

Proposed Residential Development
Higher Standen Drive, Clitheroe

January 2026

TRANSPORT STATEMENT

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REPORT

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1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons has been instructed by Applethwaite Ltd to advise on the traffic and transport issues relating to a full planning application for a residential development on land off Higher Standen Drive in Clitheroe.

1.1.2 This report sets out the relevant traffic and transport planning considerations associated with the development proposals, to assist Lancashire County Council (LCC), as the local highway authority, in the positive determination of the forthcoming planning application.

1.1.3 The site is located entirely within the wider Higher Standen strategic site (known as Half Penny Meadows) and has previously held planning consent for both residential and employment use. Currently the site has outline consent for employment use.

1.2 The Vision

1.2.1 Applethwaite Ltd is committed to delivering high-quality, sustainable developments that provide much-needed housing in suitable locations. The proposals seek full planning permission for 60 new homes complemented by public open space and associated green infrastructure.

1.2.2 Following this introduction, Section 2 provides a description of the existing site conditions, whilst Section 3 details the development proposals.

1.2.3 The development aims to deliver a sustainable, inclusive, and well-connected small neighbourhood that supports active travel, reduces car dependency, and integrates seamlessly with the existing transport infrastructure.

1.2.4 Section 4 provides an updated assessment of the non-car accessibility of the site, whilst Section 5 provides details of the Travel Plan.

1.2.5 By prioritising walking, wheeling and access to public transport, the scheme will promote safe, equitable, and low-carbon travel choices for all residents.



- 1.2.6 Section 6 discusses the traffic impact of the proposed development, whilst the overall conclusions of the report are drawn together in Section 7.



2 EXISTING SITE AND CONDITIONS

2.1 Existing Site

2.1.1 The application site is located circa 1 kilometre to the south of Clitheroe town centre within the wider Higher Standen strategic site known as Half Penny Meadows.

2.1.2 The site is bound by development associated with the wider Half Penny Meadows to the north, east and south, and by undeveloped land and playing fields to the west.

2.1.3 The site location is shown in **Plan 1**.

2.1.4 The development site benefits from new infrastructure implemented as part of the wider Half Penny Meadows strategic site.

2.2 Local Highway Network

2.2.1 Higher Standen Drive borders the site to the east and runs in a general northeast-southwest direction, meeting Pendle Road to the northeast in the form of a three arm roundabout.

2.2.2 Higher Standen Drive is a two-way single carriageway road and forms the main spine road for Half Penny Meadows strategic site. The road is street lit with footways on both sides of the carriageway, with dropped kerbs and tactile paving present at crossing points. The spine road is intended to link through to Littlemore Road, to the west, as part of the wider infrastructure planned for the Half Penny Meadows strategic site, however, Higher Standen Road will not be a through-route for all traffic as through traffic will be restricted to emergency vehicles, buses cyclists and pedestrians in the interest of preventing rat running and promoting active travel.

2.2.3 Pendle Road runs in an approximate northwest-southeast alignment. To the northwest, Pendle Road provides access into Clitheroe, whilst to the east it provides access to the A59 / Clitheroe Road / Pendle Road roundabout junction. This roundabout was provided as part of the Strategic Site development.

2.2.4 The A59 provides access to towards Chatburn to the north whilst it provides access towards Barrow and Whalley to the south. Clitheroe Road provides access to the east towards Sabden.

2.3 Accident Analysis

2.3.1 STATS19 data has been obtained from the Department for Transport (DfT). The dataset covers the most recent five-year period (2020–2025) available at the time of writing. The analysis focuses on collisions recorded on the local highway network, specifically along Higher Standen Drive and Pendle Road.

