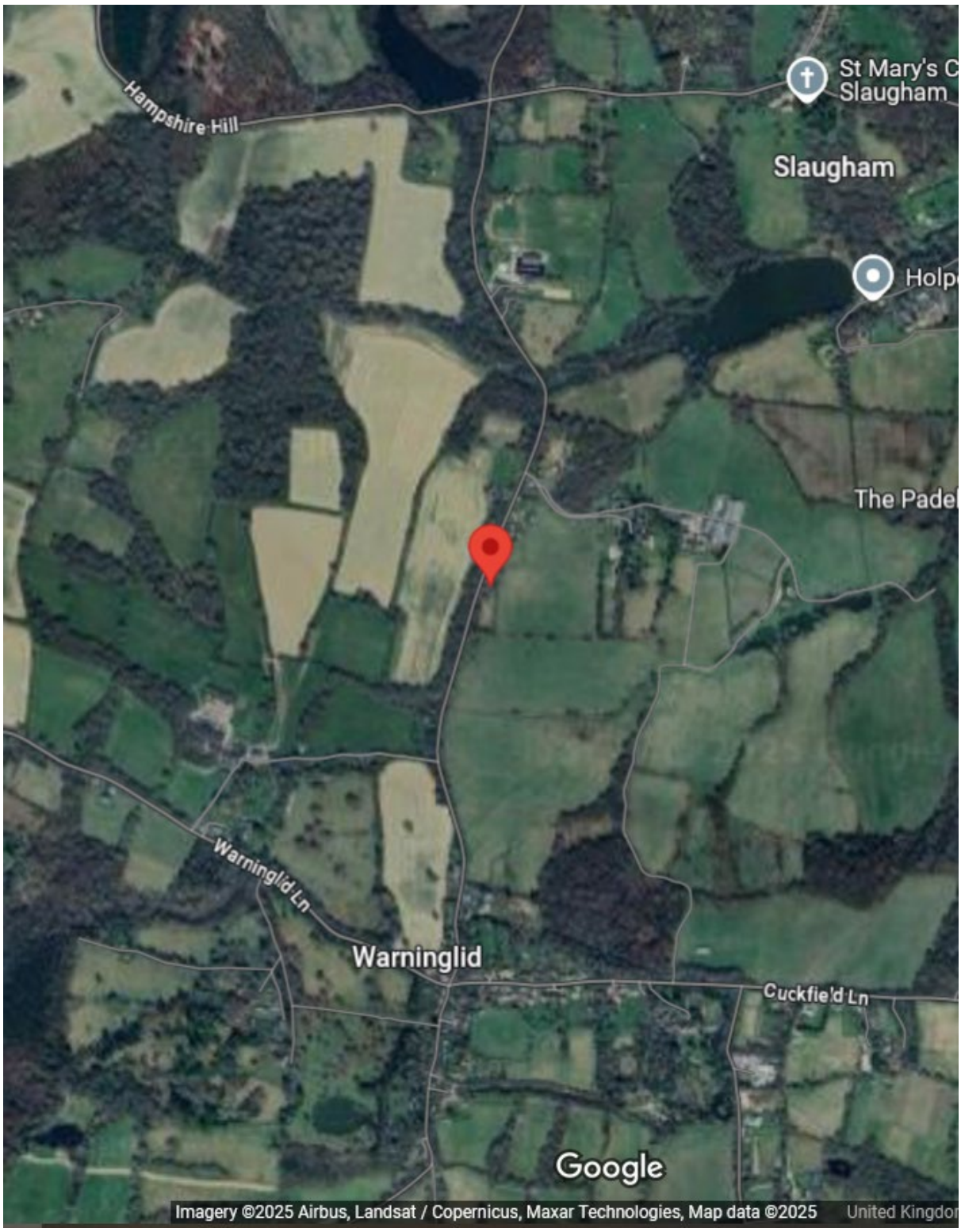
typical day. This output is significantly lower than that of the site's previous use as a primary school. As such, the additional traffic from the proposed development is unlikely to cause any capacity or congestion issues on the surrounding highway network, especially when compared to the existing consented use.

