



Regularisation of an Existing Restaurant and Car Park, Lower Gazegill Farm

Cross Hill Lane, Rimington, BB7 4EE

Highways Technical Note

Prepared for

Eight at Gazegill Ltd

**November 2025
5286-HTN01b**



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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis have been appointed by Eight at Gazegill Limited ('the Applicant') to provide transport and highways advice in relation to a new retrospective planning application for the construction and operation of the Eight Restaurant at Lower Gazegill Farm ('the Site'), which is located on the eastern outskirts of Rimmington.

1.2 2017 Planning Approval

- 1.2.1 On 31st January 2017, the Local Planning Authority (LPA) at Ribble Valley Borough Council (RVBC) granted planning permission for the erection of a farm tearoom (310sqm gfa) and car park at the Site (application reference 3/2016/1159).
- 1.2.2 A condition was imposed on application 3/2016/1159 to restrict the use of the tea-room building as a café / team room, and for no other purpose. Another condition was imposed to restrict the business hours as follows:
- i) 09:30 - 18:00 Monday to Saturday (inclusive); and
 - ii) 11:00 - 17:00 on Sundays and Bank Holidays.
- 1.2.3 No applications were submitted to the LPA to discharge any of the pre-commencement conditions, and the tearoom permission subsequently expired on 31st January 2020. Nonetheless, this permission demonstrates that a development of this nature has previously been considered acceptable to the LPA in principle.
- 1.2.4 Following expiry of the permission, a single-storey building (310 sqm GFA) was constructed in the approved location and has operated as a restaurant for more than three years.

1.3 2024 Planning Refusal for Regularisation of Eight Restaurant & Car Park

- 1.3.1 In March 2024, a retrospective planning application was submitted to the LPA at RVBC to regularise the restaurant and associated car parking arrangements (reference 3/2024/0213). This application was refused planning permission on 28th November 2024. Refusal reason 2 of the decision notice relates primarily to highways, and reads as follows:



“Retention of the unauthorised development would lead to the intensification of use of Dancer Lane which lacks the adequate width and has a lack of passing facilities, lighting and footways deemed safe and suitable for such a proposal. Retention of the unauthorised development would therefore be in conflict with the aims and objectives of Paragraphs 114 (b) and 115 of the National Planning Policy Framework and Policy DMG1 of the Ribble Valley Core Strategy.”

1.3.2 This refusal reason follows the LHA’s consultation response to the application, dated 8th November 2024. The key points raised within this response are summarised as follows:

- i) The LHA raised concerns over the use of Dancer Lane, which is a privately maintained single-track road, with no passing places and limited forward visibility in sections.
- ii) As a result of the above, any increase in vehicle movements on Dancer Lane would present highway safety concerns due to this, alongside the rural nature of the road, lack of footways and street lighting.
- iii) Dancer Lane makes up Public Right of Way FP0336017, and so drivers would likely meet pedestrians.
- iv) The development would contribute to a further decline in the poor condition of Dancer Lane.
- v) There are unprotected drops adjacent to the carriageway along Dancer Lane, where Rimmington Beck runs alongside, which creates unsafe conditions during hours of darkness.
- vi) Due to the location of the Site, there would be a reliance on the private car.
- vii) In accordance with the Joint Lancashire Structure Plan, the restaurant would need a total of 39 spaces rounded up to the closest whole number.
- viii) Information regarding the servicing arrangements of the restaurant and the existing farm shop has not been provided.

1.3.3 The Applicant is now submitting a new retrospective application for the regularisation of the Eight Restaurant. This Highways Technical Note (HTN) has been prepared as an accompanying document to the application, and seeks to address the highway-related concerns previously raised as part of application 3/2024/0213.



2.0 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section of the TS describes the existing conditions around the site, focussing on the site location, its existing uses and the local highway network.

2.2 Site Location

2.2.1 The Site is situated to the west of Gazegill Organics Farm Shop, located in a rural setting as illustrated on **Image 2.1** below.

Image 2.1 – Site Location (Local Context)



2.3 Site Planning History

2.3.1 The recent planning history discussed at Chapter 1 is summarised in **Table 2.1** below.

Table 2.1 – Summary of Site Planning History

Application Reference	Description of Development	Status
3/2016/1159	Erection of a farm tea room and car park on agricultural land.	Approved, 31 January 2017, planning permission lapsed in 2020.
3/2024/0213	Regularisation of Restaurant and Car Park	Refused on 28 November 2024

2.4 Eight Restaurant Operation

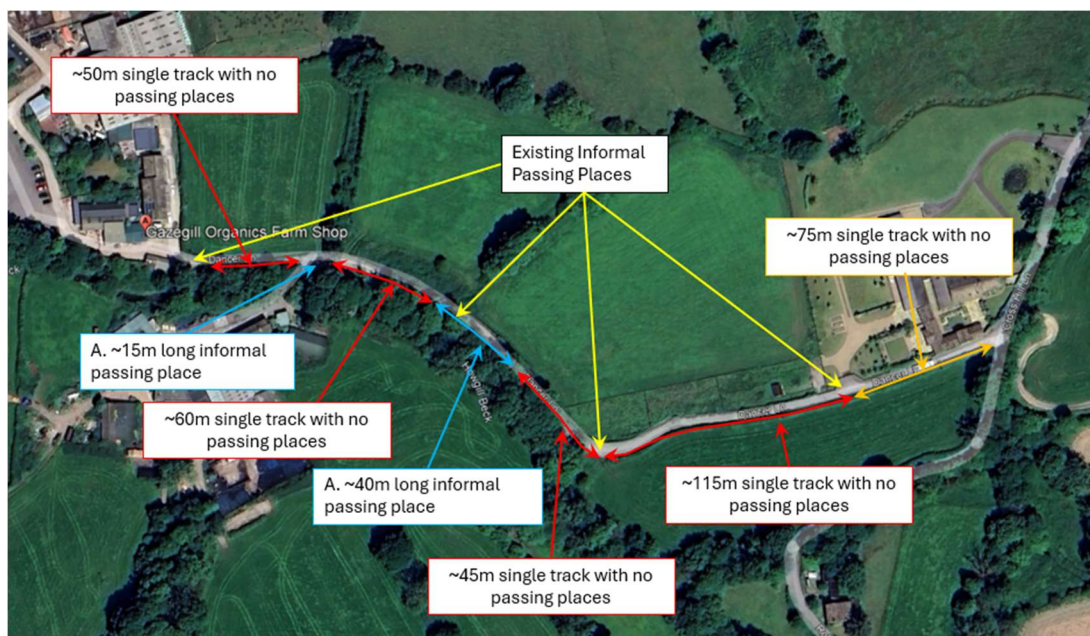
- 2.4.1 The restaurant has a capacity of 50 covers, with tables for 2, 4, and 6, offering a fine dining experience. All bookings are made online, while parties larger than 6 book by telephone. Table bookings are staggered in 15-minute intervals to limit the simultaneous arrival and departure of vehicles.

2.5 Local Highway Network

Dancer Lane

- 2.5.1 Access to the Site is made along Dancer Lane, a private, unlit single carriageway road which runs in a general east to west alignment. The road is also a Public Right of Way (Footpath No. 0336017). Dancer Lane runs for approximately 415m from Gazegill Organics Farm Shop to its priority access junction with Cross Hill Lane. Along this stretch, the road is typically 3m wide and has no formal passing places, however there are five locations where two cars can pass one another as shown at **Image 2.2** below. **Axis Drawing 5286-D02 Rev A** in **Appendix B** also shows the existing passing places with swept paths of cars passing at four of the informal passing places.

Image 2.2 – Dancer Lane, Informal Passing Places



- 2.5.2 As shown in **Image 2.2**, from Cross Hill Lane there is a 75m stretch of single carriageway before the first informal passing place at the entrance to Mulberry

Grange, where the available width in excess of 7m sufficient to allows two cars to pass one another. A second informal passing place lies a further 115m west, located on a bend with an approximate 17m centreline radius. At this location, a grass verge at a field gate allows a total available width of around 5.5m sufficient to allows two cars to pass one another.

- 2.5.3 A third and more substantial informal passing place has recently been implemented approximately 45 metres north of the second location, identified as 'A' on Image 2.2. This feature, shown in **Image 2.3**, extends for around 40 metres and reaches a maximum width of 7 metres.

Image 2.3 – Dancer Lane, Informal Passing Place - Location A.



- 2.5.4 Roughly 60 metres beyond Location A, the track has been locally widened at an existing farm access (identified as 'B' on **Image 2.2**). **Image 2.4** shows a recent photograph of this informal passing place.

Image 2.4 – Dancer Lane, Informal Passing Place - Location B.



- 2.5.5 A final informal passing place is situated approximately 50 metres further west, where verge vegetation has been cleared to improve visibility and accommodate vehicle passing at the entrance to Gazegill Farm.

Cross Hill Lane

- 2.5.6 Cross Hill Lane is an adopted highway that is unlit, is a single carriageway road and runs in a general north to south alignment. The road is typically 3m wide in the vicinity of Dancer Lane and to the south the road becomes Trash Lane and then Robin Lane before forming a priority junction onto Howgill Lane/ Long Lover Lane. To the north the road becomes Hardacre Lane where it forms a priority junction arrangement onto the A682 Burnley Road.

