

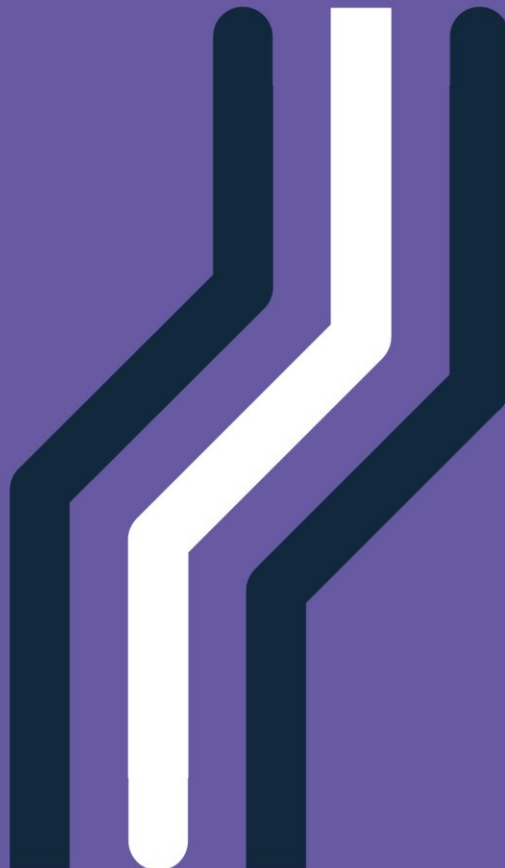


# Cole Easdon

## TRANSPORT STATEMENT

Proposed Residential Development, Reading Road,  
Burghfield Common, Berkshire on Behalf of  
T A Fisher & Sons Limited

Date: January 2022  
Issue No. 3



## DOCUMENT ISSUE RECORD

**Client:** T A Fisher & Sons Limited

**Project:** Proposed Residential Development, Reading Road, Burghfield Common, Berkshire

**Job Number:** 7740

**Document Title:** Transport Statement

Issue No.	1	2	3	
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Site Information Plan (by Twenty-20)

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## 1.0 INTRODUCTION

1.1 This *Transport Statement (TS)* has been prepared by Cole Easdon Consultants Limited (CE) on behalf of T A Fisher & Sons Limited to accompany a full planning application proposing a residential development of 32 dwellings at Reading Road, Burghfield Common, Berkshire. Refer to CE Plan 7740/201 [*Site Location Plan*] in Appendix 1.

### Scope of Study

1.2 This *TS* considers the traffic, transportation and highway implications associated with the proposed development, including matters specific to the local highway network, the accessibility of the site by sustainable modes of transport, the proposed access arrangement and parking provision, and the predicted vehicle trip generation.

1.3 The *TS* is structured as follows:

- Section 2.0 describes the site and surrounding highway network;
- Section 3.0 outlines the development proposals;
- Section 4.0 presents the accessibility and sustainability of the development site;
- Section 5.0 assesses the predicted development trip generation; and
- Section 6.0 summarises with discussion and conclusion.

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## 2.0 SITE DESCRIPTION & HIGHWAY NETWORK

### Site Description

- 2.1 The application site is currently undeveloped and is located adjacent to the northern settlement boundary of Burghfield Common. Refer to CE Plan 7740/201 [*Site Location Plan*] provided within Appendix 1.
- 2.2 The site is part of an allocated housing site as designated by the West Berkshire Local Plan and is located immediately to the west of the recently constructed development by Crest Nicholson (planning application references 16/1685/OUTMAJ and 19/00772/RESMAJ). This is a residential development of 28 dwellings with the application site proposing to provide 32 dwellings, which is the balance of the site allocation. The adjacent site's access road is currently a cul-de-sac (Regis Manor Road) which extends to the north-west of Reading Road, before turning 90 degrees to the south-west behind The Hollies Nursing Home which fronts Reading Road, before stopping at the eastern application site boundary.
- 2.3 To the south-east of the site is another small development comprising of four detached houses developed by Belgrave Homes. Other residential areas of Burghfield Common are situated to the south and south-west of the site, with the existing gardens bordering the application site.

### Local Highway Network

- 2.4 There are footways running alongside the access road, Regis Manor Road, on both sides. A footway extends to the south-west of its junction with Reading Road and stops at the end of the Crest Nicholson development frontage.
- 2.5 A pedestrian refuge island on Reading Road at this point allows pedestrians to cross safely to the footway on the southern side, which continues into Burghfield Common, connecting the site with existing facilities.
- 2.6 Regis Manor Road joins Reading Road via a recently constructed T junction, approved as part of planning applications 16/1685/OUTMAJ and 19/00772/RESMAJ. This junction is lit and benefits from good carriageway visibility.
- 2.7 Reading Road runs broadly on a north-east to south-west axis through Burghfield Common to the south-west. The village of Burghfield is located to the north-east, and the village of Mortimer

located to the south-west. Street lighting is provided along Reading Road in the vicinity of the site.

