

# Transport Report

Land at Uckham Lane,  
Battle,  
East Sussex,  
TN33 0LY



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Issue	Issue date	Compiled	Checked	Authorised
1	December 2023	EP	LNS	LNS

## 1 Introduction

- 1.1 This Transport Report (TR) has been prepared for GM Lines Building & Development in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils and Transport has been commissioned by GM Lines Building & Development to prepare a Transport Report in connection with the proposed development at land at Uckham Lane, Battle, East Sussex. The development consists of 15 dwellings with a new access to be installed from Uckham Lane, associated parking and landscaping. It is proposed to install a footway connection from Uckham Lane to Whatlington Road to improve accessibility for pedestrians to access local bus services.
- 1.3 Specifically, the report has been prepared to investigate and advise on the impacts of the proposed residential development on the local transport network.

### Policy Context

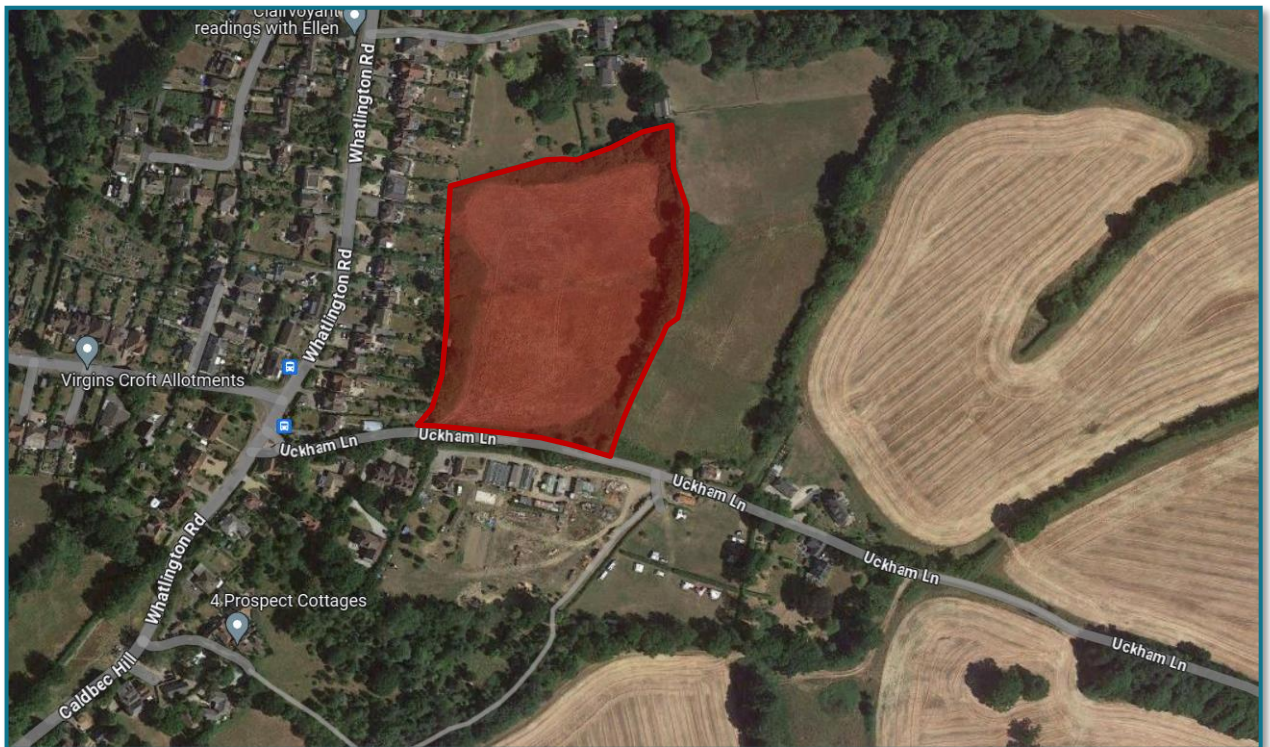
- 1.4 This Transport Report has been written in accordance with the following frameworks:
  - National Planning Policy Guidance (NPPG 2014);
  - National Planning Policy Framework (2023);
  - East Sussex County Council Local Transport Plan 3 (2011-2026);
  - ESCC Guidance for Parking at New Residential Development (2017);
  - Rother District Council's Core Strategy (2014);
  - Battle Civil Parish Neighbourhood Plan (2019-2028);
  - Manual for Streets (MfS1 & 2).

## 2 Existing Site

### Site Location

- 2.1 The existing site is currently agricultural land located on the western side of Uckham Lane, approximately 100m from the junction with Whatlington Road to the west. The site is located north-east of the centre of the Battle within the area administered by Rother District Council and East Sussex County Council.
- 2.2 The existing land is bound by residential dwellings to the west and farmland to the east and north. Uckham Lane runs south of the red line boundary of the site.
- 2.3 An aerial view of the existing site can be seen in **Figure 2.1**, indicated by the red boundary line.

