

SCHEDULE A: Applications with Recommendation

17/0669

Item No: 01

Date of Committee: 05/01/2018

Appn Ref No:
17/0669

Applicant:
Taylor Wimpey North East

Parish:
Wetheral

Agent:

Ward:
Wetheral

Location: Land to the South East of Durranhill Road, adjacent Barley Edge, Carlisle, CA1 2SZ

Proposal: Erection Of 198no. Dwellings With Associated Infrastructure And Landscaping

Date of Receipt:
26/07/2017

Statutory Expiry Date
25/10/2017

26 Week Determination
24/01/2018

REPORT

Case Officer: Richard Maunsell

ADDENDUM REPORT

The application was presented to Members of the Development Control Committee on the 24th November 2017 with a recommendation that the application was approved with authority to issue approval to the Director of Economic Development subject to the imposition of planning conditions and completion of a legal agreement for the provision of affordable housing and a financial contribution for open space provision.

At the time, Cumbria County Council as the Highway Authority and Lead Local Flood Authority raised objections on both highway and drainage matters.

In respect of highway issues, it was stated that inadequate information had been submitted to satisfy the local planning authority that the proposal is acceptable in terms of:

- a) access;
- b) visibility splays;
- c) off-street parking;
- d) road layout;
- e) road construction;
- f) road gradients;
- g) surface water drainage;
- h) on site turning facilities;
- i) its effect on local traffic conditions and public safety;

j) impact on sustainable travel.

With regard to drainage issues, again it was stated that inadequate information had been submitted to satisfy the local planning authority that the proposal is acceptable in terms of:

- a) flood risk assessment;
- b) site investigation / percolation tests;
- c) greenfield runoff rates;
- d) outline drainage details;
- e) outline drainage calculations;
- f) details of who will maintain the drainage system;
- g) details of exceedance routes.

In addition, the Officer's report made reference in paragraphs 6.29 and 6.30 to the fact that during the course of the application process, a request was received from a resident to consider the imposition of Tree Preservation Order for the trees along the site frontage together with others in the vicinity of the site.

Officers concluded that blanket requests for TPOs can be counter-productive and a more focussed approach can achieve better results especially where there is no perceived threat to the trees. The trees within the application site are proposed to be retained as part of the development and the trees on the western side of Durranhill Road and under council ownership. In terms of both sites, there is no imminent threat to the loss of the trees. To support this assessment the council commissioned an independent consultant to provide a further assessment of the trees. This was not available at the time of writing that report but a verbal update was due to be given by officers to Members at the meeting.

During the course of the site visit undertaken by Members of the Development Control Committee, a Councillor questioned the impact of the development on United Utilities infrastructure that was installed under the land approximately 2 years ago.

Although a response was available regarding these 3 issues, Members deferred the application in order that an amended report could be prepared and made available at the next meeting that encompasses these updates and that proper consideration could therefore be given to the proposal.

Section 5 of the committee report contains a Summary of Consultation Responses that has been updated to include the revised response from Cumbria County Council. In summary, the Local Highway Authority state:

“There are significant capacity issues are present at the Park Road/Montgomery Way junction as well as at the Durranhill / Montgomery Way junction, therefore a contribution to the Warwick Road improvements (£187k) is required to mitigate the impact of the development.

In light of the above we can confirm that the Local Highway Authority has no objection to this application.”

This response is based on a number of suggested conditions together with a

revision to the draft S106 Agreement to include the following highway elements:

- £25,000 to improve the cycle infrastructure in the area;
- £187,000 to part fund the improvements to Warwick Road;
- £6,600 travel plan monitoring;
- £32,570 toward the ducting for potential future traffic lights / pedestrian crossings of Durranhill road at its junction with Montgomery way.

In terms of the flooding and drainage issues, the Lead Local Flood Authority has confirmed that:

- as a result of the application documents and further discussions, the scheme details a further change to the layout of the drainage system for the southern area of which demonstrates that storage can be provided outside of the flood risk area;
- it is also proposed that treatment can be provided via a swale before the surface water is discharged to the watercourse. Although the applicant has proposed a traditional method of surface water system via pipes and underground tanks the applicant has provided sufficient information to demonstrate that the Non-statutory technical standards for sustainable drainage (March 2015) can be met and that the surface water will receive sufficient treatment before its discharge;
- the applicant has not yet provided all details on the proposed drainage system such as detailed design drawings, maintenance plan etc. but it is considered that these can be conditioned to be provided prior to commencement on site.
- no objection is raised subject to the imposition of conditions.

Following the submission of these comments, the applicant has held further discussions with the Highway Authority. Consequently, the figures quoted have been updated and now read:

- £15,000 to improve the cycle infrastructure;
- £110,000 to part fund the improvements to Warwick Road;
- £6,600 for travel plan monitoring;

The Highway Authority has agreed that £32000 will be very difficult to justify under the terms of the NPPF as the ducting would not improve matters and would therefore fail the “severity” tests.

The council has received the report from the Arboricultural consultant who was asked to assess trees in the area and whether they are worthy of a preservation order. Some of these trees are on the site of this application. The report concludes that:

“In respect of the Taylor Wimpey site, the layout of the development ensures the trees are retained in public open space and on roadside verges, rather than in small private gardens. During development of the site, retention and management of the trees could be secured by planning conditions. Post development it is expected that the trees will be managed by either the County Council or a management company in accordance with best practice.”

United Utilities has infrastructure parallel with the western boundary of the site. In the north-west corner, the property on Plot 198 for example would be approximately 16 metres from the infrastructure. United Utilities has raised no objection to the

application subject to the provision of adequate space for an easement and subject to the imposition of conditions. An easement is 3 metres either side of the centre of the infrastructure which in this instance, is more than achievable.

Since the publication of the previous report, 2 additional letters from neighbouring properties together with a letter from Councillor Paton have been received. These are summarised in Section 4 of this report.

In light of this, the Recommendation (paragraph 1.1) together with the planning conditions relating to highway issues have been updated and authority to issue approval to the Corporate Director of Economic Development is now sought subject to the imposition of planning conditions and completion of a legal agreement for the provision of affordable housing, open space contribution and financial contributions towards highway improvements and monitoring.

COMMITTEE REPORT FOR 24th NOVEMBER 2017 MEETING

1. Recommendation

- 1.1 The recommendation is for authority to issue an approval subject to the completion of an appropriate Section 106 Agreement regarding the provision of affordable housing (16 social rented and 15 discounted sale), the management/maintenance of open space inclusion of the acoustic fence; the payment of £68,403 towards off-site sports pitches; the payment of £15,000 to improve the cycle infrastructure and £110,000 to part fund the improvements to Warwick Road and the payment of £6,600 for monitoring of the Travel Plan.

2. Main Issues

- 2.1 The Principle Of Development
- 2.2 The Layout, Scale, Appearance, Access And Landscaping
- 2.3 Impact On Trees and Hedgerows
- 2.4 Whether The Proposal Would Adversely Affect The Amenity Of The Occupiers Of Neighbouring Properties
- 2.5 Impact On Listed Building
- 2.6 Highway Issues And Accessibility
- 2.7 Affordable Housing, Education And Recreational Provision
- 2.8 Archaeology
- 2.9 Contaminated Land
- 2.10 The Effect Of The Proposed On Nature Conservation Interests
- 2.11 Flood Risk And Foul and Surface Water Drainage
- 2.12 Crime and Disorder
- 2.13 Waste/ Recycling
- 2.14 Other Matters

3. Application Details

The Site

- 3.1 This application relates to 9.51 hectares of 2 pasture fields irregularly shaped and separated by loosely defined hedging, located on the southern side of Durranhill Road to the immediate south and east of the existing residential development at Alexandra Drive and Barley Edge; west of the M6; and east of the Carlisle/ Newcastle railway line. The site is delineated by post and wire fencing and hedging.
- 3.2 The land undulates in both west-east and south-north directions sloping down between 35m AOD to 25m AOD. The site is bounded by the artificial embankment of the M6. There is also a pond in the south-eastern corner of the site.
- 3.3 The western boundary and site frontage contains vehicular accesses, hedging and a series of mature deciduous trees. Further to the west and on the opposite side of Durranhill Road is a residential area comprising of Wingate Road, Talkin Close and Chapel Brow. A further row of trees are sited along the south-west boundary between the land subject of this application and Barley Edge. These trees are protected by Tree Preservation Order number 254.
- 3.4 There are archaeological assets dating to the prehistoric and Romano-British periods within the site that comprise an extension of the enclosures, field systems and settlement remains revealed in earlier archaeological investigations undertaken in advance of the construction of the adjacent residential sites.
- 3.5 A grade II Listed Building in the form of a former convent is located approximately 90 metres to the south-west of the application site. The site falls within Flood Zone 1.

The Proposal

- 3.6 This application is seeking full permission to erect 198 dwellings with vehicular access achieved via a priority junction on Durranhill Road. The proposed development is a mix of bungalows and two storey detached, semi-detached and terraced houses. The net area to be developed is 7.45 hectares at a density of approximately 26.5 dwellings per hectare comprising 13 two bedroom houses, 66 three bedroom houses, 93 four bedroom houses, 16 five bedroom houses and 10 two bedroom bungalows. The submitted layout plan shows the development served by:
- a 2m high acoustic fence along the northern boundary;
 - shared central squares;
 - retention of the natural frontage along Durranhill Road;
 - 3 natural play areas partially 2 of which part of the SUDs area;
 - inclusion of a formal residential garden area.
- 3.7 These features and spaces will be linked by a pedestrian footpath which integrates the green network into the wider development, promoting resident accessibility.

- 3.8 In addition to the submitted plans, the application is accompanied by:
- an Affordable Housing Statement;
 - an Air Quality Assessment;
 - an Arboricultural Impact Assessment;
 - an Arboricultural Method Statement;
 - an Archaeological Desk-Based Assessment and Heritage Statement;
 - an Archaeological Evaluation;
 - a Bat Survey;
 - a Design and Access Statement;
 - an Ecological Impact Assessment;
 - a Flood Risk Assessment & Drainage Strategy;
 - a Gas Risk Assessment;
 - a Geoenvironmental Appraisal;
 - a Geophysical Survey;
 - a Great Crested Newt eDNA Results;
 - a Landscape Strategy Design and Access Statement;
 - a Landscape & Visual Appraisal;
 - a Noise Impact Assessment;
 - a Planning Statement;
 - a Statement of Community Involvement;
 - a Transport Assessment;
 - a Travel Plan.

4. Summary of Representations

- 4.1 This application has been advertised by means of 3 site notices, a press notice and to the occupiers of 44 of the neighbouring properties. In response, 18 letters of objection have been received and the main issues raised are summarised as follows:
1. residents were never under any illusion that further building wouldn't take place on Durrhill Road, but 198 new dwellings is simply preposterous;
 2. the development of 198 houses will overlook neighbouring properties that will lead to a loss of privacy and will certainly impact on the peaceful enjoyment of homes and gardens;
 3. the construction of this housing estate will be visually overbearing and is an inappropriate design for this part of Carlisle;
 4. the visual impact of people travelling to the Great Border City will also be hugely affected if all they can see is housing estate after housing estate as they travel north on the M6. Hardly the picturesque City image that Carlisle City Council wishes to convey;
 5. the estate might be in keeping with the Local Plan but are 198 more houses really required in this ward? Taylor Wimpey already have circa 200 homes at The Coppice however Taylor Wimpey themselves have confirmed that these homes are failing to sell. Story Homes are constantly building more and more, why destroy more greenfield to be replaced by empty houses?;
 6. how can the appropriate visibility splay be achieved without removing trees and hedgerows?;
 7. the road is essentially a country lane that could not cope with the additional demand. The traffic calming measure will result in vehicles

- being congested further diminishing the air quality;
8. the additional vehicles, (based on an average of 1.22 cars per household), will result in 242 cars on or around Rosehill and the surrounding area that will have a drastic effect on traffic flow and congestion;
 9. Durranhill Road leading to Scotby Road is already a busy road; this additional concentration of vehicles will cause traffic problems and create a safety hazard for other road users and more importantly pedestrians;
 10. more vehicles will use Scotby as an escape route to avoid congestion on Rosehill, making traffic in Scotby itself an issue;
 11. the pavements in place are not fit for purpose and not suitable for the current number of pedestrians using them. How will they ever cope with the increased footfall;
 12. where are the children living in the 198 proposed houses going to go to school? Scotby and Inglewood Primary Schools are both already oversubscribed;
 13. this is a most unsuitable site that will cause misery and disruption to everyone who lives in the vicinity/ uses this road for the 4 to 5 years it will take to complete;
 14. the land will be contaminated from animal excrement, fertilisers etc. The land should be left fallow before any development occurs;
 15. Roman remains are known to exist in the field been properly inspected? Are these going to be protected?;
 16. the Bat Survey suggests that activity is low but this is not the case from the windows of neighbouring properties in the summer;
 17. the area is alive with wildlife including badgers, foxes, bats and numerous - where will these be displaced to? The hedgerows and trees that house these animals are all beautiful, how will these be protected?;
 18. it can only be assumed that the bat survey was carried out in the middle of the day as the tree line is absolutely teeming with them, was the survey totally independent?;
 19. green space in the area is running out. This is the last green space in the area, is this not far more important than a few more houses just to keep a quota?;
 20. parents of the children of Barley Edge and Alexandra Drive choose not to walk their children to the nearby Scotby School as the pathways are far too narrow, the cars travel too fast and there is simply too many vehicles using the road at these times of day;
 21. many residents of Botcherby, Harraby and surrounding areas use Durranhill Road as a Rat Run further adding to the volume and more importantly the danger. Surely by adding a further 200 odd houses (approx. 250/300 cars) this is only going to add to this dangerous problem?;
 22. 2 properties on Barley Edge will have a gable end built at the bottom of their gardens, completely blocking out their views and direct sunlight;
 23. the submitted plan includes the erection of houses with gables hard up against existing neighbouring gardens thus blocking all light to the windows to the rear of the houses and gardens - surely residents have a right to sunlight and not to look directly at a brick wall?;
 24. the proposed plans outline the children's play park to be directly next to both the busy railway line and the motorway which is a potential problem;

25. Taylor Wimpey should either withdraw planning altogether or as a final option, drastically redesign the build to a much smaller scale, having far less adverse impact on the area;
 26. Scotby village shop will not be supported as Tesco is a more attractive option and is closer.
- 4.2 Following further consultation in respect of the amended layout, details and house types, a further 6 letters of objection have been received that reiterate the issues summarised above.
- 4.3 Cllr Paton has submitted an objection to the application and the concerns raised reflect those summarised in paragraph 4.1 above.

5. Summary of Consultation Responses

Cumbria County Council - (Highways & Lead Local Flood Authority): - the following comments have been received:

Local Highway Authority (LHA) Comments

Further to the original comments made by the LHA in its consultation response dated 18th September 2017 the applicant has provided further information namely in the response from Tim Speed Consulting. The LHA have commented on each of the individual points made by Tim Speed Consulting which is reproduced following this report which are summarised as follows:

1. two accesses are now proposed with the second access greater than 25 metres from the Park Road/Montgomery Way junction which is acceptable;
2. comment noted no further response required;
3. the route assessment carried out by the applicant should be proportionate. We would not expect a full audit of all routes to the city centre. However, the transport assessment submitted makes no reference to any existing facilities for walking and cycling. While the site may be three kilometres from the city centre, it is not shown that suitable routes exist to the city centre. For walking, current guidance on the provision of crossings has moved away from the use of PV2. Given the uncertainty on the deliverability of buildouts, a crossing may be appropriate. For cycling, cycle improvements on Borland Avenue towards Botcherby have been identified (£25k) and a contribution is appropriate. The applicant would also be required to provide a pedestrian refuge enabling pedestrians to cross the road in safety. This will be conditioned as part of the ancillary road works needed for this application.
4. comment noted no further response required;
5. although the TRICS output does not follow the TRICS good practice guide, in that it only contains a minimal amount of filtering to obtain similar sites (by site location). However, the trip rates used are robust and can be agreed.
6. comment noted no further response required;
7. *the guidance used in the assessment, Guidance on Transport Assessment* has been superseded. However, both it and its replacement, planning practice guidance document *Travel Plans, Transport*

Assessments and Statements note that the future year(s) should be agreed with the relevant authorities. The impact of this development has been modelled as part of the Carlisle Local Plan Infrastructure Deficit and it is considered acceptable on this occasion;

8. the use of the word “average” is technically correct, as it does not refer to the whole modelled time period but to the queue length in that 15-minute period. The results given by Junctions9/PICADY are average results due to variability in traffic flow. The actual queue length at the junction would vary both within the time period (as demonstrated by the use of ONE HOUR/ODTAB demand assumptions) and from day to day within each 15-minute period. In any case, the junction is shown to be operating with a max RFC of 0.98 and a poor level of service (F) in the modelled evening peak. Improvements mentioned in point 9 below by the LHA should be proposed to mitigate the impact at this location;
9. the transport assessment for this development identifies that traffic generated by this development will use these junctions, that the junction is forecast to operate over capacity (even with outstanding issues regarding the model methodology), and that the development will have an impact on the junction. The linking of models affects both the queueing and the delay for each movement, both of which are important outputs, and also has an effect on the capacity of opposed movements. The use of standalone models means the results underestimate the queueing and delay at each junction, and these are also important considerations as this is the primary route into Carlisle from the east. However, the development is still having a negative effect on the junction. The model shows total delay at the junction would increase by 5.7 pcu-hrs in the evening peak, or an increase of 11 per cent, which as stated is an underestimate. As part of the evidence base for the local plan, congestion issues were identified at this junction due to the impact of new development. Potential improvements have been identified for these junctions, and these have been subject to further design work, consultation and refinement. This site is the closest allocated site in the local plan to these junctions. Given the cost of the improvements is estimated to be £1.7m, an 11 per cent contribution of £187k is appropriate;
10. the LHA reply stated ‘over capacity’ but it was meant to state “under capacity”. However, there is still a maximum average delay of nearly two minutes at this location. This delay adds further evidence that the development would significantly increase delay at key junctions which are forecast to be close to or over capacity. Improvements to walking/ cycling routes and highways mitigation at appropriate locations are therefore required;
11. Warwick Road being an arterial route into Carlisle from the M6/North-east, is one of the busiest roads in Carlisle, a five-year period is therefore appropriate.

In summary, there are significant capacity issues are present at the Park Road/ Montgomery Way junction as well as at the Durranhill / Montgomery Way junction, therefore a contribution to the Warwick Road improvements (£187k) is required to mitigate the impact of the development.

In light of the above we can confirm that the LHA has no objection to this application but recommend that the following elements are contained in any permission granted.

No development shall take place until such time as the following have been completed to the satisfaction of the Highway Authority together with the imposition of appropriate conditions that include construction of carriageways, footways, cycle ways etc. to adoptable standard; off-site traffic calming to be constructed to appropriate standards; provision of visibility splays; provision of land for the parking of construction vehicles; the submission of a Construction Method Statement; and the submission of a Construction Traffic Management Plan.

The applicant to enter into a suitably worded legal agreement to fund the following –

- £25,000 to improve the cycle infrastructure in the area.
- £187,000 to part fund the improvements as indicated above.
- £6,600 travel plan monitoring
- £32,570 toward the ducting for potential future traffic lights / pedestrian crossings of Durranhill road at its junction with Montgomery way.

Lead Local Flood Authority (LLFA) comments

The LLFA have now had sight of the Flood Risk Assessment (FRA) which has been produced by Queensbury Design Limited dated June 2017. The FRA details the various flood risks to the site and has identified that there is a medium risk of flooding from surface water in the lowest section of the site. The FRA has indicated that floor levels should be of a minimum of 300mm above this level. The FRA has also provided details of an outline drainage strategy which provides a traditional piped system discharging to attenuation basins. It is proposing that the site will be set up into sub-catchments with discharge on the whole via an attenuation basin which can be designed to treat the surface water before it is discharged to the watercourse. In general these principles are acceptable, however in the most southern area of the site the applicant is not proposing to discharge the surface water through the attenuation basin with a direct discharge to the watercourse. This is not acceptable. Also in this location the applicant is proposing to sight the attenuation basin within the area at risk from surface water flooding. This is also not acceptable as any storage facility should be located outside and above the level of the surface water flood risk area.

Further discussions over and above the details provided in the FRA have now been provided which have detailed a further change to the layout of the drainage system for the southern area of which demonstrates that storage can be provided outside of the flood risk area. It is also proposed that treatment can be provided via a swale before the surface water is discharged to the watercourse. Although the applicant has proposed a traditional method of surface water system via pipes and underground tanks the applicant has provided sufficient information to demonstrate that the Non-statutory technical standards for sustainable drainage (March 2015) can be met and that the surface water will receive sufficient treatment before its discharge. The applicant has not yet provided all details on the proposed drainage system

such as detailed design drawings, maintenance plan etc. but it is considered that these can be conditioned to be provided prior to commencement on site. The LLFA would, therefore, propose that the local planning authority include the conditions and an informative in any permission granted;

Highways England: - no objection;

Wetheral Parish Council: - Members are concerned about the amount of additional traffic which would be generated, and the safety of road users, including children, unless a permanent footpath is added. Members also have concerns due to the single point of access for the development, particularly for emergency services in the event of a major incident. The Parish Council would recommend a site visit;

Environment Agency (N Area (+ Waste Disp & Planning Liaison Team)): - the Environment Agency are not required to formally comment on the above application as it is not listed in the 'When to Consult the Environment Agency' document or in the Development Management Procedure Order 2015 / General Permitted Development Order 2015;

Local Environment, Waste Services: - no objection in principle. Overall the layout looks acceptable for access by the waste collection vehicles. Whilst the council does not normally access private drives with vehicles to empty waste containers, provided the surfaces are tarmaced to a highway standard capable of taking the weight of the vehicles when fully laden (up to 26 tonnes) then there should be no problem in reversing back from the turning heads to empty bins. If this is not the case, residents would need to bring their containers to the point where the road is acceptably made up. There should be sufficient pavement space to leave bins out for collection, particularly where vehicle spaces are in front of properties (for example, opposite the block with plot 022) etc;

Cumbria County Council - (Archaeological Services): - no objection subject to the imposition of conditions;

Natural England: - there is no objection subject to appropriate mitigation being secured.

There is a hydrological connection between the watercourse adjacent to the southern boundary of the proposal and the River Eden via Durranhill Beck, into which the watercourse feeds. Natural England consider that without appropriate mitigation the application could:

- have an adverse effect on the integrity of River Eden Special Area of Conservation;
- damage or destroy the interest features for which River Eden and Tributaries Site of Special Scientific Interest has been notified.

In order to mitigate these adverse effects and make the development acceptable, the following mitigation measures should be secured:

- a Construction Environmental Management Plan (CEMP). This should contain appropriate pollution prevention guideline measures to include

materials and machinery storage, biosecurity, and mitigation for the control and management of noise, fugitive dust, surface water runoff and waste to protect the adjacent watercourse from sediment, and pollution from cement or fuel;

- a Finalised Surface Water Drainage Plan with clarification on ownership of SuDS maintenance. The council should ensure that pre-construction greenfield run-off rates are maintained and that the proposal is sustainable in terms of capacity and maintenance in order to prevent flooding downstream in Durranhill Beck, which is within Flood Risk Zone 2;

Green Spaces: - a financial contribution of sports pitch provision would be acceptable, to be used at nearby Keenan Park or Melbourne Park. Provision and maintenance of £68,403. In this case, the on-site provision is acceptable;

Carlisle Airport: - no response received;

Cumbria Constabulary - North Area Community Safety Unit: - the following comments have been received:

the submitted Design and Access Statement makes several references to crime prevention including:

- clearly defined public and private spaces;
- external storage for pedal cycles;
- car parking provision within curtilage
- public spaces overlooked
- planting scheme designed not to obstruct views
- dwellings incorporating fixtures and fittings to resist burglary.

Cumbria Constabulary is pleased to note reference to supplementary planning documents (Designing out Crime and Achieving Well Designed Housing) on these issues. These comments demonstrate compliance with Policy CM 4 of the local plan. From the interpretation of the documents, various issues have been addressed (raised in the previous response dated 15th August 2017), such as the incorporation of 'dual-aspect' dwellings that should significantly improve natural surveillance opportunities around the development.

The Public Open Space is generally well overlooked and supervised from dwellings nearby.

The substitution of the proposed boundary treatment is noted alongside the railway line to a welded mesh example. This accords with recommendations by British Transport Police. This is a far more secure type than the previously suggested metal palisade and shall be more aesthetically pleasing in this residential setting.

The development demonstrates positive demarcation of public and private spaces, by utilising landscaping elements to establish front garden curtilages;

however, the use of the proposed post-and-rail boundaries separating rear gardens should be dissuaded. These are not sufficient to deter or disrupt intrusion.

With regard to dwelling burglary resistance, the incorporation of exterior doors and ground floor windows compliant with PAS 24:2016 and fitted with laminated glazing is recommended together with the incorporation of garage vehicle entry doors compliant with LPS 1175 SR1 or STS 202 BR1;

Network Rail: - no response received;

Northern Gas Networks: - no objection.

6. Officer's Report

Assessment

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 6.2 The relevant planning policies against which the application is the Policies SP2, SP5, SP6, SP8, SP9, HO1, HO2, HO4, IP1, IP2, IP3, IP4, IP5, IP6, IP8, CC3, CC4, CC5, CM2, CM4, CM5, HE2, HE3, GI1, GI3, GI4 and GI6 of The Carlisle District Local Plan 2015-2030 and the council's Supplementary Planning Documents (SPD) "Achieving Well Design Housing", "Trees and Development", and "Designing Out Crime" are also material planning considerations together with Section 66 of the Planning (Listed Building and Conservation Areas) Act 1990.
- 6.3 The requirements of the public sector equality duty under Section 149 of the Equality Act 2010; and the "Guidelines for Public Transport In Developments" (1999) and "Reducing Mobility Handicaps" (1991) both prepared by the Chartered Institution of Highways & Transport CIHT) are also material considerations. Section 149(1) of the Equality Act 2010 establishes a duty to have due regard to three identified needs in the delivery of public services and the exercise of public powers, namely:
 - a) to eliminate discrimination, harassment, victimisation etc;
 - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 6.4 The relevant protected characteristics include age, gender, disability and race.
- 6.5 At a national level, other material considerations include the National Planning Policy Framework, March 2012 (the Framework/NPPF), Planning Practice Guidance (April 2014), the Community Infrastructure Levy Regulations 2010 (as amended), and the Natural Environment and Rural Communities Act (2006).

- 6.6 The NPPF identifies 3 dimensions for the planning system to perform under sustainable development, namely, an economic role, a social role and an environmental role.
- 6.7 Paragraph 14 of the NPPF highlights the presumption in favour of sustainable development which is referred to as “a golden thread”. For decision-taking this means approving development proposals that accord with the development plan; and where the development plan is absent, silent or out of date, grant permission unless:
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits; or
 - specific policies in this Framework indicate development should be restricted.
- 6.8 Paragraph 17 of the NPPF identifies 12 core planning principles including taking account of the different roles and character of different areas; supporting the transition to a low carbon future; contribute to conserving and enhancing the natural environment and reduce pollution; and conserve heritage assets.
- 6.9 The authority should consider securing measures to enhance the biodiversity of a site from the applicant, if it is minded to grant permission for an application in accordance with paragraph 118 of the NPPF. This is reflected in Section 40 of the Natural Environment and Rural Communities Act (2006) which states that every public authority must have regard to the purpose of conserving biodiversity. Local planning authorities must also have regard to the requirements of the EC Habitats Directive (92/43/EEC) when determining a planning application as prescribed by regulation 3 (4) of the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended), and Article 16 of the Habitats Directive before planning permission is granted.
- 6.10 The proposal raises the following planning issues.

1. The Principle Of Development

- 6.11 Paragraph 14 of the NPPF states:
- “At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking”
- 6.13 Paragraph 47 of the Framework requires that local authorities should identify “a supply of specific deliverable sites to provide five years” worth of housing against their housing requirements with an additional buffer of 20% (to ensure choice and competition in the market for land) for those authorities where there has been a record of persistent under delivery.
- 6.14 Policy SP2 (Strategic Growth and Distribution), as modified, states that sufficient land will be identified to accommodate 9,606 net new homes between 2013 and 2030 including a minimum annualised average of:

- 478 net new homes between 2013 and 2020; and
 - 626 net new homes between 2020 and 2030 (adjusted to have regard to delivery in the 2013-2020 period).
- 6.15 The site is an allocated site ("U18" and "U20") for residential development under Policy HO1 in the local plan. The land subject to this application does not encompass all the area subject to these allocations as a small area in the south-east corner is in separate ownership.
- 6.16 The application site is located in a sustainable location within Carlisle where there are a range of services and the proposal would create an opportunity to support these facilities. The site is well related and bounded by residential dwellings generally to the west.
- 6.17 The development supports the strategy of the local plan and delivery of housing within the district and in such circumstances the principle of housing on this site is deemed acceptable.

2. The Layout, Scale, Appearance, Access And Landscaping

- 6.18 Policies seek to ensure the development is appropriate in terms of quality to that of the surrounding area and that development proposals incorporate high standards of design including siting, scale, use of materials and landscaping which respect and, where possible, enhance the distinctive character of town scape and landscape. This theme is identified in Policy SP6 of the local plan which require that development proposals should also harmonise with the surrounding buildings respecting their form in relation to height, scale and massing and make use of appropriate materials and detailing. Development of this site could have a significant impact on the character of the area unless it is sympathetically designed.
- 6.19 When assessing the submitted details in terms of the design, in the context of the site's allocation under Policy HO1, the main issues are considered to revolve around:
- whether the scheme integrates into its surroundings by reinforcing existing connections and creating new ones;
 - whether the proposal has a mix of dwelling types and tenures that suit local requirements;
 - does the scheme create a distinctive character which takes advantage of existing features;
 - does it create well defined streets and spaces;
 - is the scheme designed to make it easy to find your way around;
 - are streets designed to encourage low vehicle speeds;
 - is resident and visitor parking sufficient and well integrated;
 - are public and private spaces clearly defined, attractive and safe;
 - is there adequate external storage space for bins and recycling as well as cycles;
 - is there adequate and effective open space.
- 6.20 The council's Urban Design Officer has commented that:

"The key opportunities diagram shows a relatively connected movement network, an identified 'urban edge' and identified locations for potential 'urban squares' but other than the potential squares, key nodal points are not highlighted, nor are key building areas such as the termination of vistas.

The explanation of the conceptual design does not clearly indicate how these principles have been integrated into the site layout. There is no clear indication of visual stops being identified and inserted into the masterplan, nor of how the 'urban squares' form key townscape.

A key issue is the lack of townscape emphasis in the area of the supposed urban squares – these are bounded by bungalows – a housing type which is distinctly un-nodal. The 'Focal Points' diagram on p12 of the Landscape Strategy report again refers to 4 nodal points but these are underemphasised, if evident at all, on the final plan. The nodal point at the junction of the road and hedgerow marked as '8' substation required' on the Key opportunities plan is not evident on the general layout. The central node on 012 of the Landscape Strategy half way in from the main entrance road is shown only as a speed table. The 2 'Urban Squares, while attractive in plan, are underplayed in proposed execution.

I would also request a revised general layout diagram to show the location of proposed chimney stacks, and to show where fenestration has been added to gable walls, or buildings are 'dual aspect', as referred to in the D&AS."

6.21 Reference is also made to the inclusion of double chimney stacks, gas metres being underground and street nameplates being sited on buildings rather than being free-standing.

6.22 The applicant has responded that:

"The central node point adjacent to plots 130 to 134 has been designed to provide a distinctive change in materials at the road junction in the form of block paving as a visual indicator, and plots 131 to 134 incorporate a strong elevational statement using the double frontage nature of the Whitford house type (plots 132 and 133) framed by the two adjacent plots in the form of the Eynsham house type at the head of the north/south primary road.

The nodal point at the junction of road and hedgerow adjacent to plots 37-40 is designed to emphasise the existing hedgerow and the footpath link to the POS. Whereas I can appreciate the comment regarding the substation, it is set back from the road vista and the street scene looking south highlights the existing retained hedgerow either side of the primary road opening up onto the POS areas to that locality.

The two urban squares again form a break in the street scene with surface materials and semidetached properties. I disagree with the comment of underplayed in execution."

6.23 When considering connectivity it is evident that the proposed layout ties in and augments existing provision in the area. In relation to the mix of dwelling

types and tenures it is evident that the Housing Development Officer has not raised any objections. When considering the character of the area, the developer has sought (through landscaping, the layout and form of the development, and the design of certain dwellings as "landmarks") to create a relatively distinctive character with well-defined streets and spaces, which would be easy to navigate, not encourage inappropriate vehicle speeds, and integrates resident and visitor parking. The public and private spaces are considered to be well defined and overlooked. The layout of the proposed dwellings are such that each unit has space to accommodate refuse/recycling bins with gated access from the "rear" gardens to the road frontage for the proposed terraced dwellings.

- 6.24 The application seeks permission for largely 2 storey buildings that are reflective of the locality. The proposal would maximise the use of the site and would be a dense form of development; however, the character and nature of the building in the vicinity of the site is that of densely constructed modern housing, immediately adjacent to the west and south-west of the site. In comparison, the development of this site would be in keeping with these proportions.
- 6.25 The proposal could achieve adequate amenity space and off-street parking. The character and appearance of the development would not be obtrusive within the street scene. Accordingly, there is no conflict with planning policies.