7.5 The proposal provides appropriate levels of on-plot parking with up to three spaces available per residential plot. There is also ample space to incorporate secure cycle parking spaces to accord with the council's adopted standards.

7.6 On this basis, taking all relevant information into consideration including the significant reduction in daily traffic movements on the surrounding network compared to the existing use, availability of on-site parking and turning provision, it can be concluded that the proposed development will not have a ***severe*** impact on highway capacity or an ***unacceptable*** impact on highway safety.

7.7 Our client would welcome planning conditions to manage the construction, including the delivery of the accesses and rescinding of the TRO, if deemed necessary.

APPENDIX 1.
SITE LOCATION PLAN


Hampshire Hill
St Mary's C
Slaugham
Slaugham
Holp
The Padel
Warninglid Ln
Warninglid
Cuckfield Ln
Google
Imagery ©2025 Airbus, Landsat / Copernicus, Maxar Technologies, Map data ©2025
United Kingdor

APPENDIX 2.
TRAFFIC VOLUME AND SPEED SURVEY DATA

eastsussex.gov.uk

East Sussex
County Council

Transport Monitoring Team

Speed Survey for
Reeves Transport Planning
Slaugham Lane, Warninglid
June 2025

For further information regarding the commissioning of all types of transport surveys please contact:

Transport Monitoring Manager

Transport Monitoring Team,
East Sussex County Council,
Communities, Economy & Transport Department, County Hall,
St. Anne's Crescent, Lewes, East Sussex, BN7 1UE

Email: transport.monitoring@eastsussex.gov.uk

Site Number: 00006435

Slaugham Lane, Warninglid, by school

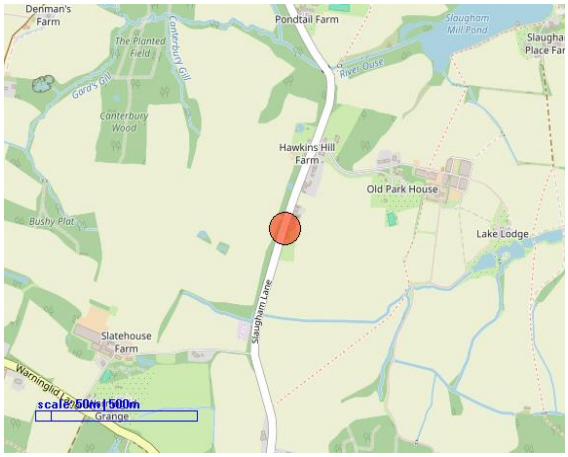
Details

Site Reference:	00006435
Latitude:	51.0285817582647
Longitude:	-0.218310356140137
Site Configuration:	
Interval:	60
Telemetry:	No

Channels

Channel 1: Southbound (South)

Channel 2: Northbound (North)



Location

A6435 NB.jpeg

A6435 SB.jpeg

Slaugham Lane, Warninglid, by school

Site Number: 00006435 | From 02/06/2025 To 10/06/2025 | Site Reference: 00006435

Speed Summary (All Days) Report | No Filters Applied | Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0		24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0		18	4	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1		29	6	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4		26	6	0	0	0	0	1	2	1	0	0	0	0	0	0
08:00	4		24	7	0	0	1	0	1	2	0	0	0	0	0	0	0
09:00	4		22	10	0	1	1	0	1	1	1	0	0	0	0	0	0
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22:00	1		30	5	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0		21	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	69	32	25	7	0	4	7	6	18	21	11	2	1	0	0	0	0
16H(6-22)	77	32	25	8	0	4	8	7	20	24	12	2	1	0	0	0	0
18H(6-24)	78	32	25	8	0	4	8	7	20	24	12	2	1	0	0	0	0
24H(0-24)	79	32	25	8	0	4	8	7	20	24	12	2	1	0	0	0	0
AM Peak	10:00				11:00	09:00	10:00	10:00	10:00	07:00	09:00	09:00	11:00	11:00	11:00	11:00	11:00
	6				0	1	1	1	2	2	1	0	0	0	0	0	0
PM Peak	13:00		22:00	20:00	23:00	18:00	12:00	15:00	14:00	13:00	16:00	15:00	16:00	23:00	23:00	23:00	23:00
	8		30	10	0	0	1	1	3	3	2	1	0	0	0	0	0