Figure 2.1 - Aerial View of the Site



Source: Google Mas

### Local Highway Network

- 2.4 Uckham Lane is a single lane road which runs east from the junction with Whatlington Road approximately 100m to the west of the site red line boundary. Uckham Lane is a public bridleway known as BAT/109/1-BAT/109/2. To reduce speeds of vehicles along the bridleway and encourage safety of other users such as pedestrians, cyclists and equestrians, a 20mph speed sign has been

posted along the lane as well as speed bumps introduced to physically lower traffic speeds, see **Figure 2.2** below.

**Figure 2.2 Uckham Lane – Google Streetview**



- 2.5 Uckham Lane continues east for approximately 910m where it meets public footpath BAT/54/1 which continues east across countryside terminating at Marley Lane. BAT/109/2 continues south as BAT/109/3 linking to BAT/33/1, again terminating at Marley Lane. There is a distinctive network of public rights of way connecting to the site.
- 2.6 To the west by approximately 100m, Uckham Lane connects to Whatlington Road. Whatlington Road runs north by 3.1km connecting to Whatlington and the A21 which forms part of the strategic highway network.
- 2.7 The A21 forms part of a main arterial route from central London to Hastings within East Sussex. It spans across 94.3km. Within 5km of the site it provides access to Whatlington and Sedlescombe before continuing south to Hastings.
- 2.8 Approximately 870m south-west of the Uckham Lane / Whatlington Road junction, Whatlington Road continues as Caldbec Hill and then Mount Street where it terminates at High Street in Battle.

- 2.9 High Street in Battle is a main road within town (A2100), which links the surrounding residential roads and areas to the main built up area, linking to Marley Lane and Battle train station.

### Accident Data

- 2.10 Local vehicle incident records in a 250m vicinity of the site were reviewed for the last available 5 years of data; 2018-2022 using [www.crashmap.co.uk](http://www.crashmap.co.uk). CrashMap uses data collected by the police about road traffic accidents occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 2.11 During the examined 5-year period (2018-2022) there have been no accidents recorded within a 250m radius of the site access. The last 24 years of available data from CrashMap has shown that there have been no highway crashes along Uckham Lane or at the junction with Whatlington Road.

### 3 Modal Choices

#### Bus Services

- 3.1 The nearest bus stops to the site can be found on Whatlington Road, approximately 180m west of the proposed site access (3-minute walk). This bus stop is titled ‘Uckham Lane’ and is served by bus 1066. There is a bus shelter at this stop for bus users.
- 3.2 Additional stops are located on High Street, Battle within 870m of the site. These stops provide further services 95, 255, 384, B72, B73, B74, B75 and B79.
- 3.3 Services from these stops provide links to a number of places such as Bexhill, Crowborough, Flimwell and Roberstbridge. Services during peak hours can be seen below in **Table 3.1**.

Table 3.1 Bus Routes Serving Battle

Service No./Route	Operator	Average Frequency	
		Weekday	Weekend
95 – St Helens – Beauport – telham – Battle – Catsfield – Lower Street – Sidley – Bexhill	Stagecoach	Every 2hrs	Every 2hrs (Saturday only)
255 – Crowborough – Rotherfield – Heathfield – Netherfield – Battle	Wealdlink	Tuesdays & Thursdays – 3 services	N/A
384 – Baldslow – St Helens – Bohemia – Silverhill – Beauport – Telham – Battle – Robertsbridge	Stagecoach South East	2 services daily	N/A
1066 – Hastings – Bohemia – Silverhill – Battle – Whatlington – Robertsbridge – Hurts Green – Hawkhurst – Ticehurst – Tunbridge Wells	Stagecoach South East	Hourly	Saturday – Hourly Sunday – Every 2hrs
B72 – Mountfield – Broad Oak – Westfield – Battle – Netherfield – Battle – Baldslow	Battle Area Community Transport	1 return service (Mondays only)	N/A
B73 – Battle – Robertsbridge – Mountfield – Battle	Battle Area Community Transport	1 return service (Tuesdays only)	N/A
B74 – Mountfield – Battle – Sedlescombe – Netherfield – Battle	Battle Area Community Transport	1 return service (Wednesdays only)	N/A



<b>B75</b> – Mountfield – Battle – Netherfield – Battle – Sedlescombe – Beauport – Westfield – Baldslow	Battle Area Community Transport	1 return service (Wednesdays only)	N/A
<b>B79</b> – Battle – Brownbread Street – Battle	Battle Area Community Transport	1 return service (Tuesdays only)	N/A

3.4 As demonstrated above, there are frequent bus services throughout the week, including reliable services on weekends also via the 1066 bus service. The local buses provide connections to local towns and villages, conveying a wide opportunity for use of public transport by residents of the proposed development as an alternative to private car travel.

### Rail

3.5 Battle is the nearest railway station, located approximately 1.9km south of the site. This equates to a 25 minute walk time, or alternatively a 12-minute cycle time, or 6 minute car journey.