3. Impact On Trees and Hedgerows

- 6.26 Policy GI6 of the local plan seeks to ensure that proposals for new development should provide for the protection and integration of existing trees and hedges. In respect of new development, the city council will resist proposals which cause unacceptable tree loss, and which do not allow for the successful integration of existing trees. This aim is further reiterated in Policy SP6 which requires all developments to take into account important landscape features and ensure the enhancement and retention of existing hedges.
- 6.27 Furthermore, the City Council's Supplementary Planning Document (SPD) 'Trees and Development' outlines that native large growing species are intrinsic elements in the landscape character of both rural and urban areas alike and acquire increasing environmental value as they mature. Large trees need space in which to grow to maturity without the need for repeated human intervention. Not only should the design of the development seek to retain existing tree and hedgerow features, but sufficient space should be allocated within the schemes to ensure integration of existing features and space for new planting it is important that these issues are considered at the very start of the planning process.
- 6.28 As highlighted in paragraph 3.3 of this report, there are mature trees along the site frontage with Durranhill Road and protected trees along the boundary with Barley Edge.

- 6.29 During the course of the application process, a request was received from a resident to consider the imposition of Tree Preservation Order for the trees along the site frontage together with others in the vicinity of the site, some of which are on council owned land.
- 6.30 It is not appropriate to use TPOs to put blanket protection on all trees in an area and any assessment will therefore look to protect the best and most vulnerable trees. By requesting to extend the remit of a Tree Preservation Order the amenity value of the trees becomes questionable as the value becomes generalised over a larger area and may result from the trees not warranting protection as over the larger area the loss of some individual trees may not be considered that great. Blanket requests for TPOs can be counter-productive and a more focussed approach can achieve better results especially where there is no perceived threat to the trees; however, to support this assessment the council has commissioned an independent consultant to provide a further assessment of the trees.
- 6.31 The council has received the report from the Arboricultural consultant who was asked to assess trees in the area and whether they are worthy of a preservation order. Some of these trees are on the site of this application. The report is reproduced following this report and concludes that:
- “In respect of the Taylor Wimpey site, the layout of the development ensures the trees are retained in public open space and on roadside verges, rather than in small private gardens. During development of the site, retention and management of the trees could be secured by planning conditions. Post development it is expected that the trees will be managed by either the County Council or a management company in accordance with best practice.”*
- 6.32 It should not be necessary to TPO trees that are on land managed by the City Council as they should be managed appropriately and avoid one department having to apply to another for permission to undertake good tree management. On this basis, it is not considered appropriate to impose a TPO on the trees.
- 6.33 The application details shows the retention of the trees along the site frontage of Durranhill Road and the Tree Survey, submitted as part of the application, includes a Root Protection Area & Barrier Specification together with a Construction Methodology. The report concludes that:
- as with any construction exercise near trees, there are potential areas of conflict where damage could be caused to retained trees;
 - by using the protective elements dictated by British Standard 5837, no significant damage should take place during the construction phase and the tree cover should flourish in the longer term;
 - it is anticipated that all of the retained trees can be incorporated into the site design; however, it is vital that the ultimate size and spread of the trees should be considered when retaining trees near to the building and that shading and light penetration should also be considered when positioning the windows in the building;
 - all tree works must conform rigorously to BS 3998 (2010) ‘Tree Work - Recommendations’

- 6.34 Subject to the imposition of conditions requiring the protection of the trees and hedgerows and construction methods in these areas, the development would not pose a threat to the trees and hedgerows that would be appropriate retained as part of the development. Having considered the objections raised by residents together with the assessment in the Arboriculturalist's report and the recommendation of this report, Members may still have concerns about the trees along the frontage of the site with Durranhill Road. If this is the case and Members feel that a TPO meets the tests and is sufficiently warranted, the option exists to instruct Officers to impose a TPO on the trees.

4. Whether The Proposal Would Adversely Affect The Amenity Of The Occupiers Of Neighbouring Properties

- 6.35 Two core planning principles of the Framework are for planning to be a creative exercise in finding ways to enhance and improve the places in which people live their lives; and to always seek to secure a good standard of amenity for all existing and future occupants of land and buildings (para. 17).

- 6.36 The city council's SPD "Achieving Well Designed Housing", on the matter of privacy, states that:

"Where a development faces or backs onto existing development, in order to respect privacy within rooms a minimum distance of 21 metres should usually be allowed between primary facing windows (and 12 metres between any wall of the building and a primary window). However, if a site is an infill, and there is a clear building line that the infill should respect, these distances need not strictly apply. (para. 5.44) While it is important to protect the privacy of existing and future residents, the creation of varied development, including mews style streets, or areas where greater enclosure is desired, may require variations in the application of minimum distances." (para. 5.45)

- 6.37 Moreover, criterion 7 of Policy SP 6 of the local plan requires that proposals ensure that there is no adverse effect on residential amenity or result in unacceptable conditions for future users and occupiers of the development.
- 6.38 As such, it is considered that the main issues revolve around the impacts on the occupiers of the proposed dwellings as well as the existing neighbours concerning not only potential losses in privacy but also such matters as whether any element would be oppressive; cause losses in daylight/visible sky; and/or cause overshadowing/losses in sunlight.
- 6.39 When considering the living conditions of the neighbouring residents it is appreciated that the proposal, when compared to the existing use, is likely to lead to an increase in noise and disturbance although the significance of such is not considered sufficient to merit the refusal of permission. The increase in traffic is also likely to lead to a greater degree of inconvenience for residents when seeking vehicular access/ egress this is also not considered in itself to be sufficient to merit the refusal of permission. As such it is considered that the current proposal is acceptable in terms of any impact on the occupiers of the neighbouring properties.

- 6.40 Given the orientation of the application site with adjacent properties, it is not considered that the living conditions of the occupiers would suffer from loss of privacy or unacceptable levels of noise or disturbance. The development would not result in an overall loss of daylight or sunlight due to the distances involved between the application site and the residential properties.
- 6.41 Whilst it is acknowledged that during the construction phase neighbouring residents and will experience effects such as dust and noise/ disturbance, nevertheless, such impacts can also be controlled through the imposition of a relevant condition.
- 6.42 The application is accompanied by a Noise Impact Assessment due to the proximity of the site to the M6 motorway, local traffic network and the railway to the south. As a result, a scheme of sound attenuation works has that includes the installation of appropriate windows and an acoustic fence along the northern boundary has been developed to protect the proposed residential development from the ambient noise climate in accordance with pertinent guidelines. On this basis, the ambient noise climate is not considered to represent a constraint to the proposed residential development and the proposal is acceptable.

5. Impact On Listed Building

- 6.43 Paragraph 6 of the NPPF states that:

“The purpose of the planning system is to contribute to the achievement of sustainable development”.

- 6.44 Pursuing sustainable development involves seeking positive improvements in the quality of the historic environment (paragraph 9). Planning should always seek to secure high quality design and should conserve heritage assets in a manner appropriate to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations as stated in paragraph 17 of the NPPF.

Impact Of The Proposal On The Character And Setting of the Grade II Listed Building

- 6.45 Section 66 (1) of the Planning (Listed Building and Conservation Areas) Act 1990 highlights the statutory duties of local planning authorities whilst exercising of their powers in respect of listed buildings. Accordingly, considerable importance and weight should be given to the desirability of preserving listed buildings and their settings when assessing this application. If the harm is found to be less than substantial, then any assessment should not ignore the overarching statutory duty imposed by section 66(1).
- 6.46 Paragraph 133 of the NPPF states that local planning authorities should refuse consent for any development which would lead to substantial harm to or total loss of significance of designated heritage assets. However, in paragraph 134, the NPPF goes on to say that where a development proposal

will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Policy HE3 of the local plan indicates that new development which adversely affects a listed building or its setting will not be permitted. Any harm to the significance of a listed building will only be justified where the public benefits of the proposal clearly outweighs the significance.

- 6.47 Chapel Brow is located approximately 85 metres to the south-west of the application site as outlined earlier in this report. The listed building is further to the west separated by Durranshill Road and Barley Edge. In this context, it is considered that the proposal (in terms of its location, scale, materials and overall design) would not be detrimental to the immediate context or outlook of the aforementioned adjacent listed building.

6. Highway Issues And Accessibility

- 6.48 Members will appreciate that this is an allocated site in the local plan and as part of the local plan process a "Carlisle Local Plan Transport Modelling Report" (February 2015) was undertaken by Cumbria County Council. The City Council and Cumbria County Council also commissioned the "Carlisle Transport Improvements Study" (February 2015) undertaken by Parsons Brinckhoff. The aforementioned documents informing the allocations within the local plan. In this context the current application is accompanied by a Transport Assessment prepared by Tim Speed Consulting. In undertaking this assessment the traffic impact of the proposed development on the local highway network traffic surveys were undertaken at the following junctions:
- Durranshill Road/site access three-arm priority junction;
 - Durranshill Road/Park Road/Montgomery Way three-arm priority junction;
 - A69 Warwick Road/Montgomery Way/Tesco access four-arm signal controlled junction;
 - A69 Warwick Road/Victoria Road three-arm priority junction;
 - Durranshill Road/Eastern Way link road three-arm mini-roundabout;
 - Eastern Way/Durranshill Road link road three-arm priority junction;
 - A69 Warwick Road/Eastern Way three-arm signal-controlled junction;
 - Park Road/Scotby Road three-arm priority junction.
- 6.49 The Transport Assessment included detailed assessment of these junctions with parameters and future traffic flows as agreed with the County Council, including the inclusion of all relevant committed developments in the area. In summary, the consideration of traffic impact demonstrated the following:
- the proposed development would be accessed from a simple priority junction with Durranshill Road;
 - the nearest bus stops are within a 200 metre/2½ minute walk of the site access. During the weekday daytime, there are five buses per hour in each direction. The bus routes provide services to and from a range of destinations and origins;
 - there are a large number and wide range of local amenities within convenient walking and cycling distances of the site;
 - the proposed residential development would be located in a sustainable location;

- all junctions which have been assessed would continue to operate within capacity in 2022 with the proposed development in place;
- the number of collisions that occurred in the three year analysis period is not high. There is no reason to believe that the change in vehicle movements which would result from the proposed development would adversely affect the road safety record on the highways in the vicinity;
- the effects on the highway network assessed in this Transport Assessment would be far from severe, the test in the third bullet point of paragraph 32 of the National Planning Policy Framework: “Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.

- 6.50 The proposal would include off-street parking provision for the development in the form of approximately 550 spaces across the development. This equates to an average of 2.7 spaces per dwelling with the addition of 35 visitor spaces. Given that this site is within the urban area that is well-related to the city centre and with good public transport links, this level of parking provision exceeds that which is normally required. On this basis, therefore, it is not considered that the proposal raises any highway safety issues.
- 6.51 Cumbria County Council as the Highway Authority initially raised some concerns about the application. Following the submission of clarification of some issues of the application, the receipt of an amended Transport Assessment and a revised layout to include the provision of 2 vehicular accesses within the site from Durrhill Road, the Highway Authority has raised no objection subject to the imposition of conditions together with the completion of a legal agreement to secure financial contributions to highway and transport improvements.
- 6.52 Cumbria County Council as the Highway Authority has been consulted regarding the amended Transport Assessment and a response is currently awaited. It is anticipated that their comments will be reported to Members at the meeting.
- 6.53 On this basis it is considered that there are no substantive highway grounds for the refusal of permission.
- 6.54 Paragraph 35 of the NPPF explains that developments should consider the needs of people with disabilities by all modes of transport. In addition, paragraph 57 of the NPPF goes on to say that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Criterion 5 of Policy SP6 of the local plan reiterates paragraph 57 of the NPPF.
- 6.55 The Design and Access Statement identifies that the development will be accessible within the wider transport network and to neighbouring shops and services. Additionally, a footpath would be created within the site adjacent to Durrhill Road. The footpath would link into the existing footpath in front of the adjacent land bounding Barley Edge. Although this land is outwith the application site, the works would be undertaken under a S278 agreement. As

such, the dwellings will be accessible to all members of society and on this basis, the proposal is acceptable.

7. Affordable Housing, Education And Recreational Provision

- 6.56 On the matter of planning obligations Policy IP 8 of the local plan makes clear that new development will be expected to provide infrastructure improvements which are directly related to and necessary to make the development acceptable.
- 6.57 In relation to affordable housing the council's Housing Development Officer has confirmed that a 20% affordable housing contribution would be required in accordance with Policy HO4 of the local plan i.e. 39 affordable units. However, in this case the developer has agreed to provide a number of bungalows for social/affordable rent to meet a significant identified need. Due to the additional "footprint" required by bungalows a reduced numerical contribution of 31 affordable units (15.7%) has been agreed. In effect the same extent of the site has been given over to affordable housing but the provision of bungalows has led to a reduction in the overall number of units. The 31 affordable homes are further divided into a roughly 50:50 split of affordable rent units and affordable sale units. This gives 16 affordable social rented homes and 15 discounted private ownership plots. In terms of the affordable rented properties this relates to 2 Appleford house types (plots 64-65), 4 Dadford house types (plots 60-63) and 10 Bungalows (plots 58-59, 156-159 and 171-174). The discounted ownership properties will be divided into 11 Appleford house types (plots 53-57, 66-67 and 68-71) and 4 Dadford house types (plots 169-170 and 175-176). The 16 Affordable Rented Plots will be built and transferred to a Registered Provider. The 15 Affordable Ownership plots will be discounted from full market value by 30%.
- 6.58 The City Council's Housing Officer considers such provision to be acceptable. In light of the foregoing the proposed affordable housing contribution of 16%, whilst less than the 20% required under Policy HO4, is considered to be acceptable the provision and timing of which can be the subject of a Section 106 Agreement.
- 6.59 When considering the proposed off-site contribution towards affordable housing, Policy HO4 of the local plan, requires all sites of 10 units or over in this zone to provide 20% of the units as affordable housing. Policy GI4 states that new housing developments of more than 20 dwellings will be required to include informal space for play and general recreational or amenity use on site according to the size of the proposal. On smaller housing sites, where on site provision is not appropriate the developer may be required to make commuted payments towards the upgrade of open space provision in the locality, especially if a deficit has been identified. Policy CM 2 (Educational Needs) explains that to assist in the delivery of additional school places, where required, to meet the needs of development, contributions will be sought.
- 6.60 In terms of primary school provision, Cumbria County Council has previously advised that there are limited spaces within the catchment school; however,

there are enough spaces within the next nearest primary schools located within 2 miles to accommodate the pupil yield. With regard to secondary education, the development of the site would contribute to the pressure on secondary school places and further work will be undertaken to identify a strategic solution to the issue. At that stage, no contribution was sought for secondary school places.

- 6.61 On the matter of open space provision, the proposal involves on-site amenity open space provision of about 17,375 square metres and on-site play area provision of 1,390 square metres with the developer ensuring that appropriate measures are put in place for the future management and maintenance of these spaces.
- 6.62 With regard to off-site provision of sports pitches the City Council's Open Spaces Manager has confirmed a required contribution of £68,403 (inclusive of £2,558 towards maintenance for 10 years).

8. Archaeology

- 6.63 The County Council's Historic Environment Officer has highlighted that the results of a geophysical survey report show that human burials and other remains from the prehistoric period have previously been revealed nearby and that there is the potential for similar assets to survive in the application area. The geophysical survey identified a number of anomalies of potential archaeological interest within the site. On this basis, it is recommended that a condition is imposed requiring the undertaking of an archaeological investigation and recording prior to the commencement of development.

9. Contaminated Land

- 6.64 The land is currently in agricultural use that is used for the grazing of livestock. There is no planning reason as to why the land should be laid fallow for any period of time. In itself, this does not raise any contamination issues and would not be sufficient to warrant refusal of this application. It would be appropriate however, to include the imposition of a planning condition and it would be appropriate to include this condition as part of this decision.

10. The Effect Of The Proposed On Nature Conservation Interests

- 6.65 When considering whether the proposal safeguards the biodiversity and ecology of the area it is recognised that Local Planning Authorities must have regard to the requirements of the EC Habitats Directive (92/43/EEC) when determining a planning application as prescribed by regulation 3 (4) of the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended), and Article 16 of the Habitats Directive before planning permission is granted. Article 16 of the Directive indicates that if there is reasonable likelihood of a European protected species being present then derogation may be sought when there is no satisfactory alternative and that the proposal will not harm the favourable conservation of the protected species and their habitat. In this case, the proposal relates to the development of residential dwellings on

greenfield land. As such it is inevitable that there will be some impact upon local wildlife.

- 6.66 The authority should consider securing measures to enhance the biodiversity of a site from the applicant, if it is minded to grant permission for an application in accordance with paragraph 118 of the NPPF. This is reflected in Section 40 of the Natural Environment and Rural Communities Act (2006) which states that every public authority must have regard to the purpose of conserving biodiversity. Local planning authorities must also have regard to the requirements of the EC Habitats Directive (92/43/EEC) when determining a planning application as prescribed by regulation 3 (4) of the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended), and Article 16 of the Habitats Directive before planning permission is granted.
- 6.67 Policy GI3 of the local plan seeks to ensure the protection and, where possible, enhancement of biodiversity assets across the District. These policies are consistent with Section 11 of the Framework.
- 6.68 The Ecological Impact Assessment indicates the following impact on habitats:
- loss of approximately 10ha of improved grassland of low habitat value.
 - loss of hedgerows and trees of local value.
 - damage to roots and crowns of retained trees.
 - potential loss or pollution of the pond considered to be of local value and a local BAP habitat, resulting from construction sediment or run off.
- 6.69 The Assessment concludes that no further work is considered necessary but outlines an Avoidance and mitigation Strategy which includes the retention of boundary trees and hedgerows wherever possible, provision between garden boundaries to allow hedgehogs to move around the site, timing of works, protection of retained trees and provision of a means of escape in excavations left open overnight.
- 6.70 A series of additional biodiversity enhancements are also recommended that include:
- bat roosting provision will be provided within 10% of the new buildings through the installation of integrated bat bricks or bat boxes;
 - the landscape planting will be designed to enhance diversity, and will include native plants bearing flowers, nectar and fruits which are attractive to invertebrates, thereby helping to maintain the food resource for bats and wildlife generally;
 - boundary features will be planted with native species of local provenance to provide an additional foraging resource and increase connectivity through the site;
 - a landscape creation plan to be developed, incorporating a range of scrub planting, existing wet ditches, grassland management and SUDs to increase opportunities for biodiversity and introducing a range of species and habitats not currently present within the site.
- 6.71 In response, Natural England has not raised any objections however, the applicant has subsequently agreed to provide further enhancement measures in the form of the creation of log piles and hibernation refuges for

hedgehogs, and the placement of bat boxes on the retained trees. On the basis of the foregoing, it is considered that the proposal is consistent with Policy GI3 of the local plan.

11. Flood Risk And Foul and Surface Water Drainage

- 6.72 The foul drainage would be connected to the mains infrastructure which is acceptable. The NPPF and Policy CC5 of the local plan advocates that in the first instance the applicant should explore and give priority to the use of sustainable drainage systems for surface water drainage.
- 6.73 The submitted Flood Risk Assessment (FRA) concludes that there is low risk of flooding from fluvial sources with a probability of 1 in 1000 in any one year (<0.1%). The proposed development is classified as 'more vulnerable' and is located within Flood Zone 1, therefore the development is suitable within this flood zone in accordance with NPPF. Employment of the mitigation measures will ensure that the development will be safe, and is suitable in this location.
- 6.74 The preferred drainage strategy will involve the disposal of surface water flows direct to the existing watercourse within the south east of the site. Attenuation is provided by three detention basins along the eastern boundary of the site and underground attenuation pipes to the south. The basins are designed to accommodate a 1 in 100 year event with an allowance of 40% climate change. Underground attenuation pipes are required due to the existing gas main at the southern boundary, however they discharge flow through the adjacent SuDs basin. Hydrobrake flow controls are used to restrict the basin discharges for all events. Cumbria County Council as the Lead Local Flood Authority has raised no objection subject to the imposition of conditions.
- 6.75 The foul drainage would be disposed of into the existing mains sewer. Based on the submitted details, United Utilities has not raised any objections subject to the imposition of a condition.

12. Crime and Disorder

- 6.76 Section 17 of the Crime and Disorder Act together with Policy SP6 of the local plan requires that the design of all new development must contribute to creating a safe and secure environment, integrating measures for security and crime prevention and minimising the opportunity for crime. Amended drawings have been received which show in the inclusion of an additional window in the gable to plots 4, 5, 34, 35, 67, 68, 83, 98, 104, 122, 147, 148 and 166 to increase natural surveillance. The scheme has been further amended to include a 2 metre high weld mesh fence along the boundary with the adjacent railway.
- 6.77 The layout has been designed to give a degree of natural surveillance and creates a distinction between public and private spaces. This definition should act as a deterrent to potential offenders and reduce the likelihood of crime occurring. In this respect, there is no objection to the principle of

development.

13. Waste/ Recycling

- 6.78 With regard to residential developments, Waste Services has advised that the development be capable of accommodating the waste collection vehicles and that the developer will be expected to contribute to the cost of waste containers. Otherwise, no objection has been received.

14. Other Matters

- 6.79 The submitted Air Quality Assessment predicts that there will be a negligible impact, or no impact, with regard to nitrogen oxide and particulates at all existing sensitive receptors for both 2017 and 2020 with the development in place.
- 6.80 The Historic Environment Officer at Cumbria County Council has identified that the proposal would disturb archaeological assets dating to the prehistoric and Romano-British periods. These assets comprise an extension of the enclosures, field systems and settlement remains revealed in earlier archaeological investigations undertaken in advance of the construction of the adjacent residential sites; however, no objection is raised subject to the imposition of a condition.
- 6.81 Concerns have been raised regarding noise from the M6. However, the developer is proposing mitigation measures which can be the subject of appropriately worded conditions. Dust emissions during construction can be controlled through the imposition of a condition following the recommendations of the submitted Air Quality Assessment.

Conclusion

- 6.82 The current application site represents a logical and sustainable extension of Carlisle and this is reflected in its allocation for residential development under Policy HO1 of the local plan.
- 6.83 On the matter of design it is considered that the proposal will reinforce existing connections; provide a mix of dwelling types and tenures that suit local requirements; has sought to create a distinctive character with well-defined and legible streets/ spaces; has streets designed to encourage low vehicle speeds; provide sufficient and well integrated resident and visitor parking; has clearly defined public and private spaces; there is adequate external storage space for bins and recycling as well as cycles; and adequate/effective open space.
- 6.84 Adequate off-street parking would be provided within the site and the buildings would not adversely affect the living conditions of the occupiers of neighbouring properties. The planning conditions will ensure that in the short-term period of construction, the residents would be adequately protected from the works, as far as reasonably practicable.

- 6.85 The supporting documents accompanying the application adequately address those matters relating to contamination, trees and hedgerows, surface water and ecology can also be addressed through the imposition of relevant conditions.
- 6.86 It is considered that the proposal will neither be detrimental to the character of the area nor the living conditions of neighbouring residents sufficient to merit the refusal of permission.
- 6.87 The recommendation is for authority to issue an approval subject to the completion of an appropriate Section 106 Agreement regarding the provision of affordable housing (16 social rented and 15 discounted sale), the management/ maintenance of open space, the payment of £68,403 towards off-site sports pitches; the payment of £15,000 to improve the cycle infrastructure; £110,000 to part fund the improvements to Warwick Road; the payment of £6,600 for monitoring of the Travel Plan.

7. Planning History

- 7.1 The available records do not indicate that the site has previously been the subject of an application.

8. Recommendation: Grant Subject to S106 Agreement

1. The development shall be begun not later than the expiration of 3 years beginning with the date of the grant of this permission.

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development shall be undertaken in strict accordance with the approved documents for this Planning Permission which comprise:

1. the submitted planning application form received 26th July 2017;
2. the Red Line Boundary (drawing ref DURR/RLB-1) received 26th July 2017;
3. the Existing Site Sections (drawing ref DURR/EX-01) received 26th July 2017
4. the Development Layout (drawing ref DURR/SK-01 Rev F) received 9th November 2017;
5. the Constraints Layout (drawing ref DURR/CO-1) received 26th July 2017;
6. the Proposed Site Sections (drawing ref DURR/PR-01) received 26th July 2017;
7. the General Arrangement (drawing ref 11467_L01 Rev P03) received 15th December 2017;
8. the Aldenham Floor Plans (drawing ref PD32/7/PL1) received 26th July 2017;

9. the Aldenham Elevations (drawing ref PD32/7/PL2) received 26th July 2017;
10. the Aldenham Illustration received 26th July 2017;
11. the Whitford Floor Plans (drawing ref PA411/7/PL1) received 26th July 2017;
12. the Whitford Elevations (drawing ref PA411/7/PL2) received 26th July 2017;
13. the Whitford Illustration received 26th July 2017;
14. the Gosford Floor Plans (drawing ref PA34/7/PL1) received 26th July 2017;
15. the Gosford Elevations (drawing ref PA34/7/PL2) received 26th July 2017;
16. the Gosford Illustrations received 26th July 2017;
17. the Dadford Floor Plans (drawing ref PA30/7/PL1) received 26th July 2017;
18. the Dadford Elevations (drawing ref PA30/7/PL2) received 26th July 2017;
19. the Dadford Illustration received 26th July 2017;
20. the Appleford Floor Plans (drawing ref PA21/7/PL1) received 23rd October 2017;
21. the Appleford Elevations (drawing ref PA21/7/PL2) received 23rd October 2017;
22. the Bungalow Floor Plans (drawing ref BUN/6/PL1) received 26th July 2017;
23. the Bungalow Elevations (drawing ref BUN/6/PL2) received 26th July 2017;
24. the Bradenham Floor Plans (drawing ref PD48/7/PL1A) received 26th July 2017;
25. the Bradenham Elevations (drawing ref PD48/7/PL2) received 26th July 2017;
26. the Bradenham Illustration received 26th July 2017;
27. the Downham Floor Plans (drawing ref PD49/7/PL1A) received 23rd October 2017;
28. the Downham Elevations (drawing ref PD49/7/PL2) received 23rd October 2017;
29. the Downham Illustration received 26th July 2017;
30. the Lavenham Floor Plans (drawing ref PD51/7/PL1A) received 23rd October 2017;
31. the Lavenham Elevations (drawing ref PD51/7/PL2) received 23rd October 2017;
32. the Lavenham Illustration received 26th July 2017;
33. the Eynsham Floor Plans (drawing ref PD410/7/PL1A) received 23rd October 2017;
34. the Eynsham Elevations (drawing ref PD410/7/PL2) received 23rd October 2017;
35. the Eynsham Illustration received 26th July 2017;
36. the Haddenham Floor Plans (drawing ref PD411/7/PL1A) received 23rd October 2017;
37. the Haddenham Elevations (drawing ref PD411/7/PL2) received 23rd October 2017;
38. the Haddenham Illustration received 26th July 2017;

39. the Single Garage Floor Plans & Elevations (drawing ref GARAGES/PL1) received 26th July 2017;
40. the Double Garage Floor Plans & Elevations (drawing ref GARAGES/PL2) received 26th July 2017;
41. the Enclosures (drawing ref DURR/SK-30 Rev A) received 23rd October 2017;
42. the Arboricultural Impact Assessment (drawing ref AIA EXI) received 26th July 2017;
43. the Arboricultural Method Statement (drawing ref AMS TPP) received 26th July 2017;
44. the Materials Layout (drawing ref DURR/MA-01 Rev B) received 9th November 2017;
45. the Overall Surface Finishes received 23rd October 2017 (Drawing no. QD1257-07-01 Rev B);
46. the Engineering Layout (drawing ref QD1257-03-01 rev D) received 15th December 2017;
47. the Landscape Support Notes (drawing ref 11467_L07 Rev P01) received 26th July 2017;
48. the Proposed Traffic Calming Scheme on Durranhill Road (drawing ref C001 Rev A) received 23rd October 2017;
49. the Topographical Survey (drawing ref TW/DL/01) received 26th July 2017;
50. the Hard Landscaping (drawing ref 11467_L02 Rev P03) received 15th December 2017;
51. the Soft Landscaping (drawing ref 11467_L04 Rev P03) received 15th December 2017;
52. the Soft Landscaping 2 (drawing ref 11467_L05 Rev P03) received 15th December 2017;
53. the Soft Landscaping 3 (drawing ref 11467_L06 Rev P03) received 15th December 2017;
54. the Public Space Open Furniture (drawing ref 11467_L03 Rev P03) received 15th December 2017;
55. the Street Scene 1 Plots 1-7 (drawing ref LW20-06-2017) received 26th July 2017;
56. the Street Scene 2 Plots 147-148, 150-160, 167-175 (drawing ref LW20-06-2017) received 26th July 2017;
57. the Street Scene 3 Plots 110-114, 37-40 (drawing ref LW20-06-2017) received 26th July 2017;
58. the Play Area Illustration received 26th July 2017;
59. the Geoenvironmental Appraisal received 26th July 2017;
60. the Landscape Strategy Design and Access Statement (Rev A) received 26th July 2017;
61. the Arboricultural Impact Assessment received 26th July 2017;
62. the Air Quality Assessment received 26th July 2017;
63. the Archaeological Desk-Based Assessment and Heritage Statement received 26th July 2017;
64. the Flood Risk Assessment & Drainage Strategy received 26th July 2017;
65. the Gas Risk Assessment received 26th July 2017;
66. the Noise Impact Assessment received 26th July 2017;
67. the Landscape & Visual Appraisal received 26th July 2017;

68. the Bat Survey received 26th July 2017;
69. the Great Crested Newt eDNA Results received 26th July 2017;
70. the Ecological Impact Assessment received 26th July 2017;
71. the Planning Statement received 26th July 2017;
72. the Geophysical Survey received 26th July 2017;
73. the Archaeological Evaluation received 26th July 2017;
74. the Statement of Community Involvement received 26th July 2017;
75. the Affordable Housing Statement received 26th July 2017;
76. the Draft Heads of Terms for the s.106 Agreement received 26th July 2017;
77. the Travel Plan received 26th July 2017;
78. the Transport Assessment received 26th July 2017;
79. the Design and Access Statement received 26th July 2017;
80. the Arboricultural Method Statement received 26th July 2017;
81. the Notice of Decision; and
82. any such variation as may subsequently be approved in writing by the Local Planning Authority.

Reason: To define the permission.

3. Prior to the commencement of the development hereby permitted there shall be submitted to, and approved in writing by the local planning authority, a plan and/or programme showing the proposed phasing of the development. That phasing plan shall include the phasing of the overall development hereby permitted in terms of:
 1. the provision of visitor parking spaces;
 2. the provision of pedestrian, cyclist and vehicular connectivity;
 3. the provision of the earth bund and acoustic screen fencing and planting;
 4. the provision of the open spaces/informal play areas; and
 5. the provision of suitable accessing arrangements for recyclable/waste collection vehicles.

The development shall thereafter proceed only in accordance with the approved phasing plan and/or programme or such variation to that plan and/or programme as may subsequently be agreed in writing by the local planning authority.

Reason: To ensure that the site is developed in a co-ordinated manner in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

4. Prior to the commencement of the development hereby permitted full details of the existing and proposed ground levels and the height of the proposed finished ground floor levels (inclusive of any garages) shall be submitted to and approved, in writing, by the local planning authority. The development shall then be undertaken in accordance with the approved details.

Reason: In order that the approved development overcomes any problem associated with the topography of the area and safeguards the living conditions of neighbouring residents in

accordance with Policies HO1 and HE1 of the Carlisle District Local Plan 2015-2030.

5. Prior to the commencement of the development hereby permitted, a schedule of materials and finishes with samples for the external walls and roofs of the development hereby approved shall be submitted to and approved in writing by the local planning authority. The development shall then be undertaken in accordance with the approved details.

Reason: To ensure that the development complies with Policy SP6 of the Carlisle District Local Plan 2015-2030.

6. Prior to the commencement of the development hereby permitted protective fencing shall be erected around those hedges and trees to be retained and shall not be removed until all construction works and all plant and temporary accommodation have been removed from the site. Within the protection zone and the restricted area:

- no fires shall be lit within 10 metres of the nearest point of the canopy of any retained tree
- no equipment, machinery or structure shall be attached to or supported by a retained tree or hedge or by the hedge protection barrier;
- no mixing of cement or use of other contaminating materials or substances shall take place within, or close enough to, a root protection area that seepage or displacement could cause them to enter a root protection area;
- no alterations or variations to the approved tree and hedge protection schemes shall be made without prior written consent of the local planning authority;
- no materials or vehicles shall be stored or parked within the fenced off or hatched area;
- no alterations to the natural/ existing ground level shall occur (except in accordance with the approved scheme);
- no excavations will be carried out within the fenced off area.

If any trenches for services are required in the fenced off area, they shall be excavated or backfilled by hand and any roots encountered with a diameter of 25mm or more shall be left unsevered.

Those trees and hedges chosen for retention and protection in the approved landscaping scheme shall not for the duration of the development works be damaged or destroyed, felled, lopped or topped without the prior written consent of the local planning authority.

Reason: In order to ensure that adequate protection is afforded to all hedges to be retained on site in support of Policies SP6 and GI6 of the Carlisle District Local Plan 2015-2030.

7. Prior to the commencement of the development hereby permitted full details of the provision, landscaping and treatment of open spaces/ informal play areas within the site (inclusive of site levels, associated items/features of recreation/play, benches, the means of enclosure, hard surface areas,

footpaths/cycleways together with a programme for its implementation) shall be submitted to and approved in writing by the local planning authority. The open spaces and informal play areas shall be levelled, completed, fully equipped and available for use in accordance with the approved details and programme, and retained at all times as open space/ play space.

Reason: In order to secure an acceptable standard of development and to make proper provision for the recreational needs of the area in accordance with Policy GI4 of the Carlisle District Local Plan 2015-2030.

8. Before the occupancy of any residential unit hereby permitted abutting or nearest to either Durranhill Road, the Carlisle to Newcastle railway or the M6 motorway, noise level measurements must be undertaken to verify that the internal and external noise levels do not exceed World Health Organisation and BS 8233:2014 guidelines during the daytime and night time; and the measured noise levels reported to and approved in writing by the local planning authority.

