

Draft Future Mole Valley Local Plan

Representations on Behalf
of CPC

Our Ref: 1750
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FORM Design Group
Hersham Technology Park
Molesey Road
Hersham
Surrey KT12 4RZ

Contents

- 1.0 Introduction
- 2.0 Background
- 3.0 Area Context
- 4.0 Policy Context
- 5.0 Site Specific Allocations
- 6.0 Conclusions

1.0 INTRODUCTION

- 1.1 FORM Design Group have been commissioned by Capel Parish Council (CPC) to examine the draft Future Mole Valley Local Plan, put out for public consultation by Mole Valley District Council (the Council), and respond on their behalf alongside CSA Environmental (who are examining the ecological implications) and Motion Consultants Ltd (who are examining the highway implications of some of the Council's proposals).
- 1.2 Capel Parish is the largest Parish in Mole Valley, by population and area, and consists of three wards - namely Beare Green, Capel and Coldharbour. CPC is the representative organisation for all these wards on planning matters, representing a population approximately 3,850 people in 1648 households.
- 1.3 CPC takes its planning responsibilities for the area very seriously and takes a very pro-active approach in this respect. It does not seek to thwart development but does seek to ensure that the Parish develops in a sustainable manner and meets the needs of its resident population.
- 1.4 In this respect, and in response to the Council's consultation, CPC is seeking modifications and amendments to the proposed plan which it believes will be more in line with National and Local Planning Policy and Guidance. These changes, it believes, will allow the Parish to develop in a more sustainable manner, protecting the environment and the intrinsic character and quality of the area.

2.0 BACKGROUND

- 2.1 As the Council are aware, CPC have been actively involved in development of the Local Plan 'Future Mole Valley' and have made consistent and positive representations at the various stages of consultation.
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- 2.2 Between 1st July and 1st September 2017, the Council held a public consultation to ask for views on the strategic options for Future Mole Valley. The consultation considered two main themes: making the best use of brownfield land; and the potential release of greenfield land.
- 2.3 On the 27th August 2017 CPC responded to that earlier consultation, pointing to its recent neighbourhood development plan (NDP) which had just been the subject of an independent examination. Proposals promoted by the NDP included developments for housing (160 homes), employment, and recreation in the Green Belt, meeting the needs of the resident population up to 2026. CPC pointed out that the process of identifying sites included a landscape sensitivity assessment, examining all potential sites within the Parish. The sites were identified by CPC by reference to the physical form and capacity of the two major villages, and their ability to absorb modest development without having a significant effect upon the character and configuration of the villages, and the principles of sustainability. The housing numbers proposed and identified in the NDP were actually above the need identified in its Housing and Community Survey Report (2016) and built in a contingency. This approach and the conclusions reached was accepted and adopted by the Council through formal ratification.
- 2.4 The Council's current proposals within the draft Local Plan now out for consultation go against this previous agreement, without, in the opinion of CPC, any new and substantial evidence to justify the new position and site allocations. The response from CPC is included in Appendix 1.
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- 2.5 Following the Issues and Options consultation in the summer of 2017, the Council agreed to undertake further work on the 'Modest Additions to Rural Villages' as part of Future Mole Valley. The proposals for CPC are included in Appendix 2. Neither the southern extension of Beare Green, nor the land and Brook Cottage, formed part of those proposals.
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2.6 CPC responded to this on the 5th December 2018 (See Appendix 3), referring to the adopted NDP, and set out its support for three of the recommended sites but opposition to two others. However, it recommended two further sites at Hurst, Vicarage Lane and some limited development at Brook Cottage, albeit not the current proposal to develop all of the site with up to 46 dwellings.

2.7 This was a measured and constructive response, recognising the need for limited and modest extensions or infill, but opposing development which would have a fundamental and negative impact upon the valuable character of the Parish. It was also asked that full consideration be given to the actual need for housing and that development should only take place where it is needed in line with national planning policy and guidance.

2.8 In conclusion, CPC has consistently taken a pro-active approach to development proposals, but this has been a balanced approach based upon its actual needs, and the need to protect against adverse impact on the environment.

2.9 CPC is of the opinion that the current proposals being put forward by the Council go against this approach, an approach which they have 'signed up to' in the past, and that the Council are now seeking to address their wider needs in a disproportionate manner which goes against both National Planning Policy and Guidance; and its own objectives set out within the Development Plan, particularly in respect of Green Belt policy, impact upon the natural environment, and preservation of the character of the countryside and the villages within it.

3.0 AREA CONTEXT

3.1 In 2013 the Council undertook an appraisal of the larger villages within the District (Larger Rural Villages Character Appraisal SPD 2013) alongside its character appraisal of the wider landscape (Landscape SD 2013), recognising that the environmental quality of Mole Valley is highly valued, both by local people and by visitors. Protection of the

distinctive character of the District is a recurring theme in the Core Strategy. These adopted documents and the assessments of Beare Green and Capel are highly material considerations.

Beare Green

- 3.2 Beare Green is described as a village of approximately 600 households, located about 5km south of Dorking, on the A24.
- 3.3 The larger part of the village lies to the west of the A24. This is described as a compact enclave of housing which began to develop slowly around the railway station in the Victorian period. On the east side of the A24, the village continues in a much looser knit form.
- 3.4 The vast majority of the housing is on the west side of the A24, as are the village hall and a small shopping courtyard. However, the village school, pub and football pitch are on the east side of the A24. Other services, such as Doctors' surgery, Parish Church and pharmacy, are located elsewhere in Capel or the Holmwoods
- 3.5 Beare Green lies in the Wooded Weald Landscape Character Area; part of the Low Weald an open, gently undulating landscape which extends from the foot of the North Downs to the southern limits of the District. It is a small-scale landscape, composed of an intricate mix of small woodlands, a patchwork of fields and hedgerows.
- 3.6 To the west of the village is rolling, agricultural land; part of the Surrey Hills Area of Outstanding Natural Beauty and the beginning of the more undulating landscape which rises towards Coldharbour and Leith Hill. North west of the village, Moorhurst Lane and nearby public footpaths provide views across open fields towards the main built up part of the village. Apart from this, there are few clear views of the settlement within its wider landscape. A sinuous belt of woodland skirts around the southern fringe of the village boundary, with some of the garden trees in the Southern Loop Character Area probably
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being originally part of this woodland.

- 3.7 The trees here provide a clear edge to the built-up area and help to screen the substantial housing area from the wider landscape.

Capel

- 3.8 Capel is described as a village of approximately 480 households, lying about 8km south of the edge of Dorking
- 3.9 The village has a predominantly linear form, with the core of the settlement strung out along the serpentine length of The Street. The only major junction is with Vicarage Lane, which meets The Street in the heart of the village. The pub, primary school, church and garage with shop are all clustered around the junction
- 3.10 Further north, the large recreation ground, youth centre and village hall provide another focal point for community and recreational uses
- 3.11 Capel sits within a rolling agricultural landscape comprising a patchwork of small fields mainly laid to grass-and woodland. The village lies in the Low Weald, within the Wooded Weald Landscape Character Area, but close to the boundary with the Open Weald.
- 3.12 In common with many of the Wealden villages, there is a strong connection between village and countryside. The village lies in a wide valley, with open countryside rising to either side of the central Street. Glimpses of this open countryside, between buildings on The Street, are a key feature, connecting the fairly tightly developed village core to its much more open surroundings. The open spaces at the Recreation Ground and Bennetts Green provide an even stronger connection.
- 3.13 South and west of the village is a more wooded environment, the vestiges of a more substantial woodland spreading west of Horsham Road and south of Coles Lane. Within
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this area are several outlying enclaves of housing which are part of the extended community of Capel, including housing along Rusper Road and Horsham Road and a cluster of houses and bungalows in the vicinity of the Clockhouse Brickworks. Closer to the edge of the settlement is the courtyard development in the grounds of Grenehurst Park, a substantial country house divided into flats in the late 1980s. There is also a ribbon of sporadic housing within the woodland at Weare Street, off Coles Lane, which lies within the Parish of Ockley.

- 3.14 At the southern end of the village, in the vicinity of Dairy House Farm, the street scene opens to create a more spacious feel.
- 3.15 Beyond Bennetts Green, built development on the east side of The Street begins to be much more sporadic. Looser knit development peters out into woodland as one rises up Wolves Hill to the south.
- 3.16 This southern extreme of the village lies within the Green Belt, as do the stretches of Common Land along the other side of The Street. The more sporadic development beyond the village lies within 'Countryside beyond the Green Belt'
- 3.17 These appraisals are important having regard to the proximity of the Surrey Hills AONB and the setting of the villages within the Low Weald, and their influence upon the character and configuration of the villages themselves. It is vitally important to consider any further development of the two main villages within this context.

4.0 POLICY CONTEXT

National Planning Policy Framework

- 4.1 The formulation of the Local Plan must be consistent with both the National Planning Policy Framework (NPPF), which sets out the purpose of the planning system is to contribute to the achievement of sustainable development as follows:
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8. *Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):*

a) ***an economic objective*** – *to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

b) ***a social objective*** – *to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*

c) ***an environmental objective*** – *to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*

4.2 CPC's view is that the current proposals do not achieve all these aims. Whilst the allocations provide a large range of housing in an endeavour to meet its objectively assessed needs, the proposals promote an overprovision of housing in certain areas; and providing more than is necessary in one area means that there is an under provision in another. In this respect, the proposals do not therefore ensure that *the right types is available in the right places and at the right time*. Further, whilst providing housing may meet the social objective, providing it in the wrong location will not meet the economic objective.

And in terms of the environmental objective, the extent of development in sensitive locations, including those with valued landscapes, will have a negative impact and will not *contribute to protecting and enhancing our natural, built and historic environment.*

4.3 CPC's Neighbourhood Development Plan (which the Council have endorsed) assessed the level of need within the area and allocated land sufficient for 160 houses. The proposals being put forward by the Council will result in a housing allocation in the region of 634 houses. This represents a 38.5% increase on the existing housing stock within the Parish, a level which is considerably in excess of needs within the Parish. In Beare Green, this represents an 85% increase in the housing stock.

4.4 The inevitable consequence of this, is that it will 'import' a significant number of people into the area who actually need housing elsewhere.

4.5 In terms of housing provision itself, the NPPF states that:

59. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

4.6 The evidence to date clearly shows that the levels being proposed are not needed in Capel Parish, but are actually needed elsewhere; and there is no evidence within the Council's evidence based being used to support the Local Plan that the levels proposed are needed in Capel Parish. In this respect, the draft plan therefore fails to meet the requirements of paragraph 59 of the NPPF.

4.7 The Government is a strong advocate of neighbourhood planning and states, in paragraph 69, that:

69. Neighbourhood planning groups should also consider the opportunities for allocating small and medium-sized sites (of a size consistent with paragraph 68a) suitable for housing in their area.

4.8 CPC has heeded this guidance and has pro-actively and consistently sought to identify suitable and sustainable small and medium sites for housing, and other uses, based upon the needs and views of its resident population; and has promoted these to the Council through the NDP and other channels.

4.9 The Council, on the other hand, appear to be focusing on paragraph 72 of the NPPF, and the objective of meeting the housing needs for the District as a whole, ignoring the other aspects of the NPPF. Paragraph 72 states that:

72. The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities. Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way. In doing so, they should:

a) consider the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and the scope for net environmental gains;

b) ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access;

c) set clear expectations for the quality of the development and how this can be maintained (such as by following Garden City principles), and ensure that a variety of homes to meet the

needs of different groups in the community will be provided;

d) make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such as through joint ventures or locally-led development corporations)³⁵; and

e) consider whether it is appropriate to establish Green Belt around or adjoining new developments of significant size.

4.10 However, there are significant flaws in the Council's approach even when considered against paragraph 72:

- There is no existing or planned investment in infrastructure within the Parish - given the nature of the villages, the economic potential is limited (certainly to meet the needs of the population growth which would result as a consequence of the Council proposed allocations), and in terms of net environmental gains there are none, only negative environmental impacts;
- The proposals would not support a sustainable community as there are insufficient services within the current villages, and extremely limited employment opportunities (and none proposed by the proposals);
- The current proposals, at least as they have been presented to date, do not set clear expectations of quality; and
- There is no consideration of delivery, lead times etc., assessed against needs and impact upon infrastructure.

4.11 Specifically, on rural areas the NPPF states this at paragraph 77:

77. In rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs.

4.12 The NDP sets out policies and site allocations which are a response to local circumstances, and which do reflect the actual housing needs within the Parish. The site allocations within the draft local plan do neither: they do not reflect local needs; and they go well beyond what is actually required.

4.13 Further, the NPPF goes on to state as follows with regard to rural development at paragraph 78:

78. To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.

4.14 CPC believes that the level of development being proposed within the draft local plan is unbalanced and will not maintain the vitality of the rural community; rather, it will 'swamp' the villages as the services and infrastructure are insufficient to accommodate this level of growth. The evidence to date provided by the Council is insufficient to demonstrate the opposite.

4.15 Both Capel and Beare Green villages lie within the Green Belt, with respect to which the NPPF states as follows at paragraphs 133-134:

133. The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

134. *Green Belt serves five purposes:*

a) to check the unrestricted sprawl of large built-up areas;

b) to prevent neighbouring towns merging into one another;

c) to assist in safeguarding the countryside from encroachment;

d) to preserve the setting and special character of historic towns; and

e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

4.16 The site allocations being proposed by the Council, particularly those at Beare Green, will remove a significant area of land from the Green Belt, almost doubling the size of the current settlement. This goes against purpose a) and c) above and will cause built development to encroach significantly into the open countryside around the villages of Capel and Beare Green. Furthermore, this sprawl into greenfield will offend against objective e) through not encouraging the recycling of derelict and other urban land.

4.17 Yet further, Government Guidance set out within the NPPF is that Green Belt boundaries should only be changed under 'exceptional circumstances', and states as follows at paragraph 137:

137. Before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policy-making authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development

4.18 CPC is not convinced that all reasonable options have been examined by the Council for meeting its identified needs for development in non-Green Belt locations.

4.19 The NPPF also compels the Council to promote sustainable patterns of development when reviewing Green Belt boundaries, as is made clear in paragraph 138:

138. When drawing up or reviewing Green Belt boundaries, the need to promote sustainable

patterns of development should be taken into account. Strategic policymaking authorities should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary

4.20 As we have pointed out, however, the Council's proposals would increase the number of housing units within the area well above actual need, importing into the Parish a substantially increased population which will be reliant upon other areas, in particular the urban area, for employment and services and facilities.

4.21 This is not the sustainable pattern of development envisaged by the NPPF. The Council should be channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt, or towards locations beyond the outer Green Belt boundary. It should not be expanding settlements into Green Belt land beyond the needs of those settlements.

