TESS SQUARE & LAND AT BUTTS CLOSE, MARNHULL

TRANSPORT STATEMENT

April 2023

Chapman Lily Planning Ltd

HYBRID PLANNING APPLICATION
TESS SQUARE & LAND AT BUTTS CLOSE
MARNHULL

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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MARNHULL

TRANSPORT STATEMENT

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1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Chapman Lily Planning to support a Hybrid Planning Application consisting of:

- A full planning application for a mixed-use development comprising a food store, office space, café, and mixed-use space for E class uses (e.g. estate agents, hairdresser, funeral care, dentist, vet), and 2 x 2-bed flats. Plus a new parking area with 30 parking spaces for St. Gregory's Church and St Gregory's Primary School, landscaping and associated engineering operations, access arrangements, on land west of Church Hill, Marnhull.
- Outline planning application with all matters reserved except for access for up to 120 dwellings on land off Butts Close and Schoolhouse Lane, Marnhull.

1.2 The proposed development sites are situated off Church Hill and Butts Close, Marnhull respectively. The site locations have been demonstrated within **Figure 1**, with the indicative site layouts attached as **Appendix A**.

Figure 1: Approximate Site Locations

1.3 Previous permissions relevant to the proposals include the permitted outline planning application comprising the erection of 39 dwellings on the land off Butts Close, Marnhull (ref: P/OUT/2021/03030).

1.4 An earlier outline application (ref: 2018/0448/OUT) for the erection of up to 58 No. dwellings at Land North of Chippel Lane, Marnhull was submitted to the local authority in 2018, though was subsequently withdrawn in September 2021. Comments made at the planning committee meeting on the previous outline permission for 39 dwellings (ref: P/OUT/2021/03030) about the highway conditions are pertinent to refer to for with regards to the proposed application.

1.5 This TS will discuss the development proposals in the context of the NPPF and whether the impact of the development proposal would have a 'severe' impact on the local highway network. The scheme will also be assessed against the North Dorset Council Local Plan (January 2016) and whether safe and suitable access can be achieved for all users.

1.6 In addition to this Transport Statement, a Travel Plan has been prepared to support the full element of the planning application, outlining the anticipated impacts and encouragement of sustainable travel behaviours for the staff and employees of the development at both Tess Square and Butts Close. Therefore, this Transport Statement should be read in conjunction with that document.

Structure of the Report

1.7 This Transport Statement is structured as follows:

- Section 2: Provides an overview of the relevant transport planning policy;
- Section 3: Examines the existing conditions with a review of the site location, existing local facilities and amenities, walking and cycling infrastructure, local bus and rail services and a review of the local highway network including analysis of Personal Injury Accident (PIA) data;
- Section 4: Provides a detailed description of the development options including the proposed site access arrangements and the proposed car and cycle parking provision;
- Section 5: Summarises the methodology used and forecast trip generation for the proposed development options;
- Section 6: Assesses the trip distribution and junction modelling for a variety of future year scenarios to determine the impact of the development on the local road network;
- Section 7: Provides an overview of the Transport Statement before drawing conclusions.

1.8 A Travel Plan has also been prepared by Paul Basham Associates to support both the full application and the outline application, and this should be read in conjunction with this TS. The TP seeks to promote the use of sustainable travel modes through the implementation of a wide variety of measures, the scope of which has been informed by DC's Travel Plan Guidance.

2. POLICY REVIEW

2.1 This section of the TS reviews the following national and local policy documents relevant to Transport related matters. The following national local guidance has been deemed relevant:

- National Planning Policy Framework (NPPF) 2021;
- Planning Practice Guidance (PPG);
- Bournemouth, Poole & Dorset Council Local Transport Plan (LTP) (2011-2026);
- North Dorset Local Plan (2016); and
- Emerging Dorset Local Plan;

National Policy - Revised National Planning Policy Framework (NPPF)

2.2 The NPPF was updated in July 2021 and acts as the central guidance for development planning. The following NPPF extracts are relevant to this TA:

> Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
>
> a) The potential impacts of development on transport networks can be addressed;
> b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised...
> c) Opportunities to promote walking, cycling & public transport use are identified and pursued;
> d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
> e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high-quality places.
>
> **(NPPF Para. 104)**

> …Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health…
>
> **(NPPF Para. 105)**

> Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.
>
> **(NPPF Para. 108)**

> …It should be ensured that:

a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) Safe and suitable access to the site can be achieved for all users; and
c) The design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance, including the National Design Guide and the National Model Design Code; and
d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

(NPPF Para. 110)

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. **(NPPF Para. 111)**

Planning Practice Guidance (PPG)

2.3 The PPG is constantly updated to reflect the revised NPPF. The PPG (2014) provides an overarching framework within which the transport implications of development should be considered. It provides advice on the preparation of Transport Assessments, Transport Statements and Travel Plans.

Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.

(PPG Para. 3)

2.4 The key principles within which Travel Plans, Transport Assessments and Statements should be undertaken are detailed as follows:

- Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- Established at the earliest possible stage of a development proposal;
- Be tailored to particular local circumstances;
- Be brought forward through collaborative ongoing working between the Local Planning Authority, Transport Authority, transport operators and other relevant bodies.

2.5 The guidance emphasises the importance of consulting the relevant local authority at the outset in order to scope the Transport Statement work on the basis of the principles highlighted above.

Regional Policy – Bournemouth, Poole & Dorset Council Local Transport Plan 3 (LTP3) (2011-2026)

2.6 The Dorset Council Local Transport Plan covers the period up to 2026 and provides strategies for the 15 year period to deliver first class transport infrastructure, helping to deliver economic growth, reduction in carbon emissions, equality of opportunity, improved safety, security and health, and improved quality of life. The LTP3 presents the vision as:

'*A safe, reliable and accessible low carbon transport system for Bournemouth, Poole and Dorset that assists in the development of a strong low carbon economy, maximises the opportunities for sustainable transport and respects and protects the area's unique environmental assets'.*

2.7 The LTP3 seeks to meet this vision by producing, 'Goals', 'Strategy Measures', 'Guiding Principles' and 'Policies and Solutions'. The policies and solutions relevant to 'reducing the need to travel' with regards to highways and the specific site have been summarised below.

Policy LTP A1 Support and encourage development and redevelopment proposals which minimise the impact of the private car by reducing the need to travel, as well as the distance travelled.
Policy LTP A2 Where major development is permitted outside Town Centre areas, additional public transport, cycling and walking facilities will be encouraged to minimise use of the car.
Policy LTP A3 In order to ensure that new development is adequately served, mitigates impacts on the existing network and promotes sustainable travel options, the authorities will work with the Local Planning Authorities to ensure that requirements for developer funding for transport are applied through the planning process.
Policy LTP B1 Authorities will seek to ensure that Accessibility Planning is embedded within planning and strategy documents. Service providers will continue to be encouraged to incorporate accessibility and sustainable travel considerations within their policies and locational decisions.

2.8 The policies and solutions relevant to 'managing and maintaining the existing network more efficiently' with regards to highways and the specific site have been summarised below.

Policy LTP D1 Efficiency of the existing highway network will be enhanced by a variety of factors, including management of on and off street parking, provision of parking and travel information to motorists, and promoting neighbourhoods that support the needs of residents, as examples.
Policy LTP D3 Traffic should be encouraged to use the strategic or local road network as appropriate to enhance the overall efficiency of the highway network and minimise the congestion and environmental impacts arising from the use of less suitable routes.

2.9 The policies and solutions relevant to 'Active Travel and "greener" travel choices' with regards to highways and the specific site have been summarised below.

Policy LTP E1 The authorities will prioritise and promote walking for trips under 2km, and cycling for trips under 5km, for people of all ages. In order to encourage modal shift from the car and improve local accessibility.
Policy LTP E3 Walking and cycling infrastructure investment will be targeted towards enhancing existing facilities and creating continuous, convenient and safe routes.
Policy LTP E4 Resources available for promoting walking and cycling, and making improvements to routes, will be prioritised towards utility trips (to access employment, education and services).
Policy LTP E5 New development should actively seek to be well integrated with, and not compromise, existing and proposed walking and cycling routes and facilities. The provision of appropriately located new footways and cycle routes, or improvements to existing facilities, will be expected in order to achieve this.
Policy LTP E6 Ample secure and convenient cycle storage facilities will be provided at key destinations such as town centres, schools, transport interchanges, retail centres, parks and tourist destinations. Businesses and other landowners will be encouraged to do the same. The authorities will ensure that appropriate cycle parking standards apply for all new development.
Policy LTP E7 The authorities will work with LTP partners to increase opportunities for cyclists and pedestrians to integrate and interchange with public transport.

Policy LTP F2
Requirements for Transport Assessments and Travel Plans will be applied through Local Development Documents for all planning applications for development that may have significant impacts on the transport network.
Policy LTP I3
In partnership with public transport operators, the authorities will ensure that high quality, accessible, and increasingly personalised travel information is available to all, covering end to end journeys involving public transport, and its integration with other modes. The type and level of information will be dependent on the context of the locality.

2.10 The policies and solutions relevant to 'Car Parking Measures' with regards to highways and the specific site have been summarised below.

Policy LTP K4
Parking standards for new development, including for cycles, will be applied through Local Development Documents, having regard to accessibility by all transport modes, and the need to promote sustainable transport outcomes and protect highway safety.

Local Policy - North Dorset Local Plan (2016)

2.11 The North Dorset Local Plan was adopted in January 2016 and details approaches and policies to managing planning developments within the district. The LTP describes the vision for North Dorset as a way to set out how the District should develop over the 20 year period. It is set out as following:

'*By 2031 North Dorset will:*

- *be a district that has played a positive role in addressing the causes and effects of climate change;*
- *have more sustainable forms of development that are adequately served by infrastructure and make prudent use of natural resources;*
- *have expanded thriving market towns collectively providing homes, jobs and services for those living within them and within the communities they serve;*
- *have sustainable smaller rural communities providing local services which enable day-to-day needs to be met locally;*
- *have a conserved and enhanced locally distinctive historic and natural environment that retains the qualities that make the District's urban and rural areas even more attractive and desirable places to live, work and visit;*

- *have more housing, and in particular more affordable housing, that better meets the needs of the District;*
- *be a District that has advanced towards more cohesive communities that recognise the needs of the older population and where the life chances for children and younger people have been enhanced;*
- *have a more robust and prosperous economy with high quality jobs and skills, focused in locations that best support the District's growing population; and*
- *have a range of community, leisure, cultural and recreational facilities in locations that are accessible to the local population.'*

2.12 Relevant policies to highways, transportation and the site have been condensed and summarised below:

Policy 1 – Presumption in Favour of Sustainable Development The Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.
Policy 2 – Core Spatial Strategy 18 larger villages have been identified as the focus for growth to meet local needs of which includes Marnhull.
Policy 3 – Climate Change Development Proposals within the District should seek to reduce greenhouse gas emissions including through appropriately sited renewable and low carbon energy developments.
Policy 6 – Housing Distribution In the countryside, the level of housing and affordable housing provision will be the cumulative number of new homes delivered to contribute towards meeting identified local and essential rural needs. At least 825 dwellings will be provided in the countryside during the period 2011-2031.
Policy 12 – Retail, Leisure and other Commercial Developments Development for retail and other main town centre uses, including mixed-use schemes that may include an element of residential, will be supported within a town centre provided that it is of a type and scale that will maintain or enhance the role and function of the town in the catchment it serves.
Policy 13 – Grey Infrastructure: Transportation A more sustainable approach to transport in North Dorset will be developed by: • The use Transport Assessments and Transport Statements, which the Council will require to be submitted by developers to assess the impact of new development on the existing highway network, clarify its consequences and put forward mitigation measures, when

considering planning applications;

- The production of Travel Plans in associates with Transport Assessments/Statements with emphasis on public transport and which will be expected from developers;
- Providing and enhancing walking and cycling facilities in the main towns and in rural areas, particularly between villages and nearby towns; and completing the North Dorset Trailway as a strategic walking and cycling route; and
- Developing and enforcing parking standards and guidance both for residential development and other uses, and the development of a strategy for off-street parking, focusing on Council and other publicly owned car parks.

Policy 23 – Parking

Development will be permitted provided that: provision for residential and non-residential vehicle and cycle parking is made in accordance with the Council's parking standards, unless a different level of provision can be justified by local or site-specific circumstances; provision for motorcycle parking is made to a level appropriate for the size and location of the development, having regard to the council's standards and guidance; and provision for parking for people with impaired mobility is made in accordance with the Council's standards and guidance.

Emerging Dorset Local Plan

2.13 A consultation on the Dorset Council Local Plan occurred between 18th January 2021 and the 15th of March 2021. Once adopted, the Local Plan will guide decisions on planning applications in Dorset until 2038. The policies are yet to be defined, but the relevant ones currently identified are as follows:

COM7. Creating a safe, efficient and low carbon transport network

New development should be located in accordance with the settlement hierarchy to facilitate the move away from car dependency and towards healthy, lower carbon travel choices and lifestyles. Significant new developments should therefore be located close enough to existing facilities or deliver viable new facilities to make walking and cycling a realistic choice.

If viable new facilities cannot be provided, high quality public transport connections should be provided as part of the development. All development should:

- Be in the most accessible locations, reducing the need to travel by car and creating opportunities for healthy lifestyle choices;
- Support the provision of local services and facilities reducing reliance on the car;

- Support active travel, building in high quality design principles which prioritise walking and cycling above other modes, and expand the strategic and local cycle and Public Rights of Way networks;
- Be well connected in a safe manner to the strategic road and rail network;
- Seek to reduce traffic impacts on the community, especially but not restricted to severance, air quality, and the efficiency of the transport network, particularly public transport. Development will not be permitted where impacts (individually or cumulatively) are likely to be severe.

COM8. Parking standards in new development

Development will be permitted provided that:

- Provision for residential and non-residential vehicle and cycle parking is made in accordance with the council's published local parking guidance, unless a different level of provision can be justified by local or site-specific circumstances;
- Provision for parking for people with impaired mobility is made in accordance with the council's published local parking guidance;
- Provision for motorcycle parking is made to a level appropriate for the size and location of the development, having regard to the council's published local parking guidance.

COM9. Provision of infrastructure for electric and other low emission vehicles

Development proposals which include parking facilities or which are likely to generate vehicle movements or vehicle ownership will be expected to integrate the provision of infrastructure to enable the charging of electric or other ultralow emission vehicles into the design and layout of the development.

Residential Developments

Residential developments will be expected to include infrastructure suitable for charging electric or other ultra-low emission vehicles according to the following standards:

- For all residential development with communal off-street parking provision, at least 20% of car spaces will be expected to include active charging facilities and passive provision for all remaining spaces with the layout of the car park ensuring that all spaces can be activated as demand increases; and

For minor residential development (all developments of less than 10 dwellings):

- Passive infrastructure provision for each dwelling.

For major residential development (all developments of 10 dwellings or more):

- At least 20% of dwellings will be expected to have active charging facilities, and the remaining 80% of dwellings will be expected to have passive provision; and
- At least one rapid charging point clustered with a fast charging point for every 10 car spaces provided, or in accordance with local published guidance; and
- Where appropriate, the provision of an electric or ultra-low emission car club, with its own dedicated spaces including active charging facilities.

In circumstances where off street parking is not provided within a residential development proposal, the design and layout of the development will be expected to incorporate infrastructure to enable the on-street charging of electric or other ultra-low emission vehicles to occur safely.

Non-residential Developments

In all non-residential developments providing 1 or more car parking spaces, ducting should be installed to enable provision of charging facilities for electric or other ultra-low emission vehicles.

Where 10 or more car parking bays are provided, at least 20% of those bays are required to provide active charging facilities for electric or other ultra-low emission vehicles, and passive provision is required for all remaining bays.

In major non-residential development where provision is required for taxi waiting, the taxi spaces will be expected to include active charging facilities.

3. EXISTING CONDITIONS AND SITE ACCESSIBILITY

Tess Square Site – Full Application

3.1 The Tess Square site is located west of Church Hill, Marnhull; situated within the centre of Marnhull village, approximately 3.7km south of the A30, 9km from Shaftesbury and the A350, approximately 7.5km from Gillingham and approximately 14km from Sherbourne. The site is currently occupied by vacant agricultural land with the access point taken from Church Hill via an existing access utilised by an existing Pharmacy.

Butts Close Site – Outline Application

3.2 The Butts Close site is located at Land off Butts Close. The site is currently occupied by vacant agricultural land with the access point taken from Church Hill for the northern parcel and Butts Close for the southern parcel. The southern parcel of the site is bound to the north by residential houses along New Street, to the east by Schoolhouse Lane, to the south by Chippel Lane, and to the west by Butts Close. The existing access is currently situated to the west of the site in Butts Close. The existing access is in the form of an informal gated access and leads to agricultural fields. The western portion of the site is subject to outline planning permission.

3.3 The context of the two sites is shown in **Figure 2** below.

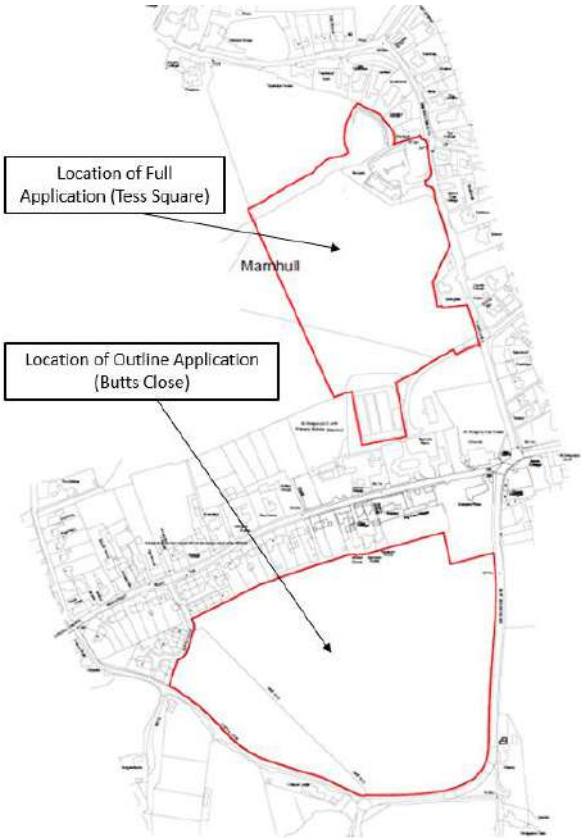

Figure 2: Location of Application Sites

Local Road Network

Church Hill

3.4 Church Hill is a single carriageway road with a north-south alignment, measuring approximately 5m in width. Within the vicinity of the existing site access, Church Hill is subject to a 30mph speed limit. Church Hill provides connections to Burton Street, Schoolhouse Lane (B3092), and Crown Road (B3092). The carriageway also provides access to residential dwellings, Marnhull Pharmacy and Surgery, and approximately 275m north of the access, Church Hill becomes Burton Street which serves as a High Street for Marnhull with local amenities and residential dwellings. Existing conditions of Church Hill are shown in **Photographs 1 and 2.**

Photograph 1: Church Hill Existing Conditions

Photograph 2: Church Hill Existing Conditions

B3092 – Schoolhouse Lane and Crown Road

3.5 The B3092 is a single carriageway road with a north-south alignment for Schoolhouse Lane and an east-west alignment for Crown Road. Within the vicinity of Marnhull the B3092 is subject to 30mph speed limits which change approximately 240m south along Schoolhouse Lane, and approximately 185m east along Crown Road to increase to 40mph. This is evidenced by carriageway demarcations stating '30' and 'SLOW' at various points, and signposts along the B3092. The B3092 southbound provides connections to Hinton St Mary and Sturminster Newton (towards the A357), and the B3092 east/northbound provides connections to the A30 and Gillingham. Existing conditions of the B3092 is demonstrated within **Photographs 3-6**.

Photograph 3: Schoolhouse Lane Existing Conditions

Photograph 4: Schoolhouse Lane Existing Conditions

Photograph 5: Crown Street Existing Conditions

Photograph 6: Crown Street Existing Conditions

New Street

3.6 New Street is a single carriageway road with an east-west alignment subject to a 30mph speed limit, measuring approximately 6m in width. New Street connects to Cox Hill approximately 1.2km to the west and Schoolhouse Lane to the east. Keep Clear demarcations are present adjacent St Gregory's Primary School access. New Street provides access to St Gregory's Primary School, SPAR convenience store, hotels and residential dwellings. Existing conditions of New Street are shown in **Photographs 7-8.**

Photograph 5: New Street Existing Conditions

Photograph 6: New Street Existing Conditions

Butts Close

3.7 Butts Close is a single carriageway with a north-south alignment serving access to residential dwellings and agricultural fields and is subject to a 30mph speed limit. The carriageway measures approximately 5m in width and connects to New Street approximately 60 to the north of the access. Existing conditions of Butts Close are shown in **Photographs 7** and **8.**

Photograph 7: Existing site access conditions for Land off Butts Close

Photograph 8: Butts Close and New Street Junction

Pedestrian Network

Church Hill

3.8 Pedestrian footways in the immediate vicinity of the northern parcel are currently provided along Church Hill flanking the eastern side of the carriageway, measuring approximately 2m in width, extending towards the B3092 and ending 30m north of the existing site access. Pedestrian footways start once more approximately 215m north of the site access at the Pilwell junction. Pedestrian conditions are shown within.

B3092 – Schoolhouse Lane and Crown Road

3.9 Pedestrian footways flank the northern side of the carriageway along Crown Road, connecting to the Church Hill pedestrian footways. These footways stretch approximately 380m east, measuring 1.5m in width. Schoolhouse Lane does not include footways due to the rural nature of the road with no pedestrian desire lines that would mean that pedestrians would head south.

New Street

3.10 New Street sees the continuation of pedestrian footways that flank either side of the carriageway starting from approximately 80m from the New Street / Crown Road/ Church Hill / Schoolhouse Lane junction, measuring at approximately 2m in width. Dropped kerbs are provided along the footway.

Butts Close

3.11 Pedestrian footways within the immediate vicinity of the Butts Close site are currently provided along the western side of Butts Close, measuring at approximately 2m in width. The pedestrian footways are flush to the carriageway in the southern portion of Butts Close; the northern side of Butts Close provide kerbed footways that flank the eastern side of the carriageway at the Butts Close/New Street junction.

3.12 In addition to the footways along the various carriageways, the site is situated within close proximity to several Public Rights of Ways (PRoWs) which provide pedestrian routes towards neighbouring villages as well as local existing facilities within Marnhull including convenience store, Public House, Pharmacy, Primary School and Church.

3.13 **Figure 3** demonstrates multiple PRoWs within the vicinity of Marnhull, several of which run through both the proposed commercial and residential development sites.

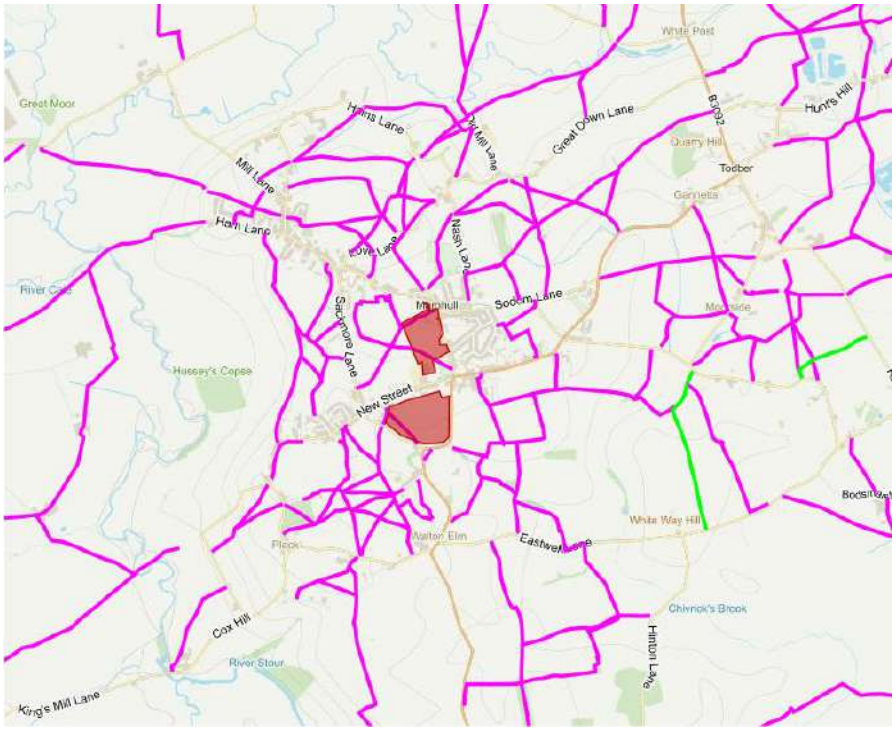

Figure 3: Public Rights of Way within Marnhull (Source: Dorset Council)

3.14 PRoW route N47/31 and route N47/30 runs 551m and 644m respectively, between Sackmore Lane and Church Hill through the proposed commercial site at Tess Square. PRoW route N47/28 also runs through the centre of the proposed development (Land off Butts Close) for 268m between Chippel Lane and Butts Close.

