



RURBAN ESTATES

Rother Draft Local Plan 2025–2042

Regulation 18 Consultation Representation – March 2026

Policy SG2 – Land east of Bardown Road, Stonegate

1. Introduction

- 1.1 This representation is submitted on behalf of Rurban Estates Limited in response to the Regulation 18 consultation on the emerging Rother Local Plan.
 - 1.2 The representation relates specifically to draft allocation SG2: Land east of Bardown Road, Stonegate, which is proposed to accommodate approximately 20 dwellings.
 - 1.3 Rurban Estates Limited is working with the owners of the land and supports the allocation of the site in principle and confirms that:
 - The site is available for development now and is not subject to any ownership or legal constraints that would preclude delivery; and
 - A landscape-led development approach can be successfully applied to the site; and
 - The site can accommodate development in a manner that is fully consistent with the requirements of draft Policy SG2 and wider Local Plan policy objectives; and
 - The technical considerations identified by the Council can be appropriately addressed through the development management process, supported by proportionate evidence at the planning application stage.
 - 1.4.1 A supporting Transport Technical Note and access feasibility drawings (Annexure 1) prepared by Transport Planners DHA accompanies this representation. This has been prepared to demonstrate that a safe and suitable access strategy can be achieved.
 - 1.5 The purpose of this representation is therefore to support the allocation, whilst also recommending a number of targeted refinements to policy wording to ensure that the site is deliverable, effective and consistent with national policy.
-

2. Support for the Spatial Strategy – Role of Northern Rother

- 2.1 The emerging spatial strategy appropriately recognises the role that rural settlements within Northern Rother can play in contributing towards housing delivery over the plan period.
- 2.2 This approach is supported by East Sussex County Council (ESCC), who note within their Regulation 18 consultation response that “a number of rural primary schools in the district are operating under-capacity... appropriate growth in these villages [is] an important factor in securing the long-term viability of these schools and communities.”
- 2.3 This is an important consideration which extends beyond housing numbers alone. In particular:
 - Modest, well-located allocations such as SG2 can play a critical role in sustaining rural communities, supporting local services and facilities; and
 - Such development can deliver wider social and economic benefits, including supporting school rolls, local businesses and community cohesion.
- 2.4 In this context, Stonegate represents an appropriate and sustainable location for proportionate growth, having regard to its existing settlement form and role within the wider rural area.

- 2.5 The allocation of SG2 therefore aligns with a balanced and sustainable spatial strategy, providing for:
- Small-scale, policy-led growth, and
 - Reinforcement of the long-term vitality and resilience of the settlement
-

3. Support for Allocation SG2

3.1 Principle of Development

3.1.1 The allocation of SG2 is supported as it represents a logical and well-related extension to the existing settlement boundary.

3.1.2 In particular, the site:

- Provides a natural rounding-off of the built form along the northern edge of Stonegate (Refer to Figure 1);
- Is well contained by existing hedgerows and tree belts, which provide a strong landscape framework; and
- Is capable of delivering a high-quality, landscape-led scheme that responds positively to its context.

3.1.3 The site also benefits from its relationship with existing development, in that it:

- Lies immediately adjacent to established residential uses and the settlement boundary;
- Is not physically or visually isolated from the village; and
- Can be integrated effectively into the existing pattern of development, both functionally and visually.

3.1.4 As such, the principle of residential development on this site is considered to be entirely appropriate in planning terms.

Figure 1: Site (Red Line) & Settlement Boundary (White Line)



3.2 Alignment with High Weald National Landscape (HWNL)

3.2.1 It is recognised that the site lies within the High Weald National Landscape, and that this is a key policy consideration.

3.2.2 Rurban Estates welcomes the response from the High Weald National Landscape Unit which does not raise an objection in principle to the allocation of the site.

3.2.3 Rather, the HWNL response confirms that:

- Development may be acceptable subject to site-specific considerations; and
- A Landscape Sensitivity Study (LSS) should be undertaken to inform matters such as:
 - Layout
 - Development capacity
 - Access positioning

3.2.4 The response further highlights the importance of:

- Carefully considering the location and design of access in order to minimise landscape and visual effects; and
- Ensuring that development is genuinely landscape-led, with design informed by an understanding of local character.

3.2.5 This position is significant because it:

- Confirms that the HWNL do not consider the site inherently unsuitable for development; and
- Aligns directly with the Council's proposed policy approach, which requires landscape sensitivity work to inform development proposals.