3.6 Battle Station facilities and services include:

- 30 cycle parking spaces with storage CCTV;
- 255 car parking spaces;
- 8 accessible car parking spaces;
- Impaired mobility set down and pick up points;
- Height adjusted ticket office with induction loop;
- Accessible ticket machines;
- Refreshments;
- Accessible toilets and baby changing facilities;
- Sheltered seating;
- Ramp for train access.

3.7 Services from Battle station are run by Southeastern and provide links to Hastings via Crowhurst and London Charing Cross via Robertsbridge, Tunbridge Wells, Sevenoaks, Orpington and London Bridge.

**Table 3.2 - Typical Weekday Frequencies in Peak Hours from Battle Railway Station**

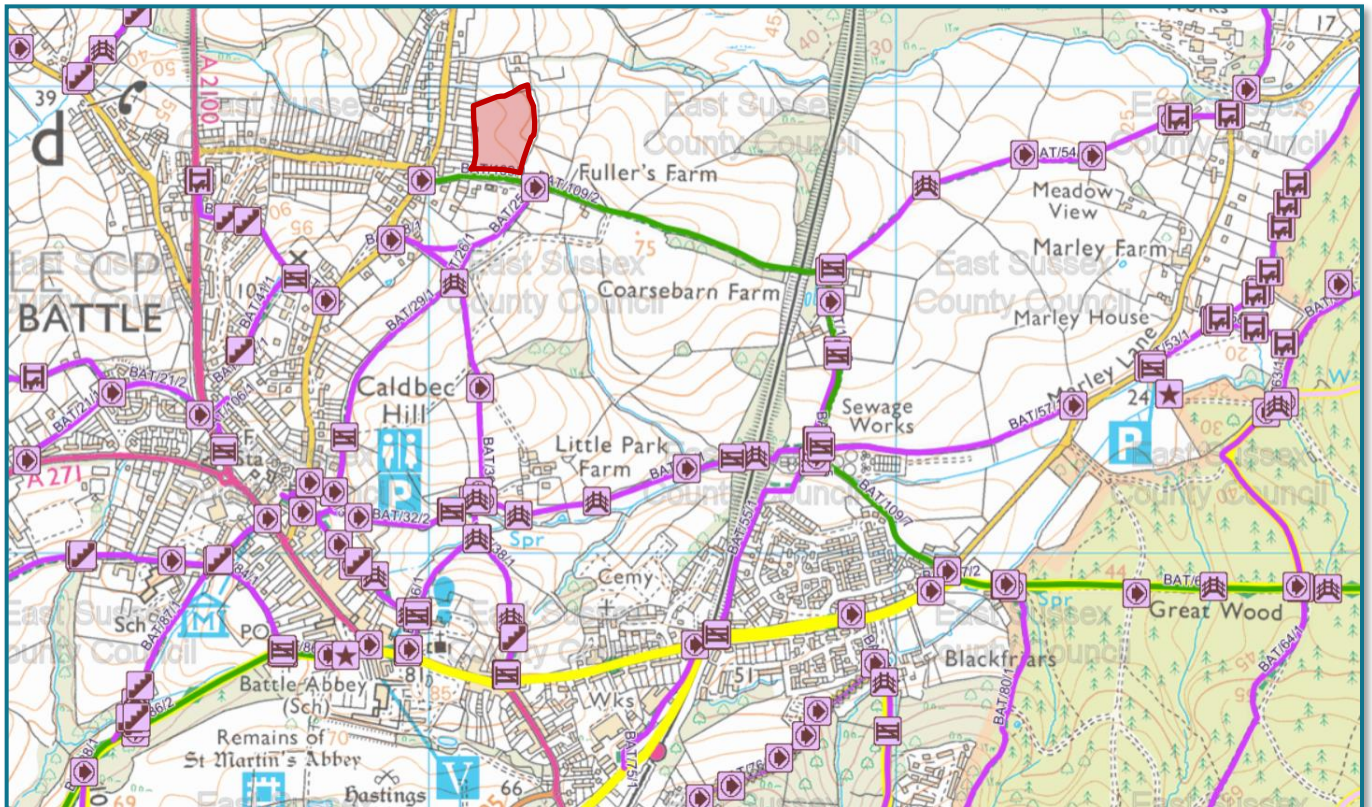
Destination	Frequency in 0800 – 0900 AM peak hour	Frequency in 1700 – 1800 PM peak hour	Journey Travel Time
Hastings	2	2	20 minutes
London Charing Cross	2	2	1hr 24 minutes

3.8 As seen from above, Uckfield Railway station provides regular connections to London, outer London, and Kent. Connecting stations such as East Croydon provide regular connections to other destinations such as Lewes and Gatwick Airport.

### Walking and Cycling

3.9 Uckham Lane is a public bridleway known as BAT/109/2. Uckham Lane continues east for approximately 910m where it meets public footpath BAT/54/1 which continues east across countryside terminating at Marley Lane. BAT/109/2 continues south as BAT/109/3 linking to BAT/33/1, again terminating at Marley Lane. There is a distinctive network of public rights of way connecting to the site. These can be used as off-road routes towards the centre of Battle as well as for leisure purposes. The PRoW map from ESCC is shown below in **Figure 3.1**.