3.15 It is clear that due to the rural nature of Marnhull, that existing residents of utilise a mixture of footpaths, PROW's and road routes to navigate around the village, and this will be maintained and enhanced as a result of the development proposals.

3.16 Isochrone mapping has been undertaken to demonstrate the walking distance for a 5 minute walk, 10 minute walk and a 20-minute walk from the site location (using approximate walking speeds of 1.4m/s, **Figures 4** & **5** demonstrate this distance. A 30-minute walk allows access to Walton Elm, northeast Marnhull, and to the edge of the River Stour.

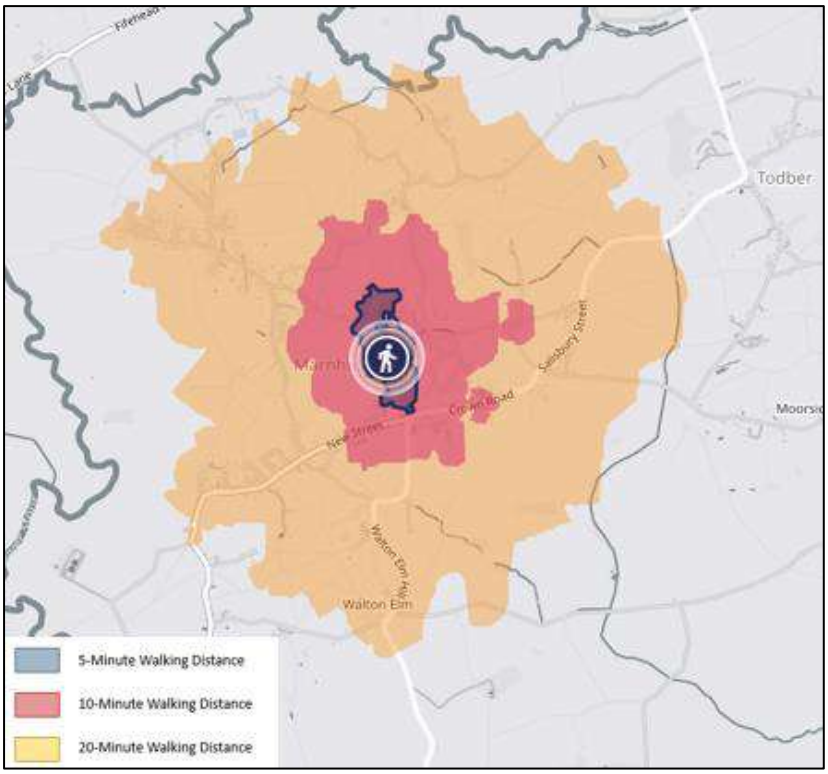

Figure 4: Walking Isochrone Map (Tess Square) (Isochrone Maps)

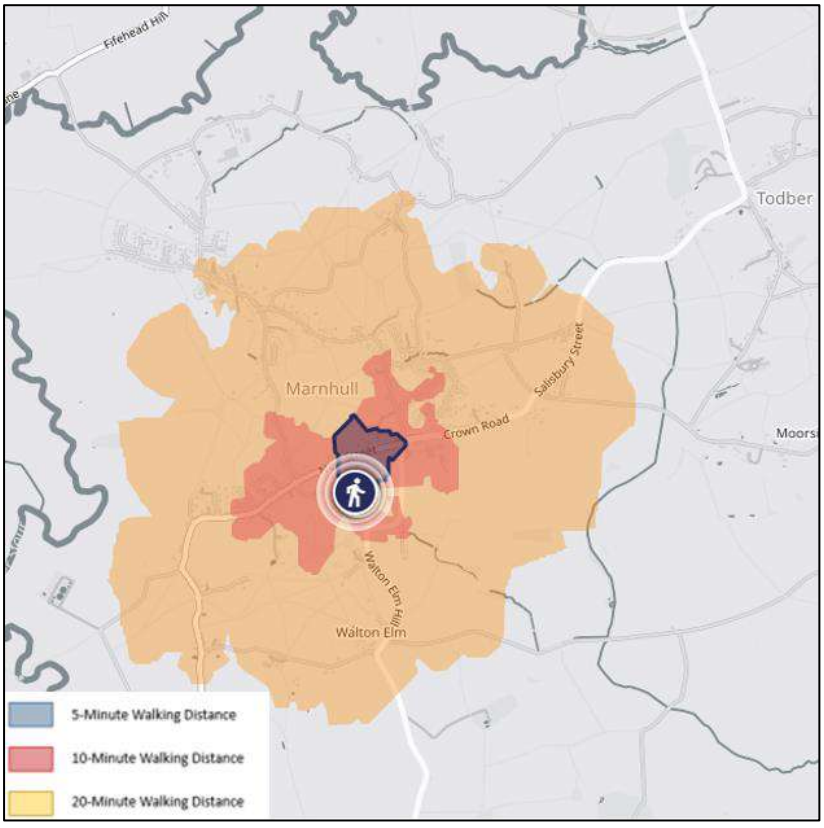

Figure 5: Walking Isochrone Map (Butts Close) (Isochrone Maps)

Facilities

3.17 As has been demonstrated within the Isochrone mapping above, the whole of Marnhull is located within accessible walking and cycling distance from both sites. This is beneficial to the residents of the outline application at Butts Close, and conversely the location of the full application within Tess Square will be beneficial to both existing residents and future residents alike. Given the rural nature of the village there are several facilities available for future residents, with a particular focus on the future residents at Butts Close. These facilities include a SPAR convenience store, a surgery/pharmacy, two Primary Schools, a post office, public house/restaurant, village hall and village store.

3.18 The CIHT document, 'Providing for journeys on foot' (2000), identifies the 'desirable', 'acceptable' and 'preferred maximum' walking distances to locations within town centres and elsewhere. The distances are outlined within **Table 1** below.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

Table 1: CIHT Guidance for 'Providing for Journeys on Foot' (2000)

3.19 The proximity of the site to the local amenities as well as the existing pedestrian infrastructure presents an excellent opportunity to promote the use of sustainable travel and create a sustainable development, especially for residents of the outline planning application at Butts Close. A summary outlining the proximity to a select number of local amenities from the outline application site at Butts CLose is provided within **Table 2** and **Table 3**, using the average walking speed of 1.4m/s as defined by CIHT's 'Providing for journeys on foot' (2000). For clarity, the distance calculated from the site to the relevant amenity has been measured from the centre of the proposed site at Butts Close utilsiing either the western access via Butts Close or the eastern access via Schoolhouse Lane, with the distance being calculated using the google maps measuring tool.

Amenity	Distance (From Centre of Butts Close Site)	Walking Time	Cycle Time
Closest Bus Stops (Finger Corner Bus Stops)	345m	8 minutes	1 minute
Convenience Store (SPAR)	415m	10 minutes	1 minute
Local Primary School (St Gregory's)	480m	11minutes	1 minute
New Street Bus Stops	505m	12 minutes	1 minute
Place of Worship (St Gregory's Church)	655m	15 minutes	2 minutes
Church Hill/Crown Road Bus Stops	690m	16 minutes	2 minutes
The Crown Public House	755m	18 minutes	2 minutes
Marnhull Surgery/Pharmacy	1.05km	23 minutes	2 minutes
Proposed Development Site at Tess Square (Supermarket, Hairdressers, Café, Estate Agents, Vet, Dentist, Funeral Care) & Expanded Surgery/Pharmacy	1.10km	26 minutes	3 minutes
Robin Hill Stores (inc. Post Office, convenience store etc.)	1.31km via Sackmore Lane 1.54km via Church Hill	31 minutes 36 minutes	3 minutes 4 minutes
Marnhull Village Hall	1.33km	31 minutes	3 minutes
Public House (The Blackmore Vale Inn)	1.48km via Sackmore Lane 1.69km via Church Hill	35 minutes 39 minutes	4 minutes 4 minutes

Table 2: Proximity to Local Amenities

3.20 As exhibited within **Table 2** and referring to **Table 1**, the majority of the facilities within the 'acceptable' walking distances, with most falling within the preferred maximum. It should also be noted that the rural nature of Marnhull provides suitable reasoning for the longer walking/cycling distances associated with some facilities. The proposed commercial use at Tess Square would provide access to every day facilitates in a more central location within Marnhull and would therefore enable shorter travelling distances for both existing and future residents within Marnhull. Therefore, this establishes that the proposed development sites would provide a good opportunity to create a sustainable development.

Cycle Network

3.21 Both sites are located within close proximity to an extension of the National Cycle Network (NCN) Route 25 and 250. National Cycle Route 25 links with Frome and National Route 24 at Longleat, running south through Gillingham to Bournemouth and NCR 250 connects to the extension to Route 25 via Sturminster Newton. **Figure 6** demonstrates the NCR in relation to the site location.

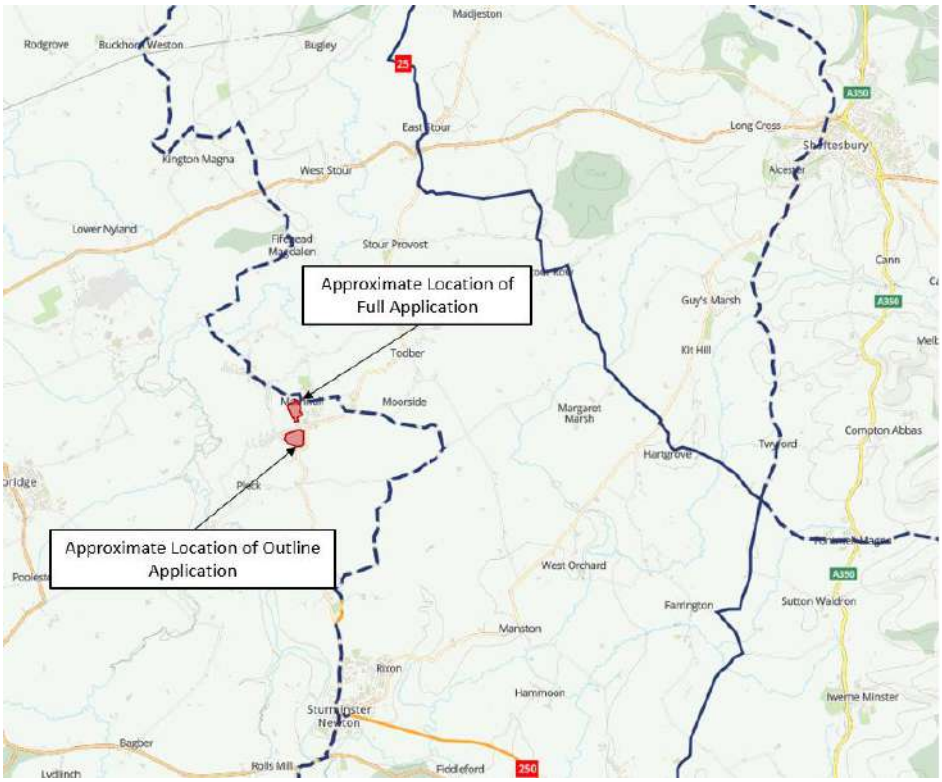

Figure 6: National Cycle Routes

3.22 Isochrone mapping has been undertaken to demonstrate the cycling distance for a 35-minute cycle from Marnhull, **Figure 7** demonstrates this distance. Cycling 35-minutes provides access to parts of Sturminster Newton, West Orchard, Kington Magna, Stalbridge, Gillingham, and the edge of Shaftesbury.

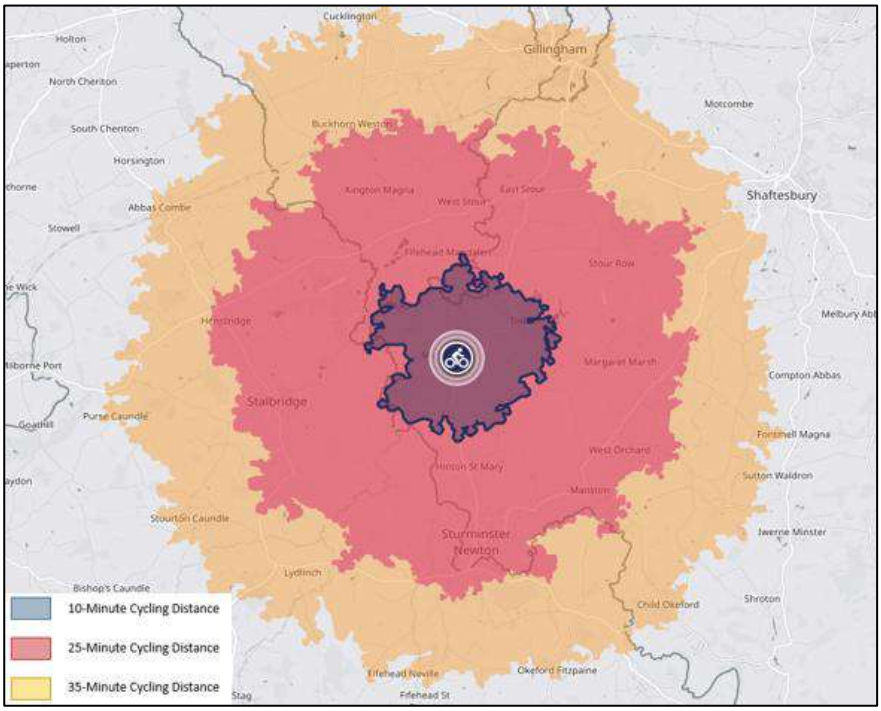

Figure 7: Cycling Isochrone Map (Isochrone Maps)

Public Transport

3.23 Both sites benefit from being located adjacent to the route of the number 3 service that runs through Marnhull. The closest bus stops to the proposed commercial development are the 'Pilwell' Bus Stops, situated approximately 50m (a 1-minute walk or 1-minute cycle) to the east of the proposed site along Pilwell Road.

3.24 The closest bus stops to the residential development are the 'Finger Corner' Bus Stops, situated approximately 345m from the centre of the proposed development (a x-minute walk or x-minute cycle) to the west of the proposed site along New Street. Other bus stops are also accessible along New Street (St Gregory's School or Church Hill/Crown Road) which may be closer to some residents on the eastern side of the proposed development,

3.25 As typical within rural areas, the majority of bus stops within Marnhull are not demarcated with dedicated bus stop infrastructure and often operate on a hail and ride basis. The stops are serviced by the number 3 and Y4 bus services, providing access to Gillingham, Sturminster Newton and Bourton and Yeovil.

3.26 A summary of the bus services provided within the vicinity of the sites are outlined within **Table 3** and a summary of the local bus routes are demonstrated in **Figure 8**.

Service	Route	Operator	Frequency (based off St Gregory's Church Bus Stops)		
			M-F	Sat	Sun
3	Sturminster Newton – Gillingham - Bourton	South West Coaches	First Bus 7:55am; Last Bus 19:25 (5 x a day, approx. every 2 hours)	No Service	No Service
Y4	Yeovil Bus Station - Milborne Port, Henstridge, Sturminster Newton - Sturminster Newton, Car Park - Milborne Port, Henstridge, Sturminster Newton - Blandford St Mary, Tesco	First Buses of Somerset	First Bus 07:29; Last Bus 18:38 6 x a day, approx every 2 hours)	No Service	No Service

Table 3: Summary of Local Bus Services

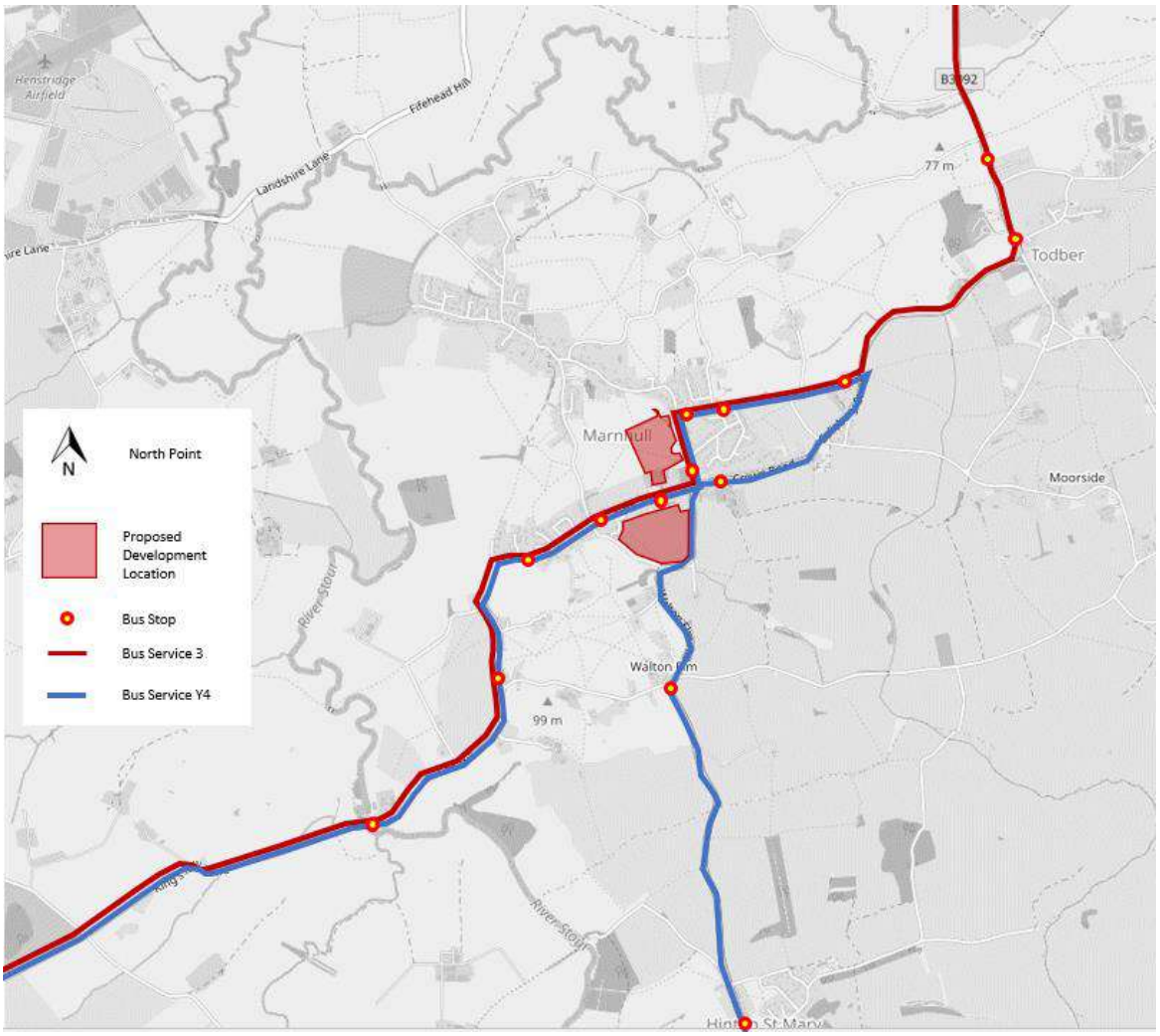

Figure 8: Local Bus Routes

Rail Services

3.27 The closest railway station to Marnhull and the proposed development sites is Gillingham railway station, situated approximately 8km northeast of Marnhull. The station can be accessed from Marnhull via a 28-minute bus journey via the number 3 bus service (from Pilwell) or a 39-minute cycle.

3.28 Gillingham (Dorset) Rail station is serviced by Southwestern Railways, providing frequent train services to destinations including Exeter (St Davids) (every hour, approximately 1 hour 30-minute journey) and London Waterloo (every hour, approximately 2-hour journey). The station is well serviced including provision of 34 cycle storage spaces, 140 vehicle parking spaces, step-free access, cafes and seated areas.

Personal Injury Accident (PIA) Data

3.29 Personal Injury Accident (PIA) data for the most recent 5-year period (2017-2021) has been obtained to consider the existing safety conditions on the local road network within Marnhull. A summary of the incidents within the survey area is shown in **Figure 9**.

Figure 9: PIA Data (2017-2021)

3.30 The PIA data indicates that there have been 4 accidents within the vicinity of the sites, whereby one accident is situated along New Street and Sackmore Lane junction (approximately 650m southwest) incidents occurred along New Street deemed as 'slight' in nature located 450m east of the existing Pharmacy access. One incident occurred along Sackmore Lane which was deemed as 'serious' in nature (located 1km west of the existing access). Another incident occurred along Sodom Lane (approximately 450m east of the Pharmacy access) that was deemed as 'slight' in nature.

3.31 Whilst any accident is regrettable, the incidents that occurred are not located near to the proposed site access points and appear sporadic in nature; there is no clear pre-existing safety concern in the vicinity of the proposed development sites. The PIA data therefore does not indicate any specific highways safety concern that would worsen as a result of the proposed development or pose a threat to future site users.

3.32 It is noted that as part of the application for 59 units at Butts Close (ref:2018/0448/OUT) Dorset Council Highways commented within their highways response on the use of Chippel Lane as a rat run and the potential highway safety issue at the Chippel Lane/Schoolhouse Lane junction. The most recent data does not identify any PIA incidents on Chippel Lane or Schoolhouse Lane and therefore does not appear to have any existing highway safety concerns which could be exacerbated by the proposed developments. Justification with regards to lack of accident history, as well as the outlining of trip distributions satisfied DCC Highways that there was no negative impact anticipated on this road.

Summary of Site Accessibility

3.33 The proposed development sites are situated within the centre of Marnhull, approximately 9km from Shaftesbury, 7.5km from Gillingham and 14km from Sherbourne. The sites are connected to pedestrian and cycle routes and local public transport giving good connections to local amenities and wider areas such a Gillingham and Sturminster Newton. Therefore, both of the proposed development sites present an opportunity to promote and enhance existing routes in the village (through enhancing PROW routes) to facilitate sustainable travel for future site users and residents and operate as a sustainable development.

4. PROPOSED DEVELOPMENT

4.1 The proposals will be submitted as part of a Hybrid Planning Application consisting of:

- A full planning application for a mixed-use development comprising a food store, office space, café, and mixed-use space for E class uses (e.g. estate agents, hairdresser, funeral care, dentist, vet), and 2 x 2-bed flats. Plus a new parking area with 30 parking spaces for St. Gregory's Church and St Gregory's Primary School, landscaping and associated engineering operations, access arrangements, on land west of Church Hill, Marnhull.
- Outline planning application with all matters reserved except for access for up to 120 dwellings on land off Butts Close and Schoolhouse Lane, Marnhull.

4.2 The following chapter will take each proposed application in turn and outline the accommodation schedule, access arrangements/visibility splays, parking provision and servicing arrangements for each site.

Accommodation Schedule - Tess Square Full Application

4.3 The proposed mixed-use development comprises a Food Store (1,469sqm), Office space (167sqm), Café (203 sqm), and mixed-use space (Estate Agents, Hairdresser, Funeral Care, Dentist, Vet (a total of 505sqm), and 2x 2-bed flats. This development also seeks to provide an additional 30 parking spaces for St. Gregory's Church and St Gregory's Primary School. The northern and southern parcels of the development are proposed to be served from two separate accesses.

4.4 The breakdown in floor areas between the various use classes for the commercial element is presented below in **Table 4** with indicative site layout for the development attached as **Appendix A**.