3.2.6 Landscape and visual effects can be appropriately mitigated through design, layout and planting strategy, which will include allowing for a network of blue and green infrastructure to be integrated within the scheme and contribute positively to the quality and setting of the National Landscape.

3.3 Deliverability

3.3.1 The site is considered to be deliverable within the early part of the plan period, with no known constraints that would delay its implementation.

3.3.2 In particular, the site is:

- Available now; and
- Capable of being brought forward through a standard planning application process; and
- Rurban Estates is working with the landowners to advance the site.

3.3.3 This is especially important in the context of the emerging Local Plan, which identifies a significant shortfall in housing delivery when assessed against identified needs.

3.3.4 In this regard, smaller sites such as SG2 offer clear advantages, in that they:

- Can provide early certainty of delivery; and
- Reduce reliance on larger, more complex strategic sites, which may be subject to longer lead-in times.
- Help support SME housebuilders to deliver schemes which support the market need, delivering variety and speed.

3.3.5 The allocation of SG2 therefore represents a robust and deliverable component of the housing supply strategy.

4. Detailed Comments on Policy SG2

4.1 Quantum and Density

4.1.1 Based on the understood Constraints & Opportunities (refer to Figure 2) the proposed capacity of “some 20 dwellings” is supported.

Figure 2: Opportunities & Constraints



4.1.2 However, it is important that this figure is not applied as a rigid cap. Consistent with:

- The HWNL response, which emphasises that capacity should be informed by landscape considerations; and
- National policy, which seeks to make efficient use of land

The final quantum should be derived through the design process.

4.1.3 In practice, this means that development should be:

- Landscape-led, and
- Responsive to site-specific constraints and opportunities rather than predetermined by a fixed number.

4.2 Access and Highways

4.2.1 The policy identifies Bardown Road as the point of access and notes existing constraints, including its rural character.

4.2.2 Whilst these matters are acknowledged, they are typical of rural locations and do not in themselves preclude development.

4.2.3 Importantly, the HWNL response highlights that:

- The location of access is a key consideration from a landscape perspective; and
- It should be informed by detailed technical and design work.

4.2.4 The appended material demonstrates that:

- A safe and suitable access arrangement can be achieved from the SE corner of the site off Bardown Road; and
- Any impacts can be appropriately mitigated through design measures.

4.2.5 Recommended modification:

“Access should be provided at the SE corner of the site, with a new footway on the southern side of the vehicular access terminating at the junction with The Acorns..”

4.3 Landscape and Design

4.3.1 The requirement for a landscape sensitivity assessment is supported and reflects best practice for development within a National Landscape.

4.3.2 However, it is important that the policy is framed in a way that:

- Recognises that sensitively designed development can be appropriate; and
- Does not imply that landscape designation acts as a constraint in principle.

4.3.3 The site benefits from a number of positive characteristics, including:

- Strong existing boundary vegetation, which provides containment;
 - The opportunity to create a well-structured, landscape-led layout; and
 - The ability to concentrate development in areas of lower sensitivity, with generous green infrastructure.
-

4.4 Green Infrastructure and Footpath

4.4.1 The requirement to retain the public right of way and provide structural landscaping is supported.

4.4.2 However, it is important that green infrastructure requirements remain:

- Proportionate to the scale of development; and
- Fully integrated into the overall design approach, rather than being treated as a separate constraint.

4.4.3 The site offers clear opportunities to deliver:

- Enhanced public access and connectivity;
 - Biodiversity net gain; and
 - Multi-functional green spaces that integrate drainage, ecology and amenity functions.
-

4.5 Archaeology

4.5.1 The requirement for archaeological assessment is standard and supported.

4.6 Groundwater (SPZ)

4.6.1 The presence of a Source Protection Zone (SPZ3) affecting part of the site is noted.

4.6.2 This designation does not represent a barrier to development and can be appropriately addressed through:

- Standard drainage design; and
 - Appropriate environmental mitigation measures.
-

4.7 Affordable Housing

4.7.1 The requirement to provide policy-compliant affordable housing is supported in principle.

4.7.2 However, it is important that sufficient flexibility is retained to account for:

- Site-specific viability considerations, where these arise and can be robustly evidenced.
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5. Summary and Conclusion

5.1 Rurban Estates Limited supports the allocation of Site SG2.

5.2 The site:

- Is sustainably located in relation to the existing settlement;
- Is available and deliverable in the short term;
- Will contribute positively to rural vitality, including supporting local services such as schools; and
- Is supported in principle by key consultees, including the High Weald National Landscape Unit.