2.3.2 The location and severity of the accidents in the vicinity of the site are shown in Figure 2.1 below:

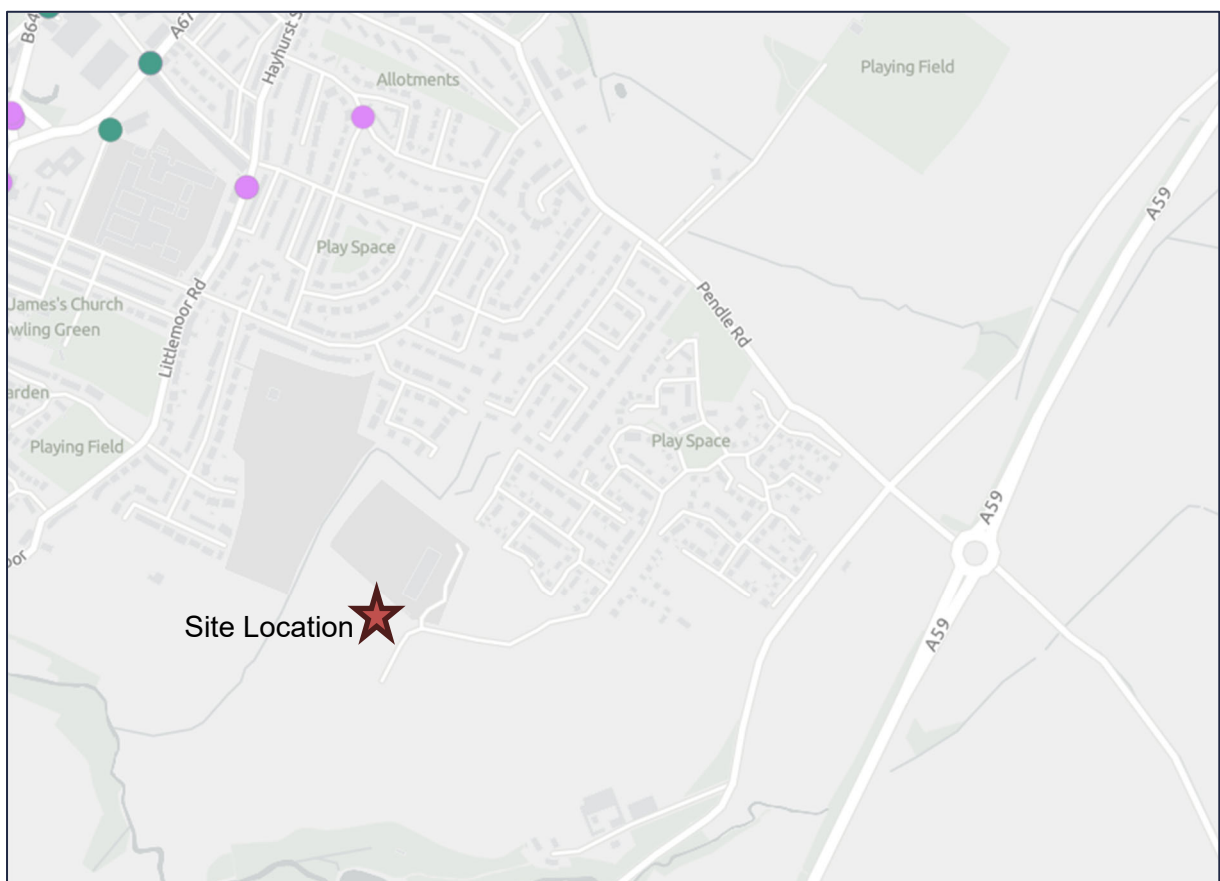


Figure 2.1 – DfT Stats 19 Accident Plot – Study Area

2.3.3 As can be seen from the above, there have been no recorded accidents on Higher Standen Drive or on Pendle Road in the vicinity of the site during the last 5 years.

2.3.4 The evidence shows that there are no engineering issues or problems with the road network or junction layouts and there are no reasons why this situation should be affected as a consequence of the development proposals.

2.4 Relevant Planning History

2.4.1 The relevant planning history of the site is detailed in the Planning Statement accompanying this planning application.

2.4.2 The site has had permissions for both residential and employment use depending on the parameters plans of the 2014 and 2016 outline permissions. However, both have expired.



3 DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 The development proposals are for up to 60 dwellings, comprising of a mix of house types.

3.1.2 The proposed site layout is shown in **Plan 2**.

3.2 Vehicular Access

3.2.1 The vehicular access to the site will be gained via an existing priority controlled access stub off Higher Standen Drive.

3.2.2 The access stub was designed and delivered as part of the Higher Standen Drive spine road to provide access into the land parcel and is wholly suitable for providing access to residential development.