Commercial	
Food Store	1455 sqm
Offices	181 sqm
Cafe	222 sqm
Estate Agent	99 sqm
Hairdresser	100 sqm
Funeral Care	100 sqm
Dentist	100 sqm
Vet	100 sqm
Total Commercial	2,344 sqm
Residential	
Flat	2x 2-bed
Other	
School/Church Parking	30 spaces

Table 4: Indicative Accommodation Schedule – Commercial Application

Access Arrangements – Tess Square Full Application

Commercial Element

4.5 The commercial site at Tess Square will be accessed via a bellmouth junction onto Church Hill as existing, measuring 5.2m in width with 9.0m radii to the north and 8.8m radii to the south. The existing internal carriageway is proposed to lead south of the existing Pharmacy leading to a 7.3m wide carriageway that narrows to 6.0m in width providing access to the vehicle parking area for the commercial uses.

4.6 In order to provide adequate access to servicing vehicles for the food store, there is room on site for Large Articulated Vehicles as a worst-case scenario to manoeuvre on site without overhang. Similarly, a 7.5t Box Van is able to manoeuvre on the western parcel of the commercial element without overhang. Vehicle swept path analysis for both anticipated vehicles (attached as **Appendix B**) has been undertaken and is demonstrated to be achievable.

School/Church Parking Element

4.7 The School/Church 'drop-off' parking will be accessed via a bellmouth junction onto Church Hill situated approximately 165m south of the commercial element access. The access is situated 23m north of the existing access to agricultural land and industrial buildings north of St Gregory's Primary School. The proposed access measures 5.0m in width with 3m radii. Vehicle swept path analysis and access geometries have been demonstrated within **Appendix B** to be achievable.

Visibility Splay Assessment – Tess Square Full Application

4.8 Visibility splay assessments for the commercial access (attached as **Appendix B**) is as existing and a 2.4m x 43m is achievable in both primary and secondary directions.

4.9 The additional drop-off parking visibility splay assessment (also attached as **Appendix B** has been undertaken, demonstrating that a 2.4m x 43m visibility splay in the primary direction is achievable. However, due to third party land adjoining to the north of this parking element, a 2.4m x 43m visibility splay with a 3.2m offset has been shown in the secondary direction. Furthermore, a 2.0m x 43m visibility splay with 2.6m offset has been demonstrated in the secondary direction. Whilst this is a minor departure from standard, as this is in the secondary direction at an existing junction with no accident history, it should be considered satisfactory.

4.10 All vegetation and infrastructure within these visibility envelopes for both accesses are to be maintained and retained to allow for a clearance between 0.6m and 2.0m height.

Parking Provision – Tess Square Full Application

4.11 The proposed development will provide 137 vehicle spaces for the commercial element (99 for the supermarket and 38 for the other commercial units), 38 spaces for the existing Pharmacy/Surgery (an increase of 7 compared to the existing), and 30 spaces for the School/Church drop-off element. A total of 205 spaces are proposed.

4.12 Of these 205 spaces, 5 disabled bays are proposed for the supermarket, 4 for the other commercial units and 2 for the surgery.

4.13 All parking spaces have a 6.0m aisle width distance and are measured at 2.5m x 5.0m in accordance with Manual for Streets. Vehicle swept path analysis has been undertaken and demonstrates suitable geometries to allow for vehicles to access, manoeuvre and egress the spaces, this has been attached within **Appendix B.**

4.14 Assessing 'The Bournemouth, Poole and Dorset Car Parking Study; Residential Car Parking Provision; Local Guidance for Dorset – Non-Residential Parking Guidance' (May 2011) which is based on zones of accessibility, **Table 5** has demonstrated the parking requirements for the proposed site.

Use	Size (sqm)	Closest use-class (Dorset Non-Residential and Residential Parking Standards)	Parking Standard (Vehicle)	Parking Space Required
Supermarket	1455	A1b (Ea)	1 space per 14sqm + 1 space per full-time + 1 HGV space per 1000sqm	130 (based on 26 staff) 1 HGV
Café	222	A3/A4/A5 (Eb)	1 space per 15sqm 1 space per 2 full time staff	17 (based on 4 staff)
Vet	100	D1b (Ecii or SG)	2 per consulting room +1 per full-time staff	10
Hairdresser	100	A2 (Ea)	1 per 30sqm	3
Dentist	100	D1b (Ee)	2 per consulting room +1 per full-time staff	10
Estate Agent	99	A2 (Ecii/iii)	1 per 30sqm	3
Funeral Care	100	A2 (Ea)	1 per 30sqm	3
Office	181	B1 (Egi)	1 per 30sqm	6
2 x 2 bed flats	144 (71 + 73)	Residential Flats (C3 or ancillary to shop)	1.5 unallocated spaces per 2-bed unit if no allocated spaces provided. If 2 allocated spaces provided per unit then 0.2 unallocated spaces required	3
Total E	2357	-	-	182 1 HGV space
Total C3	144	-	-	3
Total				185 1 HGV space

Table 5: Commercial Parking Standards

4.15 Using **Table 5** above, 185 spaces and 1 HGV space is required for the proposed development. The provision of 137 spaces for the commercial elements does result in a shortfall of 48 spaces. However, the demand of 185 spaces is a worst-case scenario as it is anticipated that a significant proportion of the demand would include linked trips, and multiple visits to different commercial elements and a single vehicle may utilise more than one use during their stay at this development. Furthermore, the provision of 38 spaces within the surgery car park (7 more from the 31 existing) may also result in linked trips which would raise the proposed level of overall parking available on site from 137 to 175, which then results in an overall shortfall of 10 spaces. If additional parking spaces were required, the 30 spaces used for the school pick-up and drop-off may also be utilised as the peak periods of the commercial aspects and the school use are unlikely to correspond with each other.

4.16 It is also worth noting that residents residing in Marnhull are also more likely to walk/cycle more regularly to the commercial development. As discussed within Section 3, there is an excellent opportunity for residents to walk to and from the community uses from their home, which would further seek to reduce the necessity for the full requirement of 185 spaces on site.

Cycle Parking Provision

Use	Size (sqm)	Closest use-class (Dorset Non-Residential and Residential Parking Standards)	Parking Standard (Cycle)	Cycle Space Required
Supermarket	1455	A1b (Ea)	1 per 350sqm	4
Café	222	A3/A4/A5 (Eb)	1 per 100sqm	2
Vet	100	D1b (Ecii or SG)	1 space for every 5 car parking spaces with a minimum of 1 space	2
Hairdresser	100	A2 (Ea)	1 per 125sqm	1
Dentist	100	D1b (Ee)	Individual Assessment* (*applied ratio of 1 per 125sqm)	1
Estate Agent	99	A2 (Ecii/iii)	1 per 125sqm	1
Funeral Care	100	A2 (Ea)	1 per 125sqm	1
Office	181	B1 (Egi)	1 per 125sqm	1
2 x 2 bed flats	144 (71 + 73)	Residential Flats (C3 or ancillary to shop)	1 space per unit	2
Total				15

Table 6: Cycle Parking Standards

4.17 Using **Table 6** above, 15 cycle spaces are required for the proposed development. It is proposed that 9 Sheffield stands will be provided for the supermarket, 8 for the remaining commercial units, 7 for the surgery and 6 public spaces resulting in a combined provision of 32 Sheffield stands (capacity for 64 bicycles). This is well in excess of the standards, and will help to promote sustainable travel to/from the site from within Marnhull and further helps to justify the lower parking provision.

Servicing Arrangements - Tess Square Full Application

4.18 The indicative site layout has been designed to ensure that a refuse vehicle would be able to enter the site, navigate the internal roads and turn on site so as to leave in a forward gear. The site would also be developed using Manual for Streets guidelines with local specific waste collection personnel being able to get within 10m of a bin collection point to comply with Eurobin carry distances.

4.19 In accordance with Building Regulations, the layout would ensure that a fire tender could be within 45m of all dwelling entrances and withing 18m of any dry risers, without needing to reverse more than 20m.

Accommodation Schedule - Butts Close Outline Application

4.20 The accommodation schedule for the Butts Close Residential development is presented below in **Table 7** with indicative site layout for the development attached as **Appendix A**. The breakdown of open market/affordable is also shown in **Table 8**.

Type of Dwelling	Unit Numbers
2 Bedroom House	33
3 Bedroom House	50
4 Bedroom House	13
2 Bedroom Bungalow	18
3 Bedroom Chalet Bungalow	6
Total	**120**

Table 7: Indicative Accommodation Schedule – Residential Application

Type of Dwelling		Unit Numbers	
Open Market		72 Total	
Affordable	Affordable Rent	8	48 Total
	Shared Ownership	15	
	First Home	25	
Total		**120**	

Table 8: Private/Affordable Breakdown

Access Arrangements – Butts Close Outline Application

Butts Close Access

4.21 The western access to the residential application will be taken from Butts Close via a priority bellmouth junction measuring 9m in width with 6m radii leading to 6m internal carriageway. Vehicle swept path analysis (attached as **Appendix C**) has been carried out which demonstrates that a refuse vehicle and private car are able to pass.

4.22 A 2m footway is proposed to both sides of the proposed access, with the northern footway connecting into existing pedestrian infrastructure on Butts Close. This footway provision will be maintained within the site, in addition to raised table areas providing safe connection throughout the development for all pedestrians. Cul-de-sac areas within the site will utilise a shared surface arrangement.

4.23 This proposed access location is situated in the same position as the previously consented site for 39 dwellings on the land off Butts Close, Marnhull (ref: P/OUT/2021/03030).

Schoolhouse Lane Access

4.24 The eastern access to the residential application will be taken from Schoolhouse Lane via a priority bellmouth junction measuring 6m in width with 6m radii to the south and 8.2m radii to the north. Vehicle swept path analysis (attached as **Appendix C**) has been carried out which demonstrates that a refuse vehicle and private car are able to pass.

4.25 A 2m footway is proposed to both sides of the proposed access.

Visibility Splay Assessment – Butts Close Outline Application

Butts Close Access

4.26 As per the consented site, the Butts Close access can demonstrate visibility splays of 2.4m x 25m are achievable in both primary and secondary directions. This is commensurate for the likely speed of traffic along Butts Close (i.e., 20mph as per Manual for Streets guidance) when considering the nature of the road and proximity of the access to the main junction between Butts Close and New Street. This assessment is attached within **Appendix C**.

4.27 All vegetation and infrastructure within the visibility envelopes are to be maintained and retained to allow for a clearance between 0.6m and 2.0m height.

Schoolhouse Lane Access

4.28 The Schoolhouse Lane access can demonstrate visibility splays of 2.4m x 120m are achievable in both primary and secondary directions (equivalent to 40mph within DMRB guidance). This is in excess of the likely speed of traffic along Schoolhouse Lane which has a posted speed limit of 30mph. This assessment is attached within **Appendix C**.

4.29 All vegetation and infrastructure within the visibility envelopes are to be maintained and retained to allow for a clearance between 0.6m and 2.0m height. Should further extents be required, then additional vegetation can be maintained across the site frontage to provide a wider envelope, as this land falls within ownership of either the landowner, or land maintained by the highway authority.

Parking Provision – Butts Close Outline Application

4.30 The proposed development would provide parking in accordance with 'The Bournemouth, Poole and Dorset Car Parking Study; Residential Car Parking Provision; Local Guidance for Dorset' (May 2011) which is based on zones of accessibility.

4.31 The parking calculator provided on Dorset Council's website suggests that a total of 317 car parking spaces should be provided for the development site (53 unallocated, 24 visitor and 240 allocated spaces).

4.32 The current proposals include for the provision of 310 spaces for the 120 units, with the following breakdown as shown in Table 9.

Type of Dwelling		Unit Numbers	
96 Houses	Allocated Spaces	192	234 Total
	Garages	27	
	Visitor Bays	15	
24 Bungalows	Allocated Spaces	48	79 Total
	Garages	24	
	Visitor Bays	4	
Total		**310**	

Table 9: Proposed Parking Breakdown

4.33 The proposals include for a minimum of two allocated spaces per dwelling, with further provision being provided in the form of garages and visitor bays. Whilst this indicates a shortfall of 7 spaces compared to the standards, the bungalows have been assessed as houses for the purposes of robustness, and would likely generate less of a parking demand compared to houses.

4.34 It is also worth noting that residents residing in Marnhull are also more likely to walk/cycle more regularly to the commercial development. As discussed within Section 3, there is an excellent opportunity for residents to walk to and from the community uses from their home, which would further seek to justify the proposed provision on site.

4.35 All parking spaces would be provided in accordance with the geometries identified in Dorset's guidance with spaces measuring 2.8m x 5.0m with 6m aisle widths with all garage spaces measuring a minimum of 6m x 3m.

4.36 Taking the above into account, it is therefore considered that the indicative parking provision is acceptable when compared to local standards, and the full detail of the provision is anticipated to be agreed at the full application stage.

Cycle Parking Provision

4.37 Cycle parking will be allocated within the curtilage of each plot and will conform with local parking standards. Details of cycle parking are to provided within the subsequent full application for this site.

Servicing Arrangements - Butts Close Outline Application

4.38 The indicative site layout has been designed to ensure that a refuse vehicle would be able to enter the site, navigate the internal roads and turn on site so as to leave in forward gear using either access. The site would also be developed using Manual for Streets guidelines with local specific waste collection personnel being able to get within 25m of a bin collection point and residents carrying their bins a maximum of 30m.

4.39 In accordance with Building Regulations, the layout would ensure that a fire tender could be within 45m of all dwelling entrances without needing to reverse more than 20m.

4.40 Vehicle swept path analysis of the internal site will be undertaken at the full application stage, ensuring that a refuse and Fire Tender vehicle can access, manoeuvre and egress the site without conflict.

5. TRIP GENERATION

Existing Trip Generation - Tess Square Full Application

5.1 In order to establish the number of trips the proposed development at Tess Square would generate, the industry standard TRICs database has been consulted.

5.2 Whilst a Pharmacy/Surgery use is as existing on the site, the existing land to the south is currently occupied by agricultural fields and vacant land, therefore as a worst-case scenario and for the purposes of robustness, the existing trip generation for this element of the existing site has been anticipated as negligible.

Proposed Trip Generation - Tess Square Full Application

5.3 The proposed commercial element of the development comprises a variety of land-uses. The trip generation assessment has been presented as a worst-case scenario, with the food store, Office, Dentist, Vet, Cafe and flats having their own trip generation assessment and the other land-uses noted as 'Local Shops' as the best alternative whereby TRICS (V.7.9.4) does not include suitable land-use options. The results have been demonstrated within **Table 10** with outputs for each use specified within **Appendix D**.

Food Store

5.4 To estimate the traffic generation associated with the Food Store use, trip rates have been obtained from the TRICS (V.7.9.4) database using the following parameters below. It is noted that Food Superstore is chosen as the next best alternative given 'convenience store' land-use did not provide parameters large enough.

- Under land-use class 'Retail', and sub-category 'Food Superstore';
- Sites in England and Wales (excluding Greater London);
- Weekday Surveys only;
- Sites in 'Neighbourhood Centre' locations (with 'Residential Zone' highlighted); and
- Parameter of 800-5000sqm.

Office Space

5.5 To estimate the traffic generation associated with the Office use, trip rates have been obtained from the TRICS (V.7.9.4) database using the following parameters below. It is noted that 'Suburban Area' was chosen as the next best alternative option available for locations that meet the rural nature of Marnhull.

- Under land-use class 'Employment', and sub-category 'Office';

- Sites in England and Wales (excluding Greater London);
- Weekday Surveys only;
- Sites in 'Suburban Area' locations (with 'Residential Zone' highlighted); and
- Parameter of 118-500 sqm.

Residential Flats

5.6 To estimate the traffic generation associated with the 2x 1-bed residential flat use, trip rates have been obtained from the TRICS (V.7.9.4) database using the following parameters below. It is noted that 'Suburban Area' was chosen as the next best alternative option available for locations that meet the rural nature of Marnhull.

- Under land-use class 'Residential', and sub-category 'Flats Privately Owned';
- Sites in England and Wales (excluding Greater London);
- Weekday Surveys only;
- Sites in 'Suburban Area' locations; and
- Parameter of 6-10 units.

Cafe

5.7 To estimate the traffic generation associated with the Cafe use, trip rates have been obtained from the TRICS (V.7.9.4) database using the following parameters below.

- Under land-use class 'Hotel, Food and Drink', and sub-category 'Cafe';
- Sites in England and Wales (excluding Greater London);
- Weekday Surveys only;
- Sites in 'Neighbourhood' locations; and
- Parameter of 82-210 sqm.

Veterinary Surgery

5.8 To estimate the traffic generation associated with the Veterinary Surgery use, trip rates have been obtained from the TRICS (V.7.9.4) database using the following parameters below. It is noted that 'Edge of Town Centre' was chosen as the next best alternative option available for locations that meet the rural nature of Marnhull.

- Under land-use class 'Health', and sub-category 'Veterinary Surgery';
- Sites in England and Wales (excluding Greater London);
- Weekday Surveys only;

- Sites in 'Edge of Town Centre' locations (with 'Residential Zone' highlighted); and
- Parameter of 201-500 sqm.

Dental Surgery

5.9 To estimate the traffic generation associated with the Dental Surgery use, trip rates have been obtained from the TRICS (V.7.9.4) database using the following parameters below.

- Under land-use class 'Health', and sub-category 'Dental Surgery';
- Sites in England and Wales (excluding Greater London);
- Weekday Surveys only;
- Sites in 'Neighbourhood Centre' locations (with 'Residential Zone' highlighted); and
- Parameter of 60-250 sqm.

Local Shops

5.10 To estimate the traffic generation associated with the Hairdresser, Estate Agent, and Funeral Care, 'Local Shops' land-use class has been utilised as the next best alternative. This is due to the insufficient options for these land-uses on the TRICS database. Local shops consider a variety of retail and commercial uses in a stretch of units that usually present linked trips, therefore this use class is suitable as a next best alternative to the nature of the proposed development. Trip rates have been obtained from the TRICS (V.7.9.4) database using the following parameters below.

- Under land-use class 'Retail', and sub-category 'Shopping Centre – Local Shops';
- Sites in England and Wales (excluding Greater London);
- Weekday Surveys only;
- Sites in 'Neighbourhood Centre' locations (with 'Residential Zone' highlighted); and
- Parameter of 210-1000 sqm.

5.11 The results of the TRICS assessment are demonstrated in **Table 10** with full outputs also included in **Appendix D**.

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12hr (07:00-19:00)
	Arr	Dep	Tot	Arr	Dep	Tot	Tot
Food Store – 1455 sqm							
Trip Rate (per 100sqm)	2.134	1.527	3.661	4.728	4.707	9.435	90.798
Trip Generation	31	22	53	69	68	137	1321
Cafe – 222 sqm							
Trip Rate (per 100sqm)	1.149	0	1.149	0	2.299	2.299	60.919
Trip Generation	3	0	3	0	5	5	135
Veterinary Surgery – 100 sqm							
Trip Rate (per 100sqm)	2.016	1.613	3.629	2.218	2.823	5.041	50.405
Trip Generation	2	2	4	2	3	5	50
Dental Surgery – 100 sqm							
Trip Rate (per 100sqm)	1.667	0	1.667	0	0	0	30.002
Trip Generation	2	0	2	0	0	0	30
Office – 181 sqm							
Trip Rate (per 100sqm)	3.79	0.438	4.228	0	2.186	2.186	21.87
Trip Generation	7	1	8	0	4	4	40
2 x 2 bed flats – 71.2 sqm & 72.5 sqm							
Trip Rates (per 1 unit)	0	0.111	0.111	0.444	0.444	0.888	3.665
Trip Generation	0	0	0	1	1	2	7
Shopping Centre - Local Shops							
Trip Rate (per 100sqm)	8.312	7.792	16.104	11.169	11.558	22.727	227.921
Trip Generation (299sqm)	25	23	48	33	35	68	681
TOTAL							
Total	**69**	**48**	**117**	**105**	**116**	**221**	**2265**

Table 10: Proposed Commercial Trip Generation (TRICS V.7.9.4)

5.12 As per **Table 10**, the proposed development site as a worst-case scenario is likely to generate in the order of 117 trips in the AM peak, 221 trips in the PM peak, with 2265 trips generated across a 12-hour period. This equates to 189 trips an hour on average.

5.13 However, this is noted to be a worst-case scenario given that a majority of these trips will be reduced due to the 'linked trip' behaviours from a development of this nature, whereby people parking at the proposed development are anticipated to visit multiple areas before leaving. Furthermore, this trip generation assessment does not take into account pedestrian and cyclist trips which may further reduce the trip generation, as well as the impact of the proposed sustainable transport measures detailed within the accompanying Travel Plan.

Multimodal Impact – Tess Square Full Application

5.14 The TRICS database has also been consulted to anticipate the likely pedestrian trip generation, using the same criteria as above for 'Supermarket' given this would be the most frequented use. The proposed multi-modal split is summarised in **Figure 8** and attached within **Appendix D**.

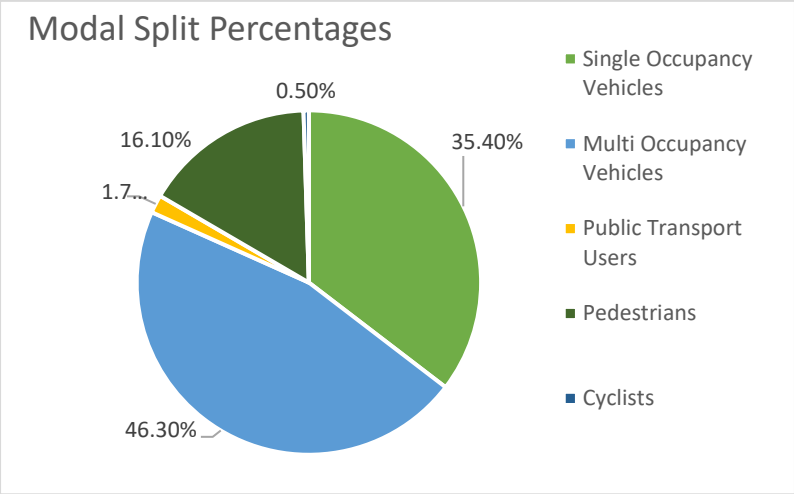

Figure 8: Multi-Modal Split for Food Store Use

5.15 The multi-modal split percentages demonstrate that 16.1% of users are pedestrians, therefore, we can assume that a large proportion of residents within Marnhull may travel to the commercial element on foot. Therefore, the proposed trip generation results do not factor this mode of travel and provide a highly robust and worst-case scenario when assessing the proposed trip generation.

Proposed Trip Generation – Butts Close Outline Application

5.16 The proposed developments will deliver 120 dwellings with 72 private and 48 affordable. To estimate the trip generation associated with this proposed site, trip rates have been obtained from the TRICS database using the following categories:

Affordable Dwellings

- Sites in England and Wales (excluding Greater London);
- Weekday Surveys only;
- Sites in 'Suburban Area' and 'Edge of Town' locations; and
- Under land-use class 'Residential', sub-category 'Affordable/Local Authority Houses'
- Parameter of 14-280 dwellings
- *Extended survey dates (01/01/06-22/10/21), site size and included Suburban Area locations to increase sample size.

Private Dwellings

- Sites in England and Wales (excluding Greater London);
- Weekday Surveys only;
- Sites in 'Edge of Town' locations; and
- Under land-use class 'Residential', sub-category 'Houses Privately Owned'
- Parameter of 6-80 dwellings

5.17 It should be noted that Edge of Town locations are the most applicable & robust surveys to utilise when assessing rural sites, with paragraph 4.4 of the TRICS user guide stating that *"The ranked comparison of TRICS location types showed the Edge of Town category ranking mostly at the top in terms of trip rates".* The reference to Town in this case, does not mean that all survey sites are collated solely from towns, but include villages too.

5.18 The trip generation associated with the proposed development is summarised within **Table 11,** the TRICS outputs for the above are included within **Appendix E**.

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			12hr (07:00-19:00)
	Arr	Dep	Tot	Arr	Dep	Tot	Tot
Affordable Houses – 78 Dwellings							
Trip Rates (Per 1 Dwelling)	0.103	0.198	0.301	0.178	0.131	0.309	2.651
Trip Generation	8	15	23	14	10	24	207
Private Houses – 72 Dwellings							
Trip Rates (Per 1 Dwelling)	0.188	0.354	0.542	0.353	0.194	0.547	5.011
Trip Generation	14	25	39	25	14	39	361
Total Trip Generation– 120 Dwellings	22	40	62	39	24	63	568

Table 5: Proposed Residential Trip Generation (TRICS V.7.9.4)

5.19 The proposed residential development is expected to generate 62 trips during the AM peak, 63 trips during the PM peak and 568 trips across the 12-hour period. This equates to an average of 47 trips per hour on average across the 12 hour day.