5.3 The ESCC response further reinforces that:

- Growth in rural villages such as Stonegate is both necessary and beneficial, particularly in maintaining community infrastructure.

5.4 The allocation should therefore be:

- Retained within the Local Plan, and

- Refined where necessary, rather than restricted.

5.5 The recommended modifications set out above will ensure that the policy is:

- Flexible and deliverable;
- Consistent with a landscape-led approach; and
- Capable of supporting a high-quality form of development.

Annexure 1- Transport Technical Note

TRANSPORT TECHNICAL NOTE

JOB REF. **LS/LC/37630** CLIENT **Rurban Estates Limited**

SITE **Land East of Bardown Road, Stonegate**

1.1 INTRODUCTION

- 1.1.1 This Transport Technical Note (TTN) has been prepared in support of a Regulation 18 submission to Rother District Council (RDC) by Rurban Estates Limited in relation to Land East of Bardown Road, in Stonegate, East Sussex, which is being promoted for residential-led development.
- 1.1.2 The current proposals are for the development of up to 20 dwellings. This TTN outlines the proposed multi-modal access strategy, considers the accessibility of the site, quantifies the likely vehicular trip generation of the potential development and identifies appropriate and proportionate mitigation measures.

1.2 PROPOSAL SITE

- 1.2.1 The site is located to the east of Bardown Road and west of Lynden Lane, and is approximately 245m north of Stonegate village centre 'as the crow flies'. The location of the site within a local context is shown in Figure 1 overleaf.



FIGURE 1: SITE LOCATION (COURTESY OF GOOGLE MAPS)

- 1.2.2 The site currently comprises undeveloped greenfield land and a public footpath. The site is bound on all sides by lines of trees and residential dwellings to the north, east and south, with Bardown Road located to the west, Lymden Lane to the east and The Acorns to the south.

1.3 DEVELOPMENT PROPOSALS

- 1.3.1 The proposals comprise the construction of up to 20 dwellings along with associated access, landscaping and open space.
- 1.3.2 It is proposed that vehicular access to the development would be achieved via a new priority junction with Bardown Road, approximately 50m north of the junction with The Acorns. An indicative access design is included at **Appendix A**. The access

design has included for a carriageway width of 5.5m and would be subject to an independent Stage 1 Road Safety Audit as part of the preparation of any future planning application; however, no significant issues are foreseen.

- 1.3.3 Pedestrian access to the site would be achievable via a 2m wide pedestrian footway on the southern side of the vehicular access. This footway would route out of the site and south along Bardown Road, terminating at the junction with The Acorns. An uncontrolled pedestrian crossing equipped with dropped kerbs and tactile paving would be provided to connect with the existing pedestrian infrastructure to the south of the junction with The Acorns.

1.4 PEDESTRIAN AND CYCLE ACCESSIBILITY

- 1.4.1 It is noted that Bardown Road is not equipped with formal pedestrian infrastructure or street lighting, albeit this is reflective of the rural nature of the area. A grass verge bounds Bardown Road on its east side for approximately 110m between The Acorns and the Ivander residential dwelling, intersected by private driveways and terminating at the Tollgate residential dwelling. Beyond the private driveway of this dwelling, a hedgerow replaces the verge, which is shown in Figure 2.



FIGURE 2: EXISTING GRASS VERGE (PHOTO TAKEN ON BARDOWN ROAD OUTSIDE IVANDER RESIDENTIAL DWELLING, FACING NORTH)

- 1.4.2 The Acorns is equipped with a 1.8m wide footway on its southern side that routes into Bardown Road and south for approximately 4.5m before terminating. This footway provision is shown in Figure 3.



FIGURE 3: BRIEF FOOTWAY PROVISION FROM THE ACORNS (PHOTO TAKEN ON BARDOWN ROAD, FACING NORTH)

- 1.4.3 Within the village centre of Stonegate, Station Road is equipped with a 2m wide footway on its east side. It routes for approximately 215m from Cottenden Road, terminating outside St Peter's Church. Cottenden Road is also equipped with a 1.5m wide footway, routing between Lymden Lane and the access to Stonegate Village Garage. The footway provision on Station Road is shown in Figure 4.