Local Plan

4.22 In drafting this submission, CPC has had regard to the draft policies contained within the plan, in particular:

- Policy S1, S2 (location);
 - Policy S5 (Rural Areas);
 - Policy H1 (Housing Delivery);
 - Policy H2 (Affordable Provision);
 - Policy H4 (Minimum Densities and Character);
 - Policy H8 (Self and Custom Build Housing); EC4 (Rural Economy)
 - Policy EN1 (Green Belt);
 - Policy EN2 (Countryside beyond the Green Belt);
 - Policy EN8 (Landscape Character) and
 - Policy INF2 (Flood Risk).
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- 4.23 In assessing these policies against the approach to site allocations, particularly as it affects Capel Parish, CPC believes there are certain contradictions as elaborated upon below.
- 4.24 Under Policy S2 the Council state that *'A 'brownfield first' approach will be taken, using opportunities to develop previously developed land, and land within the built-up areas of Ashted, Bookham, Dorking, Fetcham and Leatherhead.'* CPC fully supports the Brownfield first approach and agrees that these towns and villages offer the most sustainable locations within Mole Valley.
- 4.25 Please note that there is no mention of either Beare Green or Capel within the above sentence of Policy S2, and rightly so as neither Beare Green nor Capel could be considered as sustainable locations. And yet, the policy then goes on to propose the significant expansion of Beare Green in an unsustainable location.
- 4.26 Under Policy S5 the Council refer to allowing the modest expansion of existing village boundaries in order to accommodate growth and support a thriving rural economy and vibrant village communities. CPC agree with this approach, one which is adopted in the NDP.
- 4.27 However, the proposed expansion of Beare Green and Capel village as set out within the draft local plan site allocations could not be considered to be modest; and neither do they protect the rural and landscape character of the area.
- 4.28 In terms of affordable housing (Policy H2), CPC fully supports the provision to meet identified needs within the Parish and this is set out within the NDP. However, the allocation of sites within the draft local plan would result in levels of affordable housing provision well in excess of the needs of the Parish.
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4.29 This would result in people on the housing waiting list being relocated outside of their community with the resultant need to travel to meet friends and family. This runs contrary to providing the right houses in the right location as set out within the NPPF.

5.0 SITE SPECIFIC ALLOCATIONS

5.1 CPC is not opposed to development within the Parish in principle. However, it believes, in line with national planning policy and guidance, that development should be sustainable, meeting the needs of its resident population without compromising the needs of future generations or the wider environment.

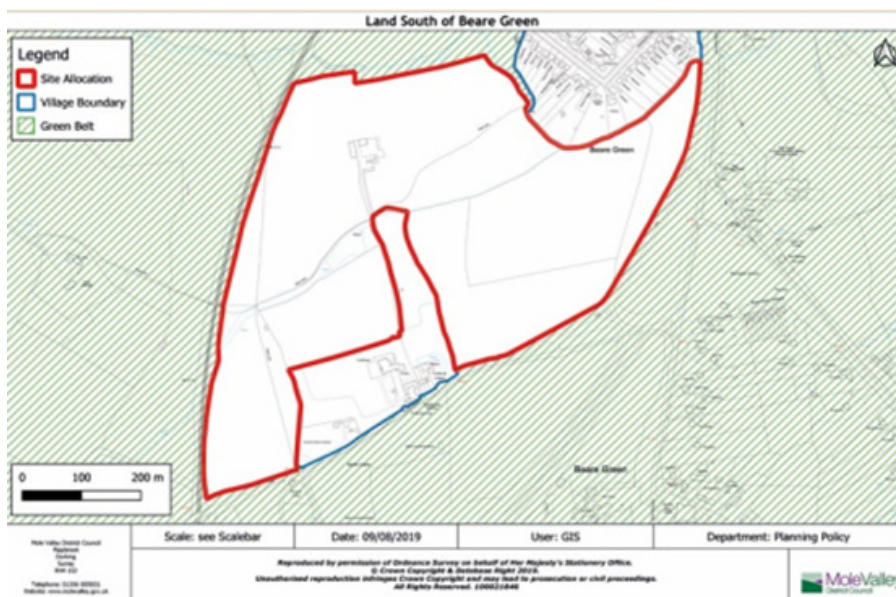
5.2 This is why CPC is not opposing all the Council's site allocations for the Parish, just those that it believes will have a negative impact.

5.3 Its reasoning on each of the sites allocated is outlined on the following pages.

Beare Green

Site Reference SA05: Land South of Beare Green

- 5.4 The Council is proposing the allocation of the site for 480 dwellings (192 affordable), plus the relocation of the Weald Church of England Primary School east of the A24 onto this site. The proposal would remove 32 hectares (79 acres) of land from the Green Belt and, together with other sites, would double the number of dwellings on the western side of the A24, increasing the population by 1200 - 1500. This will have a significant impact upon the 'open character' of the Green Belt as it breaches the current southern boundary of the village, which is clearly defined by a strong woodland belt, including 'Ancient Woodland'.



- 5.4 The Council is proposing the allocation of the site for 480 dwellings (192 affordable), plus the relocation of the Weald Church of England Primary School east of the A24 onto this site. The proposal would remove 32 hectares (79 acres) of land from the Green Belt and, together with other sites, would double the number of dwellings on the western side of the A24, increasing the population by 1200 - 1500. This will have a significant impact upon the 'open character' of the Green Belt as it breaches the current southern boundary of the village, which is clearly defined by a strong woodland belt, including 'Ancient
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Woodland'.



Figure 1: Ancient Woodland coloured light Green.

- 5.5 Given the depth and extent of the woodland belt along the southern boundary of the existing settlement, the development of this site will never visually or physically consolidate with the existing settlement from close to mid-range views, it will clearly be a distinct area unrelated to the existing village.
- 5.6 However, from longer range views and in particular the Surrey Hills AONB, it will consolidate several areas of development and have a significant and negative impact, contrary to both national and local planning policy. A large portion of the site is visible from the greensand ridge and the AONB to the north-west.
- 5.7 The landscape quality or sensitivity is influenced by the setting of the Surrey Hills AONB in form of landscape quality, sensitivity and visual sensitivity. It can be classified of Moderate/High (the second highest landscape designation).
- 5.8 In terms of scale and impact, there are questions over whether the local utility services could cope with the cumulative number of dwelling proposed.
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- 5.9 In terms of accessibility, there is no connectivity between the site and the existing village other than by foot and cycle, this restricts the ability to provide public transport links, important in providing access to the station and the major centres within the district. The current walking route from the centre of the site to the station is over 1.1 km which would encourage a large number of people commuting via rail to use the car. However, car parking is severely restricted around the station.
- 5.10 As part of this response CPC appointed Motion Highway Consultants who undertook a review of the surrounding transport networks. This has demonstrated that the existing pedestrian infrastructure is limited and does not suitably connect with the wider pedestrian network and there is no cycle infrastructure in the vicinity of the site. Bus stops near the site are not accessible on foot and have limited frequency of services and as such future residents do not have appropriate opportunities to access sustainable transport and would be reliant on the use of the private car.
- 5.11 Trip analysis has demonstrated that the development would also result in a significant increase on vehicle movements on the local highway network during peak periods and throughout the day. It is considered, by Motion, that this level of additional trips would likely result in a detrimental impact on the local highway network and in particular the operation of the roundabout junction of Ockley Road/A24. (A copy of this assessment is attached under Appendix 5).
- 5.12 With regards to the relocation of the school, there are questions over the benefits that this would bring and the necessity. It also raises questions over the future of the current site, which could then be argued to be a 'Brownfield' site adding further development pressures to the area. This has an area of 6.4 acres.
- 5.13 In terms of ecological impact, whilst the fields have limited value, the site is bisected by a significant green corridor. This is formed of a field-boundary hedgerow with significant mature oak trees in the east of the site, developing into a linear belt of primar-
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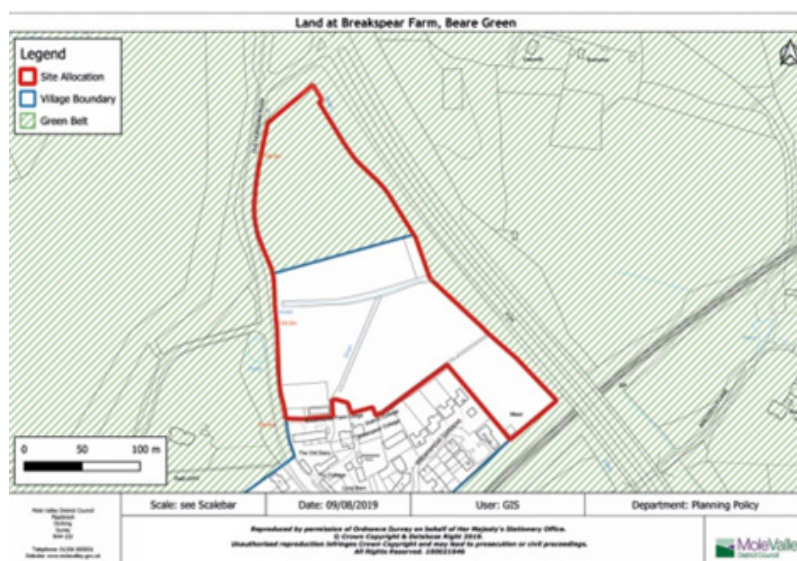
ily broadleaved woodland dominated by oak and ash, with occasional Scots pine, and understorey shrubs including blackthorn, hawthorn, hazel and elder. A large body of standing water is present within the woodland.

5.14 The on-site woodland shares direct connectivity with a parcel of Ancient Semi-Natural Woodland (ASNW), which is located centrally within the site. This and a further parcel of ASNW bordering the north of the site are recorded on the Priority Habitat Inventory. In the context of the local landscape, this green link has the potential to represent a key dispersal corridor for a variety of species, including bats, dormice and great crested newts, noting for example the presence of ancient woodland to the immediate north and extending south-west from the site.

5.15 Another issue with this site is that it suffers from severe surface water flooding. This is outlined on the plan below which overlays the Environment Agencies flood map on top of the proposed scheme for this site.



Site Reference SA06: Land at Breakspear Farm



- 5.16 The Council is proposing the allocation of the site for 55 dwellings (22 affordable). It will remove 3.6 hectares (8.6 acres) of land from the Green Belt, increasing the population by 140 – 160. This will have less impact upon the village infrastructure than the proposed southern extension of Beare Green.
- 5.17 CPC fully supports the proposed allocation of this site as it has done in the past for housing, open space, play provision and safeguarding of land designated as open space to remain within the Green Belt and also parking. This, CPC believes, will bring a wider range of benefits to the area.
- 5.18 Whilst the site sits next to the AONB, given the size and scale of the site and its stronger relationship to the existing village, the impact from wider views will be less. Equally, from both close to medium range views it will integrate better both visually and physically into the fabric of the existing village.
- 5.19 The site also has the advantage of closer proximity to the station and easy access to bus services.
- 5.20 The site does not lie within a flood zone and suffers from less surface water flooding than other sites.
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Capel

Site Reference: Site SA24: Land at Brook Cottage, Wolves Hill



- 5.21 The Council is proposing the allocation of the site for 46 dwellings (18 affordable). It will remove 3.9 hectares (9.6 acres) of land from the Green Belt, increasing the population by 115-138.
- 5.22 This site was originally supported by CPC as a housing allocation. However, this was for an infill proposal of up to 15 dwellings following a natural linear arrangement of the street. CPC did not envisage development in depth which is now being proposed. The plan below, whilst not showing the actual layout, demonstrates the owner's intentions for this site. The grey area indicated as the development area in our opinion is unrealistic. It shows a width of development of 32 metres, this does not take into consideration, front to front separation distance for amenity purposes, road width (two way), footpath, , parking provision, average dwelling depth (9m X 2). Just these elements alone would exceed the allocated area without then taking into consideration gardens.
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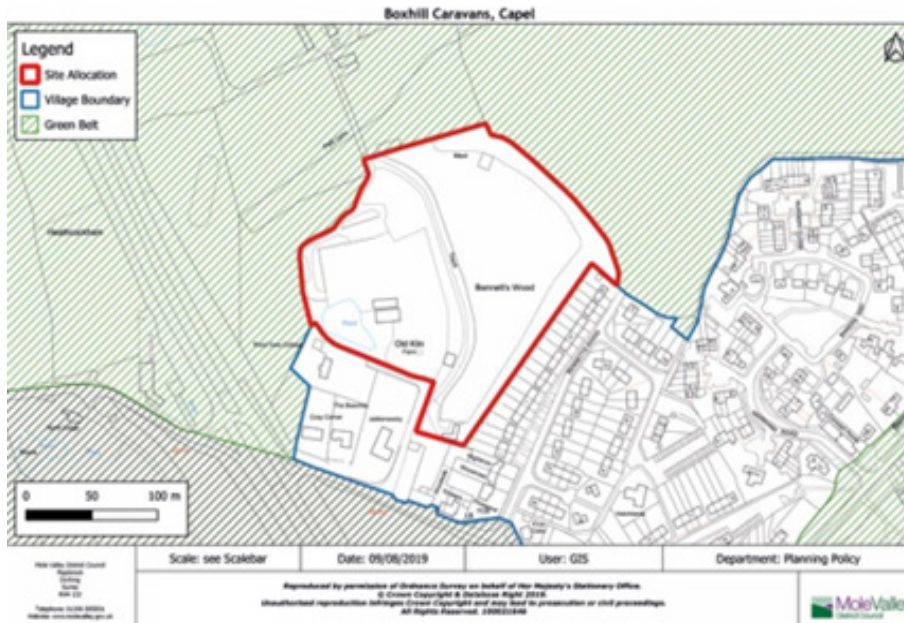


5.23 It is considered that the form of development being proposed would have a significant and detrimental impact upon the overall character of the village. Whilst the site lies within ‘countryside beyond the Green Belt’, it remains sensitive in many respects. The site has the highest elevation in the village environs and, as such, is more clearly visible from distant views. Furthermore, the linear form of Capel is also fundamental to that character; and development in depth at this point would compromise the fabric of the village.

5.24 CSA environmental have also examined the area from an ecological perspective and identified that the site now appears to support a diverse mosaic of scrub and rank grass-land and may contain elements of significant botanical interest. The potential for floral species of conservation value to be present is heightened by the site’s position directly adjacent to the Dairy House Nature Reserve, which includes a Site of Nature Conservation Importance (SNCI) designated in part for its botanical diversity (and there is also potential for protected species due to their identified presence within the area).