Multimodal Impact – Butts Close Outline Application

5.20 The TRICS database has also been consulted to anticipate the likely pedestrian trip generation, using the same criteria as above for affordable and privately owned houses. The proposed multi-modal split is summarised in **Figures 8** & **9** and attached within **Appendix E**.

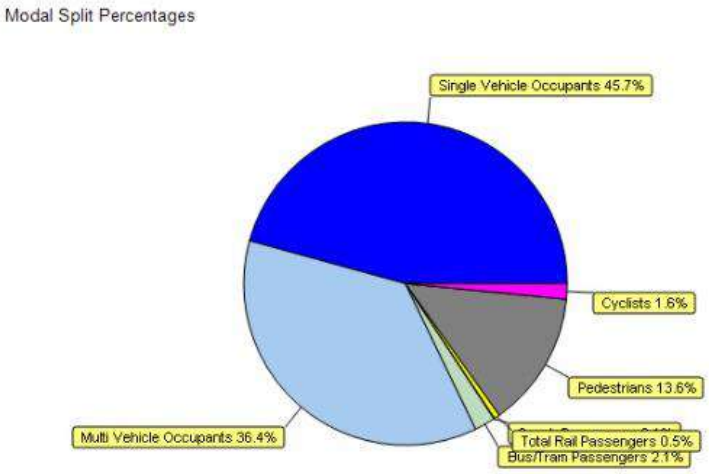

Figure 8: Multi-Modal Split for Private Dwellings

5.21 The multimodal assessment indicates that the private dwellings make up 45.7% single occupancy vehicles, 36.4% multi-occupancy vehicles, 13.6% pedestrians, 2.1% Bus/Tram passengers 1.7% OVG's, 1.6% cyclists and 0.5% Rail Passengers.

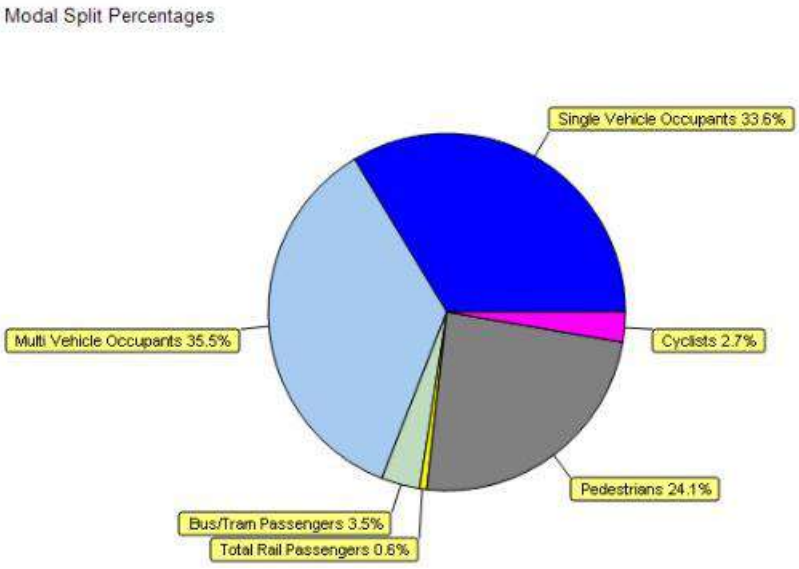

Figure 8: Multi-Modal Split for Affordable Dwellings

5.22 The multimodal assessment indicates that the affordable dwellings make up 33.6% single occupancy vehicles, 35.5% multi-occupancy vehicles, 24.1% pedestrians, 3.5% Bus/Tram passengers 2.7% Cyclists and 0.6% Rail Passengers.

6. TRIP DISTRIBUTION AND JUNCTION MODELLING

6.1 To inform the assessment of the full application at Tess Square, trip distribution and junction modelling has been carried out to assess the impact of the proposed development trips on the local road network.

Baseline Conditions – Butts Close

6.2 The previous application (ref: P/OUT/2021/03030) for the outline application of up to 39 dwellings at the Land at Butts Close presented seven day speed surveys and turning count taken place in November 2017. Whilst it is recognised that these surveys were taken nearly 5 years ago, the data is deemed accurate to the local road network, with no known new developments with over 25% occupation have implemented additional traffic, in addition to the fact that the access location is identical to that previously proposed for the aforementioned planning application. Therefore, these traffic surveys are considered to be appropriate to inform this planning application.

6.3 The location and results of the survey are presented in **Figure 6** and **Table 12** respectively, with the outputs attached as **Appendix F.**

Figure 6: Approximate Traffic Survey Location on Butts Close (Image obtained from Google Earth)

Butts Close	AM Peak (0800-0900) (weekday)	PM Peak (1700-1800) (Weekday)	Daily Flow (5-Day Average)	Daily 85th percentile speeds (7-day)
Northbound	2	1	-	15.2mph
Southbound	0	4	27	16.2mph

Table 12: Land off Butts Close – Traffic Survey

6.4 No daily flow average northbound on Butts Close was recorded due to the low number of vehicle movements, however, it is presumed these flows would mimic southbound movements of 27. This therefore suggests a daily trip rate of 2.7 per unit based on 54 daily two-way movements and 20 existing dwellings. Recorded 85th percentile speeds of 15.2mph northbound and 16.2mph southbound were identified. It is clear that speed and volume of trips along this road are minimal.

6.5 It is worth noting that DC Highways commented on the permitted outline planning application comprising the erection of 39 dwellings on the land off Butts Close, Marnhull (ref: P/OUT/2021/03030) at planning committee, in which the highways officer confirmed that the Transport Statement submitted was robust as it assessed trips for up to 74 dwellings solely through the junction between Butts Close and New Street. Considering that this assessment was acceptable for that quantum of dwellings, the anticipated split of cars using the two access has been calculated using previous assessments as a guide and has been anticipated to be 42% using Butts Close and 58% using Schoolhouse Lane. The 42% of trips anticipated to be using the Butts Close access as part of this outline application (26 vehicles in both the AM & PM peaks) would be less than the previously assessed in this approved application (42 in the AM peak and 37 in the PM peak), and so therefore further assessment is not anticipated to be required and safe and suitable access is deemed to be achievable.

6.6 It is also worth noting that through the previous planning application at Land off Butts Close (application reference: 2/2018/0448/OUT) DC Highways asked to confirm the expected percentages of vehicles associated with this development using Chippell Lane as a 'short cut'. It is considered that for any vehicles travelling west towards Stalbridge, Henstridge or Stock Gaylard for example would travel via New Street and thus not utilise Chippell Lane. New Street provides a more direct route for vehicles travelling west and is therefore considered to be the most favourable route. It is however suggested that of vehicles travelling south a very small percentage could use Chippel Lane given that at its eastern end this connects onto Schoolhouse Lane.

Baseline Traffic Conditions – Church Hill/Crown Road/New Street/Schoolhouse Lane

6.7 To inform the baseline trip distributions, an MCC (Manual Classified Count) survey was commissioned by Paul Basham Associates and carried out on 4th October 2022 between the hours of 07:00-10:00am and 16:00-19:00pm at the Church Hill, Crown Road, New Street and Schoolhouse Lane Junction. The location and results of the survey are presented in **Figure 9**, with the outputs attached as **Appendix G.**

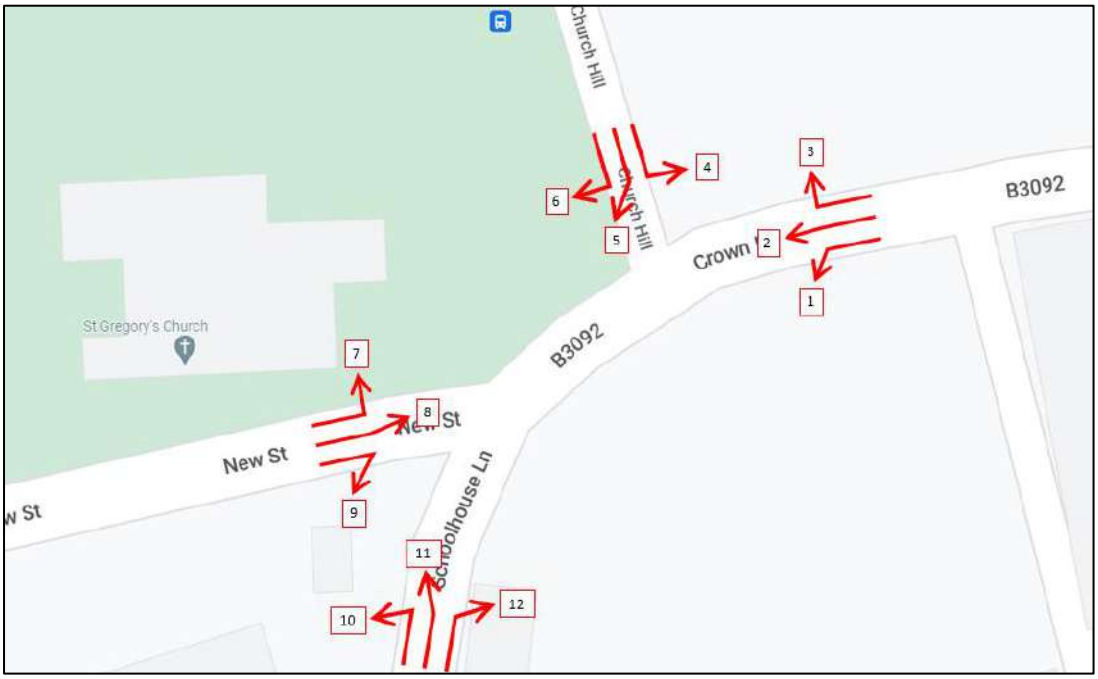

Figure 9: Approximate Traffic MCC Survey Location

SHLAA Allocations

6.8 In order to assess the highway impact of the proposed commercial development as well as any potential cumulative transport impacts of the development sites identified in Dorset Council's Strategic Housing Land Availability Assessment (SHLAA) (2020), a review has been undertaken to identify any surrounding major developments (where major sites are 10 dwellings or more). The following development sites have been identified:

- LA/MARN/003 – Land North of Crown Road (72 units)
- LA/MARN/005 – Land off Salisbury Street (67 units)
- LA/MARN/008 – Land off Stoneylawn (28 units)
-

6.9 It has been noted that consent was granted for the development of 61 units at Land off Burton Street, Marnhull (ref: 2/2018/1808/OUT), however, a further reserved matters planning application has been made for this site (ref P/RES/2022/05524) which has yet to be determined, therefore this has not been included within the trip generation assessment but has been located on the map. The indicative locations of the SHLAA sites and the proposed development site subject to this application are outline in **Figure 10**.

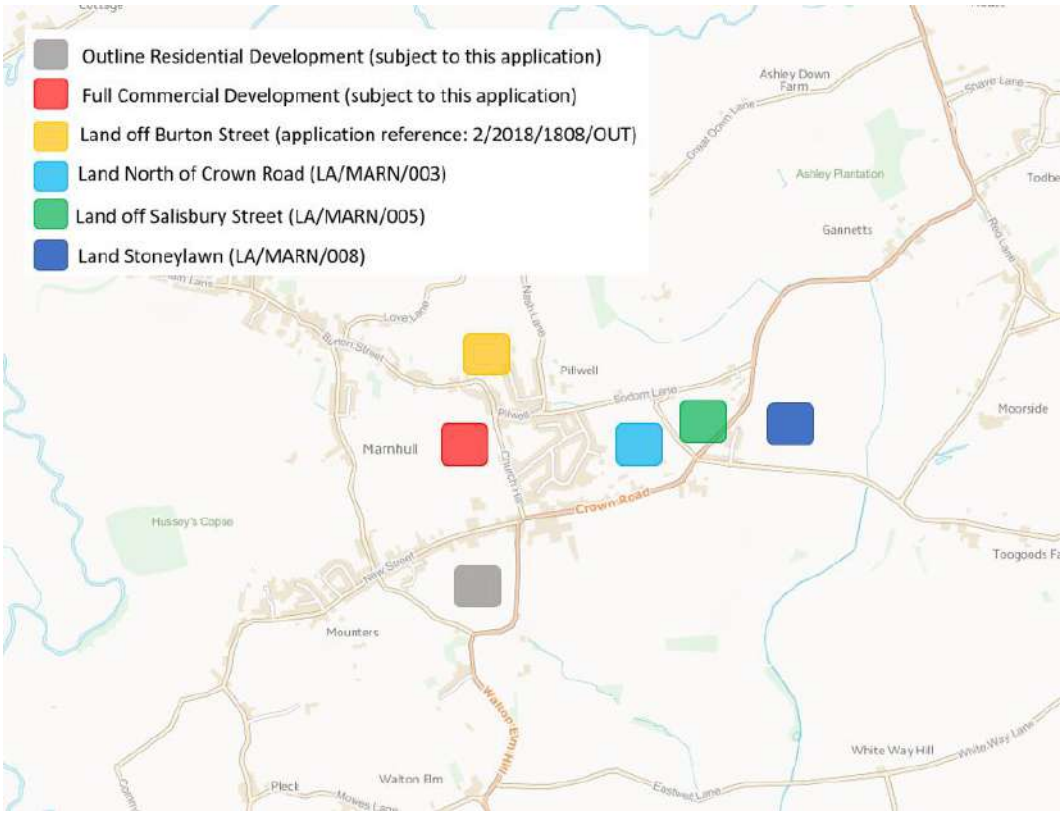

Figure 10: Marnhull SHLAA & Proposed Development Sites

6.10 It should be noted that an outline planning application was previously submitted for the site at Salisbury Street (planning application reference: 2/2018/0449/OUT and SHLAA reference: LA/MARN/005) although this planning application has since been withdrawn. However, new planning application also for 67 dwellings for Salisbury Street has been submitted (P/OUT/2023/00627). Therefore, for the purposes of this report and to present a robust assessment this site has still been assessed for residential development of up to 67 units as per the unit numbers identified in the SHLAA.

Trip Distribution

6.11 Trips have been assigned to the local road network, assuming the quickest route according to Google maps. The results of the trip distribution have been included in **Appendix H**. The traffic count data has been used to estimate the percentage split of vehicle movements at this junction, and this has been informed by previous assessments undertaken within the site area. The Trip Distribution assessment study area have taken into account the following junctions:

- Commercial Site Access / Church Hill;
- Residential Site Access (Butts Close) / New Street
- Residential Site Access / Schoolhouse Lane
- Church Hill/ Crown Road / New Street / Schoolhouse Lane;
- Church Hill / Burton Street / Pilwell Street;

- Walton Elm Hill / B3092 / Eastwell Lane;
- Crown Road / Stoneylawn; and
- Salisbury Street / B3092 / Red Lane.

6.12 Whilst the commercial element of the site anticipates private vehicles and OGVs using the site, a brief assessment of OGV movements was undertaken to analyse the impact on the local road network. Utilising the TRICS (V7.9.4) multimodal outputs, it was found that a low proportion of anticipated development trips would be from OGVs. The OGV trips were distributed across the junctions within the study area and were found to have a negligible effect on the local road network. Therefore, the trips included within the trip distribution assessment anticipate for both private vehicles and OGVs and have been undertaken via a combined assessment.

6.13 To assess the impact of the sites identified in **Figure 10,** the trip rates for the SHLAA sites - which have been derived from the previous application for Land off Butts Close (ref: P/OUT/2021/03030) (and contained within **Appendix I**) have been applied and equate to the following trip generation for each site (see **Table 13**).

TRICS	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per unit (Private Houses)	0.162	0.403	0.367	0.137	4.970
Land North of Crown Road (72 units)	12	29	26	10	358
Land off Salisbury Street (67 units)	11	27	25	9	333
Land off Stoneylawn (28 units)	5	11	10	4	139
Total	28	67	61	23	830

Table 13: SHLAA Trip Generation

6.14 Using this previous assessment as a guide, it has therefore been assumed that 49% of all vehicle trips resulting from the three SHLAA sites would travel southwest to/from the Crown Road/Church Hill/New Street/Schoolhouse Lane junction, with the remaining 51% travelling to/from the northeast.

Tempro Growth Factors

6.15 The TEMPro Growth factors have been established using the dataset 'WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)'. This dataset shows the destination of work-related trips from the 'North Dorset 004 (E02004258)' with regards to the TEMPro Growth Factors. The TEMPro Growth Factor has been demonstrated within **Table 14.**

Period	Growth Rate
	AM Peak
2022-2028	1.0669

Table 14: TEMPro Growth Factor

Junction Modelling Scope

6.16 As per the trip distribution diagrams, it is clear that the trip generation associated with the Butts Close access is anticipated to be split across the two site accesses, therefore spreading the impact of the proposed trip generation. The distribution diagrams (**Appendix H**) show that both of these junctions will generate less than 50 trips in each peak, and therefore it is sensible to adjust the focus of the junction assessment to the main junction within Marnhull, i.e. the Crown Road/Schoolhouse Lane/New Street/Church Hill junction located to the south of the proposed commercial scheme and to north east of the residential scheme.

6.17 In order to assess the traffic impact of the proposed development and the cumulative impact of the SHLAA sites, the main junction through Marnhull has been assessed (Crown Road/Schoolhouse Lane/New Street/Church Hill). The following scenarios will be modelled on this junction:

- Recorded 2022 Baseline Year;
- Forecast 2028 Assessment Year;
- Recorded 2022 Baseline Year with Proposed Development;
- Forecast 2028 Assessment Year with Proposed Development; and
- Forecast 2028 Assessment Year with Proposed Development with Sensitivity Test.

6.18 The Baseline 2022 scenario assessed is based on the recorded peak periods according to the MCC survey data and therefore comprises data recorded from the AM (0700-1000) and PM (1700-1900) weekday periods. Furthermore, for the scenarios including the Proposed Development, TRICS trip generation for the periods 0800-0900 and 1700-1800 were included. This is therefore considered a robust assessment as it combines the two highest flows in the AM and PM peak periods.

6.19 The worst-case scenario of testing all other SHLAA sites (Sensitivity Test) ensures that the cumulative impact of the residential proposals that have been identified have been assessed and considered.

Methodology

6.20 Modelling of the Crown Road/Schoolhouse Lane/New Street/Church Hill junction has been completed as a linked junction using Junctions 9 software, with the outputs providing a maximum queue value and delay (in seconds) per arm.

6.21 The method used to estimate the traffic generation of the proposed development and the method used to account for the future years and sensitivity test is a worst-case scenario for the following reasons:

- The trip generation assessment is a worst-case scenario as it does not account for linked trips and that existing Marnhull residents would most likely travel on foot or via bicycle to the new commercial area, which would significantly reduce the number of vehicle trips on the local road network;
- The modelling and traffic generation does not quantify the impact of the Travel Plan on this site or Travel Plans on other SHLAA sites/committed developments which could achieve a modal shift with a sustainable transport strategy;
- The assessment does not take into account the impact of peak spreading, whereby individuals may exit the development onto the local road network earlier or later to avoid travelling in the peak period;
- Where TEMPro growth factors have been applied, this assumes a percentage of traffic growth occurring on all links and junctions which would in part be attributed to new developments. Where we have included multiple sites in our sensitivity test modelling assessment it is likely there would be an element of double counting with TEMPro accounting for development growth traffic and our sensitivity test development scenarios accounting for development growth traffic; and
- It is also unlikely that all development sites would come forward, especially within a five year period.

6.22 It should be noted that previous modelling of this junction has been considered to be acceptable by DC's highways officers through the consented planning application for Land at Burton Street (ref: 2/2018/1808/OUT) and Land off Butts Close (ref: 2/2018/1808/OUT) and that the methodology outlined within this assessment is in keeping with this previous assessment.

Modelling Results

6.23 The results of the capacity modelling at the Crown Road/Schoolhouse Lane/New Street/Church Hill linked junction are presented in **Table 15** with the full Junction 9 modelling outputs attached as **Appendix J**.

Crown Road/Schoolhouse Lane/New Street/Church Hill			AM		PM	
			Max Q	Delay (s)	Max Q	Delay (s)
Baseline 2022	J1	Schoolhouse Lane	0.0	0.00	0.0	0.00
		New Street	0.4	10.03	0.3	8.55
		Crown Road	0.4	4.24	0.2	3.87
	J2	Crown Road	0.0	0.00	0.0	0.00
		Church Hill	0.2	12.5	0.2	10.68
		Crown Road	0.1	0.91	0.0	0.67
Baseline 2028	J1	Schoolhouse Lane	0.0	0.00	0.0	0.00
		New Street	0.3	10.31	0.3	8.84
		Crown Road	0.4	5.27	0.3	3.85
	J2	Crown Road	0.0	0.00	0.0	0.00
		Church Hill	0.3	13.69	0.2	11.04
		Crown Road	0.1	1.05	0.1	0.83
Baseline 2022 + Proposed Development	J1	Schoolhouse Lane	0.0	0.00	0.0	0.00
		New Street	0.4	10.39	0.2	9.57
		Crown Road	0.4	4.02	0.3	5.95
	J2	Crown Road	0.0	0.00	0.0	0.00
		Church Hill	0.8	18.34	0.6	14.13
		Crown Road	0.3	1.66	0.2	2.44
Baseline 2028 + Proposed Development	J1	Schoolhouse Lane	0.0	0.00	0.0	0.00
		New Street	0.5	11.8	0.3	9.14
		Crown Road	0.6	5.59	0.4	4.62
	J2	Crown Road	0.0	0.00	0.0	0.00
		Church Hill	0.8	21.23	0.6	14.60
		Crown Road	0.2	1.98	0.1	2.28
Baseline 2028 + Proposed Development + Sensitivity Test	J1	Schoolhouse Lane	0.0	0.00	0.0	0.00
		New Street	0.6	11.39	0.3	9.46
		Crown Road	0.8	5.85	0.4	4.52
	J2	Crown Road	0.0	0.00	0.0	0.00
		Church Hill	1.0	21.87	0.6	16.02
		Crown Road	0.2	2.33	0.2	2.41

Table 15: Junction Modelling Results

6.24 The modelling results demonstrate that the Crown Road/Schoolhouse Lane/New Street/Church Hill junction operates with minimal queuing on all arms of the junction in all scenarios assessed. All queue values remain less than 1 vehicle except for Church Hill during the Baseline 2028 + Proposed Development Scenario which has a queue value of 1 vehicle in the AM peak. The highest PM queue value is on Church Hill in the final Baseline 2028 Plus Proposed Development Plus Sensitivity Test scenario. The longest delay seen in any scenario is 21.87 on Church Hill in the AM peak and 16.02 on Church Hill in the PM, both in the final Baseline 2028 with Proposed Development and Sensitivity Test scenario.

6.25 The modelling results therefore demonstrate that the junction of Crown Road/Schoolhouse Lane/New Street/Church Hill would operate sufficiently with minimal queues and delays when the committed

development, proposed development traffic and sensitivity test development traffic is added to the local road network in the future year scenario. It is also worth noting that this assessment acts as a worst-case using unit numbers for the sensitivity test from the SHLAA assessment and is therefore considered highly robust. Consequently, it is not considered that this proposed development would result in a material impact on the operation of this junction, even if the traffic from the wider SHLAA sites is added to the model scenario runs.

School Parking on New Road

6.26 Through the recently withdrawn planning application at Butts Close (application reference: 2/2018/0448/OUT) DC highways raised concerns regarding on-street parking along New Street during school pick up and drop off periods. Whilst the trip rate and modelling assessments outlined above demonstrate minimal impact along New Road in the vicinity of the school, these queries should be further satisfied with the introduction of the dedicated pick up/drop off car park that forms part of the southern site layout of the commercial application at Tess Square.

6.27 In addition, a further review of Personal Injury Accident data indicates that there has only been one recorded accident in the vicinity of the school, along New Street over a 10-year period and it is therefore considered the proposed development would not exacerbate existing safety conditions.