Local Events Included & Include All Globals

Printed at: 10:34 on 11 June 2025

Slaugham Lane, Warninglid, by school

Site Number: 00006435 | From 02/06/2025 To 10/06/2025 | Site Reference: 00006435

Speed Summary (All Days) Report | No Filters Applied | Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
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23:00	1		29	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	106	33	26	8	0	3	12	10	26	31	18	5	2	0	0	0	0
16H(6-22)	119	34	26	8	0	3	13	11	29	35	20	6	2	0	0	0	0
18H(6-24)	121	34	26	8	0	3	13	11	29	36	21	6	2	0	0	0	0
24H(0-24)	122	33	26	7	0	3	13	11	30	37	21	6	2	0	0	0	0
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	12		38	10	0	0	2	1	3	4	4	1	0	0	0	0	0
PM Peak	12:00	12:00	19:00	13:00	23:00	13:00	15:00	14:00	12:00	12:00	18:00	13:00	14:00	18:00	23:00	23:00	23:00
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03:00	0		38	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1		25	5	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00	4		26	9	0	0	1	0	0	1	1	1	0	0	0	0	0
07:00	16	34	28	7	0	0	1	1	2	6	5	1	0	0	0	0	0
08:00	9		25	7	0	0	1	1	2	3	2	0	0	0	0	0	0
09:00	12	33	23	9	0	1	2	1	3	2	2	1	0	0	0	0	0
10:00	15	30	24	6	0	0	2	2	5	4	1	0	0	0	0	0	0
11:00	15	30	24	8	0	1	2	1	4	4	2	0	0	0	0	0	0
12:00	18	32	26	8	0	1	2	1	5	6	2	1	1	0	0	0	0
13:00	16	31	25	8	0	1	1	2	4	6	2	1	0	0	0	0	0
14:00	18	31	25	7	0	0	1	3	5	5	3	0	0	0	0	0	0
15:00	15	32	25	7	0	0	2	1	5	4	2	1	0	0	0	0	0
16:00	14	33	27	7	0	0	1	1	5	3	3	0	0	0	0	0	0
17:00	15	32	26	7	0	0	2	1	3	5	3	1	0	0	0	0	0
18:00	13	33	27	7	0	0	1	1	3	5	2	1	0	0	0	0	0
19:00	8		28	8	0	0	1	0	2	3	2	1	0	0	0	0	0
20:00	5		26	8	0	0	0	0	1	2	1	0	0	0	0	0	0
21:00	3		28	7	0	0	0	0	1	1	0	1	0	0	0	0	0
22:00	2		28	5	0	0	0	0	1	0	0	0	0	0	0	0	0
23:00	1		27	5	0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	175	33	25	7	0	7	19	16	44	52	29	6	2	0	0	0	0
16H(6-22)	196	33	26	8	0	7	20	18	49	59	33	8	3	0	0	0	0
18H(6-24)	199	33	26	8	0	7	20	18	50	60	33	9	3	0	0	0	0
24H(0-24)	201	33	26	8	0	7	21	18	50	61	33	9	3	0	0	0	0
AM Peak	07:00		03:00	09:00	11:00	09:00	11:00	10:00	10:00	07:00	07:00	09:00	11:00	11:00	11:00	11:00	11:00
	16		38	9	0	1	2	2	5	6	5	1	0	0	0	0	0
PM Peak	12:00	16:00	21:00	13:00	23:00	13:00	12:00	14:00	15:00	13:00	16:00	19:00	12:00	18:00	23:00	23:00	23:00
	18	33	28	8	0	1	2	3	5	6	3	1	1	0	0	0	0