The internal noise levels are to be measured with windows closed and all ventilators open in the room in which the measurements are carried out. The daytime internal noise levels are to be measured in living rooms and the night time levels to be measured in bedrooms. The rooms chosen must be orientated towards Durranhill Road, the Carlisle to Newcastle railway or the M6 motorway.

Before the measurements are undertaken a schedule of the properties and rooms to be used must be submitted in writing to the local planning authority and the work must not be undertaken before the schedule is agreed in writing.

Reason: To protect the living conditions of the future occupiers of the proposed residential units in accordance with Policy CM5 of the Carlisle District Local Plan 2015-2030.

9. No construction work associated with the development hereby approved shall be carried out before 07.30 hours on weekdays and Saturdays nor after 18.00 hours on weekdays and 13.00 hours on Saturdays (nor at any times on Sundays or Bank Holidays).

Reason: To prevent disturbance to nearby occupants in accordance with Policy CM5 of the Carlisle District Local Plan 2015-2030.

10. All works comprised in the approved details of landscaping for the constituent phases of development shall be carried out either contemporaneously with the completion of individual plots or, in the alternative, by not later than the end of the planting and seeding season following the completion of that phase of the development, as specified in the phasing plan and/or programme required to be submitted by condition 3. Any trees, shrubs and/or other plants which die or are removed within the first five years following the implementation of the landscaping scheme shall

be replaced during the current/next planting season with others of similar size or species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that a satisfactory landscaping scheme is implemented in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

11. All works comprised in the approved details of means of enclosure/ boundary treatment and hard surfaces for the constituent phases of development shall be carried out contemporaneously with the completion (i.e. by the plastering out) of each residential unit.

Reason: To ensure that the details are acceptable and to ensure that the work is undertaken in a co-ordinated manner that safeguards the appearance and security of the area in accordance with Policies SP6 and CM4 of the Carlisle District Local Plan 2015-2030.

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any Order revoking and re-enacting that Order, no electricity sub-stations or gas governors shall be erected without the prior written permission of the local planning authority.

Reason: The local planning authority wish to retain control over the erection of electricity sub-stations and gas governors in order to maintain the visual integrity of the development in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

13. In each phase, adequate underground ducts shall be installed in accordance with details approved beforehand by the local planning authority to enable telephone/ broadband services, electricity services and television services to be connected to any premises within the application site, without recourse to the erection of distribution poles and overhead lines.

Reason: To maintain the visual character of the locality in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

14. The development hereby permitted shall be carried out in accordance with the noise attenuation requirements contained within the "Noise Impact Assessment" dated 21st July 2017 prepared by Environmental Noise Solutions Ltd.

Reason: To protect the living conditions of the future occupiers of the proposed residential units in accordance with Policy CM5 of the Carlisle District Local Plan 2015-2030.

15. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the local planning authority. An investigation and

risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the local planning authority. Site investigations should follow the guidance in BS10175.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the local planning authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies GI3 and CM5 of the Carlisle District Local Plan 2015-2030.

16. The carriageway, footways, footpaths, cycleways etc shall be designed, constructed, drained and lit to a standard suitable for adoption and in this respect further details, including longitudinal/cross sections, shall be submitted to the local planning authority for approval in writing before work commences on site. No work shall be commenced until a full specification has been approved. These details shall be in accordance with the standards laid down in the current Cumbria Design Guide. Any works so approved shall be constructed before the development is complete.

Reason: To ensure a minimum standard of construction in the interests of highway safety in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Plan Policies LD5, LD7 and LD8.

17. Prior to the commencement of development details of all measures to be taken by the applicant/ developer to prevent surface water discharging onto or off the highway shall be submitted to and approved in writing by the local planning authority. The development shall then be undertaken in accordance with the approved details.

Reason: In the interests of highway safety and environmental management in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Plan Policies LD7 and LD8.

18. Before any development takes place, a plan shall be submitted for the prior written approval of the local planning authority reserving adequate land for the parking of vehicles engaged in construction operations associated with the development hereby approved, and that land, including vehicular access thereto, shall be used for or be kept available for these purposes at all times until completion of the construction works.

Reason: The carrying out of this development without provision of these facilities during the construction works is likely to lead to

inconvenience and danger to road users in accordance with Policy SP6 and CM5 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Policy LD8.

19. The development shall not commence until visibility splays providing clear visibility as of 59m measured 2.4m (from a height of 1.05m) down the centre of the access roads and the nearside channel line of the major road have been provided at the junction of the access road with the county highway. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) relating to permitted development, no structure, vehicle or object of any kind shall be erected, parked or placed and no trees, bushes or other plants shall be planted or be permitted to grow within the visibility splay which obstruct the visibility splays. The visibility splays shall be constructed before general development of the site commences so that construction traffic is safeguarded.

Reason: In the interests of highway safety in accordance with Policies SP6 and CM5 of the Carlisle district Local Plan 2015-2030 and to support Local Transport Plan Policies LD7 and LD8.

20. The offsite highway works (including but not limited to – traffic calming, footway provision, uncontrolled pedestrian crossing points etc) shall be designed, constructed, drained to the satisfaction of the local planning authority and in this respect further details, including longitudinal/cross sections, shall be submitted to the local planning authority for approval before work commences on site. No work shall be commenced until a full specification has been approved. Any works so approved shall be constructed before any dwelling hereby permitted is occupied.

Reason: To ensure a minimum standard of construction in the interests of highway safety in accordance with Policies SP6 and CM5 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Plan Policies LD5, LD7 and LD8.

21. The Development shall not be begun until a Construction Method Statement including details of all on-site construction works, post-construction reinstatement, drainage, mitigation, and other restoration, together with details of their timetabling has been submitted to and approved by the local planning authority and shall include measures to secure:
- formation of the construction compound and access tracks and any areas of hardstanding;
 - cleaning of site entrances and the adjacent public highway;
 - the sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;
 - post-construction restoration/reinstatement of the working areas.

The Construction Method Statement shall be carried out as approved.

Reason: The carrying out of this development without the provision of these facilities during the construction work is likely to lead to

inconvenience and danger to road users in accordance with Policies SP6 and CM5 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Policy LD8.

22. No development shall commence until a construction surface water management plan has been agreed in writing with the local planning authority. The development shall then be undertaken in accordance with the approved details.

Reason: To safeguard against flooding to surrounding sites and to safeguard against pollution of receiving surface water systems or watercourses downstream of the site in accordance with Policy GI3 of the Carlisle District Local Plan 2015-2030.

23. Development shall not be begun until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority. The CTMP shall include details of:
- the construction of the site access and the creation, positioning and maintenance of associated visibility splays;
 - access gates will be hung to open away from the public highway no less than 10m from the carriageway edge and shall incorporate appropriate visibility displays;
 - the pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative;
 - details of proposed crossings of the highway verge;
 - retained areas for vehicle parking, maneuvering, loading and unloading for their specific purpose during the development;
 - the surfacing of the access roads from the public highway into the site shall extend for a minimum of 25m;
 - construction vehicle routing;
 - the management of junctions to and crossings of the public highway and other public rights of way/footway;
 - the scheduling and timing of movements, temporary warning signs and banksman.

Development shall be carried out in accordance with the approved Construction Traffic Management Plan.

Reason: The carrying out of this development without the provision of these facilities during the construction work is likely to lead to inconvenience and danger to road users to ensure an adequate form of development that does not adversely affect the amenities of the occupiers of neighbouring premises in accordance with Policy CM5 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Policy LD8

24. No residential unit hereby permitted shall be occupied until the respective estate/ access road (including associated footways, turning heads and surface water drainage where applicable) has been constructed in all respects to base course level and street lighting has been provided and

brought into full operational use.

Reason: To ensure that the matters specified are designed and provided to ensure a minimum standard of access when the development is brought into use in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

25. No residential unit hereby permitted shall be occupied until the respective drive and parking area/ spaces for that unit have been completed in accordance with the approved plans. The car parking shall thereafter be retained in accordance with the approved plans and available for use as car parking and no other use whatsoever.

Reason: To ensure that the matters specified are provided to ensure a minimum standard of parking in accordance with Policy IP3 of the Carlisle District Local Plan 2015-2030.

26. There shall be no means of access, pedestrian or vehicular, between the site and existing highways except by way of the approved estate roads and footways.

Reason: In the interests of highway safety in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Policies LD7 and LD8.

27. Prior to the commencement of the development hereby permitted a fully developed Surface Water Drainage Strategy (based upon calculations and information to demonstrate flow routes from the application site to the relevant watercourse, and the subsequent allowable surface water discharge rate from the development to the watercourse) shall be submitted to and approved in writing by the local planning authority. The Surface Water Drainage Strategy shall comply with relevant current surface water legislation and guidelines.

The Strategy approved by the local planning authority shall thereafter be fully implemented and subsequently maintained, in accordance with the timing/ phasing arrangements embodied within the strategy, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To ensure adequate means of surface water disposal to prevent and reduce the risk of flooding in accordance with Policies GI3, CC5 and IP6 of the Carlisle District Local Plan 2015-2030.

28. Prior to the commencement of development hereby permitted a foul water drainage scheme (inclusive of how the scheme shall be maintained and managed after completion) shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To prevent pollution of the water environment in accordance with Policy IP6 of the Carlisle District Local Plan 2015-2030.

29. Prior to the occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:
- arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
 - arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development in accordance with Policies SP6 and CC5 of the Carlisle District Local Plan 2015-2030 and to promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with policies within the National Planning Policy Framework and National Planning Practice Guidance.

30. The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted drawing Engineering Layout, ref: QD 1257-000-00 Revision E, dated December 2016 designed by Queensberry Design proposing surface water discharging into watercourse. No surface water will be permitted to drain directly or indirectly into the public sewer. Any variation to the discharge of foul shall be agreed in writing by the Local Planning Authority prior to the commencement of the development. The development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding in accordance with Policy IP6 of the Carlisle District Local Plan 2015-2030.

31. No residential unit hereby permitted shall be occupied until the respective foul and surface water drainage works have been completed in accordance with the details subject of above conditions 23 and 24.

Reason: To ensure that adequate drainage facilities are available which are comprehensive in extent and follow a co-ordinated sequence in accord with Policies GI3, CC5 and IP6 of the Carlisle District Local Plan 2015-2030.

32. No development shall commence within the site until the applicant has secured the implementation of a programme of archaeological excavation in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

Reason: To afford reasonable opportunity for the examination and recording of the remains of archaeological interest that survive within the site in accordance with Policy HE1 of the Carlisle District Local Plan 2015-2030.

33. A programme of archaeological post-excavation assessment and analysis, preparation of a site archive ready for deposition at a store, completion of an archive report, and submission of the results for publication in a suitable journal as approved beforehand by the local planning authority shall be carried out within 1 year of the date of commencement of the hereby permitted development or otherwise agreed in writing by the local planning authority.

Reason: To ensure that a permanent and accessible record by the public is made of the archaeological remains that have been disturbed by the development in accordance with Policy HE1 of the Carlisle District Local Plan 2015-2030.

34. No development shall commence until full details of the proposed wildlife compensation, mitigation and enhancement measures (including subsequent management and retention), and the timetable for such have been submitted to and approved in writing by local planning authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure such works are carried out in accordance with Policy GI3 of the Carlisle District Local Plan 2015-2030.

35. Prior to the commencement of development a Construction Environmental Management Plan shall be submitted to and agreed, in writing, by the local planning authority. This shall include noise management measures, waste minimisation and management measures, bio-security measures to prevent the introduction of disease and invasive species, measures to prevent pollution including the management of site drainage such as the use of silt traps during construction, the checking and testing of imported fill material where required to ensure suitability for use and prevent the spread invasive species, the construction hours of working, wheel washing, vibration management, dust management, vermin control, vehicle control within the site and localised traffic management and protocols for contact and consultation with local people and other matters to be agreed with the local planning authority.

The agreed scheme shall be implemented upon commencement of development and shall not be varied without prior written agreement of the local planning authority.

Reason: To safeguard the living conditions of neighbouring residents, prevent pollution, and mitigate impacts on wildlife in accordance with Policies GI1, SP6 and CM5 of the Carlisle District Local Plan 2015-2030.

36. The access road within the development hereby approved, shall be constructed in such a manner that they are capable of accommodating the weight of the appropriate refuse vehicle when fully laden (up to 26 tonnes). Where this cannot be achieved, suitable areas shall be allocated within the development to allow residents to leave bins for collection. These areas shall be identified on the Development Layout and submitted to and approved in writing by the local planning authority. The development shall then be undertaken in accordance with the approved plans.

Reason: To ensure adequate provision is made for the collection of waste in accordance with Policy IP5 of the Carlisle District Local Plan 2015-2030.



REVISIONS

FILE RED LINE BOUNDARY
PROJECT NAME DURRANHILL ROAD
LOCATION CARLISLE

DATE 12.09.16
SCALE 1:500
SHEET 1 OF 1

Taylor Wimpey North East
Railway Engineering
Durranhill Road
Telephone 0191 5165400
Fax 0191 5165401

Taylor
Wimpey

DURR/RLB-1

14/10





REVISIONS

CONSTRAINTS LAYOUT
DURRANHILL ROAD
CARLISLE

Taylor Wimpey North East
Rapid Response
Telephone 0191 5165400
Fax 0191 5165401

Taylor Wimpey

DURR/CO-01

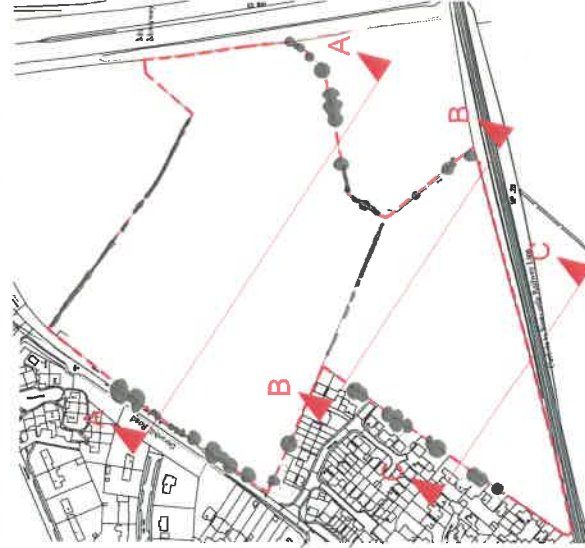
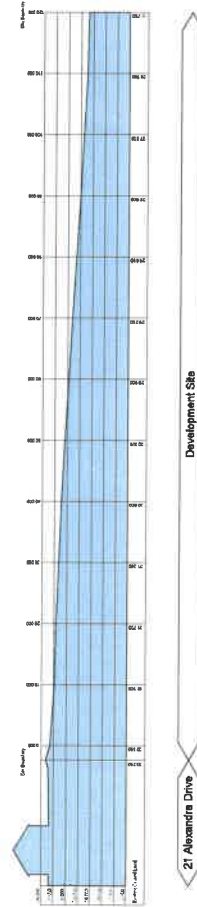
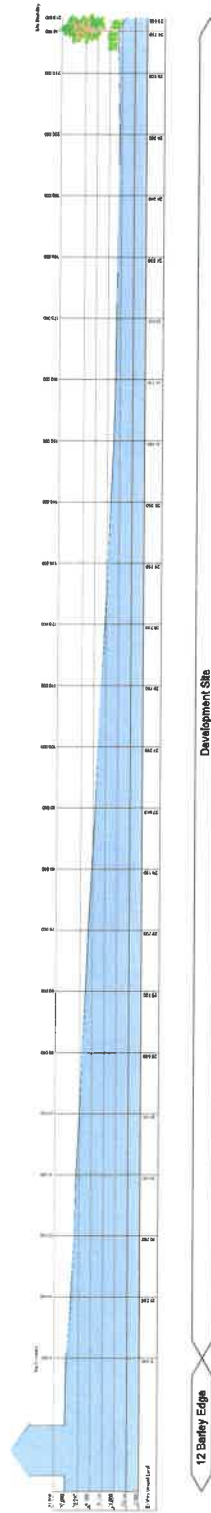
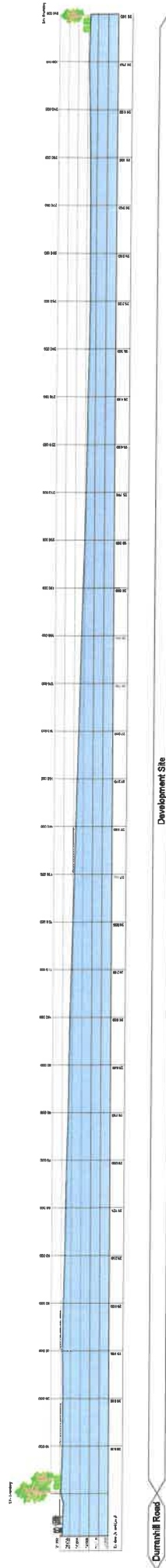
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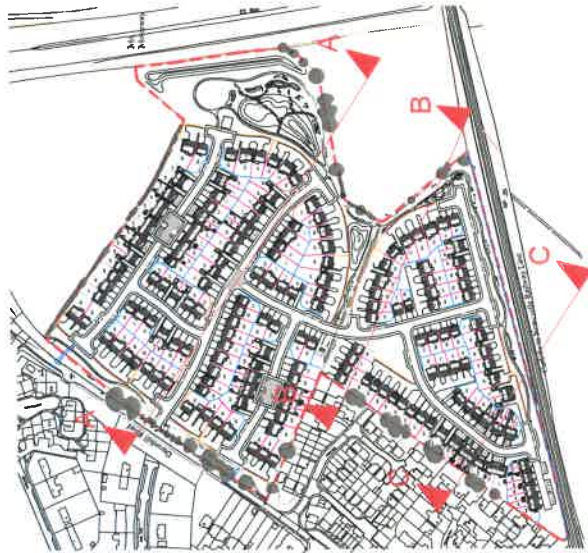
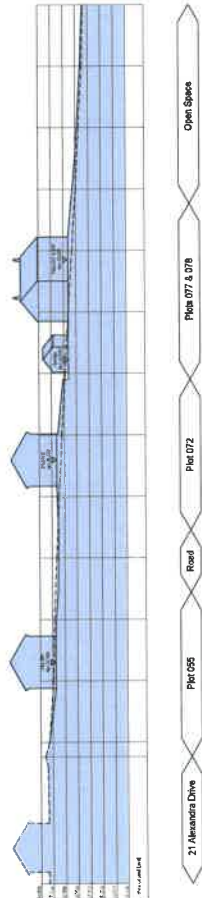
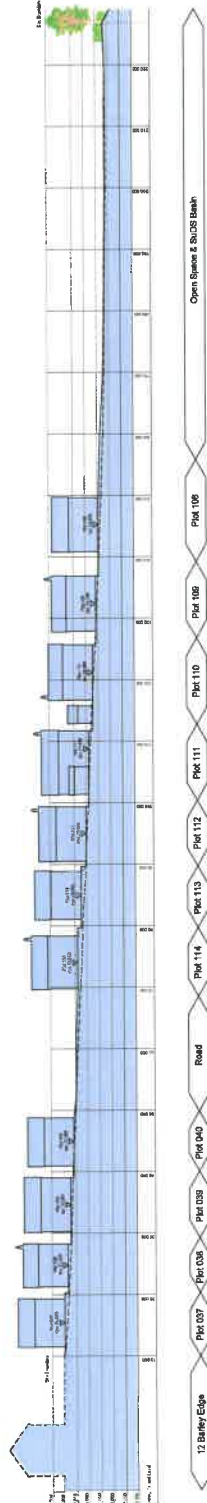
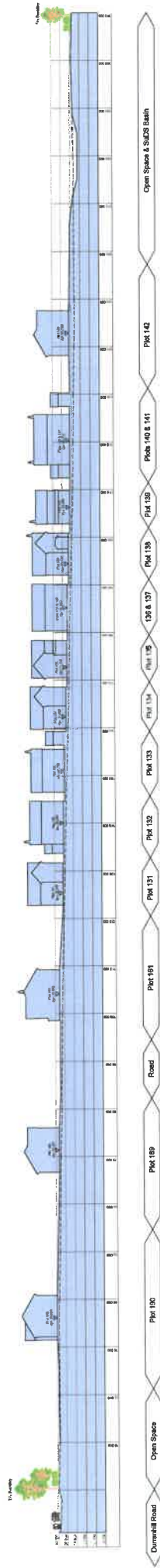


- KEY CONSTRAINTS / ISSUES**
1. Shallow water area
 2. Small pond identified
 3. Marshy grassland - subject to seasonal flooding
 4. Noise from M6 motorway
 5. Noise from Newcastle to Carlisle railway
 6. Existing vegetation (trees & hedgerows)
 7. Sensitive neighbours - residential
 8. Substation required
 9. Topography - average 1:30 over the site
 10. Foul Water to be pumped from lowest part of the site
 11. Potential historic landfill
 12. Existing medium pressure gas main
 13. Potential ecology
 14. Existing trees - moderate to high bat roosting suitability

KEY OPPORTUNITIES

- Developable area
- Development footprints to key open space areas
- Proposed Urban Edge and landscape buffer
- Internal green spaces
- Road edge green space and landscape buffer
- Existing hedgerows retained and enhanced to create visual buffer
- Potential for urban squares





Proposed Development Plan

REVISIONS

PROPOSED SITE SECTIONS

Plot	Section	CP	Plot	Section	CP
130	130	130	130	130	130
131	131	131	131	131	131
132	132	132	132	132	132
133	133	133	133	133	133
134	134	134	134	134	134
135	135	135	135	135	135
136 & 137	136 & 137	136 & 137	136 & 137	136 & 137	136 & 137
138	138	138	138	138	138
139	139	139	139	139	139
140 & 141	140 & 141	140 & 141	140 & 141	140 & 141	140 & 141
142	142	142	142	142	142

Taylor Wimpey North East
 Paper House, Centre Avenue,
 Sunderland, S1 1 6JG
 Tel: 0191 515 4000
 Fax: 0191 515 4001

Taylor Wimpey

DURR/PR-01

REV



KEY

Hard Works

Concrete piling (ftm)
1 row laid soldier course

Article to Newcastle Railway Line

22
44
66
88
100

Jacfin House, 24 Hood Street, Manchester M4 6WX
T: 0161 312 3131 W: urban-green-space.co.uk

Client

Taylor Wimpey

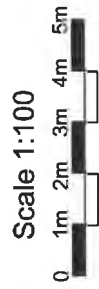
Durrant, Carlisle

General Arrangement

Title:

PLANNING		Checked:	A1
Project:	11487	Drafter:	MS
Code	1:1000	Date:	25/07/17
Drawing No:		Approved:	MT
11487_L01		Revised:	PO1

Gross Area
89.8 sq m
967 ft
Nett Area
88.4 sq m
951sq ft

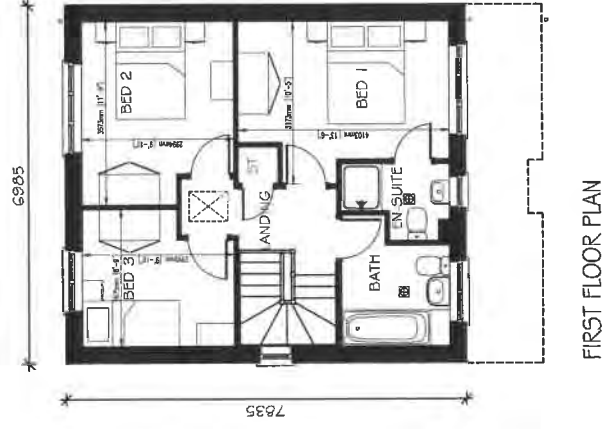
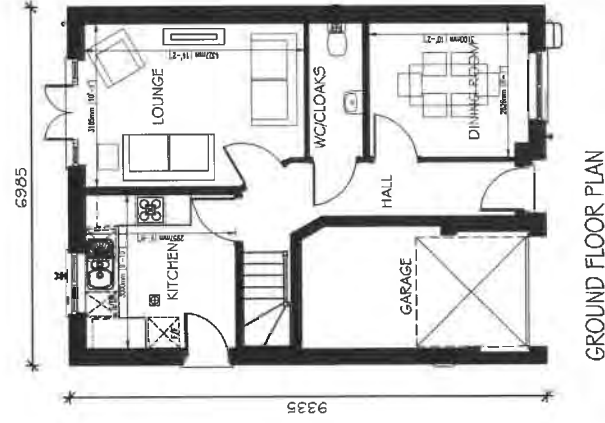


ALDENHAM
3 BED
HOUSE

HOUSING RANGE ISSUE 7
PLANNING DRAWING

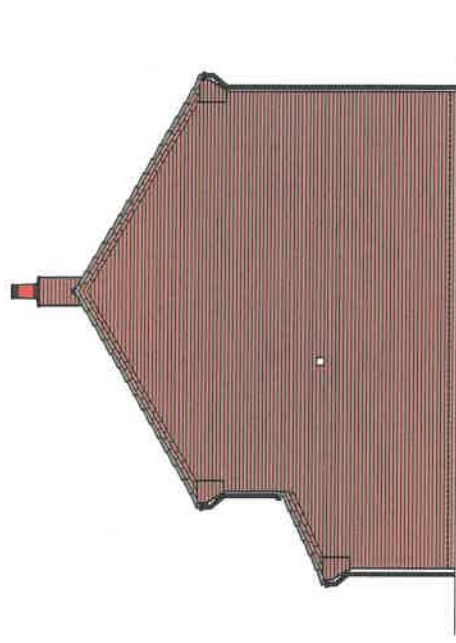
PD32/7/PL1

Taylor
Wimpey

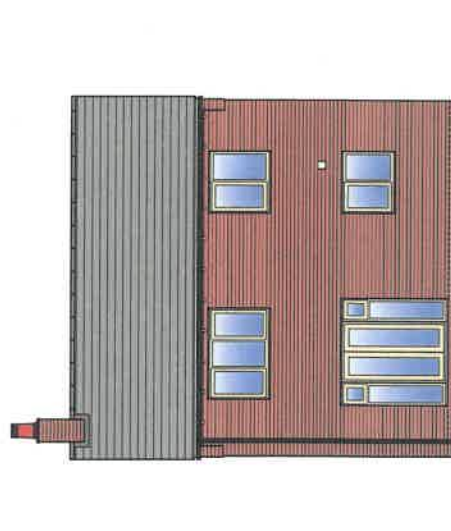




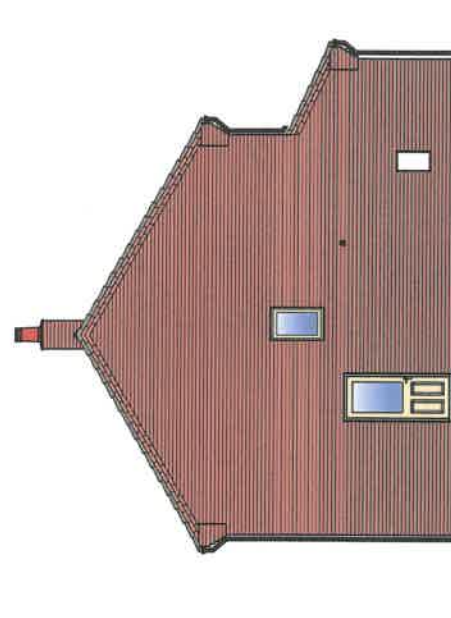
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

Gross Area

89.8 sq m

967 sq ft

Nett Area

88.4 sq m

951 sq ft

Scale 1:100



ALDENHAM

3 BED
HOUSE

HOUSING RANGE ISSUE 7
PLANNING DRAWING

PD32/7/PL2 -

PD32 Aldenham - Plot 160



Gross Area
115.9 sq m
1248 sq ft
Nett Area
114.4 sq m
1231 sq ft

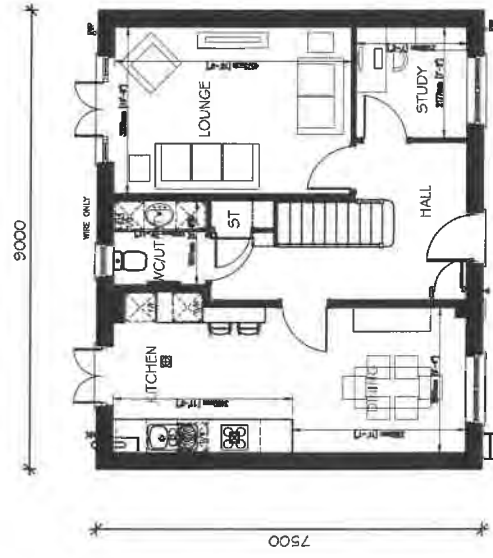


WHITFORD
4 BED
HOUSE

HOUSING RANGE ISSUE 7
PLANNING DRAWING

Taylor
Wimpey

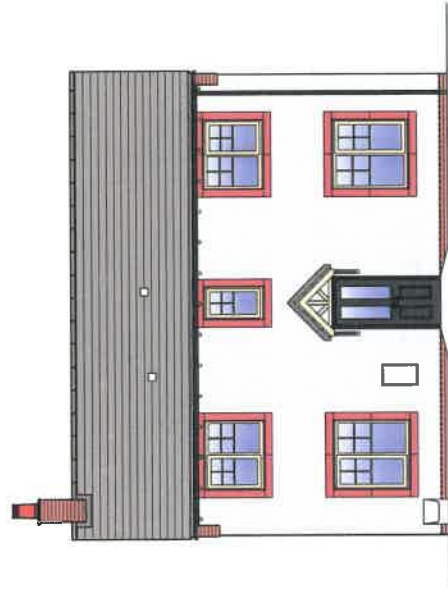
PA411/7/PL1 -



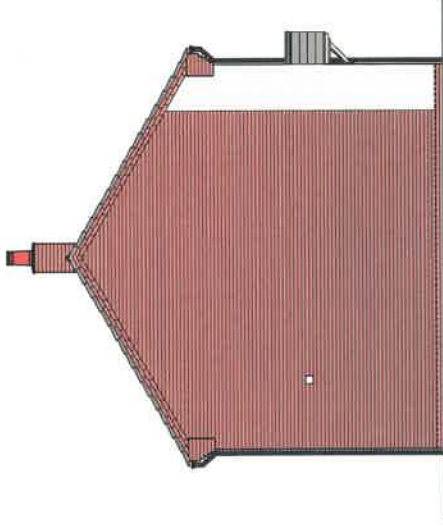
GROUND FLOOR PLAN



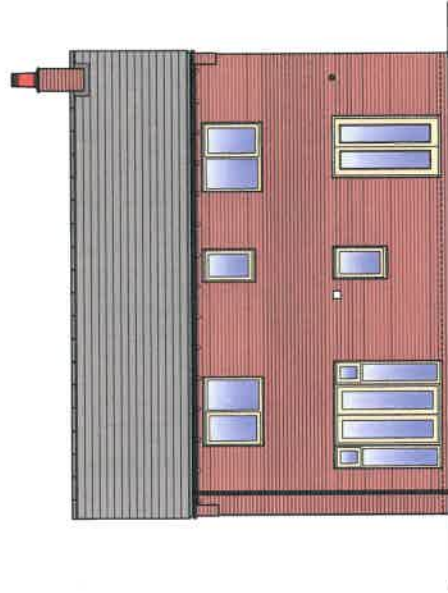
FIRST FLOOR PLAN



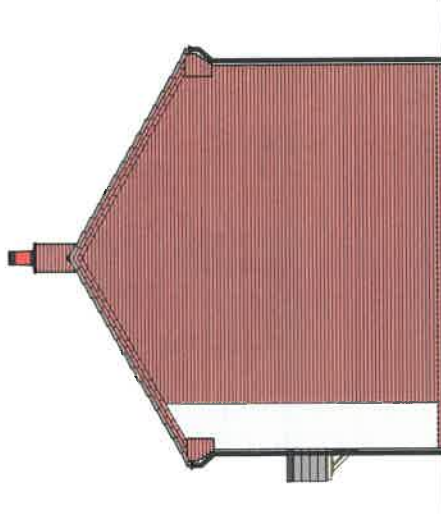
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