Figure 3.1 PRow Map courtesy of ESCC, depicting Battle and surrounding area, with the site red line boundary (1:200m)



3.10 As part of the improvements for the planning proposal, a new pedestrian footpath is proposed along Uckham Lane to provide a connection to Whatlington Road.

3.11 There are no designated cycle lanes within the vicinity of the site. However, the extensive PRow network and topography of the surrounding area makes it conducive for cycling.

### Site Accessibility

3.12 The site is located within 2km of Battle High Street, accessed via Whatlington Road or Caldbeck Hill. Within 2km of the site the following can be accessed within a 15-25 minute walk:

- Caterpillar Pre-School
- Jempson's Local Supermarket
- Several pubs and restaurants
- Battle Abbey School
- Battle Abbey
- Co-Op Food Battle
- Battle Station
- A variety of bus stops

- Battel library
- Battle Recreational Ground

3.13 As detailed above there are some amenities within walking distance of the proposed development. Therefore, residents of the new development will be able to access local heritage sites, education, and community facilities. For any facilities or services that cannot be reached by active modes of transport, sustainable modes of transportation are available via the frequent bus services from Battle or via Battle rail station.

## 4 Proposed Development

- 4.1 The proposal is for 15 dwellings as well as the installation of a new access onto the land north of Uckham Lane. There will be associated car parking and cycle parking provided within the red line boundary of the site. It is proposed that there will be a pedestrian footway installed along Uckham Lane as well as localised widening via passing points along Uckham Lane to allow vehicles to pass. The development proposals, including the master plan are shown in **Appendix A**.
- 4.2 The unit mix of the development is as follows:
- 6x 120sqm 3-bed dwellings
  - 7x 200sqm 4-bed dwellings
  - 2x 280sqm 5-bed dwellings
  - Total: 15 dwellings

### Proposed Access

- 4.3 The site will be accessed from Uckham Lane as shown on the proposed layout plan. It is proposed that the access will measure at 5.5m going into the site, with 6m junction radii on either side of the bellmouth. The proposed access will utilise the existing farm access along Uckham Lane which will be upgraded into a formalised access as part of the development proposals. It is proposed that there will be a pedestrian footway installed along Uckham Lane continuing into the site access to provide pedestrians with a continuous link to Whatlington Road to gain access to local bus stops.
- 4.4 There will also be widening of the highway to allow for passing points for vehicles along Uckham Lane to ensure that vehicle conflict is minimised resultant of the development.
- 4.5 Manual for Streets 1 (MfS1) is considered to be the appropriate guidance for determining visibility splay requirements for this type of road based on the 20mph speed limit on Uckham Lane. MfS1 determines the Y distance visibility splay requirements for roads with speeds up to 37mph. It also confirms, in paragraph 7.7.6, that a distance of 2.4m is the appropriate X distance for most roads.
- 4.6 The required visibility splays are 2.4m x 25m in accordance with MfS1 standards. These splays are readily achievable in either direction of the access and have been shown on the proposed site access drawing in **Appendix D**.

### Proposed Car & Cycle Parking

- 4.7 The East Sussex County Council 'Guidance for Parking at New Residential Developments' (October 2017) sets out the minimum cycle parking standards for new residential developments. The relevant standards to this Transport Report are detailed in **Table 4.1** below.

Table 4.1 – Minimum Cycle Parking Standards for New Residential Developments

Table 1: Minimum Levels of Cycle Provision		
Type	Dwelling Size	Cycle Provision (per unit)
House	1 & 2 bed	2 spaces
House	3 or more bed	2 spaces

4.8 In accordance with ESCC cycle parking standards (see **Table 4.1** above), a provision of 2 cycle parking spaces will be included for each house. These will be provided in stores in the garden of each property. For the properties with associated garages, the garages will be designed to be 7m x 3m wide to ensure that cycles can be stored within the garages.

4.9 The ESCC Parking Guidance and Calculation Tool was used to determine the car parking demand for the proposed dwellings. The parking calculator output can be viewed in **Appendix C**. For ease of viewing, this can be viewed below in **Figure 4.1**.

Figure 4.1 ESCC Parking Calculator Tool

DEVELOPMENT MIX						ALLOCATED PARKING Spaces (Per Unit)	PARKING DEMAND					
Ref.	Unit Type	Tenure	Habitable Rooms (Per Unit)	Bedrooms (Per Unit)	No. of Units (Total)		Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
	↓	↓	↓	↓	↓	↓	per unit	Total	per unit	Total		
A	Houses	Private	5	3	6	2	12	0.08	0.50	0.20	1.20	13.70
B	Houses	Private	6	4	7	2	14	0.11	0.77	0.20	1.40	16.17
C	Houses	Private	7	5	2	2	4	0.17	0.34	0.20	0.40	4.74
D												
E												
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M												
N												
O												
P												
Q												
R												
S												
<b>Total</b>					<b>15</b>		<b>30</b>	<b>1.61</b>	<b>3.00</b>	<b>34.61</b>		

4.10 In light of the above, there will be 2 spaces provided per household within the curtilage of each dwelling. These will be provided on the driveway of each dwelling. There is adequate space within the site boundary for visitor parking. There will be no overspill of parking onto Uckham Lane.