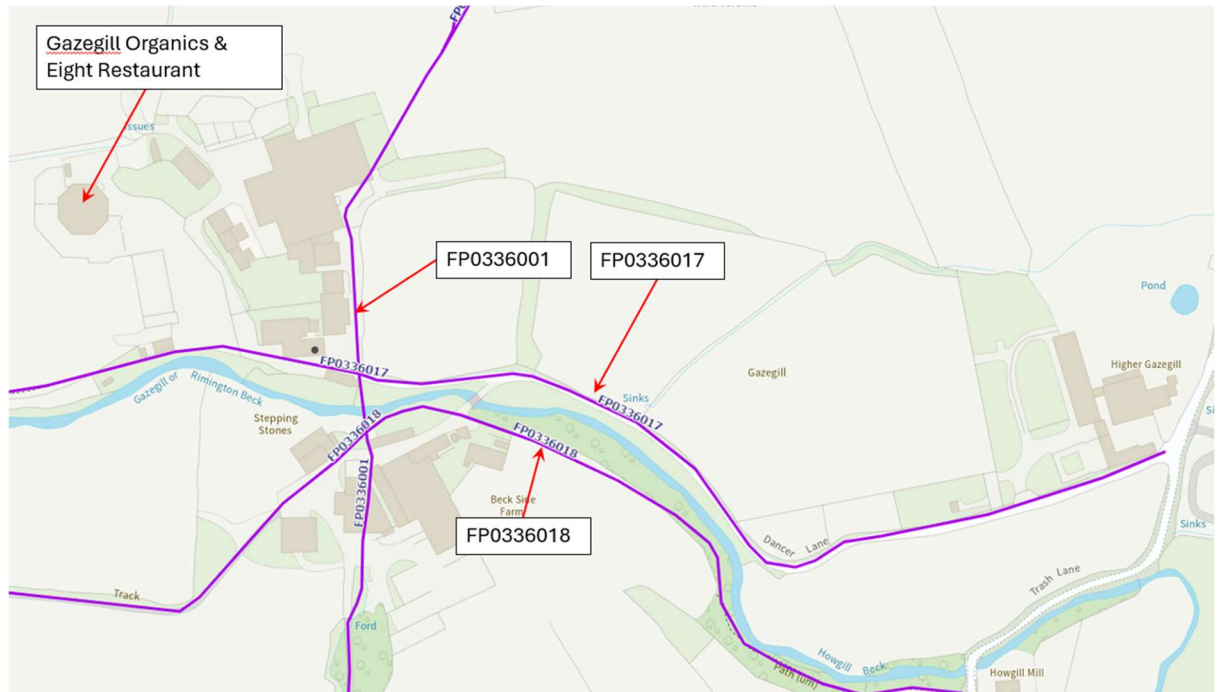
2.6 Highway Safety

- 2.6.1 Personal Injury Accident (PIA) data for the highway network adjacent to the Site has been obtained from Lancashire County Council's Mario mapping system. No accidents have been reported on Dancer Lane, Cross Hill Lane, Long Lover Lane, Trash Lane or Hardacre Lane in the most recent 5-year period.

2.7 Public Rights of Way Network

- 2.7.1 There are three Public Rights of Way (PRoW) that exist within the vicinity of the Site. These are illustrated on **Image 2.5** below.

Image 2.5 – ProW Network (extract from LCC Mario Map Viewer)



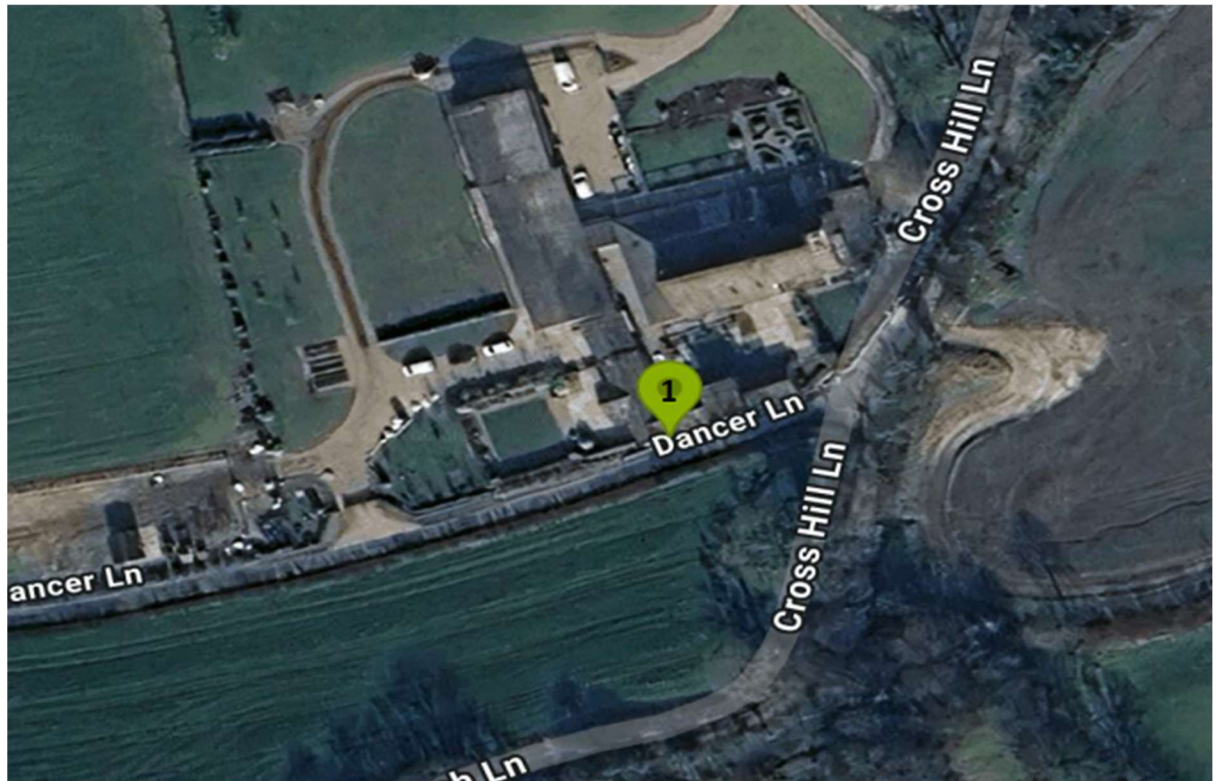
- 2.7.2 Footpath No. 0336017 runs along the entirety of Dancer Lane and further west on the north side of Howgill Beck.
- 2.7.3 Footpath No. 0336001 runs in a north to south alignment and cuts over Dancer Lane at its western extent, running along the eastern boundary of Gazgill Organic Farm Shop. To the south it runs adjacent to Beck Side Farm.
- 2.7.4 The final Footpath No. 0336018 runs in a general east to west alignment on the south side of Howgill Beck and north side of Beck Side Farm.

2.8 Traffic Flows

- 2.8.1 An Automatic Traffic Counter (ATC) was installed at the eastern end of Dancer Lane as shown at **Image 2.6**. The cable collected volume, speed and classification of vehicles in 15-minute periods from Thursday 14th August to Wednesday 20th August 2025. The raw data can be provided on request.



Image 2.6 – ATC Location



- 2.8.2 The ATC was installed to capture all existing traffic using Dancer Lane to access Gazegill Organic Farm Shop, Gazegill Organics and Eight Restaurant & Beck Side Farm.
- 2.8.3 Analysis of the survey data identified Friday as the busiest weekday and Saturday as the busiest weekend day. **Table 2.1** and **Table 2.2** below summarises directional flows for Friday and Saturday respectively over a 24-hour period, together with the busiest peak hour in the morning period (between 07:00 & 10:00), midday period (10:00 to 15:00) and evening period (15:00 to 21:00). A more detailed summary of the 24 hourly period is provided at **Appendix A**.
- 2.8.4 To determine the proportion of traffic attributable to the recently constructed Eight Restaurant (the subject of this retrospective application), staff recorded all table bookings including arrival and departure times. This data, which is available on request, has been compared with the ATC survey results and is also summarised in **Table 2.2** and **Table 2.3**. As the booking system only records party size and not mode of travel, car trips were estimated on the following basis:
- i) Parties of up to 4 people = 1 car
 - ii) Parties of 5 or more = 2 cars

Table 2.2 – Friday 15th August Vehicle Counts

Time Period	Arrival		
	ATC	Restaurant	Difference
09:00 to 10:00	9	3	6
14:00 to 15:00	9	1	8
16:00 to 17:00	7	0	7
24 Hour	120	45	75
Time Period	Departure		
	ATC	Restaurant	Difference
09:00 to 10:00	2	0	2
14:00 to 15:00	18	2	16
16:00 to 17:00	12	4	8
24 Hour	117	42	75
Time Period	Two-Way		
	ATC	Restaurant	Difference
09:00 to 10:00	11	3	8
14:00 to 15:00	27	3	24
16:00 to 17:00	19	4	15
24 Hour	237	87	150

2.8.5 **Table 2.2** shows that on Friday 15th August the busiest morning hour was between 09:00 and 10:00, with 11 two-way trips recorded, 3 of which were associated with the restaurant. During the midday peak (14:00–15:00) there were 27 two-way trips, including 3 restaurant-related movements. In the evening peak (16:00–17:00), 19 two-way trips were recorded, 4 of which were associated with the restaurant. Across the full day, a total of 237 two-way trips occurred, comprising 87 restaurant trips and 150 trips to other facilities on Dancer Lane. This equates to the restaurant generating 36.7% of all vehicle movements.