Local Events Included & Include All Globals

Printed at: 10:34 on 11 June 2025

APPENDIX 3.
SUSSEX SAFER ROADS PARTNERSHIP COLLISION DATA

ROAD SAFETY TEAM | Collision Map | Casualty Data | User Groups | Casualty Tables | Crackdown Data | Crackdown Map | Camera Map | Camera Data | About

Collisions

This map shows personal injury collisions reported to Sussex Police in accordance with DfT stats 19 requirements. Whilst the details of these collisions have been checked, they are subject to change should further information become available and may therefore not match figures published elsewhere.

Which counties to display

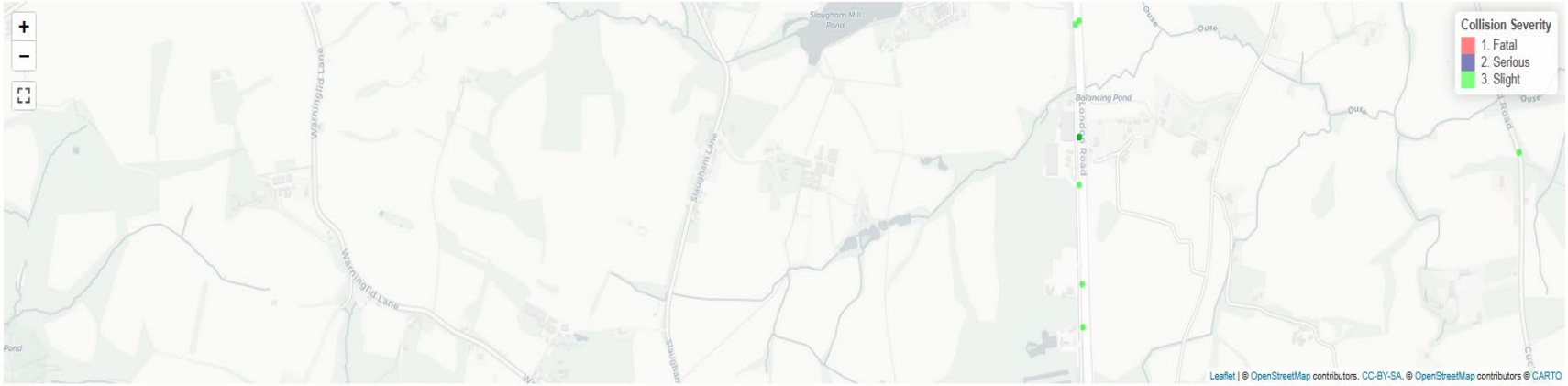
☑ West Sussex ☑ East Sussex ☑ Brighton and Hove