3.2.3 The proposed access off Higher Standen Drive will consist of a 5.5m wide carriageway, with 2.0m wide footways and 6.0m junction entry radii. Visibility splays of 2.4m by 43m are achievable to Higher Standen Drive.

3.2.4 The proposed site access plan is shown in **Plan 3**.

3.2.5 As such, the vehicular access strategy is considered appropriate for the purposes of this development.

3.3 Parking Provision

3.3.1 Car parking standards for the Clitheroe area are contained within the 'Joint Lancashire Structure Plan' SPD which was adopted in March 2005. For residential development it states the following maximum standards:

- 1 bedroom dwelling = 1 space;
- 2/3 bedroom dwellings = 2 spaces;
- 4+ bedrooms = 3 spaces.

3.3.2 In line with Clitheroe parking standards, the development will provide 139 car parking spaces, as detailed in the Parking Arrangements plan accompanying the planning application.

3.3.3 In addition, all driveways will be located as close as possible to front doors in order to ensure they are well utilised.

3.3.4 All internal garage spaces are a minimum of 3.0 metres x 6.0 metres to accommodate a large vehicle.

3.4 Internal Site Layout

3.4.1 The proposed carriageway widths will be 5.5 metres along the primary residential roads and cul-de-sacs. The majority of the residential roads have 2.0m footways and where footways are not present adjacent to the carriageway, an appropriate service strip hard margin will be provided.

3.4.2 Private drives with a carriageway width of 5.0 metres will serve a maximum of five residential units.

3.4.3 Any solid boundary treatments on the plot frontages/sides or adjacent to the driveways are not to be more than 0.6 metres in height to ensure highway visibility is not compromised for motorists emerging from accesses.

3.4.4 In order to fully advise the local highway authority, an illustration of the visibility at junctions and forward visibility at bends within the site has been undertaken. This is included at **Plan 4** and demonstrate appropriate visibility is provided.

3.5 Servicing Access

3.5.1 In order to advise the local highway authority, a swept path analysis has been undertaken using a large refuse vehicle.

3.5.2 The analysis is included at **Plan 5** and demonstrates that a large refuse vehicle can safely manoeuvre within the proposed site layout.

3.5.3 Requirement B5(2) of the England and Wales Building Regulations states that 'reasonable provision shall be made within the site of the building to enable fire appliances to gain access to the building.'

3.5.4 The National House Building Council advise that fire and rescue service vehicles should not have to reverse more than 20m from the end of an access road and that all parts of a dwelling are within the reach of a 45m hose from a point situated 20m from a turning facility.

3.5.5 The layout has therefore been considered in relation to the 20m reverse / 45m hose length distances, which confirms the layout meets these requirements. The review is provided at **Plan 6**.

3.6 Pedestrian and Cycle Access

3.6.1 The site layout has been designed to encourage low traffic speeds, conducive to a self-enforcing 20mph zone, which will enable pedestrian and cyclists to safely use the internal site roads.

3.6.2 Pedestrian and cycle access into the site will be afforded via the proposed vehicular access points onto Higher Standen Drive.

3.6.3 These connections link with existing pedestrian infrastructure located within the vicinity of the site providing links to nearby amenities.

3.7 Active Travel Connections

3.7.1 The Government's National Planning Policy Framework (NPPF) sets out how new proposals should attempt to influence the mode of travel to development in terms of gaining a shift in modal split towards non-car modes.

3.7.2 The latest version of the NPPF was issued in December 2024. The presumption in favour of sustainable development is a central theme running through the NPPF, which states at paragraph 109 that:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains'*

3.7.3 A new draft version of the NPPF was published for consultation in December 2025. The draft NPPF aims to accelerate the delivery of development in line with the Government's aims of promoting sustainable growth and providing climate resilience. Within the new NPPF, the Vision-led approach to transport planning is reinforced, as is a permanent presumption in favour of sustainable development. The draft document also encourages higher density housing delivery in areas which are within a reasonable walking distance of a railway station capable of providing access to a high level of connectivity to services and employment.

3.7.4 Local Transport Note 1/20 (LTN 1/20) also provides guidance to local authorities on delivering high quality, cycle infrastructure including planning for cycling.

