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FAO: Joanne Fisher

Date: 23rd January 2025

Our Ref: 24044MS

Dear Ms Fisher

DM/24/2922 Hollyrood House, Ardingly Road, Lindfield, West Sussex RH16 2RA

Removal of outbuildings and alterations to the existing buildings and hardsurfaces to allow for a change of use from Class C2 (residential institution) use to a Class C3 (dwellinghouse) use to provide 3 no. 1-bed flats, 14 no. 2-bed flats, and 2 no. 3-bed two storey dwellings (and retaining Holy Rood Cottage as a 3-bed dwelling), together with 37 no. car parking spaces, private and communal amenity spaces, landscaping, bin and cycle stores. Alterations to existing access points onto and from Ardingly Road and Park Lane.

Vision Transport Planning is appointed by the Applicant to provide advice on matters relating to highways and transport in respect to the above planning application.

This letter has been prepared to respond to the formal response from the County Highway Authority (CHA – West Sussex County Council) dated 3rd January 2025, in which the CHA requested additional information and clarification on a number of matters relating to the development proposals and the Transport Statement that was prepared by Vision Transport Planning (dated 31st October 2024). This letter sets out a formal response to the points raised by the CHA and, where applicable, provides the additional information that has been requested.

The CHA's response included a summary that listed 11 points where further information or clarification is required. This list has been referred to below, with each point raised by the CHA highlighted (in bold), which is then followed by our detailed response.

1. Plan demonstrating how visibility splays onto Ardingly Road meet appropriate Design Standards.

Drawing 24044-001 Rev A (Appendix D of the Transport Statement) demonstrates visibility splays of 2.4 metres x 113 metres (in both directions) for the Ardingly Road site access. The design methodology utilised has been set out within Section 4 of the Transport Statement. The visibility splays are designed in accordance with the Table 10.1 of Manual for Streets 2 (MfS2), which summarises the recommended Stopping Sight Distances (SSDs) criteria for vehicles travelling on roads where design speeds are in excess of 60 kph.

The SSDs utilised within the design process are in accordance with the Design Manual for Roads and Bridges (DMRB), which is specifically applied to 'trunk road' design (and is considered particularly robust in this instance, given the non-trunk road status of the B2028 Ardingly Road) and are appropriate where design speeds are in excess of 60 kph. The 2.4 metre x 113 metre visibility splays, which are presented within the Transport Statement, are in accordance DMRB 'absolute minimum' standards (refer Table 10.1 of MfS2) and take account of the minimum braking performance of HGVs and 'passenger comfort and safety' in respect to passenger service vehicles (PSVs).

Nb. The SSD criteria (that is presented in Table 10.1 of MFS2) that reflect DMRB 'desirable minimum' SSDs, take into account deceleration rates that are 'more typically associated with snow-covered roads' where speeds would naturally be significantly lower.

In summary, the design of the visibility splays for the Ardingly Road site access, as presented within the Transport Statement, are in accordance with DMRB design standards (for speeds in excess of 60 kph) and take account of the surveyed 85th percentile speeds (for all vehicles) and the reduced braking performance of HGVs and PSVs.

Regardless of the above, and further to the comments received from the CHA, the visibility splays have been reviewed and the visibility splay to the north (Ardingly Road site access) has been extended to 146 metres, to enhance visibility in the 'leading direction'. This now reflects the 'desirable minimum' standards that are applied to trunk road design (as set out within DMRB) and takes into account deceleration rates typically associated with 'snow covered roads'. The incorporation of the extended visibility splay to the north provides a further betterment to the level of visibility associated with the Ardingly Road site access. Visibility to the south (from the Ardingly Road site access) is restrained by the alignment of the carriageway, in this direction, and DMRB 'absolute minimum' standards have been retained in this direction (which enhance the existing levels of visibility, as observed on site).

Drawing 24044-001 Rev B has been attached as **Appendix A**, which presents the enhanced visibility splays for the Ardingly Road site access. The proposed level of visibility provides a material benefit to the safe operation of the Ardingly Road site access and must be considered alongside the reduction in traffic attraction associated with the site that has been demonstrated (refer to Section 5 of the submitted Transport Statement and/or the TRICS analysis, below).

2. Plan showing forward visibility splays at Park Lane access.

Drawing 24044-003, attached as **Appendix B**, presents forward visibility splays within Park Lane, to the site access, from both approaches. The same SSDs have been utilised as per the assessment for the visibility splays associated with the Park Lane site access. Drawing 24044-003 demonstrates that appropriate levels of forward visibility, on both approaches, can be accommodated (within the identified public highway margins) to enable forward visibility to vehicles stopping (or slowing) to manoeuvre into the site access. Furthermore, the level of forward visibility (that is available around the bend) should be considered in light of the reduction in vehicular trip attraction, associated with the site, arising as a result of the development proposals.

3. Trip rates and tables showing peak hour traffic impacts for both existing/previous use and proposed use, and comparisons thereof. To include use of new TRICS-based trip rates for the houses.

Further to the comments received from the CHA, the TRICS (traffic impact) analysis that is presented within Section 5 of the submitted Transport Statement has been reviewed, to include updated TRICS analysis and to identify peak hour trips. The previous TRICS analysis for 'private houses', 'private flats' and 'care home' have been updated to include survey data from 2019 onwards (rather than the default TRICS setting of 2016). Nb. This has resulted in slight differences to the trip rates for 'private houses' whilst the trip rates for 'private flats' and 'care home' remain as previously presented.

An updated traffic impact assessment has been set out below, which utilises the updated TRICS analysis, and which also identifies peak hour trip rates.

Assessment of the Existing 'Baseline' Scenario

Care Home

A copy of the TRICS outputs has been provided as [Appendix C](#). A summary of the trip rates has been set out within Table 1.1 below. The trip rates are expressed 'per resident'. Trip rates have been applied to the existing care home (assuming 1 resident per bedroom and on the basis of 24 bedrooms). The total vehicular trip generation, based on 24 bedrooms, is also shown within Table 1.1 with goods vehicle (LGV) trip rates shown in brackets.

Care Home	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
Daily Trip Rate (per resident)	0.279 (0.047)	0.209 (0.047)	0.000 (0.000)	0.070 (0.000)	2.026 (0.279)	1.932 (0.280)
Total Daily Trips (24 residents)	7 (1)	5 (1)	0 (0)	2 (0)	49 (6)	46 (7)

Table 1.1 – Trip rates and traffic attraction associated with existing care home land use

Holly Rood Cottage (residential dwelling)

To assess the likely traffic impact associated with Holly Rood Cottage (residential land use) the TRICS database has been interrogated, and sites have been selected based on the 'private housing' category of TRICS. A copy of the TRICS outputs has been provided as [Appendix C](#). A summary of the trip rates and the estimated trip attraction (based on 1 house) has been set out within Table 1.2 below, with goods vehicle (LGV) trip rates shown in brackets.

Residential (Houses)	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
Daily Trip Rate (per dwelling)	0.434 (0.057)	0.491 (0.075)	0.396 (0.038)	0.377 (0.019)	3.358 (0.529)	3.453 (0.510)
Total Daily Trips (1 house)	0.5 (0)	0.5 (0)	0.5 (0)	0.5 (0)	3.5 (0.5)	3.5 (0.5)

Table 1.2 - Trip rates and traffic attraction associated with residential land use (Holly Rood Cottage).
Nb total trips rounded to nearest 0.5 of a trip.

Baseline land uses (Care Home and Holly Rood Cottage combined)

Table 1.3 (below) sets out the combined traffic attraction associated with the care home land use and Holly Rood Cottage.

Existing Land Uses	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
Care Home (24 residents)	7 (1)	5 (1)	0 (0)	2 (0)	49 (6)	46 (7)
Holly Rood Cottage (1 house)	0.5 (0)	0.5 (0)	0.5 (0)	0.5 (0)	3.5 (0.5)	3.5 (0.5)
Total 'Existing' Trips	7.5 (1)	5.5 (1)	0.5 (0)	2.5 (0)	52.5 (6.5)	49.5 (7.5)

Table 1.3 - Daily traffic attraction associated with the existing land uses

It can be seen from Table 1.3 that the existing 'baseline' land uses would be anticipated to attract circa 13 vehicular trips during the AM peak period, 3 vehicular trips during the PM peak period and 102 vehicular trips across the course of a typical day (of which it is estimated that 14 trips would be likely to be associated with goods vehicle trips i.e. servicing trips).