- 2.8 A 30mph speed limit exists on Reading Road, through Burghfield Common, to a point approximately 140m north-east of Regis Manor Road where a 40mph speed limit is in force until reaching Burghfield Village.
- 2.9 The town of Reading is located approximately 5.7km (3.5 miles) to the north-east of the site and is accessed via Reading Road and subsequently Burghfield Road. Burghfield Road crosses over the M4 motorway, to the east of Moto Reading Westbound services upon entering the west side of Reading.
- 2.10 The A4 Bath Road can be accessed by travelling north of the site along Reading Road. From here, the M4 can be accessed to the west and Reading town centre to the east.

#### **Personal Injury Accidents (PIAs)**

- 2.11 For PIA data, the Report has referred to the information provided by the Crashmap.co.uk website. Whilst Crashmap.co.uk does not contain full accident descriptions and causation factors, it does provide useful information relating to accident frequency, severity and vehicles involved.
- 2.12 The extent of the study area consists of the T-junction between Regis Manor Road and Reading Road as well as the surrounding area along Reading Road both to the north and to the south.
- 2.13 The most recent five-year period of data available from Crashmap.co.uk covers the period 1<sup>st</sup> January 2016 to 31<sup>st</sup> December 2020. During that period there were no personal injury accidents recorded within the study area.
- 2.14 CE has identified no deficiencies in the highway network and based on no accidents being recorded within the study area, CE considers that there are no highway safety issues or concerns that would be exacerbated by the proposed development.

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### 3.0 PROPOSED DEVELOPMENT

3.1 The planning application seeks full planning permission for a residential development consisting of 32 units. Refer to Drawing No. 02 [*Site Information Plan*] (by Twenty-20) in Appendix 2.

3.2 The 32 units are to be split as follows:

#### Affordable Units

- 3 No. one-bedroom apartments;
- 2 No. two-bedroom apartments;
- 6 No. two-bedroom houses; and
- 2 No. three-bedroom houses.

#### Private Units

- 1 No. two-bedroom house;
- 11 No. three-bedroom houses; and
- 7 No. four-bedroom houses.

#### **Proposed Means of Vehicular Access**

3.3 Access into the site will be provided by extending the existing access road into the site so that it serves both the application site and the adjacent development. Regis Manor Road connects with Reading Road via a T-junction to the east of the site. The junction benefits from good visibility, as approved by application 19/00772/RESMAJ and will not be materially impacted by the proposed development (refer to Section 5.0 of this Report).

3.4 The footway provided on the north side of Regis Manor Road will also be extended into the site, so that the site links with existing pedestrian infrastructure, including the pedestrian refuge crossing on Reading Road.

3.5 As shown on Drawing No. 02 [*Site Information Plan*] (by Twenty-20) in Appendix 2, the proposed access road narrows between plots 12 and 14, thus providing traffic calming in this area.

#### **Car Parking**

3.6 West Berkshire Council's *Housing Site Allocations DPD* (2006-2026) outlines the various parking standards for new residential developments. The application site is located within Zone 3 and has the following parking standards relevant to the site:

- 1.5 spaces for one-bedroom flats;



- 1.75 spaces for two-bedroom flats;
- 2 spaces for a two-bedroom house;
- 2.5 spaces for a three-bedroom house; and
- 3 spaces for a four-bedroom house.

In addition to this, there should be one visitor space for every five flats in the development.

- 3.7 Units 1-5 (the one- and two-bedroom apartments) have a total of eight parking spaces located south of the access road by the site entrance. There is an additional visitor space for these flats located opposite as required by the standards set out by West Berkshire. A further space next to this visitor parking space is also identified for use by either Plots 6 or 11 (an account of the 0.5 requirement for 3-bed dwellings).
- 3.8 Plots 7-10 as well as 24 & 25 make up the rest of the affordable housing in the site and have two allocated spaces each.
- 3.9 Plots 12 & 13, 17-23 and 26 & 27 are three-bedroom dwellings with Plot 23 being a 2-bed. As noted above, there is a requirement for each three-bed house to have 2.5 spaces, therefore in addition to allocated driveway and carport parking, there are three additional laybys along the road, identified for plots 12 & 13, 19 & 20, 21 & 22 and 26 & 27 (0.5 spaces for each of these dwellings).
- 3.10 Plots 14 and 32 (a three-bed and four-bed dwelling) have three allocated spaces, with one being a single carport space. The remainder of the plots (all four-bedroom dwellings) also have three spaces but are split differently. Plots 15 & 16 and 28-31 have a garage, carport and 2 additional driveway spaces.
- 3.11 This equates to a total of 77 car parking spaces in the site which is slightly higher than the standards set out by West Berkshire (76.5 spaces). Although this exceeds the requirements, it should allow for the layout to be clear of parked vehicles on the side of the road, and provides dedicated visitor parking spaces.