Gross Area
115.9 sq m
1248 sq ft
Nett Area
114.4 sq m
1231 sq ft

Scale 1:100
0 1m 2m 3m 4m 5m

WHITFORD
4 BED
HOUSE

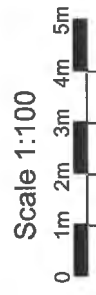
HOUSING RANGE ISSUE 7
PLANNING DRAWING

PA4117/PL2 -

PA4111 Whitford - Plot 110



Gross Area
80.5 sq m
866 sq ft
Nett Area
79.2 sq m
852 sq ft

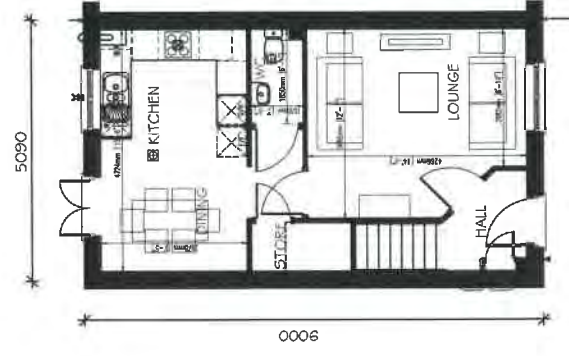


GOSFORD
3 BED
HOUSE

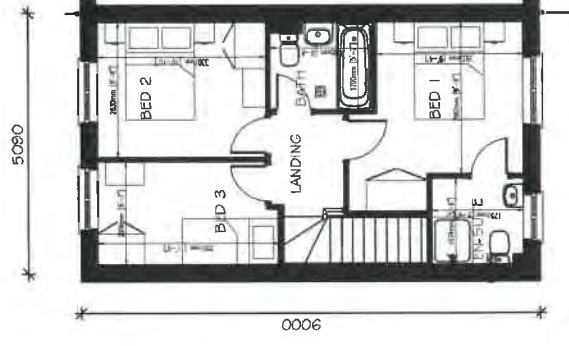
HOUSING RANGE ISSUE 7
PLANNING DRAWING

Taylor
Wimpey

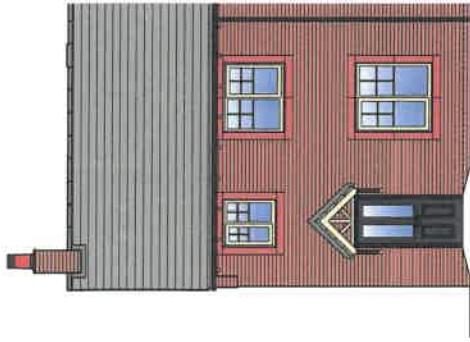
PA34/7/PL1 -



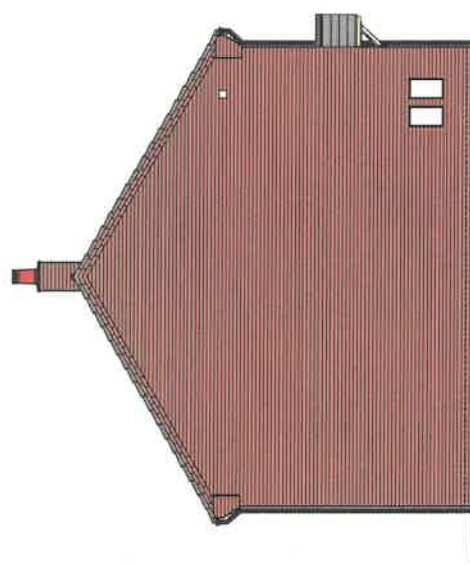
GROUND FLOOR PLAN



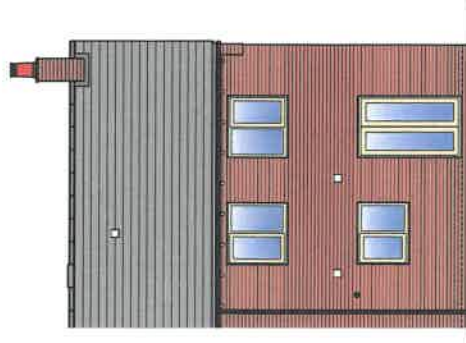
FIRST FLOOR PLAN



FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION - SEMI DETACHED

Gross Area

80.5 sq m

866 sq ft

Nett Area

79.2 sq m

852 sq ft

Scale 1:100



GOSFORD

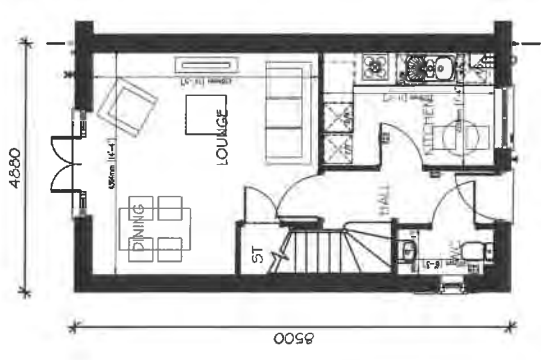
3 BED
HOUSE

HOUSING RANGE ISSUE 7
PLANNING DRAWING

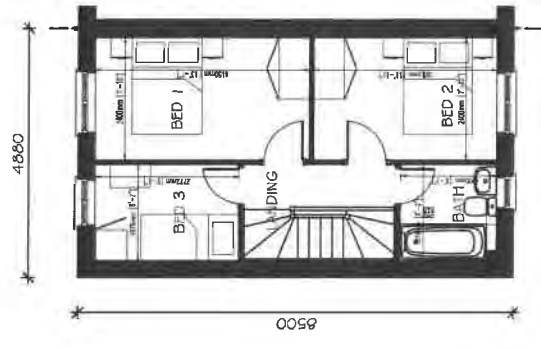
PA34/7/PL2 -



PA30 Dadford - Plots 169-170



GROUND FLOOR PLAN



FIRST FLOOR PLAN



Scale 1:100

Gross Area
70 sq m
753 ft
Nett Area
68.5 sq m
737 sq ft

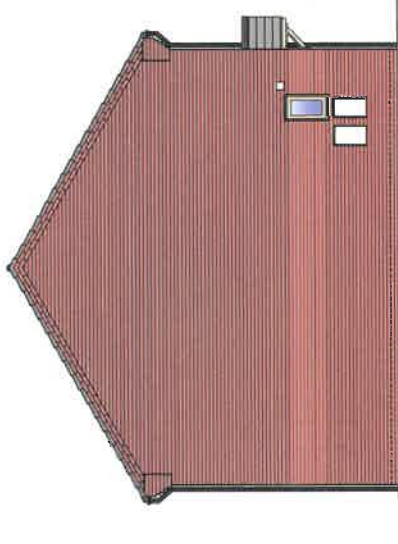
DADFORD
3 BED
HOUSE

HOUSING RANGE ISSUE 7
PLANNING DRAWING

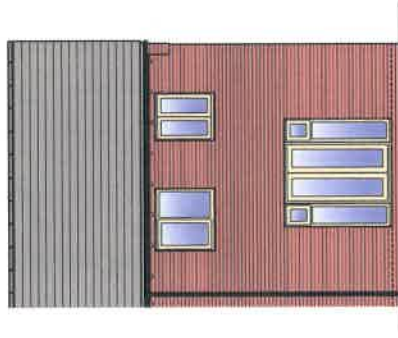
PA30/7/PL1 -



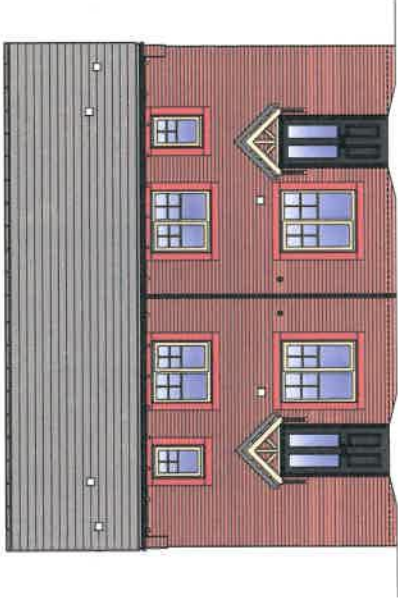
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION - SEMI DETACHED

Gross Area
70 sq m
753 sq ft
Nett Area
68.5 sq m
737 sq ft

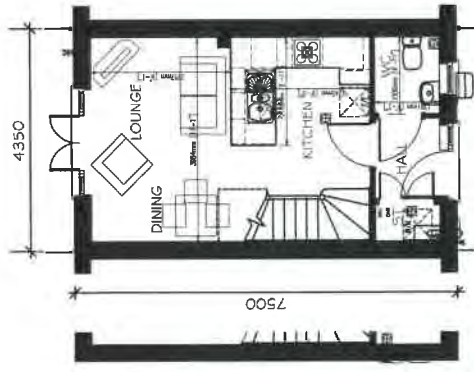


DADFORD
3 BED
HOUSE

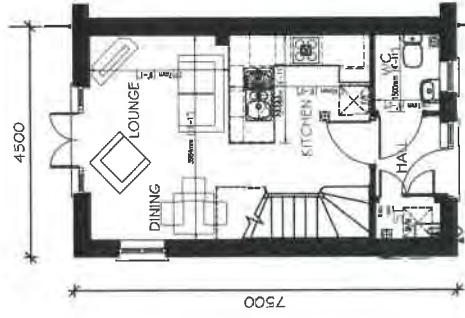
HOUSING RANGE ISSUE 7
PLANNING DRAWING

PA30/7/PL2 -

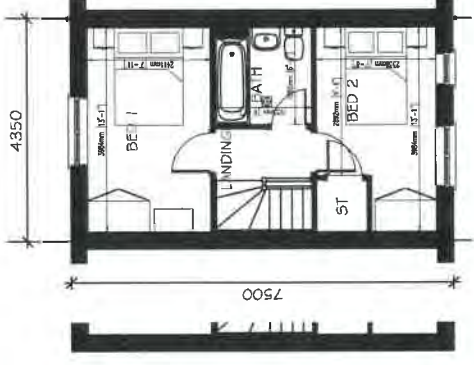




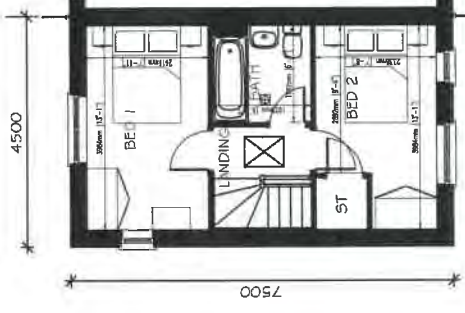
GROUND FLOOR PLAN



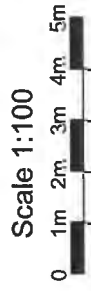
GROUND FLOOR PLAN
PLOTS 67 & 68



FIRST FLOOR PLAN



FIRST FLOOR PLAN
PLOTS 67 & 68



APPLEFORD
2 BED
HOUSE

HOUSING RANGE ISSUE 7
PLANNING DRAWING

PA21/7/PL1 -

Taylor
Wimpey

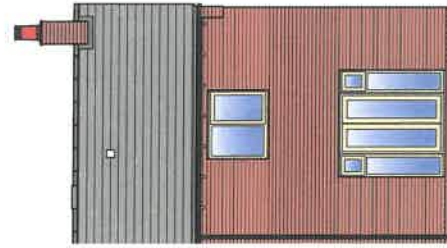
Gross Area
55.9 sq m
602 sq ft
Nett Area
54.8 sq m
590 sq ft



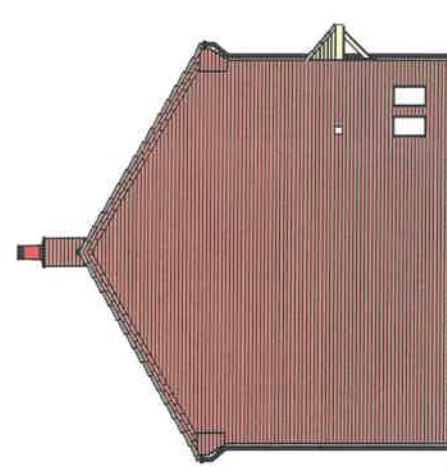
FRONT ELEVATION



FRONT ELEVATION
PLOT 54



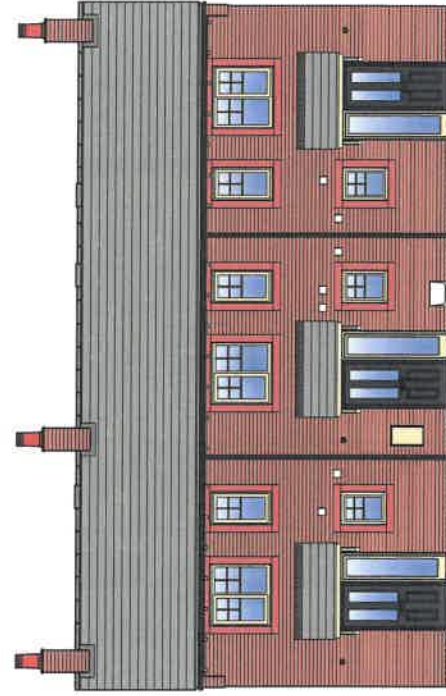
REAR ELEVATION



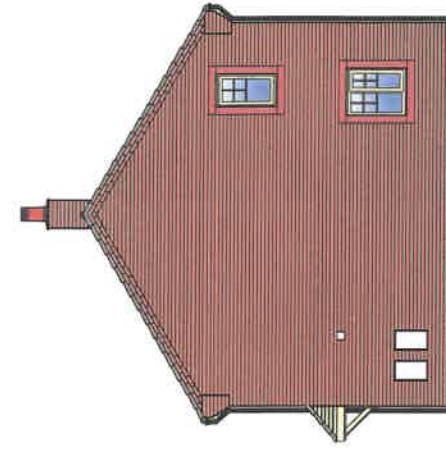
SIDE ELEVATION



FRONT ELEVATION - SEMI



FRONT ELEVATION
PLOTS 053-055



SIDE ELEVATION
PLOTS 67 & 68

Gross Area

35.9 sq m

302 sq ft

Nett Area

34.8 sq m

300 sq ft



APPLEFORD

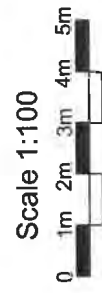
2 BED
HOUSE

HOUSING RANGE ISSUE 7
PLANNING DRAWING

PA21/7/PL2 -

**Taylor
Wimpey**

Gross Area
60.2 sq m
649 ft
Nett Area
59.7 sq m
643 sq ft

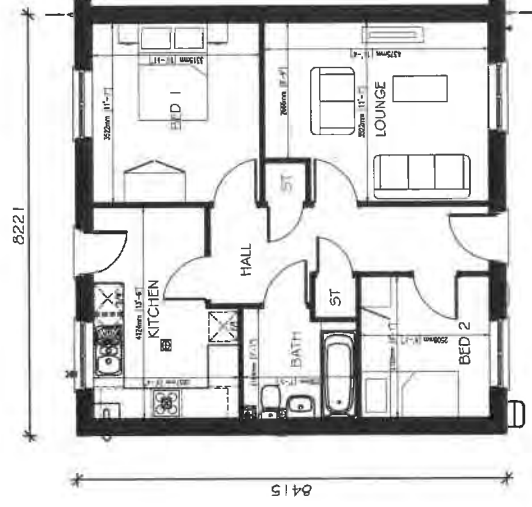


BUNGALOW
2 BED
HOUSE

HOUSING RANGE ISSUE 6
PLANNING DRAWING

BUN/6/PL1

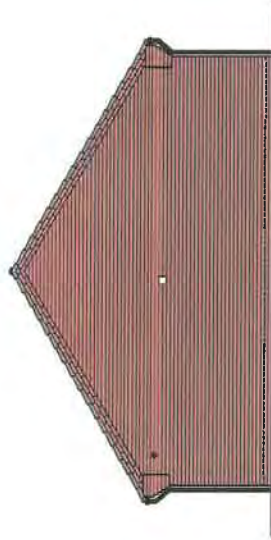
Taylor
Wimpey



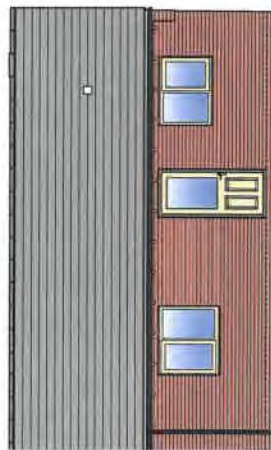
GROUND FLOOR PLAN



FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION - SEMI DETACHED

Gross Area

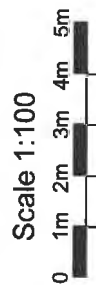
60.2 sq m

649 sq ft

Nett Area

59.7 sq m

643 sq ft



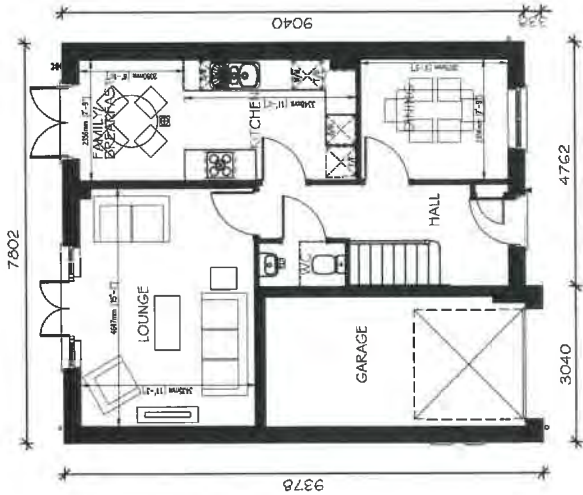
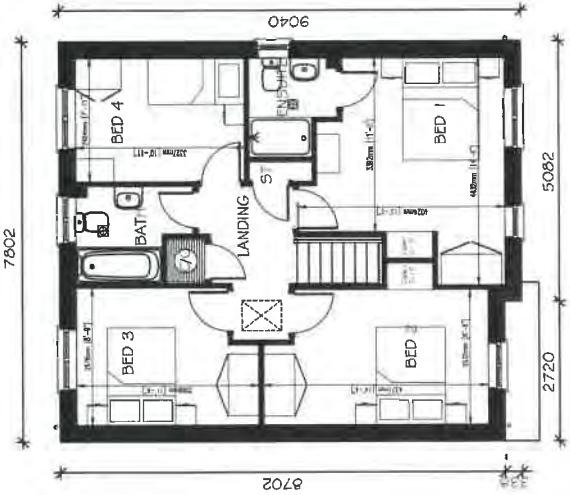
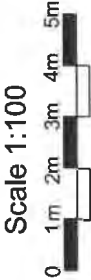
BUNGALOW

2 BED
HOUSE

HOUSING RANGE ISSUE 6
PLANNING DRAWING

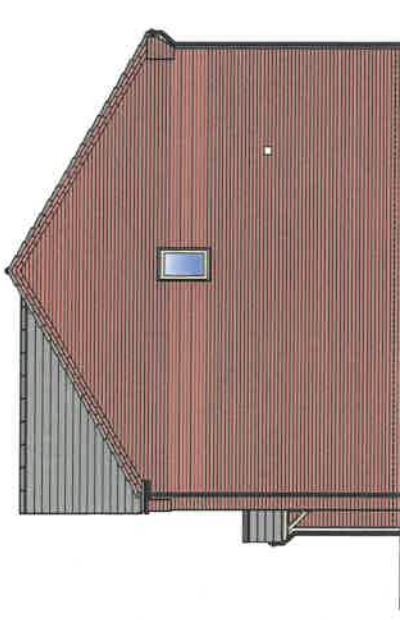
BUN/6/PL2

Gross Area
107.15 sq m
1153 ft
Nett Area
105.6 sq m
1137sq ft

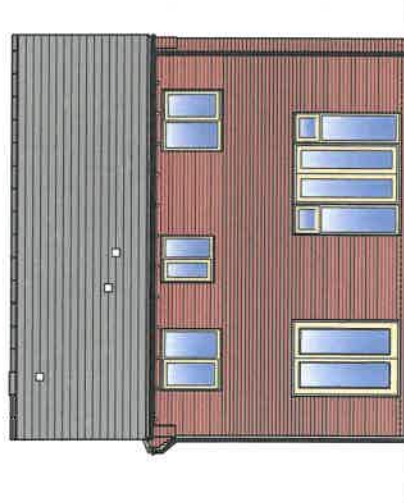




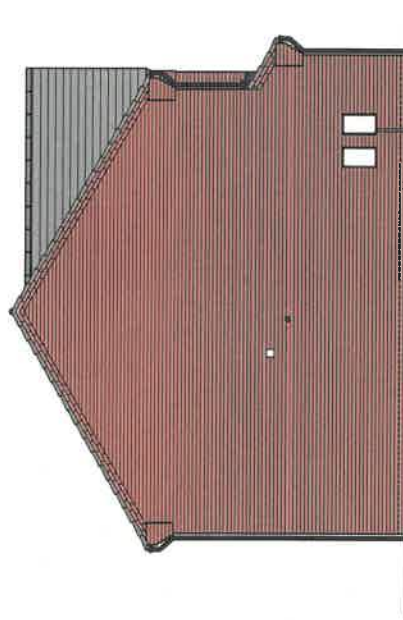
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

Gross Area
107.15 sq m
1153 sq ft
Nett Area
105.6 sq m
1137 sq ft



Scale 1:100

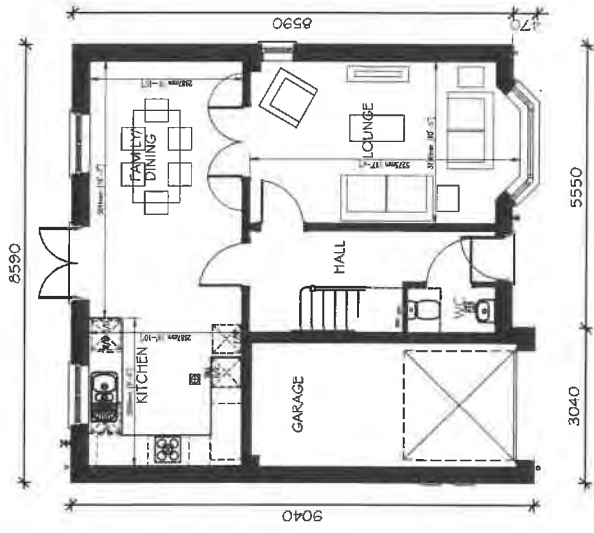
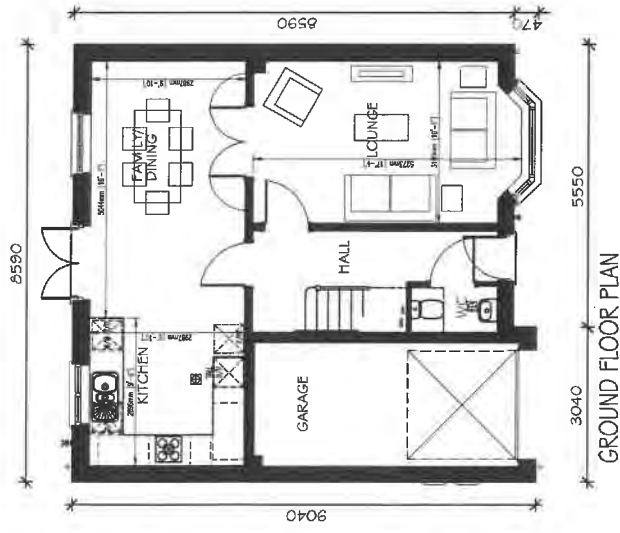
BRADENHAM
4 BED
HOUSE

HOUSING RANGE ISSUE 7
PLANNING DRAWING

PD48/7/PL2

PD48 Bradenham - Plot 2





Gross Area
115.5 sq m
1244 ft

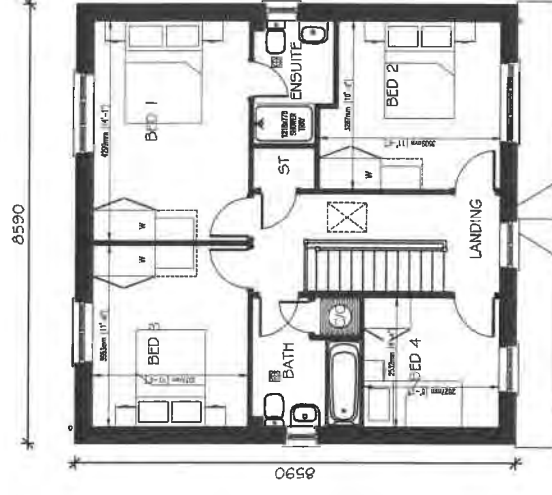
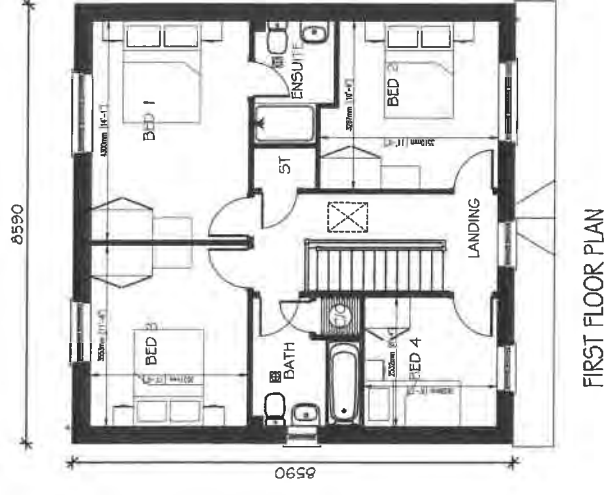
Nett Area
113.9 sq m
1226sq ft

Scale 1:100



DOWNHAM
4 BED
HOUSE

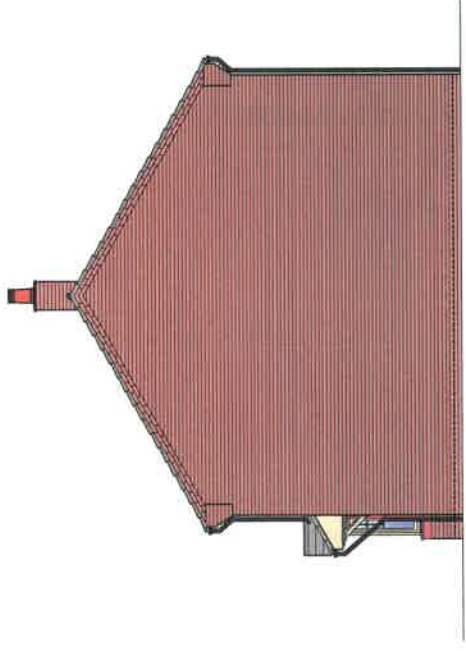
FIRST FLOOR PLAN
PLOTS 5 & 148



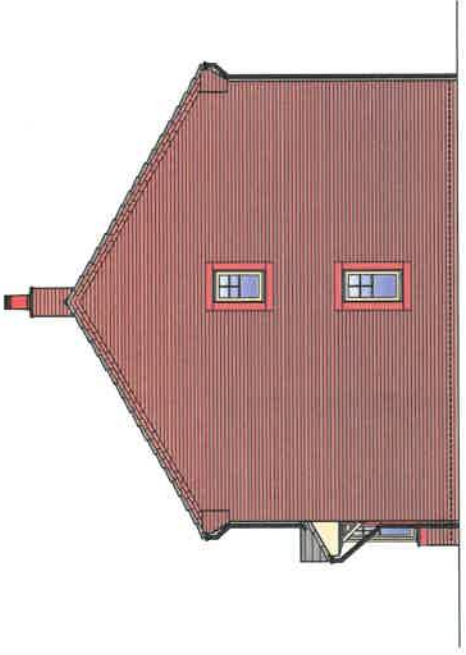
HOUSING RANGE ISSUE 7
PLANNING DRAWING
PD49/7/PL1 A



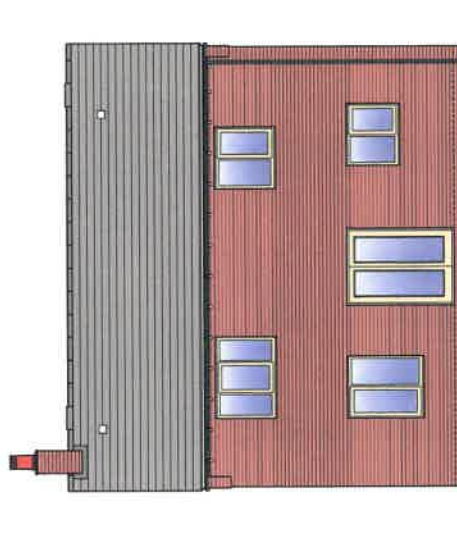
FRONT ELEVATION



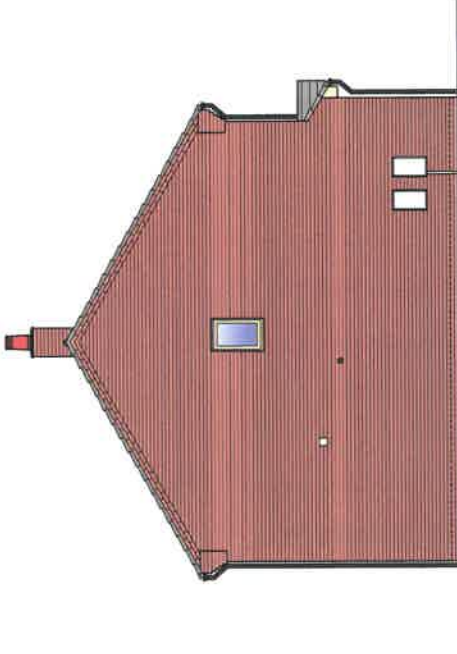
SIDE ELEVATION



SIDE ELEVATION
PLOTS 5 & 148



REAR ELEVATION



SIDE ELEVATION

Gross Area
115.5 sq m
1244 sq ft
Nett Area
113.9 sq m
1226 sq ft

Scale 1:100
0 1m 2m 3m 4m 5m

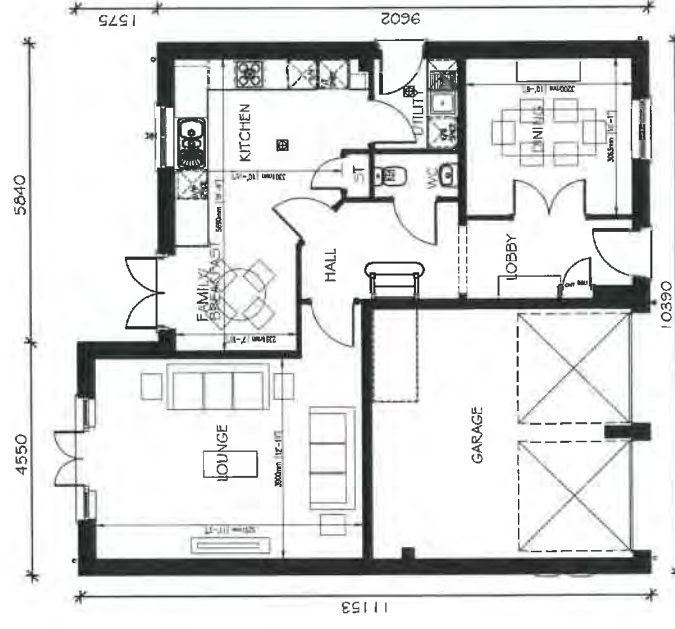
DOWNHAM
4 BED
HOUSE

HOUSING RANGE ISSUE 7
PLANNING DRAWING

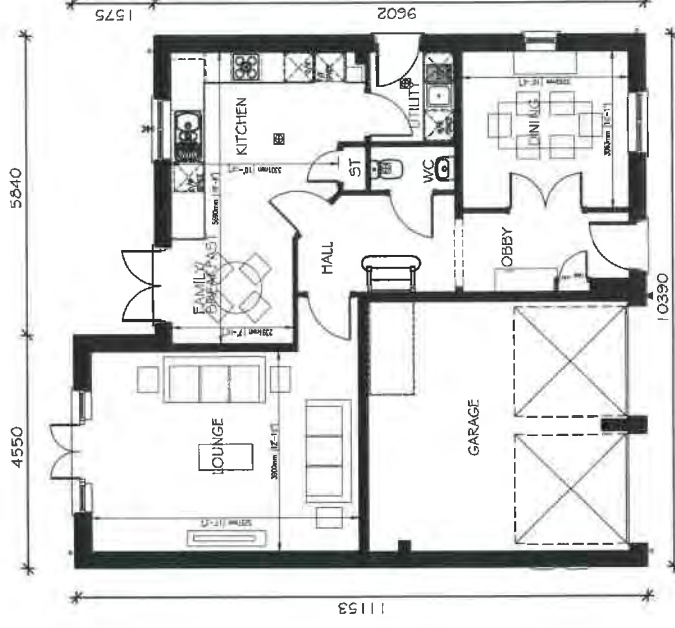
PD49/7/PL2



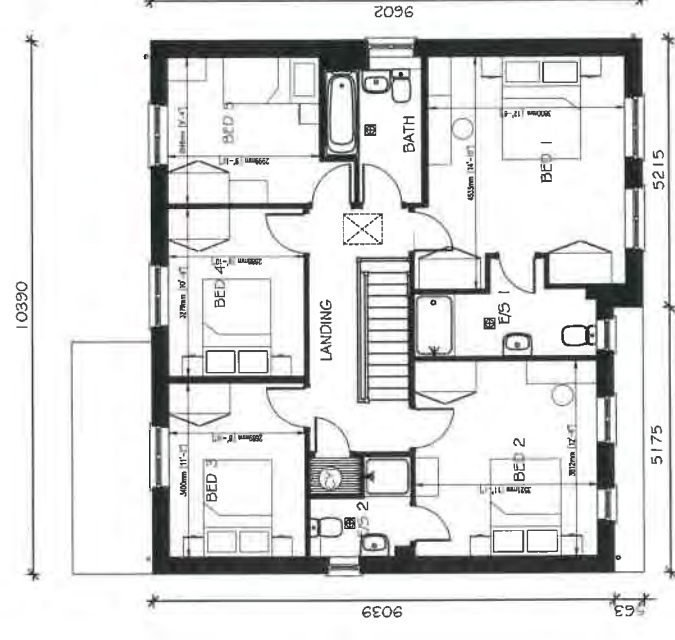
PD49 Downham - Plot 148



GROUND FLOOR PLAN

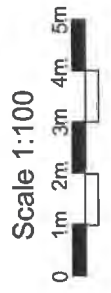


GROUND FLOOR PLAN PLOT 4 & 122



Gross Area
152.9 sq m
1646 ft

Nett Area
150.9 sq m
1625sq ft



LAVENHAM
5 BED
HOUSE

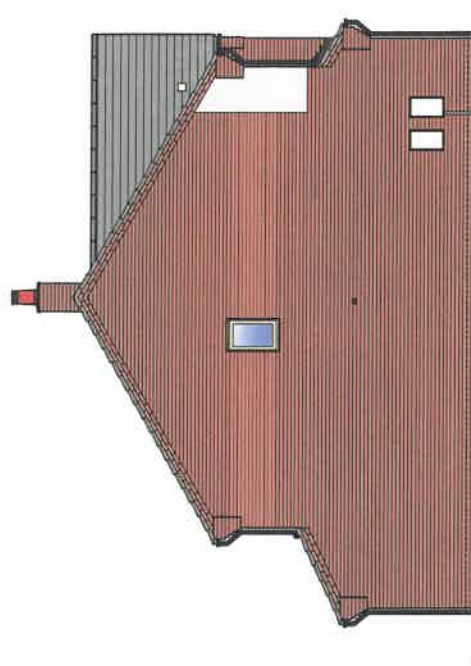
HOUSING RANGE ISSUE 7
PLANNING DRAWING

Taylor Wimpey

PD51/7/PL1 A



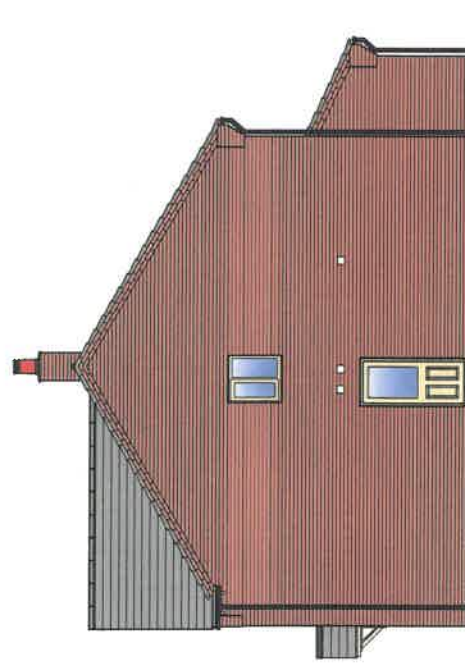
FRONT ELEVATION



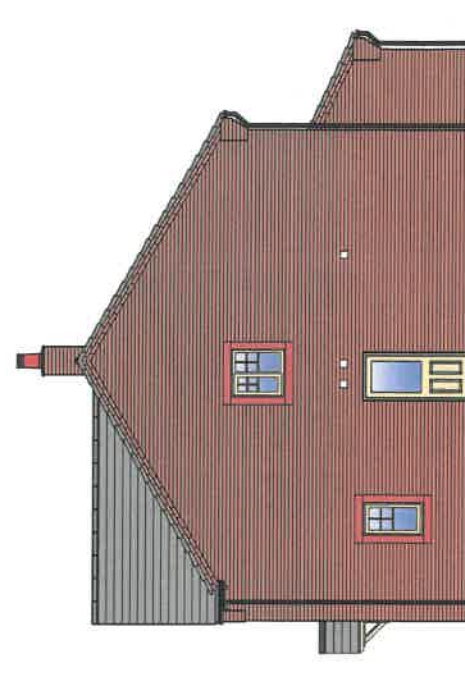
SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION



SIDE ELEVATION PLOT 4 & 122

Gross Area

152.9 sq m

1646 ft

Nett Area

150.9 sq m

1625sq ft



LAVENHAM

5 BED

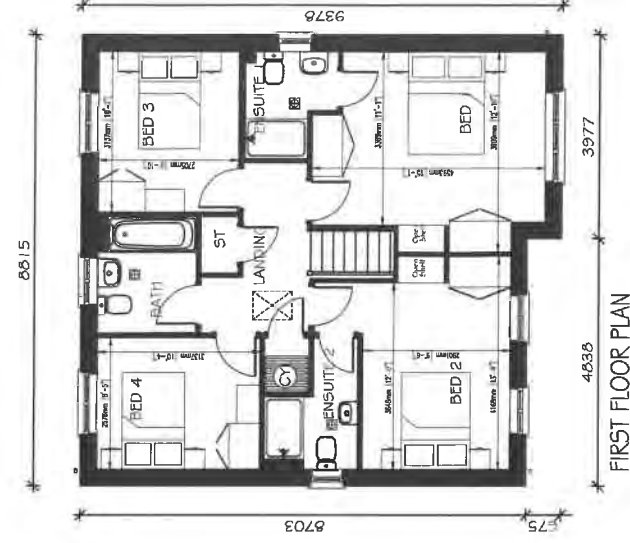
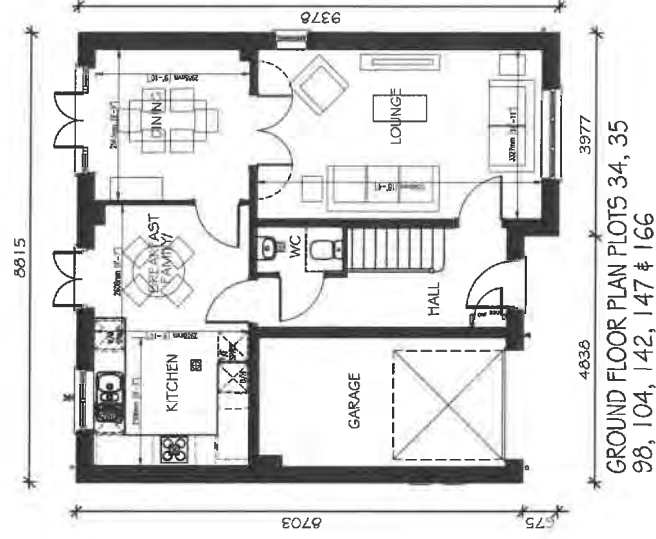
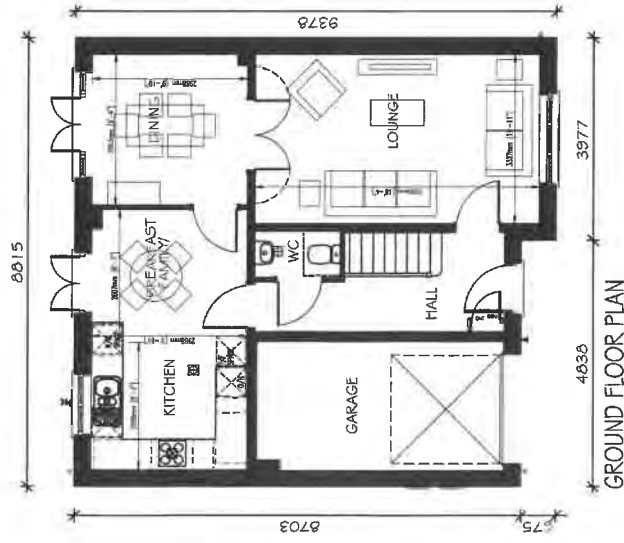
HOUSE

HOUSING RANGE ISSUE 7
PLANNING DRAWING

PD51/7/PL2

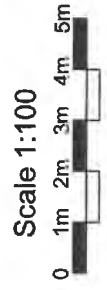


PD51 Lavenham - Plot 111



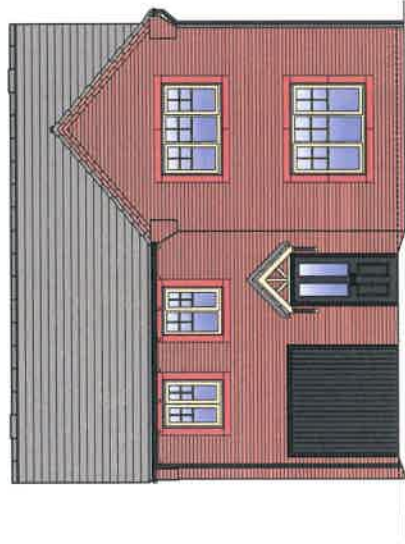
Gross Area
123.9 sq m
1334 ft

Nett Area
122.2 sq m
1316sq ft

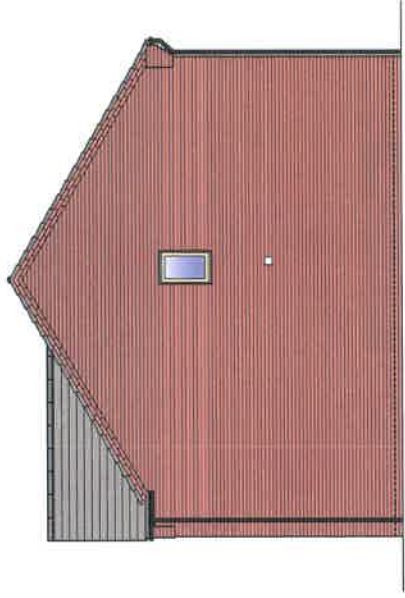


EYNSHAM
4 BED
HOUSE

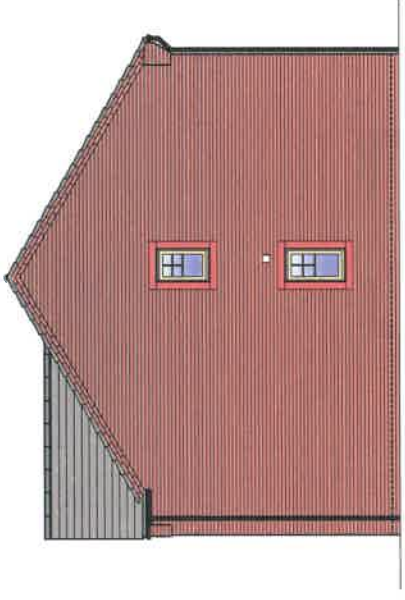
HOUSING RANGE ISSUE 7
PLANNING DRAWING



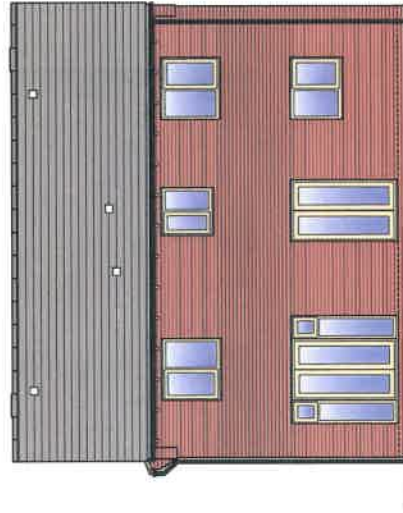
FRONT ELEVATION



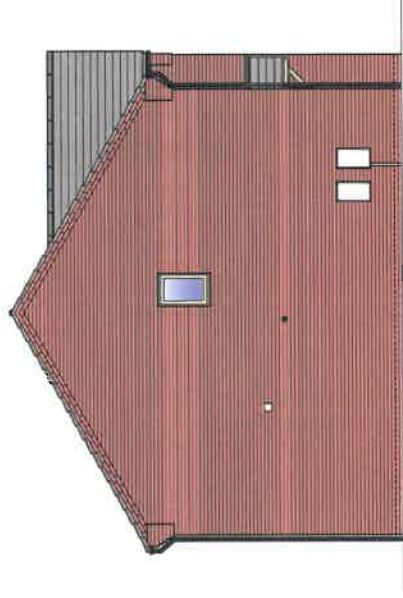
SIDE ELEVATION



SIDE ELEVATION
PLOTS 34, 35, 98,
104, 142, 147 & 166



REAR ELEVATION



SIDE ELEVATION

Gross Area

123.9 sq m

1334 sq ft

Nett Area

122.2 sq m

1316 sq ft

Scale 1:100



EYNSHAM

4 BED

HOUSE

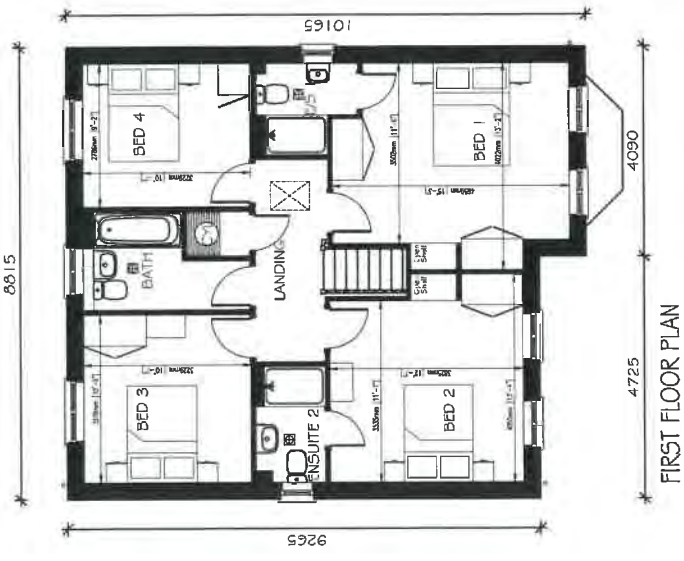
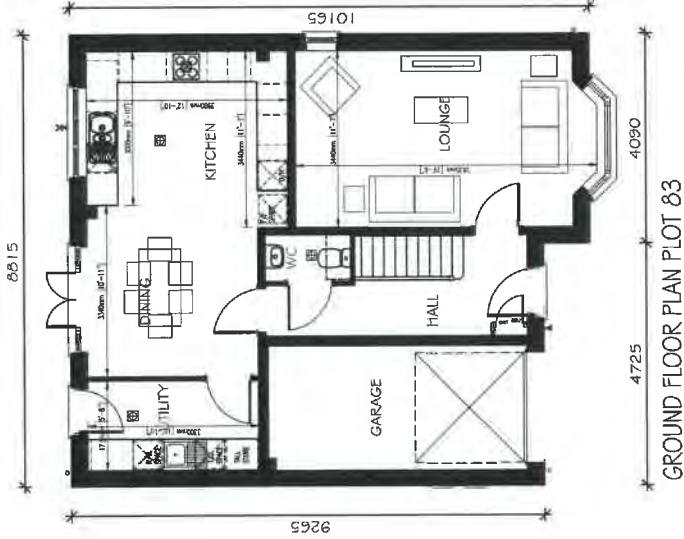
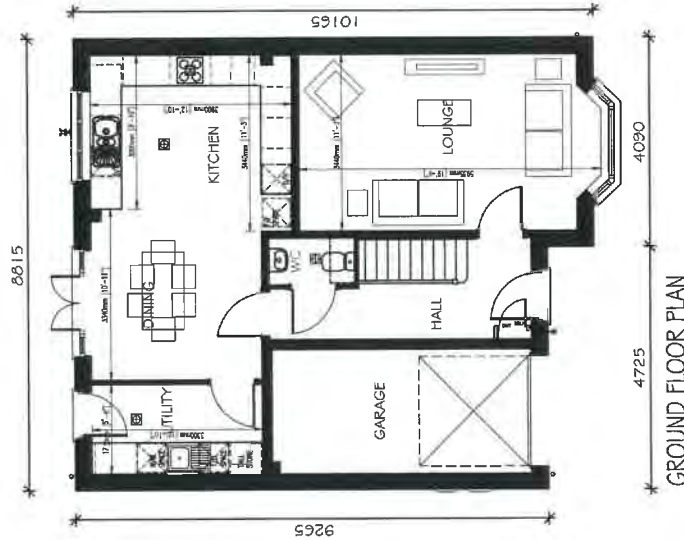
HOUSING RANGE ISSUE 7

PLANNING DRAWING

PD410/7/PL2

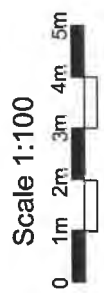


PD410 Eynsham - Plot 3



Gross Area
135.6 sq m
1460 ft

Nett Area
133.9 sq m
1441sq ft

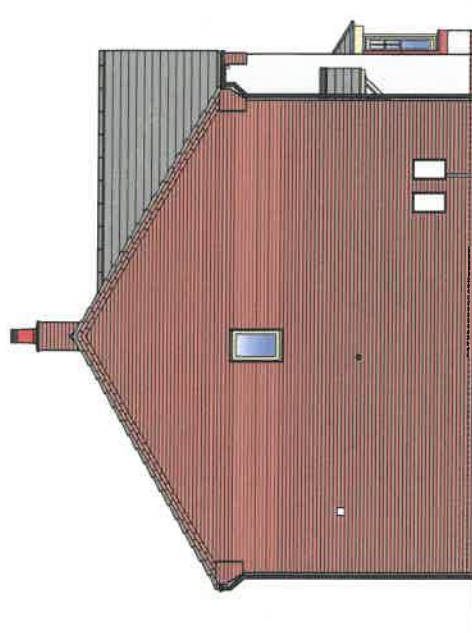


HADDENHAM
4 BED
HOUSE

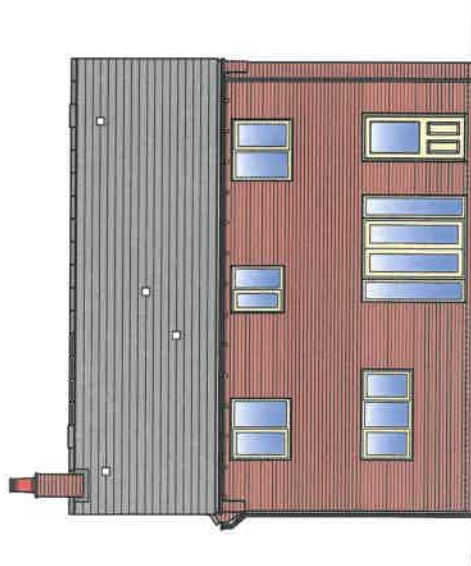
HOUSING RANGE ISSUE 7
PLANNING DRAWING



FRONT ELEVATION

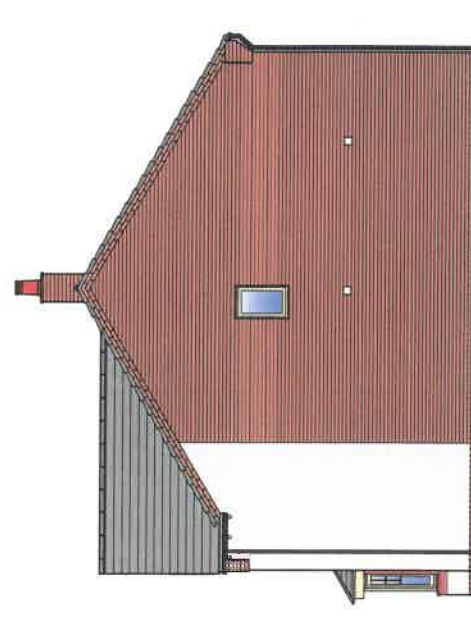


SIDE ELEVATION

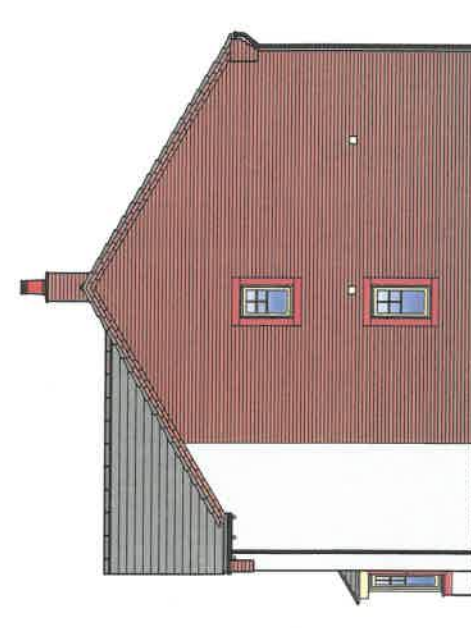


REAR ELEVATION

Gross Area
135.6 sq m
1460 sq ft
Nett Area
133.9 sq m
1441 sq ft



SIDE ELEVATION



SIDE ELEVATION PLOT 83

Scale 1:100
0 1m 2m 3m 4m 5m

HADDENHAM
4 BED
HOUSE

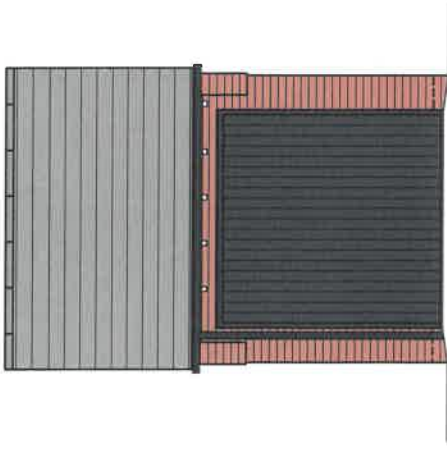
HOUSING RANGE ISSUE 7
PLANNING DRAWING

PD4117/PL2

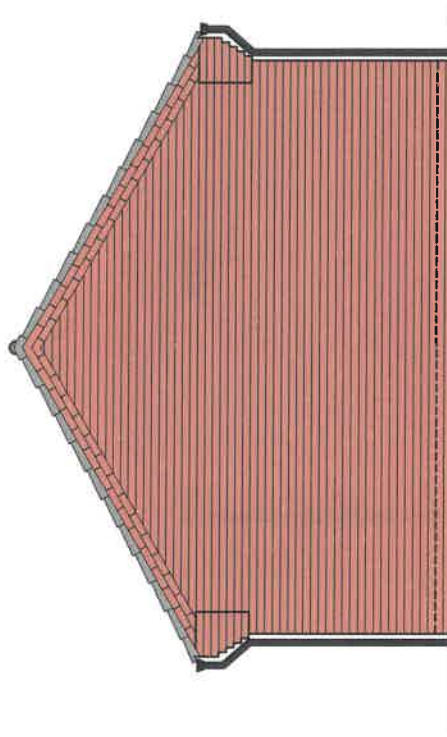
**Taylor
Wimpey**



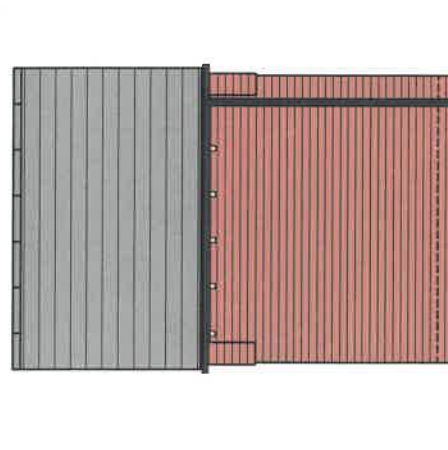
PD411 Haddenham - Plot 112



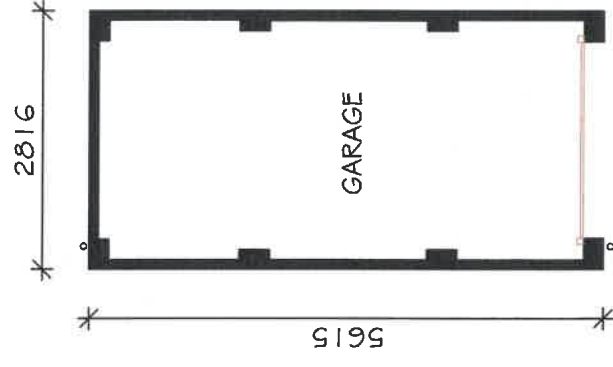
G1 - FRONT ELEVATION



G1 - GABLE ELEVATION



G1 - REAR ELEVATION

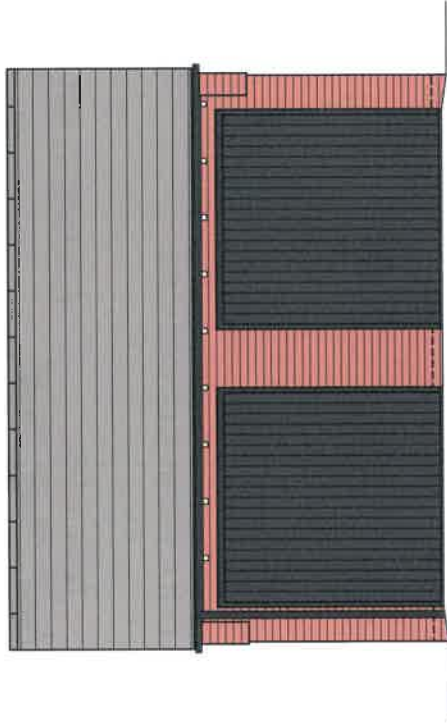


SINGLE GARAGE PLAN

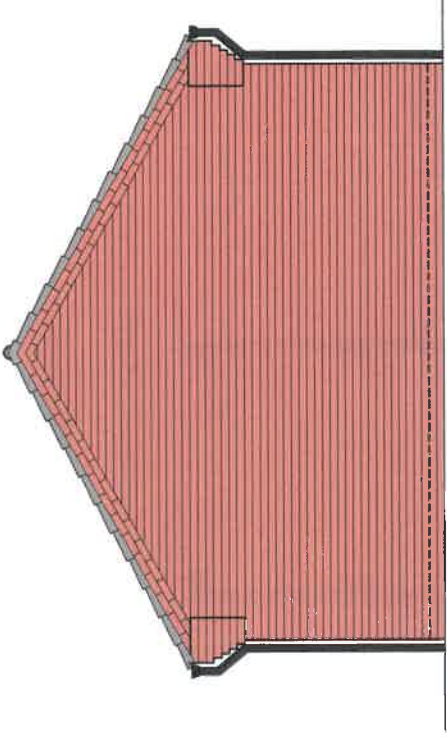


**GARAGE G1 REGIONAL MASTER HOUSING RANGE
PLANNING DRAWING**

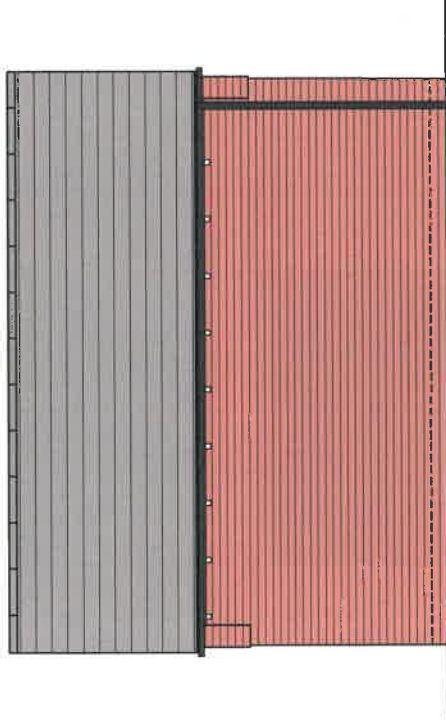
GARAGES/PL1



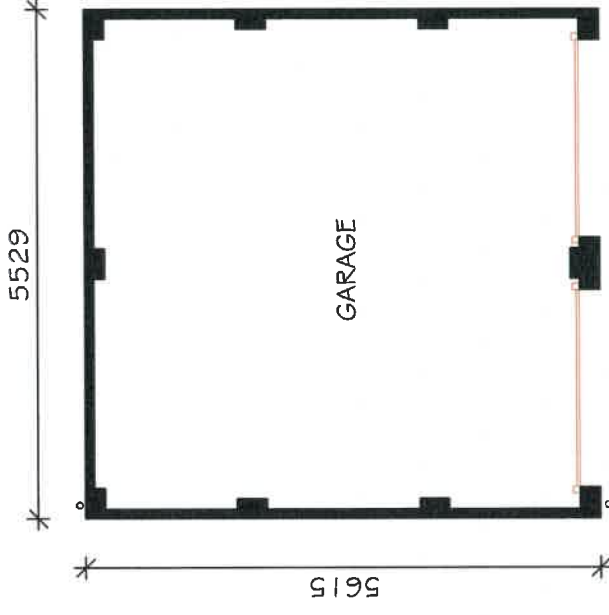
G2 - FRONT ELEVATION



G2 - GABLE ELEVATION



G2 - REAR ELEVATION

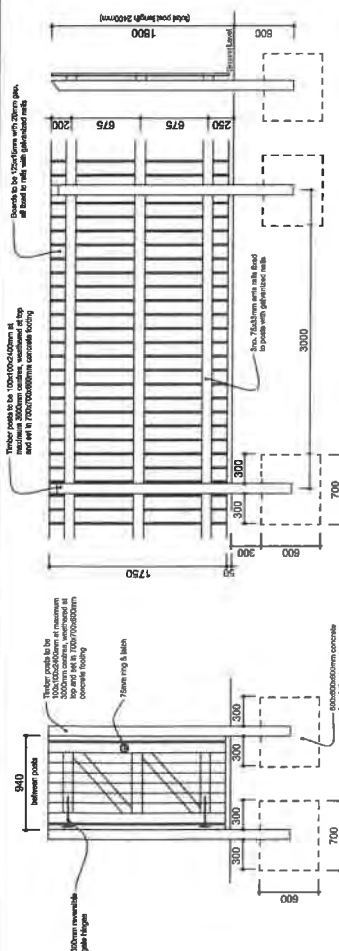


DOUBLE GARAGE PLAN



GARAGE G2 REGIONAL MASTER HOUSING RANGE
PLANNING DRAWING

GARAGES/PL2



(A) 1800mm Close Boarded Fence

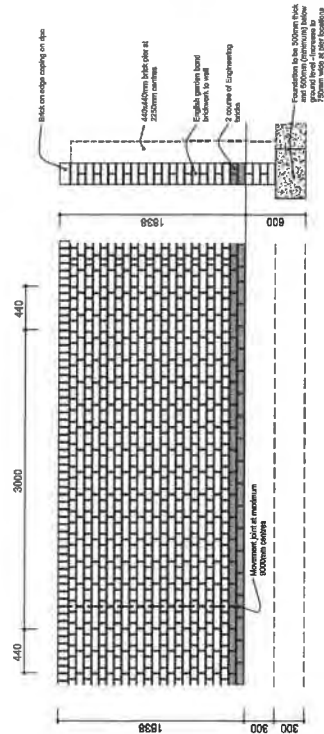
(A) Section

(B) 1200mm Post & Rail Fence

(B) Section

(C) 450mm Trip Rail Fence

(C) Section

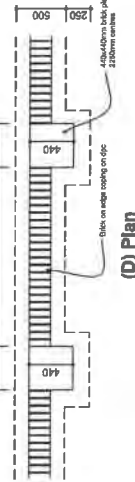


(D) Section

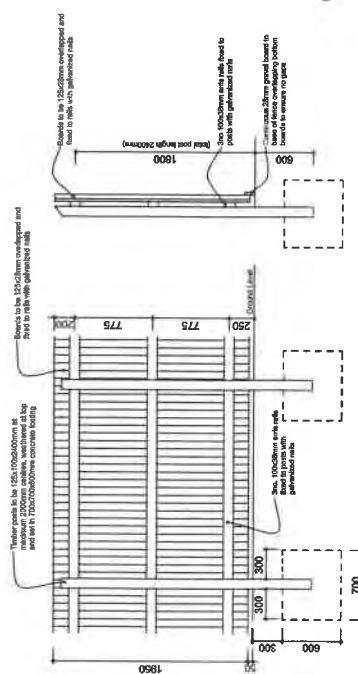
(D) 1800mm Brick Wall

(E) 2000mm V Mesh Profiled Fencing

(E) Section

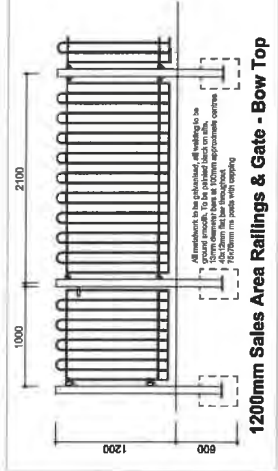


(D) Plan

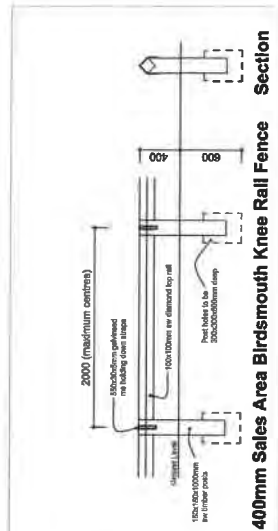


(F) 2000mm Lapped Screen Fence (acoustic)

(F) Section



(E) Plan



(E) Section

TEMPORARY SALES AREA ENCLOSURES

All manual gates (excluding close boarded gates) should be constructed to avoid impeding zones should the gate be opened or closed inadvertently, for instance by the wind or by another person. When open the gate should be limited to a maximum 90 degree opening by means of a hinge and should be secured to the post (hinge side). The hinge should allow for a minimum 50mm clearance between the gate and post when open and closed to prevent entrapment.

REVISIONS

ENCLOSURES

ENCLOSURE NAME: DURRANHILL ROAD CARLISLE

ENCLOSURE NO: 130711

ENCLOSURE DATE: 13/07/11

ENCLOSURE NO: 130711

ENCLOSURE NAME: DURRANHILL ROAD CARLISLE

ENCLOSURE NO: 130711

ENCLOSURE DATE: 13/07/11

ENCLOSURE NO: 130711

Taylor Wimpey
DURR/SK-30 A

Taylor Wimpey North East
Raper House, Colina Avenue,
Sunderland SR5 3XB
Telephone 0191 5165400
Fax 0191 5165401



Arboricultural Method Statement

NOTE - THIS DRAWING SHOULD BE IN FULL COLOUR



☐ 1. Name of the project
☐ 2. Date of the project
☐ 3. Name of the client
☐ 4. Name of the contractor
☐ 5. Name of the architect
☐ 6. Name of the engineer
☐ 7. Name of the planner
☐ 8. Name of the designer
☐ 9. Name of the drafter
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☐ 11. Name of the approver
☐ 12. Name of the reviewer
☐ 13. Name of the signatory
☐ 14. Name of the witness
☐ 15. Name of the auditor
☐ 16. Name of the manager
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☐ 19. Name of the maintainer
☐ 20. Name of the user

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SUITABLE ARRANGING FROM EXCAVATIONS PROVIDE USABLE ENGINEERING MATERIAL, FOR RAINING LEVELS AND IN FORMING AND CONTOURING AREAS OF LANDSCAPING. ACCORDINGLY, THE FINISHED SURFACE LEVELS ON THIS DEVELOPMENT HAVE BEEN DETERMINED TO BE THE SAME AS THE FINISHED SURFACE LEVELS OF THE ADJACENT SITE, OR ON OTHER GROUND DEVELOPMENTS.