Assessment of the Proposed 'Development' Scenario (Residential)

An updated assessment has been carried out of the likely traffic impact consequences of the development proposals. A similar TRICS based assessment has been carried out to quantify the traffic attraction associated with the proposed development of three houses and 17 flats.

The trip rates that have been utilised to quantify traffic attraction attributable to the existing dwelling (Holly Rood Cottage) have also been relied on to quantify the traffic attraction associated with the three houses that are proposed. On this basis the same trip rates per dwelling (as set out with Table 1.2 above) have been relied on. The trip rates have been applied to the proposed residential development, of three houses, and total trip generation (for the proposed three houses) is set out within Table 1.4 below (LGV trips in brackets).

Residential (Houses)	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
Daily Trip Rate (per dwelling)	0.434 (0.057)	0.491 (0.075)	0.396 (0.038)	0.377 (0.019)	3.358 (0.529)	3.453 (0.510)
Total Daily Trips (3 houses)	1.5 (0)	1.5 (0)	1 (0)	1 (0)	10 (1.5)	10 (1.5)

Table 1.4 - Trip rates and daily traffic attraction associated with proposed houses

To assess the traffic attraction associated with the proposed apartments a TRICS assessment has been carried out to quantify the vehicular trips that are likely to be generated by a development of 17 private flats. A copy of the TRICS outputs has been provided as [Appendix C](#). A summary of the trip rates has been set out within Table 1.5 below. The trip rates have been applied to a development of 17 flats and total daily trip generation is shown within the table below (LGV trips in brackets).

Residential (Apartments)	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
Daily Trip Rate (per apartment)	0.107 (0.000)	0.233 (0.007)	0.200 (0.007)	0.087 (0.007)	1.554 (0.081)	1.554 (0.081)
Total Daily Trips (17 apartments)	2 (0)	4 (0)	3 (0)	2 (0)	26 (1)	26 (1)

Table 1.5 - Residential trip rates (flats) and predicted daily traffic generation for 17 flats

Table 1.6, below, combines the trip predictions associated with the proposed houses and the proposed apartments to establish a level of trip attraction associated with the development proposals in their entirety i.e. 3 houses and 17 apartments (LGV trips shown within brackets).

Land Use	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
3 Houses	1.5 (0)	1.5 (0)	1 (0)	1 (0)	10 (1.5)	10 (1.5)
17 Flats	2 (0)	4 (0)	3 (0)	2 (0)	26 (1)	26 (1)
Proposed Development (in total)	3.5 (0)	5.5 (0)	4 (0)	3 (0)	36 (2.5)	36 (2.5)

Table 1.6 – Daily traffic attraction associated with the proposed development

It can be seen from Table 1.6 that it is anticipated that the proposed residential land use would be likely to result in circa 9 vehicular trips during the AM peak period, 7 vehicular trips during the PM peak period and a total of 72 vehicular trips across the course of a typical day of which circa 5 trips would represent trips associated with servicing/deliveries.

Net Traffic Impact Conclusions

To consider the net impact of the development proposals, the trip predictions that have been set out within Tables 1.3 and 1.6 have been compared. The net traffic impact consequences arising from the development proposals are set out within Table 1.7 below.

Development Scenario	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily	
	Arr	Dep	Arr	Dep	Dep	Arr
Existing (baseline)	7.5 (1.0)	5.5 (1.0)	0.5 (0.0)	2.5 (0.0)	52.5 (6.5)	49.5 (7.5)
Proposed (residential)	3.5 (0.0)	5.5 (0.0)	4.0 (0.0)	3.0 (0.0)	36.0 (2.5)	36.0 (2.5)
Net Impact	-4.0 (-1.0)	0.0 (-1.0)	3.5 (0.0)	0.5 (0.0)	-16.5 (-4.0)	-13.5 (-5.0)

Table 1.7 – Net traffic impact associated with the development proposals

It can be seen from Table 1.7 that the development proposals would be anticipated to give rise to a minor reduction of 4 vehicular trips (to/from the site) during the AM peak period and give rise to a minor increase of 4 vehicular trips during the PM peak period. Similar to the conclusion reached within the Transport Statement, the TRICS analysis demonstrates that the development proposals are anticipated to give rise to a material decrease in vehicular trips attracted to the site on a daily basis, with a circa 30% decrease in daily vehicular trip attraction associated with the site being identified (when compared to the baseline scenario). Furthermore, the development proposals will also result in a reduction in servicing trips associated with the site.

Overall the development proposals provide a degree of betterment in respect to access and conditions within the adjoining public highway, as a result of the assessed reduction in traffic attraction and the proposed enhancements to access arrangements (as set out within Section 4 of the Transport Statement).

4. Provision of traffic impact assessment of the development at junction of Ardingly Road with Park Lane.

From the TRICS analysis that is presented above, it is concluded that the development proposals will result in a positive impact (reduction in traffic attraction) across the course of the day and also during the AM peak period. The TRICS analysis does identify a minor increase in vehicular trips during the PM peak period, with an immaterial increase of 4 vehicular trips (combined arrivals and departures) being identified. This represents an additional trip every 15 mins during the PM peak period (with a similar reduction in the AM peak period).

Allowing for the distribution of trips to the north (via Ardingly Road), the south (via Ardingly Road) and the east (via Park Lane) it is anticipated that the development proposals may give rise to circa 2- 3 additional vehicular trips via the Ardingly Road / Park Lane junction during the PM peak period (with a similar reduction in trips during the AM peak). The increase in trips during the PM peak period represents an additional vehicular movement (through the junction) every 20-30 minutes and is considered immaterial to the operation of the junction.

Paragraph 2.11 of the 'Guidance on Transport Assessment' prepared by the Department for Transport refers to 30 two-way peak hour vehicular trips as a threshold below which a formal assessment (junction modelling) may not be required, stating that: *"Whilst there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to commence discussions."*

It is concluded that, having assessed peak period impacts, the development proposals would have no discernible impact on the operation of the Ardingly Road / Park Lane junction.

5. Plan showing provision of hard standing areas on both sides of Ardingly Road plus consideration of real time passenger information, shelters and lighting at stops (and that these be included in a Stage 1 Road Safety Audit).

The CHA's request for enhanced passenger transport infrastructure has been considered in light of the identified reduced transport impacts. A plan has been prepared that details the provision of areas of hardstanding (waiting areas) on both sides of Ardingly Road, with drop kerbs/tactile paving provided (to facilitate crossing movements) and Kassel kerbs (to enable easy access to PSVs). The proposed mitigation offers a degree of highway betterment that is in scale with the development proposals, given the reduced transport impacts. Drawing 24044-004 has been attached as [Appendix D](#), which details the proposed 'passenger transport' mitigation measures. The provision of the highway mitigation measures can be secured through an appropriate planning condition.

The highway mitigation measures, along with the site access design, has been submitted for a Stage 1 RSA. A copy of the Stage 1 RSA and Decision Log will be forwarded once the RSA has been completed by independent road safety auditors.

6. Plan showing increased EV 'active' provision (to also confirm that remainder will include 'passive' provision).

Drawing 3404-23, attached as [Appendix E](#), details how in excess of 49% of the proposed car parking spaces (20 spaces) will be provided with access to EV charging facilities.

Drawing 3404-23 identifies the spaces that will be provided with access to 'active' EV charging facilities along with the type of charging facilities that will be provided. The remaining spaces (19 spaces) will be provided with 'passive' provision.

The provision and specification of EV charging facilities can be secured through an appropriate planning condition.

7. Further swept-path analysis of a service vehicle using the Ardingly Road access point to minimise 'over-sweep'.

The Ardingly Road site access includes carriageway widening (within the site) with the access being widened to 5.5 metres to accommodate a large refuse vehicle. The swept path of the refuse vehicle (analysis attached as [Appendix F](#)) has informed the design of the access. The widening of the Ardingly Road site access enhances access for service vehicles, whilst transport impacts (and servicing impacts) are reduced. Overall the proposals provide a material enhancement to access and service arrangements and include an access strategy that can accommodate the sweep of a refuse vehicle.