### Cycle Parking

- 3.12 West Berkshire Council's guidance on bicycle parking states that where garages are to be used for bicycle storage, the internal dimensions should be at least 3m x 6m. In addition, cycle storage for each dwelling should be conveniently located, allow for easy access and be secure.

- 
- 3.13 Similarly for flats, bicycle storage should be within a secure facility that is well lit, easy to access and situated in a convenient location for those residents using the facility.
- 3.14 As shown on Drawing No. 02 [*Site Information Plan*] (by Twenty-20) in Appendix 2, a lockable cycle store is proposed to the north of Units 1-5 for use by residents living in this block.
- 3.15 With respect to the proposed houses, bicycles will be stored in double garages for those plots that have one. The remainder of the plots will have access to a lockable cycle shed, situated in each garden.

#### **Refuse Collection Arrangements**

- 3.16 CE Plan 7740/202(B) [*Swept Path Analysis Large Refuse Vehicle*] provided in Appendix 1 demonstrates that a large refuse vehicle can navigate the site and then manoeuvre within the proposed turning head by plots 23-25. A bin collection point is proposed in the vicinity of Plot 32 which complies with the guidance in *Manual for Streets (MfS)* for maximum carry and reversing distances.
- 3.17 There is also a bin storage area for the apartments situated to the south of the car parking area for those respective dwellings at the site entrance.

## 4.0 ACCESSIBILITY & SUSTAINABILITY

4.1 This Section considers the accessibility of the site by sustainable modes of transport, specifically walking, cycling and public transport. It also identifies the locations of important day-to-day services and facilities such as schools and shops in relation to the site and considers how these facilities can be reached by sustainable modes of transport.

### Access to Key Services

4.2 A number of local facilities can be found in close proximity to the proposed development. Table 4.1 summarises the distance to the nearest amenities, by type, including education, health facilities, retail and railway stations.

**Table 4.1: Approximate Distances to Local Services from the Proposed Development Site**

Description	Approx. Distance from Site by car	Approx. Distance from Site for walking/cycling	Local Service
Convenience Store	1.6km (1.0 miles)	1.6km (1.0 miles)	Tesco Express, Reading Road, RG7 3JB
	1.7km (1.1 miles)	1.6km (1.0 miles)	Co-op Food, 31-33 Clayhill Road, RG7 3HF
	450m (0.3 miles)	450m (0.3 miles)	The Fruit Shop – Greengrocer, Reading Road, RG7 3BL
Post Office	1.4km (0.8 miles)	1.4km (0.8 miles)	Burghfield Common Post Office, 1 Recreation Road, RG7 3EN
Public House/ Bar	1.3km (0.8 miles)	1.3km (0.8 miles)	The Hatch Gate Inn, Reading Road, RG30 3TH
Schools	1.9km (1.2 miles)	1.9km (1.2 miles)	Mrs. Bland’s Infant School, Jordan’s Lane, RG7 3LP
	1.6km (1.0 miles)	1.6km (1.0 miles)	Garland Junior School, 46 Clayhill Road, RG7 3HG
	1.7km (1.1 miles)	1.7km (1.0 miles)	The Willink School, School Lane, RG7 3XJ
Hairdresser	450m (0.3 miles)	450m (0.3 miles)	Worthingtons The Salon, Reading Road, RG7 3BL
ATM	1.2km (0.7 miles)	1.2km (0.7 miles)	Esso Pinewood, Reading Road, RG7 3EH
Dentist	750m (0.5 miles)	750m (0.5 miles)	Burghfield Common Dental Practice, Auclum Green, RG7 3YU
Doctors/ GP	700m (0.4 miles)	700m (0.4 miles)	Burghfield Health Centre, Burghfield Common, RG7 3YJ
Pharmacy	650m (0.4 miles)	650m (0.4 miles)	Burghfield Pharmacy, Reading Road, RG7 3YJ