- 3.7.5** Active Travel England’s responsibilities cover walking and ‘wheeling,’ such as the use of wheelchairs (self-propelled or powered) and mobility scooters. Active Travel England’s aim is to increase the number of local journeys being walked, wheeled, or cycled by 2030.
- 3.7.6** The Department for Transport (DfT) document; ‘Inclusive mobility: making transport accessible for passengers and pedestrians’ provides guidance on designing and improving the accessibility and inclusivity of public transport and pedestrian infrastructure.
- 3.7.7** It has previously been demonstrated, as part of the original outline application, that the site is accessible by non-car modes and will cater for needs of the development’s residents and assist in promoting a choice of travel modes other than the private car.
- 3.7.8** As will be detailed in the following section of the report, the site facilitates non-car modes.
- 3.7.9** Pedestrian and cycle access will be taken from the Higher Standen Drive along the site frontage and will benefit from the infrastructure delivered as part of the wider Higher Standen strategic site. These include a widened eastern footway along the spine road, a new zebra crossing across Higher Standen Drive, and a number of informal access crossings complete with dropped kerbs and tactile paving, all of which will facilitate good levels of pedestrian connectivity throughout the new estate.
- 3.7.10** The internal layout of the site will be designed to provide a self-enforcing 20mph zone and provide linkages between the site and the existing footway and footpath infrastructure.
- 3.7.11** Currently, the nearest accessible bus stops to the site are on Pendle Road, approximately 925 metres (or a 12 minute walk) north of the site, and consist of bus stop poles with timetable information. Additional stops are located on Whalley Road east of the site.

- 3.7.12** The planning permission for the Strategic Site is subject a Section 106 Agreement under the Town and Country Planning Act, 1990 (as amended). One of its provisions is a contribution towards the provision of a public bus service to serve the development ('The Bus Subsidy'). The original sum was £1.7M which is subject to 'The Indexation Factor. The road network through Half Penny Meadows has been designed to accommodate bus stops accordingly and bus stops and shelters are in place (including one by the site). So, future bus service will operate through Half Penny Meadows past the subject site.
- 3.7.13** It is considered that this infrastructure will ensure the site is well connected by public transport, now and into the future, and that non-car modes of transport are accessible, attractive, and encouraged. Further details are provided in Section 4 of this report.

4 ACCESSIBILITY BY NON CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.3 The accessibility of the site has been considered by the following modes of transport:

- Accessibility by walking / wheeling.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail.

4.2 Accessibility by Walking / Wheeling

4.2.1 It is important to create a choice of direct, safe, and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk / wheel whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

4.2.2 The nearest footways to the site are located along Higher Standen Drive and the site will provide direct links to this existing infrastructure within Half Penny Meadows site.

- 4.2.3 Other walking and wheeling infrastructure within Half Penny Meadows include a widened eastern footway along the spine road, a new zebra crossing across Higher Standen Drive, and a number of informal access crossings complete with dropped kerbs and tactile paving, all of which will facilitate good levels of pedestrian connectivity throughout the new estate.
- 4.2.4 The DFT National Travel Survey of 2023 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.
- 4.2.5 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 4.2.6 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*
- 4.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*

4.2.8 **Table 4.2** below summarises this guidance in tabular form.

‘Comfortable’ Walk	‘Preferred Maximum’ Walk
800m	2,000m

Table 4.2 Manual for Streets Walk Distances

4.2.9 Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far Do People Walk and Cycle’. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Personal business – 1,600 metres.

4.2.10 Overall, in Table 4.1, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 4.3 WYG Report/NTS Data Walk Distances

4.2.11 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

4.2.12 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home.

4.2.13 The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Table 4.4** below:

Do you think each of the following should or should not be included as amenities to have within a 15 minute walk of every home in your neighbourhood?