4.11 In line with 'Approved Building Regulations S: Infrastructure for Charging Electric Vehicles', each private dwelling will have an individual active electric vehicle charging facilities installed.

## Servicing & Emergency Access

- 4.12 Emergency vehicles will be able to enter and turn on site using a turning head to enable them to access all properties within 45m. They will then be able to safely leave the site in a forward gear. This is in line with requirements set out for emergency vehicles in paragraph 6.7.2 of Manual for Streets 1 (MfS1).
- 4.13 The layout to the development will be designed to ensure that refuse vehicles will be able to enter the site to get to within 25m of the bin storage, in line with *the 'Good Practice Guide for Property Developers: Refuse & Recycling Storage at New Residential Developments within Eastbourne, Hastings, Wealden and Rother Council Areas, 2015'*. Residents will be able to access external bin stores within 30m of the entrance to the property.
- 4.14 Refuse vehicles will then be able to turn on site and re-enter Uckham Lane safely. This will be in line with the standards set out in paragraph 6.8.9 of MfS1. Refuse tracking for the development can be viewed in **Appendix D**. This has used a large refuse vehicle with dimensions of 12m length x 3.5m height x 3m width (26T) in line with the dimensions stated in the *'Good Practice Guide for Property Developers: Refuse & Recycling Storage at New Residential Developments within Eastbourne, Hastings, Wealden and Rother Council Areas, 2015'*.

## 5 Trip Generation

### Existing Site Trip Generation

5.1 The existing site is an unoccupied agricultural field, and therefore generates little or no trips. No trip generation has been considered for the existing site to ensure a robust assessment.

### Proposed Trip Generation - Methodology

5.2 The proposed development is for 15 residential units which have been assessed using the TRICS database. The database will be interrogated using the land use category of 'Housing Privately Owned'. This will ensure a robust assessment.

5.3 The TRICS database has been examined for appropriate matches to the proposed uses with the following site selection parameters being applied:

- Post 2015 surveys;
- All regions in England and Wales, with the exception of Greater London;
- Weekdays only;
- Suburban Area location types;
- Village sub-category;
- Residential use - private houses with a sample size between 8 and 30 units;

5.4 **Appendix B** holds details of sites selected and provides a full TRICS output report.

### Trip Rates & Trips

5.5 **Table 5.1** below provides trip rate data for the proposed site, based on the site selection criteria.

**Table 5.1 Privately Owned Dwellings – Weekday Trip Rates**

Privately Owned Houses	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
<b>Privately Owned Houses (1 Unit)</b>	0.206	0.404	0.610	0.313	0.208	0.520	2.651	2.701	5.352
<b>Privately Owned Houses (15 Units)</b>	3	6	9	5	3	8	40	41	80

5.6 Using the information from the TRICS database, the proposed development is likely to lead to:

- Around 9 two-way vehicle trips in the weekday AM peak period (0800-0900);
- Around 8 two-way vehicle trips in the weekday PM peak period (1700-1800);
- Overall, around 80 two-way daily weekday vehicle trips are forecast.



- 5.7 The resultant trip generation of the proposed development would not have a material impact and could be readily accommodated on the local highway network.