Description	Approx. Distance from Site by car	Approx. Distance from Site for walking/cycling	Local Service
Hospital	11.0km (6.8 miles)	10.1km (6.3 miles)	Royal Berkshire Hospital, London Road, RG1 5AN
Library	1.8km (1.1 miles)	1.7km (1.1 miles)	Burghfield Common Library, School Lane, RG7 3JZ
Leisure Centre	2.1km (1.3 miles)	2.0km (1.2 miles)	Willink Leisure Centre, Hollybush Lane, RG7 3XP
Railway Station	6.2km (3.8 miles)	4.2km (2.6 miles)	Mortimer Station, Stratfield Mortimer, RG7 3NY
	4.8km (3.0 miles)	4.8km (3.0 miles)	Theale Station, Theale, RG7 4AG

4.3 Table 4.1 shows that virtually all of the identified amenities can be reached within the 2.0km threshold distance for walking (and thus within the 5.0km threshold for cycling). The only exceptions to this are the nearest hospital and the identified railway stations, which have approximate journey times of 50 minutes, 21 minutes and 24 minutes by bicycle<sup>1</sup> respectively.

#### Walking and Cycling network

- 4.4 Reading Road provides a direct walking route towards the facilities located in Burghfield Common via a footway on the south side of the road.
- 4.5 In addition to serving as a walking route, Reading Road provides access to the majority of cycle routes around Burghfield Common and the surrounding area, for example to Hosehill Lake and Silchester Roman Ruins.
- 4.6 To the south of the site, Auclum Lane provides access to a public footpath leading through Wokefield Common Nature Reserve towards Mortimer. Alternatively, this route can be accessed via Hollybush Lane off the southern end of Reading Road.
- 4.7 Reading Road also provides access to Auclum Green, to the south of Holmdene bus stop, which acts as another walking or cycle route around the green itself or as a cut through to the green space to the south of Tarragon Way.
- 4.8 Along Reading Road, opposite Bunces Lane, is a footpath leading north towards Clayhill Road which provides access to additional bus stops, convenience store and Garland Junior School.

<sup>1</sup> At 12kph (7.5mph) as recommended by the DfT

### Public Transport – Bus

- 4.9 Reading Road provides access to buses going towards Reading town centre in the north and the village of Mortimer to the south. There are three pairs of bus stops within close proximity of the site along Reading Road which are Highwoods Lodge to the north and Mans Hill and Holmdene to the south. The closest bus stop is Highwoods Lodge situated approximately 120m north along Reading Road from Regis Manor Road.
- 4.10 These bus stops all run off one singular bus passing through which is the 2a lime bus from Reading Buses. A summary of bus services is provided within Table 4.2.
- 4.11 An additional 2 lime bus service can be accessed via Burghfield Common Village Hall bus stop 1.4km (0.9 miles) from the entrance to Regis Manor Road. This bus has a similar route to the 2a lime and will need to be used in conjunction with the 2a bus on Sundays.
- 4.12 Please be aware that the information is correct as of December 2021, but may be different by the time the proposed development is implemented.

**Table 4.2: Local Bus Services in Close Proximity to the Development Site**

Service No.	Route	Typical Frequency	Bus Stop
2a lime Reading Buses	Mortimer – Burghfield Common – Horncastle – Reading Town Centre	WEEKDAYS - 05:55-00:00 Every 60-90 mins SATURDAYS - 08:20-00:00 Every 60 mins SUNDAYS & PUBLIC HOLIDAYS - No Service	Highwoods Lodge
	Reading Town Centre – Southcote – Burghfield Common – Mortimer	WEEKDAYS - 05:45-21:29 Every 60 mins SATURDAYS - 08:40-21:29 Every 60 mins SUNDAYS - 09:00-19:28 Every 60 mins PUBLIC HOLIDAYS - No Service	
2 lime Reading Buses	Mortimer <sup>1</sup> – Burghfield Common – Horncastle – Reading Town Centre	WEEKDAYS - 05:25-20:33 Every 60-80 mins SATURDAYS - 07:20-21:08 Every 60 mins SUNDAYS - 09:26-19:53 Every 60 mins PUBLIC HOLIDAYS - No Service	Village Hall
	Reading Town Centre – Southcote – Burghfield Common – Mortimer	WEEKDAYS - 04:55-23:29 Every 60 mins SATURDAYS - 06:40-23:29 Every 60 mins SUNDAYS & PUBLIC HOLIDAYS - No Service	

<sup>1</sup> Mortimer not included on the Sunday service. This route begins at Burghfield Common.