8. Swept path of service vehicle turning left into Park Lane access.

All refuse collection will be carried out via the Ardingly Road site access. The site layout has been designed to accommodate refuse vehicle turning within the site, or alternatively, the refuse vehicle can pass through the site and depart via the Park Lane access (with all of these movements being tracked). Updated swept path analysis has been attached as [Appendix F](#), which now excludes the analysis of a refuse vehicle turning into the site from Park Lane.

The refuse collection strategy is similar to the established arrangements and the access arrangements enhance access for refuse vehicles through the widening of both the Ardingly Road and the Park Lane accesses. Given this, and the reduction in traffic attraction, it is concluded that the development proposals result in a positive impact in respect to access for service vehicles.

9. Clarification about cycle parking stands to be used and confirmation that all will be covered.

Please refer to the 'Refuse Calculation & Bins and Bike Structure Details' document (copy attached as [Appendix G](#)) that was submitted as part of the application submission and includes details of the proposed cycle storage.

Each of the houses will be provided with a secure cycle parking store that can accommodate two cycles (covered). This is in accordance with West Sussex County Council's Guidance for Parking at New Developments which requires two cycle parking spaces per three-bedroom house.

For the apartments, West Sussex County Council's Guidance for Parking at New Developments requires (as a minimum) 0.5 cycle parking spaces per apartment (for 1 or 2 bedroom flats, where cycle parking is provided within communal storage areas). On the basis of 17 apartments a minimum of 9 secure (covered) cycle parking spaces are required.

A secure (covered) two-tier cycle parking communal store will be provided that can accommodate 16 cycles (refer to details at [Appendix G](#)). As such the development proposals will deliver

covered cycle parking in excess of the minimum requirements that are set out within West Sussex County Council's Guidance for Parking at New Developments.

In addition to the covered cycle parking (which would by itself exceed adopted cycle parking standards), two accessible cycle parking spaces are provided, with a low hoop, and a single Sheffield hoop is provided to the front of the apartments to accommodate two short-term cycle parking spaces.

10. A Stage 1 Road Safety Audit of both access points (Ardingly Road and Park Lane) plus Road Safety Audit Decision Log.

The highway mitigation measures and the site accesses, have been submitted for a Stage 1 RSA. A copy of the Stage 1 RSA and Decision Log will be forwarded once the RSA has been completed by independent road safety auditors.

11. Provision of latest three-years of PIA records.

In accordance with the CHA's stated requirements, a review of personal injury accidents that have occurred within the public highway, within 250 metres of each of the site accesses and at the junction of Ardingly Road / Park Lane has been carried out.

Reference has been made to crashmaps.com, which has revealed that there appears to have been no recorded personal injury collisions (PIC) within the study area, within the most recently available 5 year period (2018-2022 inclusive).

Summary

This letter has been prepared to respond to the formal response from the County Highway Authority (CHA – West Sussex County Council) dated 3rd January 2025, in which the CHA requested additional information and clarification on a number of matters relating to the development proposals and the Transport Statement that was prepared by Vision Transport Planning (dated 31st October 2024). This letter sets out a formal response to the points raised by the CHA and, where applicable, provides the additional information that has been requested.

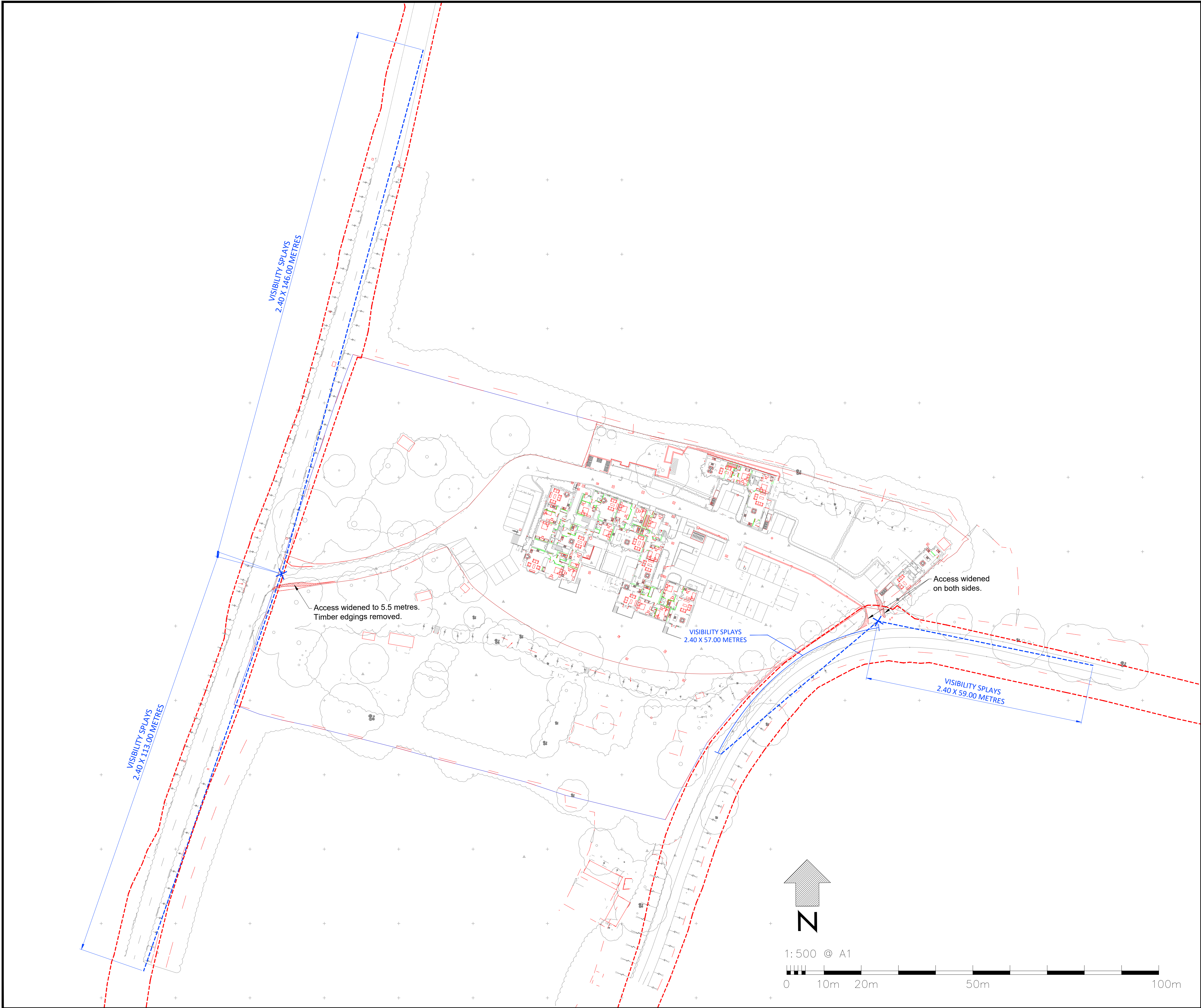
In summary, it is concluded that the development proposals satisfy local plan policies and accord with the guiding principles of the NPPF. It is concluded that there is no reason why the development proposals should be resisted for reasons relating to highways or transport.