7. SUMMARY AND CONCLUSIONS

7.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Chapman Lily Planning to support a Hybrid Planning Application consisting of:

- A full planning application for a mixed-use development comprising a food store, office space, café, and mixed-use space for E class uses (e.g. estate agents, hairdresser, funeral care, dentist, vet), and 2 x 2-bed flats. Plus a new parking area with 30 parking spaces for St. Gregory's Church and St Gregory's Primary School, landscaping and associated engineering operations, access arrangements, on land west of Church Hill, Marnhull.
- Outline planning application with all matters reserved except for access for up to 120 dwellings on land off Butts Close and Schoolhouse Lane, Marnhull.

7.2 The proposed development sites are situated off Church Hill and Butts Close, Marnhull respectively.

7.3 The proposed commercial and residential development sites are located to the centre and to the south of Marnhull respectively, approximately 3.7km south of the A30, 9km from Shaftesbury and the A350, approximately 7.5km from Gillingham and approximately 14km from Sherbourne. Considering the rural nature of the proposed development sites, the surrounding area benefits from good pedestrian and cycle routes available within near proximity to the site, as well as public transport links. Opportunities to enhance existing PROW routes and facilities within Marnhull will further support the potential for a sustainable development.

7.4 PIA data (2017-2021) recorded 4 sporadic incidents on the local road network; whilst any accident is regrettable, the incidents did not occur in the location of the proposed access points or in the immediate vicinity of either site. Therefore, the PIA does not indicate any specific highways concern that would worsen as a result of the proposed development or pose a threat to future site users.

7.5 The proposed commercial development access measures 5.2m in width with 9.0m radii to the north and 8.8m radii to the south, including 6.0m aisle widths and internal carriageways within the commercial parking. This provides suitable geometries for a variety of vehicles to access, manoeuvre and egress including private vehicles, 7.5t box van and HGVs.

7.6 The access for the additional School drop off parking demonstrates suitable geometries to allow two vehicles to pass simultaneously with a 5.0m access and 3.0m radii.

7.7 The western access to the residential application will be taken from Butts Close via a priority bellmouth junction measuring 9m in width with 6m radii leading to 6m internal carriageway. The eastern access to the residential application will be taken from Schoolhouse Lane via a priority bellmouth junction measuring 6m in width with 6m radii to the south and 8.2m radii to the north. Vehicle swept path analysis has been carried out which demonstrates that a refuse vehicle and private car are able to pass at both accesses.

7.8 Visibility from the commercial access is deemed suitable and in accordance with Manual for Streets. At the School drop-off additional parking access, due to third party land adjoining to the north of this parking element, a 2.4m x 43m visibility splay with a 3.2m offset has been shown in the secondary direction. Furthermore, a 2.0m x 43m visibility splay with 2.6m offset has been demonstrated in the secondary direction. Whilst there is a minor departure from standard, as this is in the secondary direction with no accident history, it should be considered satisfactory. For the residential application, acceptable visibility splays commensurate to the posted speeds are achievable at both access locations.

7.9 137 spaces are provided for the commercial element, with an additional 37 spaces for the upgraded pharmacy/surgery and 30 car parking spaces for the school pick up and drop off, resulting in a total of 205 parking spaces for this application. Whilst this represents a minor shortfall in parking from the Dorset Council's Standards when reviewing the commercial element, the fact that linked trips are anticipated to occur within the wider site and the fact that the development would be attracting journeys by local residents (increasing pedestrian and cycle multi-modal splits), this would significantly reduce the effective parking demand requited on site, therefore parking provision is deemed suitable. Should additional parking be required, then the school pick up and drop off bays can be utilised outside of school peaks (which are not likely to correspond with commercial peak times).

7.10 For the residential development, the parking calculator provided on Dorset Council's website suggests that a total of 317 car parking spaces should be provided for the development site (53 unallocated, 24 visitor and 240 allocated spaces). The current proposals include for the provision of 310 spaces. Taking the above into account, it is therefore considered that the indicative parking provision is acceptable when compared to local standards, and the full detail of the provision is anticipated to be agreed at the reserved matters stage.

7.11 All parking spaces would be provided in accordance with the geometries identified in Dorset's guidance with spaces measuring 2.8m x 5.0m with 6m aisle widths with all garage spaces measuring a minimum of 6m x 3m.

7.12 15 cycle spaces are required for the proposed development. It is proposed that 9 Sheffield stands will be provided for the supermarket, 8 for the remaining commercial units, 7 for the surgery and 6 public spaces resulting in a combined provision of 32 Sheffield stands (capacity for 64 bicycles). This is well in excess of the standards and will help to promote sustainable travel to/from the site from within Marnhull and further helps to justify the lower parking provision.

7.13 For the residential development, cycle parking will be allocated within the curtilage of each plot and will conform with local parking standards. Details of cycle parking are to provided within the subsequent reserved matters application for this site.

7.14 In accordance with Building Regulations, both sites would ensure that a fire tender could be within 45m of all dwelling entrances and withing 18m of any dry risers, without needing to reverse more than 20m. Both sites are able to be serviced via the appropriately sized refuse vehicle, with the vehicle able to track in/out of all proposed accesses and obtain access within 10m of any eurobin store for the commercial element. The residential site plan would also be developed using Manual for Streets guidelines with local specific waste collection personnel being able to get within 25m of a bin collection point and residents carrying their bins a maximum of 30m, with full detail with regards to servicing strategy provided at the reserved matters stage.

7.15 As a worst-case scenario the commercial element of the site is likely to generate in the order of 117 trips in the AM peak, 221 trips in the PM peak, with 2265 trips generated across a 12-hour period. This equates to 189 trips an hour on average. This is anticipated to represent an extremely robust assessment considering that this does not take into account any linked trips that may be experienced between different aspects of the scheme. It would be appropriate to consider a discount, but for the purposes of robustness this worst case level of trips will be used in the modelling review.

7.16 The proposed residential development is expected to generate 62 trips during the AM peak, 63 trips during the PM peak and 568 trips across the 12-hour period. This equates to an average of 47 trips per hour on average across the 12 hour day.

7.17 In order to assess the highway impact of the proposed development a junction capacity assessment has been undertaken at the Crown Road/Schoolhouse Lane/New Street/Church Hill junction using Junctions 9 software. This assessment was undertaken as a linked junction, with the scenarios including a cumulative impact assessment of the SHLAA sites in Marnhull surrounding the proposed developments.

7.18 The modelling results indicate that this junction would operate with minimal delay and queueing in the Baseline 2028 Plus Proposed Development scenario and in the Baseline 2028 Plus Proposed

Development Plus SHLAA Sensitivity Test scenario. It is therefore not considered that the committed development, proposed development or future potential development identified in the SHLAA would result in capacity issues at this junction. This remains as per the conclusions provided as part of the Burton Street planning application which DC highways found acceptable.

7.19 This Transport Statement has demonstrated that the proposed development will not have a significant impact on the operation of the local highway network, and we would therefore encourage the local highway and planning authorities to look favourably upon this development in relation to highways.

Appendix A

Chestnut House
Garage
Marnhull Meth Ch
The Cottage
LB
67.3m
31 existing spaces (7 spare)
7 new s
Existing Car Park
Surgery
Water Well
FFL: 70.65m
Cafe 222sqm
Estate Agent 98sqm
FFL: 71.15m
Hairdresser 100sqm
FFL: 71.15m
38 spaces
FFL: 71.65m
Funeral Care 100sqm
FFL: 72.15m
Dentist 100sqm
FFL: 72.15m
Vet 100sqm
FFL: 73.15m
Food Store 1,455sqm
Post Office
Offices & Storage
Staff room
Changing Rooms
Sales
Back of House
Bakery
Freezer
Cold room
99 spaces
Walnut Tree Cottage
Woodlands
Eythrope
Sibford
Church Cottage
Springfield
75.6m
El Sub Sta
Public Open Space
School Drop-off
30 spaces
CHURCH HILL
St Gregory's C of E Primary School, Marnhull
Senior's Farm
St Gregory the Great Church
1:20
1:30
1:24
1:14
71.3
72.0
73.0
74.0
75.0
76.0
77.0
78.0
71.0
72.5
72.6
130.0

ACCOMMODATION SCHEDULE

Food Store - 1,455.3sqm (15,665sqft)

Offices - 181.3sqm (1,951qft)

Cafe - 222.2sqm (2,392sqft)

Estate Agent - 98.9sqm (1,065sqft)

Hairdresser - 100.0sqm (1,076sqft)

Funeral Care - 100.0sqm (1,076sqft)

Dentist - 100.0sqm (1,076sqft)

Vet - 100.0sqm (1,076sqft)

2no. 2 Bed Flats - 71.2 sqm & 72.5sqm (766sqft & 780sqft)

Notes:

- All drawings are subject to Planning and Building Control consent.
- The details shown are for design intent purposes only and are subject to further design development with suppliers and sub-contractors
- Proposals subject to consultation and approval from Local Authority Building Control or an Approved Inspector
- All setting out dimensions should be checked on-site prior to construction and any discrepancies and/or omissions should be reported to the Architect immediately

0 5 10 15 20 25m

Scale 1:500

Rev.	Date	Details	Drawn	Chckd
P1	11/04/23	Issued for Planning	JT	JT
C	10/03/23	Revisions to; car park for tracking, redline and drainage.	JT	JT
B	06/02/23	Minor amendments	LH	DE
A	03/02/23	Proposed contours added, site boundary amended	LH	JT

Drawn By: LH Date: 06/02/23 Checked By: DE Date: 06/02/23

Issued for: PLANNING

Drawing: Proposed Site Layout

Project No: 22039

Scale: 1:500 @A1

Project/Client: Tess Square Marnhull Village Centre

Dwg No: 101 Rev: P1

BrightSPACE architects
27 Glasshouse Studios, Fryern Court Road, Fordingbridge, Hampshire, SP6 1QX
T: (01425) 655806 www.brightspacearchitects.com

SUMMARY

Site Area	7.99ha
N. of dwellings	120 units

HOUSING MIX

- 2 Bedroom units 79m2 (33no.)
- 3 Bedroom units 93m2 (31no.)
- 3 Bedroom units 97m2 (6no.)
- 3 Bedroom units 102m2 (13no.)
- 4 Bedroom units 106m2 (2no.)
- 4 Bedroom units 116m2 (6no.)
- 4 Bedroom units 135m2 (5no.)

Total of 96 housing units

PARKING

- 192 allocated parking spaces
- 27 garages
- 15 visitors parking

BUNGALOW MIX

- 2 Bed Bungalow 76m2 (4no.)
- 2 Bed Bungalow 77m2 (11no.)
- 2 Bed Bungalow 95m2 (3no.)
- 3 Bed Chalet Bungalow 115m2 (6no.)

Total of 24 bungalow units

PARKING

- 48 allocated parking spaces
- 24 garages
- 4 visitors parking

- Indicative proposed main vehicular access
- Indicative proposed emergency access
- Red line boundary
- Soft buffer

60% Open market (72 units)
40% Affordable housing (48 units)
(AR) 17% Affordable Rent = 8 units
(FH) 52% First Home = 25 units
(SO) 31% Shared Ownership = 15 units

Notes:

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- The details shown are for design intent purposes only and are subject to further design development with suppliers and sub-contracters
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- All setting out dimensions should be checked on-site prior to construction and any discrepancies and/or omissions should be reported to the Architect immediately

0 5 10 15 20 25m
Scale 1:500

Rev.	Date	Details	Drawn	Chckd
*	06.04.23	Issued for planning.	MBC	JT

Drawn By:	Date:	Checked By:	Date:
MBC	14.02.23	JT	14.02.23

Issued for:

PLANNING

Drawing: Proposed Site Layout Butts Close, Marnhull

Project No: 22039

Scale: 1:500 @A0

Project/Client: Marnhull Commercial Centre & Residential Sites

Dwg No: P201

Rev: *

BrightSPACE architects
27 Glasshouse Studios, Fryern Court Road, Fordingbridge, Hampshire, SP6 1QX
T: (01425) 655806
www.brightspacearchitects.com

Appendix B

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
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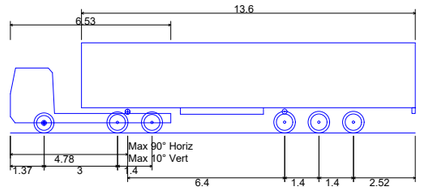
VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

NORTH

Rev	Description	Date	By	App'd
P02	UPDATED SITE LAYOUT	25.04.23	LM	HC
P01	FIRST ISSUE	27.03.23	JH	HC

Project Name
TESS SQUARE, MARNHULL

Project Phase
PRELIMINARY

Title
HGV INTERNAL MANOEUVRE FOR CLASS A3 RETAIL

paulbasham associates
Paul Basham Associates Ltd
Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG
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info@paulbashamassociates.com www.paulbashamassociates.com

Client
CL Planning

Date Created	Drawn By	Approved By	Suitabilty Code
27.03.23	JH	HC	-

PBA Project Number	Scale	
106.0026	1:500	(AT A3)

PBA Drawing No: 106.0026-0002

Revison: P02

GENERAL NOTES

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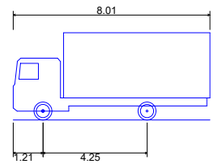
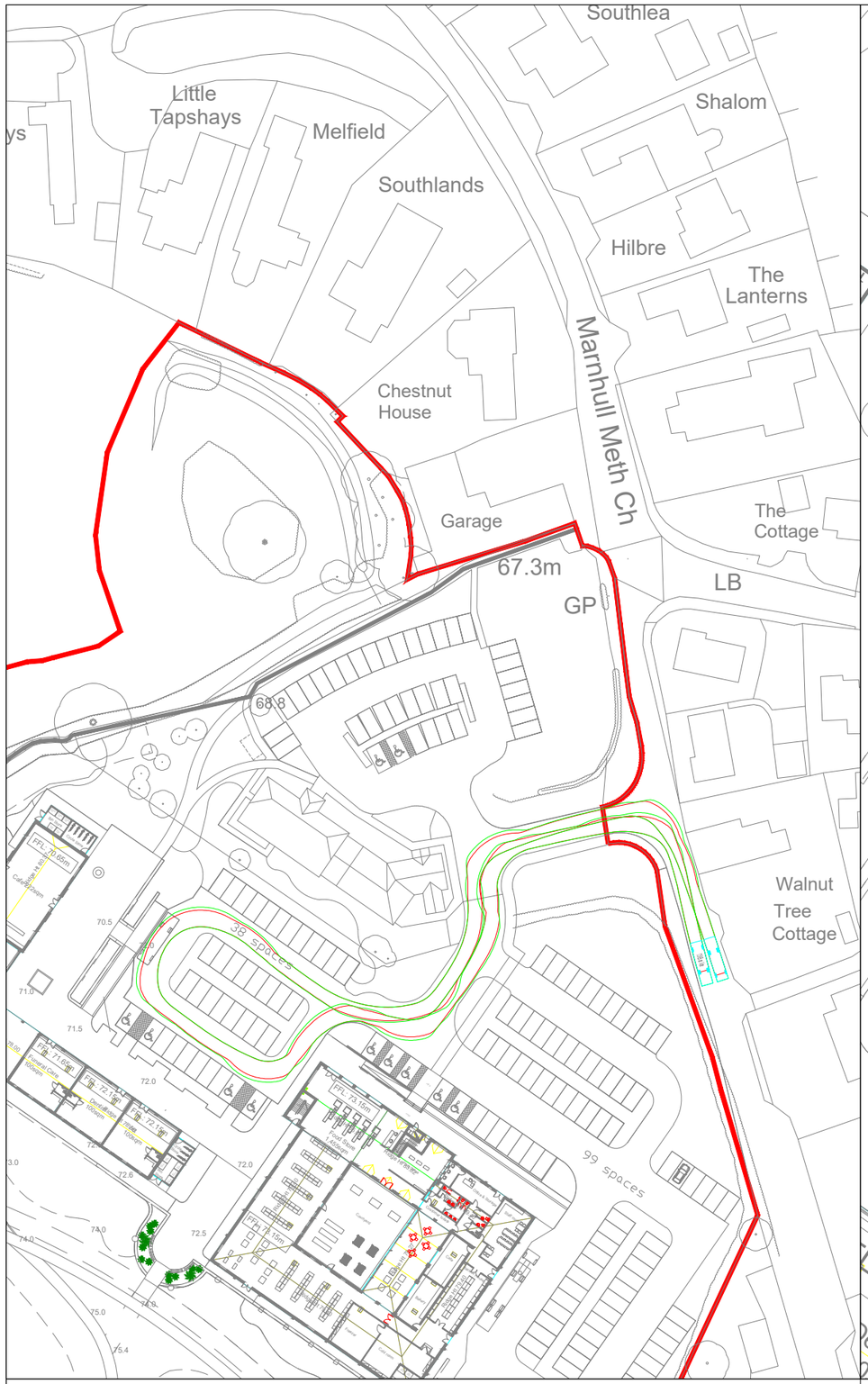
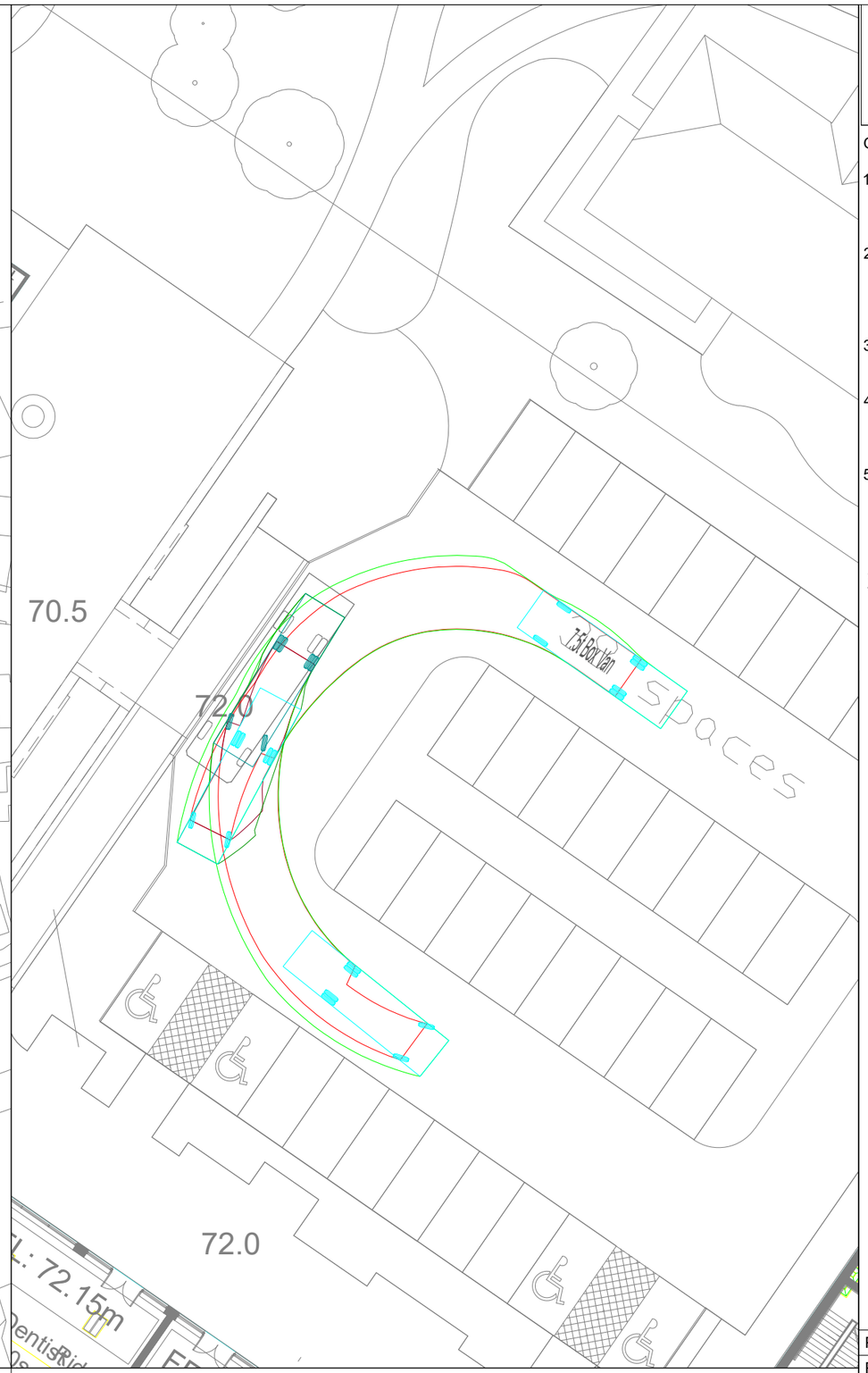
VEHICLE PROFILE



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



7.5T BOX VAN FULL MANOEUVRE (SCALE 1:1000)



7.5T BOX VAN PARKING MANOEUVRE (SCALE 1:250)

NORTH

Rev	Description	Date	By	App'd
P02	UPDATED SITE LAYOUT	25.04.23	LM	HC
P01	FIRST ISSUE	27.03.23	JH	HC

Project Name: TESS SQUARE, MARNHULL

Project Phase: PRELIMINARY

Title: 7.5T BOX VAN INTERNAL MANOEUVRE FOR RETAIL ELEMENT

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info@paulbashamassociates.com www.paulbashamassociates.com

Client: CL Planning

Date Created	Drawn By	Approved By	Suitabilty Code
27.03.23	JH	HC	-

PBA Project Number: 106.0026

Scale: AS SHOWN (AT A3)

PBA Drawing No: 106.0026-0003

Revison: P02

GENERAL NOTES

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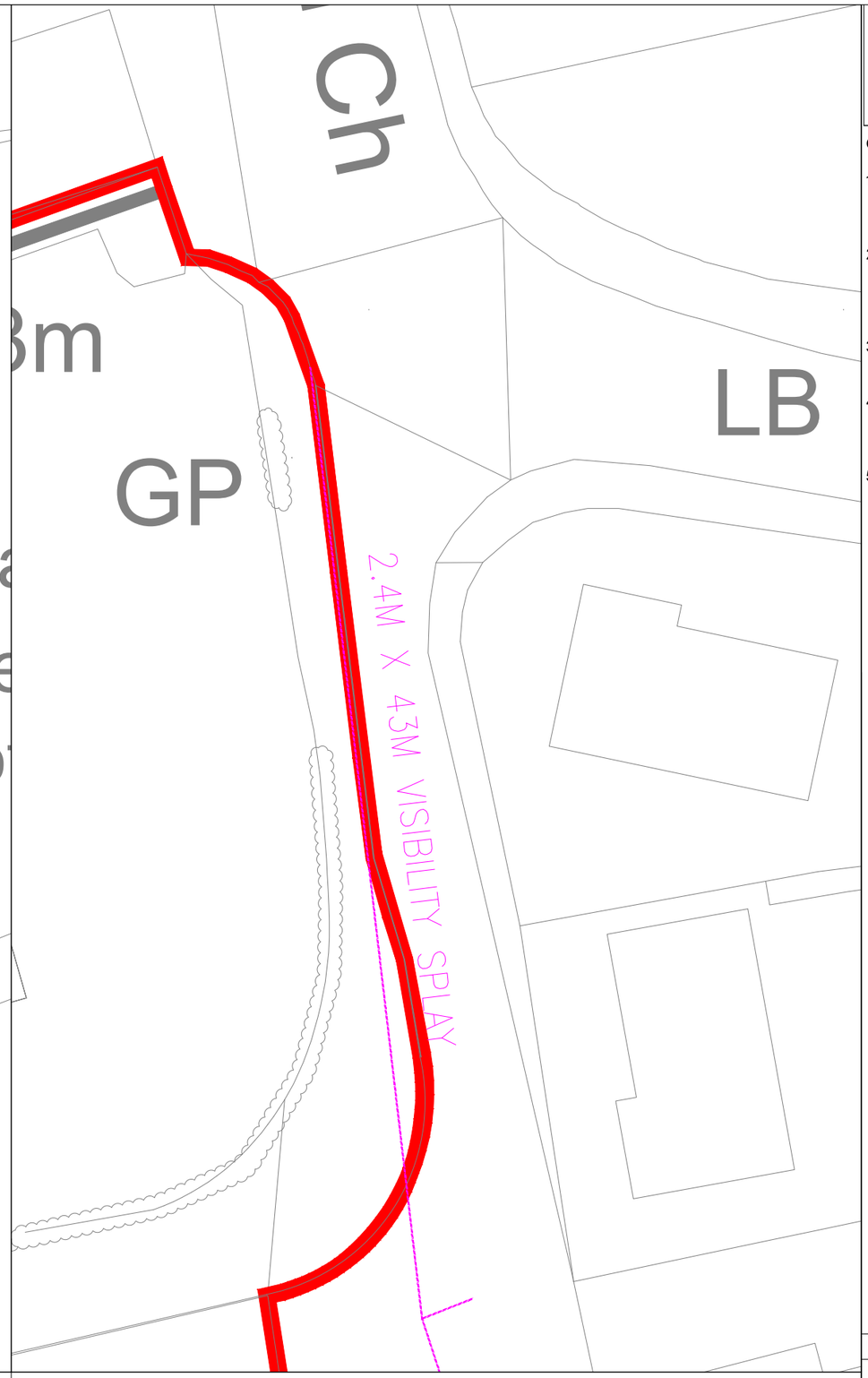
PRIMARY DIRECTION VISIBILITY SPLAY