FIGURE 4: FOOTWAY PROVISION ON STATION ROAD ROUTING ONTO COTTENDEN ROAD (PHOTO TAKEN ON BARDOWN ROAD AT JUNCTION WITH LYMDEN LANE AND COTTENDEN ROAD, FACING SOUTH)

- 1.4.4 Figure 5 displays the local Public Rights of Way (PRoW) network in the site vicinity, where purple lines indicate footpaths and green lines indicate licensed bridleways.

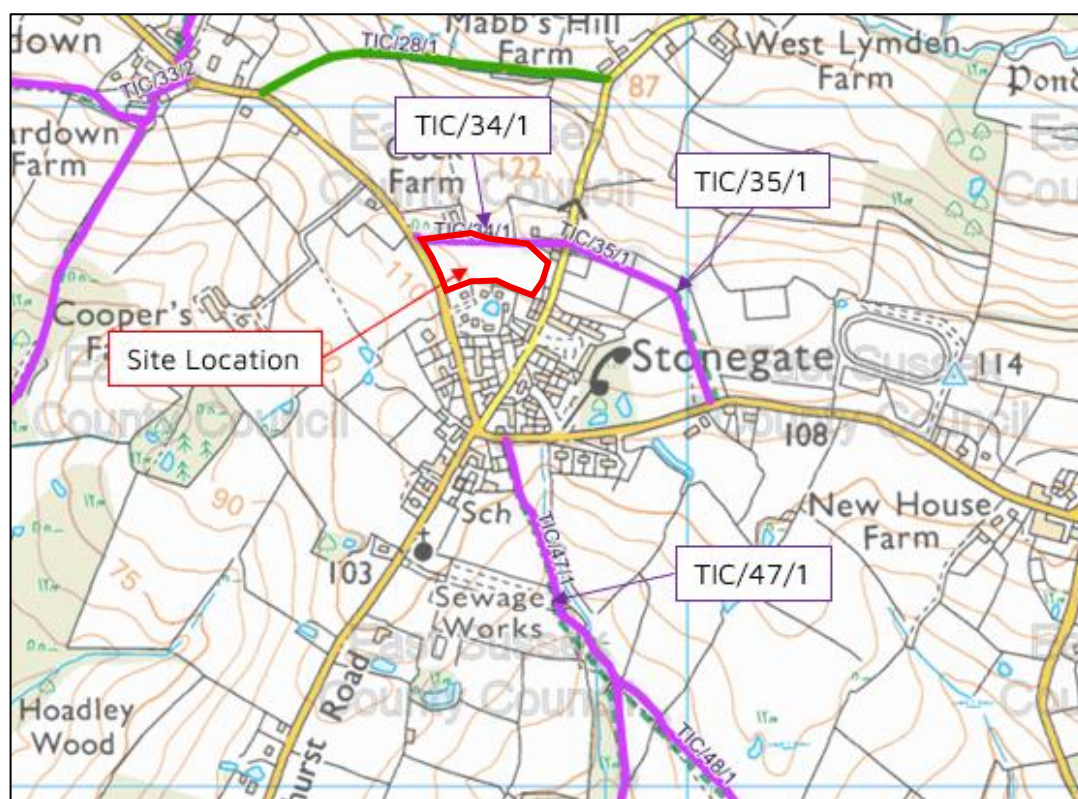


FIGURE 5: PROW NETWORK LOCAL TO SITE (COURTESY OF EAST SUSSEX COUNTY COUNCIL)

- 1.4.5 Footpath TIC/34/1 is accessible off Bardown Road and cuts through the site, providing a connection to Lynden Lane Footpath TIC/35/1 and onwards to Cottenden Road.
- 1.4.6 Footpath TIC/47/1 is accessible off Cottenden Road and routes south, providing onward connection to Stonegate Railway Station to the south via Footways TIC/47/2, TIC/46/2 and TIC/45/1.
- 1.4.7 It is noted that there is no formal cycling infrastructure within the vicinity of the site. However, given that all roads within Stonegate are subject to a 30mph speed limit, this low-speed environment is conducive of on-carriageway cycling by confident individuals.