Yours sincerely



Steve Parsons
Director

Appendix A



LEGEND

--- VISIBILITY SPLAYS

--- HIGHWAY BOUNDARY

Rev	Date	Description	Drn	Chk	App
B	22.01.25	Splay to north increased.	JG	SP	SP
A	05.11.24	Update site plan	JG	SP	SP
-	04.10.24	First issue	JG	SP	SP
-	25.09.24	Draft issue	JG	SP	SP

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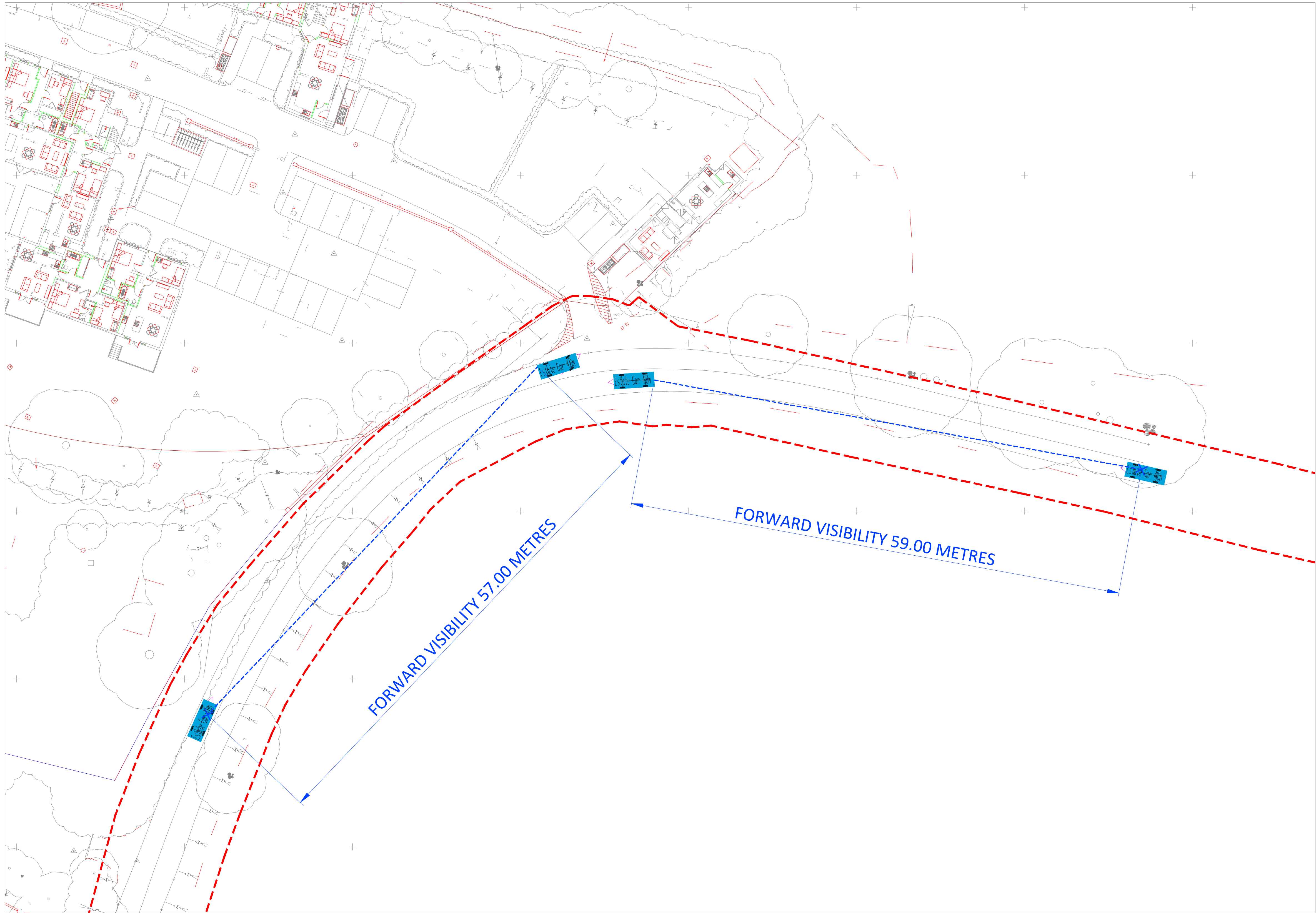
Project
HOLLYROOD HOUSE
ARDINGLY ROAD
LINDFIELD RH16 2QY

Drawing Title
VISIBILITY SPLAYS

Drawing Status
FOR PLANNING

Date JAN 2024	Scale 1:500	Size A1
Drawing No. 24044-001	Rev B	

Appendix B



LEGEND

--- VISIBILITY SPLAYS

--- HIGHWAY BOUNDARY

-	23.01.25	First issue	JG	SP	SP
-	21.01.25	Draft issue	JG	SP	SP
Rev	Date	Description	Drn	Chk	App

VISION
TRANSPORT PLANNING

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Project

HOLLYROOD HOUSE
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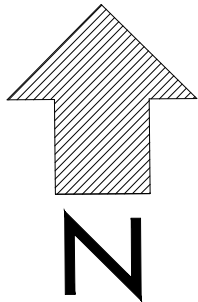
Drawing Title

FORWARD VISIBILITY SPLAYS

Drawing Status

FOR PLANNING

Date	Scale	Size
JAN 2025	1:250	A1
Drawing No.	24044-003	Rev
		-



Appendix C

Calculation Reference: AUDIT-858401-250120-0148

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : L - CARE HOME (SPECIFIC CONDITION)
TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
 Actual Range: 13 to 30 (units:)
 Range Selected by User: 7 to 58 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/19 to 09/05/22

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

Selected survey days:

Monday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1
 Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1
 Village 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:**Use Class:**

C2 2 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days
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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	2 days
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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	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GM-05-L-02 ENA CRESENT LEIGH	CARE HOME		GREATER MANCHESTER
	Edge of Town Residential Zone			
	Total Number of residents:		30	
	Survey date: FRIDAY		22/04/22	Survey Type: MANUAL
2	NY-05-L-01 WEELAND ROAD EGGBOROUGH	CARE HOME		NORTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of residents:		13	
	Survey date: MONDAY		09/05/22	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 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	22	0.442	2	22	0.140	2	22	0.582
08:00 - 09:00	2	22	0.279	2	22	0.209	2	22	0.488
09:00 - 10:00	2	22	0.233	2	22	0.163	2	22	0.396
10:00 - 11:00	2	22	0.070	2	22	0.093	2	22	0.163
11:00 - 12:00	2	22	0.070	2	22	0.070	2	22	0.140
12:00 - 13:00	2	22	0.070	2	22	0.116	2	22	0.186
13:00 - 14:00	2	22	0.140	2	22	0.070	2	22	0.210
14:00 - 15:00	2	22	0.070	2	22	0.093	2	22	0.163
15:00 - 16:00	2	22	0.116	2	22	0.233	2	22	0.349
16:00 - 17:00	2	22	0.093	2	22	0.140	2	22	0.233
17:00 - 18:00	2	22	0.000	2	22	0.070	2	22	0.070
18:00 - 19:00	2	22	0.070	2	22	0.093	2	22	0.163
19:00 - 20:00	2	22	0.233	2	22	0.116	2	22	0.349
20:00 - 21:00	2	22	0.140	2	22	0.326	2	22	0.466
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.026			1.932			3.958

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

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

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Parameter summary

Trip rate parameter range selected:	13 - 30 (units:)
Survey date range:	01/01/19 - 09/05/22
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

LGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	22	0.000	2	22	0.000	2	22	0.000
08:00 - 09:00	2	22	0.047	2	22	0.047	2	22	0.094
09:00 - 10:00	2	22	0.093	2	22	0.047	2	22	0.140
10:00 - 11:00	2	22	0.023	2	22	0.023	2	22	0.046
11:00 - 12:00	2	22	0.047	2	22	0.047	2	22	0.094
12:00 - 13:00	2	22	0.000	2	22	0.023	2	22	0.023
13:00 - 14:00	2	22	0.023	2	22	0.047	2	22	0.070
14:00 - 15:00	2	22	0.000	2	22	0.000	2	22	0.000
15:00 - 16:00	2	22	0.023	2	22	0.023	2	22	0.046
16:00 - 17:00	2	22	0.000	2	22	0.000	2	22	0.000
17:00 - 18:00	2	22	0.000	2	22	0.000	2	22	0.000
18:00 - 19:00	2	22	0.023	2	22	0.023	2	22	0.046
19:00 - 20:00	2	22	0.000	2	22	0.000	2	22	0.000
20:00 - 21:00	2	22	0.000	2	22	0.000	2	22	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.279			0.280			0.559

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

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

Calculation Reference: AUDIT-858401-250120-0109

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
	HF	HERTFORDSHIRE 1 days
	KC	KENT 1 days
	MW	MEDWAY 1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 19 (units:)
Range Selected by User: 8 to 20 (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: 01/01/19 to 05/06/23

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

Selected survey days:

Monday 2 days
Wednesday 2 days

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

Selected survey types:

Manual count 4 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 3
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 3
Village 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