Select which severities to display

☑ 1. Fatal ☑ 2. Serious ☑ 3. Slight

Change date range

01/01/2019	to	31/12/2021

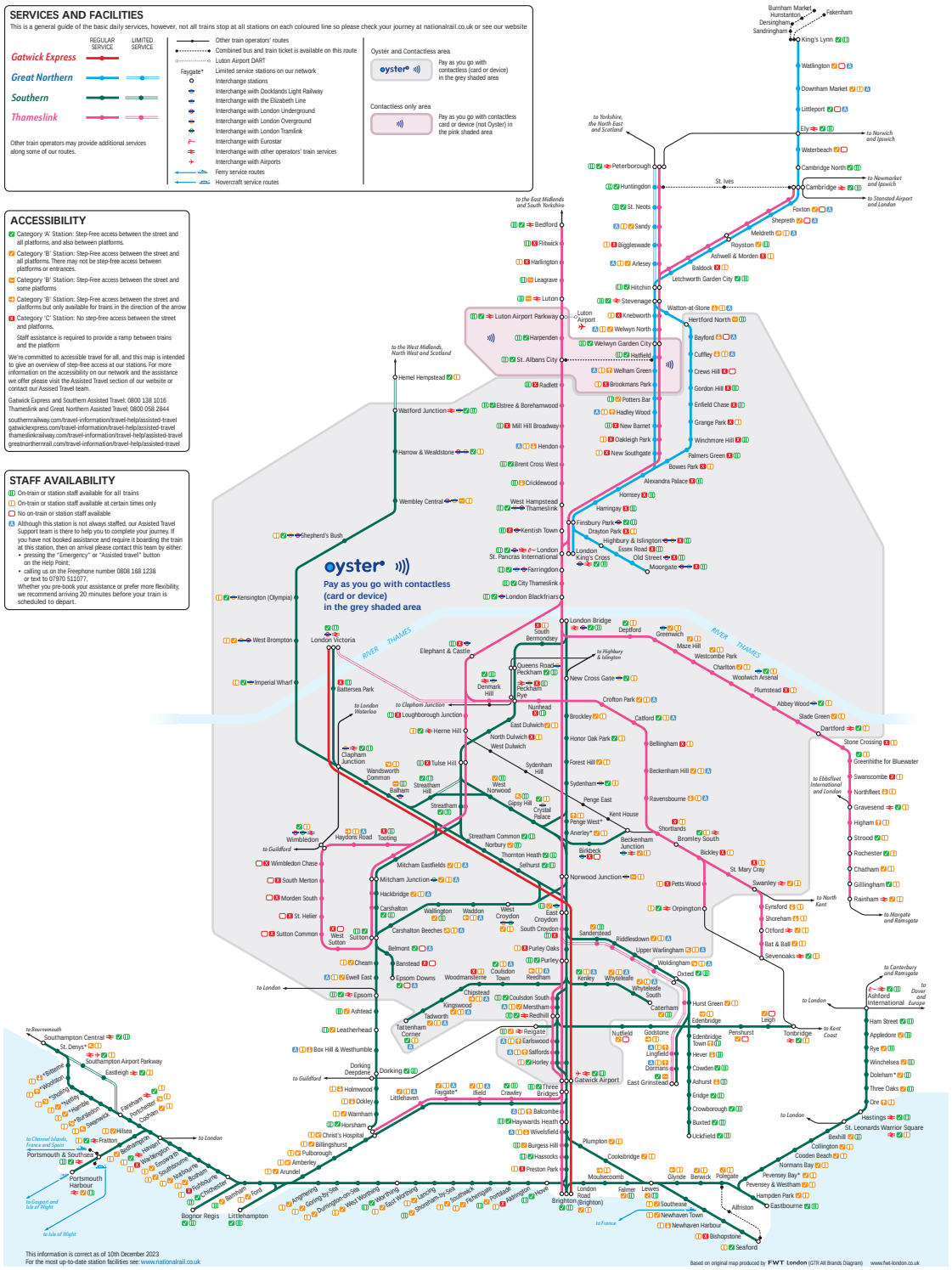


Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT STATS19 requirements. While the detils of these collisions have been checked, they are subject to change should further information become available, and therefore may not match figures published elsewhere. While this can apply to the whole time period covered, it is particularly relevant to the more recent collisions.