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- 5.25 Development of this site would have a negative impact upon the Dairy House SNCI. Impact pathways would include, increased recreational pressure, light pollution, water quality effects and altered hydrological regime. A copy of CSA Environmental's report is attached under Appendix 4.
- 5.26 Cumulative impact also needs to be considered, in combination with Site SA25 which is supported by CPC having regard to the impact of approximately 83 dwellings, a projected population in the order of 210-250 and between 250 and 300 vehicles and peak hour movements.
- 5.27 A review of the accessibility of the site by 'Motion' has demonstrated that the site is accessible by a range of transport opportunities including foot, cycle and public transport. However, the existing active travel infrastructure would likely require upgrading to facilitate new development (see Appendix 5)
- 5.28 Trip generation analysis has also been undertaken and demonstrates that the proposals would likely generate in the order of 204 two-way daily vehicle trips. It is considered that this level of additional traffic would have the potential to result in a detrimental impact on the local highway network in particular at the Clarke's Green Roundabout junction to the south of the site.
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Site Reference: SA25: Boxhill Caravans, Old Kiln Farm, Coles Lane



5.29 The Council is proposing the allocation of the site for 37 dwellings (15 affordable) and retention/enhancement of the existing commercial. It will remove 3.3 hectares (8.15 acres) of land from the Green Belt, increasing the population by 90-111.

5.30 CPC previously endorsed the proposed mixed-use allocation, subject to the following amendments:

- The inclusion of up to five starter employment units to re-establish sustainable employment development in the village.
- The provision of informal recreation space to incorporate play provision.
- To ensure the housing proposed comprises starter homes and affordable provision of mixed tenure.

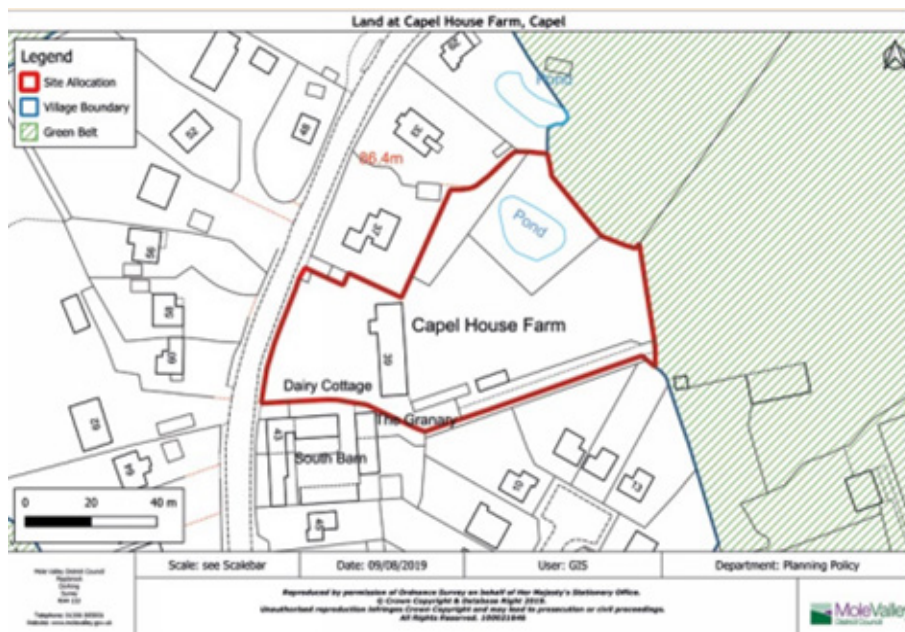
5.31 CPC's position remains the same in this respect.

5.32 Parts of this site are already developed, and, in this respect, redevelopment would have less impact. However, at the same time it also provides opportunities to enhance this part of the village. Given the size and scale of the site, and its stronger relationship to the existing village, it is considered that it would also have less impact upon the wider

landscape character of the area and the fabric of the village

5.33 The site also has the advantage of closer proximity to the station and access to bus services. Consideration would need to be given to restricting access for commercial vehicles through the village and diverting onto the A24.

Site Reference: SA26: Capel House Farm, The Street, Capel



- 5.34 The Council is proposing the allocation of the site for 10 units. It will remove 0.6 hectares (1.4 acres) of land from the Green Belt, increasing the population by 25-30.
- 5.35 This allocation is supported by CPS as it will fit within the current fabric of the village rounding off this area with minimal impact upon the visual character and quality of the area nor the wider landscape setting of the village.

Site Reference: SA27: Land rear of Redlands House, 62 The Street, Capel



- 5.36 The Council is proposing the allocation of the site for 6 units. It will remove 0.4 hectares (1 acre) of land from the Green Belt, increasing the population by 15-18.
- 5.37 This allocation is supported by CPC as it will fit within the current fabric of the village, rounding off this area with minimal impact upon the visual character and quality of the area nor the wider landscape setting of the village.
- 5.38 However, given the proximity to existing properties and the layout, form and pattern of development within the area, the Parish considers that four units for this site would be more appropriate. Also, consideration would need to be given to the access and its impact upon the amenity of adjacent residents.

Supplementary Site: Land at 'Hurst' Vicarage Lane, Capel



- 5.39 This is a rectangular site which lies close to the central core of Capel village, although the land lies within the Green Belt.
- 5.40 The site is within a single ownership and has been occupied for residential purposes for a period in excess of 25 years although the dwelling is now unoccupied and derelict.
- 5.41 It is in a sustainable location and makes no contribution to the purpose of the Green Belt.
- 5.42 The allocation of this site for housing would provide six to eight dwellings.
-

6.0 CONCLUSIONS

- 6.1 Capel Parish and its associated villages sit within a unique landscape which is of great benefit to Mole Valley as a whole; and large parts of the villages have retained their unique charm and character which is also of value. However, CPC recognises that settlements grow and develop. Accordingly, it does not seek to thwart development, but it does seek to ensure that the Parish develops in a sustainable manner which meets the needs of its resident population and, as such, has actively been involved in the local plan process.
- 6.2 In this respect, and in response to the Council's consultation, CPC is seeking modifications and amendments to the proposed plan which, it believes, will be more in line with National and Local Planning Policy and Guidance. These changes will allow the Parish to develop in a more sustainable manner, protecting the environment and the intrinsic character and quality of the area.
- 6.3 National planning policy and guidance is clear that the purpose of the planning system is to contribute to the achievement of sustainable development. In terms of housing, that means providing the right houses in the right place.
- 6.4 Whilst the Council has an obligation to meet housing land requirements, it is not Capel Parish's responsibility to solve the housing problems for the District as a whole. However, it does have a responsibility to plan for its own population and this is what it has done through the NDP.
- 6.5 In particular, there is no justification for allocation of sites for housing beyond that which responds to the sustainable needs of the villages; and especially when they would have a significant and negative impact upon the environment.
- 6.6 Whilst CPC can support most of the sites allocated for the Parish within the draft local
-

plan, it cannot agree to two of these sites (SA05 & SA24). These would have a significant and negative impact upon both the intrinsic character of the area and fundamentally alter the fabric of the villages of Capel and Beare Green; and they would create an unsustainable form of development contrary to national planning policy and guidance.

Appendix 1

CAPEL PARISH COUNCIL

BEARE GREEN, CAPEL AND COLDHARBOUR

Mrs Janet Russell
Clerk to the Council

Capel Parish Office
55a The Street
Capel
Surrey RH5 5LD

Email: capelpc@btconnect.com
Tel: 01306 712447

24 July 2019

By email: Guy.Davies@molevalley.gov.uk

Mr Guy Davies
Mole Valley District Council
Pippbrook
DORKING
Surrey RH4 1SJ

Dear Guy

Proposed Local Plan Option Sites in Capel (Village)

The Parish Council was invited to meet Mole Valley District Council to discuss the position of Capel Parish Council in relation to Capel Village sites having regard to earlier representations in relation to sites and the village settlement boundary.

The Sites proposed were (using your reference) were:

CP 001 - Land north of Capel Village
CP 004 - Box Hill Caravans Site, Coles Lane (east of the A24)
CP 006 - Capel House Farm
CP 007 - Land adjacent to Redlands
No MV Reference - Land at Brook Cottage, Wolves Hill

The Parish Council also had an amended plan in relation today, and night noise generated by flights from Gatwick Airport.

Each of the sites was considered in detail the position in relation to each being set out below. In summary the recommendations of CPC are:

CP 001 The Parish Council strongly objects to the site which lies in the Green Belt, is beyond the Settlement Boundary, impacts on the landscape setting of Capel and is unrelated to the village infrastructure

CP 004 The Parish Council supported the site during the Capel Neighbourhood Development Plan process for starter/social housing, starter employment units and recreation/open space. The employment units would only have access via the A 24. In relation to site capacity we recommended 25 dwellings (Mole Valley suggested a notional capacity of 37). Having regard to

other matters which are address below the Parish Council now supports the provision of circa 35/37 dwellings including the provision of affordable homes.

CP 006 The Parish Council included Capel House Farm as an NDP allocation and support a proposal for up to seven dwelling

CP 007 The site (Redlands) was proposed as a small allocation but was not previously supported by Capel Parish Council on highways, landscape grounds, settlement boundary and the sites relationship with three dwellings fronting onto The Street.

Consultations took place on highway matters and a detailed landscape impact report was prepared. In relation to both the Parish Council's earlier concerns had primarily been addressed although neighbours would need to have any visual impact mitigated. The Parish Council considered that bungalows adjacent to the existing dwellings along The Street could address the issue.

The recommendation of Capel Parish Council is that the land adjacent to Redland is now included as a housing site comprising four (4) dwellings and that the settlement boundary is revised to include the Redland site.

Brook Cottage site and surroundings.

The site remains sensitive in many respects being on land designated as being 'in the countryside beyond The Green Belt'. It also falls outside the village Settlement Boundary. The site has the highest elevation in the village environs. A proposal had been submitted to Capel Parish Council for a development comprising 15 dwelling (including the replacement of Brook Cottage which has planning permission.)

The proposal was for part of the site only with no boundary definition other than a notional restriction in relation to Gatwick Airport noise issues.

That objection has now been 'removed' but that does not remove any impact development would have in relation to the village. Consequently, those promoting the site prepared two indicative plans which were sent to Mole Valley showing capacities for the whole or majority of the site of between 34 and 50 plus dwellings.

Such a largescale development would have an unacceptable impact upon Capel village visually, an impact upon the environmental and social infrastructure, the sustainability of services and highways.

Policies now encourage the development of sites to be maximised both in terms of land use and density. Such an approach would neither be acceptable to Capel Parish Council in capacity terms but also having regard to the sites sensitivity in relation to Capel it would have such an adverse effect to remove the critical character of Capel which includes a designated Conservation Area. Its linear form is also fundamental to that character. The fabric of the village (in a similar way to site CP001) would be significantly compromised.

In summary Capel Parish Council no longer supports the site for development.






In numbers terms by increasing the capacity of the Coles Lane site and the inclusion of Redlands the housing contribution of the village to the overall Mole Valley housing numbers remains the same.

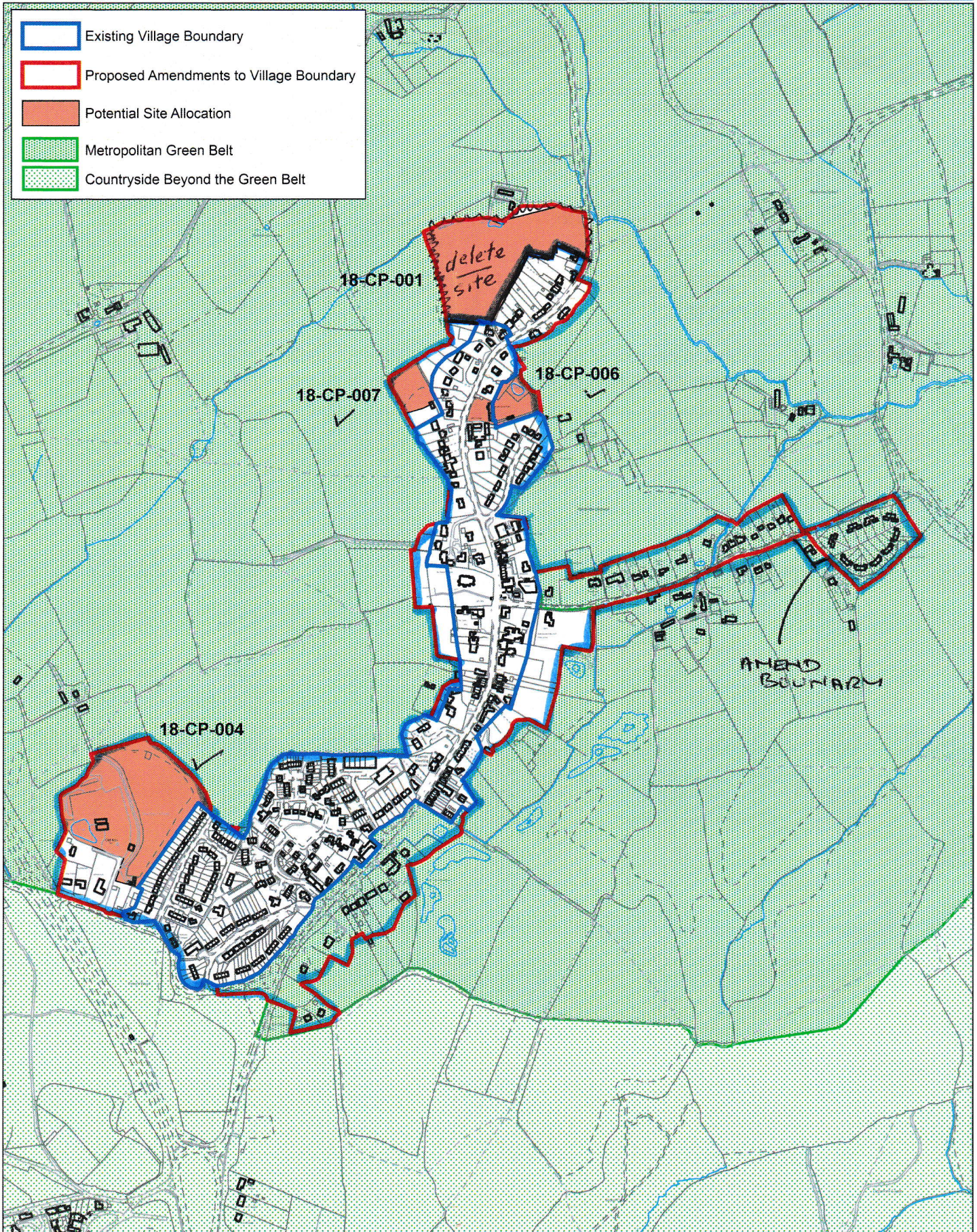
Yours sincerely

Mrs J Russell
Clerk to Capel Parish Council

Capel



-  Existing Village Boundary
-  Proposed Amendments to Village Boundary
-  Potential Site Allocation
-  Metropolitan Green Belt
-  Countryside Beyond the Green Belt



Mole Valley District Council
Pippbrook
Dorking
Surrey
RH4 1SJ
Telephone: 01306 885001
Website: www.molevalley.gov.uk