C3 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	4 days
-----	--------

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

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

1	ES-03-A-06	MIXED HOUSES	EAST SUSSEX
	BISHOPS LANE		
	RINGMER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	12	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
2	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	Survey date: MONDAY	05/06/23	Survey Type: MANUAL
3	KC-03-A-09	MIXED HOUSES & FLATS	KENT
	WESTERN LINK		
	FAVERSHAM		
	DAVINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
4	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	13	0.113	4	13	0.321	4	13	0.434
08:00 - 09:00	4	13	0.434	4	13	0.491	4	13	0.925
09:00 - 10:00	4	13	0.094	4	13	0.113	4	13	0.207
10:00 - 11:00	4	13	0.189	4	13	0.321	4	13	0.510
11:00 - 12:00	4	13	0.245	4	13	0.189	4	13	0.434
12:00 - 13:00	4	13	0.321	4	13	0.321	4	13	0.642
13:00 - 14:00	4	13	0.396	4	13	0.302	4	13	0.698
14:00 - 15:00	4	13	0.151	4	13	0.283	4	13	0.434
15:00 - 16:00	4	13	0.340	4	13	0.245	4	13	0.585
16:00 - 17:00	4	13	0.302	4	13	0.245	4	13	0.547
17:00 - 18:00	4	13	0.396	4	13	0.377	4	13	0.773
18:00 - 19:00	4	13	0.377	4	13	0.245	4	13	0.622
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.358			3.453			6.811

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 19 (units:)
Survey date range:	01/01/19 - 05/06/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

LGVS

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	4	13	0.038	4	13	0.000	4	13	0.038
08:00 - 09:00	4	13	0.057	4	13	0.075	4	13	0.132
09:00 - 10:00	4	13	0.019	4	13	0.019	4	13	0.038
10:00 - 11:00	4	13	0.019	4	13	0.000	4	13	0.019
11:00 - 12:00	4	13	0.075	4	13	0.038	4	13	0.113
12:00 - 13:00	4	13	0.075	4	13	0.094	4	13	0.169
13:00 - 14:00	4	13	0.075	4	13	0.075	4	13	0.150
14:00 - 15:00	4	13	0.019	4	13	0.057	4	13	0.076
15:00 - 16:00	4	13	0.057	4	13	0.057	4	13	0.114
16:00 - 17:00	4	13	0.038	4	13	0.057	4	13	0.095
17:00 - 18:00	4	13	0.038	4	13	0.019	4	13	0.057
18:00 - 19:00	4	13	0.019	4	13	0.019	4	13	0.038
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.529			0.510			1.039

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

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

Calculation Reference: AUDIT-858401-250120-0155

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF	HERTFORDSHIRE 3 days
	WS	WEST SUSSEX 1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 18 to 84 (units:)
Range Selected by User: 6 to 100 (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: 01/01/19 to 08/06/23

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

Selected survey days:

Tuesday 1 days
Wednesday 2 days
Thursday 1 days

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

Selected survey types:

Manual count 4 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 2
Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Residential Zone 4

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 7 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:**Use Class:**

C3 4 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:

20,001 to 25,000 4 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

125,001 to 250,000 4 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 1 days

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

Yes 3 days

No 1 days

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

No PTAL Present 4 days

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

LIST OF SITES relevant to selection parameters

1	HF-03-C-06	BLOCKS OF FLATS	HERTFORDSHIRE
	FERNDOWN ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: THURSDAY	08/06/23	Survey Type: MANUAL
2	HF-03-C-07	BLOCKS OF FLATS	HERTFORDSHIRE
	OXHEY DRIVE		
	WATFORD		
	SOUTH OXHEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	84	
	Survey date: WEDNESDAY	07/06/23	Survey Type: MANUAL
3	HF-03-C-08	BLOCKS OF FLATS	HERTFORDSHIRE
	HAYLING ROAD		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	22	
	Survey date: TUESDAY	06/06/23	Survey Type: MANUAL
4	WS-03-C-01	BLOCKS OF FLATS	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	11/05/22	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/C - FLATS 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	4	38	0.027	4	38	0.260	4	38	0.287
08:00 - 09:00	4	38	0.107	4	38	0.233	4	38	0.340
09:00 - 10:00	4	38	0.107	4	38	0.087	4	38	0.194
10:00 - 11:00	4	38	0.080	4	38	0.107	4	38	0.187
11:00 - 12:00	4	38	0.120	4	38	0.113	4	38	0.233
12:00 - 13:00	4	38	0.140	4	38	0.127	4	38	0.267
13:00 - 14:00	4	38	0.153	4	38	0.147	4	38	0.300
14:00 - 15:00	4	38	0.140	4	38	0.100	4	38	0.240
15:00 - 16:00	4	38	0.240	4	38	0.120	4	38	0.360
16:00 - 17:00	4	38	0.120	4	38	0.120	4	38	0.240
17:00 - 18:00	4	38	0.200	4	38	0.087	4	38	0.287
18:00 - 19:00	4	38	0.120	4	38	0.053	4	38	0.173
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.554			1.554			3.108

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

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

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Parameter summary

Trip rate parameter range selected: 18 - 84 (units:)
 Survey date range: 01/01/19 - 08/06/23
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

LGVS

Calculation factor: 1 DWELLS

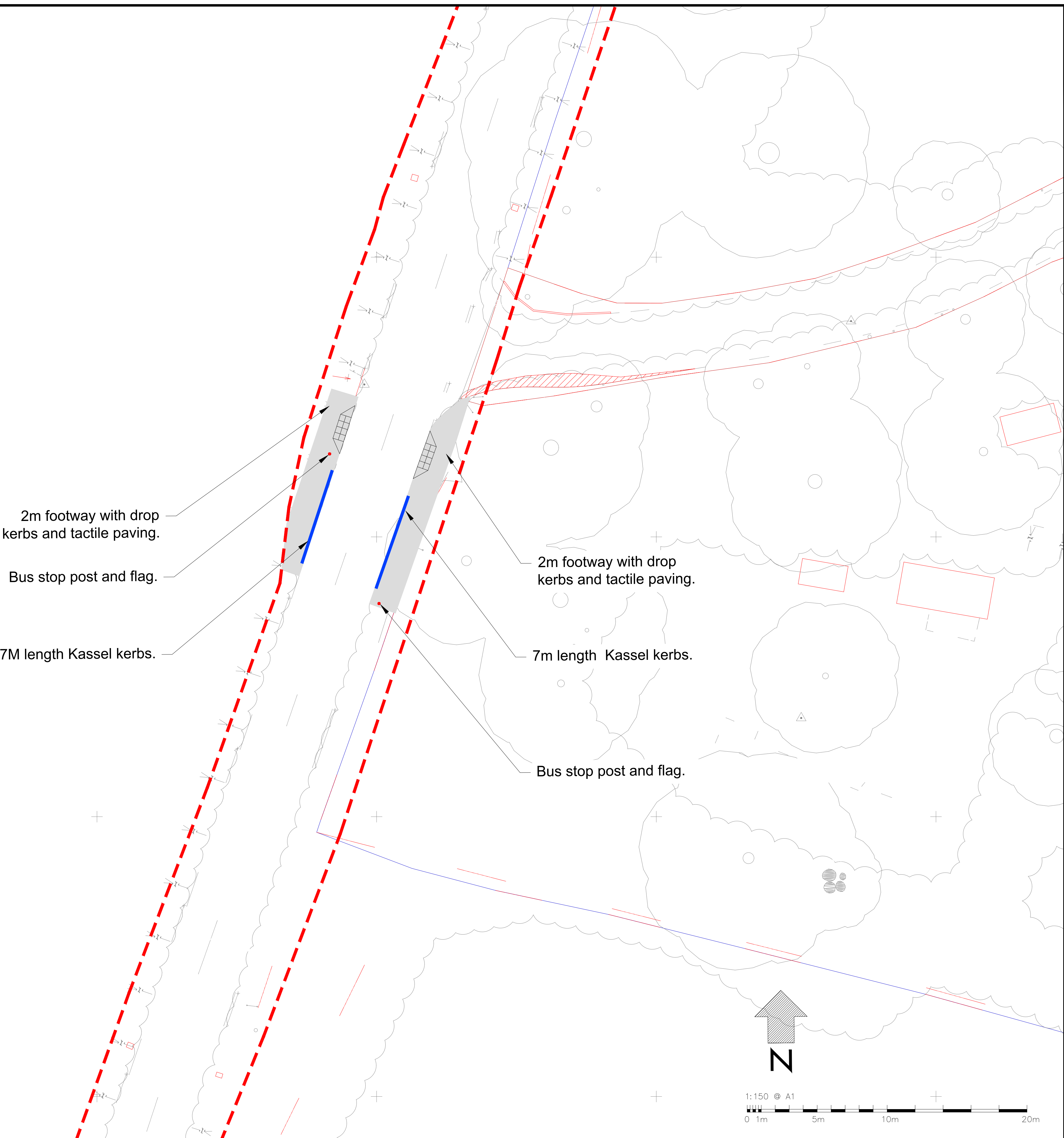
BOLD print indicates peak (busiest) period