Table 2.3 – Saturday 16th August Vehicle Counts

Time Period	Arrival		
	ATC	Restaurant	Difference
09:00 to 10:00	10	3	7
11:00 to 12:00	20	7	13
16:00 to 17:00	7	0	7
24 Hour	135	58	77
Time Period	Departure		
	ATC	Restaurant	Difference
09:00 to 10:00	4	0	4
11:00 to 12:00	12	6	6
16:00 to 17:00	14	8	6
24 Hour	136	58	78
Time Period	Two-Way		
	ATC	Restaurant	Difference
09:00 to 10:00	14	3	11
14:00 to 15:00	32	13	19
16:00 to 17:00	21	8	13
24 Hour	271	116	155

2.8.6 **Table 2.3** shows that on Saturday 16th August the busiest morning hour was between 09:00 and 10:00, with 14 two-way trips recorded, 3 of which were associated with the restaurant. During the midday peak (11:00–12:00) there were 32 two-way trips, including 13 restaurant-related movements. In the evening peak (16:00–17:00), 21 two-way trips were recorded, 8 of which were associated with the restaurant. Across the full day, a total of 271 two-way trips occurred, comprising 116 restaurant trips and 155 trips to other facilities on Dancer Lane. This equates to the restaurant generating 42.8% of all vehicle movements.



3.0 PREVIOUS PLANNING CONSENT

3.1 Proposed Scheme

- 3.1.1 As discussed in Chapter 1, in 2017 planning permission was granted for the erection of a 310sqm tearoom, the same size and same location as the existing Eight Restaurant.

3.2 Vehicle Trips

- 3.2.1 No assessment was undertaken as part of the planning application to establish the potential volume of trips generated by the former tearoom. It is therefore considered useful to estimate this in order to understand what level of trips was previously accepted in planning terms.
- 3.2.2 The likely trip generation of the tearoom has been estimated using average weekday peak-hour trip rates from comparable sites contained within the industry-standard TRICS Database (version 8.25.6).
- 3.2.3 A review of TRICS identified only one site considered comparable to a tearoom with recorded floorspace: Site EB-16-C-01 (Craigies Farm, South Queensferry, near the A90, Edinburgh). The shop/café opened in 2007 with a gross floor area of 875sqm and was surveyed on Thursday 28 October 2010. No Saturday surveys with identified floorspace were available.
- 3.2.4 **Table 3.1** summarises the average weekday midday peak-hour and daily trip rates (per 100sqm GFA), consistent with **Table 2.1** above. The resulting total vehicle trips generated by the former tearoom permission (310sqm) are also shown in **Table 3.1**.

Table 3.1 – Trip Rates and Traffic Generation Forecasts – Previous Tearoom Permission

Time Period	Trip Rates (per 100sqm)			Vehicle Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
09:00-10:00	0.686	0.343	1.029	2	1	3
14:00-15:00	0.571	0.686	1.257	2	2	4
16:00-17:00	0.343	0.457	0.800	1	1	2
Daily	4.571	4.343	8.914	14	13	28

- 3.2.5 **Table 3.1** demonstrates that the previously permitted tearoom was capable of generating approximately 3 two-way vehicle trips in the AM peak hour, 4 in the midday peak hour, 2 in the PM peak hour. When assessed on a daily basis a total 28 two-way vehicle trips could have been generated.



4.0 VEHICLE TRIP ANALYSIS

4.1 Existing Eight Restaurant versus Previous Permission

4.1.1 An assessment has been undertaken to compare the vehicle trips currently generated by the restaurant with the estimated trips that would have been generated by the previously consented 310sqm tearoom during a typical weekday.

4.1.2 **Table 4.1** below provides a comparison of **Tables 2.1** and **3.1**, setting out the weekday trip levels for each use.

Table 4.1 – Weekday Vehicle Analysis

Time Period	Two-Way Trips		
	Existing Restaurant	Previous Tearoom Consent	Difference
09:00 to 10:00	3	3	0
14:00 to 15:00	3	4	-1
16:00 to 17:00	4	2	+2
24 Hour	87	28	+59

4.1.3 **Table 4.1** indicates that there is negligible difference in the trips generated by the existing restaurant compared with the previously consented tearoom during the AM, midday, and PM peak hours. Across a full day, however, the restaurant generates 59 additional trips, primarily due to its later evening operating hours when the tearoom would have been closed.

4.1.4 A comparable assessment for a Saturday has not been undertaken due to the absence of suitable survey data within the TRICS database. However, it is likely that traffic levels during the AM, midday, and PM peak hours would be similar between the restaurant and tearoom, with the restaurant generating additional trips across the full day.



5.0 MITIGATION MEASURES

5.1.1 In response to the LHA's comments on the refused application (ref: 3/2024/0213), this section outlines the mitigation measures proposed to address the issues raised.

5.2 Car Parking

5.2.1 Based on the restaurant's 310sqm GFA, the Joint Lancashire Structure Plan allows a maximum parking provision of 1 space per 8sqm, equating to 39 spaces. Within this, a minimum of 1 disabled space per 10 standard bays is required (4 spaces), along with at least 1 motorcycle space per 25 bays (2 spaces). The guidance requires operational parking to be provided, i.e. LGV, HGV and bus spaces where necessary for the development type.

5.2.2 In the LHA response, it was also noted that no parking provision was provided for the existing Gazegill Organics Farm Shop and so additional parking is proposed.

5.2.3 **Axis Drawing 5286-D01** attached in **Appendix B** shows the proposed car parking arrangement to cater for both the existing Eight Restaurant and Gazegill Organics Farm Shop. The proposals include the provision of;

- 45 regular bays (5.0m x 2.5m)
- 5 disabled bays (4.8m x 2.4m with 1.2m buffer)
- 5 motorcycle bays (2.5m x 1.5m)
- 2 LGV bays (8.0m x 2.7m)

5.2.4 The northern section of the car park, which includes 5 disabled bays, 2 LGV bays, and 6 standard bays, will be white-lined on the existing tarmac surface. The remainder of the car park, currently gravel, will be demarcated using natural materials such as timber to preserve the rural character of the area.

5.2.5 **Axis Drawing 5286-ATR01** attached in **Appendix B** shows the swept path analysis of the larger LGV and bus vehicles manoeuvring into and out of the dedicated bays.

5.3 Servicing Strategy

5.3.1 Refuse collection takes place every Thursday between 10:00 and 11:00. On collection day, the bins are moved to the 6 standard bays at the northern end of the car park. With the proposed parking layout described above, **Axis Drawing 5286-**



ATR01 Rev A (attached in **Appendix B**) illustrates the inbound and outbound movements of a refuse vehicle servicing the existing restaurant. The vehicle can complete a three-point turn on the plot and exit in a forward gear.

- 5.3.2 Deliveries to the restaurant occur between 5:00am and 09:00. **Axis Drawing 5286-ATR02 Rev A** attached in **Appendix B** shows the inbound and outbound movement of a 7.5T van servicing the existing restaurant.

5.4 Additional Passing Places

- 5.4.1 It is not possible to provide an additional passing place along the first 190m section of Dancer Lane (from Cross Hill Lane to the bend) due to land ownership constraints.
- 5.4.2 As noted earlier in Chapter 2, there are currently five informal passing places used by vehicles along Dancer Lane, three of which have recently been implemented between the bend (midway along Dancer Lane) and the entrance to the Gazegill Organics Farm Shop / Eight Restaurant.
- 5.4.3 The recently installed informal passing places, illustratively shown on **Axis Drawing 5286-D02 Rev A** in **Appendix B**, provides an improvement over the previous arrangement by providing designated areas where drivers can safely pull in and allow opposing vehicles to pass.

5.5 Road Surfacing

- 5.5.1 The LHA has advised that traffic associated with the existing Eight Restaurant is likely to exacerbate the current poor condition of Dancer Lane. It is understood that the client resurfaced this unadopted road in 2008 and will continue to undertake regular repairs to the track indefinitely.

5.6 Lighting

- 5.6.1 The LHA has also raised safety concerns arising from the absence of street lighting along Dancer Lane, particularly given its designation as a Public Right of Way and the potential passing of pedestrians and vehicles.
- 5.6.2 The PRow is seldom used in the evenings, and all visitors to the restaurant arrive by private transport. In the unlikely event that a pedestrian is on Dancer Lane in the evening, vehicle headlights would illuminate them, ensuring they are clearly visible.



Given the scale of the development and the rural character of the lane, the implementation of street lighting is considered unnecessary.