APPENDIX 4.
SOUTHERN AND THAMESLINK NETWORK

Our Network

Valid from December 2023



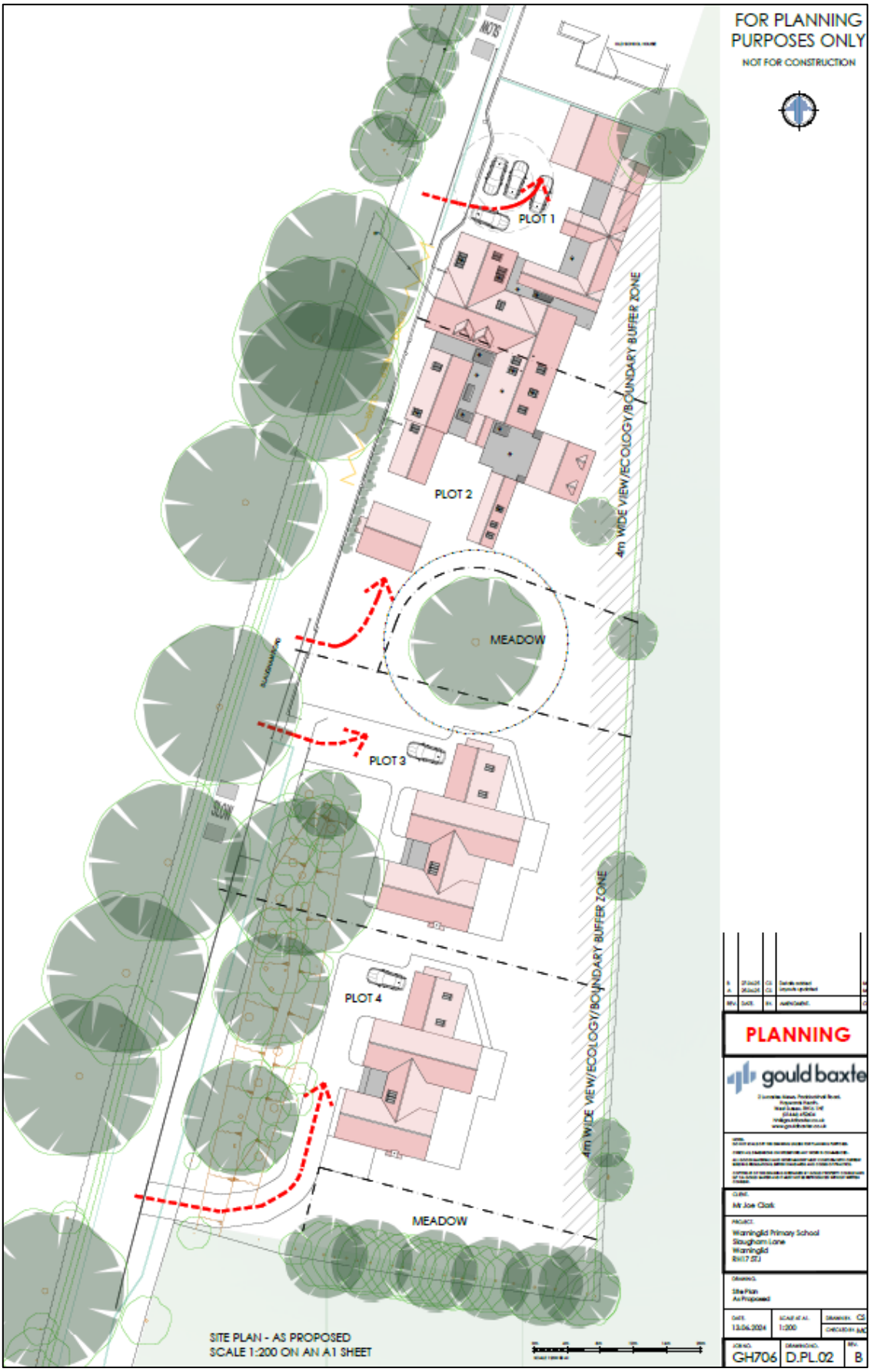
Great Northern

GX GATWICK EXPRESS

SOUTHERN

ThamesLink

APPENDIX 5.
LAYOUT PLAN GH706 D.PL.02 REV B
(Extract)


FOR PLANNING PURPOSES ONLY
NOT FOR CONSTRUCTION
PLOT 1
PLOT 2
PLOT 3
PLOT 4
MEADOW
MEADOW
4m WIDE VIEW/ECOLOGY/BOUNDARY BUFFER ZONE
4m WIDE VIEW/ECOLOGY/BOUNDARY BUFFER ZONE
SLOW
PLANNING
gould baxter
Mr Joe Clark
Warninglid Primary School
Slaugham Lane
Warninglid
RH17 5TJ
Site Plan
As Proposed
13.06.2024
1:200
GH706
D.PL.02
B
SITE PLAN - AS PROPOSED
SCALE 1:200 ON AN A1 SHEET