- 4.13 Connections can be made in Reading town centre onto other local bus services in Reading (such as to the train station and Royal Berkshire Hospital), and to frequent longer distance services to Maidenhead, Wokingham, Bracknell, Newbury, Oxford, Slough and London.

#### Public Transport – Rail

- 4.14 The nearest railway station to the proposed development site is Mortimer Station, located east of Mortimer Common. It is situated approximately 4.2km (2.6 miles) to the south-east of the site and offers services to Reading and Basingstoke. The station can be accessed by either riding the 2 or 2a lime bus into Mortimer Common and walking the remainder of the distance to the station (an approximate 35 minutes' walk across 2.7km), or it can be reached in approximately 21 minutes by bicycle from the application site. Train services are operated by Great Western Railway (GWR). Table 4.3 provides a summary of rail services from Mortimer.

**Table 4.3: Summary of Rail Services from Mortimer**

Destination	Typical Journey Time	Typical Frequency	Weekend Services
Reading	11 minutes	2 trains per hour	Sat: 2 trains per hour Sun: 1 train per hour
Basingstoke	13 minutes		

- 4.15 Alternatively, Theale Station, situated 4.8km (3.0 miles) to the north of Burghfield, provides services along the Reading to Newbury line as well as the London Paddington to Bedwyn line. Theale Station can be accessed via the 2a lime bus into Reading Town Centre followed by the 1 jet-black bus service to Theale, or by a 24 minutes' bicycle journey from the development site. Train services are operated by GWR with Table 4.4 providing a summary of the rail services from Theale.

**Table 4.4: Summary of Rail Services from Theale**

Destination	Typical Journey Time	Typical Frequency	Weekend Services
Newbury	20 minutes	2 trains per hour	Sat: 2 trains per hour Sun: 1 train per hour
Reading	10 minutes		
London Paddington	40 minutes		Sat: 2 trains per hour Sun: 1 train every 2 hours

- 4.16 Connections can be made at Reading onto services towards Swindon, Oxford, Dorset, South Wales, the West of England and the South West.

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4.17 As shown in Tables 4.3 and 4.4, there are frequent train services into nearby Reading as well as Basingstoke, Newbury and London Paddington.

**Summary**

4.18 This Section has demonstrated that the proposed development site benefits from being located within an accessible location, with a number of local facilities available via a reasonable walking or cycle distance. Bus services link the site to Reading Town Centre where there are ample employment and retail opportunities.

4.19 As such, future residents will be able to access retail, leisure and employment centres using sustainable modes of travel and will not be totally reliant on a private car.

## 5.0 TRIP GENERATION

- 5.1 This Section of the Report considers the existing and future vehicular trip generation associated with the site. Trip rates have been based on the TRICS database (version 7.8.3), using the TRICS category '*Residential - Mixed Private / Affordable Housing*'.
- 5.2 During the filtering process, sites with more than 100 dwellings and/or located on the edge of town centre were removed. The TRICS survey selection included sites within England (excluding London), Wales and Scotland. In addition, public transport was filtered so that sites with more than 75 buses over a 12-hour period (07:00-19:00), which equates to around three buses an hour, were removed. This resulted in 17 sites being available after the initial filtering process.
- 5.3 Each survey site was assessed individually, resulting in nine sites being removed from the selection for the following reasons:
- one site was surveyed when COVID-19 restrictions were in force;
  - three sites were in settlements of a larger size than Burghfield Common;
  - one site was located too close to the town centre; and
  - four sites were situated in settlements not comparable with Burghfield Common e.g. Caravan Parks.
- 5.4 The assessment and filtering process resulted in eight survey sites being selected from the TRICS database with comparable characteristics to Reading Road, Burghfield Common.
- 5.5 The TRICS analysis resulted in predicted vehicle trip generation rates which are summarised in Table 5.1 for the weekday AM (08:00-09:00) and PM (17:00-18:00) peak hour periods, and for a 12-hour day (07:00-19:00). Table 5.2 provides the corresponding predicted trip generation for 32 dwellings. Full TRICS outputs are contained within Appendix 3.