Scale: 1:8,000 Date: 02/07/2018 User: GleesonJ Dept: Planning

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Appendix 2

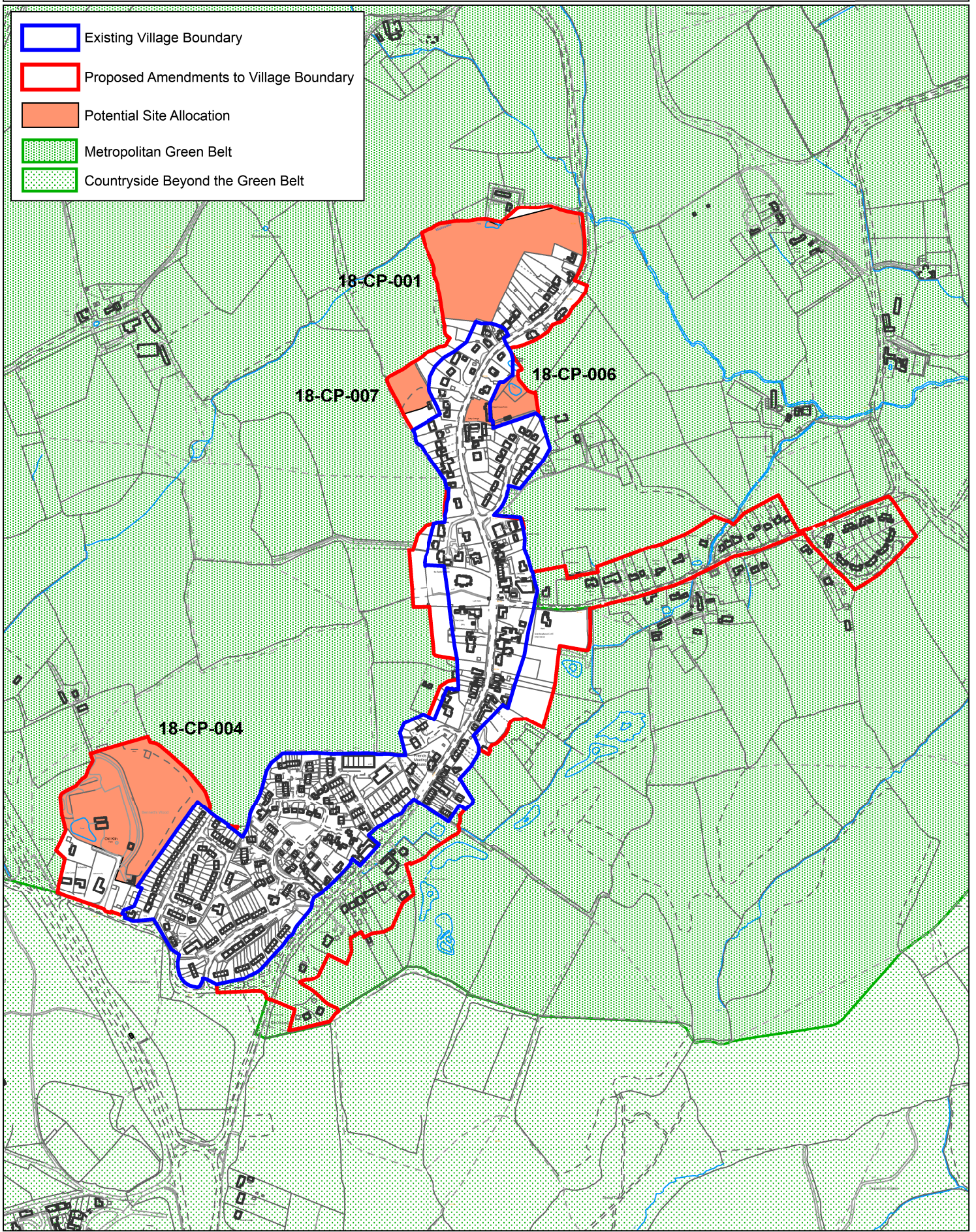
Beare Green

Site Reference	Site Address	Size (ha)	Potential Capacity
18-BG-001	Land at Breakspear Farm, Old Horsham Road, Beare Green, RH5 4RA	2.31	55

Capel



-  Existing Village Boundary
-  Proposed Amendments to Village Boundary
-  Potential Site Allocation
-  Metropolitan Green Belt
-  Countryside Beyond the Green Belt



Mole Valley District Council
Pippbrook
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RH4 1SJ
Telephone: 01306 885001
Website: www.molevalley.gov.uk

Scale: 1:8,000 Date: 02/07/2018 User: GleesonJ Dept: Planning

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Capel

Site Reference	Site Address	Size (ha)	Potential Capacity
18-CP-001	Land West of the Street, Capel, RH5 5LE	2.67	66
18-CP-004	Boxhill Caravans, Old Kiln Farm, Coles Lane, Capel, RH5 5HS	3.29	37
18-CP-006	Land at Capel House Farm, The Street, Capel, RH5 5LD	0.57	8
18-CP-007	Land to the rear of Redlands House, 62 The Street, Capel, RH5 5LA	0.37	4

Appendix 3

CAPEL PARISH COUNCIL

BEARE GREEN, CAPEL AND COLDHARBOUR

Mrs Janet Russell
Clerk to the Council

Capel Parish Office
55a The Street
Capel
Surrey RH5 5LD

Email: capelpc@btconnect.com

Tel: 01306 712447

5 December 2018

By email: guy.davies@molevalley.gov.uk

Mr Guy Davies
Head of Local Plan
Mole Valley District Council
Pippbrook
DORKING RH4 1SJ

Dear Guy

Mole Valley Local Plan Review

Following the village proposals for Beare Green and Capel, the Parish Council undertook a detailed review of your suggested options.

Consistent with the request of your council, the public response letters were sent to Capel Parish Council. These letters are submitted for your consideration. The Parish Council has identified from the approximately 70 letters and emails the topics and issues including a report from an independent planning advisor commissioned by local residents.

The Parish Council is not seeking, through this submission, to undertake an analysis of the content of the responses; some are consistent re-occurring themes and some relate to the comprehensive public consultation and referendum which led to the adoption by MVDC of the Capel NDP in December 2017.

1) Introduction

The Capel Parish Council response, at this time, is broadly in line with both the adopted Capel NDP and the Draft NDP (July 2016). We understand this is not a formal (statutory) proposal and, as such, our response will need to be modified when further stages of the Local Plan emerge.

Although the formal consultation has not yet started, we would like to draw your attention to the NPPF 2018 in which proposals affecting the Green Belt are very precise. Exceptions have regard to a very "limited" infilling in villages. The proposals set out in our response are entirely consistent with this statement.

Section 136 of the NPPF states that Green Belt boundaries should only be altered when exceptions are fully evidenced and justified. Accordingly, Mole Valley District Council must demonstrate a need which cannot be met within the urban framework of Mole Valley towns;

(Dorking, Leatherhead and Ashtead). There is no justification for the building of dwellings other than proposals which would ensure development is limited and responds to the sustainable needs of the villages.

In relation to development in urban areas, we have noted sites which have been granted planning permission and have not been developed at all or do not provide affordable or family housing. Further, the NPPF is clear that urban sites, brownfield sites and previously developed sites should all be considered before building on the Green Belt.

NPPF (paragraphs 77 and 78) state that planning policies should be responsive to local circumstances. Housing should be located where it will sustain or enhance rural communities.

Infrastructure including transport, schools and health provision is of particular concern in our area and even activities outside of the parish can have a detrimental impact on our villages. We therefore believe a piecemeal approach would be short sighted and that a strategic view is required regardless of how many homes are built.

In due course, when any site has been identified for inclusion into the draft MVLP, it will have to be demonstrated that infrastructure requirements will be met as a matter of policy and that sustainable objectives are met.

Our response has full regard to the policies of the Capel NDP particularly those pertaining to sustainability.

When the full draft plan is published the Parish Council will submit a formal response to proposals by the District Council. This formal submission will respond to wider policy issues, sites and designation including the Green Belt and infrastructure.

There has been unease that modest expansion has been considered so far in isolation and uncertainty over what other sites might follow in a draft plan, but notwithstanding our concerns about the bigger picture, we have provided a response to the sites suggested by Mole Valley and other sites that the Parish Council suggests are included in the draft Mole Valley Local Plan.

2) Sites

a. Sites introduced by Mole Valley

(i) 18-BG-001 – Land north of Breakspear Farm

- This site is supported in line with Capel draft NDP. The proposal should include improvement to hedgerows, must include a substantial car park, and should consider improvement to pavements to allow pedestrian access to the station as well as road safety.
- The northern part of the site (the recreation area) should form a part of the site but the northern area should remain in the Green Belt and not be included with the area for housing development.

(ii) 18-CP-001 - North Expansion

- Not supported
- Not in keeping with the linear nature of the village
- Significant encroachment into the Green Belt and detrimental impact on the character of the area
- There are significant highway issues pertaining to the alignment of the road which cannot be resolved without further impacting the character at this important village entrance

(iii) 18-CP-004 - Boxhill Caravans

- Supported in line with NDP
- Re-uses a previously developed site

- Provides employment provision
- Housing provision includes affordable and low-cost dwellings
- Any policy should have regard to access to the site being restricted from and to the A24 dual carriageway
- Walking distance of station and village amenities

(iv) 18-CP-006 - Capel House Farm

- Supported with recommendations
- Recommend inclusion with regard to the Green Belt boundary (building must not extend into the green belt)
- Maximum seven dwellings
- Should have regard to the existing new dwellings, this would trigger affordable housing provision if the site total is ten or more dwellings

(v) 18-CP-007 Redlands.

- Not supported in line with the NDP
- Site subject to previous failed appeal
- Village boundary extension to north west not consistent with linear nature of the village
- Settlement boundary normalisation does not include this site
- “Exceptional circumstances” not demonstrated

b) Suggested additions by the Parish Council

(i) Hurst, Vicarage Lane

- Supported in line with the NDP
- Previously developed site
- We agree it should be brought inside the village boundary to keep options open

(ii) Brook Cottage

- Supported
- Development along Wolves Hill would provide natural infill towards Clark’s Green Roundabout and the dwellings with frontage onto it, which are all part of the defining character of southern Capel
- Recommend extension of village boundary to include part of this site
- 40% of housing to be affordable
- Mindful of the Gatwick noise contour 2018

Brook Cottage was recommended by the Parish Council as a housing allocation in its draft NDP. It sits within the historic framework of Capel village bounded by land designated as being “Within countryside beyond the Green Belt”.

It forms a linear extension from the eastern end of Coles Lane up to Rusper Road and Clark’s Green Roundabout. Development would provide up to 15 dwellings including the provision of 40% affordable housing.

With existing housing already extending from the roundabout north towards the village, the attached revised settlement boundary would respond to the character of the village. The planning application previously refused by Mole Valley District Council has the full support of the village, the Parish Council and local District Councillors.

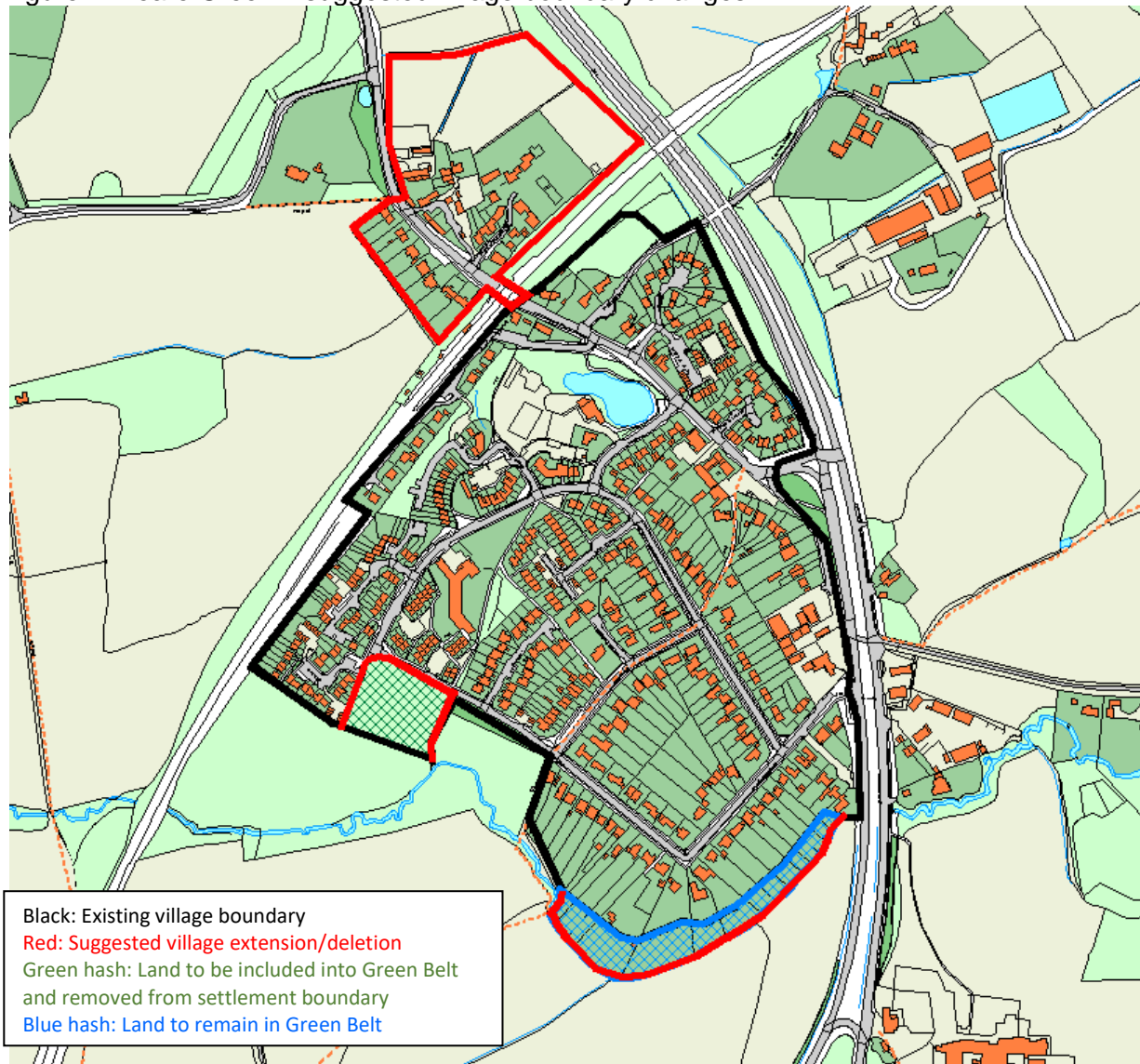
3) Revised Village Boundary

We are pleased to note that the Mole Valley proposals for Beare Green have had regard to the settlement boundary changes proposed by the Parish Council in its draft NDP. We support site 18-BG-001 for a limited number of residential homes, a recreation area and the provision of parking spaces which would significantly assist in overcoming the parking shortage at Holmwood Station. While we support the settlement boundary change which includes site 18-BG-001 we

believe this proposed allocation must include the open space to the north of the site. This area is of high recreational and amenity value and we would seek to have this area designated through a charitable process. To the south of Beare Green, near Highland Road and Springfield Road, whilst we have no objection to the amendment to the settlement boundary in order to be more consistent we do not support the land between the current and proposed boundary being removed from the Green Belt as it provides, in landscape and amenity terms, essential protection to the character and setting of the area. So the Green Belt boundary should remain unchanged.