5.7 Summary

5.7.1 With the proposed and recent mitigation measures implemented, and considering that restaurant traffic has been operating for over three years with no recorded accidents, the development is considered to accord with the following policies;

- **NPPF Paragraph 115(b):** Safe and suitable access for the scale and type of development is provided through the proposed and recent mitigation measures.
- **NPPF Paragraph 116:** The residual cumulative effects of restaurant-generated traffic on highway safety are not considered severe with the mitigation measures in place.
- **Ribble Valley Core Strategy Policy DMG1:** Car parking, traffic, and access implications have been appropriately addressed through the proposed and recent mitigation measures.



6.0 SUMMARY & CONCLUSIONS

6.1 Summary

- 6.1.1 Axis has been appointed by Eight at Gazegill Limited to provide transport and highways advice for a retrospective planning application to regularise the Eight Restaurant at Lower Gazegill Farm, Rimmington. The site previously had planning permission (2017) for a 310sqm tearoom, which expired in 2020. A retrospective application to regularise the restaurant and car park in 2024 was refused primarily on highways grounds due to Dancer Lane's narrow, unlit, single-track nature, lack of passing places, and Public Right of Way status.
- 6.1.2 The Site is accessed via Dancer Lane, a narrow, unlit, privately maintained single-track road, also designated as Public Right of Way FP0336017. Traffic surveys indicate the existing Eight Restaurant currently generates approximately 37 to 43% of total vehicle movements on Dancer Lane on a Friday and Saturday respectively. Comparisons with the previously consented tearoom show similar peak-hour trips, with additional traffic in the evenings due to longer operating hours. No personal injury accidents have been recorded along the relevant highway network in the past five years.
- 6.1.3 Three informal passing places have recently been implemented on Dancer Lane providing additional designated areas for cars to pass one another.
- 6.1.4 To address the LHA's concerns, the applicant proposes mitigation measures including:
- Expanded car parking to provide 45 standard bays, 5 disabled bays, 5 motorcycle bays and 2 LGV bays;
 - Servicing arrangements allowing refuse and delivery vehicles to manoeuvre safely on-site;
 - Regular repairs of Dancer Lane to mitigate wear from restaurant traffic;



6.2 Conclusion

- 6.2.1 With these mitigation measures in place, and considering over three years of operation with no recorded accidents, the development is considered to meet the requirements of NPPF paragraphs 115(b) and 116, as well as Ribble Valley Core Strategy Policy DMG1, ensuring safe and suitable access and mitigating potential traffic impacts.



Appendix A – Summary of Traffic Data



Dancer Lane Traffic Survey Summary, August 2025

	Thursday 15th	Arrival		Departure		Total Two-Way	
		ATC	Restaurant	ATC	Restaurant	ATC	Restaurant
Time Start	00:00	0	0	0	0	0	0
	01:00	0	0	0	0	0	0
	02:00	0	0	0	0	0	0
	03:00	0	0	0	0	0	0
	04:00	0	0	0	0	0	0
	05:00	3	0	2	0	5	0
	06:00	0	0	0	0	0	0
Morning Period	07:00	4	0	2	0	6	0
	08:00	6	0	4	0	10	0
	09:00	9	3	2	0	11	3
Midday Period	10:00	10	6	6	0	16	6
	11:00	11	3	9	5	20	8
	12:00	12	5	4	3	16	8
	13:00	13	8	8	2	21	10
	14:00	9	1	18	2	27	3
Evening Period	15:00	3	0	13	10	16	10
	16:00	7	0	12	4	19	4
	17:00	7	0	4	0	11	0
	18:00	8	7	2	0	10	7
	19:00	12	9	5	0	17	9
	20:00	3	3	2	0	5	3
	21:00	1	0	10	8	11	8
	22:00	2	0	5	5	7	5
	23:00	0	0	9	3	9	3
Total		120	45	117	42	237	87

	Saturday 16th	Arrival		Departure		Total Two-Way	
		ATC	Restaurant	ATC	Restaurant	ATC	Restaurant
Time Start	00:00	0	0	3	0	3	0
	01:00	0	0	0	0	0	0
	02:00	0	0	0	0	0	0
	03:00	0	0	0	0	0	0
	04:00	0	0	0	0	0	0
	05:00	2	0	1	0	3	0
	06:00	2	0	1	0	3	0
Morning Period	07:00	1	0	0	0	1	0
	08:00	5	0	4	0	9	0
	09:00	10	3	4	0	14	3
Midday Period	10:00	19	12	6	3	25	15
	11:00	20	7	12	6	32	13
	12:00	9	6	18	9	27	15
	13:00	16	10	5	3	21	13
	14:00	11	6	16	2	27	8
Evening Period	15:00	9	1	16	14	25	15
	16:00	7	0	14	8	21	8
	17:00	7	0	7	0	14	0
	18:00	9	9	3	0	12	9
	19:00	5	4	2	2	7	6
	20:00	0	0	0	0	0	0
	21:00	1	0	8	8	9	8
	22:00	1	0	7	3	8	3
	23:00	1	0	9	0	10	0
Total		135	58	136	58	271	116

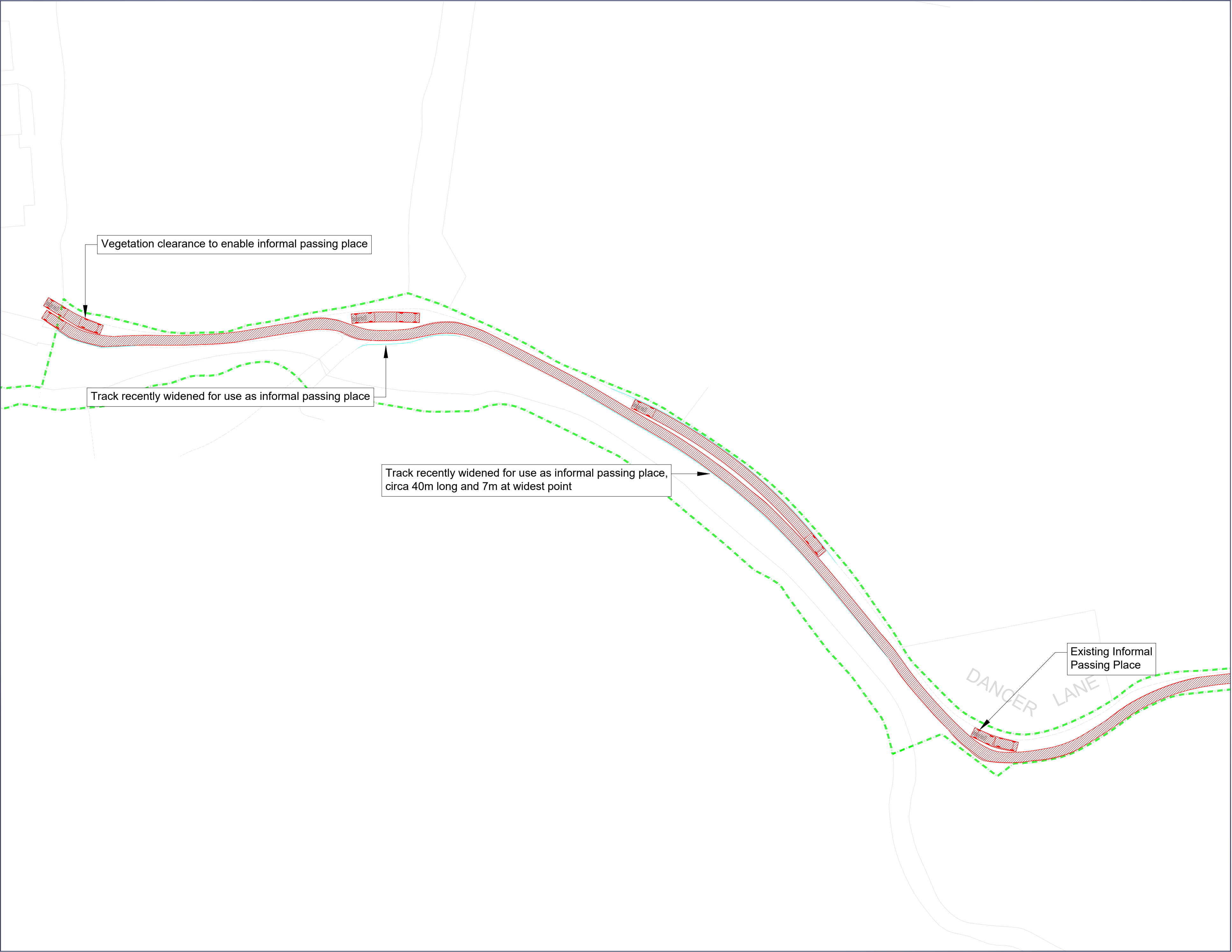
ATC = Automatic Traffic Count undertaken at eastern end of Dancer Lane

Restaurant = Estimated traffic movements based on restaurant booking information

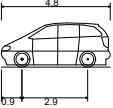
The peak hours (highlighted yellow) were established based on the busiest two-way ATC flow within the morning, midday and evening periods illustrated

Appendix B – Drawings





Unregistered Land



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.500m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m