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	4	38	0.007	4	38	0.013	4	38	0.020
08:00 - 09:00	4	38	0.000	4	38	0.007	4	38	0.007
09:00 - 10:00	4	38	0.007	4	38	0.000	4	38	0.007
10:00 - 11:00	4	38	0.000	4	38	0.013	4	38	0.013
11:00 - 12:00	4	38	0.007	4	38	0.007	4	38	0.014
12:00 - 13:00	4	38	0.007	4	38	0.007	4	38	0.014
13:00 - 14:00	4	38	0.000	4	38	0.000	4	38	0.000
14:00 - 15:00	4	38	0.013	4	38	0.013	4	38	0.026
15:00 - 16:00	4	38	0.013	4	38	0.007	4	38	0.020
16:00 - 17:00	4	38	0.007	4	38	0.007	4	38	0.014
17:00 - 18:00	4	38	0.013	4	38	0.000	4	38	0.013
18:00 - 19:00	4	38	0.007	4	38	0.007	4	38	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.081			0.162

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.

Appendix D



-	23.01.25	First issue	JG	SP	SP
-	22.01.25	Draft issue	JG	SP	SP
Rev	Date	Description	Drn	Chk	App

VISION
TRANSPORT PLANNING

T: 01428 651579E: info@visiontp.co.uk

Project

HOLLYROOD HOUSE
ARDINGLY ROAD
LINDFIELD RH16 2QY

Drawing Title

PROPOSED PASSENGER
TRANSPORT ENHANCEMENTS

Drawing Status

FOR PLANNING

Date JAN 2025	Scale 1:150	Size A1
Drawing No. 24044-004	Rev -	

Appendix E

EV CHARGING LAYOUT PLAN
scale 1:200



KEY

- ▲ SMART EV CHARGING PEDESTAL
7.4kW 2 x TYPE 2 SOCKETS BLACK
- ▲ SMART EV CHARGING PEDESTAL
7.4kW SINGLE TYPE 2 SOCKET BLACK
- ▲ WALL MOUNTED SMART EV CHARGER
7.4kW SINGLE TYPE 2 SOCKET BLACK
- ALL NON-EV CAR PARKING SPACES TO BE
PROVIDED WITH 'PASSIVE' EV PROVISION

Rev.	Date	Description

Client
ST MARKS PROPERTIES (XVII) LTD

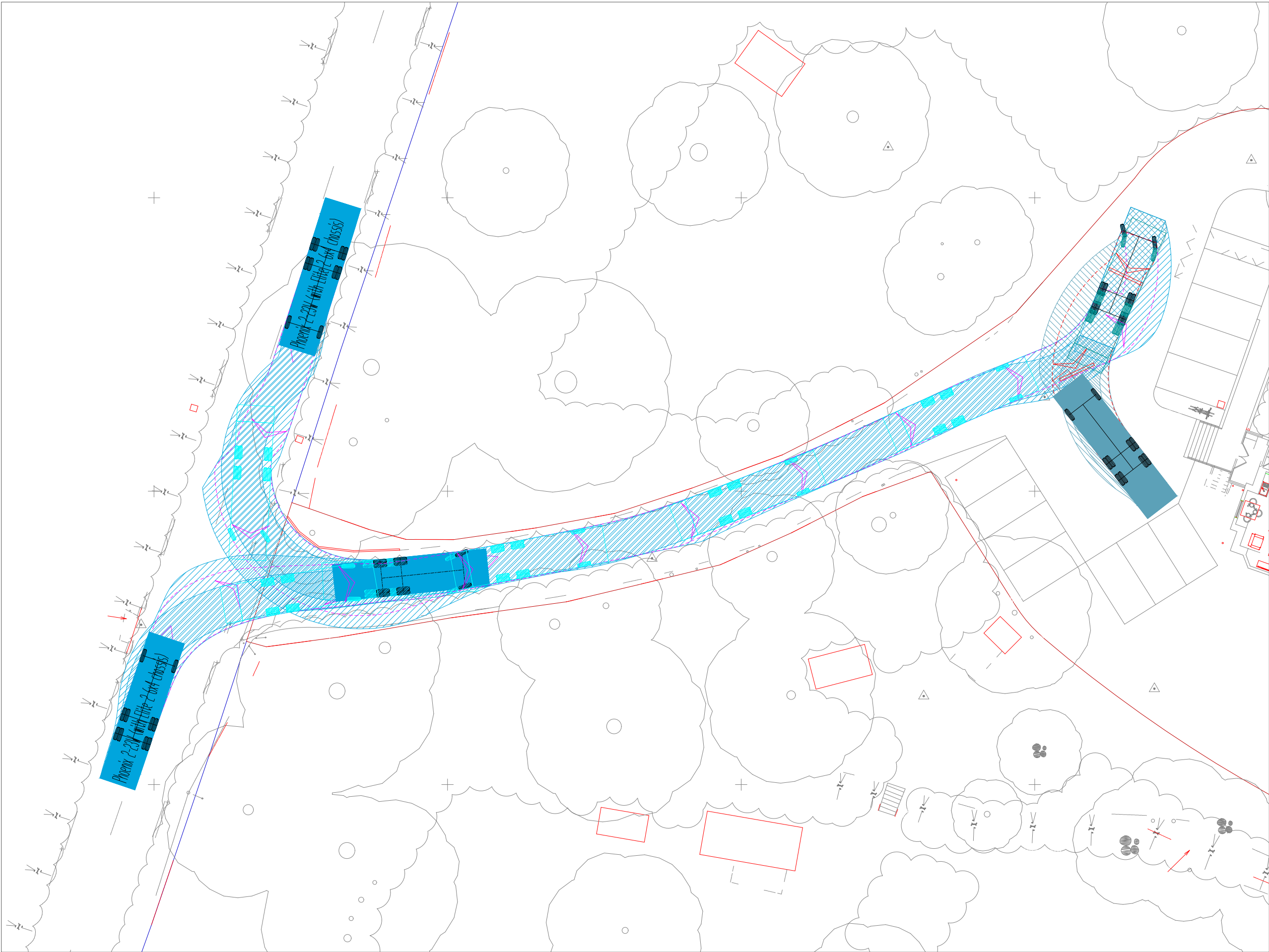
Project
RESIDENTIAL DEVELOPMENT
HOLLYROOD HOUSE
ARDINGLEY ROAD
LINDFIELD
RH16 2QY