1.5 PUBLIC TRANSPORT ACCESSIBILITY

- 1.5.1 It is noted that Stonegate is not currently served by any bus services.
- 1.5.2 Stonegate Railway Station is located approximately 2km (a 25-minute walk, five-minute cycle or three-minute drive) southwest of the site. The station provides

145 car parking spaces including six accessible bays, 14 sheltered cycle parking spaces in the form of Sheffield stands, a seated area, toilets, CCTV, ticket machines, and step-free access to coast-bound rail services. It is noted that there is no step-free access to London-bound rail services.

1.5.3 Table 1 details the direct rail services that are accessible from this station.

LOCATION	SERVICE FREQUENCY			AVERAGE JOURNEY TIME
	WEEKDAY PEAK	WEEKDAY OFF-PEAK	WEEKENDS	
London Charing Cross	Two per hour	One per hour	One per hour	1 hr 26 mins
Hastings	One to two per hour	One per hour	One per hour	33 mins

TABLE 1: RAIL SERVICES ACCESSIBLE FROM STONEGATE RAILWAY STATION

1.6 SITE ACCESSIBILITY

1.6.1 Table 2 lists a selection of nearby services and their approximate distances and travel times from the proposed site access by walking¹, cycling and driving.

¹ Walk times quoted above are based on a walk speed of 80m per minute, a figure which is widely used to estimate walk times and used within the London-based Public Transport Accessibility Level (PTAL) analysis.

SERVICE / FACILITY	DISTANCE	WALK TIME	CYCLE TIME	DRIVE TIME
Primary School – Stonegate Church of England Primary School	350m	4 minutes	1 minute	<1 minute
Stonegate Village Hall	400m	5 minutes	1 minute	<1 minute
Place of Worship – St Peter’s Church	450m	6 minutes	1 minute	<1 minute
Stonegate Play Park	500m	6 minutes	2 minutes	1 minute
Stonegate Cricket Ground	650m	8 minutes	2 minutes	1 minute
Stonegate Railway Station	2.0km	25 minutes	5 minutes	3 minutes
Dentist – Country Dental Practice	3.1km	39 minutes	11 minutes	5 minutes
Convenience Store – Londis	3.7km	46 minutes	16 minutes	6 minutes
Post Office – Ticehurst Post Office	3.7km	46 minutes	16 minutes	6 minutes
GP – Ticehurst Surgery	3.9km	49 minutes	16 minutes	6 minutes

TABLE 2: SERVICES AND FACILITIES LOCAL TO PROPOSED SITE

1.7 TRIP GENERATION ASSESSMENT

- 1.7.1 The potential vehicular trip generation of the proposed development has been forecast utilising the national TRICS 8 trip rate database. To ensure a robust initial assessment of the site, surveys in the category ‘03 – RESIDENTIAL, A – HOUSES PRIVATELY OWNED’ have been selected. Survey sites in ‘Neighbourhood Centre’ locations have been considered, and any surveys undertaken during the period of Covid-19 travel restrictions have been excluded. Local population parameters have also been refined to provide trip rates that accurately reflect the location of

the proposed development. The resulting average TRICS trip rates are shown in Table 3, with the full TRICS report included at **Appendix B**.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
AM Peak (08:00-09:00)	0.180	0.518	0.698
PM Peak (17:00-18:00)	0.453	0.245	0.698
Daily (07:00-19:00)	2.776	2.993	5.769

TABLE 3: TRICS TRIP RATES (TRIPS / DWELLING)

- 1.7.2 These rates have subsequently been multiplied by the proposed upper limit of 20 dwellings to provide the forecast vehicle trip generation shown in Table 4. Please note that any inaccuracies are the result of rounding in MS Excel.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
AM Peak (08:00-09:00)	4	10	14
PM Peak (17:00-18:00)	9	5	14
Daily (07:00-19:00)	56	60	115

TABLE 4: PROPOSED DEVELOPMENT TRIP GENERATION

- 1.7.3 The proposed development is forecast to generate approximately 14 trips during both the average weekday AM and PM peak hours and 115 trips across the 12-hour daytime period (07:00-19:00). This equates to approximately 10 trips per hour – or one trip every six minutes – on average.
- 1.7.4 The above trip generation assessment can be considered robust given the site has been assessed as wholly private housing when in reality a policy-compliant level of affordable housing (35%) would be provided, which would reduce the number of vehicle movements generated during the peak hours.