Land next to Great Turners Wood SSSI on Highland Road has been allocated for recreation purposes and should be excluded from the settlement boundary.

Figure 1: Beare Green – suggested village boundary changes



Turning to the general principles of the settlement boundary for Capel village, there is a distinction between land to the east and land to the west of The Street.

Regarding your plans for Vicarage Lane, we generally support the proposed changes but for reasons of consistency the two dwellings and land to the south west with access road should also be included (see diagram 2)

South of Vicarage Lane (and east of The Street) the character and nature of dwellings and settlement boundary is irregular due to undulating topographical characteristics of the landscape. We therefore consider it should be extended to include Brook Cottage.

To the west of The Street and north of Coles Lane we do not support the proposed amendments to the settlement boundary; particularly sites 18-CP-001 and 18-CAP-007. To clarify, there was a consistency with 18-CP-006 to provide limited opportunity for residential development, whereas sites 18-CP-001 and 18-CP-007 would form an unacceptable encroachment into the Green Belt. Capel village (in particular to the north beyond Vicarage Lane) is linear in character. Site CP-001 is wholly set in an area of visual sensitivity. We refer to the report of independent landscape consultants CSA in their landscape analysis. Furthermore, you will notice that this site has produced a large number of strong local objections. In landscape terms the site is designated "moderate to high" landscape value and forms a natural end to the inhabited area of the village, with any development likely to have a significant and detrimental impact on the character of the village and the AONB. The current plan has no provision for employment, access is dangerous and the distance from this site to the village amenities makes this site unsustainable. We have recommended a modified boundary alteration to regularise the village boundary, which provides consistency with the linear nature of the village but precludes encroachment into the Green Belt.

By comparison, site 18-CP-004 offers low-cost market housing, which could include affordable provision, five starter business units and recreation space. In the event that this site is not developed for housing, this would provide greater emphasis for the need to provide housing at Brook Cottage.

Whilst we support the amendment to the settlement boundary adjacent to site 18-CP-006 to be more consistent, we do not support the land between the current and proposed boundary being removed from the Green Belt as it provides in landscape and amenity terms essential protection to the character and setting of the area. So the Green Belt boundary should prevail.

Figure 2: Capel northern area – suggested village boundary changes

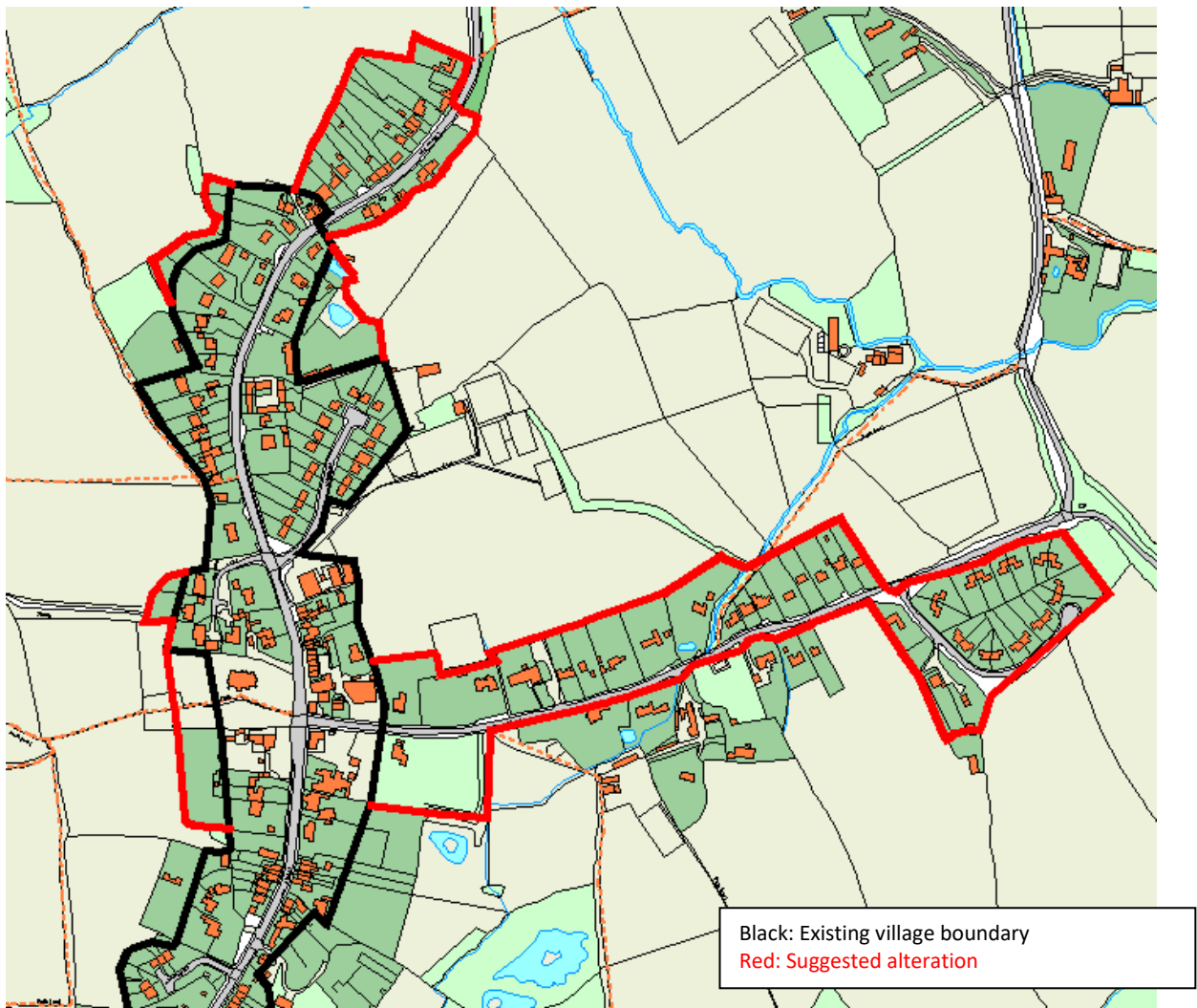
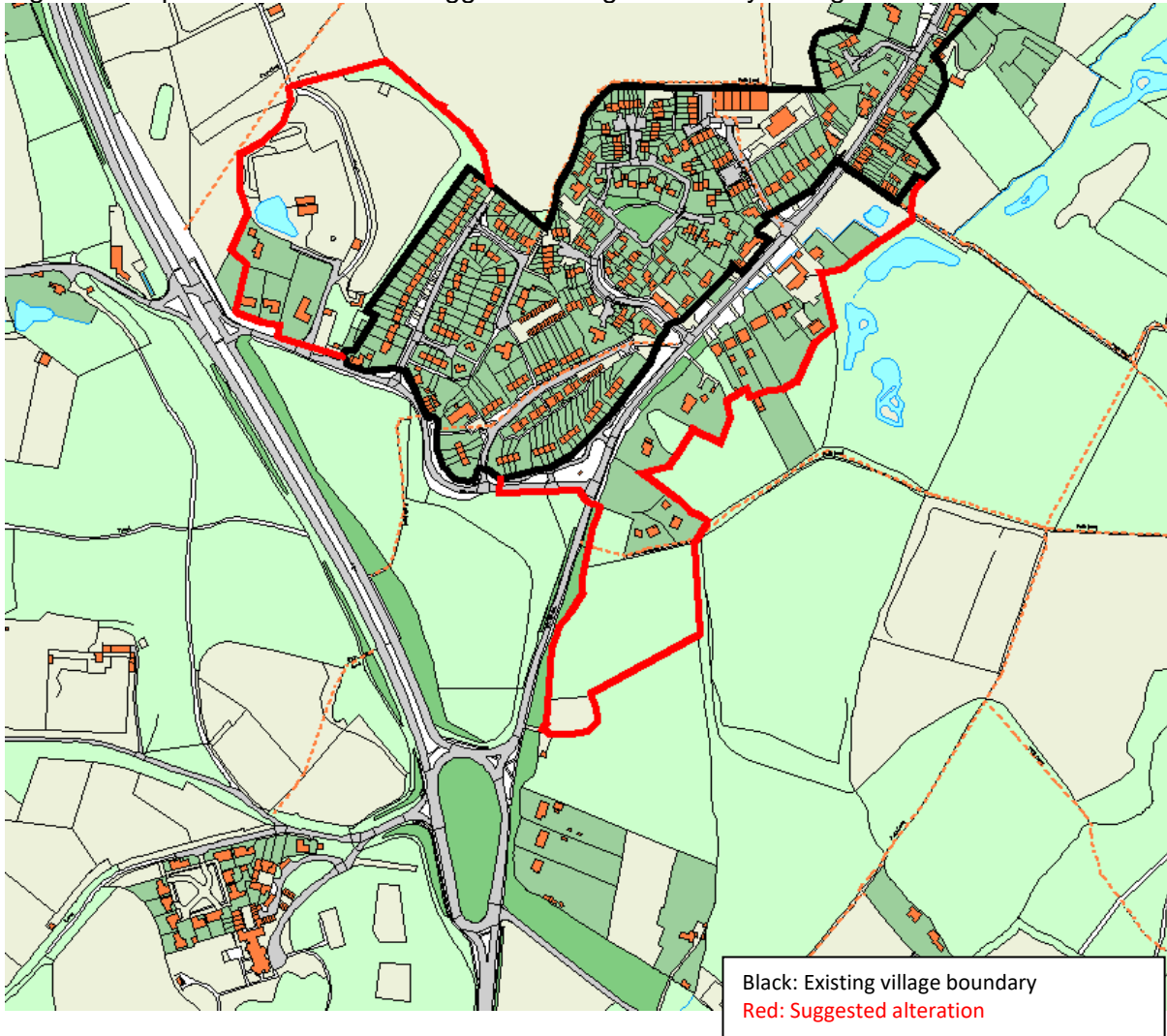


Figure 3: Capel southern area – suggested village boundary changes



4) Responses and topics raised by local residents

We attach copies of all correspondence received.

5) Other Points

Through the process, we have worked closely with and consulted with the District Councillors for Beare Green and Capel. We believe it is vital for Mole Valley District Council to provide clear and regular information regarding the progress leading to every stage of the Local Plan review. There is considerable concern about the impact of both the actual future development and the threat of possible development on the lives of residents.

Conclusion

Whilst we welcome the early involvement of the Parish Council and residents, we would like to draw attention to the significant local opposition to some of the sites mentioned and strong support for others, indicating that the villages of Beare Green and Capel recognise the need for limited and modest extensions or infill but would strongly resist changes which have a more significant impact to the valuable character of the Parish.

We ask that full consideration is given to the actual need for housing and that development should only take place where it is needed and where it has local support. Anything more than very modest extensions would fundamentally change the rural nature of our area and any development must not proceed without a review of public services and the infrastructure required to support it.

Yours sincerely

Chris Ball
Chair,
Capel Parish Council

Paul Garber
Chair
Capel Parish Council Planning Committee

Appendix 4

06th March 2020
Our Ref: 2881/20200306/JRmr

Mrs Janet Russell
Clerk to the Council
Capel Parish Office
55a The Street
Leicestershire
Surrey RH5 5LD

Office 20, Citibase,
95 Ditchling Road,
Brighton BN1 4ST
t 01273 573871

e brighton@csaenvironmental.co.uk
w csaenvironmental.co.uk

BY EMAIL

Dear Janet

Mole Valley Local Plan Review 2021-2035 – Site Allocations SA05 & SA24

Thank you for your letter of 19 February 2020 requesting advice on potential ecological implications in respect of the following allocation policies contained within the Regulation 18 draft Mole Valley District Council Local Plan 2018-2033:

- SA24: Land at Brook Cottage, Wolves Hill, Capel
- SA05: Land South of Beare Green, Beare Green

Further to your instruction I have on 02 March 2020 visited the sites in question, viewing them where possible from public footpaths, and have undertaken a desktop review of available evidence.

SA24: Land at Brook Cottage, Wolves Hill, Capel

I note that this 3.9ha site is to be allocated for residential development, with an expected yield of 46 dwellings. The site comprises a field to the south of Capel, which previously included the residential curtilage of Brooks Cottage.

Review of back-dated aerial imagery indicates that habitat succession has taken place at the site without significant management intervention over a period of 20 years. The site now appears to support a diverse mosaic of scrub and rank grassland. I was unable to obtain clear views across the site from the adjacent public footpath or highway, however the stands of dense scrub visible on aerial imagery were confirmed to be present.

In light of the lack of management, the sward may contain elements of significant botanical interest. The potential for floral species of conservation value to be present is heightened by the

site's position directly adjacent to the Dairy House Nature Reserve, which includes a Site of Nature Conservation Importance (SNCI) designated in part for its botanical diversity.

During a walkover of the site carried out in August 2015 by Surrey Wildlife Trust Ecology Services (SWTES), eight 'Species Typical of Grassland of Conservation Interest in Surrey' were recorded.¹ Under guidance prepared by the Surrey Wildlife Trust, grasslands containing at least 15 of such indicator species are likely to be of SNCI quality.² Given that no detailed botanical survey of the site has been undertaken, and with consideration of the time that has elapsed since the 2015 walkover, there is significant potential for such a survey to reveal the site to meet the threshold for designation as an SNCI to be appropriate.

Notwithstanding the status of the site itself, assessment would be required to determine whether development in this location would adversely affect the existing Dairy House SNCI. Impact pathways might include increased recreational pressure, light pollution, water quality effects and altered hydrological regime. The importance of locally designated wildlife sites is reflected both nationally (in the NPPF) and locally. Policy EN09 of the draft Local Plan states as follows:

1. *Development proposals should seek to protect, enhance and recover wildlife habitats and species by creating new natural areas or restoring and enhancing existing habitats, **particularly in or adjacent to sites designated for their nature conservation importance** and within Biodiversity Opportunity Areas.*
2. *Developments which would have an adverse impact on nature conservation interests within Special Areas of Conservation, Special Protection Areas, Sites of Special Scientific Interest, **Sites of Nature Conservation Importance** or irreplaceable habitats - such as ancient woodland and ancient or veteran trees - will not be granted planning permission unless all the following criteria are met:*
 - a. *The benefits of the development outweigh the harm.*
 - b. *There are no alternative sites that could reasonably accommodate the development where the harm would be reduced.*
 - c. *Compensation measures can be provided within, or close to the site, that result in no net loss of biodiversity.*

Surveys which were carried out in 2015 by SWTES included those for reptiles, which confirmed the presence of three species on-site.³ All native reptiles receive protection under the Wildlife and Countryside Act 1981 (as amended). Again, under the above guidance, sites which contain populations of three or more native reptile species should be considered for SNCI selection.