Drawing Title
DESIGN PROPOSALS
EV CHARGING LAYOUT PLAN

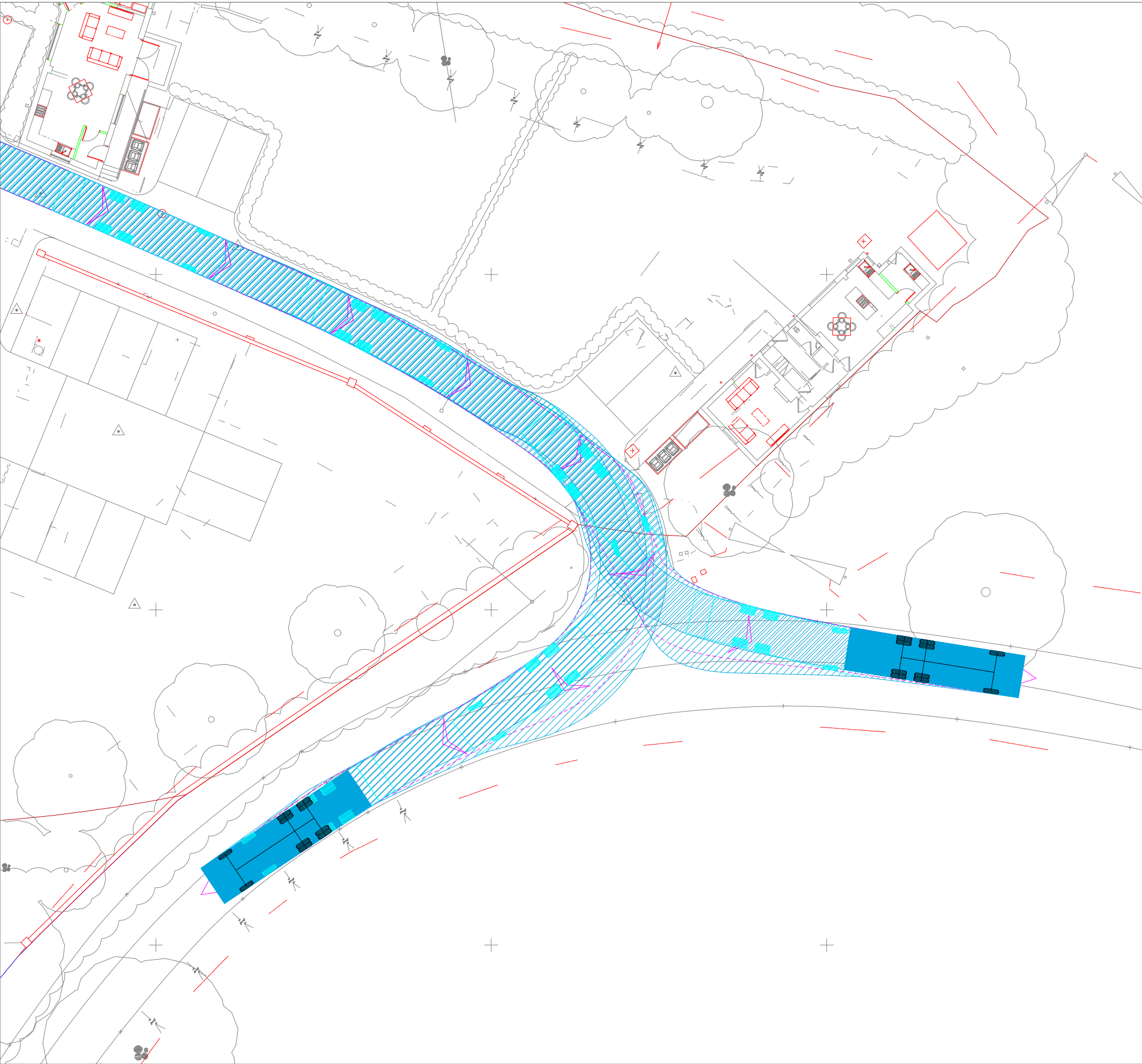
Scale	1:200	Job No.	3404
Date	JAN'25	Drawing No.	23
Drawn	KLS	Revision	*

Appendix F

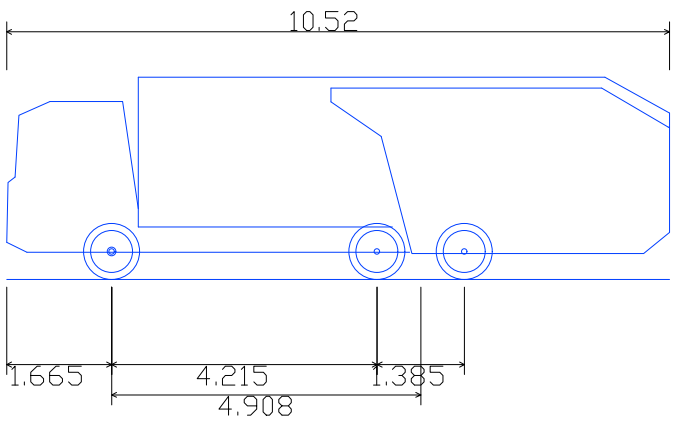
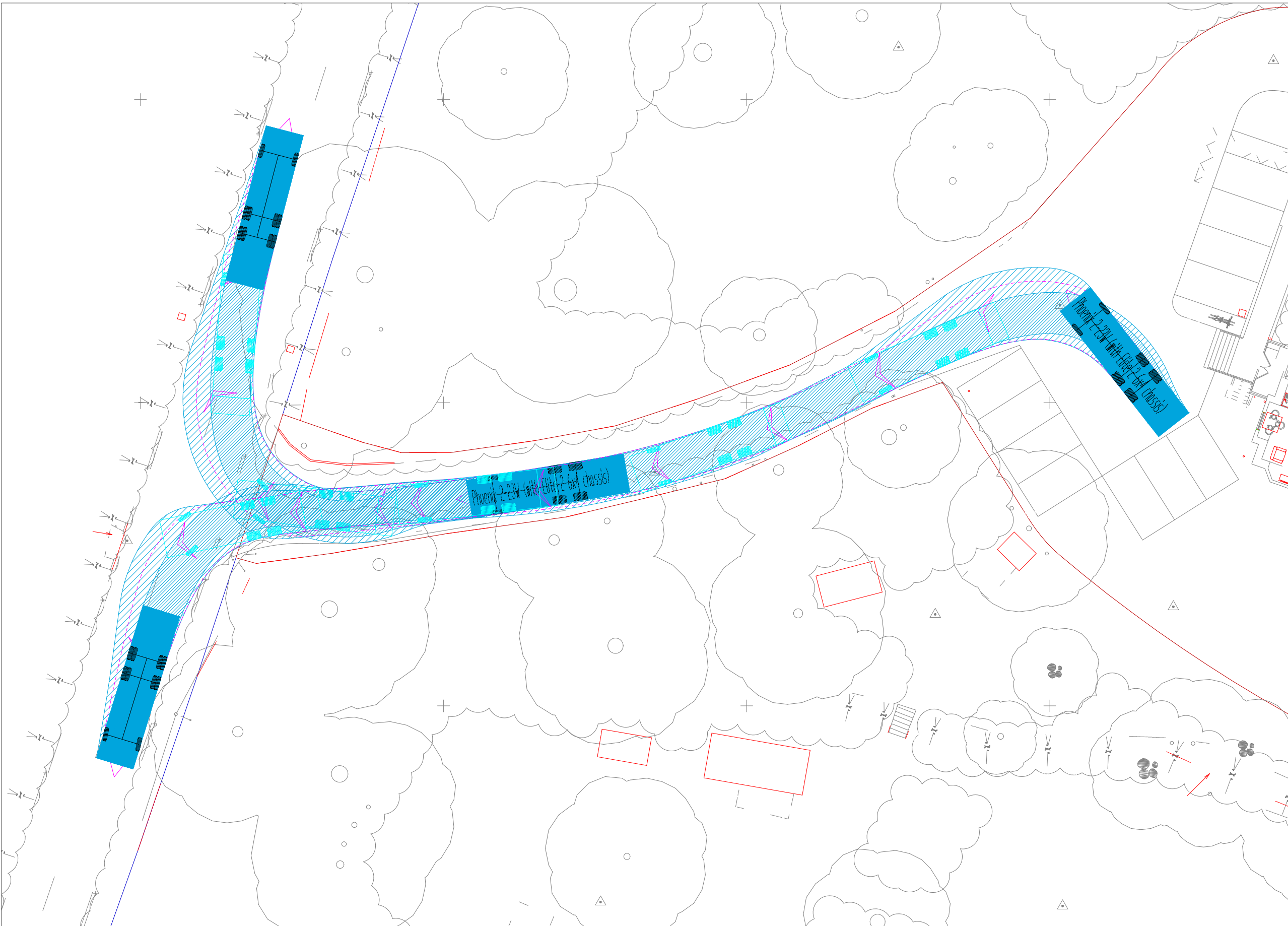
APPROACH FROM BOTH DIRECTIONS ON ARDINGLY ROAD, TRAVEL THROUGH TO PARKING AREA AND REVERSE MANOEUVRE TO TURN