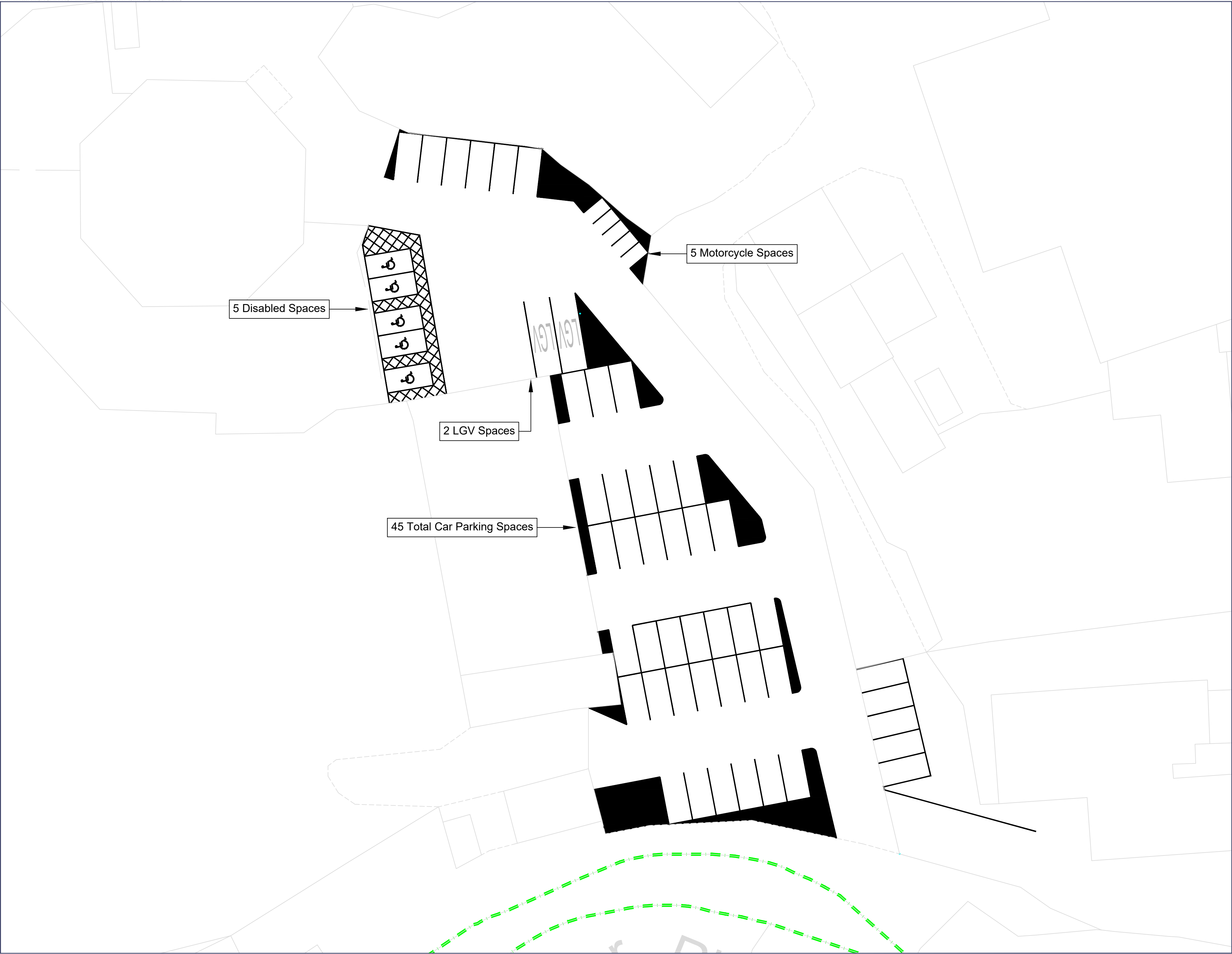
0344 8700 007
axis.co.uk



Client
Gazegill Organics & Eight Restaurant
Project
Gazegill Organics & Eight Restaurant
Drawing Title

Existing Passing Places
Scale
1:500 @A2
Date
03-09-25
Status
Preliminary
Drawn
MK
Checked
GW