SECONDARY DIRECTION VISIBILITY SPLAY

NORTH

Rev	Description	Date	By	App'd
P02	UPDATED SITE LAYOUT	25.04.23	LM	HC
P01	FIRST ISSUE	27.03.23	JH	HC

Project Name
TESS SQUARE, MARNHULL

Project Phase
PRELIMINARY

Title
COMMERCIAL ELEMENT
VISIBILITY SPLAY
ASSESSMENT

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Client
L Planning

Date Created	Drawn By	Approved By	Suitabilty Code
27.03.23	JH	HC	-

PBA Project Number	Scale	
106.0026	1:250	(AT A3)

PBA Drawing No:	Revison
106.0026-0004	P02

GENERAL NOTES

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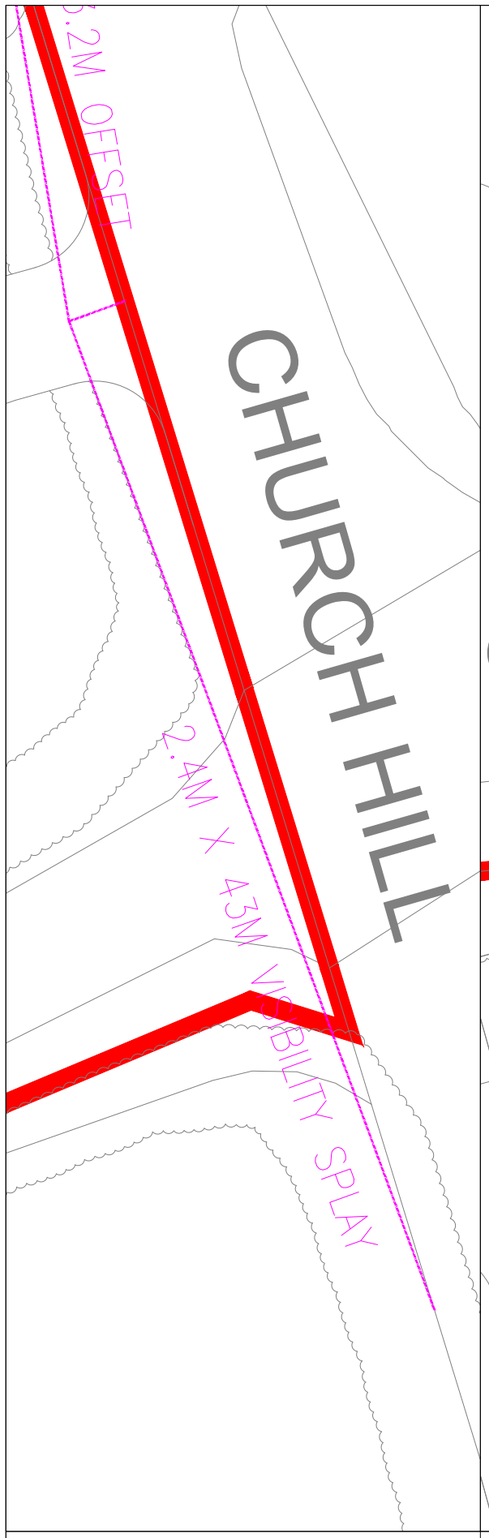

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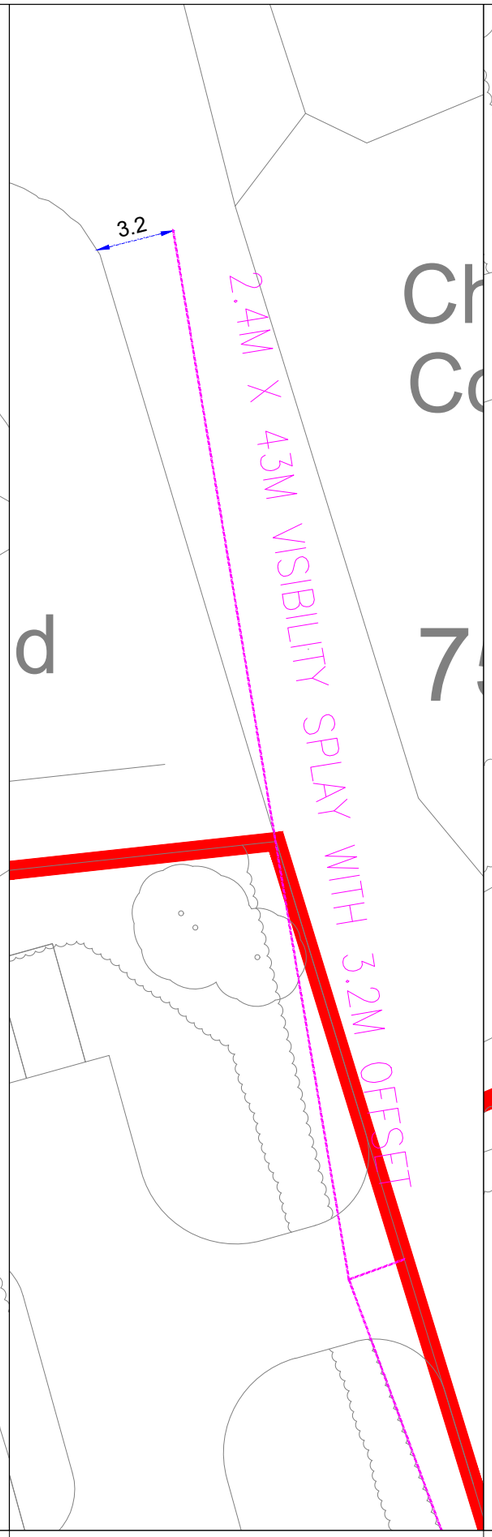

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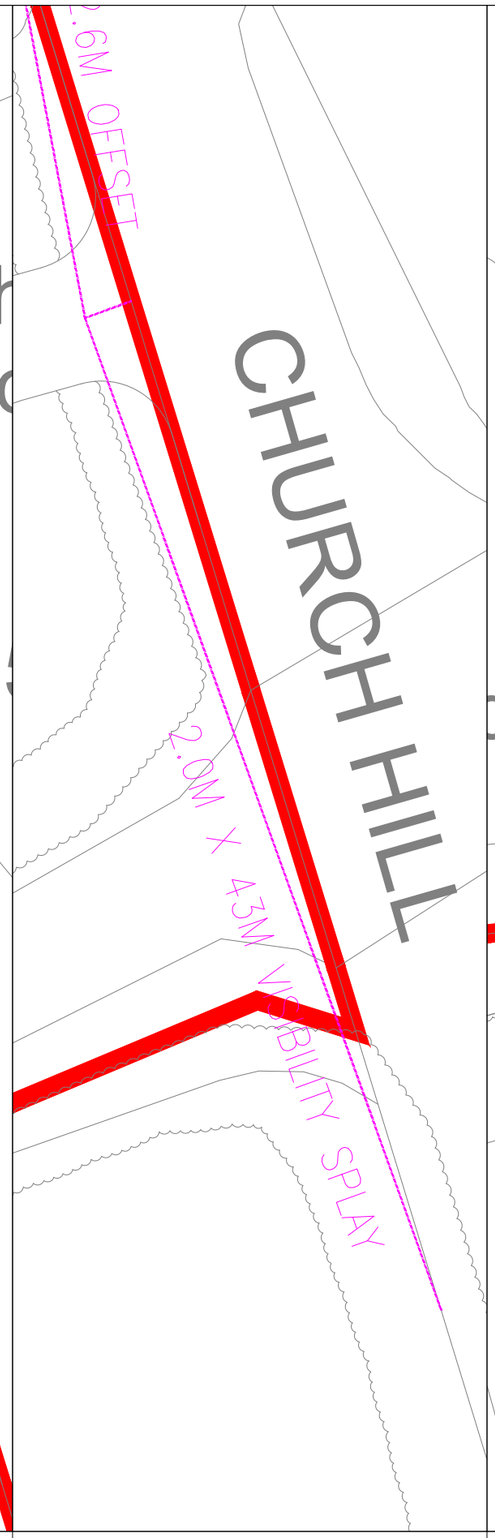

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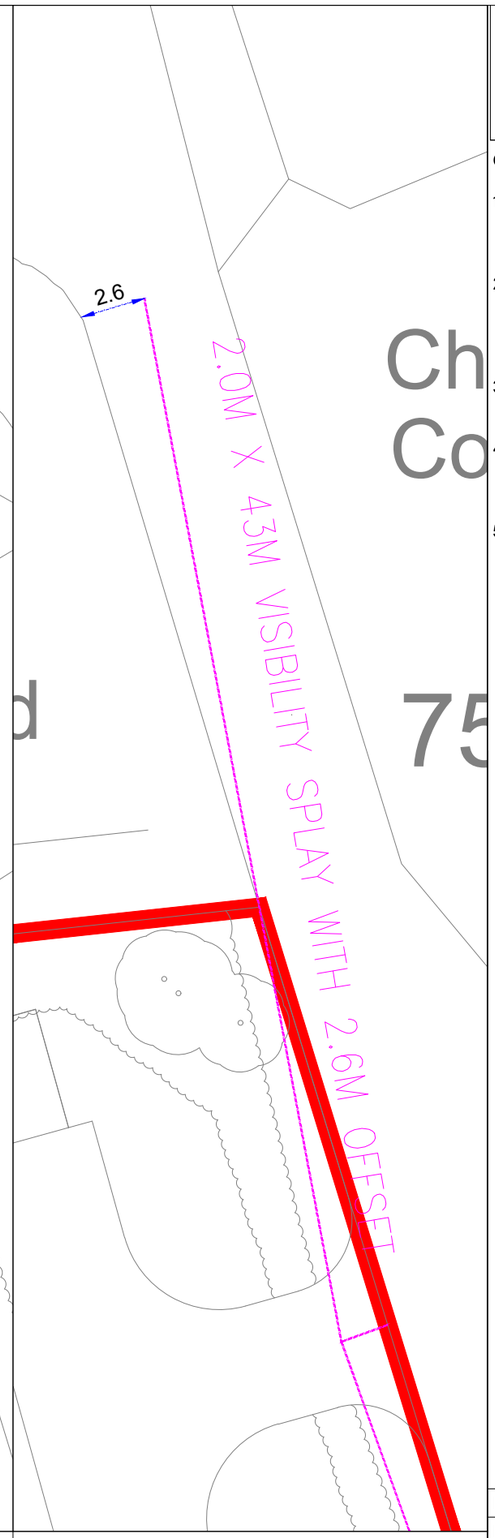

SECONDARY DIRECTION 2.0M WITH 2.6M OFFSET

NORTH

Rev	Description	Date	By	App'd
P02	UPDATED SITE LAYOUT	25.04.23	LM	HC
P01	FIRST ISSUE	27.03.23	JH	HC

Project Name
TESS SQUARE, MARNHULL

Project Phase
PRELIMINARY

Title
SCHOOL DROP-OFF ELEMENT
VISIBILITY SPLAY
ASSESSMENT

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Client
CL Planning

Date Created	Drawn By	Approved By	Suitabilty Code
27.03.23	JH	HC	-

PBA Project Number	Scale	
106.0026	1:250	(AT A3)

PBA Drawing No: 106.0026-0005

Revison: P02

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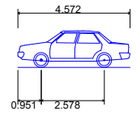
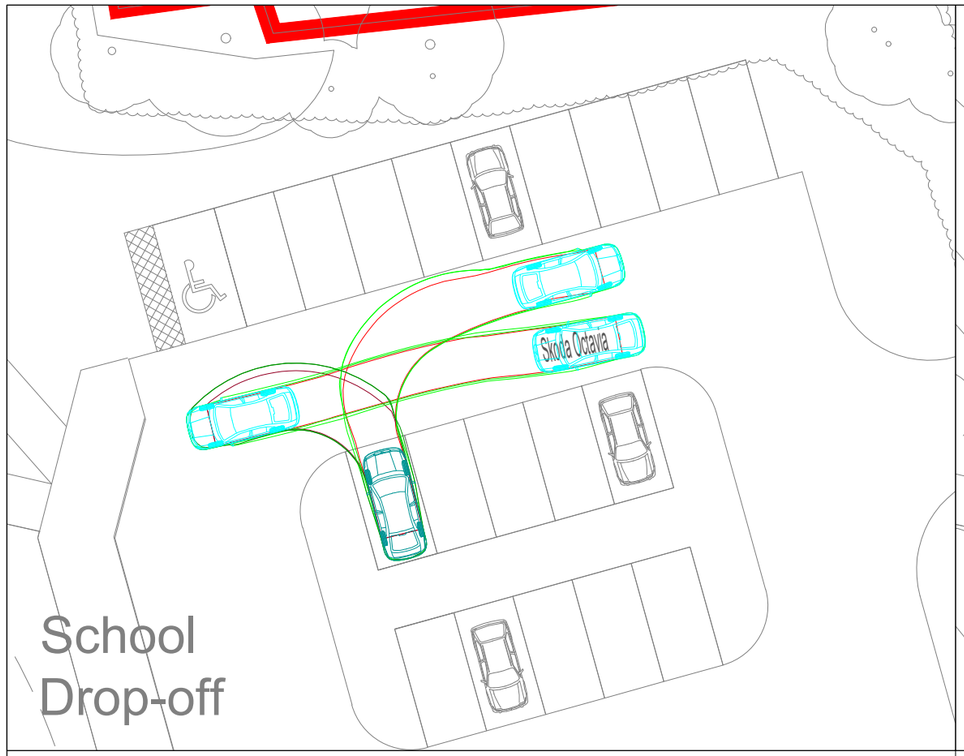
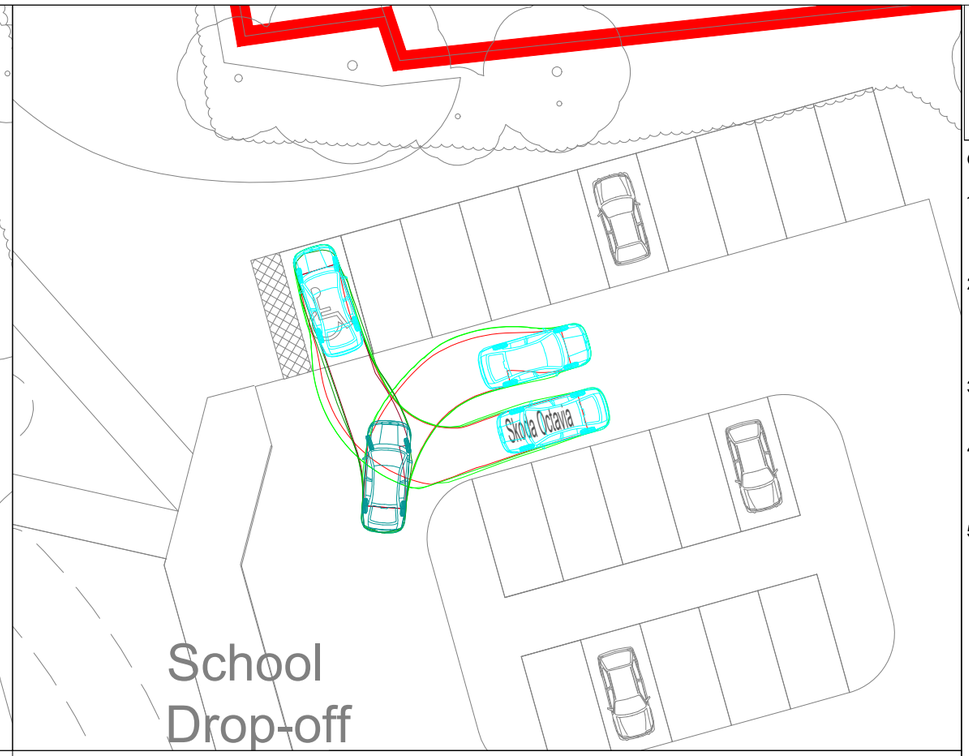
VEHICLE PROFILE



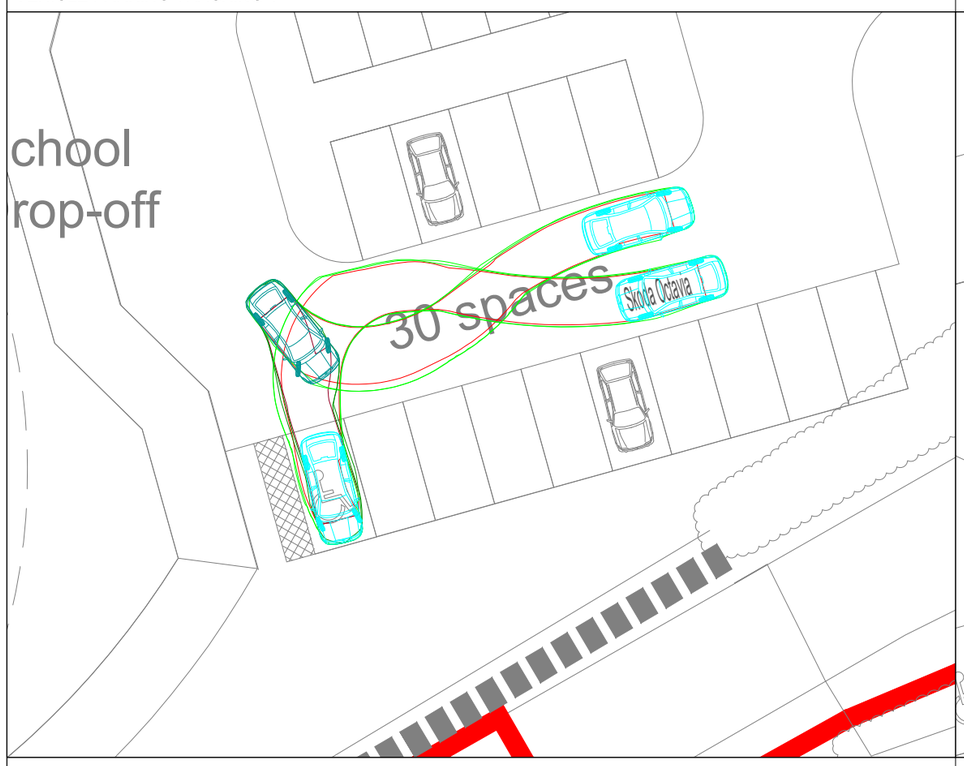
Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



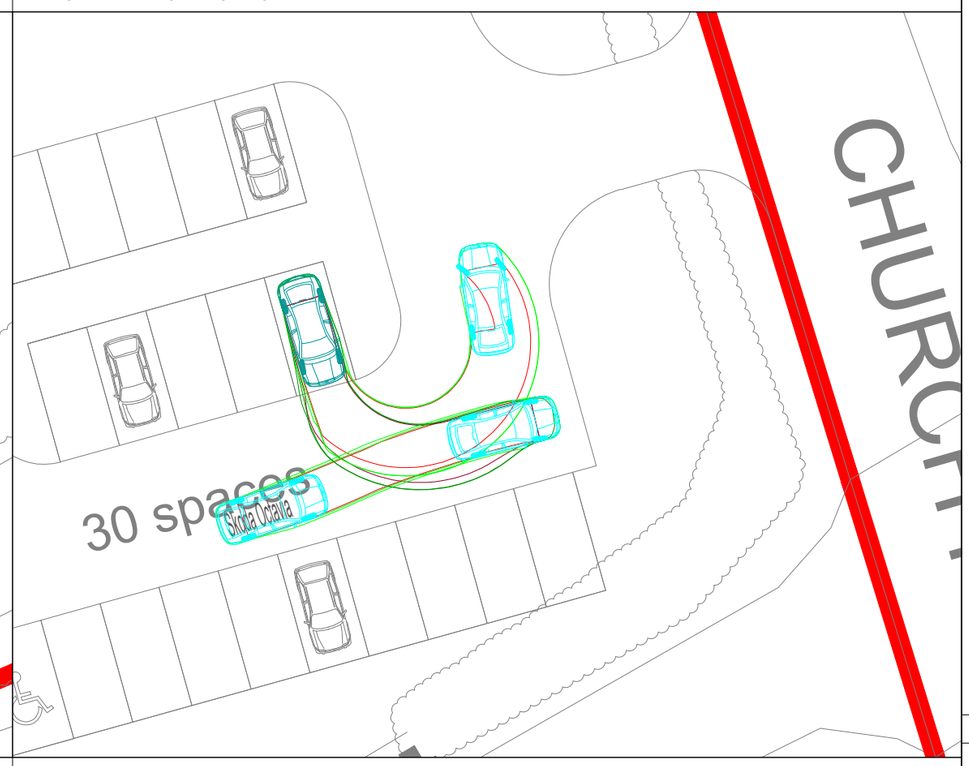
VEHICLE PARKING TRACKING 1



VEHICLE PARKING TRACKING 2



VEHICLE PARKING TRACKING 3



VEHICLE PARKING TRACKING 4

NORTH

Rev	Description	Date	By	App'd
P02	UPDATED SITE LAYOUT	25.04.23	LM	HC
P01	FIRST ISSUE	20.03.23	JH	HC

Project Name
TESS SQUARE, MARNHULL

Project Phase
PRELIMINARY

Title
SCHOOL DROP-OFF
VEHICLE PARKING SWEPT
PATH ANALYSIS

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01235 425460
info@paulbashamassociates.com www.paulbashamassociates.com

Client
CL Planning

Date Created	Drawn By	Approved By	Suitabilty Code
20.03.23	JH	HC	-

PBA Project Number	Scale	
106.0026	1:250	(AT A3)

PBA Drawing No:	Revison
106.0026-0007	P02

GENERAL NOTES

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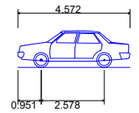
VEHICLE PROFILE