## 6 Conclusion

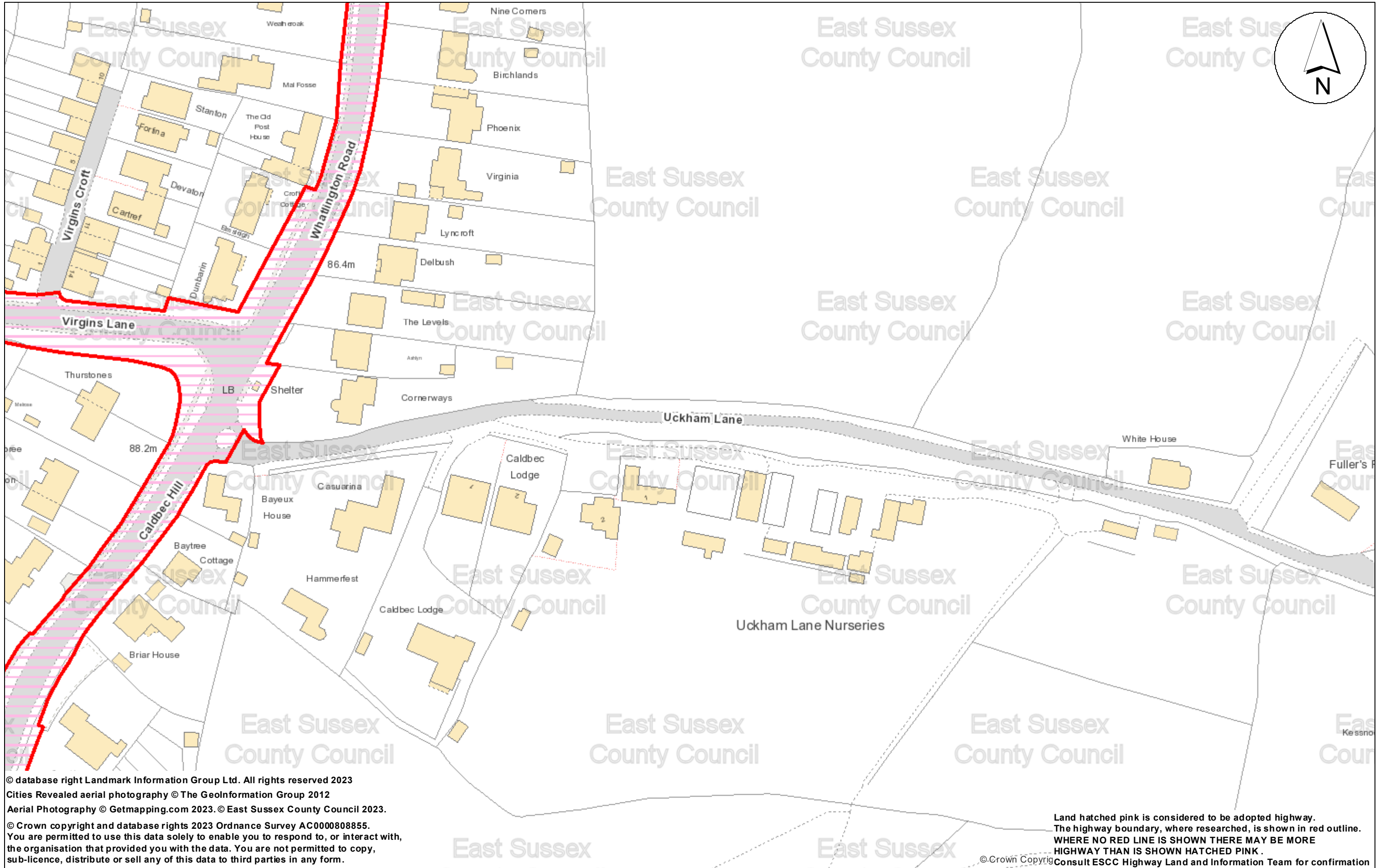
- 6.1 This Transport Report has summarised the existing situation and has provided an overview of the proposed development of 15 residential units from a transport perspective.
- 6.2 Key transport-relevant elements of the development, including access, trip generation and the impacts upon the surrounding transport networks, have been considered from a policy context.
- 6.3 There are frequent bus services that run within walking distance of the site, for example the 1066 bus service that provides an hourly service throughout the week and frequent services on weekends to Hastings and Tunbridge Wells. Within walking and cycling vicinity of the site, there are some shops and essential facilities that will be accessible for the new residents of the proposed development. Additionally, Battle Train Station is within a 25 minute walk of the site, providing frequent services to central London within 1hr30 minutes.
- 6.4 There will be a new access installed from Uckham Lane to serve the proposed 15 dwellings. The access will have a 5.5m carriageway width with 6m radii either side of the bellmouth. Visibility splays of 2.4m x 25m have been provided in accordance with MfS1 standards.
- 6.5 Within the internal site, there will be a turning head to allow cars, emergency and refuse vehicles to access the site from Uckham Lane, turn and exit in a forward gear.
- 6.6 The proposals will include covered and secure cycle parking and car parking to meet Rother District and East Sussex County Council parking standards.
- 6.7 A trip forecasting exercise was undertaken using the TRICS database to determine the trip generation of the proposed development. According to the analysis, the proposed development would likely lead to 9 trips in the AM peak and 8 trips in the PM peak with 80 daily two-way trips altogether. This will not have a detrimental impact on the surrounding highway network.
- 6.8 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

## Appendix A

### Site Layout Plan






**Land at Uckham Lane, Battle**  
 Author: HLIT - Ted

**Scale: 1:1,000**  
**Date: 08/12/2023**

East Sussex County Council  
 County Hall  
 St Annes Crescent  
 Lewes



## Appendix B

### TRICS Output Data

Calculation Reference: AUDIT-349901-231219-1200

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	2 days
03	SOUTH WEST	
	DC DORSET	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days
	NY NORTH YORKSHIRE	1 days
	SE SHEFFIELD	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
Actual Range: 8 to 30 (units: )  
Range Selected by User: 6 to 30 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

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

Selected survey days:

Monday	4 days
Tuesday	1 days
Wednesday	10 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	4

*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	16
Village	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	17 days - Selected

## Secondary Filtering selection:

Use Class:

C3 20 days

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

Population within 500m Range:

All Surveys Included



## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	1 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:

0.6 to 1.0	6 days
1.1 to 1.5	13 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	6 days
No	14 days

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

PTAL Rating:

No PTAL Present	20 days
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*This data displays the number of selected surveys with PTAL Ratings.*