APPENDIX 6.
TRICS DATA SHEETS

Calculation Reference: AUDIT-753101-250624-0600

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		
	GS	GLOUCESTERSHIRE	1 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	NM	WEST NORTHAMPTONSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	BY	BARNSLEY	1 days
	SE	SHEFFIELD	1 days
09	NORTH		
	IM	ISLE OF MAN	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 47 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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

Selected survey days:

Tuesday	5 days
Wednesday	2 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	12 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 undertaking using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	12

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

Selected Location Sub Categories:

Village	12

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	5 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

C3	12 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	10 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	5 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	3 days
1.1 to 1.5	5 days
1.6 to 2.0	4 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	12 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	12 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 BY-03-A-01 BUNGALOWS & DETACHED BARNSLEY
CHURCH LANE
NEAR BARNSLEY
WORSBROUGH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 19
Survey date: WEDNESDAY *09/09/20* *Survey Type: MANUAL*

2 GS-03-A-02 DETACHED HOUSES GLOUCESTERSHIRE
OAKRIDGE
NEAR GLOUCESTER
HIGHNAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 40
Survey date: FRIDAY *23/04/21* *Survey Type: MANUAL*

3 IM-03-A-01 MIXED HOUSES ISLE OF MAN
BALLAKILLOWEY ROAD
COLBY
BALLAKILLOWEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 31
Survey date: TUESDAY *21/05/24* *Survey Type: MANUAL*

4 IM-03-A-02 MIXED HOUSES ISLE OF MAN
SHORE ROAD
KIRK MICHAEL

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 27
Survey date: THURSDAY *23/05/24* *Survey Type: MANUAL*

5 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

6 NM-03-A-02 DETACHED & SEMI-DETACHED WEST NORTHAMPTONSHIRE
HARLESTONE ROAD
NEAR NORTHAMPTON
CHAPEL BRAMPTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 47
Survey date: TUESDAY *20/10/20* *Survey Type: MANUAL*

7 NN-03-A-01 MIXED HOUSES & FLATS NORTH NORTHAMPTONSHIRE
MAIN STREET
NEAR WELLINGBOROUGH
LITTLE HARROWDEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 44
Survey date: TUESDAY *20/10/20* *Survey Type: MANUAL*

8 SE-03-A-01 DETACHED & BUNGALOWS SHEFFIELD
MANOR ROAD
NEAR SHEFFIELD
WALES
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 25
Survey date: THURSDAY *10/09/20* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	*22/09/17*	*Survey Type: MANUAL*
10	SF-03-A-08 STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM	MIXED HOUSES	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	34	
	Survey date: WEDNESDAY	*16/09/20*	*Survey Type: MANUAL*
11	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	42	
	Survey date: TUESDAY	*25/09/18*	*Survey Type: MANUAL*
12	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	41	
	Survey date: TUESDAY	*25/09/18*	*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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	12	33	0.081	12	33	0.270	12	33	0.351
08:00 - 09:00	12	33	0.152	12	33	0.321	12	33	0.473
09:00 - 10:00	12	33	0.169	12	33	0.247	12	33	0.416
10:00 - 11:00	12	33	0.144	12	33	0.157	12	33	0.301
11:00 - 12:00	12	33	0.187	12	33	0.179	12	33	0.366
12:00 - 13:00	12	33	0.154	12	33	0.167	12	33	0.321
13:00 - 14:00	12	33	0.189	12	33	0.177	12	33	0.366
14:00 - 15:00	12	33	0.177	12	33	0.162	12	33	0.339
15:00 - 16:00	12	33	0.207	12	33	0.169	12	33	0.376
16:00 - 17:00	12	33	0.275	12	33	0.187	12	33	0.462
17:00 - 18:00	12	33	0.318	12	33	0.164	12	33	0.482
18:00 - 19:00	12	33	0.235	12	33	0.131	12	33	0.366
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.288			2.331			4.619

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.*

Parameter summary

Trip rate parameter range selected:	8 - 47 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	12
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.