Skoda Octavia	
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Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
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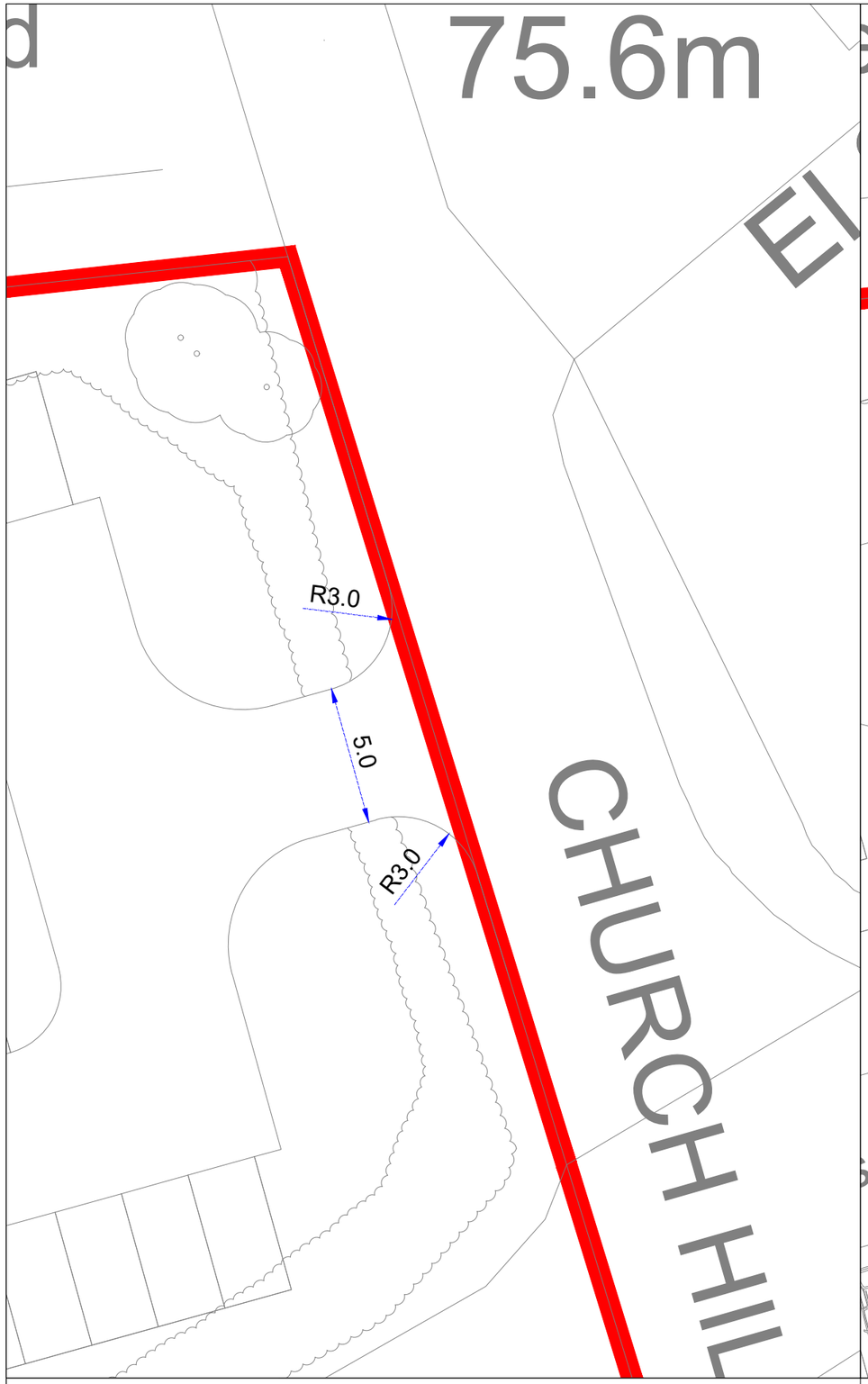
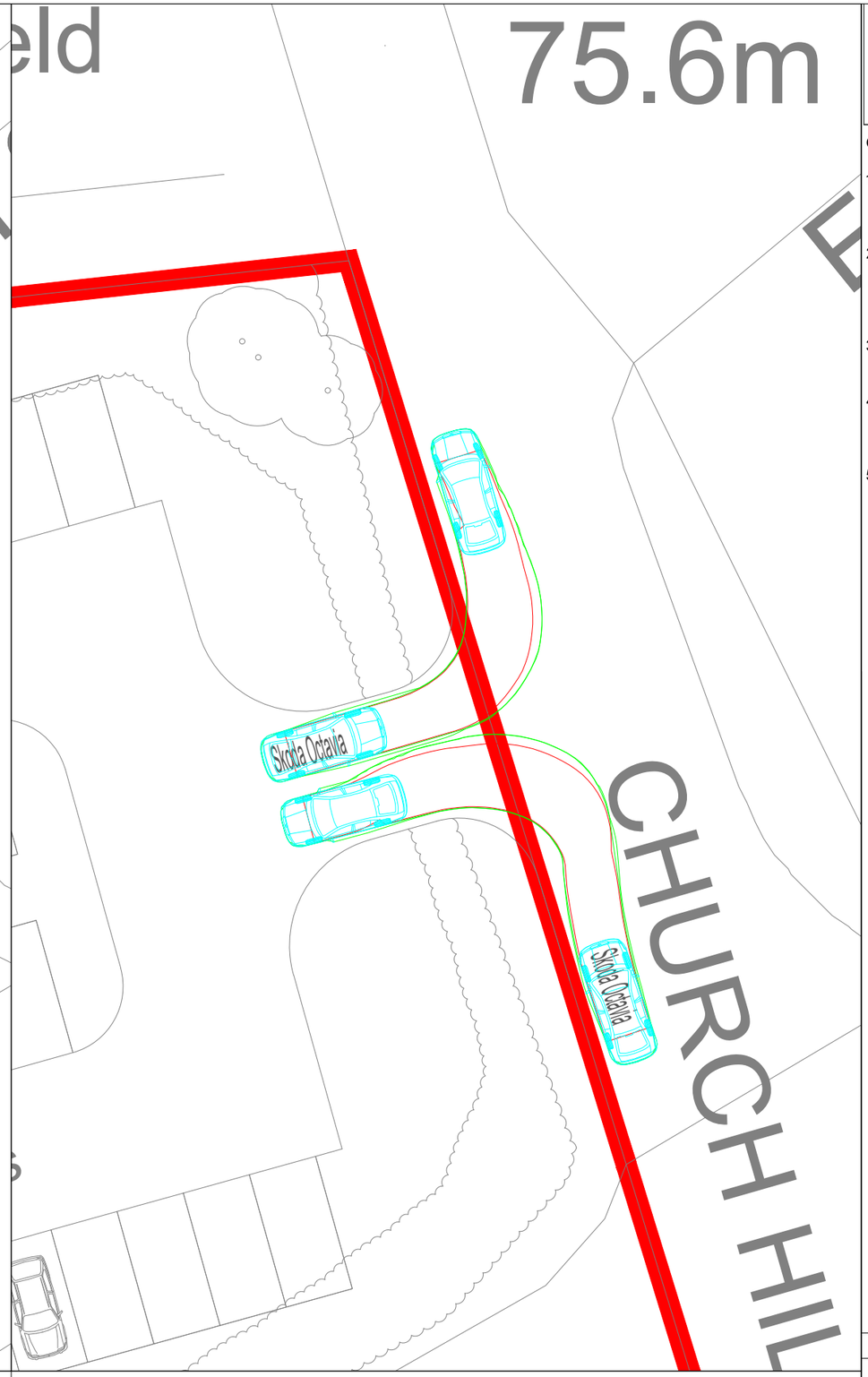


ACCESS GEOMETRIES



VEHICLE SWEPT PATH ANALYSIS ACCESS

NORTH

Rev	Description	Date	By	App'd
P02	UPDATED SITE LAYOUT	25.04.23	LM	HC
P01	FIRST ISSUE	27.03.23	JH	HC

Project Name
TESS SQUARE, MARNHULL

Project Phase
PRELIMINARY

Title
SCHOOL DROP-OFF ELEMENT ACCESS GEOMETRIES AND VEHICLE SWEPT PATH ANALYSIS

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info@paulbashamassociates.com www.paulbashamassociates.com

Client
CL Planning

Date Created	Drawn By	Approved By	Suitabilty Code
27.03.23	JH	HC	-

PBA Project Number	Scale
106.0026	1:250 (AT A3)

PBA Drawing No:	Revison
106.0026-0006	P02

Appendix C

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
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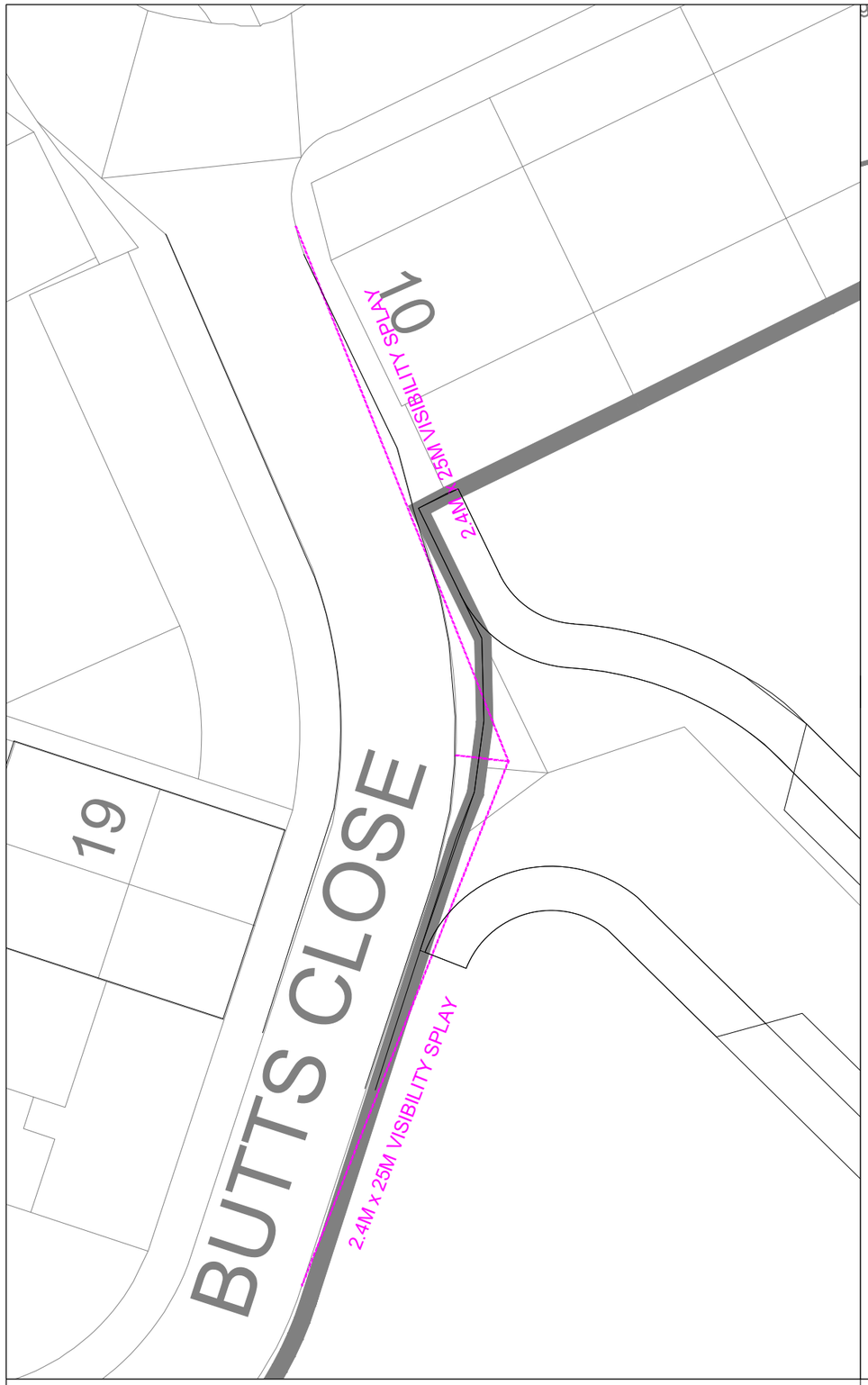
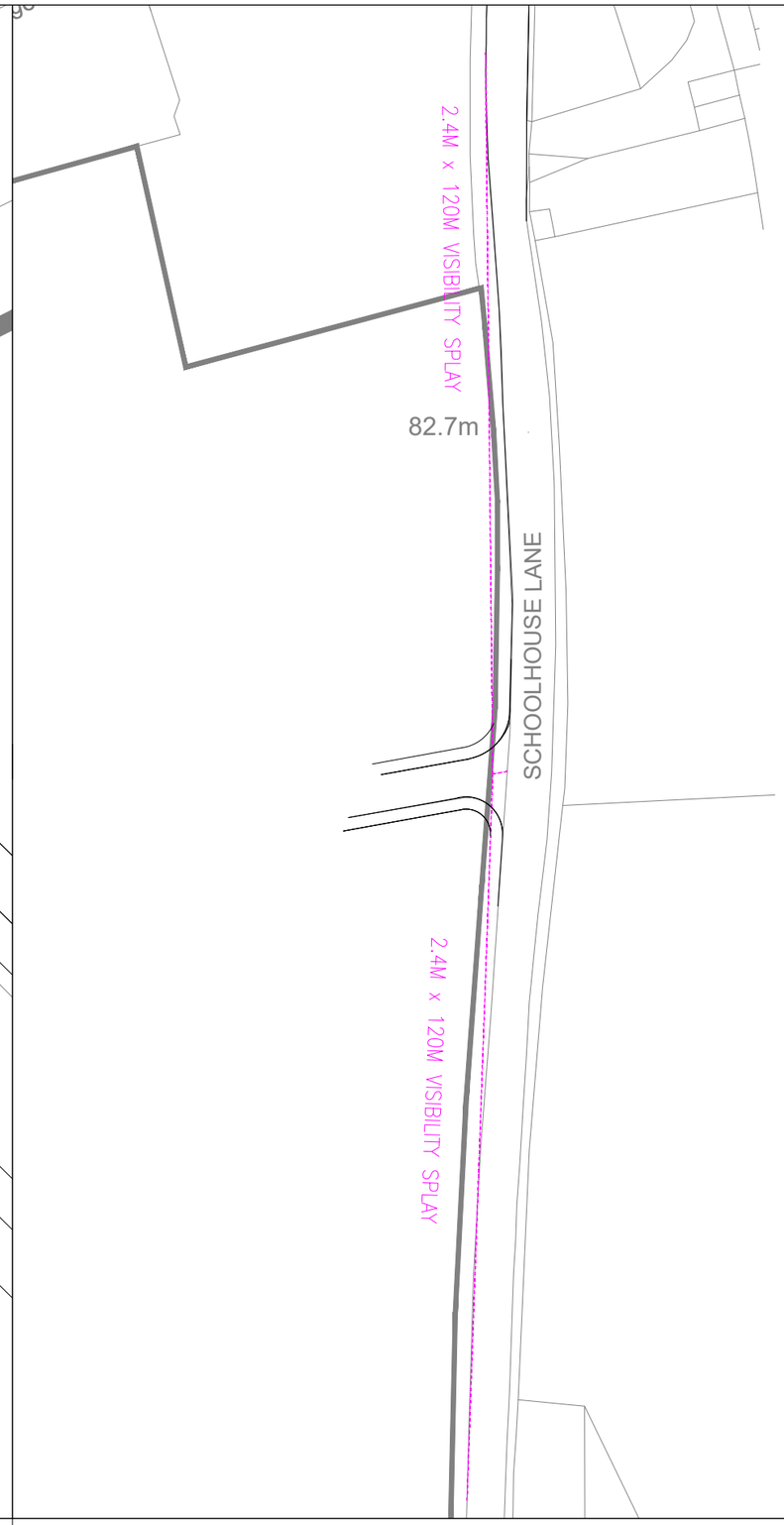


BUTTS CLOSE 2.4M x 25M SITE ACCESS VISIBILITY SPLAY (SCALE 1:250)



SCHOOLHOUSE LANE 2.4M x 120M SITE ACCESS VISIBILITY SPLAY (SCALE 1:1000)

NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	26.04.23	JH	HC

Project Name
BUTTS CLOSE, MARNHULL

Project Phase
PRELIMINARY

Title
PROPOSED SITE ACCESS VISIBILITY SPLAYS

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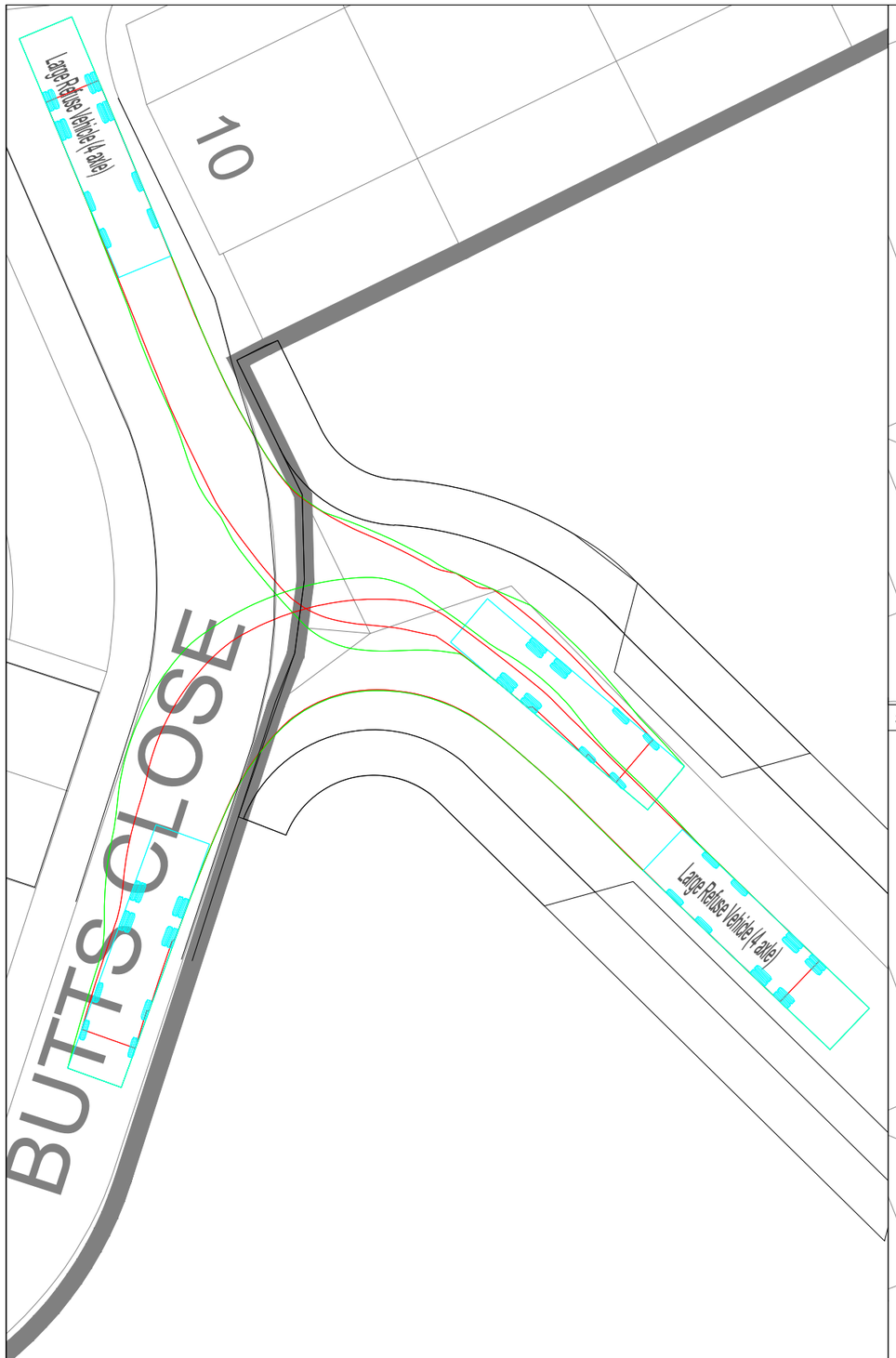
Client
CL Planning

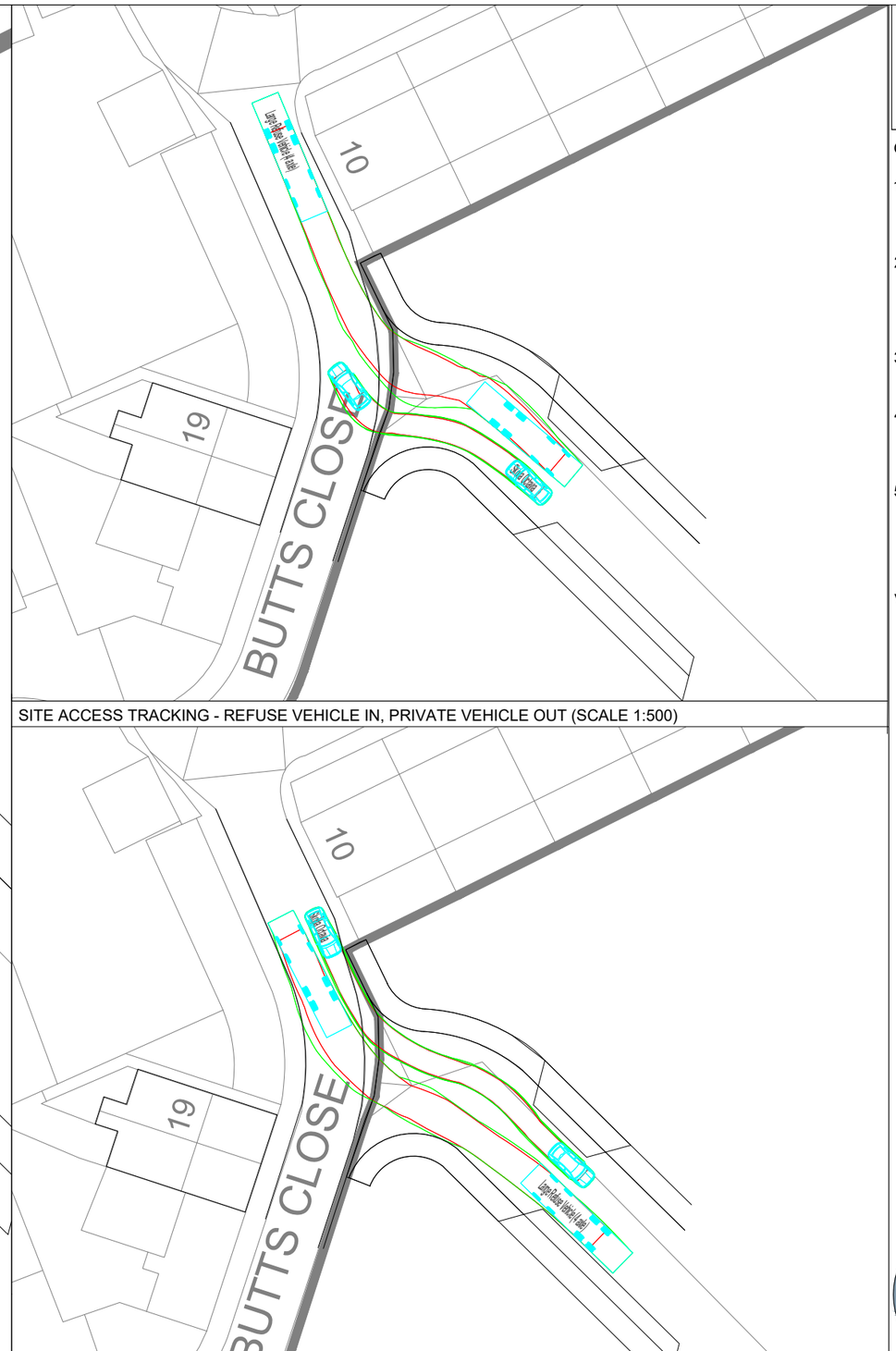
Date Created	Drawn By	Approved By	Suitabilty Code
26.04.23	JH	HC	-

PBA Project Number	Scale	
106.0026	AS SHOWN	(AT A3)

PBA Drawing No:	Revison
106.0026-0008	P01



REFUSE TRACKING LEFT IN, LEFT OUT (SCALE 1:250)



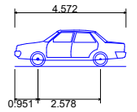
SITE ACCESS TRACKING - REFUSE VEHICLE IN, PRIVATE VEHICLE OUT (SCALE 1:500)

SITE ACCESS TRACKING - REFUSE VEHICLE OUT, PRIVATE VEHICLE IN (SCALE 1:500)

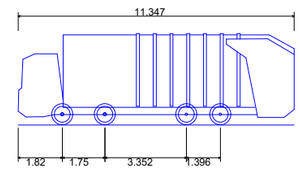
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

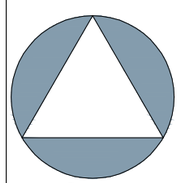
VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m



NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	26.04.23	JH	HC

Date Created	Drawn By	Approved By	Suitabilty Code
26.04.23	JH	HC	-

PBA Project Number	Scale
106.0026	AS SHOWN (AT A3)