Dwg no
5286-D02
Rev
B



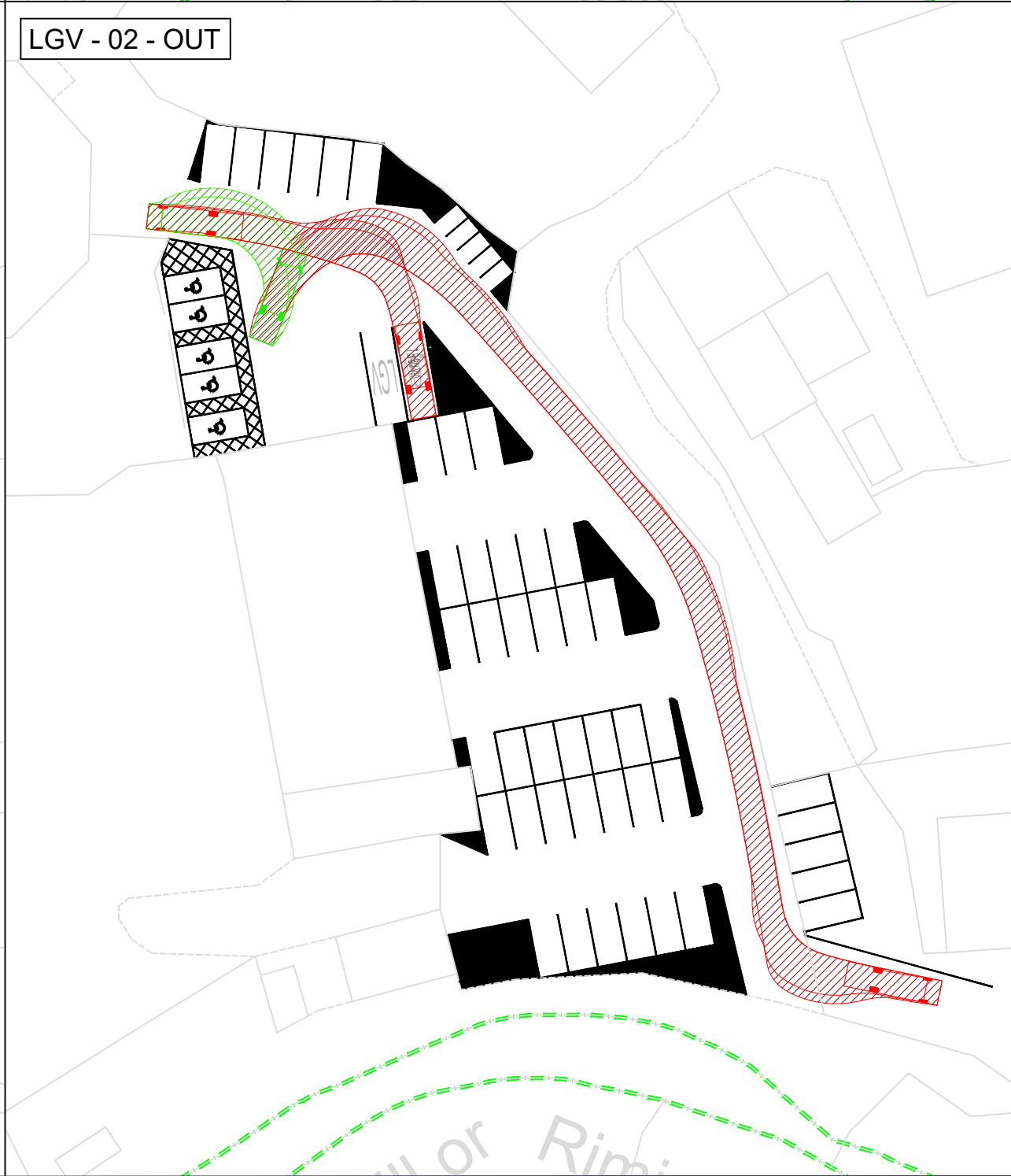
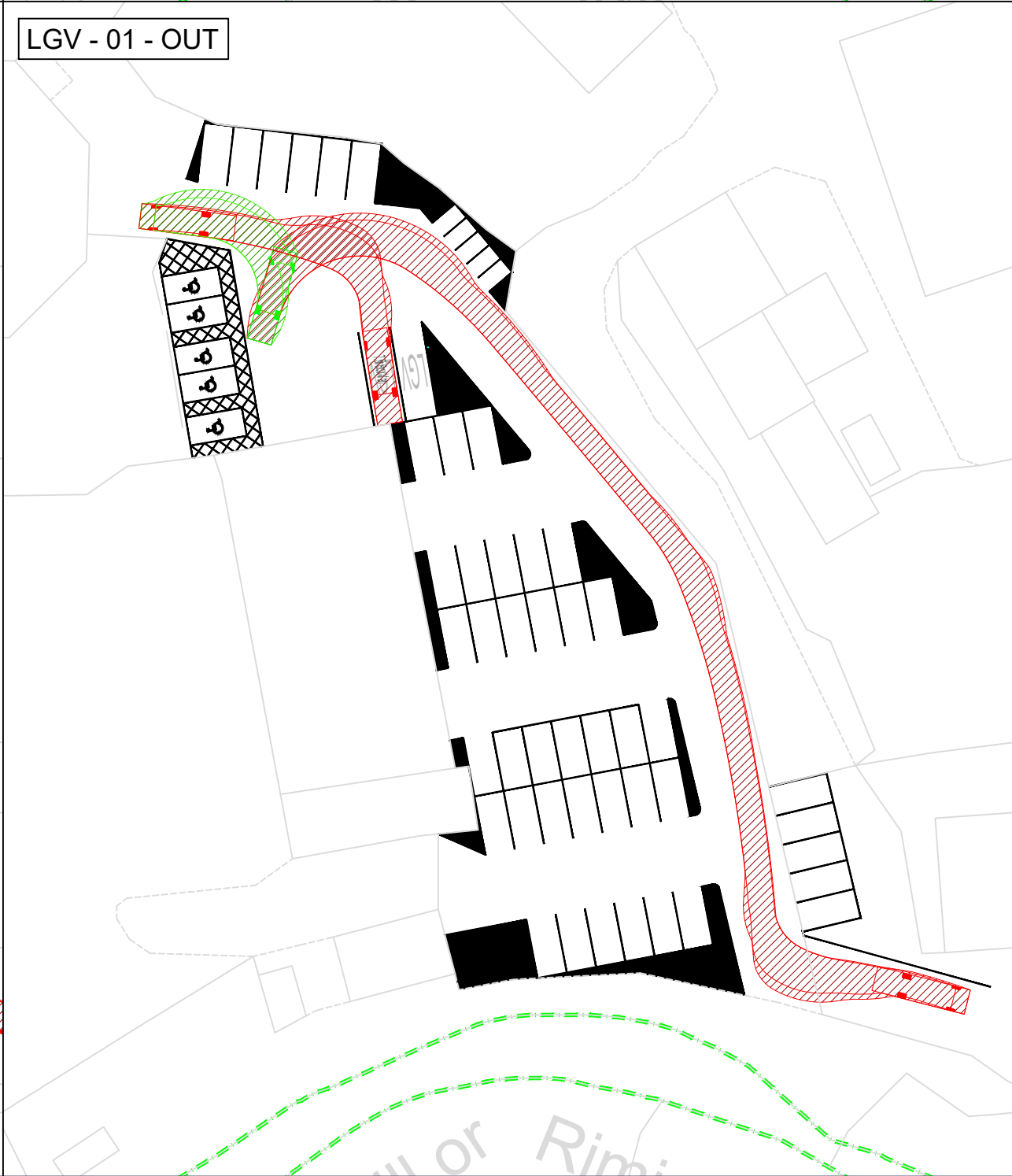
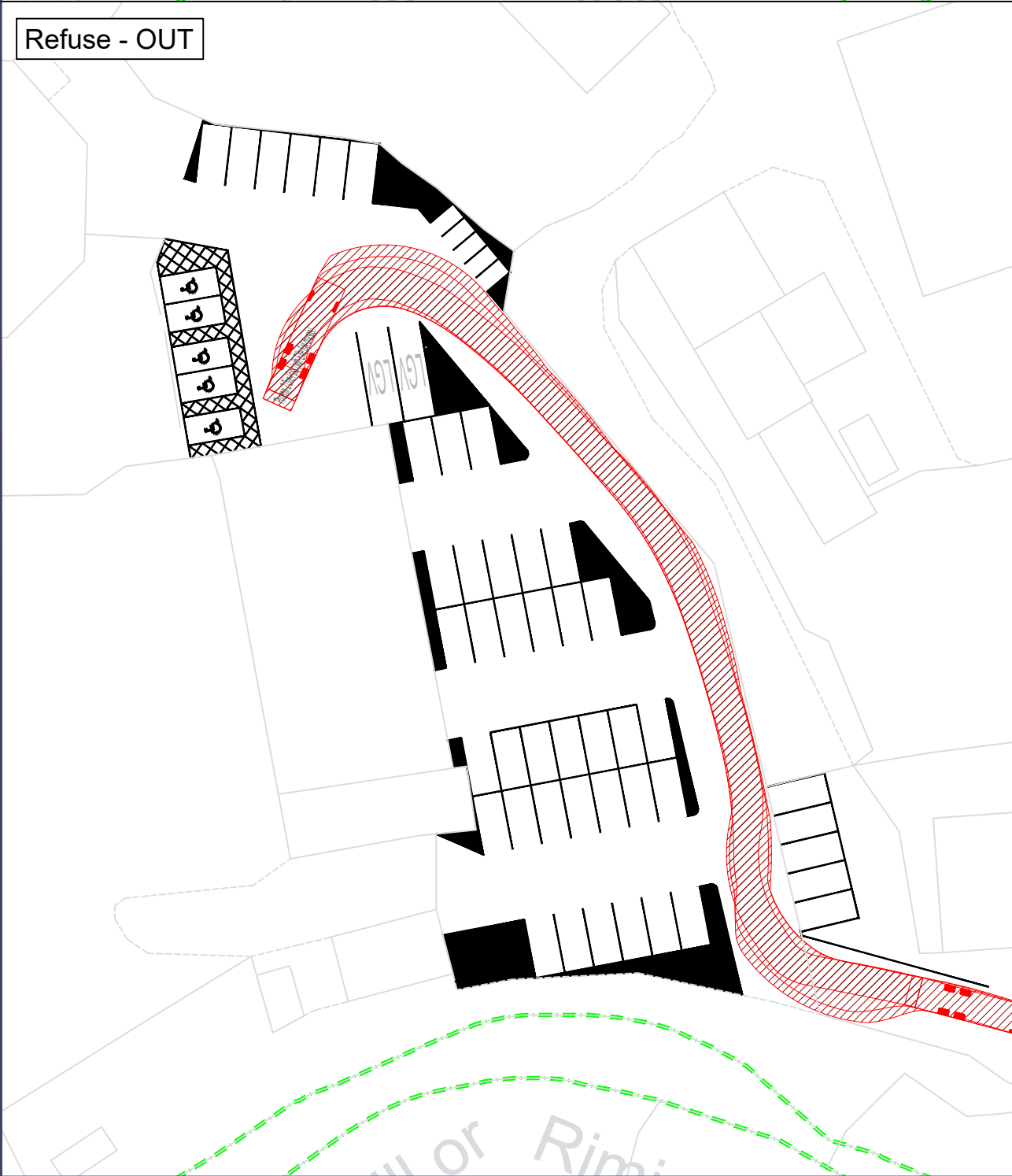