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

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>	TOWN HOUSES	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	BO-03-A-01 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Total No of Dwellings: 30 <i>Survey date: THURSDAY 15/10/20</i>	DETACHED HOUSES	BEDFORD	<i>Survey Type: MANUAL</i>
3	BY-03-A-01 CHURCH LANE NEAR BARNSELEY WORSBROUGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 19 <i>Survey date: WEDNESDAY 09/09/20</i>	BUNGALOWS & DETACHED	BARNSELEY	<i>Survey Type: MANUAL</i>
4	DC-03-A-10 ADDISON CLOSE GILLINGHAM  Edge of Town Residential Zone Total No of Dwellings: 26 <i>Survey date: WEDNESDAY 09/11/22</i>	MIXED HOUSES	DORSET	<i>Survey Type: MANUAL</i>
5	ES-03-A-06 BISHOPS LANE RINGMER  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 <i>Survey date: WEDNESDAY 16/06/21</i>	MIXED HOUSES	EAST SUSSEX	<i>Survey Type: MANUAL</i>
6	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 8 <i>Survey date: TUESDAY 08/06/21</i>	TERRACED HOUSES	HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
7	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: 14 <i>Survey date: WEDNESDAY 09/06/21</i>	MIXED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
8	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>	DETACHED & SEMI-DETACHED	MEDWAY	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES		MEDWAY
	Edge of Town Residential Zone Total No of Dwellings:		19	
	<i>Survey date: MONDAY</i>		<i>06/06/22</i>	<i>Survey Type: MANUAL</i>
10	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>16/09/15</i>	<i>Survey Type: MANUAL</i>
11	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		17	
	<i>Survey date: WEDNESDAY</i>		<i>12/09/18</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
12	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	TERRACED HOUSES		NORTH YORKSHIRE
	<i>Survey date: WEDNESDAY</i>		<i>10/05/17</i>	<i>Survey Type: MANUAL</i>
13	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>17/10/16</i>	<i>Survey Type: MANUAL</i>
14	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI-DETACHED		POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>11/05/15</i>	<i>Survey Type: MANUAL</i>
15	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	<i>Survey date: THURSDAY</i>		<i>22/09/16</i>	<i>Survey Type: MANUAL</i>
16	SE-03-A-01 MANOR ROAD NEAR SHEFFIELD WALES Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	DETACHED & BUNGALOWS		SHEFFIELD
	<i>Survey date: THURSDAY</i>		<i>10/09/20</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		
		18	
	<i>Survey date: WEDNESDAY</i>	<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
18	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	26	
	<i>Survey date: WEDNESDAY</i>	<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
19	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:	12	
	<i>Survey date: MONDAY</i>	<i>08/05/17</i>	<i>Survey Type: MANUAL</i>
20	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES	WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	23	
	<i>Survey date: WEDNESDAY</i>	<i>25/09/19</i>	<i>Survey Type: MANUAL</i>

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	19	0.086	20	19	0.266	20	19	0.352
08:00 - 09:00	20	19	0.206	20	19	0.404	20	19	0.610
09:00 - 10:00	20	19	0.130	20	19	0.211	20	19	0.341
10:00 - 11:00	20	19	0.177	20	19	0.188	20	19	0.365
11:00 - 12:00	20	19	0.203	20	19	0.177	20	19	0.380
12:00 - 13:00	20	19	0.240	20	19	0.201	20	19	0.441
13:00 - 14:00	20	19	0.195	20	19	0.208	20	19	0.403
14:00 - 15:00	20	19	0.198	20	19	0.234	20	19	0.432
15:00 - 16:00	20	19	0.318	20	19	0.242	20	19	0.560
16:00 - 17:00	20	19	0.305	20	19	0.193	20	19	0.498
17:00 - 18:00	20	19	0.313	20	19	0.208	20	19	0.520
18:00 - 19:00	20	19	0.281	20	19	0.169	20	19	0.450
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.651			2.701			5.352

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

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

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#### Parameter summary

Trip rate parameter range selected:	8 - 30 (units: )
Survey date range:	01/01/15 - 09/11/22
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

## Appendix C

### ESCC Parking Calculator Output

**EAST SUSSEX COUNTY COUNCIL CAR OWNERSHIP PARKING DEMAND TOOL**

Ward 1	→	Battle Town
District		Rother
Ward 2	→	
District		
Ward 3	→	
District		
Ward Tempro Factor 2011-2026		1.077
District Tempro Factor 2011-2026		1.072

**STAGE 1**

Please input the ward name for your development location by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please refer to <http://www.neighbourhood.statistics.gov.uk/dissemination/> and input postcode or search on Map viewer. Where Census data contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size, the tool allows for 3 wards. If there is still a low sample then the tool will automatically choose district/borough data.