Project Name
BUTTS CLOSE, MARNHULL

Project Phase
PRELIMINARY

Title
PROPOSED BUTTS CLOSE SITE ACCESS REFUSE VEHICLE & PRIVATE VEHICLE TRACKING

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Client
CL Planning

PBA Drawing No: 106.0026-0009

Revison P01

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
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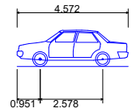
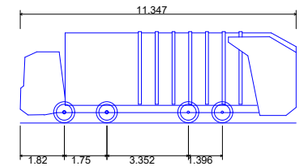
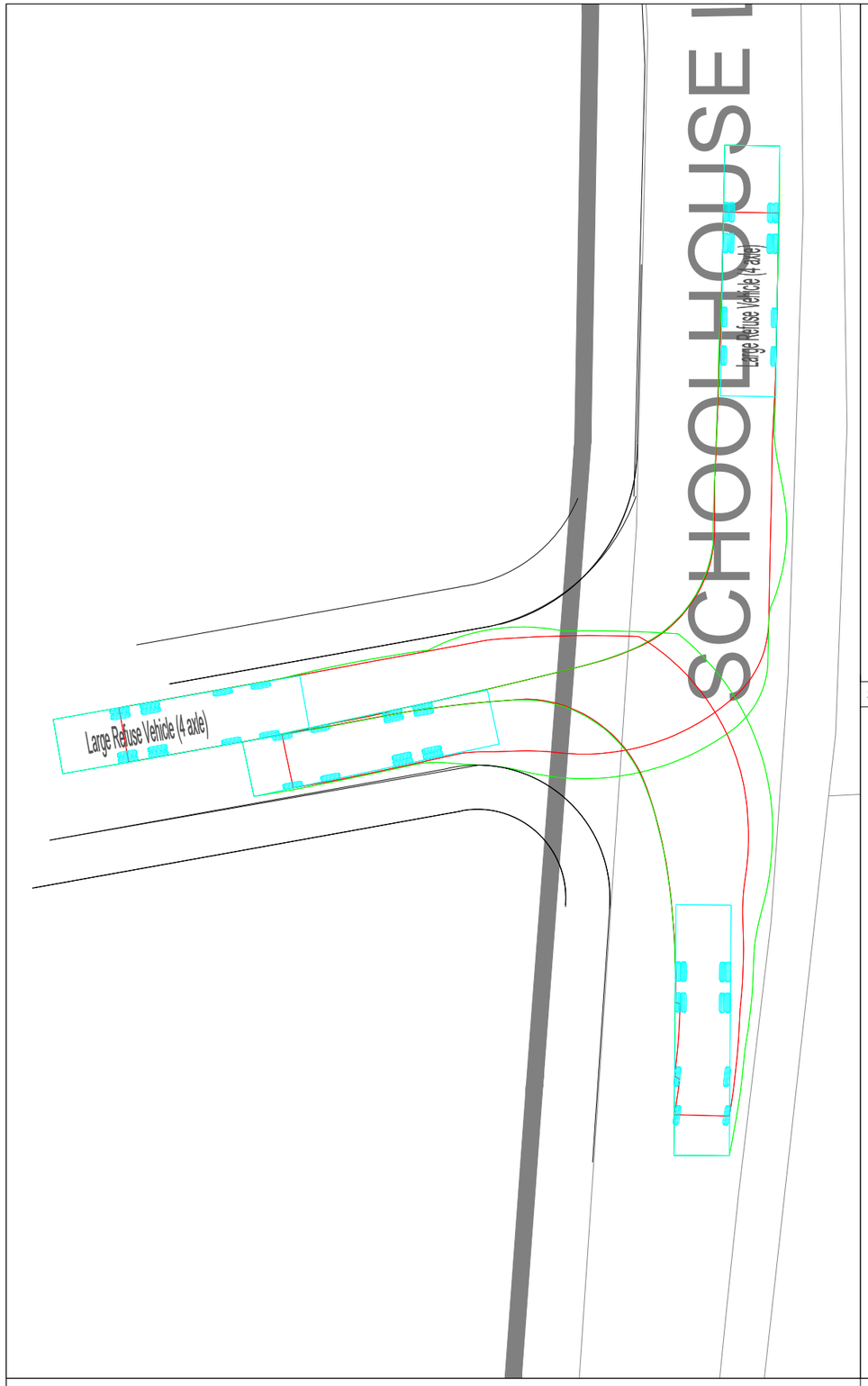
VEHICLE PROFILE



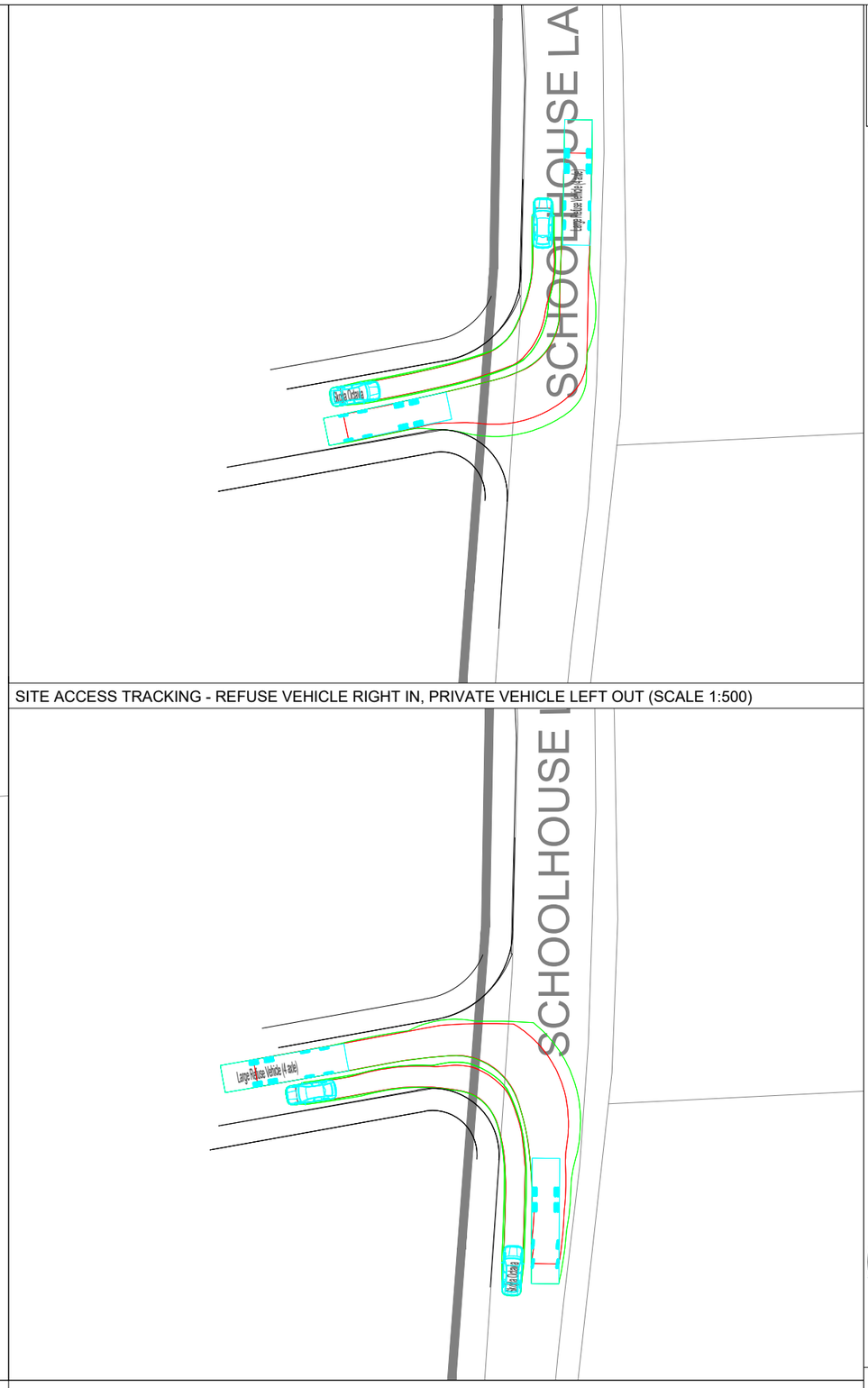
Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m



REFUSE TRACKING RIGHT IN, RIGHT OUT (SCALE 1:250)



SITE ACCESS TRACKING - REFUSE VEHICLE RIGHT IN, PRIVATE VEHICLE LEFT OUT (SCALE 1:500)

SITE ACCESS TRACKING - REFUSE VEHICLE RIGHT OUT, PRIVATE VEHICLE LEFT IN (SCALE 1:500)

NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	26.04.23	JH	HC

Date Created	Drawn By	Approved By	Suitabilty Code
26.04.23	JH	HC	-

PBA Project Number	Scale
106.0026	AS SHOWN (AT A3)

PBA Drawing No:	Revison
106.0026-0010	P01

Project Name
BUTTS CLOSE, MARNHULL

Project Phase
PRELIMINARY

Title
PROPOSED SCHOOLHOUSE LANE SITE ACCESS REFUSE VEHICLE & PRIVATE VEHICLE TRACKING

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Client
L Planning

Appendix D

Calculation Reference: AUDIT-247601-230428-0416

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:
06 WEST MIDLANDS
WO WORCESTERSHIRE 1 days

Primary Filtering selection:

Parameter: Gross floor area
Actual Range: 4780 to 4780 (units: sqm)
Range Selected by User: 800 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 27/04/22

Selected survey days:
Friday 1 days

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

Selected Location Sub Categories:
Residential Zone 1

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
E(a) 1 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:
25,001 to 50,000 1 days

Population within 5 miles:
125,001 to 250,000 1 days

Car ownership within 5 miles:
1.1 to 1.5 1 days

Petrol filling station:
PFS is present at the site and is included in the count 0 days
PFS is present at the site but is excluded from the count 0 days
There is no PFS at the site 1 days

Travel Plan:
No 1 days

PTAL Rating:
No PTAL Present 1 days

LIST OF SITES relevant to selection parameters

1 WO-01-A-02 WAITROSE WORCESTERSHIRE
LONDON ROAD
WORCESTER
RED HILL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 4780 sqm
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	4780	1.067	1	4780	0.858	1	4780	1.925
08:00 - 09:00	1	4780	2.134	1	4780	1.527	1	4780	3.661
09:00 - 10:00	1	4780	3.180	1	4780	2.280	1	4780	5.460
10:00 - 11:00	1	4780	4.331	1	4780	3.264	1	4780	7.595
11:00 - 12:00	1	4780	4.289	1	4780	3.975	1	4780	8.264
12:00 - 13:00	1	4780	5.293	1	4780	4.812	1	4780	10.105
13:00 - 14:00	1	4780	5.063	1	4780	5.607	1	4780	10.670
14:00 - 15:00	1	4780	3.912	1	4780	4.331	1	4780	8.243
15:00 - 16:00	1	4780	3.828	1	4780	4.603	1	4780	8.431
16:00 - 17:00	1	4780	4.582	1	4780	3.975	1	4780	8.557
17:00 - 18:00	1	4780	4.728	1	4780	4.707	1	4780	9.435
18:00 - 19:00	1	4780	3.724	1	4780	4.728	1	4780	8.452
19:00 - 20:00	1	4780	2.280	1	4780	3.180	1	4780	5.460
20:00 - 21:00	1	4780	1.109	1	4780	1.736	1	4780	2.845
21:00 - 22:00	1	4780	0.063	1	4780	0.418	1	4780	0.481
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			49.583			50.001			99.584

Parameter summary

Trip rate parameter range selected:	4780 - 4780 (units: sqm)
Survey date date range:	01/01/15 - 27/04/22
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-247601-230428-0419

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days

Primary Filtering selection:

Parameter:	Gross floor area
Actual Range:	186 to 500 (units: sqm)
Range Selected by User:	118 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 15/11/21

Selected survey days:

Monday	1 days
Tuesday	1 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2

Selected Location Sub Categories:

Residential Zone	2

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Not Known	2 days

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included
Population within 1 mile:

25,001 to 50,000	2 days

Population within 5 miles:

75,001 to 100,000	1 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	2 days

Secondary Filtering selection (Cont.):

Travel Plan:

Yes	1 days	
No	1 days	

PTAL Rating:

No PTAL Present	2 days	
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 ES-02-A-11 HOUSING COMPANY EAST SUSSEX
THE SIDINGS
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 186 sqm
Survey date: TUESDAY *17/11/15* *Survey Type: MANUAL*

2 GM-02-A-10 ACCOUNTANTS GREATER MANCHESTER
CHORLEY NEW ROAD
BOLTON
HEATON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 500 sqm
Survey date: MONDAY *19/04/21* *Survey Type: MANUAL*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	343	0.292	2	343	0.000	2	343	0.292
07:30 - 08:00	2	343	0.437	2	343	0.000	2	343	0.437
08:00 - 08:30	2	343	1.603	2	343	0.292	2	343	1.895
08:30 - 09:00	2	343	2.187	2	343	0.146	2	343	2.333
09:00 - 09:30	2	343	0.875	2	343	0.146	2	343	1.021
09:30 - 10:00	2	343	0.875	2	343	0.000	2	343	0.875
10:00 - 10:30	2	343	0.583	2	343	0.146	2	343	0.729
10:30 - 11:00	2	343	0.000	2	343	0.437	2	343	0.437
11:00 - 11:30	2	343	0.000	2	343	0.000	2	343	0.000
11:30 - 12:00	2	343	0.292	2	343	0.146	2	343	0.438
12:00 - 12:30	2	343	0.146	2	343	0.583	2	343	0.729
12:30 - 13:00	2	343	1.020	2	343	0.292	2	343	1.312
13:00 - 13:30	2	343	0.292	2	343	0.292	2	343	0.584
13:30 - 14:00	2	343	0.146	2	343	0.583	2	343	0.729
14:00 - 14:30	2	343	0.292	2	343	0.292	2	343	0.584
14:30 - 15:00	2	343	0.437	2	343	0.729	2	343	1.166
15:00 - 15:30	2	343	0.000	2	343	0.437	2	343	0.437
15:30 - 16:00	2	343	0.292	2	343	0.292	2	343	0.584
16:00 - 16:30	2	343	0.437	2	343	1.166	2	343	1.603
16:30 - 17:00	2	343	0.437	2	343	1.895	2	343	2.332
17:00 - 17:30	2	343	0.000	2	343	1.166	2	343	1.166
17:30 - 18:00	2	343	0.000	2	343	1.020	2	343	1.020
18:00 - 18:30	2	343	0.292	2	343	0.729	2	343	1.021
18:30 - 19:00	2	343	0.000	2	343	0.146	2	343	0.146
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			10.935			10.935			21.870

Parameter summary

Trip rate parameter range selected:	186 - 500 (units: sqm)
Survey date date range:	01/01/15 - 15/11/21
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

Calculation Reference: AUDIT-247601-230428-0450

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : K - CAFE
TOTAL VEHICLES

Selected regions and areas:
02 SOUTH EAST
WS WEST SUSSEX 1 days

Primary Filtering selection:

Parameter: Gross floor area
Actual Range: 87 to 87 (units: sqm)
Range Selected by User: 82 to 210 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 20/09/22

Selected survey days:
Wednesday 1 days

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

Selected Location Sub Categories:
High Street 1

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
E(b) 1 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:
20,001 to 25,000 1 days

Population within 5 miles:
125,001 to 250,000 1 days

Car ownership within 5 miles:
1.1 to 1.5 1 days

Travel Plan:
No 1 days

PTAL Rating:
No PTAL Present 1 days

LIST OF SITES relevant to selection parameters

1 WS-06-K-01 CAFÉ WEST SUSSEX
GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 87 sqm
Survey date: WEDNESDAY *11/05/22* *Survey Type: MANUAL*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	87	1.149	1	87	0.000	1	87	1.149
09:00 - 10:00	1	87	2.299	1	87	1.149	1	87	3.448
10:00 - 11:00	1	87	9.195	1	87	4.598	1	87	13.793
11:00 - 12:00	1	87	4.598	1	87	5.747	1	87	10.345
12:00 - 13:00	1	87	6.897	1	87	3.448	1	87	10.345
13:00 - 14:00	1	87	8.046	1	87	5.747	1	87	13.793
14:00 - 15:00	1	87	0.000	1	87	0.000	1	87	0.000
15:00 - 16:00	1	87	1.149	1	87	4.598	1	87	5.747
16:00 - 17:00	1	87	0.000	1	87	2.299	1	87	2.299
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			33.333			27.586			60.919

Parameter summary

Trip rate parameter range selected:	87 - 87 (units: sqm)
Survey date date range:	01/01/15 - 20/09/22
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-247601-230428-0436

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : M - VETERINARY SURGERY
TOTAL VEHICLES

Selected regions and areas:
06 WEST MIDLANDS
WK WARWICKSHIRE 1 days

Primary Filtering selection:

Parameter: Gross floor area
Actual Range: 496 to 496 (units: sqm)
Range Selected by User: 201 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/21

Selected survey days:
Friday 1 days

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

Selected Locations:
Edge of Town Centre 1

Selected Location Sub Categories:
Residential Zone 1

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
E(e) 1 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:
20,001 to 25,000 1 days

Population within 5 miles:
125,001 to 250,000 1 days

Car ownership within 5 miles:
1.1 to 1.5 1 days

Travel Plan:
No 1 days

PTAL Rating:
No PTAL Present 1 days

LIST OF SITES relevant to selection parameters

1 WK-05-M-01 VETERINARY SURGERY WARWICKSHIRE
EDWARD STREET
NUNEATON

Edge of Town Centre
Residential Zone
Total Gross floor area: 496 sqm
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	496	0.605	1	496	0.403	1	496	1.008
08:00 - 09:00	1	496	2.016	1	496	1.613	1	496	3.629
09:00 - 10:00	1	496	2.218	1	496	1.815	1	496	4.033
10:00 - 11:00	1	496	2.218	1	496	2.621	1	496	4.839
11:00 - 12:00	1	496	2.823	1	496	2.016	1	496	4.839
12:00 - 13:00	1	496	2.016	1	496	2.823	1	496	4.839
13:00 - 14:00	1	496	2.016	1	496	2.419	1	496	4.435
14:00 - 15:00	1	496	3.024	1	496	2.419	1	496	5.443
15:00 - 16:00	1	496	2.419	1	496	2.823	1	496	5.242
16:00 - 17:00	1	496	3.226	1	496	2.218	1	496	5.444
17:00 - 18:00	1	496	2.218	1	496	2.823	1	496	5.041
18:00 - 19:00	1	496	0.403	1	496	1.210	1	496	1.613
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			25.202			25.203			50.405

Parameter summary

Trip rate parameter range selected:	496 - 496 (units: sqm)
Survey date date range:	01/01/15 - 19/11/21
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-247601-230428-0435

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : J - DENTAL SURGERY
TOTAL VEHICLES

Selected regions and areas:
07 YORKSHIRE & NORTH LINCOLNSHIRE
WY WEST YORKSHIRE 1 days

Primary Filtering selection:

Parameter: Gross floor area
Actual Range: 120 to 120 (units: sqm)
Range Selected by User: 60 to 250 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 08/11/17

Selected survey days:
Monday 1 days

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

Selected Location Sub Categories:
Residential Zone 1

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
E(e) 1 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:
20,001 to 25,000 1 days

Population within 5 miles:
500,001 or More 1 days

Car ownership within 5 miles:
0.6 to 1.0 1 days

Travel Plan:
No 1 days

PTAL Rating:
No PTAL Present 1 days

LIST OF SITES relevant to selection parameters

1 WY-05-J-01 DENTAL SURGERY WEST YORKSHIRE
BURLEY ROAD
LEEDS

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 120 sqm
Survey date: MONDAY *19/10/15* *Survey Type: MANUAL*

TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	120	0.000	1	120	0.000	1	120	0.000
08:00 - 09:00	1	120	1.667	1	120	0.000	1	120	1.667
09:00 - 10:00	1	120	2.500	1	120	0.833	1	120	3.333
10:00 - 11:00	1	120	0.833	1	120	2.500	1	120	3.333
11:00 - 12:00	1	120	1.667	1	120	0.000	1	120	1.667
12:00 - 13:00	1	120	1.667	1	120	2.500	1	120	4.167
13:00 - 14:00	1	120	1.667	1	120	1.667	1	120	3.334
14:00 - 15:00	1	120	3.333	1	120	4.167	1	120	7.500
15:00 - 16:00	1	120	1.667	1	120	1.667	1	120	3.334
16:00 - 17:00	1	120	0.000	1	120	1.667	1	120	1.667
17:00 - 18:00	1	120	0.000	1	120	0.000	1	120	0.000
18:00 - 19:00	1	120	0.000	1	120	0.000	1	120	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.001			15.001			30.002

Parameter summary

Trip rate parameter range selected:	120 - 120 (units: sqm)
Survey date date range:	01/01/15 - 08/11/17
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-247601-230428-0448

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES

Selected regions and areas:
03 SOUTH WEST
BR BRISTOL CITY 1 days

Primary Filtering selection:

Parameter: Gross floor area
Actual Range: 770 to 770 (units: sqm)
Range Selected by User: 210 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 08/07/16

Selected survey days:
Tuesday 1 days

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

Selected Location Sub Categories:
Residential Zone 1

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
n/a 1 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:
20,001 to 25,000 1 days

Population within 5 miles:
250,001 to 500,000 1 days

Car ownership within 5 miles:
1.1 to 1.5 1 days

Petrol filling station:
Included in the survey count 0 days
Excluded from count or no filling station 1 days

Travel Plan:
No 1 days

PTAL Rating:
No PTAL Present 1 days

LIST OF SITES relevant to selection parameters

1 BR-01-I-01 LOCAL SHOPS BRISTOL CITY
BELLAND DRIVE
BRISTOL
WHITCHURCH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 770 sqm
Survey date: TUESDAY *22/09/15* *Survey Type: MANUAL*

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	770	8.312	1	770	7.273	1	770	15.585
08:00 - 09:00	1	770	8.312	1	770	7.792	1	770	16.104
09:00 - 10:00	1	770	10.779	1	770	11.039	1	770	21.818
10:00 - 11:00	1	770	10.390	1	770	10.390	1	770	20.780
11:00 - 12:00	1	770	8.571	1	770	8.312	1	770	16.883
12:00 - 13:00	1	770	9.740	1	770	9.351	1	770	19.091
13:00 - 14:00	1	770	8.961	1	770	9.870	1	770	18.831
14:00 - 15:00	1	770	8.831	1	770	8.831	1	770	17.662
15:00 - 16:00	1	770	9.610	1	770	10.519	1	770	20.129
16:00 - 17:00	1	770	11.169	1	770	8.701	1	770	19.870
17:00 - 18:00	1	770	11.169	1	770	11.558	1	770	22.727
18:00 - 19:00	1	770	8.701	1	770	9.740	1	770	18.441
19:00 - 20:00	1	770	9.481	1	770	9.610	1	770	19.091
20:00 - 21:00	1	770	5.195	1	770	5.844	1	770	11.039
21:00 - 22:00	1	770	2.857	1	770	3.247	1	770	6.104
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			132.078			132.077			264.155

Parameter summary

Trip rate parameter range selected:	770 - 770 (units: sqm)
Survey date date range:	01/01/15 - 08/07/16
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-247601-230428-0444

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
08 NORTH WEST
MS MERSEYSIDE 1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 9 to 9 (units:)
Range Selected by User: 6 to 10 (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: 01/01/15 to 13/11/18

Selected survey days:
Tuesday 1 days

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

Selected Location Sub Categories:
Development Zone 1

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
C3 1 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:
20,001 to 25,000 1 days

Population within 5 miles:
500,001 or More 1 days

Car ownership within 5 miles:
0.6 to 1.0 1 days

Travel Plan:
No 1 days

PTAL Rating:
No PTAL Present 1 days

LIST OF SITES relevant to selection parameters

1 MS-03-C-03 BLOCK OF FLATS MERSEYSIDE
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	1	9	0.222	1	9	0.222	1	9	0.444
08:00 - 09:00	1	9	0.000	1	9	0.111	1	9	0.111
09:00 - 10:00	1	9	0.222	1	9	0.222	1	9	0.444
10:00 - 11:00	1	9	0.000	1	9	0.000	1	9	0.000
11:00 - 12:00	1	9	0.000	1	9	0.000	1	9	0.000
12:00 - 13:00	1	9	0.000	1	9	0.000	1	9	0.000
13:00 - 14:00	1	9	0.222	1	9	0.222	1	9	0.444
14:00 - 15:00	1	9	0.000	1	9	0.000	1	9	0.000
15:00 - 16:00	1	9	0.000	1	9	0.000	1	9	0.000
16:00 - 17:00	1	9	0.556	1	9	0.556	1	9	1.112
17:00 - 18:00	1	9	0.444	1	9	0.444	1	9	0.888
18:00 - 19:00	1	9	0.111	1	9	0.111	1	9	0.222
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.777			1.888			3.665

Parameter summary

Trip rate parameter range selected:	9 - 9 (units:)
Survey date date range:	01/01/15 - 13/11/18
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0