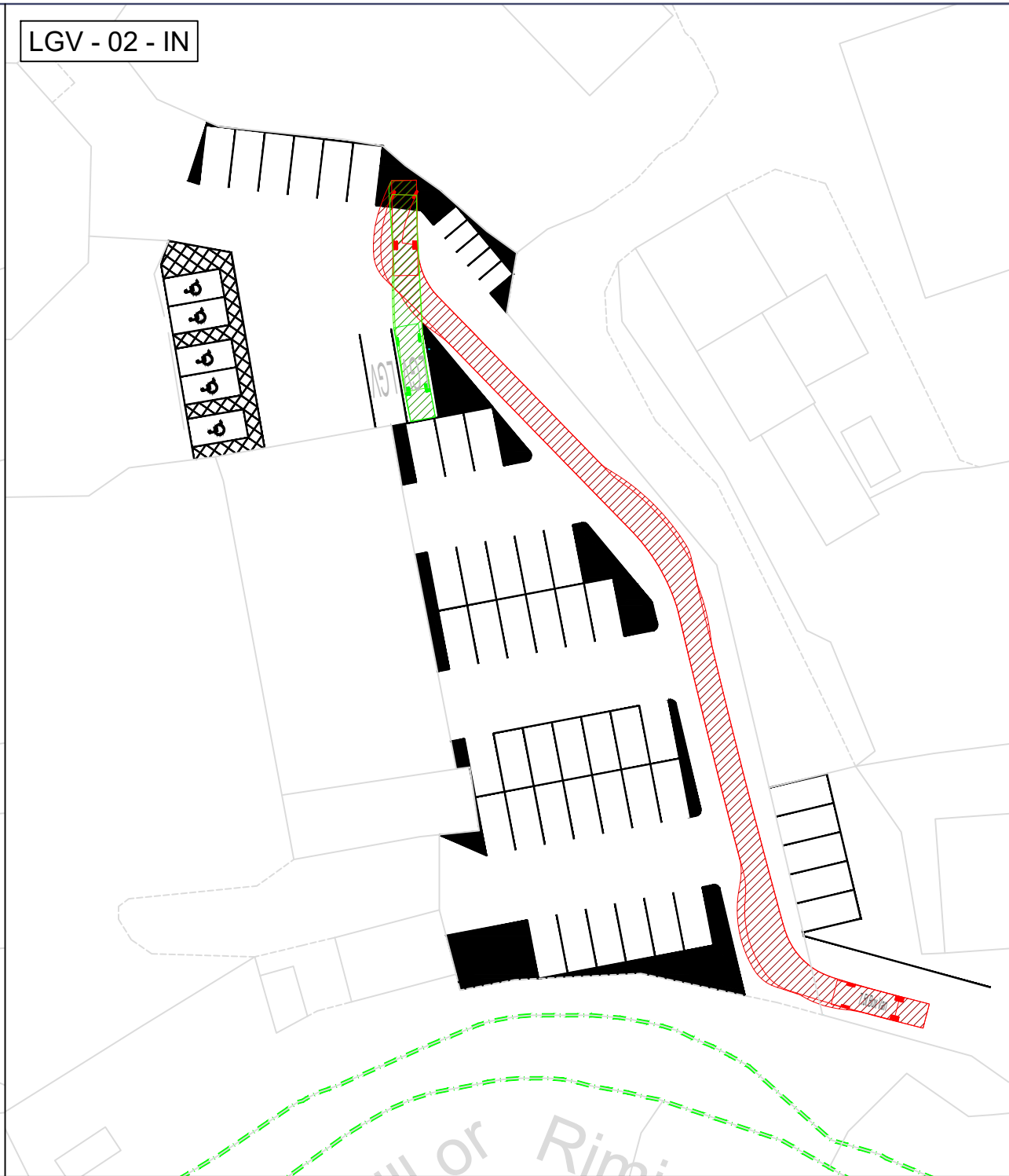
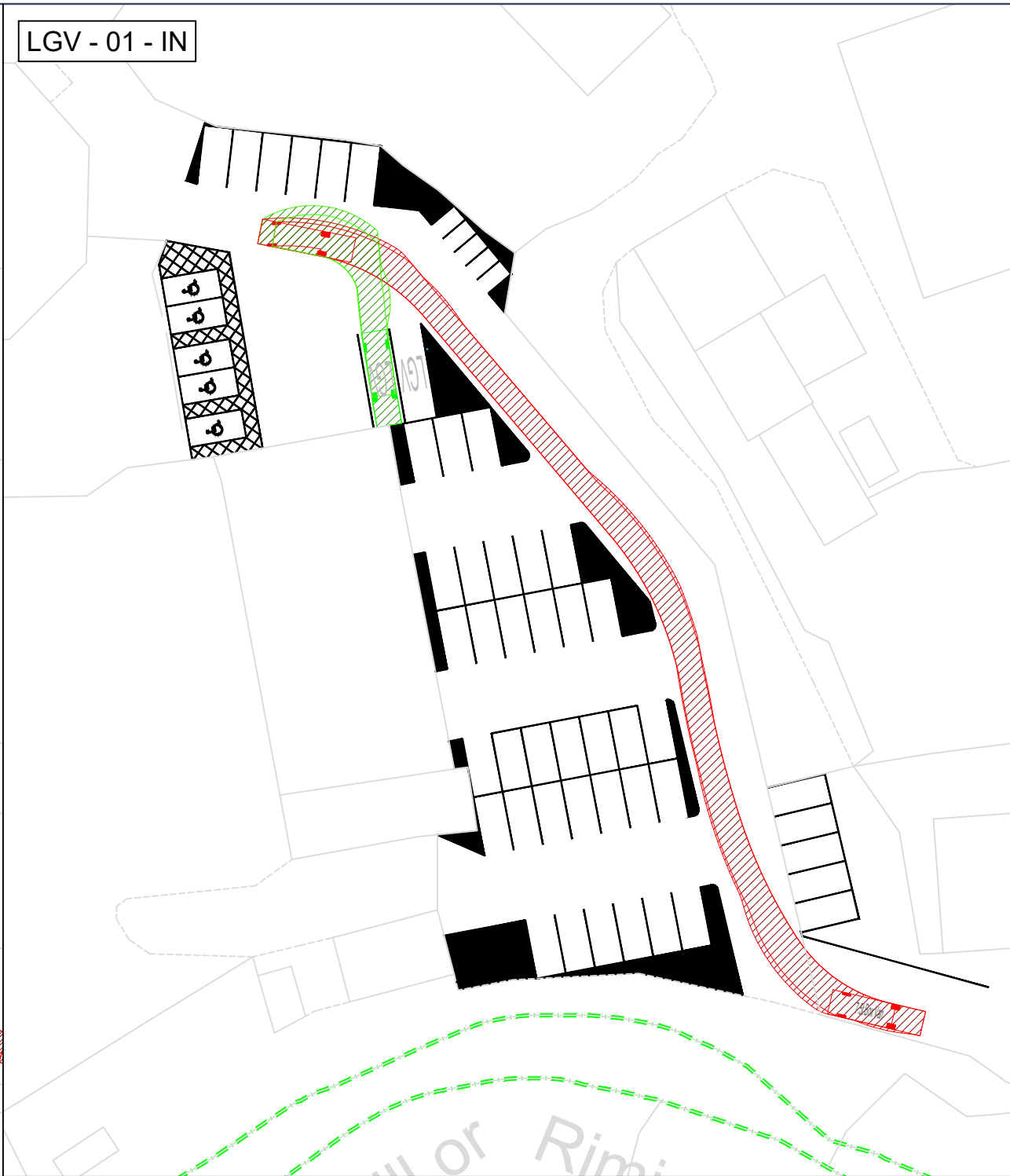
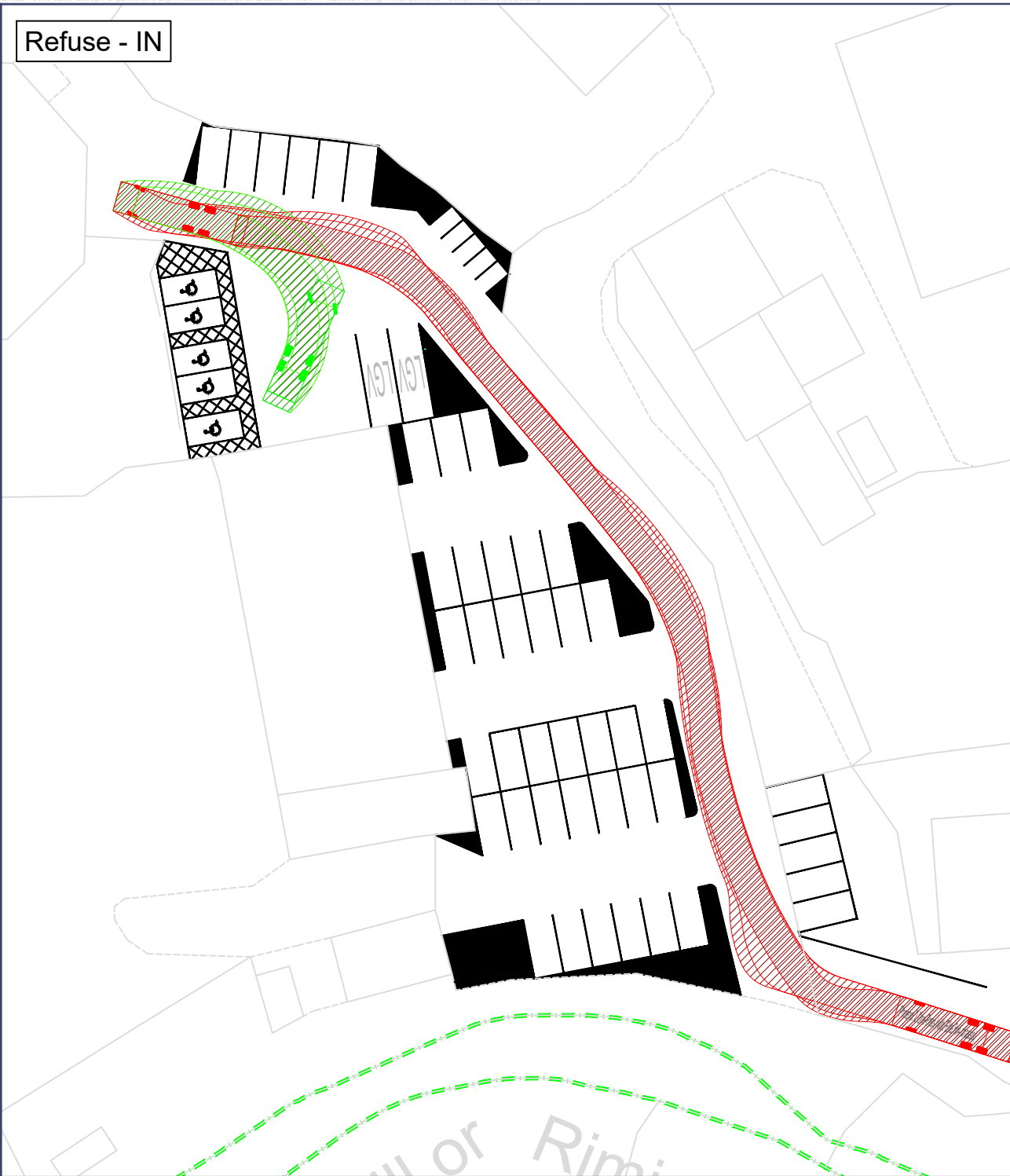
LGV Parking Bay Dimensions:
8m x 2.7m