MATERIALS AND COLOUR SCHEDULE

CODE	MAIN BRICK
1	FORTERRA VICTORIAN MIXTURE
2	FORTERRA ASBEST BLEND
CODE	ROOF TILE
A	REDLAND MINI STONEWOLD - SLATE GREY
B	REDLAND MINI STONEWOLD - BRECKLAND BROWN
RENDER	MONOCOUCHE RENDER COLOUR- IVORY
ARTSTONE	AMBER PRECAST - COLOUR 'VOLTERRO'
WINDOWS	HERITAGE CREAM - RAL9001 (or similar approved)

ALL JOINERY TO BE HERITAGE CREAM - RAL9001 (or similar approved)

ALL RAINWATER GOODS TO BE BLACK SQUARE PVCU

FRONT ENTRANCE DOORS TO BE BLACK

GARAGE DOOR COLOURS TO BE BLACK

FOR DOOR TYPES REFER TO ELEVATIONS

INDICATES RETAINING WALLS & BATTERS TAKEN FROM EXISTING DRAWINGS. REFER TO ENGINEERING DESIGN DRAWINGS.

BIN STORAGE AREA WITHIN REAR GARDENS CONSISTING OF 1.0m x 1.2m PAVED AREA.

STANDARD CYCLE STORAGE FOR 2 CYCLES AS INDICATED.

ALL GARDENS TO HAVE SECURE PERMANENT ENTRANCE LOCK & BE SET ON A CONCRETE BASE. PROVIDE A STEEL FRAMING SET IN CONCRETE BASE TO ALLOW WHEEL AND FRAME OF CYCLE TO BE LOCKED.

GARAGES TO HAVE WALL RACK FOR 2 CYCLES. DOUBLE GARAGE WALL RACKS FOR 4.

INDICATES FURNACE SURFACE. ALSO BE TYPICAL DRIVEN TO SURFACE.

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SCHEDULE OF ACCOMMODATION

PRIVATE HOUSING				
HOUSE TYPE	NO.	SQ. FT. CONTRACT	SQ. FT. BUILT	TOTAL
DUFFORD - P1A30	15	885	885	13275
OSBORNE - P1A34	20	997	997	20007
ALDENHAM - P1A32	1153	1153	1153	13295
OSBORNE - P1A48	1744	1744	1744	23382
DOWNSHAM - P1A30	1248	1248	1248	17378
WHITFORD - P1A11	1334	1334	1334	271818
WYNSHAM - P1A11	1460	1460	1460	23210
HADENHAM - P1A11	1546	1546	1546	26306
UNWYNSHAM - P1A11				
TOTALS	107			198331
AFFORDABLE HOUSING				
HOUSE TYPE	NO.	SQ. FT. CONTRACT	SQ. FT. BUILT	TOTAL
APPLEFORD - P1A1	622	13	7625	
BANGALOW	10	10	8460	
DUFFORD - P1A30	753	8	8054	
TOTALS	31		20040	
TOTALS	198			218371



THIS DRAWING DEPICTS AN ILLUSTRATIVE DESIGN. THE FINAL DETAILED DESIGN WILL BE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER. THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF THE CITY ENGINEER. THE CITY ENGINEER'S OFFICE SHALL BE RESPONSIBLE FOR THE DESIGN OF THE HIGHWAYS ACT SECTION 77H PROCESS DETAILS NOT SHOWN ON THIS DRAWING THAT IT IS ASSIGNED WILL BE DEVELOPED AS PART THE FUTURE SECTION 77H PROCESS DETAILS.

INCLUDE:

- VERTICAL ALIGNMENT
- DRAINAGE AND DUCTING
- MEASURES TO PROTECT STATUTORY UTILITY APPARATUS;
- LIGHTING AND ELECTRICAL WORKS;
- FENCES AND SURROUNDING FENCES;
- DESIGN OF THE HIGHWAYS ACT SECTION 77H PROCESS DETAILS;
- MATERIALS INCLUDING LANDSCAPING;
- EARTHWORKS;
- HIGHWAY BOUNDARY TREATMENTS.

JUNCTIONS SUBJECT TO DETAILED OPERATIONAL MODELLING

			TW	GW	NB	19.10.17
	V		BY	CHK	APP	DATE
		FOLLOWING CCC COMMENTS				
		DESCRIPTION				

TAYLOR WIMPEY



URRANHILL ROAD, CARLISLE

PROPOSED TRAFFIC CALMING SCHEME ON DURRANHILL ROAD

Drawn	Date	Checked	Date	Approved	Date
IN	26.06.17	GW	26.06.17	GW	26.06.17
Office		Drawing No.		Revision	
91 18		C001		A	

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INSET A

SCALE 1:250

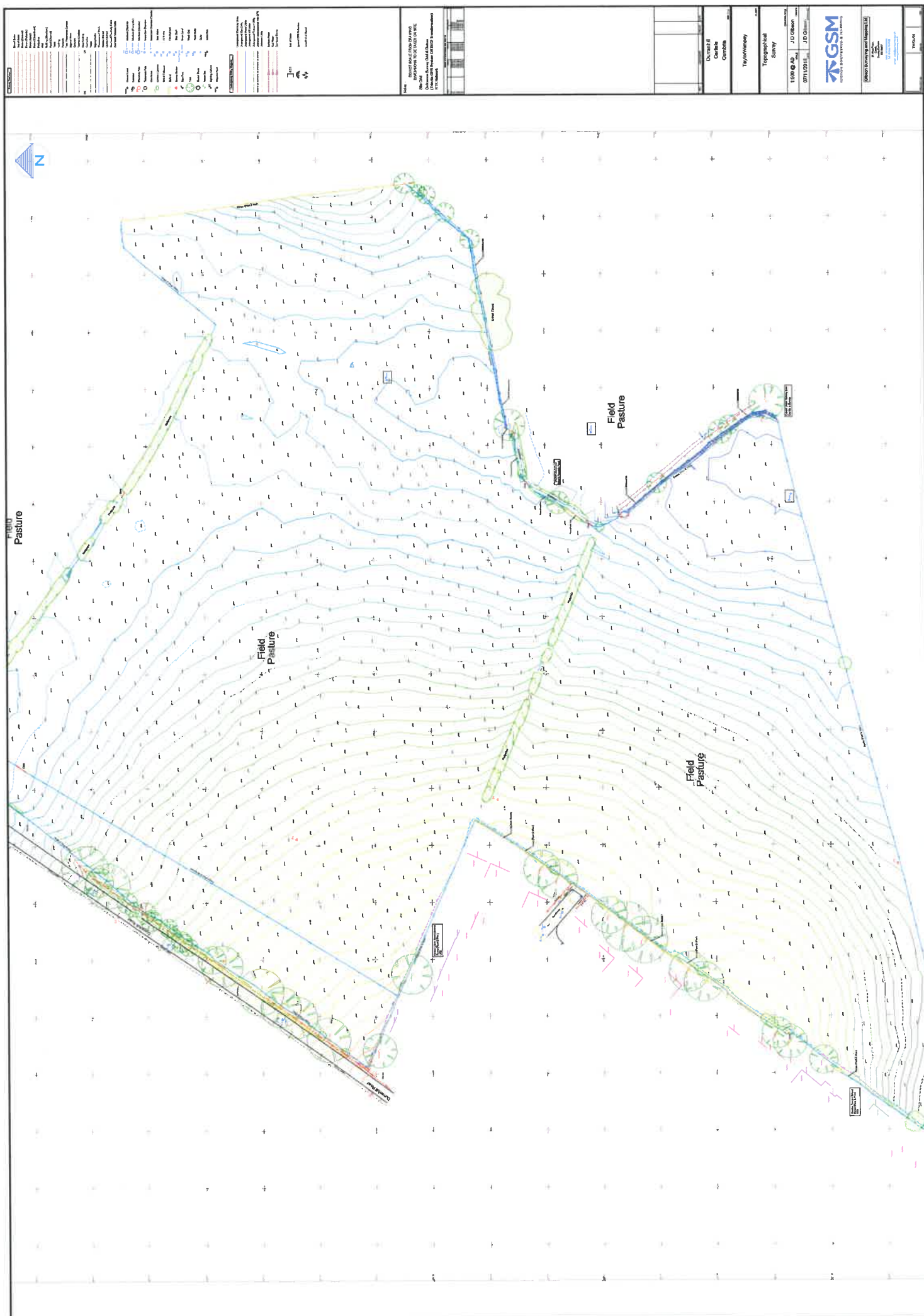
INSET B

SCALE 1:250

SEE INSET A

SEE INSET B

SCALE 1:500



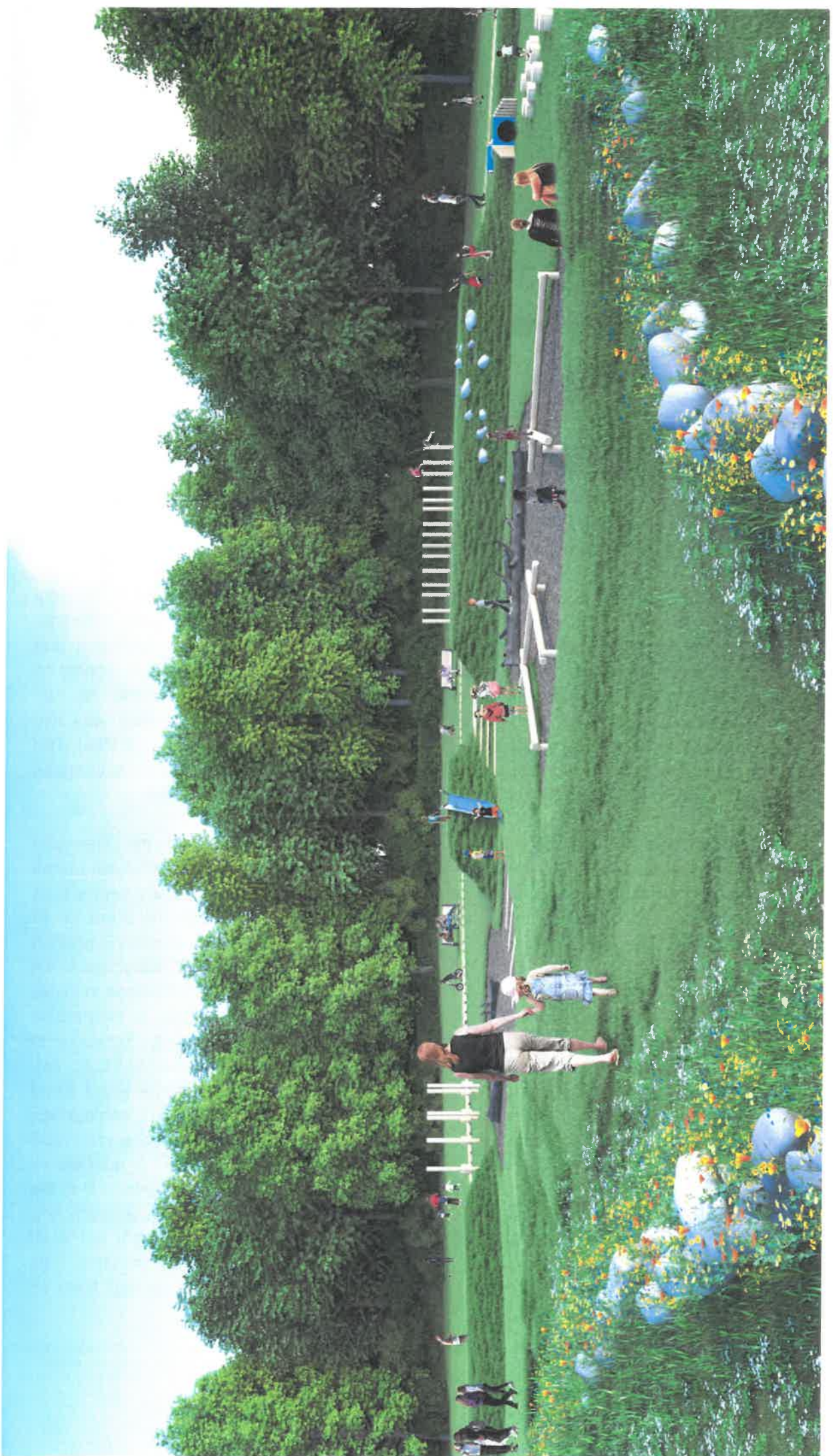




Street Scene 1 Plots 1-7



Street Scene 2 Plots 147-148 150-160, 167-175





Tim Speed Consulting

Proposed Residential Development, Durranhill Road, Carlisle

Response to Comments made by Ms Helen Renyard

in her Highways Consultation Response to the Planning Application

1. In the first paragraph, it is stated that the LHA would have concerns about the development of this size being accessed from one access and would consider further information should be provided to demonstrate how improved access can be obtained. It is now proposed to provide a second vehicular access. The revised proposed layout is attached.
2. The first bullet point states that the public transport information, correct as of April 2017, is now incorrect due to timetable changes. The public transport timetable information was correct at April 2017. The planning application submission and validation were only three months later in July (reports do take a few months to prepare and a submission to be made). The comments were made on 18th September, a further two months later when the timetable information was five months old. This site is allocated for residential development in the Local Plan. The locations of the bus stops have not changed since April 2017. The timetable changes do not alter the fact that this is an allocated site in a sustainable location.
3. In relation to the second bullet point, Appendices A of both the Transport Assessment and the Travel Plan include a cycle map which does show cycle routes which can be taken to the city centre and to local amenities. The city centre is in excess of 3 kilometres from the site access which is a walk in the order of 40 minutes! It should not be for the applicant to rectify all of the weaknesses in relation to Cumbria County Council's pedestrian and cycle facilities over long distances to the city centre and to local amenities. Because of a narrow verge and difference in levels between Durranhill Road and the site for much of the frontage, a footpath is proposed along the complete site frontage but within the site boundary. In relation to the alleged local desire for a controlled pedestrian crossing on Durranhill Road, two chicanes incorporating pedestrian facilities are proposed on Durranhill Road along the site's frontage. At these locations, pedestrians will have to cross a carriageway width of only 4.0 metres. There may be an alleged local desire for a controlled pedestrian crossing but such a facility would need to be justified. A quantitative means of assessing the requirement for a pedestrian crossing is PV^2 where P is the two-way total peak hourly flow of vehicles and P is the two-way total peak hourly flow of pedestrians crossing the road over a 100 metre length of the road. A PV^2 of 100,000,000 is the criterion for the requirement for a pedestrian crossing. The predicted pm peak hourly two-way flow (the peak hour with the greater flow) on

Durranhill Road to the north-eastern side of the proposed access (the side with the greater flow) in 2022 with the proposed development is 549 vehicles. To achieve a PV² of 100,000,000 would require a P value of 332 in one hour. This is extremely unlikely. A pedestrian crossing is not required based upon a quantitative assessment.

4. Third bullet point. The network diagrams show flows in pcus for roundabouts and for signal-controlled junctions because that is the form of input to Arcady and to Linsig, and in total vehicles (heavy vehicles) for priority junctions because that is the form of input to Picady. The traffic flows shown are for the peak hours for each particular junction in order that the worst possible situation is modelled for each junction.
5. Fourth bullet point. TRICS outputs are attached.
6. Fifth bullet point. Committed development: I requested information on committed developments from Ms Renyard on 23rd March and again on 6th April 2017. She responded on 22nd May 2017: "Sorry I have not come back to you sooner but I have been trying to get the Planning Authority to advise accordingly. As I have had no response from them I suggest that you consider the sites in Carlisle and the surrounding area within the Carlisle Local Plan and assess what impact each of those sites will have on this particular development. Carlisle Local Plans can be found at <http://www.carlisle.gov.uk/planning-policy/> ." Transport Assessments for individual developments do not consider all allocated sites in the locality that are within the Local Plan. No individual committed developments were advised and therefore no such sites were included in the Transport Assessment.
7. Sixth bullet point. Paragraph 4.47 of "Guidance on Transport Assessment" published by the Department for Transport and the Department for Communities and Local Government in March 2007 states that the future assessment year should be no less than five years after the date of registration of a planning application. Taylor Wimpey provided 2022 as its estimated year of completion and has since confirmed that this is realistic for this development.
8. Seventh bullet point. Ms Renyard states that on the Montgomery Way arm at its junction with Durranhill Road and Park Road, the queue would be an average of 14 vehicles with an average delay of nearly two minutes. She is incorrect to use the words "average". The values that she has quoted are only for the peak 15 minutes of the weekday pm peak hour (the third 15 minutes of the peak hour), not the averages, and in fact the mean arriving vehicle delay for that period is actually 1.71 minutes. The values for the first 15 minutes of the weekday pm peak hour are a 3.3 vehicle queue and 0.49 minutes delay, for the second 15 minute period has values of 10.3 vehicles and 1.14 minutes delay and the fourth 15 minute period has values of 4.41 vehicles and 0.99 minutes delay.
9. Eighth bullet point. Linsig would give the same capacity results modelled together or individually. Linsig does not model exit blocking or adjust flows at downstream nodes based on upstream bottlenecks. It may be useful to model them together for developing the signal plans but not for capacity analyses. Regarding the short eastbound flare, this is described in the modelling notes in Appendix F of the

Transport Assessment and is modelled accurately. As Linsig has to have a long lane associated with every flare, a single long lane flaring to four lanes cannot be modelled with the usual flare representation provided within Linsig. Instead a workaround needs to be used. In this case the lane usage of lanes 5:2 and 5:3 were recorded on-site and the lane usage in 5:3 was fixed at a low value in the traffic routeing. At the Warwick Road/Montgomery Way/Tesco Access junction, the traffic generated by the proposed development would increase the queue lengths on any arm in either peak hour by between 0.0 pcu and 2.9 pcu. Such increases are far from severe (the test in paragraph 32 of NPPF) and therefore there should not be a requirement to contribute towards improvements. At the Warwick Road/Eastern Way junction, the traffic generated by the proposed development would increase the queue lengths on any arm in either peak hour by between 0.0 pcu and 1.7 pcu. Such increases are far from severe and therefore there should not be a requirement to contribute towards improvements.

10. Ninth bullet point. Ms Renyard states that the Warwick Road/Victoria Road junction is shown to operate over capacity. This is not correct. The greatest Ratio of Flow to Capacity value on any lane in either peak hour in 2022 with the proposed development in place would be 0.766 and therefore the junction is actually shown to operate under capacity. She states that the average delay for vehicles on the minor arm is two minutes in the evening peak but she makes no further comment on the matter. She is referring not to the result for the minor arm but to that for the right turn lane of the minor arm where the number of vehicles arriving in that lane in the full peak 15-minute period of the weekday pm peak hour is 4.2 vehicles. She is incorrect to use the word "average". The value that she has referred to is only for the peak 15 minutes of the weekday pm peak hour (the third 15 minutes of the peak hour), not the average. The values for the first 15 minutes of the weekday pm peak hour are a 0.1 vehicle queue and 0.46 minutes delay, the second 15-minute period has values of 0.5 vehicles and 1.91 minutes delay and the fourth 15-minute period has values of 0.1 vehicles and 0.48 minutes delay. As previously stated, Ms Renyard states that the average delay for vehicles on the minor arm is two minutes in the evening peak. As it happens, the average delay in that lane during the peak 15 minutes of the weekday pm peak hour in 2022 without the development would already be 1.61 seconds and so the impact is certainly not severe (the test in paragraph 32 of NPPF).
11. Tenth bullet point. The last bullet point of paragraph 3.3 of "Guidance on Transport Assessment" published by the Department for Transport and the Department for Communities and Local Government in March 2007 suggests an accident analysis "for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area". The three-year accident analysis in the Transport Assessment does not reveal a high accident record anywhere in the analysis area and so a five-year analysis period is not required.

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
	EX ESSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	2 days
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	3 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	4 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	2 days
	CP CAERPHILLY	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	AG ANGUS	1 days
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	2 days
	FI FIFE	2 days
	HI HIGHLAND	3 days
	PK PERTH & KINROSS	1 days
	SR STIRLING	1 days

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

Filtering Stage 2 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: 6 to 372 (units:)
Range Selected by User: 5 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 07/10/13

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	13 days
Tuesday	17 days
Wednesday	8 days
Thursday	12 days
Friday	11 days

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

Selected survey types:

Manual count	61 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)	34
Edge of Town	25
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	50
Out of Town	1
No Sub Category	10

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.

Filtering Stage 3 selection:

Use Class:

C3 60 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®.

Filtering Stage 3 selection (Cont.):Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	9 days
10,001 to 15,000	12 days
15,001 to 20,000	19 days
20,001 to 25,000	8 days
25,001 to 50,000	7 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	9 days
50,001 to 75,000	4 days
75,001 to 100,000	13 days
100,001 to 125,000	9 days
125,001 to 250,000	11 days
250,001 to 500,000	9 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	26 days
1.1 to 1.5	34 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	1 days
No	60 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.

LIST OF SITES relevant to selection parameters

1	AD-03-A-01	SEMI-DETACHED		ABERDEEN CITY
	SPRINGFIELD ROAD			
	ABERDEEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		59	
	Survey date: FRIDAY		18/05/12	Survey Type: MANUAL
2	AG-03-A-01	BUNGALOWS/DET.		ANGUS
	KEPTIE ROAD			
	ARBROATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		7	
	Survey date: TUESDAY		22/05/12	Survey Type: MANUAL
3	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		9	
	Survey date: TUESDAY		18/10/11	Survey Type: MANUAL
4	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		40	
	Survey date: THURSDAY		20/11/08	Survey Type: MANUAL
5	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		82	
	Survey date: FRIDAY		24/04/09	Survey Type: MANUAL
6	CF-03-A-02	MIXED HOUSES		CARDIFF
	DROPE ROAD			
	CARDIFF			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		196	
	Survey date: FRIDAY		05/10/07	Survey Type: MANUAL
7	CF-03-A-03	DETACHED		CARDIFF
	LLANTRISANT ROAD			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		29	
	Survey date: MONDAY		08/10/07	Survey Type: MANUAL
8	CH-03-A-02	HOUSES/FLATS		CHESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		174	
	Survey date: TUESDAY		14/10/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
10	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
11	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
12	CP-03-A-02	SEMI DETACHED		CAERPHILLY
	THE RISE			
	PENGAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	41		
	Survey date: MONDAY	05/09/05		Survey Type: MANUAL
13	CW-03-A-01	TERRACED		CORNWALL
	ALVERTON ROAD			
	PENZANCE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	13		
	Survey date: THURSDAY	30/06/05		Survey Type: MANUAL
14	CW-03-A-02	SEMI D./DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: TUESDAY	18/09/07		Survey Type: MANUAL
15	DC-03-A-01	DETACHED		DORSET
	ISAACS CLOSE			
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	DS-03-A-01	SEMI D./TERRACED		DERBYSHIRE
	THE AVENUE			
	HOLMESDALE			
	DRONFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: THURSDAY	22/06/06		Survey Type: MANUAL
17	EA-03-A-01	DETACHED		EAST AYRSHIRE
	TALISKER AVENUE			
	KILMARNOCK			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	39		
	Survey date: THURSDAY	05/06/08		Survey Type: MANUAL
18	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL
19	EX-03-A-01	SEMI-DET.		ESSEX
	MILTON ROAD			
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	237		
	Survey date: TUESDAY	13/05/08		Survey Type: MANUAL
20	FA-03-A-01	SEMI-DETACHED/TERRACED		FALKIRK
	MANDELA AVENUE			
	FALKIRK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: THURSDAY	30/05/13		Survey Type: MANUAL
21	FA-03-A-02	MIXED HOUSES		FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE			
	FALKIRK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	161		
	Survey date: WEDNESDAY	29/05/13		Survey Type: MANUAL
22	FI-03-A-02	SEMI DETACHED		FIFE
	WAROUT ROAD			
	GLENROTHES			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	58		
	Survey date: MONDAY	16/05/05		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	FI-03-A-03	MIXED HOUSES		FIFE
	WOODMILL ROAD			
	DUNFERMLINE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	155		
	Survey date: MONDAY	30/04/07		Survey Type: MANUAL
24	GM-03-A-10	DETACHED/SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
25	HI-03-A-11	BUNGALOWS		HIGHLAND
	STEVENSON ROAD			
	INSHES			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	85		
	Survey date: MONDAY	05/06/06		Survey Type: MANUAL
26	HI-03-A-13	HOUSING		HIGHLAND
	KINGSMILLS ROAD			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: THURSDAY	21/05/09		Survey Type: MANUAL
27	HI-03-A-14	SEMI-DETACHED		HIGHLAND
	CALEDONIAN ROAD			
	DALNEIGH			
	INVERNESS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: FRIDAY	13/05/11		Survey Type: MANUAL
28	LC-03-A-22	BUNGALOWS		LANCASHIRE
	CLIFTON DRIVE NORTH			
	BLACKPOOL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: TUESDAY	18/10/05		Survey Type: MANUAL
29	LE-03-A-01	DETACHED		LEICESTERSHIRE
	REDWOOD AVENUE			
	MELTON MOWBRAY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	03/05/05		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

30	LN-03-A-01	MIXED HOUSES		LINCOLNSHIRE
	BRANT ROAD			
	BRACEBRIDGE			
	LINCOLN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	150		
	Survey date: TUESDAY	15/05/07		Survey Type: MANUAL
31	LN-03-A-02	MIXED HOUSES		LINCOLNSHIRE
	HYKEHAM ROAD			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	186		
	Survey date: MONDAY	14/05/07		Survey Type: MANUAL
32	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL
33	MS-03-A-01	TERRACED		MERSEYSIDE
	PALACE FIELDS AVENUE			
	RUNCORN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	372		
	Survey date: THURSDAY	06/10/05		Survey Type: MANUAL
34	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
35	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	27		
	Survey date: TUESDAY	16/10/12		Survey Type: MANUAL
36	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: MONDAY	22/10/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

37	NT-03-A-03	SEMI DETACHED	NOTTINGHAMSHIRE
	B6018 SUTTON ROAD		
	KIRKBY-IN-ASHFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	166	
	Survey date: WEDNESDAY	28/06/06	Survey Type: MANUAL
38	NY-03-A-01	MIXED HOUSES	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: TUESDAY	25/09/07	Survey Type: MANUAL
39	NY-03-A-05	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	71	
	Survey date: MONDAY	22/09/08	Survey Type: MANUAL
40	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
41	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
42	PK-03-A-01	DETAC. & BUNGALOWS	PERTH & KINROSS
	TULLYLUMB TERRACE		
	GORNHILL		
	PERTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
43	SF-03-A-01	SEMI DETACHED	SUFFOLK
	A1156 FELIXSTOWE ROAD		
	RACECOURSE		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	77	
	Survey date: WEDNESDAY	23/05/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

44	SF-03-A-02	SEMI DET./TERRACED		SUFFOLK
	STOKE PARK DRIVE			
	MAIDENHALL			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	230		
	Survey date: THURSDAY	24/05/07		Survey Type: MANUAL
45	SF-03-A-03	MIXED HOUSES		SUFFOLK
	BARTON HILL			
	FORNHAM ST MARTIN			
	BURY ST EDMUNDS			
	Edge of Town			
	Out of Town			
	Total Number of dwellings:	101		
	Survey date: MONDAY	15/05/06		Survey Type: MANUAL
46	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
47	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
48	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	108		
	Survey date: THURSDAY	11/06/09		Survey Type: MANUAL
49	SR-03-A-01	DETACHED		STIRLING
	BENVUE			
	STIRLING			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
	Survey date: MONDAY	23/04/07		Survey Type: MANUAL
50	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: WEDNESDAY	26/11/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

51	TV-03-A-01	HOUSES & FLATS	TEES VALLEY
	POWLETT ROAD		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	225	
	Survey date: THURSDAY	14/04/05	Survey Type: MANUAL
52	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
53	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
54	WL-03-A-01	SEMI D./TERRACED W. BASSETT	WILTSHIRE
	MAPLE DRIVE		
	WOOTTON BASSETT		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	99	
	Survey date: MONDAY	02/10/06	Survey Type: MANUAL
55	WM-03-A-01	TERRACED	WEST MIDLANDS
	FOLESHILL ROAD		
	FOLESHILL		
	COVENTRY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	79	
	Survey date: FRIDAY	03/02/06	Survey Type: MANUAL
56	WM-03-A-02	DETACHED & SEMI DET.	WEST MIDLANDS
	HEATH STREET		
	STOURBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	12	
	Survey date: WEDNESDAY	26/04/06	Survey Type: MANUAL
57	WM-03-A-03	MIXED HOUSING	WEST MIDLANDS
	BASELEY WAY		
	ROWLEYS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	84	
	Survey date: MONDAY	24/09/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

58	WO-03-A-01	DETACHED		WORCESTERSHIRE
	MARLBOROUGH AVENUE			
	ASTON FIELDS			
	BROMSGROVE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: THURSDAY	23/06/05		Survey Type: MANUAL
59	WO-03-A-02	SEMI DETACHED		WORCESTERSHIRE
	MEADOWHILL ROAD			
	REDDITCH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	48		
	Survey date: TUESDAY	02/05/06		Survey Type: MANUAL
60	WO-03-A-03	DETACHED		WORCESTERSHIRE
	BLAKEBROOK			
	BLAKEBROOK			
	KIDDERMINSTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	138		
	Survey date: FRIDAY	05/05/06		Survey Type: MANUAL
61	WO-03-A-06	DET./TERRACED		WORCESTERSHIRE
	ST GODWALDS ROAD			
	ASTON FIELDS			
	BROMSGROVE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	232		
	Survey date: THURSDAY	30/06/05		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.