**G**  
The Parking Demand  
East Sussex County C  
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For more informatio  
document or contac  
developmentcontro

**STAGE 2**

Please input the unit type, number of bedrooms, number of units of that type and number of allocated parking spaces

DEVELOPMENT MIX						ALLOCATED PARKING Spaces (Per Unit)	PARKING DEMAND					
Ref.	Unit Type	Tenure	Habitable Rooms (Per Unit)	Bedrooms (Per Unit)	No. of Units (Total)		Allocat ed No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
	↓	↓		↓	↓	↓	per unit	Total	per unit	Total		
A	Houses	Private	5	3	6	2	12	0.08	0.50	0.20	1.20	13.70
B	Houses	Private	6	4	7	2	14	0.11	0.77	0.20	1.40	16.17
C	Houses	Private	7	5	2	2	4	0.17	0.34	0.20	0.40	4.74
D												
E												
F												
G												
H												
I												
J												
K												
L												
M												
N												
O												
P												
Q												
R												
S												
<b>Total</b>					<b>15</b>		<b>30</b>		<b>1.61</b>		<b>3.00</b>	<b>34.61</b>

← **Total Parking Demand for Development**

## Appendix D

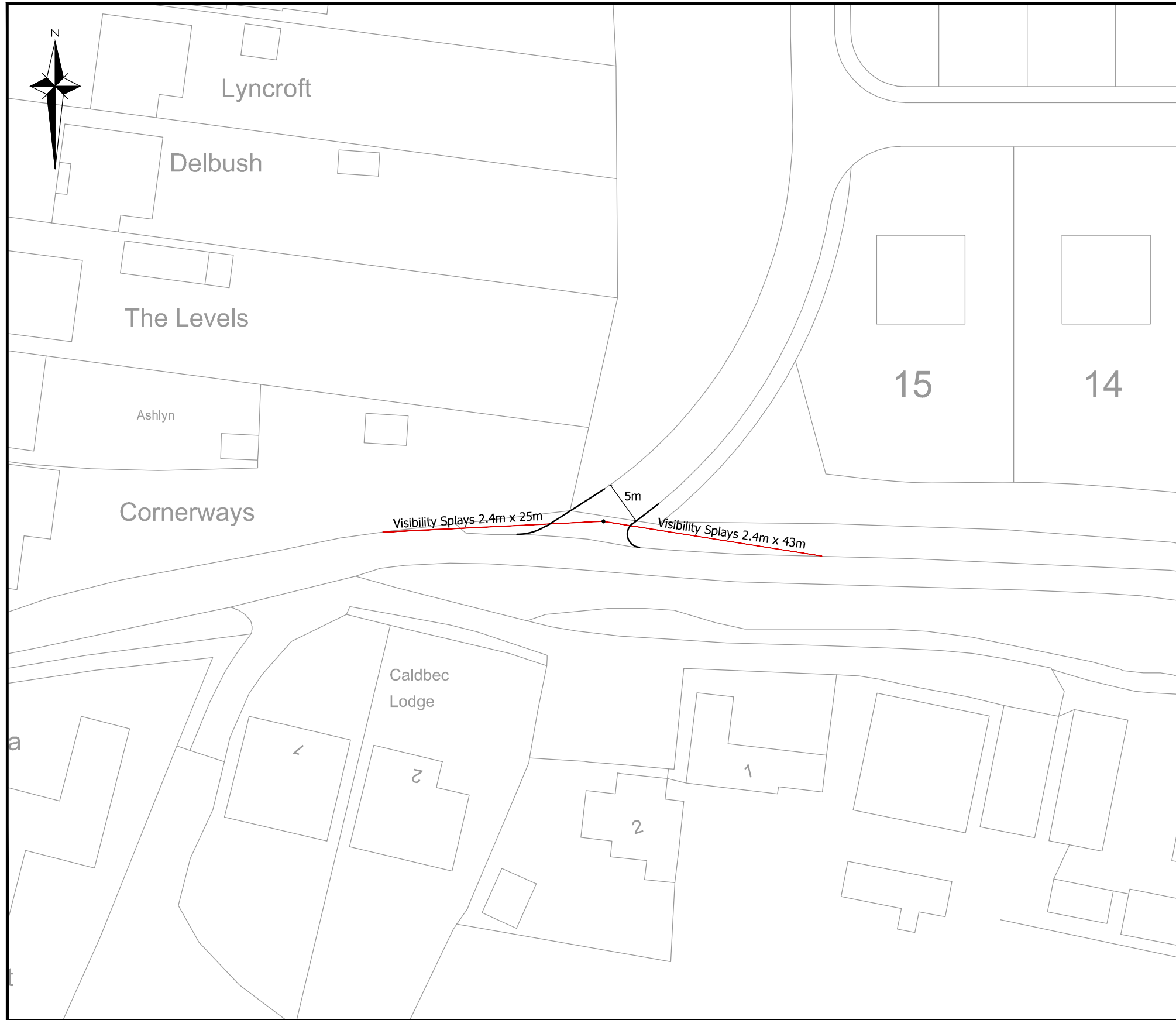
### Access Plan, Vehicle Tracking and Visibility Splays



**GENERAL NOTES**

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. Any discrepancies shall be notified to gta prior to works commencing.
2. Tender or billing drawings shall not be used for construction or the ordering of materials.
3. Do not scale. All dimensions and levels to be site confirmed.
4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements
5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.

Rev	Amendments	Date	Dsn	Chk
P1	INITIAL ISSUE	??,??,2022	???	??





## Civil Engineering - Transport Planning - Flood Risk

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