Car Parking Bay Dimensions:
5m x 2.5m

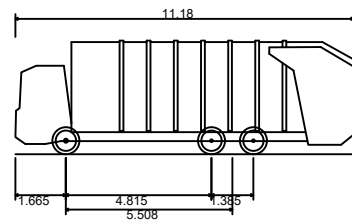
Disabled Parking Bay Dim:
2.4m x 4.8m + 1.2m Buffer

Motorcycle Parking Bay Dim:
2.5m x 1.5m

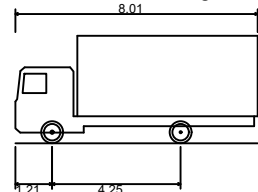




Vehicles Used in SPA

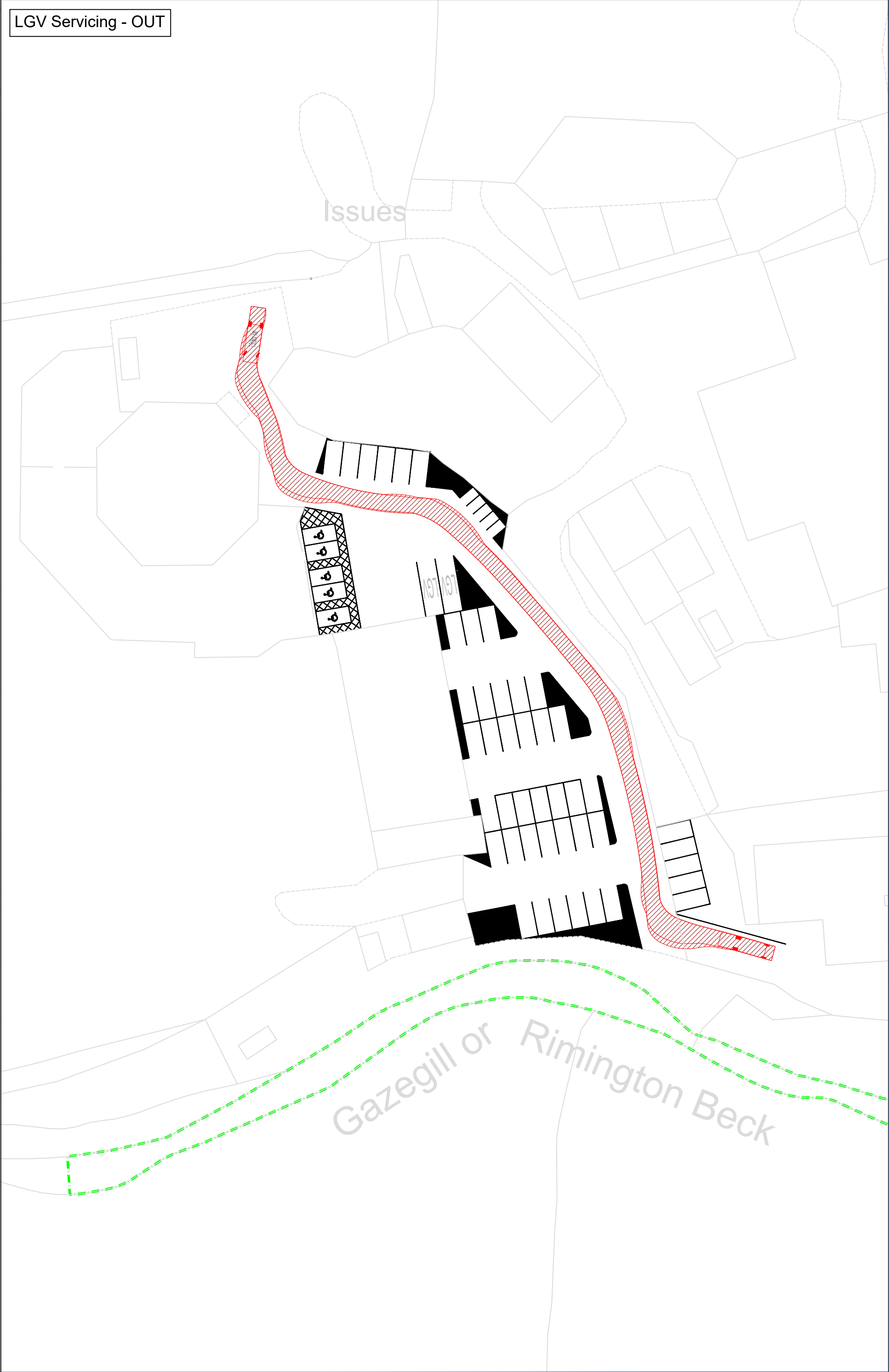
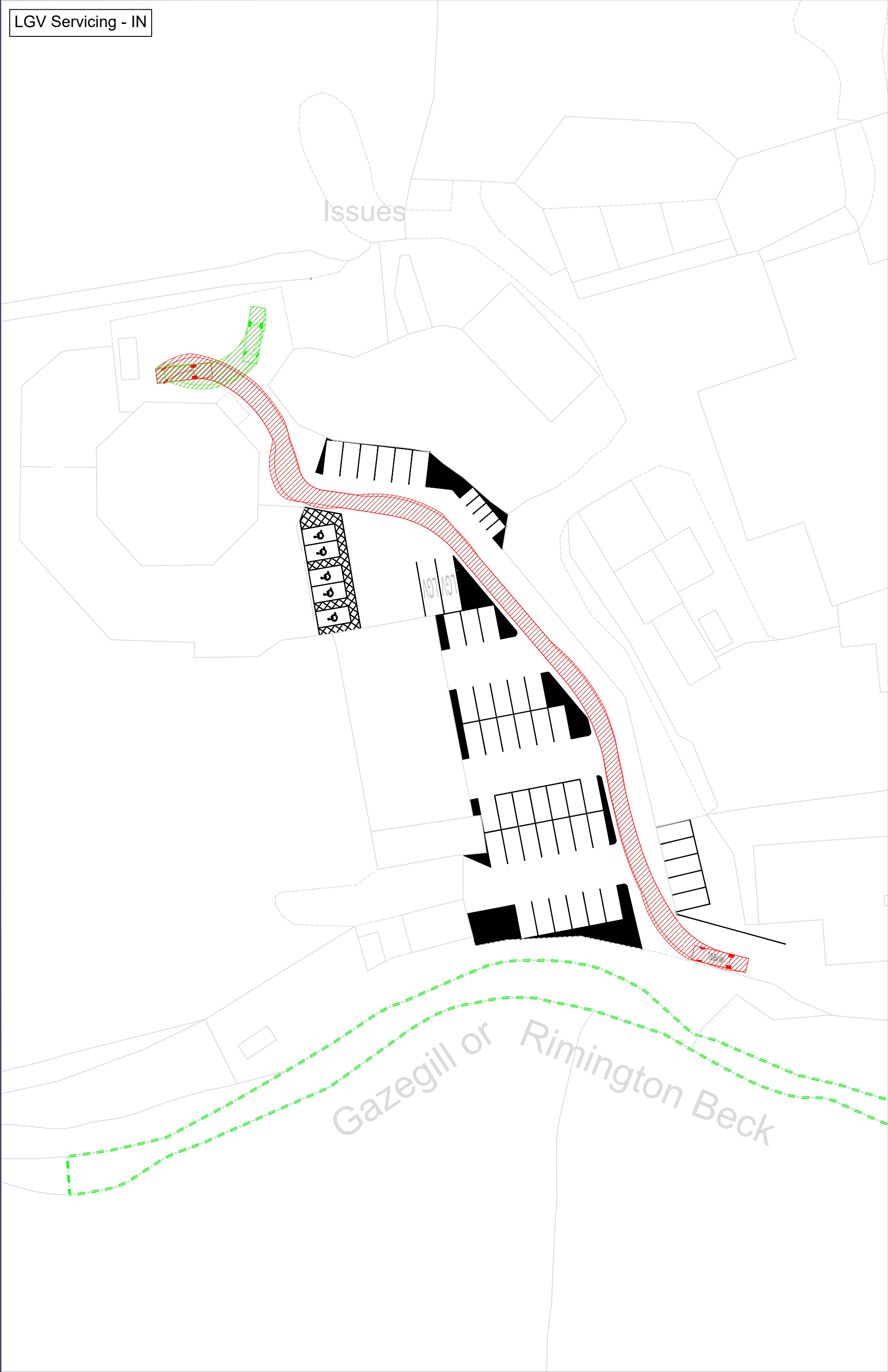


Phoenix 2 One-Pass (with Elite 6x4 chassis)
Overall Length 11.180m
Overall Width 2.550m
Overall Body Height 3.760m
Min Body Ground Clearance 0.312m
Track Width 2.550m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.150m

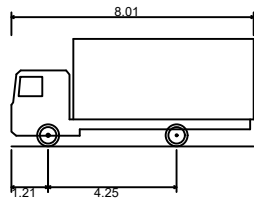


7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m





Vehicles Used in SPA



7.5t Box Van	8.010m
Overall Length	2.100m
Overall Width	3.556m
Overall Body Height	0.351m
Min Body Ground Clearance	2.064m
Track Width	4.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	