During the reptile surveys, amphibians including common toad were incidentally encountered on-site. Common toad are a Species of Principal Importance for the Conservation of Biodiversity in England in respect of Section 41 of the Natural Environments and Rural Communities Act 2006 (S41 Species). Environmental DNA (eDNA) sampling confirmed the presence of great crested newts, a European Protected Species (EPS) whose habitats are strictly protected under the Conservation of Habitats and Species Regulations 2017 (as amended), within a pond c. 226m north-east of the site. Only three of the eleven ponds identified within a potential dispersible range of the site (500m) were subject to assessment and eDNA sampling.⁴ That in which great crested newts were confirmed shares good connectivity with the site, and it is therefore likely that this species is present in on-site habitats.

Surveys conducted by SWTES determined dormice (a further EPS and S41 Species) to be likely absent from the site in 2015.⁵ However given the continued scrub colonisation of the site evident from aerial imagery during the period from 2015, and of the recorded presence of this species in

¹ Girvan, I. (2015). Ecological Management Plan: Land off Wolves Hill, Capel. Surrey Wildlife Trust Ecology Services, Woking.

² Gibbs (2008). Guidance for the Selection of Sites of Nature Conservation Importance (SNCIs) in Surrey. Surrey Wildlife Trust, Woking.

³ Dodd, S. (2015). Reptile Survey: Land off Wolves Hill, Capel. Surrey Wildlife Trust Ecology Services, Woking.

⁴ Winchester, D. (2015). Great Crested Newt Habitat Suitability Index (HSI) and Environmental DNA (eDNA) Survey Report: Land off Wolves Hill, Capel. Surrey Wildlife Trust Ecology Services, Woking.

⁵ Learmont, A. (2015). Dormouse Survey: Land off Wolves Hill, Capel. Surrey Wildlife Trust Ecology Services, Woking.

the adjacent Dairy House Nature Reserve, the potential for this species to occur on-site is high. Development of the site for residential use at the stated density would require substantial scrub habitat removal, and would therefore be inconsistent with the preservation of habitat quality, availability and connectivity for dormice at the site, if present.

Finally, it is noteworthy that emerging legislative frameworks and policy seek to leave biodiversity in a better state than prior to development, i.e. development should deliver a measurable and evidenced 'Biodiversity Net Gain'. In light of the foregoing, it is in my opinion unlikely that development of the site at the stated density could be consistent with such legal and policy requirements without recourse to a scheme of off-site habitat creation/restoration.

SA05: Land South of Beare Green, Beare Green

I note that this 32ha site is to be allocated for residential-led mixed development, to include c. 480 dwellings, including two gypsy and traveller pitches, and a primary school.

In contrast to SA05, this site is dominated by active agricultural land use and habitats of limited ecological value, and with sensitive design I'd expect development to be achievable in a manner consistent with biodiversity policy objectives. Fields in the north of the site are cultivated for arable cereals, while a field in the south (which I could only view from afar without leaving the public footpath) appeared to support pastoral grassland.

The site is however bisected on a south-west to north-east axis by a significant green corridor. This is formed of a field-boundary hedgerow with significant mature oak trees in the east of the site, developing into a linear belt of primarily broadleaved woodland dominated by oak and ash, with occasional Scots pine, and understorey shrubs including blackthorn, hawthorn, hazel and elder. A large body of standing water is present within the woodland.

The on-site woodland shares direct connectivity with a parcel of Ancient Semi-Natural Woodland (ASNW), which is located centrally within the site, but which has been excluded from the draft allocation red line. This and a further parcel of ASNW bordering the north of the site are recorded on the Priority Habitat Inventory, which maps Habitats of Principal Importance for the Conservation of Biodiversity in England in respect of Section 41 of the Natural Environments and Rural Communities Act 2006. All ASNW is recognised as 'irreplaceable habitat' in respect of the above extract from the Policy EN09 of the draft Local Plan, and would need to be protected through sensitive masterplanning.

In the context of the local landscape, this green link has the potential to represent a key dispersal corridor for a variety of species, including bats, dormice and great crested newts, noting for example the presence of ancient woodland to the immediate north and extending south-west from the site. Targeted surveys would be needed to properly assess the importance of this connective feature, and development proposals would need to demonstrate that any degradation of connectivity would not undermine the local conservation status of the aforementioned EPS and S41 Species.

I trust the above information is clear and helpful, however do please let me know if there are any aspects which I can clarify.

Yours sincerely,



Mark Rose MCIEEM
Principal Ecologist

Appendix 5

Technical Note: Objection to Allocation

Project: Capel, Mole Valley
Prepared by: KL/DL
Approved by: AW
Date: 20/03/2020


Cargo Works, 1-2 Hatfields
London
SE1 9PG
Tel: 020 8065 5210
www.motion.co.uk

1.0 Introduction

- 1.1 Motion has been appointed to provide highways and transport advice in objection to the allocation of two sites within the Mole Valley Local Plan, in particular the sites located in the vicinity of Beare Green and Capel – SA05 and SA24 respectively.
- 1.2 SA05 is located to the north of Ockley Road and the allocation seeks the development of up to 480 dwellings with additional uses comprising two gypsy and traveller pitches and land allocated to a primary school. SA24 is located to the south of Capel and seeks allocation for a development of up to 46 residential dwellings.
- 1.3 This Note has been prepared to summarise the suitability of each site for development with reference to local planning policy, sustainable transport opportunities and the likely trip generating potential of each proposal.

2.0 Policy Context

- 2.1 This section summarises relevant transport policy documents against which the development proposals would be considered at the local level with reference to Mole Valley District Council policy and policy specific to the parish of Capel.

Mole Valley Local Plan (Consultation Draft)

- 2.2 The Mole Valley Local Plan is undergoing consultation and it is anticipated that the Plan will be the base of policy from 2018 to 2033. Chapter 6 considers infrastructure and transportation policies.
- 2.3 Policy INF1 considers the promotion of sustainable transport and planning stating that:
“New development will be required to contribute to the delivery of an integrated, accessible and safe transport network, and maximise the use of sustainable travel modes; including walking, cycling and public transport.”
- 2.4 Furthermore, Policy INF1 states:
“New development will be required to provide and contribute towards suitable access, transport infrastructure and services that are necessary to make the development acceptable, including the mitigation of its otherwise adverse material impacts. The mitigation:
 - ▶ *Will maintain the safe operation and the performance of the strategic and local road network to the satisfaction of the relevant highways’ authorities.*
 - ▶ *Will address other adverse material impacts on communities and the environment, such as impacts on amenity, health, air and noise pollution.”*
- 2.5 Policy INF1 additionally considers parking provision, stating:
“Development proposals will be required to provide cycle and motor vehicle parking, including electric vehicle parking charging points, in accordance with local parking standards.”
- 2.6 It is noted within the Plan that:
“To make new developments acceptable in transport terms, the development will provide, or contribute towards, suitable access and transport infrastructure. In assessing whether development proposals will generate significant amounts of movement, the Council will consider the current land use, the condition of the strategic and local road network and the net amount of trips generated by the development.”

Mole Valley Local Parking Standards Draft SPD (January 2020)

- 2.7 The Mole Valley Local Parking Standards SPD was published in draft form in January 2020 and sets out the Council’s parking requirements within the District. The standards have been informed by a Parking Background Paper.
- 2.8 The minimum car and cycle parking requirements for residential developments within the District are summarised in Table 2.1.

1 bedroom dwellings and 2 bedroom apartments	1 space per dwelling	1 space per dwelling
2 bedroom houses and 3 bedroom dwellings	2 spaces per dwelling	2 spaces per dwellings
4+ bedroom dwellings	3 spaces per dwelling	

Table 2.1 Minimum Vehicle and Cycle Parking Standards

- 2.9 The SPD includes guidance relating to electric vehicle charging infrastructure. Paragraph 1.13 states that:

“To further encourage the take-up of electric vehicles and ensure the infrastructure is in place to shift to a low-carbon economy, development proposals for new homes should install the underlying electric vehicle charging infrastructure to enable an active fast charging point to be provided for each new home. This is otherwise known as a passive charging point. For flatted schemes and residential institutional uses, underlying infrastructure will be required for 40% of total parking spaces. Where spaces are unallocated, 20% of spaces (i.e. half of charging points installed) should be active.”

Neighbourhood Development Plan – Parish of Capel

- 2.10 The Neighbourhood Development Plan for the Parish of Capel summarises the planning policies and objectives used to guide development between 2016 and 2026.

- 2.11 Policy CA-GA1 refers to new development and active travel opportunities, stating:

“New development should provide good pedestrian and cycle connections to local destinations.

Where appropriate new developments should be designed to provide pedestrian and cycle routes through the site, linking with pedestrian and cycle routes on its boundaries to achieve permeability, reducing reliance on vehicles. Employment sites and windfall housing sites should provide good pedestrian and cycle connections.”

- 2.12 Furthermore, Policy CA-ESDQ8 states:

“Pedestrian and cycle routes in a development should connect with adjoining pedestrian and cycle routes wherever possible.”

3.0 Site SA05

- 3.1 The site has been recommended for allocation in the Local Plan to provide in the region of up to 480 residential dwellings, two gypsy and traveller pitches and land allocated to a primary school.

Site Location and Accessibility

- 3.2 The site is located to the east of the London Victoria to Horsham railway line and west of the A24. To the north, the site is bound by existing residential dwellings whilst Ockley Road, the A29, operates to the south of the site. The site is to the west of Beare Green and south of Holmwood station. The site location is shown in **Figure 3.1**.

Local Highway Network

- 3.3 The site is located to the north of Ockley Road, the A29, a two-way carriageway operating between Ockley to the south west and the A24 to the east. Ockley Road is subject to a 50mph speed limit along the southern boundary of the site.
- 3.4 Ockley Road joins the A24 at the Beare Green Roundabout to the south east of the site. The A24 is a dual carriageway subject to a 50mph speed limit in the vicinity of the site. To the north, the A24 provides onward connections towards central London whilst to the south it connects to the south coast at Worthing.

Accessibility by Foot and Cycle

- 3.5 An existing public footpath operates through the site connecting Ockley Road to the south with Highland Road and nearby residential streets to the north. In addition, the footpath connects to the wider off-road pedestrian network providing access to the wider area.
- 3.6 A footway is provided on the southern side of Ockley Road. However, it is noted that these are not continuous and as such pedestrian links towards shops and services to the east and north of the site are limited. Indeed, the primary continuous pedestrian link towards shops, the local station and bus stops is provided by the public footpath network.
- 3.7 No dedicated cycle infrastructure is provided on local roads. To the south of the site, it is considered that the 50mph speed limits along Ockley Road could discourage future residents from cycling. To the north of the site, the local residential routes are likely to be suitable for cyclists should a connection be provided from the site to these roads.

Access to Local Amenities

- 3.8 Local amenities are predominantly centred around Old Horsham Road to the north of the site. These include a food store, café and village hall. The nearest school to the site is the Weald Church of England Primary School located approximately 950 metres to the west of the site off Newdigate Road. The site location in relation to local amenities is shown in **Figure 3.2**.

Accessibility by Bus

- 3.9 The nearest bus stops to the site are located approximately 650 metres to the west on Horsham Road and 950 metres to the west on Newdigate Road. However, there is no continuous footway connection between the site and the nearest bus stops and future residents would be required to walk within the verge along the A29. Furthermore, the stops are located to the east of the A29 and there are no appropriate crossing facilities to assist pedestrians crossing towards the bus stops.
- 3.10 From the Horsham Road stops, an hourly service operates towards Dorking, Horsham and Capel. The Newdigate Road stops are served by a route operating every two hours north towards Epsom or Leatherhead and south east to Crawley. Additional bus stops are located to the north on Old Horsham Road, these are served by the same routes.

Accessibility by Rail

- 3.11 The nearest station to the site is Holmwood station, located approximately 800 metres to the north of the site. Holmwood station is located on the London Victoria to Horsham railway line with services operating hourly in each direction.

Summary of Accessibility

The above review demonstrates that the site lacks accessibility by active travel modes at present with limited pedestrian and cycle infrastructure in the vicinity of the site. There are bus stops in the vicinity of the site, however, there is not currently appropriate pedestrian routes between the site and these stops. Furthermore, the frequency of services from these stops is limited and as such it unlikely to result in future residents undertaking journeys by bus. The train station provides the opportunity for access to services to Horsham and London Victoria but this is dependant on appropriate pedestrians connections between the site and existing pedestrian routes towards the station to be provided.

Effect of Development

- 3.12 The site proposed allocation in the Local Plan to provide up to 480 residential dwellings The potential effect of the development on the surrounding transport network has been considered with reference to the TRICS database. Vehicle trip rate data has been obtained relating to similar size sites in England, excluding Greater London, located within a similar setting. The full TRICS output report is attached at **Appendix A** whilst the trip rates and resulting trips associated with the proposed 480 dwellings are summarised in Table 3.1.

	Vehicle Trip Rate (per dwelling)			Vehicle Trips (480 dwellings)		
	In	Out	Total	In	Out	Total
AM Peak 0800-0900	0.135	0.411	0.546	65	197	262
PM Peak 1700-1800	0.378	0.162	0.540	181	78	259
Daily 0700-1900	2.383	2.405	4.788	1144	1154	2298

Table 3.1 Vehicle Trip Rates and Resulting Trips

- 3.13 Table 3.1 demonstrates that the proposed development would likely generate in the order of 262 additional two-way vehicle trips during the morning peak hour, 259 additional two-way vehicle trips during the evening peak hour and 2,298 additional two-way daily trips. It is therefore development that the proposed allocation would result in a significant increase on vehicle movements on the local highway network during peaks periods and throughout the day.
- 3.14 It is considered that this level of additional trips would likely result in a detrimental impact on the local highway network and in particular the operation of the roundabout junction of Ockley Road/A24. The level of traffic increase as a result of the development will also have a detrimental impact on local rural roads and residential streets.

SA05 – Summary

- 3.15 The site has been allocated for a development of up to 480 residential units with ancillary uses including a primary school and travel pitches. A review of the surrounding transport networks has demonstrated that the existing pedestrian infrastructure is limited and does not suitably connect with the wider pedestrian network and there is no cycle infrastructure in the vicinity of the site. Bus stops near the site are not accessible on foot and have limited frequency of services and as such future residents do not have appropriate opportunities to access sustainable transport and would be reliant on the use of the private car.
- 3.16 Trip analysis has demonstrated that the development would result in a significant increase on vehicle movements on the local highway network during peaks periods and throughout the day. It is considered that this level of additional trips would likely result in a detrimental impact on the local highway network and in particular the operation of the roundabout junction of Ockley Road/A24

4.0 Site SA24

- 4.1 The site has been recommended for allocation within the Local Plan to provide in the region of 46 residential dwellings.