**Table 5.1: Vehicle Trip Generation Rates for Proposed Residential Development (per dwelling)**

Mixed Private / Affordable	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0.138	0.317	0.455
PM Peak Hour (17:00-18:00)	0.270	0.137	0.407
12-hour Day (07:00-19:00)	2.216	2.289	4.505



**Table 5.2: Predicted Volume of Vehicle Trips for Proposed Residential Development (32 dwellings)**

Mixed Private / Affordable	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	4 vph	10 vph	14 vph
PM Peak Hour (17:00-18:00)	9 vph	4 vph	13 vph
12-hour Day (07:00-19:00)	71 vpd	73 vpd	144 vpd

vph = vehicles per hour    vpd = vehicles per day

5.6 Table 5.2 above suggests that a total of 14 two-way movements could be generated during the AM peak hour and 13 during the PM peak hour. This is unlikely to materially impact the existing junction or the local highway network, therefore, no further analysis is deemed necessary.

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## 6.0 SUMMARY & RECOMMENDATIONS

6.1 This *TS* has been prepared by CE to accompany a full planning application proposing a residential development at Reading Road, Burghfield Common, Berkshire.

6.2 In accordance with relevant transport planning policy, this *TS* has considered the highway, traffic and transportation issues associated with the proposed development and its findings are as follows:

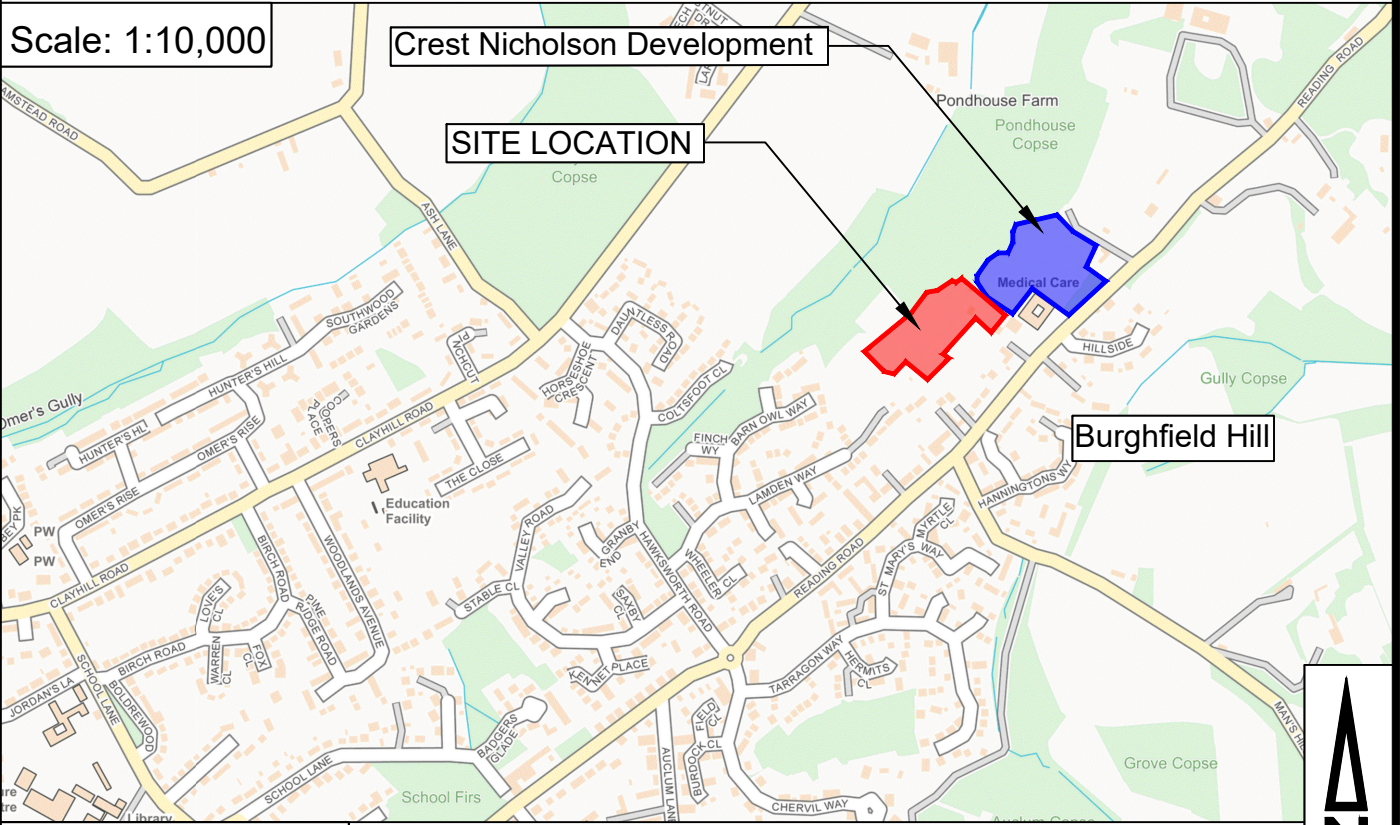
- the existing development site is comprised of undeveloped land and will be re-developed into a residential site for 32 dwellings;
- access to the site will be via the recently constructed T-junction where Regis Manor Road joins Reading Road;
- there have been no recorded personal injury accidents at this T-junction or along Reading Road in the vicinity of the junction within the last five years;
- car and cycle parking will be provided in accordance with West Berkshire Council's parking standards;
- swept path analysis shows the proposed layout allows for refuse vehicles to manoeuvre within the proposed turning head and bin collection points comply with guidance in MfS;
- the site occupies a sustainable location where residents have access to key services in Burghfield Common and bus services into Reading; and
- TRICS analysis predicts that only a modest number of vehicle movements will be generated by the proposed development during the network peak hours.