1.8 TRIP DISTRIBUTION AND ASSIGNMENT

- 1.8.1 An initial vehicular distribution and assignment exercise has been completed using 'Location of usual residence and place of work by method of travel to work' data from the 2011 Census for Middle-Layer Super Output Area (MSOA) Rother 001.

- 1.8.2 It is noted that whilst equivalent data from the 2021 Census has subsequently been released, this was obtained during the Covid-19 pandemic when travel demand was suppressed. The 2011 data has therefore been used in the interest of robustness.
- 1.8.3 On this basis, the total vehicular trip generation from Table 4 has been distributed and assigned to the local highway network based on typical peak period journey times from the online Google journey planner, and is summarised in Table 5.

JUNCTION	PERCENTAGE DISTRIBUTION	AM PEAK MOVEMENTS	PM PEAK MOVEMENTS
Bardown Road / Lynden Lane	61%	8	8
Station Road / Cottenden Road	42%	6	6
Stonegate Road / B2099 High Street / B2099 Lower High Street	39%	5	5
Cottenden Road / Battenhurst Road / Sheepstreet Lane	33%	5	5
Lynden Lane / B2099 High Street	19%	3	3

TABLE 5: FORECAST VEHICLE TRIP DISTRIBUTION

- 1.8.4 Based on these forecast impacts and the relatively uncongested nature of the local highway network, it is not considered that the proposed development would have a material adverse impact on the operation of any off-site junctions.

1.9 TRANSPORT STRATEGY

- 1.9.1 The design of the internal site layout is critical to the uptake of active and sustainable travel modes. To this end, the street network would prioritise non-car modes at every opportunity, with wide, direct, landscaped and well-surveilled walking and cycling routes provided along principal route corridors and shared surfaces and 'home zones' within lightly trafficked areas.
- 1.9.2 The implementation of cycle-to-work schemes by both employers and local authorities has achieved an increase in the number of people who are opting to cycle either their full commute or part of it (e.g. to their local railway station). This

would be facilitated by the provision of secure cycle storage facilities for every dwelling.

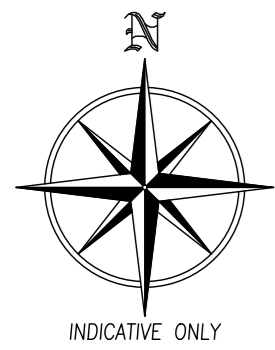
- 1.9.3 Where the use of a car remains necessary, the increased uptake of electric and low-emission vehicles would progressively reduce their environmental impact, and these would be promoted through the installation of 'active' charging infrastructure for every dwelling.

1.10 SUMMARY AND CONCLUSION

- 1.10.1 This Transport Technical Note (TTN) has been prepared in support of a Regulation 18 submission by Rurban Estates Limited in relation to Land East of Bardown Road in Stonegate, East Sussex, which is being promoted for residential development.
- 1.10.2 The proposals comprise the construction of up to 20 dwellings along with associated access, landscaping and open space.
- 1.10.3 Vehicular and pedestrian access to the site would be achieved via a new priority junction with Bardown Road. It has been demonstrated that sufficient visibility can be achieved onto Bardown Road within land under the control of the applicant and the Local Highway Authority.
- 1.10.4 A review of the existing local pedestrian, cycle and public transport infrastructure has demonstrated that, while there is a lack of formal active travel infrastructure, the site is located within a suitable walking and cycling distance of a mainline railway station with direct services into London and within a suitable cycling distance of a range of services and facilities.
- 1.10.5 The proposed development has the potential to generate approximately 14 trips during the weekday AM and PM peak hours and 115 trips across the 12-hour daytime period (07:00-19:00). This equates to approximately 10 trips per hour – or one trip every six minutes – on average.
- 1.10.6 These vehicle trips have been distributed and assigned to the local highway network using 2011 Census data. This has demonstrated that the residual impact of the proposed development would have on local junctions and links is not expected to be 'severe' with reference to the key test set out at Paragraph 116 of the National Planning Policy Framework.
- 1.10.7 In summary, it has been demonstrated that the site represents a viable and sustainable location for development in transport planning terms.