Site Location and Accessibility

- 4.2 The site is located to the east of Wolves Hill to the south of Capel village. The site is currently undeveloped and is bound to the north by residential properties whilst to east and south the site is bound by undeveloped land. The site location in relation to the surrounding area is shown in **Figure 4.1**.

Local Highway Network

- 4.3 Wolves Hill forms the western boundary of the site. Wolves Hill is a two-way carriageway subject to a 40mph speed limit along the site boundary whilst to the north, the speed limit is reduced to 30mph through Capel. Wolves Hill provides connections northbound towards Capel and Beare Green and southbound towards the A24 which it joins at Clarke`s Green Roundabout.
- 4.4 The A24 is a dual carriageway subject to a 50mph speed limit in the vicinity of the site. To the north, the A24 provides onward connections towards central London whilst to the south it connects to the south coast at Worthing.

Accessibility by Foot and Cycle

- 4.5 A footway is currently provided along the eastern side of Wolves Hill connecting the site to Capel to the north and local bus stops on the A24 to the south. To the north of the site, an additional footway is provided on the western side of Wolves Hill north of its junction with Coles Lane.
- 4.6 No dedicated cycle infrastructure is provided on local roads. However, the local roads would likely be suitable for cyclists providing connections to Capel.

Access to Local Amenities

- 4.7 The site is located within close proximity to a range of local amenities including The Leith Hill Practice, located approximately 350 metres to the north of the site. Further amenities such as a post office, village hall and Scott-Broadwood Church of England Infant School are all located in Capel approximately 900 metres to the north of the site. The site location in relation to local amenities is shown in **Figure 4.2**.

Accessibility by Bus

- 4.8 The nearest bus stops to the site are located adjacent to the medical centre approximately 350 metres to the north of the site. The primary route through these stops provides hourly connections towards Dorking and Horsham. Additional services operate at a reduced frequency towards Newdigate and Brighton among other destinations.
- 4.9 Further bus stops are located approximately 400 metres to the south at Clarke`s Green Roundabout. These stops are also served by the hourly service operating between Dorking and Horsham.

Accessibility by Rail

- 4.10 The nearest station to the site is Ockley station located approximately 1.1 kilometres to the north west. Ockley station is located on the London Victoria to Horsham railway line with services operating hourly in each direction. However, there is no footway provided along Coles Lane between the site and the station and as such it is unlikely that future residents would be able to walk between the site and the station to use train services and would be reliant on private car to make this connection.

Summary of Accessibility

- 4.11 The above review demonstrates that there is footway in the vicinity of the site which connects with the village and local bus stops. However, there is no cycle infrastructure in the vicinity of the site and no footway connecting from the site to Ockley rail station.

Effect of Development

- 4.12 The site has been recommended for allocation within the Local Plan to provide in the region of 46 residential dwellings.
- 4.13 Reference has made to the TRICS database. Vehicle trip rate data has been obtained relating to similar size sites in England, excluding Greater London, located within a similar setting. The full TRICS output report is attached at **Appendix B** whilst the trip rates and resulting trips associated with the proposed 46 dwellings are summarised in Table 4.1.

	Vehicle Trip Rate (per dwelling)			Vehicle Trips (46 dwellings)		
	In	Out	Total	In	Out	Total
AM Peak 0800-0900	0.122	0.328	0.450	6	15	21
PM Peak 1700-1800	0.291	0.141	0.432	13	6	19
Daily 0700-1900	2.185	2.231	4.416	101	103	204

Table 4.1 Vehicle Trip Rates and Resulting Trips

- 4.14 Table 4.1 demonstrates that the development would likely generate in the order of 21 two-way vehicle trips during the morning peak hour, 19 two-way vehicle trips during the evening peak hour and 204 two-way vehicle trips during the evening peak hour. It is considered that this level of additional would have the potential to result in a detrimental impact on the local highway network in particular at the Clarke`s Green Roundabout junction to the south of the site.

SA05 – Summary

- 4.15 The site has been allocated for a development of up to 46 residential dwellings. A review of the accessibility of the site has demonstrated that the site is accessible by a range of transport opportunities including foot, cycle and public transport. It is noted that the existing active travel infrastructure would likely require upgrading to facilitate new development.
- 4.16 Trip generation analysis has been undertaken and demonstrates that the proposals would likely generate in the order of 204 two-way daily vehicle trips It is considered that this level of additional would have the potential to result in a detrimental impact on the local highway network in particular at the Clarke`s Green Roundabout junction to the south of the site.

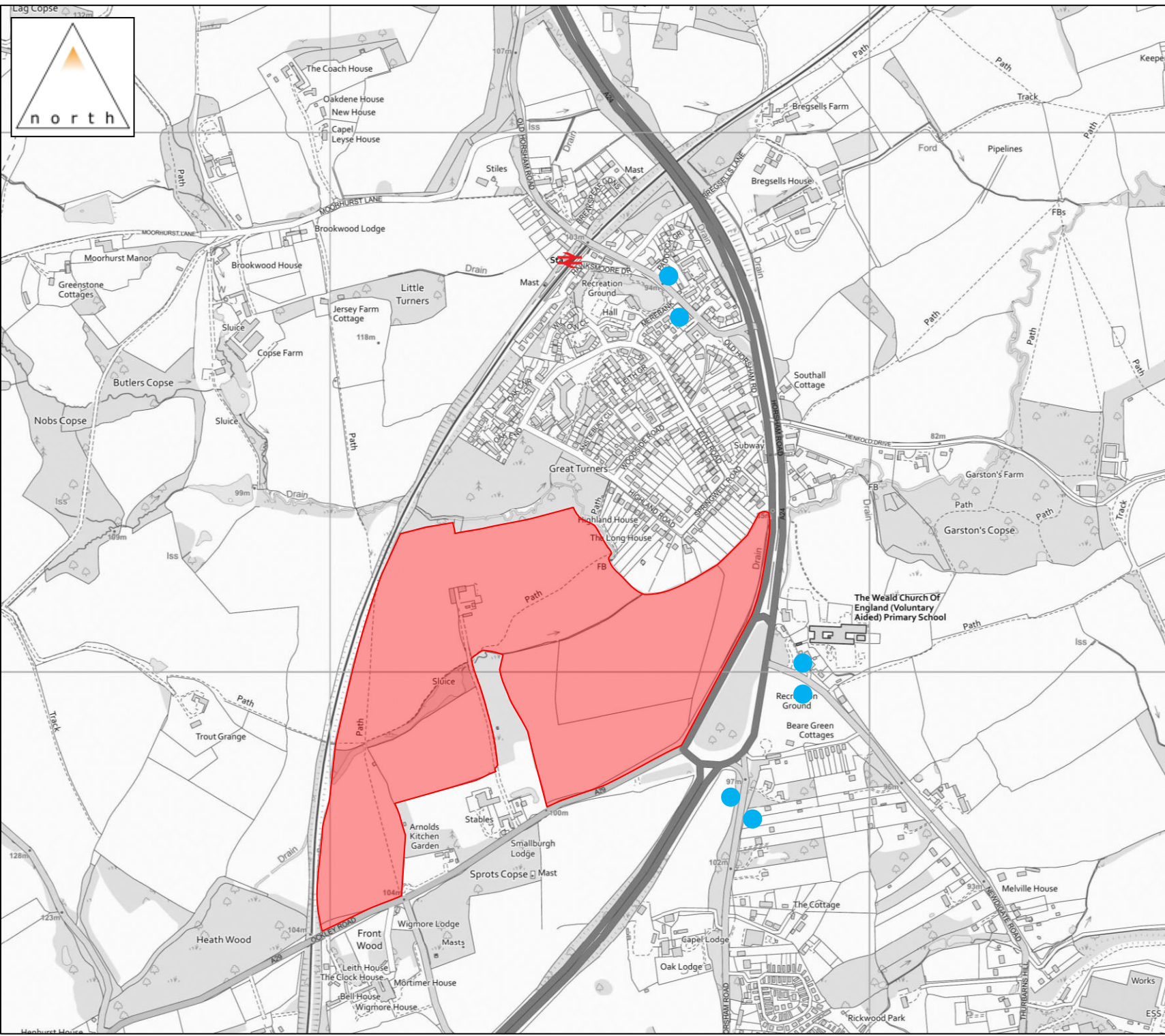
5.0 Summary and Conclusions

- 5.1 Motion has been appointed to provide highways and transport advice in relation to the allocation of sites within the Mole Valley Local Plan, in particular the sites located in the vicinity of Beare Green and Capel – SA05 and SA24 respectively.
- 5.2 SA05 is located to the south of Holmwood station and is allocated for a development of 480 dwellings with additional uses comprising two gypsy and traveller pitches and land allocated to a primary school. SA24 is located to the south of Capel village centre and is allocated for a development of up to 46 residential dwellings.
- 5.3 This Note has demonstrated that:
- ▶ The existing pedestrian and cycle infrastructure in the area surrounding the SA05 Beare Green site would not facilitate the development and as such, reliance on the private car could be substantial;

- ▶ The large number of vehicle trips likely to be associated with the SA05 Beare Green site could have a detrimental impact on the highway network in the vicinity of the site, especially at the Beare Green Roundabout;
- ▶ There is no cycle infrastructure in the vicinity of the SA24 Capel site and no footway connection between the site and Ockley rail station;
- ▶ The additional vehicle trips generated by the SA24 Capel site could result in a detrimental impact on the local highway network in particular at the Clarke`s Green Roundabout junction to the south of the site.

5.4 On the basis of the above, it is considered that the development sites do not accord with planning policy and could not be accommodated without detriment to the local transport network. As such, neither site is considered suitable for allocation.

Figures



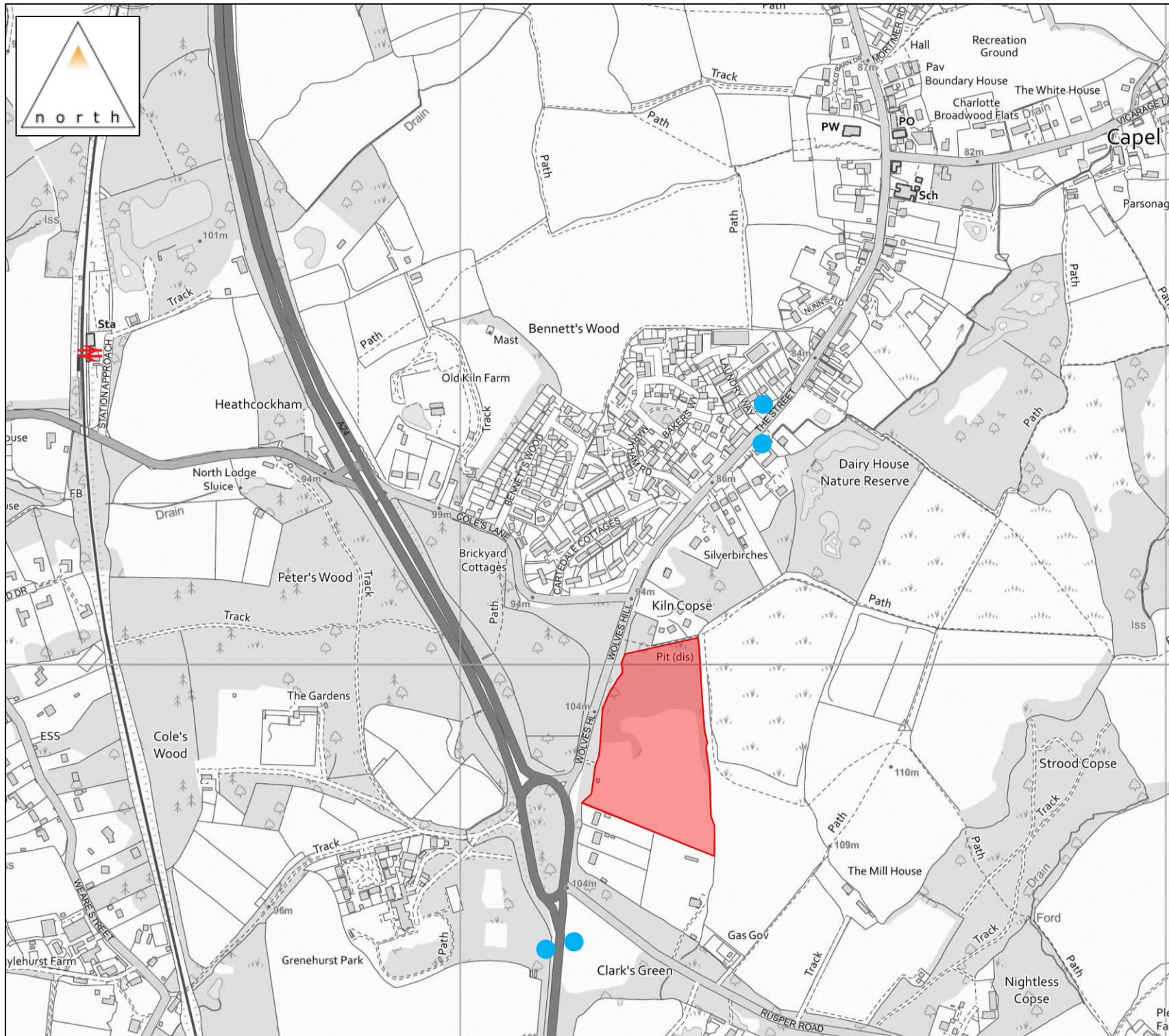
Legend:

- Site Location
- Station
- Bus Stop

Capel
Mole Valley
**Figure 3.1 SA05 Site Location
Plan**

Not to Scale





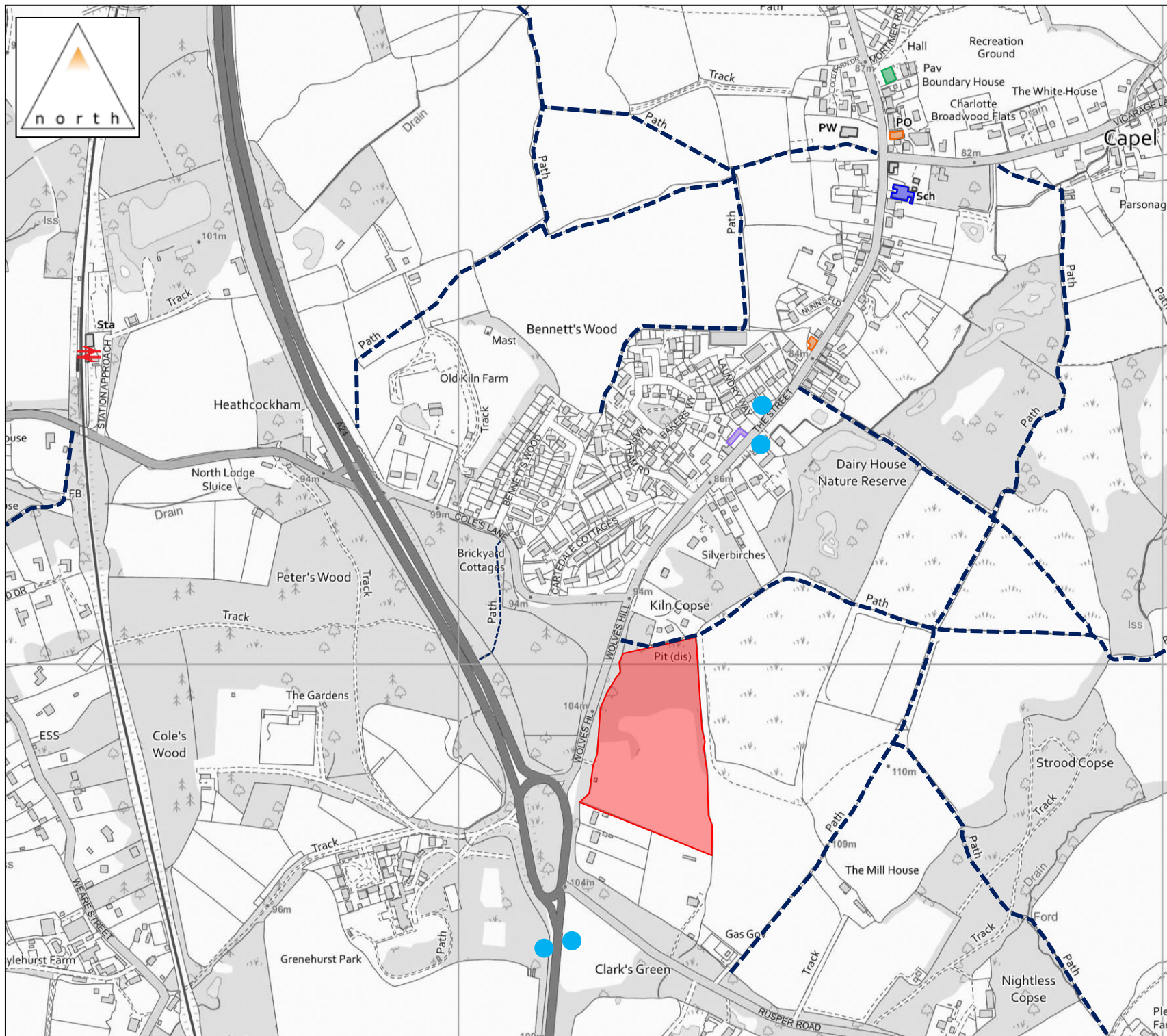
Legend:

- Site Location
- Station
- Bus Stop

Capel
Mole Valley
Figure 4.1 SA24 Site Location Plan

Not to Scale





Legend:

- Site Location
- ≡ Station
- Bus Stop
- ▭ Education
- ▭ Local Store/Post Office
- ▭ Healthcare
- ▭ Leisure
- Footpath

Capel
Mole Valley
Figure 4.2 SA24 Local Amenities Map
Not to Scale



Appendix A

TRICS Output Report – SA05

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	2 days
	SC SURREY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 207 to 432 (units:)
 Range Selected by User: 200 to 600 (units:)

Parking Spaces 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: 01/01/11 to 23/09/19

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

Selected survey days:

Monday	4 days
Tuesday	1 days
Wednesday	3 days
Friday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	1 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	8
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	7
Village	1
Out of Town	1
No Sub Category	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 10 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 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	4 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	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	3 days
No	7 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	10 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-A-06 CRAFT'S WAY NEAR CAMBRIDGE BAR HILL Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES	CAMBRI D G E S H I R E
	Total Number of dwellings:	207	
	Survey date: FRIDAY	22/06/18	Survey Type: MANUAL
2	DS-03-A-02 RADBOURNE LANE DERBY	MIXED HOUSES	DERBYSHIRE
	Edge of Town Residential Zone		
	Total Number of dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
3	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone		
	Total Number of dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
4	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	363	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
5	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone		
	Total Number of dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
6	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category		
	Total Number of dwellings:	432	
	Survey date: MONDAY	12/05/14	Survey Type: MANUAL
7	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total Number of dwellings:	275	
	Survey date: MONDAY	23/09/19	Survey Type: MANUAL
8	NF-03-A-07 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town		
	Total Number of dwellings:	297	
	Survey date: FRIDAY	20/09/19	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

9	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES	SURREY
	Edge of Town Residential Zone		
	Total Number of dwellings:	207	
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL
10	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone		
	Total Number of dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	10	290	0.091	10	290	0.339	10	290	0.430
08:00 - 09:00	10	290	0.135	10	290	0.411	10	290	0.546
09:00 - 10:00	10	290	0.139	10	290	0.175	10	290	0.314
10:00 - 11:00	10	290	0.118	10	290	0.143	10	290	0.261
11:00 - 12:00	10	290	0.127	10	290	0.142	10	290	0.269
12:00 - 13:00	10	290	0.159	10	290	0.155	10	290	0.314
13:00 - 14:00	10	290	0.150	10	290	0.145	10	290	0.295
14:00 - 15:00	10	290	0.171	10	290	0.186	10	290	0.357
15:00 - 16:00	10	290	0.279	10	290	0.184	10	290	0.463
16:00 - 17:00	10	290	0.315	10	290	0.175	10	290	0.490
17:00 - 18:00	10	290	0.378	10	290	0.162	10	290	0.540
18:00 - 19:00	10	290	0.321	10	290	0.188	10	290	0.509
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.383			2.405			4.788

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: 207 - 432 (units:)
 Survey date range: 01/01/11 - 23/09/19
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Appendix B

TRICS Output Report – SA24

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	EX ESSEX	1 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	KC KENT	3 days
	SC SURREY	1 days
	WS WEST SUSSEX	6 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	4 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	3 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 21 to 197 (units:)
Range Selected by User: 20 to 200 (units:)

Parking Spaces 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: 01/01/11 to 25/09/19

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

Selected survey days:

Monday	12 days
Tuesday	12 days
Wednesday	12 days
Thursday	13 days
Friday	9 days

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

Selected survey types:

Manual count	58 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	19
Edge of Town	27
Neighbourhood Centre (PPS6 Local Centre)	11
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Residential Zone	48
Village	7
Out of Town	1
No Sub Category	2

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	58 days
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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 1 mile:

1,000 or Less	2 days
1,001 to 5,000	11 days
5,001 to 10,000	13 days
10,001 to 15,000	12 days
15,001 to 20,000	8 days
20,001 to 25,000	5 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	9 days
25,001 to 50,000	6 days
50,001 to 75,000	6 days
75,001 to 100,000	12 days
100,001 to 125,000	1 days
125,001 to 250,000	16 days
250,001 to 500,000	6 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	12 days
1.1 to 1.5	44 days
1.6 to 2.0	2 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	15 days
No	43 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	57 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRI D G E S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>		<i>Survey Type: MANUAL</i>
2	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES	C H E S H I R E
	Edge of Town Residential Zone Total Number of dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>		<i>Survey Type: MANUAL</i>
3	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI -DETACHED & TERRACED	C H E S H I R E
	Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>		<i>Survey Type: MANUAL</i>
4	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES	C H E S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>		<i>Survey Type: MANUAL</i>
5	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST	BUNGALOWS	D O R S E T
	Edge of Town Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>		<i>Survey Type: MANUAL</i>
6	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	D U R H A M
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>		<i>Survey Type: MANUAL</i>
7	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES	D U R H A M
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 125 <i>Survey date: MONDAY 27/03/17</i>		<i>Survey Type: MANUAL</i>
8	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED	D U R H A M
	Edge of Town Residential Zone Total Number of dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>		
10	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>		
11	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>		
12	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN	PRIVATE HOUSING	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 37 <i>Survey date: FRIDAY 18/11/11</i>		
13	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i>		
14	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>		
15	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total Number of dwellings: 97 <i>Survey date: MONDAY 27/11/17</i>		
16	GM-03-A-10 BUTT HILL DRIVE MANCHESTER PRESTWICH	DETACHED/SEMI	GREATER MANCHESTER
	Edge of Town Residential Zone Total Number of dwellings: 29 <i>Survey date: WEDNESDAY 12/10/11</i>		
17	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME	TERRACED & SEMI-DETACHED	GREATER MANCHESTER
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: MONDAY 26/09/16</i>		

LIST OF SITES relevant to selection parameters (Cont.)

18	HC-03-A-20 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 <i>Survey date: TUESDAY 20/11/18</i>		
19	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 39 <i>Survey date: TUESDAY 13/11/18</i>		
20	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: WEDNESDAY 31/10/18</i>		
21	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 160 <i>Survey date: MONDAY 08/07/19</i>		
22	IW-03-A-01 MEDHAM FARM LANE NEAR COWES MEDHAM	DETACHED HOUSES	ISLE OF WIGHT
	Free Standing (PPS6 Out of Town) Out of Town Total Number of dwellings: 72 <i>Survey date: TUESDAY 25/06/19</i>		
23	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>		
24	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total Number of dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>		
25	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES	KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 159 <i>Survey date: TUESDAY 22/05/18</i>		
26	LC-03-A-31 GREENSIDE PRESTON COTTAM	DETACHED HOUSES	LANCASHIRE
	Edge of Town Residential Zone Total Number of dwellings: 32 <i>Survey date: FRIDAY 17/11/17</i>		

LIST OF SITES relevant to selection parameters (Cont.)

27	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>		
28	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM	SEMI DETACHED	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 <i>Survey date: TUESDAY 18/09/12</i>		
29	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: TUESDAY 16/10/12</i>		
30	NF-03-A-02 DEREHAM ROAD NORWICH	HOUSES & FLATS	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 <i>Survey date: MONDAY 22/10/12</i>		
31	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total Number of dwellings: 70 <i>Survey date: WEDNESDAY 18/09/19</i>		
32	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: THURSDAY 19/09/19</i>		
33	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 <i>Survey date: FRIDAY 14/10/11</i>		
34	NY-03-A-07 CRAVEN WAY BOROUGHBRIDGE	DETACHED & SEMI DET.	NORTH YORKSHIRE
	Edge of Town No Sub Category Total Number of dwellings: 23 <i>Survey date: TUESDAY 18/10/11</i>		
35	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 <i>Survey date: MONDAY 16/09/13</i>		

LIST OF SITES relevant to selection parameters (Cont.)

36	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		52	
	Survey date: MONDAY		16/09/13	Survey Type: MANUAL
37	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		71	
	Survey date: TUESDAY		17/09/13	Survey Type: MANUAL
38	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		23	
	Survey date: WEDNESDAY		18/09/13	Survey Type: MANUAL
39	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		71	
	Survey date: THURSDAY		23/01/14	Survey Type: MANUAL
40	SF-03-A-06	DETACHED & SEMI-DETACHED		SUFFOLK
	BURY ROAD			
	KENTFORD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of dwellings:		38	
	Survey date: FRIDAY		22/09/17	Survey Type: MANUAL
41	SF-03-A-07	MIXED HOUSES		SUFFOLK
	FOXHALL ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		73	
	Survey date: THURSDAY		09/05/19	Survey Type: MANUAL
42	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	TELFORD			
	SUTTON HILL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date: THURSDAY		24/10/13	Survey Type: MANUAL
43	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	BRIDGWATER			
	NORTHFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		33	
	Survey date: THURSDAY		24/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

44	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 42 <i>Survey date: TUESDAY 25/09/18</i>		
45	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 41 <i>Survey date: TUESDAY 25/09/18</i>		
46	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total Number of dwellings: 26 <i>Survey date: WEDNESDAY 22/11/17</i>		
47	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 <i>Survey date: WEDNESDAY 18/09/13</i>		
48	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 33 <i>Survey date: FRIDAY 13/11/15</i>		
49	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 23 <i>Survey date: WEDNESDAY 25/09/19</i>		
50	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>		
51	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 39 <i>Survey date: MONDAY 21/11/16</i>		

LIST OF SITES relevant to selection parameters (Cont.)

52	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		151	
	<i>Survey date: THURSDAY</i>		<i>11/12/14</i>	<i>Survey Type: MANUAL</i>
53	WS-03-A-05	TERRACED & FLATS		WEST SUSSEX
	UPPER SHOREHAM ROAD			
	SHOREHAM BY SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		48	
	<i>Survey date: WEDNESDAY</i>		<i>18/04/12</i>	<i>Survey Type: MANUAL</i>
54	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE			
	NEAR HORSHAM			
	BROOKS GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of dwellings:		57	
	<i>Survey date: THURSDAY</i>		<i>19/10/17</i>	<i>Survey Type: MANUAL</i>
55	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		180	
	<i>Survey date: THURSDAY</i>		<i>19/04/18</i>	<i>Survey Type: MANUAL</i>
56	WS-03-A-09	MIXED HOUSES & FLATS		WEST SUSSEX
	LITTLEHAMPTON ROAD			
	WORTHING			
	WEST DURRINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		197	
	<i>Survey date: THURSDAY</i>		<i>05/07/18</i>	<i>Survey Type: MANUAL</i>
57	WS-03-A-10	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		79	
	<i>Survey date: WEDNESDAY</i>		<i>07/11/18</i>	<i>Survey Type: MANUAL</i>
58	WY-03-A-01	MIXED HOUSING		WEST YORKSHIRE
	SPRING VALLEY CRESCENT			
	LEEDS			
	BRAMLEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		46	
	<i>Survey date: WEDNESDAY</i>		<i>21/09/16</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	58	64	0.068	58	64	0.264	58	64	0.332
08:00 - 09:00	58	64	0.122	58	64	0.328	58	64	0.450
09:00 - 10:00	58	64	0.150	58	64	0.169	58	64	0.319
10:00 - 11:00	58	64	0.132	58	64	0.168	58	64	0.300
11:00 - 12:00	58	64	0.140	58	64	0.152	58	64	0.292
12:00 - 13:00	58	64	0.151	58	64	0.144	58	64	0.295
13:00 - 14:00	58	64	0.166	58	64	0.159	58	64	0.325
14:00 - 15:00	58	64	0.154	58	64	0.184	58	64	0.338
15:00 - 16:00	58	64	0.238	58	64	0.161	58	64	0.399
16:00 - 17:00	58	64	0.250	58	64	0.154	58	64	0.404
17:00 - 18:00	58	64	0.291	58	64	0.141	58	64	0.432
18:00 - 19:00	58	64	0.230	58	64	0.134	58	64	0.364
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.185			2.231			4.416

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: 21 - 197 (units:)
Survey date range: 01/01/11 - 25/09/19
Number of weekdays (Monday-Friday): 58
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 3
Surveys manually removed from selection: 0

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