6.3 Based on the information provided above, and when assessing the proposal in the context of the *National Planning Policy Framework (2021)*, it is concluded that there will be no severe residual cumulative impacts resulting from the development nor an unacceptable impact on highway safety and that, accordingly, this application should not be prevented or refused on highway grounds.

Cole Easdon Consultants Limited  
January 2022

# Appendix 1





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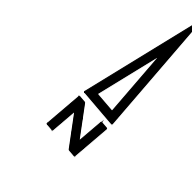
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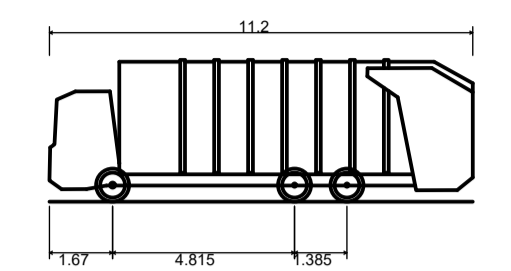
Job Title: Reading Road Burghfield Common Reading Berkshire	Client: T A Fisher & Sons Limited
Drawing Title: Site Location Plan	Drawn By: CH
	Checked By: CGC
	Date Drawn: Nov 2021
	Drawing No. Plan 7740/201

DRAWING STATUS: CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK	FOR COMMENT	
	FOR PLANNING	
	FOR TENDER	
	FOR APPROVAL	
	FOR CONSTRUCTION AS BUILT	
Scale		As Shown (A4)
Revision		-





REFERENCE DRAWINGS:				
Drawing No.	Drawing Title	Revision	Date	Company
21-P0162-0	Site Layout	-	05/01/22	Twenty-20 Architecture
L 10 15 T	Topographical Survey	-	22.12.15	KND Surveys Ltd



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	11.200m
Overall Length	2.530m
Overall Width	3.751m
Overall Body Height	0.304m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	9.500m
Kerb to Kerb Turning Radius	

Rev.	Drawn	Checked	Date	TH	BE	Updated Layout	Revision Details
B			Jan 22	TH	BE	Updated Layout	
A			Dec 21	TH	BE	Updated Layout	

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Client  
**T A FISHER & SONS LTD**

Job Title  
**Reading Road,  
Burghfield Common,  
Reading**

Drawing Title  
**Swept Path Analysis  
Large Refuse Vehicle**

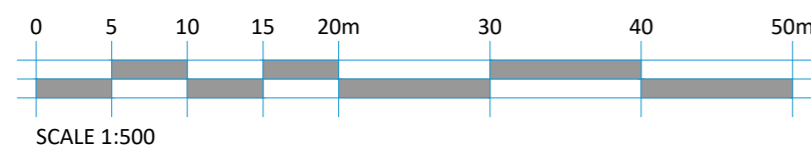
Drawing Status:				
FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION AS BUILT
**CONSTRUCTION AT CLIENT / CONTRACTOR RISK**				
Designed by:	TH	Drawn by:	TH	Checked by:
Date:	Dec 2021	Scale:	1:250 (A1)	
Dwg. No.:	Plan 7740/202			Rev.:
				B

# Appendix 2

REFER TO COLE EASDON DRAWINGS FOR LEVELS AND DRAINAGE INFORMATION



- LEGEND:-**
- TREES TO BE RETAINED
  - INDICATIVE PROPOSED PLANTING
  - TREES TO BE REMOVED
  - EXISTING BUILDING(S) TO BE DEMOLISHED
  - EXISTING LEVELS
  - PROPOSED LEVELS
  - APPROXIMATE FINISHED FLOOR LEVEL
  - TREE ROOT PROTECTION AREA
  - LOCKABLE CYCLE SHED



REV.	DATE	REVISIONS:	REV.	DATE	REVISIONS:

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<b>CLIENT:</b>	TA FISHER & SONS LTD	<b>PROJECT:</b>	LAND REAR OF THE HOLLIES, READING ROAD, BURGHFIELD COMMON
<b>SCALE:</b>	1:500 (A2 ORIGINAL)	<b>DRAWING:</b>	SITE INFORMATION PLAN
<b>DRAWN:</b>		<b>DRAWING NO.:</b>	02
<b>DATE:</b>	JAN 22	<b>REVISION:</b>	
		<b>JOB NO.:</b>	2021 / P0162

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# Appendix 3



Calculation Reference: AUDIT-228601-211202-1232

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
10	WALES	
	CM CARMARTHENSHIRE	1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 49 to 92 (units: )  
 Range Selected by User: 15 to 100 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Monday-Friday 0700-1900  
 Include days where PT not known: Yes  
 Range: 6 to 75

Date Range: 01/01/13 to 30/11/20

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	3 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	5
Village	2
Out of Town	1

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

Secondary Filtering selection:

Use Class:

C3 8 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	7 days
No	1 days

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

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-03-M-01 BANNOLD ROAD WATERBEACH	MIXED HOUSES & FLATS	CAMBRI DGESHI RE
	Edge of Town Residential Zone Total No of Dwellings:	52	
	<i>Survey date: WEDNESDAY</i>	<i>20/06/18</i>	<i>Survey Type: MANUAL</i>
2	CM-03-M-02 COLLEGE ROAD CARMARTHEN	HOUSES & FLATS	CARMARTHENSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	49	
	<i>Survey date: TUESDAY</i>	<i>14/10/14</i>	<i>Survey Type: MANUAL</i>
3	ES-03-M-13 NORTH COMMON ROAD WIVELSFIELD GREEN	MIXED HOUSES	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	66	
	<i>Survey date: FRIDAY</i>	<i>22/06/18</i>	<i>Survey Type: MANUAL</i>
4	ES-03-M-15 FIELD END MARESFIELD	MIXED HOUSES	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	80	
	<i>Survey date: WEDNESDAY</i>	<i>13/03/19</i>	<i>Survey Type: MANUAL</i>
5	NF-03-M-13 MACMILLAN WAY NEAR NORWICH LITTLE PLUMSTEAD	MIXED HOUSES	NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	75	
	<i>Survey date: FRIDAY</i>	<i>20/09/19</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
6	NF-03-M-29 CAWSTON ROAD AYLSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	82	
	<i>Survey date: THURSDAY</i>	<i>12/10/17</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
7	NF-03-M-35 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	75	
	<i>Survey date: FRIDAY</i>	<i>14/10/16</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

8 WS-03-M-05 MIXED HOUSING WEST SUSSEX  
 ELLIS ROAD  
 WEST HORSHAM  
 S BROADBRIDGE HEATH  
 Edge of Town  
 Residential Zone  
 Total No of Dwellings: 92  
*Survey date: THURSDAY 23/10/14 Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DV-03-M-02	Not comparable with site location
ES-03-M-09	Not comparable with site location
ES-03-M-17	Larger settlement
NF-03-M-04	Not comparable with site location
NF-03-M-39	COVID-19 Restrictions in force
WS-03-M-07	Larger settlement
WS-03-M-17	Too close to town centre
WS-03-M-19	Larger settlement
WS-03-M-21	Not comparable with site location

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.091	8	71	0.338	8	71	0.429
08:00 - 09:00	8	71	0.138	8	71	0.317	8	71	0.455
09:00 - 10:00	8	71	0.142	8	71	0.175	8	71	0.317
10:00 - 11:00	8	71	0.173	8	71	0.156	8	71	0.329
11:00 - 12:00	8	71	0.124	8	71	0.105	8	71	0.229
12:00 - 13:00	8	71	0.193	8	71	0.168	8	71	0.361
13:00 - 14:00	8	71	0.172	8	71	0.179	8	71	0.351
14:00 - 15:00	8	71	0.179	8	71	0.187	8	71	0.366
15:00 - 16:00	8	71	0.245	8	71	0.177	8	71	0.422
16:00 - 17:00	8	71	0.226	8	71	0.182	8	71	0.408
17:00 - 18:00	8	71	0.270	8	71	0.137	8	71	0.407
18:00 - 19:00	8	71	0.263	8	71	0.168	8	71	0.431
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.216			2.289			4.505

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

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

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#### Parameter summary

Trip rate parameter range selected:	49 - 92 (units: )
Survey date range:	01/01/13 - 30/11/20
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	9

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