EXIT EASTERN ACCESS IN BOTH DIRECTIONS

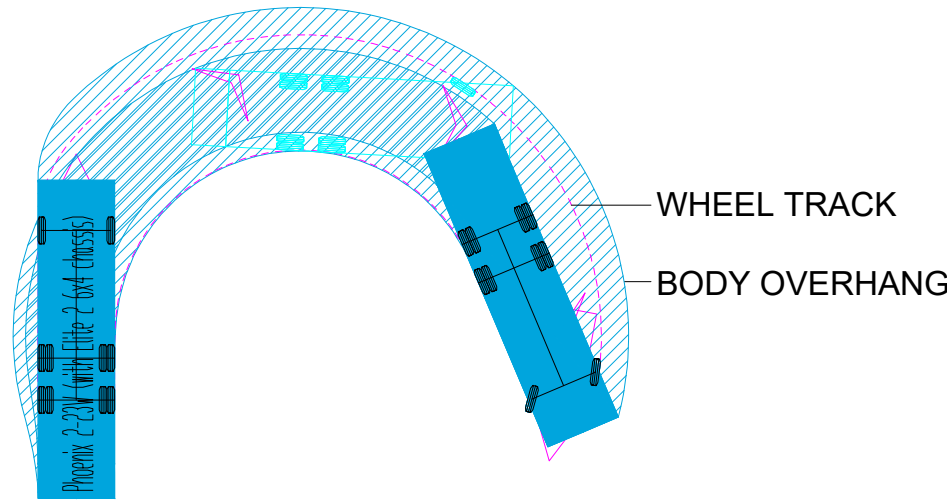


EXIT IN FORWARD GEAR IN BOTH DIRECTIONS ON ARDINGLY ROAD

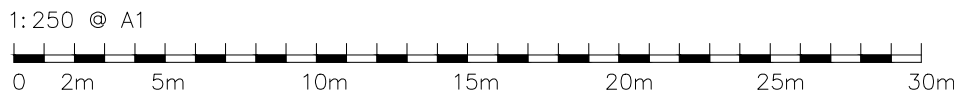
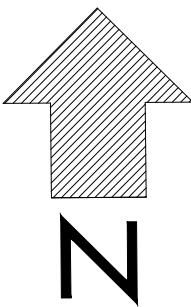


Phoenix 2-23W (with Elite 2 6x4 chassis)
Overall Length 10.520m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.950m

KEY TO VEHICLE ENVELOPES



- WHEEL TRACK IN FORWARD GEAR
- WHEEL TRACK IN REVERSE GEAR
- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR



Rev	Date	Description	Drn	Chk	App
C	22.01.25	East access exit manoeuvre reinstated.	JG	SP	SP
B	22.01.25	East access manoeuvre removed.	JG	SP	SP
A	04.10.24	East access manoeuvre adjusted.	JG	SP	SP
-	26.09.24	First issue	JG	SP	SP
-	25.09.24	Draft issue	JG	SP	SP

VISION
TRANSPORT PLANNING

T: 01428 651579E: info@visiontp.co.uk

Project
HOLLYROOD HOUSE
ARDINGLY ROAD
LINDFIELD RH16 2QY

Drawing Title
VISIBILITY SPLAYS

Drawing Status
FOR PLANNING

Date JAN 2025	Scale 1:250	Size A1
Drawing No. 24044-002	Rev C	

Appendix G

REFUSE CALCULATION & BINS AND BIKE STRUCTURE DETAILS

Hollyrood House

Ardingly Road

Lindfield

West Sussex

RH16 2QY

Architect: Sherwood Architects
Davey House
31 St Neots Road
Eaton Ford
St Neots
Cambs
PE19 7BA

Job No: 3404
Date: November 2024



Refuse bin collection calculation:

Proposal is for 17 No apartments with 30 Bedrooms, 2 Semi-detached 3 Bedroom dwellings and 1 Detached 3 Bedroom dwelling:

Apartments calculation:

Using Mid Sussex Waste Storage and Collection Guidance for new developments,
Capacity Calculation Table for more than 6 apartments:

Number of Properties = 17 x 240 divided by 0.75 requires 5440 litre storage.

This equates to 5 No 1100 litre bins

Residual waste: 40% = 2 No 1100 litre bins.

Recyclable waste: 60% = 3 No 1100 litre bins

Semi-detached and Detached Dwellings:

For each dwelling provide:

1 No 240-litre bin Residual Waste – Grey body with grey lid

1 No 240-litre bin for Recycling – Grey body with blue lid

1 No 240-litre bin for Garden – Grey body with green lid

1 No 23 litre Food Caddy

To be stored within dedicated refuse bin store building

REFUSE BIN STORAGE FACILITY WITH GREEN ROOFS:

Height: 1.45m

Depth: 0.9m

Width :3 bins - 1.94m



CYCLE STORAGE BUILDINGS:

Semi-detached and Detached dwellings:

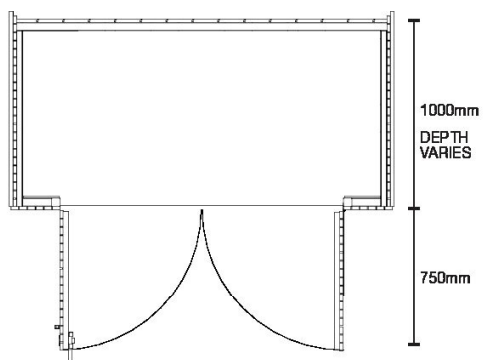
TWO BIKES:

Height: 1.45m

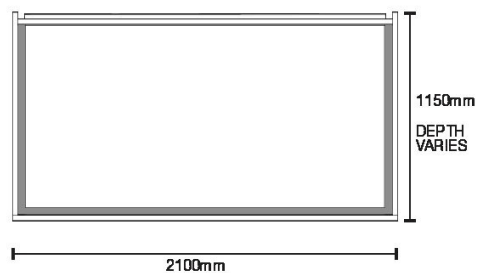
Depth: 0.9m

Width :2 bikes – 2.0m





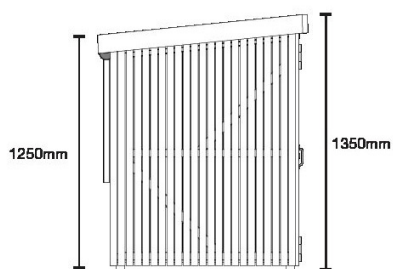
FLOOR PLAN



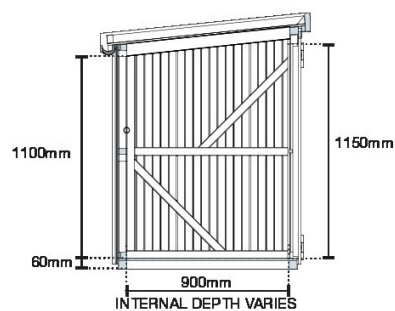
ROOF PLAN

Dimensions of shed depth vary with size of bike shed. See dimesnsion table below.

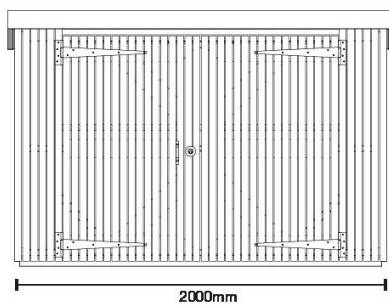
BIKE SHED SIZE	BASE DEPTH	INTERNAL DEPTH	ROOF DEPTH
1 BIKE	800mm	700mm	950mm
2 BIKES	900mm	800mm	1050mm



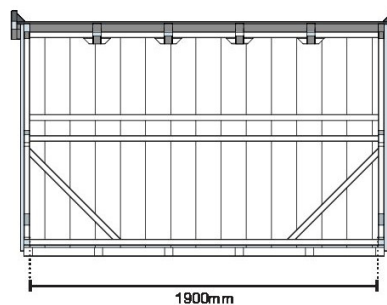
SIDE ELEVATION



CROSS SECTION



FRONT ELEVATION



LONG SECTION

TWO TIER 16 BIKE STORE:

Height: 2.8m

Depth: 2.2m

Width :3.6m