APPENDIX
A





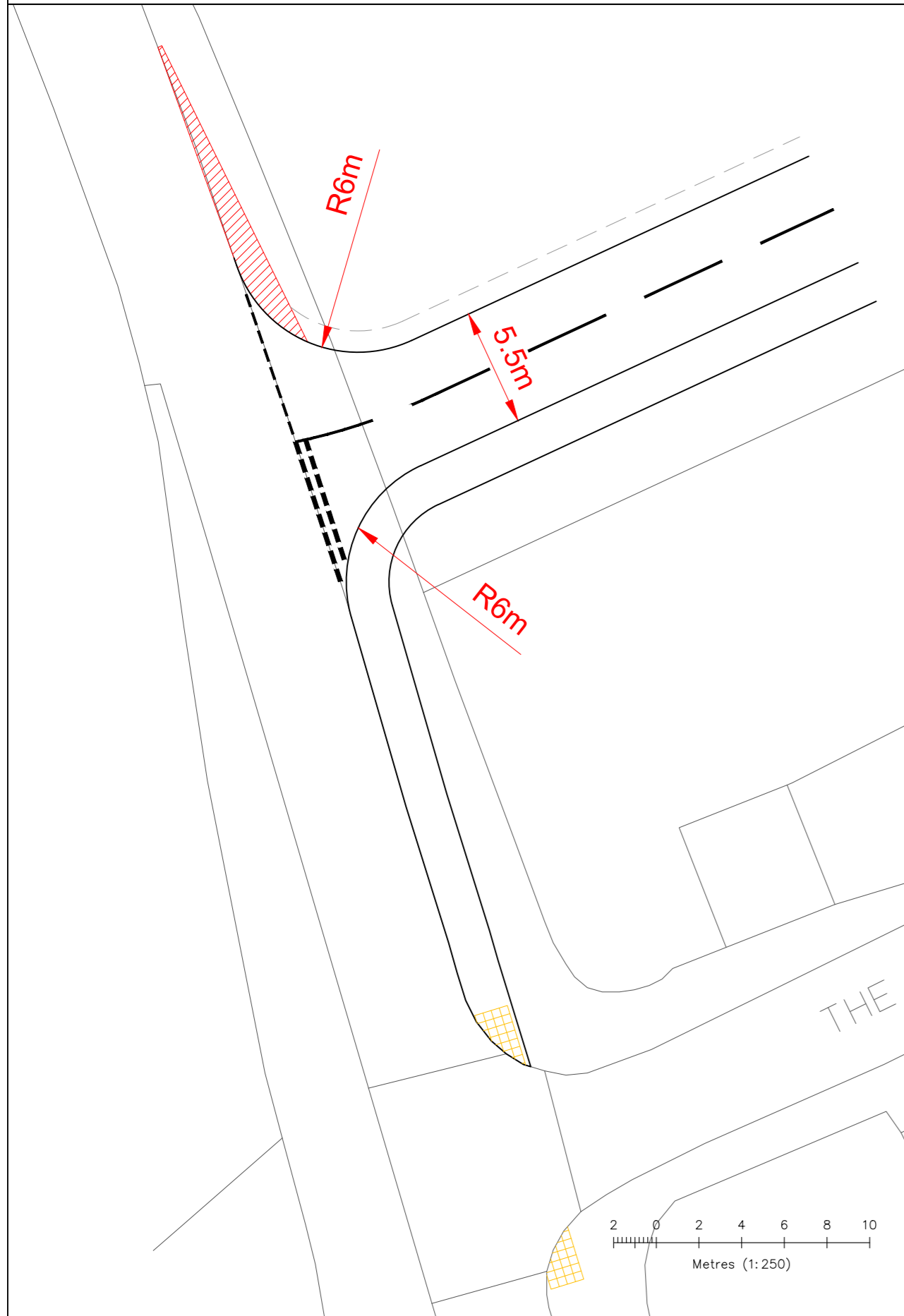
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 - Visibility splays subject to change pending ATC results. The maximum achievable splays have instead been shown.