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RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Ranking Type: ARRIVALS

Time Range: 08:00-09:00

15th Percentile = No. 52
85th Percentile = No. 10

Median Values

Arrivals: 0.152
Departures: 0.418
Totals: 0.570

Mean Values

Arrivals: 0.181
Departures: 0.414
Totals: 0.595

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
1	PK-03-A-01	DETAC. & BUNGA	PERTH	PERTH & KINROSS	36	Wed	11/05/11	0.861	0.667	1.528	
2	HI-03-A-13	HOUSING	INVERNESS	HIGHLAND	9	Thu	21/05/09	0.556	0.444	1.000	
3	WO-03-A-01	DETACHED	BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.500	0.600	1.100	
4	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.571	1.000	
5	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.400	0.933	1.333	
6	CW-03-A-01	TERRACED	PENZANCE	CORNWALL	13	Thu	30/06/05	0.385	0.231	0.616	
7	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.321	0.405	0.726	
8	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.287	0.454	0.741	
9	AG-03-A-01	BUNGALOWS/DET.	ARBROATH	ANGUS	7	Tue	22/05/12	0.286	0.286	0.572	
10	FI-03-A-02	SEMI DETACHED	GLENROTHES	FIFE	58	Mon	16/05/05	0.276	0.569	0.845	
11	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.243	0.491	0.734	
12	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.235	0.588	0.823	
13	EA-03-A-01	DETACHED	KILMARNOCK	EAST Ayrshire	39	Thu	05/06/08	0.231	0.359	0.590	
14	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.225	0.450	0.675	
15	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.203	0.543	0.746	
16	SH-03-A-03	DETACHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.200	0.500	0.700	
17	DS-03-A-01	SEMI D./TERRAC	DRONFIELD	DERBYSHIRE	20	Thu	22/06/06	0.200	0.100	0.300	
18	CP-03-A-02	SEMI DETACHED	PENGAM	CAERPHILLY	41	Mon	05/09/05	0.195	0.415	0.610	
19	FA-03-A-01	SEMI-DETACHED/	FALKIRK	FALKIRK	37	Thu	30/05/13	0.189	0.432	0.621	
20	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.188	0.438	0.626	
21	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.187	0.440	0.627	
22	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	
23	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.183	0.425	0.608	
24	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.182	0.455	0.637	
25	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.177	0.523	0.700	
26	FI-03-A-03	MIXED HOUSES	DUNFERMLINE	FIFE	155	Mon	30/04/07	0.174	0.548	0.722	
27	LY-03-A-22	BUNGALOWS	BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.173	0.337	0.510	
28	NC-03-A-01	MIXED HOUSES	NORTHALLERTON	NORTH YORKSHIRE	52	Tue	25/09/07	0.173	0.173	0.346	
29	SR-03-A-01	DETACHED	STIRLING	STIRLING	115	Mon	23/04/07	0.165	0.678	0.843	
30	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.163	0.240	0.403	
31	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.152	0.418	0.570	
32	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.148	0.296	0.444	

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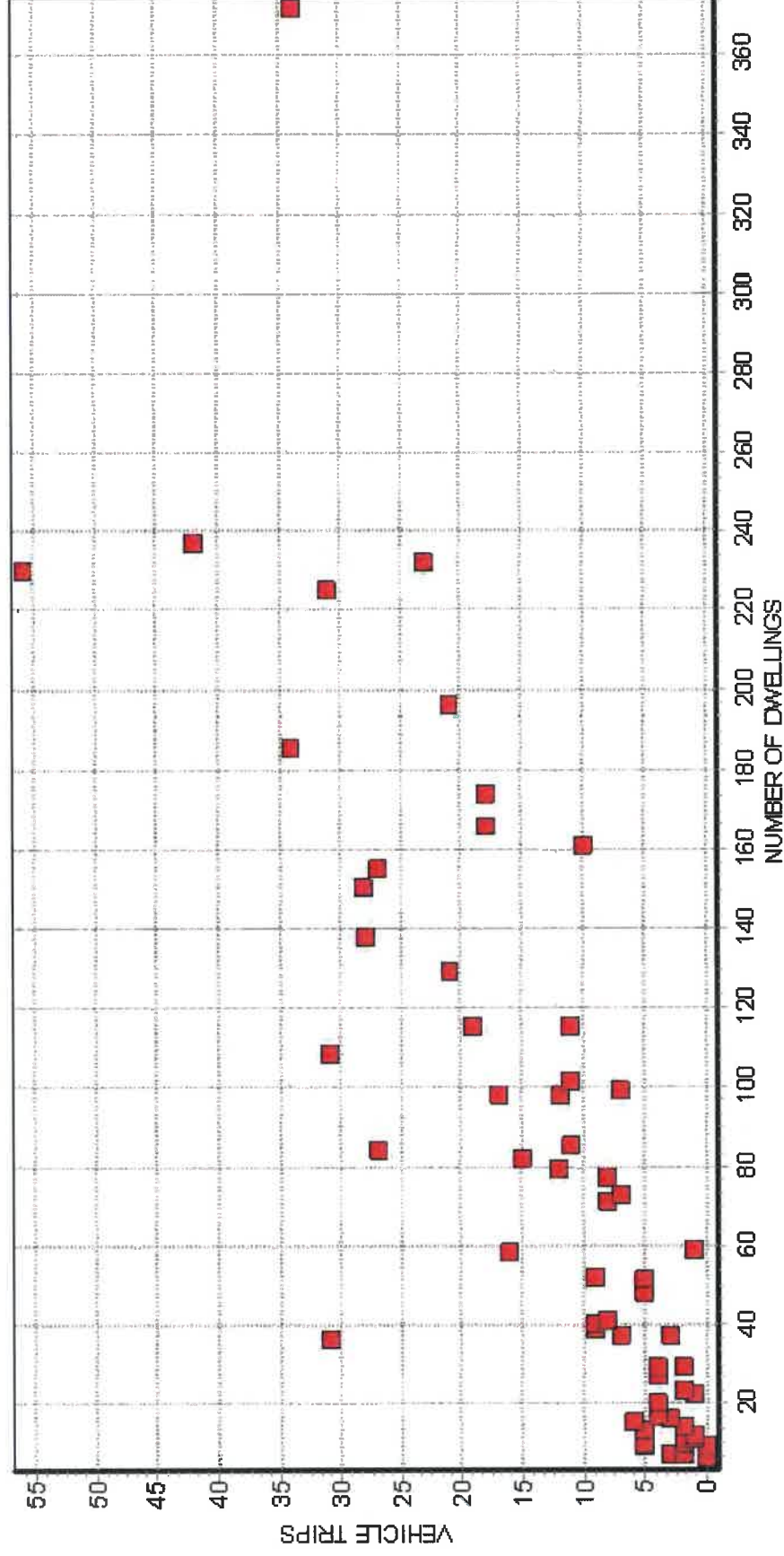
Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
33	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.143	0.500	0.643	
34	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.138	0.759	0.897	
35	TV-03-A-01	HOUSES & FLATS	HARTLEPOOL		225	Thu	14/04/05	0.138	0.458	0.596	
36	HI-03-A-11	BUNGALOWS	INVERNESS	HIGHLAND	85	Mon	05/06/06	0.129	0.424	0.553	
37	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	
38	NY-03-A-05	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.113	0.465	0.578	
39	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.109	0.554	0.663	
40	NT-03-A-03	SEMI DETACHED	KIRKBY-IN-ASHFIELD	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.108	0.313	0.421	
41	CF-03-A-02	MIXED HOUSES	CARDIFF	CARDIFF	196	Fri	05/10/07	0.107	0.413	0.520	
42	WO-03-A-02	SEMI DETACHED	REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.104	0.333	0.437	
43	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520	
44	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.103	0.374	0.477	
45	WO-03-A-06	DET./TERRACED	BROMSGROVE	WORCESTERSHIRE	232	Thu	30/06/05	0.099	0.448	0.547	
46	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.098	0.373	0.471	
47	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.096	0.329	0.425	
48	HI-03-A-14	SEMI DETACHED	INVERNESS	HIGHLAND	73	Fri	13/05/11	0.096	0.164	0.260	
49	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.096	0.400	0.496	
50	MS-03-A-01	TERRACED	RUNCORN	MERSEYSIDE	372	Thu	06/10/05	0.091	0.269	0.360	
51	LE-03-A-01	DETACHED	MELTON MOWBRAY	LEICESTERSHIRE	11	Tue	03/05/05	0.091	0.364	0.455	
52	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.087	0.391	0.478	
53	WM-03-A-02	DETACHED & SEM	STOURBRIDGE	WEST MIDLANDS	12	Wed	26/04/06	0.083	0.250	0.333	
54	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.081	0.405	0.486	Yes
55	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.071	0.333	0.404	
56	CF-03-A-03	DETACHED	CARDIFF	CARDIFF	29	Mon	08/10/07	0.069	0.552	0.621	
57	FA-03-A-02	MIXED HOUSES	FALKIRK	FALKIRK	161	Wed	29/05/13	0.062	0.280	0.342	
58	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.045	0.364	0.409	
59	AD-03-A-01	SEMI-DETACHED	ABERDEEN	ABERDEEN CITY	59	Fri	18/05/12	0.017	0.085	0.102	
60	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.000	0.333	0.333	
61	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.000	0.167	0.167	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

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SCATTER PLOT - ARRIVALS Time Range: 08:00-09:00 VEHICLES



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

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
EX ESSEX	1 days
03 SOUTH WEST	
CW CORNWALL	2 days
DC DORSET	1 days
WL WILTSHIRE	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
NF NORFOLK	2 days
SF SUFFOLK	4 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
LE LEICESTERSHIRE	1 days
LN LINCOLNSHIRE	3 days
NT NOTTINGHAMSHIRE	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	2 days
ST STAFFORDSHIRE	1 days
WK WARWICKSHIRE	1 days
WM WEST MIDLANDS	3 days
WO WORCESTERSHIRE	4 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	4 days
08 NORTH WEST	
CH CHESHIRE	4 days
GM GREATER MANCHESTER	1 days
LC LANCASHIRE	1 days
MS MERSEYSIDE	2 days
09 NORTH	
CB CUMBRIA	2 days
TV TEES VALLEY	1 days
TW TYNE & WEAR	1 days
10 WALES	
CF CARDIFF	2 days
CP CAERPHILLY	1 days
11 SCOTLAND	
AD ABERDEEN CITY	1 days
AG ANGUS	1 days
EA EAST AYRSHIRE	1 days
FA FALKIRK	2 days
FI FIFE	2 days
HI HIGHLAND	3 days
PK PERTH & KINROSS	1 days
SR STIRLING	1 days

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

Filtering Stage 2 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: 6 to 372 (units:)
Range Selected by User: 5 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 07/10/13

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	13 days
Tuesday	17 days
Wednesday	8 days
Thursday	12 days
Friday	11 days

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

Selected survey types:

Manual count	61 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)	34
Edge of Town	25
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	50
Out of Town	1
No Sub Category	10

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.

Filtering Stage 3 selection:Use Class:

C3 60 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	9 days
10,001 to 15,000	12 days
15,001 to 20,000	19 days
20,001 to 25,000	8 days
25,001 to 50,000	7 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	9 days
50,001 to 75,000	4 days
75,001 to 100,000	13 days
100,001 to 125,000	9 days
125,001 to 250,000	11 days
250,001 to 500,000	9 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	26 days
1.1 to 1.5	34 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	1 days
No	60 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.

LIST OF SITES relevant to selection parameters

1	AD-03-A-01	SEMI-DETACHED		ABERDEEN CITY
	SPRINGFIELD ROAD			
	ABERDEEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			59
	Survey date: FRIDAY			18/05/12
				Survey Type: MANUAL
2	AG-03-A-01	BUNGALOWS/DET.		ANGUS
	KEPTIE ROAD			
	ARBROATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			7
	Survey date: TUESDAY			22/05/12
				Survey Type: MANUAL
3	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			9
	Survey date: TUESDAY			18/10/11
				Survey Type: MANUAL
4	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:			40
	Survey date: THURSDAY			20/11/08
				Survey Type: MANUAL
5	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:			82
	Survey date: FRIDAY			24/04/09
				Survey Type: MANUAL
6	CF-03-A-02	MIXED HOUSES		CARDIFF
	DROPE ROAD			
	CARDIFF			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:			196
	Survey date: FRIDAY			05/10/07
				Survey Type: MANUAL
7	CF-03-A-03	DETACHED		CARDIFF
	LLANTRISANT ROAD			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			29
	Survey date: MONDAY			08/10/07
				Survey Type: MANUAL
8	CH-03-A-02	HOUSES/FLATS		CHESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:			174
	Survey date: TUESDAY			14/10/08
				Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
10	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
11	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
12	CP-03-A-02	SEMI DETACHED		CAERPHILLY
	THE RISE			
	PENGAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	41		
	Survey date: MONDAY	05/09/05		Survey Type: MANUAL
13	CW-03-A-01	TERRACED		CORNWALL
	ALVERTON ROAD			
	PENZANCE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	13		
	Survey date: THURSDAY	30/06/05		Survey Type: MANUAL
14	CW-03-A-02	SEMI D./DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: TUESDAY	18/09/07		Survey Type: MANUAL
15	DC-03-A-01	DETACHED		DORSET
	ISAACS CLOSE			
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	DS-03-A-01	SEMI D./TERRACED		DERBYSHIRE
	THE AVENUE			
	HOLMESDALE			
	DRONFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: THURSDAY	22/06/06		Survey Type: MANUAL
17	EA-03-A-01	DETACHED		EAST AYRSHIRE
	TALISKER AVENUE			
	KILMARNOCK			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	39		
	Survey date: THURSDAY	05/06/08		Survey Type: MANUAL
18	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL
19	EX-03-A-01	SEMI-DET.		ESSEX
	MILTON ROAD			
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	237		
	Survey date: TUESDAY	13/05/08		Survey Type: MANUAL
20	FA-03-A-01	SEMI-DETACHED/TERRACED		FALKIRK
	MANDELA AVENUE			
	FALKIRK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: THURSDAY	30/05/13		Survey Type: MANUAL
21	FA-03-A-02	MIXED HOUSES		FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE			
	FALKIRK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	161		
	Survey date: WEDNESDAY	29/05/13		Survey Type: MANUAL
22	FI-03-A-02	SEMI DETACHED		FIFE
	WAROUT ROAD			
	GLENROTHES			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	58		
	Survey date: MONDAY	16/05/05		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	FI-03-A-03	MIXED HOUSES		FIFE
	WOODMILL ROAD			
	DUNFERMLINE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	155		
	Survey date: MONDAY	30/04/07		Survey Type: MANUAL
24	GM-03-A-10	DETACHED/SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
25	HI-03-A-11	BUNGALOWS		HIGHLAND
	STEVENSON ROAD			
	INSHES			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	85		
	Survey date: MONDAY	05/06/06		Survey Type: MANUAL
26	HI-03-A-13	HOUSING		HIGHLAND
	KINGSMILLS ROAD			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: THURSDAY	21/05/09		Survey Type: MANUAL
27	HI-03-A-14	SEMI-DETACHED		HIGHLAND
	CALEDONIAN ROAD			
	DALNEIGH			
	INVERNESS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: FRIDAY	13/05/11		Survey Type: MANUAL
28	LC-03-A-22	BUNGALOWS		LANCASHIRE
	CLIFTON DRIVE NORTH			
	BLACKPOOL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: TUESDAY	18/10/05		Survey Type: MANUAL
29	LE-03-A-01	DETACHED		LEICESTERSHIRE
	REDWOOD AVENUE			
	MELTON MOWBRAY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	03/05/05		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

30	LN-03-A-01	MIXED HOUSES	LINCOLNSHIRE
	BRANT ROAD		
	BRACEBRIDGE		
	LINCOLN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	150	
	Survey date: TUESDAY	15/05/07	Survey Type: MANUAL
31	LN-03-A-02	MIXED HOUSES	LINCOLNSHIRE
	HYKEHAM ROAD		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	186	
	Survey date: MONDAY	14/05/07	Survey Type: MANUAL
32	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	BOULTHAM		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
33	MS-03-A-01	TERRACED	MERSEYSIDE
	PALACE FIELDS AVENUE		
	RUNCORN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	372	
	Survey date: THURSDAY	06/10/05	Survey Type: MANUAL
34	MS-03-A-03	DETACHED	MERSEYSIDE
	BEMPTON ROAD		
	OTTERSPOOL		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: FRIDAY	21/06/13	Survey Type: MANUAL
35	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
36	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

37	NT-03-A-03	SEMI DETACHED	NOTTINGHAMSHIRE
	B6018 SUTTON ROAD		
	KIRKBY-IN-ASHFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	166	
	Survey date: WEDNESDAY	28/06/06	Survey Type: MANUAL
38	NY-03-A-01	MIXED HOUSES	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: TUESDAY	25/09/07	Survey Type: MANUAL
39	NY-03-A-05	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	71	
	Survey date: MONDAY	22/09/08	Survey Type: MANUAL
40	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
41	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
42	PK-03-A-01	DETAC. & BUNGALOWS	PERTH & KINROSS
	TULLYLUMB TERRACE		
	GORNHILL		
	PERTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
43	SF-03-A-01	SEMI DETACHED	SUFFOLK
	A1156 FELIXSTOWE ROAD		
	RACECOURSE		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	77	
	Survey date: WEDNESDAY	23/05/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

44	SF-03-A-02	SEMI DET./TERRACED	SUFFOLK
	STOKE PARK DRIVE		
	MAIDENHALL		
	IPSWICH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	230	
	Survey date: THURSDAY	24/05/07	Survey Type: MANUAL
45	SF-03-A-03	MIXED HOUSES	SUFFOLK
	BARTON HILL		
	FORNHAM ST MARTIN		
	BURY ST EDMUNDS		
	Edge of Town		
	Out of Town		
	Total Number of dwellings:	101	
	Survey date: MONDAY	15/05/06	Survey Type: MANUAL
46	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
47	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
48	SH-03-A-04	TERRACED	SHROPSHIRE
	ST MICHAEL'S STREET		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	108	
	Survey date: THURSDAY	11/06/09	Survey Type: MANUAL
49	SR-03-A-01	DETACHED	STIRLING
	BENVUE		
	STIRLING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: MONDAY	23/04/07	Survey Type: MANUAL
50	ST-03-A-05	TERRACED & DETACHED	STAFFORDSHIRE
	WATERMEET GROVE		
	ETRURIA		
	STOKE-ON-TRENT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	14	
	Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

51	TV-03-A-01	HOUSES & FLATS		TEES VALLEY
	POWLETT ROAD			
	HARTLEPOOL			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	225		
	Survey date: THURSDAY	14/04/05		Survey Type: MANUAL
52	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: MONDAY	07/10/13		Survey Type: MANUAL
53	WK-03-A-01	TERRACED/SEMI/DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: FRIDAY	21/10/11		Survey Type: MANUAL
54	WL-03-A-01	SEMI D./TERRACED W. BASSETT		WILTSHIRE
	MAPLE DRIVE			
	WOOTTON BASSETT			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	99		
	Survey date: MONDAY	02/10/06		Survey Type: MANUAL
55	WM-03-A-01	TERRACED		WEST MIDLANDS
	FOLESHILL ROAD			
	FOLESHILL			
	COVENTRY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	79		
	Survey date: FRIDAY	03/02/06		Survey Type: MANUAL
56	WM-03-A-02	DETACHED & SEMI DET.		WEST MIDLANDS
	HEATH STREET			
	STOURBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	12		
	Survey date: WEDNESDAY	26/04/06		Survey Type: MANUAL
57	WM-03-A-03	MIXED HOUSING		WEST MIDLANDS
	BASELEY WAY			
	ROWLEYS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	84		
	Survey date: MONDAY	24/09/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

58	WO-03-A-01	DETACHED		WORCESTERSHIRE
	MARLBOROUGH AVENUE			
	ASTON FIELDS			
	BROMSGROVE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: THURSDAY	23/06/05	Survey Type: MANUAL	
59	WO-03-A-02	SEMI DETACHED		WORCESTERSHIRE
	MEADOWHILL ROAD			
	REDDITCH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	48		
	Survey date: TUESDAY	02/05/06	Survey Type: MANUAL	
60	WO-03-A-03	DETACHED		WORCESTERSHIRE
	BLAKEBROOK			
	BLAKEBROOK			
	KIDDERMINSTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	138		
	Survey date: FRIDAY	05/05/06	Survey Type: MANUAL	
61	WO-03-A-06	DET./TERRACED		WORCESTERSHIRE
	ST GODWALDS ROAD			
	ASTON FIELDS			
	BROMSGROVE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	232		
	Survey date: THURSDAY	30/06/05	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.

Licence No: 846402

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: **DEPARTURES**

Time Range: 08:00-09:00

15th Percentile = No. **52**
85th Percentile = No. **10**

Median Values	
Arrivals:	0.195
Departures:	0.415
Totals:	0.610

Mean Values	
Arrivals:	0.181
Departures:	0.414
Totals:	0.595

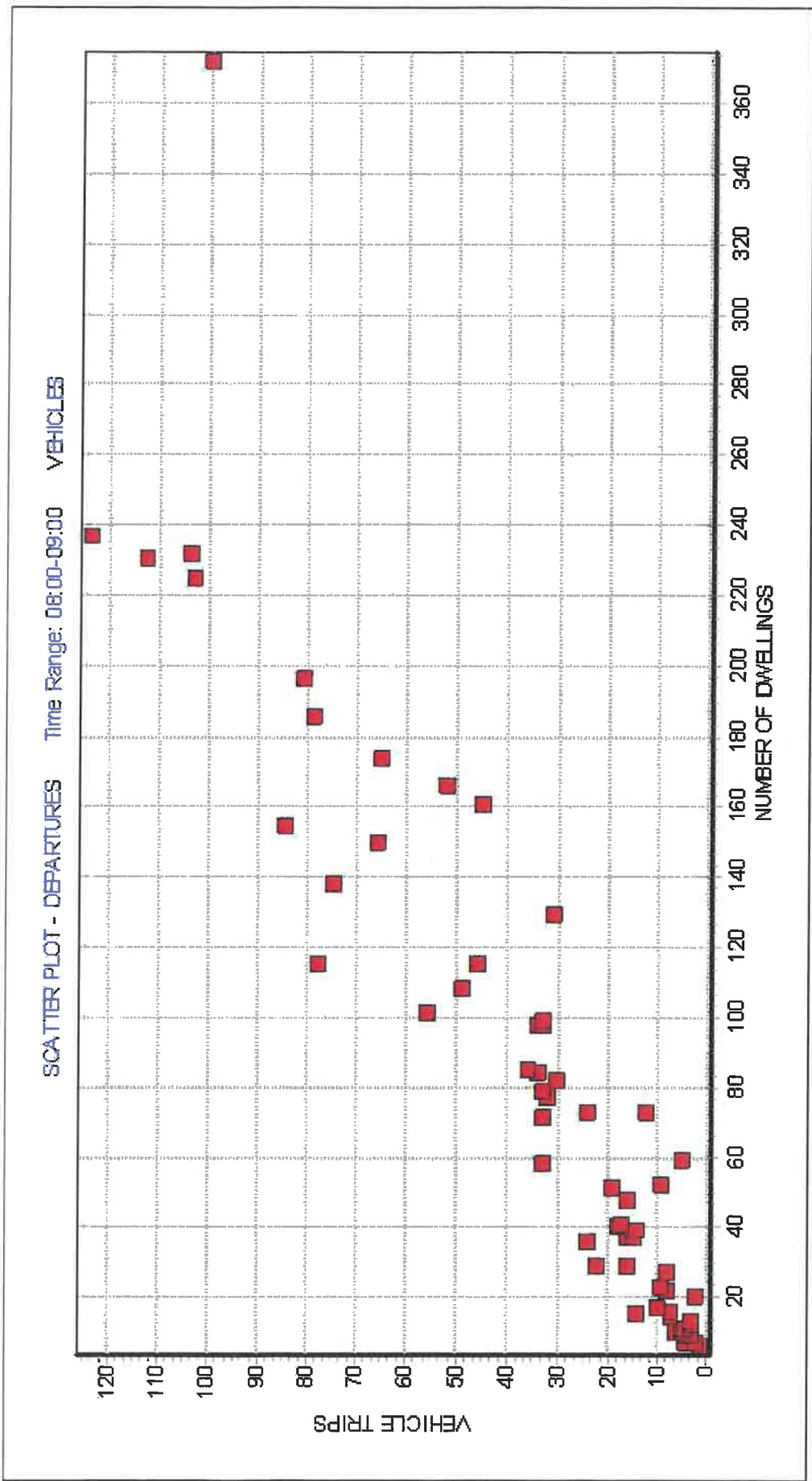
Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)		Travel Plan
								Arrivals	Departures	
1	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.400	0.933	1.333
2	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.138	0.759	0.897
3	SR-03-A-01	DETACHED	STIRLING	STIRLING	115	Mon	23/04/07	0.165	0.678	0.843
4	PK-03-A-01	DETAC. & BUNGA	PERTH	PERTH & KINROSS	36	Wed	11/05/11	0.861	0.667	1.528
5	WO-03-A-01	DETACHED	BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.500	0.600	1.100
6	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.235	0.588	0.823
7	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.571	1.000
8	FI-03-A-02	SEMI DETACHED	GLENROTHES	FIFE	58	Mon	16/05/05	0.276	0.569	0.845
9	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.109	0.554	0.663
10	CF-03-A-03	DETACHED	CARDIFF	CARDIFF	29	Mon	08/10/07	0.069	0.552	0.621
11	FI-03-A-03	MIXED HOUSES	DUNFERMLINE	FIFE	155	Mon	30/04/07	0.174	0.548	0.722
12	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.203	0.543	0.746
13	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.177	0.523	0.700
14	SH-03-A-03	DETACHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.200	0.500	0.700
15	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.143	0.500	0.643
16	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.243	0.491	0.734
17	NY-03-A-05	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.113	0.465	0.578
18	TV-03-A-01	HOUSES & FLATS	HARTLEPOOL	TEES VALLEY	225	Thu	14/04/05	0.138	0.458	0.596
19	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.182	0.455	0.637
20	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.287	0.454	0.741
21	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.225	0.450	0.675
22	WO-03-A-06	DET./TERRACED	BROMSGROVE	WORCESTERSHIRE	232	Thu	30/06/05	0.099	0.448	0.547
23	HI-03-A-13	HOUSING	INVERNESS	HIGHLAND	9	Thu	21/05/09	0.556	0.444	1.000
24	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.187	0.440	0.627
25	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.188	0.438	0.626
26	FA-03-A-01	SEMI-DETACHED/	FALKIRK	FALKIRK	37	Thu	30/05/13	0.189	0.432	0.621
27	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.183	0.425	0.608
28	HI-03-A-11	BUNGALOWS	INVERNESS	HIGHLAND	85	Mon	05/06/06	0.129	0.424	0.553
29	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.152	0.418	0.570
30	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520
31	CP-03-A-02	SEMI DETACHED	PENGAM	CAERPHILLY	41	Mon	05/09/05	0.195	0.415	0.610
32	CF-03-A-02	MIXED HOUSES	CARDIFF	CARDIFF	196	Fri	05/10/07	0.107	0.413	0.520

Licence No: 846402

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
33	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.081	0.405	0.486	Yes
34	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.321	0.405	0.726	
35	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.096	0.400	0.496	
36	NY-03-A-07	DETACHED & SEM	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.087	0.391	0.478	
37	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.103	0.374	0.477	
38	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.098	0.373	0.471	
39	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	
40	LE-03-A-01	DETACHED	MELTON MOWBRAY	LEICESTERSHIRE	11	Tue	03/05/05	0.091	0.364	0.455	
41	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.045	0.364	0.409	
42	EA-03-A-01	DETACHED	KILMARNOCK	EAST AYRSHIRE	39	Thu	05/06/08	0.231	0.359	0.590	
43	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	
44	LC-03-A-22	BUNGALOWS	BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.173	0.337	0.510	
45	WO-03-A-02	SEMI DETACHED	REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.104	0.333	0.437	
46	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.071	0.333	0.404	
47	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.000	0.333	0.333	
48	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.096	0.329	0.425	
49	NT-03-A-03	SEMI DETACHED	KIRKBY-IN-ASHFIELD	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.108	0.313	0.421	
50	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.148	0.296	0.444	
51	AG-03-A-01	BUNGALOWS/DET.	ARBROATH	ANGUS	7	Tue	22/05/12	0.286	0.286	0.572	
52	FA-03-A-02	MIXED HOUSES	FALKIRK	FALKIRK	161	Wed	29/05/13	0.062	0.280	0.342	
53	MS-03-A-01	TERRACED	RUNCORN	MERSEYSIDE	372	Thu	06/10/05	0.091	0.269	0.360	
54	WM-03-A-02	DETACHED & SEM	STOURBRIDGE	WEST MIDLANDS	12	Wed	26/04/06	0.083	0.250	0.333	
55	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.163	0.240	0.403	
56	CW-03-A-01	TERRACED	PENZANCE	CORNWALL	13	Thu	30/06/05	0.385	0.231	0.616	
57	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	NORTH YORKSHIRE	52	Tue	25/09/07	0.173	0.173	0.346	
58	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.000	0.167	0.167	
59	HI-03-A-14	SEMI-DETACHED	INVERNESS	HIGHLAND	73	Fri	13/05/11	0.096	0.164	0.260	
60	DS-03-A-01	SEMI D./TERRAC	DRONFIELD	DERBYSHIRE	20	Thu	22/06/06	0.200	0.100	0.300	
61	AD-03-A-01	SEMI-DETACHED	ABERDEEN	ABERDEEN CTY	59	Fri	18/05/12	0.017	0.085	0.102	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

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
	EX ESSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	2 days
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	3 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	4 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	2 days
	CP CAERPHILLY	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	AG ANGUS	1 days
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	2 days
	FI FIFE	2 days
	HI HIGHLAND	3 days
	PK PERTH & KINROSS	1 days
	SR STIRLING	1 days

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

Filtering Stage 2 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: 6 to 372 (units:)
Range Selected by User: 5 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 07/10/13

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	13 days
Tuesday	17 days
Wednesday	8 days
Thursday	12 days
Friday	11 days

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

Selected survey types:

Manual count	61 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)	34
Edge of Town	25
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	50
Out of Town	1
No Sub Category	10

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.

Filtering Stage 3 selection:Use Class:

C3 60 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	9 days
10,001 to 15,000	12 days
15,001 to 20,000	19 days
20,001 to 25,000	8 days
25,001 to 50,000	7 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	9 days
50,001 to 75,000	4 days
75,001 to 100,000	13 days
100,001 to 125,000	9 days
125,001 to 250,000	11 days
250,001 to 500,000	9 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	26 days
1.1 to 1.5	34 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	1 days
No	60 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.

LIST OF SITES relevant to selection parameters

1	AD-03-A-01	SEMI-DETACHED		ABERDEEN CITY
	SPRINGFIELD ROAD			
	ABERDEEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	59		
	Survey date: FRIDAY	18/05/12		Survey Type: MANUAL
2	AG-03-A-01	BUNGALOWS/DET.		ANGUS
	KEPTIE ROAD			
	ARBROATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
3	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
4	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	20/11/08		Survey Type: MANUAL
5	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
6	CF-03-A-02	MIXED HOUSES		CARDIFF
	DROPE ROAD			
	CARDIFF			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	196		
	Survey date: FRIDAY	05/10/07		Survey Type: MANUAL
7	CF-03-A-03	DETACHED		CARDIFF
	LLANTRISANT ROAD			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: MONDAY	08/10/07		Survey Type: MANUAL
8	CH-03-A-02	HOUSES/FLATS		CHESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	174		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: TUESDAY	14/10/08	Survey Type: MANUAL	
10	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08	Survey Type: MANUAL	
11	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL	
12	CP-03-A-02	SEMI DETACHED		CAERPHILLY
	THE RISE			
	PENGAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	41		
	Survey date: MONDAY	05/09/05	Survey Type: MANUAL	
13	CW-03-A-01	TERRACED		CORNWALL
	ALVERTON ROAD			
	PENZANCE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	13		
	Survey date: THURSDAY	30/06/05	Survey Type: MANUAL	
14	CW-03-A-02	SEMI D./DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: TUESDAY	18/09/07	Survey Type: MANUAL	
15	DC-03-A-01	DETACHED		DORSET
	ISAACS CLOSE			
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: WEDNESDAY	16/07/08	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

16	DS-03-A-01	SEMI D./TERRACED	DERBYSHIRE
	THE AVENUE		
	HOLMESDALE		
	DRONFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	20	
	Survey date: THURSDAY	22/06/06	Survey Type: MANUAL
17	EA-03-A-01	DETACHED	EAST AYRSHIRE
	TALISKER AVENUE		
	KILMARNOCK		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	39	
	Survey date: THURSDAY	05/06/08	Survey Type: MANUAL
18	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: FRIDAY	18/11/11	Survey Type: MANUAL
19	EX-03-A-01	SEMI-DET.	ESSEX
	MILTON ROAD		
	CORRINGHAM		
	STANFORD-LE-HOPE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	237	
	Survey date: TUESDAY	13/05/08	Survey Type: MANUAL
20	FA-03-A-01	SEMI-DETACHED/TERRACED	FALKIRK
	MANDELA AVENUE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: THURSDAY	30/05/13	Survey Type: MANUAL
21	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
22	FI-03-A-02	SEMI DETACHED	FIFE
	WAROUT ROAD		
	GLENROTHES		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	58	
	Survey date: MONDAY	16/05/05	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	FI-03-A-03	MIXED HOUSES		FIFE
	WOODMILL ROAD			
	DUNFERMLINE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	155		
	Survey date: MONDAY	30/04/07		Survey Type: MANUAL
24	GM-03-A-10	DETACHED/SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
25	HI-03-A-11	BUNGALOWS		HIGHLAND
	STEVENSON ROAD			
	INSHES			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	85		
	Survey date: MONDAY	05/06/06		Survey Type: MANUAL
26	HI-03-A-13	HOUSING		HIGHLAND
	KINGSMILLS ROAD			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: THURSDAY	21/05/09		Survey Type: MANUAL
27	HI-03-A-14	SEMI-DETACHED		HIGHLAND
	CALEDONIAN ROAD			
	DALNEIGH			
	INVERNESS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: FRIDAY	13/05/11		Survey Type: MANUAL
28	LC-03-A-22	BUNGALOWS		LANCASHIRE
	CLIFTON DRIVE NORTH			
	BLACKPOOL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: TUESDAY	18/10/05		Survey Type: MANUAL
29	LE-03-A-01	DETACHED		LEICESTERSHIRE
	REDWOOD AVENUE			
	MELTON MOWBRAY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	03/05/05		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

30	LN-03-A-01	MIXED HOUSES		LINCOLNSHIRE
	BRANT ROAD			
	BRACEBRIDGE			
	LINCOLN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	150		
	Survey date: <i>TUESDAY</i>	15/05/07		Survey Type: <i>MANUAL</i>
31	LN-03-A-02	MIXED HOUSES		LINCOLNSHIRE
	HYKEHAM ROAD			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	186		
	Survey date: <i>MONDAY</i>	14/05/07		Survey Type: <i>MANUAL</i>
32	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: <i>TUESDAY</i>	18/09/12		Survey Type: <i>MANUAL</i>
33	MS-03-A-01	TERRACED		MERSEYSIDE
	PALACE FIELDS AVENUE			
	RUNCORN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	372		
	Survey date: <i>THURSDAY</i>	06/10/05		Survey Type: <i>MANUAL</i>
34	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: <i>FRIDAY</i>	21/06/13		Survey Type: <i>MANUAL</i>
35	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	27		
	Survey date: <i>TUESDAY</i>	16/10/12		Survey Type: <i>MANUAL</i>
36	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: <i>MONDAY</i>	22/10/12		Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

37	NT-03-A-03	SEMI DETACHED		NOTTINGHAMSHIRE
	B6018 SUTTON ROAD			
	KIRKBY-IN-ASHFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	166		
	Survey date: WEDNESDAY	28/06/06		Survey Type: MANUAL
38	NY-03-A-01	MIXED HOUSES		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	52		
	Survey date: TUESDAY	25/09/07		Survey Type: MANUAL
39	NY-03-A-05	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	71		
	Survey date: MONDAY	22/09/08		Survey Type: MANUAL
40	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
41	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
	CRAVEN WAY			
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	23		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
42	PK-03-A-01	DETAC. & BUNGALOWS		PERTH & KINROSS
	TULLYLUMB TERRACE			
	GORNHILL			
	PERTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	36		
	Survey date: WEDNESDAY	11/05/11		Survey Type: MANUAL
43	SF-03-A-01	SEMI DETACHED		SUFFOLK
	A1156 FELIXSTOWE ROAD			
	RACECOURSE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	77		
	Survey date: WEDNESDAY	23/05/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

44	SF-03-A-02	SEMI DET./TERRACED		SUFFOLK
	STOKE PARK DRIVE			
	MAIDENHALL			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	230		
	Survey date: THURSDAY	24/05/07		Survey Type: MANUAL
45	SF-03-A-03	MIXED HOUSES		SUFFOLK
	BARTON HILL			
	FORNHAM ST MARTIN			
	BURY ST EDMUNDS			
	Edge of Town			
	Out of Town			
	Total Number of dwellings:	101		
	Survey date: MONDAY	15/05/06		Survey Type: MANUAL
46	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
47	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
48	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	108		
	Survey date: THURSDAY	11/06/09		Survey Type: MANUAL
49	SR-03-A-01	DETACHED		STIRLING
	BENVIEW			
	STIRLING			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
	Survey date: MONDAY	23/04/07		Survey Type: MANUAL
50	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: WEDNESDAY	26/11/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

51	TV-03-A-01	HOUSES & FLATS	TEES VALLEY
	POWLETT ROAD		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	225	
	Survey date: THURSDAY	14/04/05	Survey Type: MANUAL
52	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
53	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
54	WL-03-A-01	SEMI D./TERRACED W. BASSETT	WILTSHIRE
	MAPLE DRIVE		
	WOOTTON BASSETT		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	99	
	Survey date: MONDAY	02/10/06	Survey Type: MANUAL
55	WM-03-A-01	TERRACED	WEST MIDLANDS
	FOLESHILL ROAD		
	FOLESHILL		
	COVENTRY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	79	
	Survey date: FRIDAY	03/02/06	Survey Type: MANUAL
56	WM-03-A-02	DETACHED & SEMI DET.	WEST MIDLANDS
	HEATH STREET		
	STOURBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	12	
	Survey date: WEDNESDAY	26/04/06	Survey Type: MANUAL
57	WM-03-A-03	MIXED HOUSING	WEST MIDLANDS
	BASELEY WAY		
	ROWLEYS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	84	
	Survey date: MONDAY	24/09/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

58	WO-03-A-01	DETACHED			WORCESTERSHIRE
	MARLBOROUGH AVENUE				
	ASTON FIELDS				
	BROMSGROVE				
	Suburban Area (PPS6 Out of Centre)				
	Residential Zone				
	Total Number of dwellings:		10		
	Survey date: THURSDAY		23/06/05		Survey Type: MANUAL
59	WO-03-A-02	SEMI DETACHED			WORCESTERSHIRE
	MEADOWHILL ROAD				
	REDDITCH				
	Edge of Town				
	No Sub Category				
	Total Number of dwellings:		48		
	Survey date: TUESDAY		02/05/06		Survey Type: MANUAL
60	WO-03-A-03	DETACHED			WORCESTERSHIRE
	BLAKEBROOK				
	BLAKEBROOK				
	KIDDERMINSTER				
	Suburban Area (PPS6 Out of Centre)				
	Residential Zone				
	Total Number of dwellings:		138		
	Survey date: FRIDAY		05/05/06		Survey Type: MANUAL
61	WO-03-A-06	DET./TERRACED			WORCESTERSHIRE
	ST GODWALDS ROAD				
	ASTON FIELDS				
	BROMSGROVE				
	Edge of Town				
	No Sub Category				
	Total Number of dwellings:		232		
	Survey date: THURSDAY		30/06/05		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.