-  Vegetation clearance to achieve north-facing visibility splay
-  Proposed pedestrian crossing equipped with dropped kerbs and tactile paving
-  Proposed service margin

Visibility splay of 2.4 x 67m

Visibility splay of 2.4 x 90+m



P1	First issue	11.03.26	CK
REV	AMENDMENTS	DATE	CHK

Client
RURBAN ESTATES LIMITED

Project
**LAND EAST OF BARDOWN ROAD,
STONEGATE, EAST SUSSEX**

Title
PROPOSED ACCESS ARRANGEMENT

Drwg	Rev	Scale @ A2	Date
37630 - H-01	P1	VARIOUS	11.03.2026



Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference: **A2**



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Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)
 Overall Length 11.997m
 Overall Width 2.500m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 10.800m

P1	18.03.26	HL	First Issue	JM	JM
REV	DATE	BY	DESCRIPTION	CHK	APD

client
RURBAN ESTATES LIMITED

project
LAND EAST OF BARDOWN ROAD,
STONEGATE, EAST SUSSEX

title
VEHICLE SWEEP PATH ANALYSIS
ACCESS TRACKING - 12M REFUSE VEHICLE

project	drwg	rev
37630	T-01	P1

Drawn	Checked	Approved	scale @ A3	date
HL	JM	JM	1:500	18.03.2026

status	
FOR INFORMATION	P

Eclipse House, Eclipse Park, Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference: **A3**

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APPENDIX
B





Audit Code: 672d46b3-20d4-4ded-ae61-5e6e9b09bea4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA		
	SF	SUFFOLK	1 day
09	NORTH		
	IM	ISLE OF MAN	2 days
11	SCOTLAND		
	HI	HIGHLAND	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day

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

Audit Code: 672d46b3-20d4-4ded-ae61-5e6e9b09bea4

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:	DWELLS
Actual Range:	8 to 47 (units:DWELLS)
Range Selected by User:	6 to 50 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/15 to 30/06/25

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:

Friday	1 days
Thursday	3 days
Tuesday	1 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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:

Neighbourhood Centre	5 days
----------------------	--------

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:

Village	5 days
---------	--------

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 Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Unknown	4 days



Audit Code: 672d46b3-20d4-4ded-ae61-5e6e9b09bea4

Secondary Filtering Selection:

Use Class:

C3	5 surveys
----	-----------

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:

72 - 9806

Population within 1 mile:

1,000 or Less	2 surveys
1,001 to 5,000	3 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
5,000 or Less	2 surveys
5,001 to 25,000	2 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys
1.6 to 2.0	3 surveys

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.



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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 5 surveys

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 5 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No



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1	CS-03-A-03	MIXED HOUSES	SLIGO
TOP ROAD STRANDHILL STRANDHILL Neighbourhood Centre Village Number of dwellings: 30.00 DWELLS Survey date: Thursday 27/10/2016			
			Survey Type: Manual
2	HI-03-A-16	PRIVATLEY OWNED HOUSES	HIGHLAND
RIVERSIDE GROVE NEAR FORT WILLIAM LOCHYSIDE Neighbourhood Centre Village Number of dwellings: 13.00 DWELLS Survey date: Thursday 10/10/2024			
			Survey Type: Manual
3	IM-03-A-01	MIXED HOUSES	ISLE OF MAN
BALLAKILLOWEY ROAD COLBY BALLAKILLOWEY Neighbourhood Centre Village Number of dwellings: 31.00 DWELLS Survey date: Tuesday 21/05/2024			
			Survey Type: Manual
4	IM-03-A-02	MIXED HOUSES	ISLE OF MAN
SHORE ROAD KIRK MICHAEL Neighbourhood Centre Village Number of dwellings: 27.00 DWELLS Survey date: Thursday 23/05/2024			
			Survey Type: Manual
5	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
BURY ROAD KENTFORD Neighbourhood Centre Village Number of dwellings: 38.00 DWELLS Survey date: Friday 22/09/2017			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CA-03-A-07 27-05-2021	27-05-2021	Covid-19
ES-03-A-06 16-06-2021	16-06-2021	Covid-19

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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	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	28	0.079	0.288	0.367
08:00-09:00	5	28	0.180	0.518	0.698
09:00-10:00	5	28	0.209	0.295	0.504
10:00-11:00	5	28	0.129	0.201	0.330
11:00-12:00	5	28	0.187	0.187	0.374
12:00-13:00	5	28	0.173	0.194	0.367
13:00-14:00	5	28	0.230	0.245	0.475
14:00-15:00	5	28	0.129	0.144	0.273
15:00-16:00	5	28	0.288	0.223	0.511
16:00-17:00	5	28	0.410	0.252	0.662
17:00-18:00	5	28	0.453	0.245	0.698
18:00-19:00	5	28	0.309	0.201	0.510
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.776	2.993	5.769

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:	6 - 50 (units: DWELLS)
Survey date date range:	27/10/2016 - 10/10/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.