TRICS 7.1.1 030414 B16.39 (C) 2014 JMP Consultants Ltd on behalf of the TRICS Consortium
TRICS Bureau Service - 03/A (1700-1800) Rank order
JMP Consultants Ltd 33 Gutter Lane London

Licence No: 846402

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: **ARRIVALS**
15th Percentile = No. **52**
85th Percentile = No. **10**

Time Range: 17:00-18:00

Median Values
Arrivals: 0.405
Departures: 0.369
Totals: 0.774

Mean Values
Arrivals: 0.386
Departures: 0.237
Totals: 0.623

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
1	SH-03-A-03	DETACHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.700	0.600	1.300	
2	EA-03-A-01	DETACHED	KILMARNOCK	EAST AYRSHIRE	39	Thu	05/06/08	0.667	0.179	0.846	
3	PK-03-A-01	DETAC. & BUNGA	PERTH	PERTH & KINROSS	36	Wed	11/05/11	0.639	0.611	1.250	
4	SR-03-A-01	DETACHED	STIRLING	STIRLING	115	Mon	23/04/07	0.583	0.304	0.887	
5	AG-03-A-01	BUNGALOWS/DET.	ARBROATH	ANGUS	7	Tue	22/05/12	0.571	0.571	1.142	
6	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.558	0.319	0.877	
7	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.556	0.222	0.778	
8	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.545	0.273	0.818	
9	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.525	0.228	0.753	
10	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.510	0.333	0.843	
11	WO-03-A-01	DETACHED	BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.500	0.600	1.100	
12	LN-03-A-02	MIXED HOUSES	LINCOLN	WORCESTERSHIRE	186	Mon	14/05/07	0.495	0.355	0.850	
13	FI-03-A-02	SEMI DETACHED	GLENROTHES	FIFE	58	Mon	16/05/05	0.483	0.224	0.707	
14	NY-03-A-07	DETACHED & SEMI	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.478	0.261	0.739	
15	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.478	0.248	0.726	
16	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.475	0.250	0.725	
17	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.463	0.296	0.759	
18	WO-03-A-02	SEMI DETACHED	REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.458	0.229	0.687	
19	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.448	0.103	0.551	
20	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.439	0.274	0.713	
21	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.438	0.063	0.500	
22	NY-03-A-05	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.437	0.169	0.606	
23	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.143	0.572	
24	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.425	0.219	0.644	
25	FI-03-A-03	MIXED HOUSES	DUNFERMLINE	FIFE	155	Mon	30/04/07	0.419	0.245	0.664	
26	CF-03-A-03	DETACHED	CARDIFF	CARDIFF	29	Mon	08/10/07	0.414	0.241	0.655	
27	WO-03-A-06	DET./TERRACED	BROMSGROVE	WORCESTERSHIRE	232	Thu	30/06/05	0.414	0.185	0.599	
28	LN-03-A-01	MIXED HOUSES	LINCOLN	WORCESTERSHIRE	150	Tue	15/05/07	0.413	0.213	0.626	
29	TV-03-A-01	HOUSES & FLATS	HARTLEPOOL	TEES VALLEY	225	Thu	14/04/05	0.409	0.209	0.618	
30	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.407	0.148	0.555	
31	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.369	0.774	
32	CF-03-A-02	MIXED HOUSES	CARDIFF	CARDIFF	196	Fri	05/10/07	0.398	0.214	0.612	

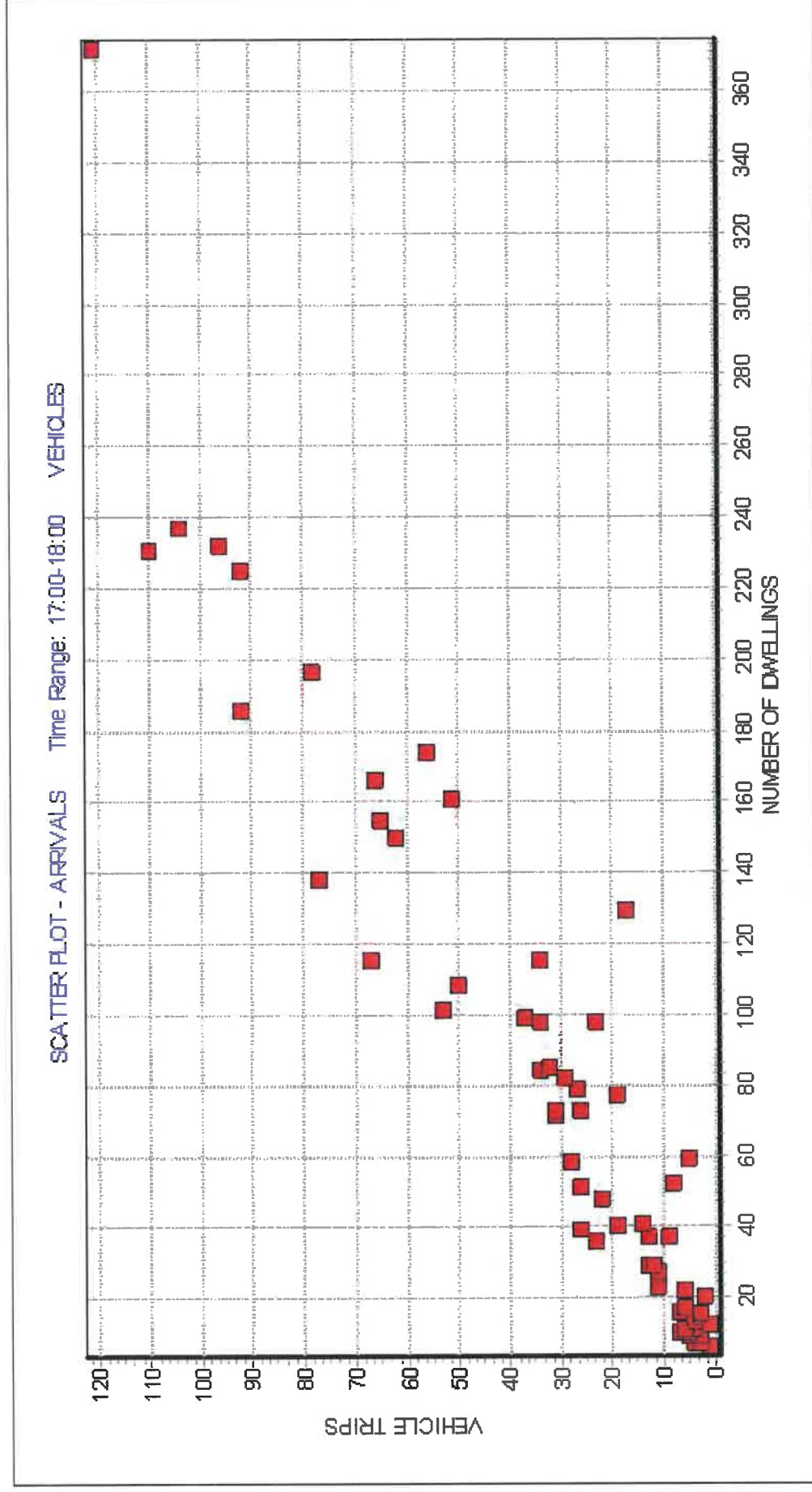
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Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
33	NT-03-A-03	SEMI DETACHED	KIRKBY-IN-ASHFIELD	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.398	0.307	0.705	
34	HI-03-A-11	BUNGALOWS	INVERNESS	HIGHLAND	85	Mon	05/06/06	0.376	0.141	0.517	
35	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.374	0.141	0.515	
36	HI-03-A-14	SEMI-DETACHED	INVERNESS	HIGHLAND	73	Fri	13/05/11	0.356	0.329	0.685	
37	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.354	0.207	0.561	
38	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.353	0.412	0.765	
39	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.351	0.000	0.351	Yes
40	LC-03-A-22	BUNGALOWS	BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.347	0.173	0.520	
41	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.342	0.203	0.545	
42	CP-03-A-02	SEMI DETACHED	PENGAM	CAERPHILLY	41	Mon	05/09/05	0.341	0.317	0.658	
43	HI-03-A-13	HOUSING	INVERNESS	HIGHLAND	9	Thu	21/05/09	0.333	0.333	0.666	
44	MS-03-A-01	TERRACED	RUNCORN	MERSEYSIDE	372	Thu	06/10/05	0.325	0.194	0.519	
45	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.322	0.236	0.558	
46	FA-03-A-02	MIXED HOUSES	FALKIRK	FALKIRK	161	Wed	29/05/13	0.317	0.224	0.541	
47	CW-03-A-01	TERRACED	PENZANCE	CORNWALL	13	Thu	30/06/05	0.308	0.154	0.462	
48	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.296	0.174	0.470	
49	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.286	0.214	0.500	
50	LE-03-A-01	DETACHED	MELTON MOWBRAY	LEICESTERSHIRE	11	Tue	03/05/05	0.273	0.182	0.455	
51	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.273	0.045	0.318	
52	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.247	0.169	0.416	
53	FA-03-A-01	SEMI-DETACHED/	FALKIRK	FALKIRK	37	Thu	30/05/13	0.243	0.135	0.378	
54	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	
55	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.200	0.200	0.400	
56	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.167	0.000	0.167	
57	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	NORTH YORKSHIRE	52	Tue	25/09/07	0.154	0.231	0.385	
58	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.132	0.140	0.272	
59	DS-03-A-01	SEMI D./TERRAC	DRONFIELD	DERBYSHIRE	20	Thu	22/06/06	0.100	0.150	0.250	
60	AD-03-A-01	SEMI-DETACHED	ABERDEEN	ABERDEEN CITY	59	Fri	18/05/12	0.085	0.085	0.170	
61	WM-03-A-02	DETACHED & SEM	STOURBRIDGE	WEST MIDLANDS	12	Wed	26/04/06	0.083	0.333	0.416	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GfA, per employee, per hectare, etc.). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

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This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

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
	EX ESSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	2 days
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	3 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	4 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	2 days
	CP CAERPHILLY	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	AG ANGUS	1 days
	EA EAST Ayrshire	1 days
	FA FALKIRK	2 days
	FI FIFE	2 days
	HI HIGHLAND	3 days
	PK PERTH & KINROSS	1 days
	SR STIRLING	1 days

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

Filtering Stage 2 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: 6 to 372 (units:)
Range Selected by User: 5 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 07/10/13

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	13 days
Tuesday	17 days
Wednesday	8 days
Thursday	12 days
Friday	11 days

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

Selected survey types:

Manual count	61 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)	34
Edge of Town	25
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	50
Out of Town	1
No Sub Category	10

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.

Filtering Stage 3 selection:Use Class:

C3 60 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	9 days
10,001 to 15,000	12 days
15,001 to 20,000	19 days
20,001 to 25,000	8 days
25,001 to 50,000	7 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	9 days
50,001 to 75,000	4 days
75,001 to 100,000	13 days
100,001 to 125,000	9 days
125,001 to 250,000	11 days
250,001 to 500,000	9 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	26 days
1.1 to 1.5	34 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	1 days
No	60 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.

LIST OF SITES relevant to selection parameters

1	AD-03-A-01	SEMI-DETACHED		ABERDEEN CITY
	SPRINGFIELD ROAD			
	ABERDEEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			59
	Survey date: FRIDAY			18/05/12
				Survey Type: MANUAL
2	AG-03-A-01	BUNGALOWS/DET.		ANGUS
	KEPTIE ROAD			
	ARBROATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			7
	Survey date: TUESDAY			22/05/12
				Survey Type: MANUAL
3	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			9
	Survey date: TUESDAY			18/10/11
				Survey Type: MANUAL
4	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:			40
	Survey date: THURSDAY			20/11/08
				Survey Type: MANUAL
5	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:			82
	Survey date: FRIDAY			24/04/09
				Survey Type: MANUAL
6	CF-03-A-02	MIXED HOUSES		CARDIFF
	DROPE ROAD			
	CARDIFF			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:			196
	Survey date: FRIDAY			05/10/07
				Survey Type: MANUAL
7	CF-03-A-03	DETACHED		CARDIFF
	LLANTRISANT ROAD			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:			29
	Survey date: MONDAY			08/10/07
				Survey Type: MANUAL
8	CH-03-A-02	HOUSES/FLATS		CHESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:			174
	Survey date: TUESDAY			14/10/08
				Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
10	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
11	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
12	CP-03-A-02	SEMI DETACHED		CAERPHILLY
	THE RISE			
	PENGAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	41		
	Survey date: MONDAY	05/09/05		Survey Type: MANUAL
13	CW-03-A-01	TERRACED		CORNWALL
	ALVERTON ROAD			
	PENZANCE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	13		
	Survey date: THURSDAY	30/06/05		Survey Type: MANUAL
14	CW-03-A-02	SEMI D./DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: TUESDAY	18/09/07		Survey Type: MANUAL
15	DC-03-A-01	DETACHED		DORSET
	ISAACS CLOSE			
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	DS-03-A-01	SEMI D./TERRACED		DERBYSHIRE
	THE AVENUE			
	HOLMESDALE			
	DRONFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	20		
	Survey date: THURSDAY	22/06/06		Survey Type: MANUAL
17	EA-03-A-01	DETACHED		EAST AYRSHIRE
	TALISKER AVENUE			
	KILMARNOCK			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	39		
	Survey date: THURSDAY	05/06/08		Survey Type: MANUAL
18	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL
19	EX-03-A-01	SEMI-DET.		ESSEX
	MILTON ROAD			
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	237		
	Survey date: TUESDAY	13/05/08		Survey Type: MANUAL
20	FA-03-A-01	SEMI-DETACHED/TERRACED		FALKIRK
	MANDELA AVENUE			
	FALKIRK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: THURSDAY	30/05/13		Survey Type: MANUAL
21	FA-03-A-02	MIXED HOUSES		FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE			
	FALKIRK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	161		
	Survey date: WEDNESDAY	29/05/13		Survey Type: MANUAL
22	FI-03-A-02	SEMI DETACHED		FIFE
	WAROUT ROAD			
	GLENROTHES			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	58		
	Survey date: MONDAY	16/05/05		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	FI-03-A-03	MIXED HOUSES		FIFE
	WOODMILL ROAD			
	DUNFERMLINE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	155		
	Survey date: MONDAY	30/04/07		Survey Type: MANUAL
24	GM-03-A-10	DETACHED/SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	29		
	Survey date: WEDNESDAY	12/10/11		Survey Type: MANUAL
25	HI-03-A-11	BUNGALOWS		HIGHLAND
	STEVENSON ROAD			
	INSHES			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	85		
	Survey date: MONDAY	05/06/06		Survey Type: MANUAL
26	HI-03-A-13	HOUSING		HIGHLAND
	KINGSMILLS ROAD			
	INVERNESS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: THURSDAY	21/05/09		Survey Type: MANUAL
27	HI-03-A-14	SEMI-DETACHED		HIGHLAND
	CALEDONIAN ROAD			
	DALNEIGH			
	INVERNESS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: FRIDAY	13/05/11		Survey Type: MANUAL
28	LC-03-A-22	BUNGALOWS		LANCASHIRE
	CLIFTON DRIVE NORTH			
	BLACKPOOL			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: TUESDAY	18/10/05		Survey Type: MANUAL
29	LE-03-A-01	DETACHED		LEICESTERSHIRE
	REDWOOD AVENUE			
	MELTON MOWBRAY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	03/05/05		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

30	LN-03-A-01	MIXED HOUSES		LINCOLNSHIRE
	BRANT ROAD			
	BRACEBRIDGE			
	LINCOLN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	150		
	Survey date: <i>TUESDAY</i>	15/05/07		Survey Type: <i>MANUAL</i>
31	LN-03-A-02	MIXED HOUSES		LINCOLNSHIRE
	HYKEHAM ROAD			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	186		
	Survey date: <i>MONDAY</i>	14/05/07		Survey Type: <i>MANUAL</i>
32	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: <i>TUESDAY</i>	18/09/12		Survey Type: <i>MANUAL</i>
33	MS-03-A-01	TERRACED		MERSEYSIDE
	PALACE FIELDS AVENUE			
	RUNCORN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:	372		
	Survey date: <i>THURSDAY</i>	06/10/05		Survey Type: <i>MANUAL</i>
34	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: <i>FRIDAY</i>	21/06/13		Survey Type: <i>MANUAL</i>
35	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	27		
	Survey date: <i>TUESDAY</i>	16/10/12		Survey Type: <i>MANUAL</i>
36	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: <i>MONDAY</i>	22/10/12		Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

37	NT-03-A-03	SEMI DETACHED		NOTTINGHAMSHIRE
	B6018 SUTTON ROAD			
	KIRKBY-IN-ASHFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	166		
	Survey date: WEDNESDAY	28/06/06		Survey Type: MANUAL
38	NY-03-A-01	MIXED HOUSES		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	52		
	Survey date: TUESDAY	25/09/07		Survey Type: MANUAL
39	NY-03-A-05	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	71		
	Survey date: MONDAY	22/09/08		Survey Type: MANUAL
40	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
41	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
	CRAVEN WAY			
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	23		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
42	PK-03-A-01	DETAC. & BUNGALOWS		PERTH & KINROSS
	TULLYLUMB TERRACE			
	GORNHILL			
	PERTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	36		
	Survey date: WEDNESDAY	11/05/11		Survey Type: MANUAL
43	SF-03-A-01	SEMI DETACHED		SUFFOLK
	A1156 FELIXSTOWE ROAD			
	RACECOURSE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	77		
	Survey date: WEDNESDAY	23/05/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

44	SF-03-A-02	SEMI DET./TERRACED		SUFFOLK
	STOKE PARK DRIVE			
	MAIDENHALL			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	230		
	Survey date: THURSDAY	24/05/07		Survey Type: MANUAL
45	SF-03-A-03	MIXED HOUSES		SUFFOLK
	BARTON HILL			
	FORNHAM ST MARTIN			
	BURY ST EDMUNDS			
	Edge of Town			
	Out of Town			
	Total Number of dwellings:	101		
	Survey date: MONDAY	15/05/06		Survey Type: MANUAL
46	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
47	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL
48	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	108		
	Survey date: THURSDAY	11/06/09		Survey Type: MANUAL
49	SR-03-A-01	DETACHED		STIRLING
	BENVUE			
	STIRLING			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
	Survey date: MONDAY	23/04/07		Survey Type: MANUAL
50	ST-03-A-05	TERRACED & DETACHED		STAFFORDSHIRE
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: WEDNESDAY	26/11/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

51	TV-03-A-01	HOUSES & FLATS	TEES VALLEY
	POWLETT ROAD		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	225	
	Survey date: THURSDAY	14/04/05	Survey Type: MANUAL
52	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
53	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
54	WL-03-A-01	SEMI D./TERRACED W. BASSETT	WILTSHIRE
	MAPLE DRIVE		
	WOOTTON BASSETT		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	99	
	Survey date: MONDAY	02/10/06	Survey Type: MANUAL
55	WM-03-A-01	TERRACED	WEST MIDLANDS
	FOLESHILL ROAD		
	FOLESHILL		
	COVENTRY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	79	
	Survey date: FRIDAY	03/02/06	Survey Type: MANUAL
56	WM-03-A-02	DETACHED & SEMI DET.	WEST MIDLANDS
	HEATH STREET		
	STOURBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	12	
	Survey date: WEDNESDAY	26/04/06	Survey Type: MANUAL
57	WM-03-A-03	MIXED HOUSING	WEST MIDLANDS
	BASELEY WAY		
	ROWLEYS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	84	
	Survey date: MONDAY	24/09/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

58	WO-03-A-01	DETACHED		WORCESTERSHIRE
	MARLBOROUGH AVENUE			
	ASTON FIELDS			
	BROMSGROVE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: THURSDAY	23/06/05		Survey Type: MANUAL
59	WO-03-A-02	SEMI DETACHED		WORCESTERSHIRE
	MEADOWHILL ROAD			
	REDDITCH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	48		
	Survey date: TUESDAY	02/05/06		Survey Type: MANUAL
60	WO-03-A-03	DETACHED		WORCESTERSHIRE
	BLAKEBROOK			
	BLAKEBROOK			
	KIDDERMINSTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	138		
	Survey date: FRIDAY	05/05/06		Survey Type: MANUAL
61	WO-03-A-06	DET./TERRACED		WORCESTERSHIRE
	ST GODWALDS ROAD			
	ASTON FIELDS			
	BROMSGROVE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	232		
	Survey date: THURSDAY	30/06/05		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.

Licence No: 846402

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Ranking Type: **DEPARTURES**

15th Percentile = No. **52**
85th Percentile = No. **10**

Time Range: 17:00-18:00

Median Values
Arrivals: 0.425
Departures: 0.219
Totals: 0.644

Mean Values
Arrivals: 0.386
Departures: 0.237
Totals: 0.623

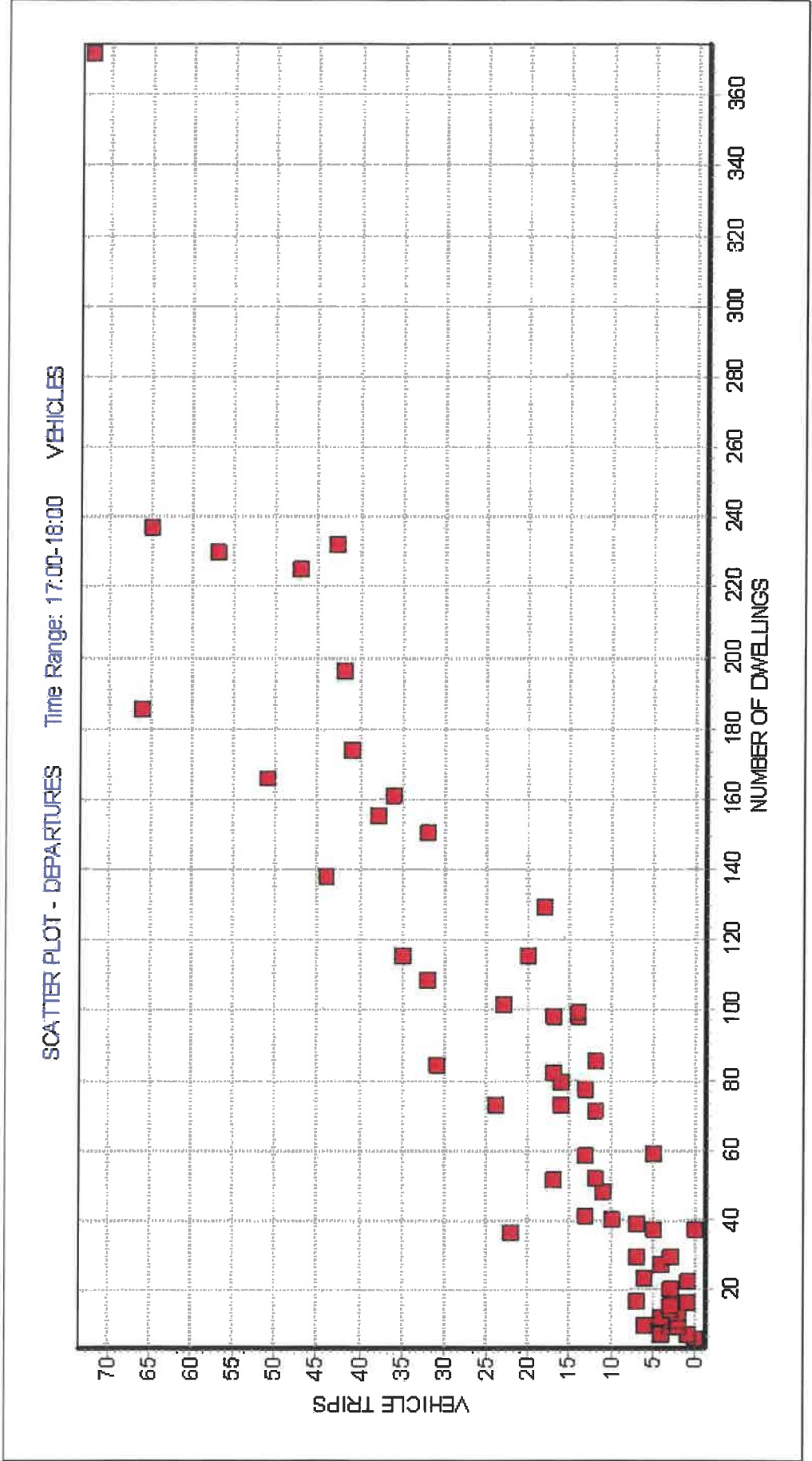
Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)		Travel Plan
								Arrivals	Departures	
1	PK-03-A-01	DETAC. & BUNGA	PERTH	PERTH & KINROSS	36	Wed	11/05/11	0.639	0.611	1.250
2	SH-03-A-03	DETACHED	SHREWSBURY	SHROPSHIRE	10	Fri	26/06/09	0.700	0.600	1.300
3	WO-03-A-01	DETACHED	BROMSGROVE	WORCESTERSHIRE	10	Thu	23/06/05	0.500	0.600	1.100
4	AG-03-A-01	BUNGALOWS/DET.	ARBROATH	ANGUS	7	Tue	22/05/12	0.571	0.571	1.142
5	CH-03-A-05	DETACHED	CREWE	CHESHIRE	17	Tue	14/10/08	0.353	0.412	0.765
6	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.369	0.774
7	LN-03-A-02	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	186	Mon	14/05/07	0.495	0.355	0.850
8	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.510	0.333	0.843
9	HI-03-A-13	HOUSING	INVERNESS	HIGHLAND	9	Thu	21/05/09	0.333	0.333	0.666
10	WM-03-A-02	DETACHED & SEMI	STOURBRIDGE	WEST MIDLANDS	12	Wed	26/04/06	0.083	0.333	0.416
11	HI-03-A-14	SEMI-DETACHED	INVERNESS	HIGHLAND	73	Fri	13/05/11	0.356	0.329	0.685
12	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.558	0.319	0.877
13	CP-03-A-02	SEMI DETACHED	PENGAM	CAERPHILLY	41	Mon	05/09/05	0.341	0.317	0.658
14	NT-03-A-03	SEMI DETACHED	KIRKBY-IN-ASHFIELD	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.398	0.307	0.705
15	SR-03-A-01	DETACHED	STIRLING	STIRLING	115	Mon	23/04/07	0.583	0.304	0.887
16	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.463	0.296	0.759
17	EX-03-A-01	SEMI-DET.	STANFORD-LE-HOPE	ESSEX	237	Tue	13/05/08	0.439	0.274	0.713
18	CH-03-A-08	DETACHED	CHESTER	CHESHIRE	11	Tue	22/05/12	0.545	0.273	0.818
19	NY-03-A-07	DETACHED & SEMI	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Tue	18/10/11	0.478	0.261	0.739
20	CB-03-A-03	SEMI DETACHED	WORKINGTON	CUMBRIA	40	Thu	20/11/08	0.475	0.250	0.725
21	SF-03-A-02	SEMI DET./TERR	IPSWICH	SUFFOLK	230	Thu	24/05/07	0.478	0.248	0.726
22	FI-03-A-03	MIXED HOUSES	DUNFERMLINE	FIFE	155	Mon	30/04/07	0.419	0.245	0.664
23	CF-03-A-03	DETACHED	CARDIFF	CARDIFF	29	Mon	08/10/07	0.414	0.241	0.655
24	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.322	0.236	0.558
25	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	NORTH YORKSHIRE	52	Tue	25/09/07	0.154	0.231	0.385
26	WO-03-A-02	SEMI DETACHED	REDDITCH	WORCESTERSHIRE	48	Tue	02/05/06	0.458	0.229	0.687
27	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.525	0.228	0.753
28	FI-03-A-02	SEMI DETACHED	GLENROTHES	FIFE	58	Mon	16/05/05	0.483	0.224	0.707
29	FA-03-A-02	MIXED HOUSES	FALKIRK	FALKIRK	161	Wed	29/05/13	0.317	0.224	0.541
30	CA-03-A-04	DETACHED	PETERBOROUGH	CAMBRIDGESHIRE	9	Tue	18/10/11	0.556	0.222	0.778
31	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.425	0.219	0.644
32	CF-03-A-02	MIXED HOUSES	CARDIFF	CARDIFF	196	Fri	05/10/07	0.398	0.214	0.612

Licence No: 846402

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
33	ST-03-A-05	TERRACED & DET	STOKE-ON-TRENT	STAFFORDSHIRE	14	Wed	26/11/08	0.286	0.214	0.500	
34	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.413	0.213	0.626	
35	TV-03-A-01	HOUSES & FLATS	HARTLEPOOL	TEES VALLEY	225	Thu	14/04/05	0.409	0.209	0.618	
36	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.354	0.207	0.561	
37	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.342	0.203	0.545	
38	MS-03-A-03	DETACHED	LIVERPOOL	MERSEYSIDE	15	Fri	21/06/13	0.200	0.200	0.400	
39	MS-03-A-01	TERRACED	RUNCORN	MERSEYSIDE	372	Thu	06/10/05	0.325	0.194	0.519	
40	WO-03-A-06	DET./TERRACED	BROMSGROVE	WORCESTERSHIRE	232	Thu	30/06/05	0.414	0.185	0.599	
41	LE-03-A-01	DETACHED	MELTON MOWBRAY	LEICESTERSHIRE	11	Tue	03/05/05	0.273	0.182	0.455	
42	EA-03-A-01	DETACHED	KILMARNOCK	EAST AYRSHIRE	39	Thu	05/06/08	0.667	0.179	0.846	
43	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.296	0.174	0.470	
44	LC-03-A-22	BUNGALOWS	BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.347	0.173	0.520	
45	NY-03-A-05	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.437	0.169	0.606	
46	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.247	0.169	0.416	
47	CS-03-A-01	TERRACED	PENZANCE	CORNWALL	13	Thu	30/06/05	0.308	0.154	0.462	
48	DW-03-A-01	SEMI D./TERRAC	DRONFIELD	DERBYSHIRE	20	Thu	22/06/06	0.100	0.150	0.250	
49	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.407	0.148	0.555	
50	SF-03-A-04	DETACHED & BUN	LOWESTOFT	SUFFOLK	7	Tue	23/10/12	0.429	0.143	0.572	
51	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	
52	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.374	0.141	0.515	
53	HI-03-A-11	BUNGALOWS	IVERNESS	HIGHLAND	85	Mon	05/06/06	0.376	0.141	0.517	
54	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.132	0.140	0.272	
55	FA-03-A-01	SEMI-DETACHED/	FALKIRK	FALKIRK	37	Thu	30/05/13	0.243	0.135	0.378	
56	GM-03-A-10	DETACHED/SEMI	MANCHESTER	GREATER MANCHESTER	29	Wed	12/10/11	0.448	0.103	0.551	
57	AD-03-A-01	SEMI-DETACHED	ABERDEEN	ABERDEEN CITY	59	Fri	18/05/12	0.085	0.085	0.170	
58	TW-03-A-02	SEMI-DETACHED	GATESHEAD	TYNE & WEAR	16	Mon	07/10/13	0.438	0.063	0.500	
59	LN-03-A-03	SEMI DETACHED	LINCOLN	LINCOLNSHIRE	22	Tue	18/09/12	0.273	0.045	0.318	
60	ES-03-A-02	PRIVATE HOUSIN	PEACEHAVEN	EAST SUSSEX	37	Fri	18/11/11	0.351	0.000	0.351	Yes
61	WK-03-A-01	TERRACED/SEMI/	LEAMINGTON SPA	WARWICKSHIRE	6	Fri	21/10/11	0.167	0.000	0.167	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GfA, per employee, per hectare, etc.). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.