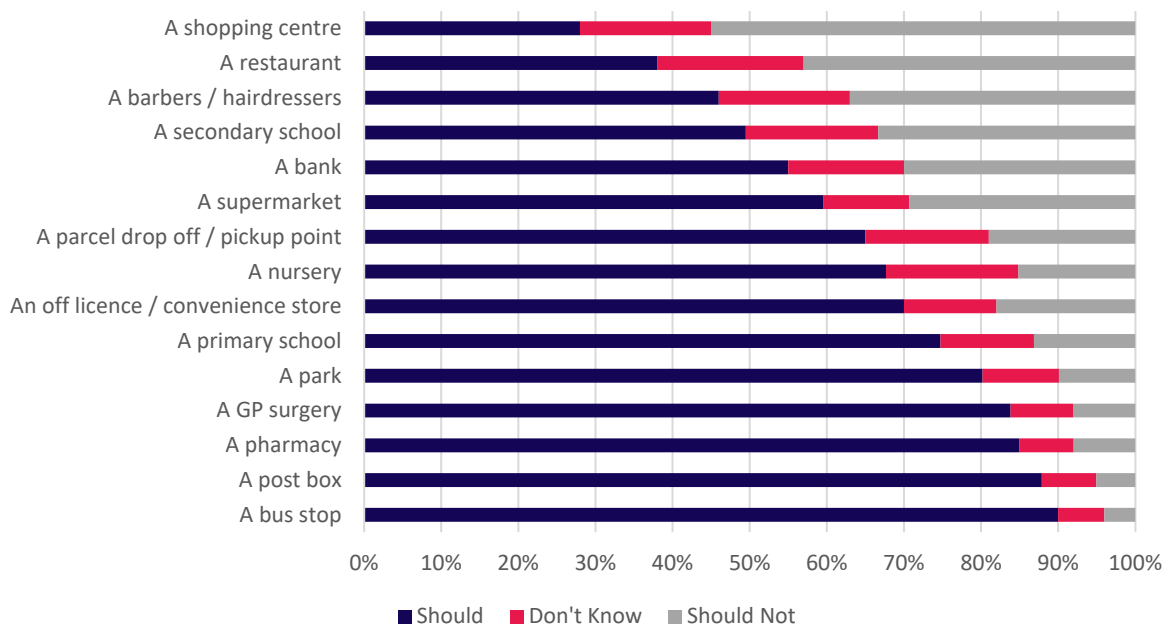


Table 4.4 YouGov Poll Results (Source YouGov)

4.2.14 Table 4.4 above shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.



- 4.2.15** **Plan 7** provides an illustrative indication of the areas that can be reached on foot from site, based on a leisurely walking pace from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.
- 4.2.16** As can be seen in **Plan 7**, the site is located in close proximity to a number of a local amenities, including a bus stop, a post office, a primary school, and a local convenience store, which are all within an approximate 5-minute walk from site.
- 4.2.17** There are a range of ‘day to day’ amenities in **Table 4.5** below that are located within a short walk of the site, namely:

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Ribblesdale Primary School	90m	4,800m	YES
Castlewood Care Home	200m	1,950m	YES
Premier Convenience Store (Hayhurst Street)	1,210m	1,950m	YES
Pets at Home (Whalley Road)	1,300m	1,950m	YES
Aldi (Whalley Road)	1,300m	1,950m	YES
Ribblesdale High School	1,200m	1,600m	YES
Clitheroe St James Church of England Primary School	1,430m	3,200m	YES
Holmes Mill	1,510m	1,950m	YES
Sainsbury’s	1,600m	1,950m	YES
Lidl	1,670m	1,950m	YES
Ribblesdale Wanderers Cricket and Bowling Club	1,850m	1,950m	YES
Clitheroe Town Centre	1,950m	1,950	YES

Table 4.5 – Local Amenities

4.2.18 Based on the review, it is considered that the existing pedestrian infrastructure provides safe and direct walking and wheeling linkages between the site and a range of key local services and amenities. These will be enhanced when the spine road is connected with Littlemoor for which planning permission exists.

4.3 Access by Cycle

4.3.1 An alternative mode of travel to the site could be achieved by bicycle.

4.3.2 The current advice contained within the Highway Code, which was updated on 29th January 2022, aims to improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the updated guidance focuses on cyclists' positioning within traffic lanes under different conditions. It advises motorists to give cyclists priority in slow-moving traffic where there is insufficient space to overtake safely and to maintain a minimum clearance of 1.5 metres when passing.

4.3.3 The Cycling England document 'Integrating Cycling into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*

4.3.4 A distance of 8 kilometres (5 miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Clitheroe, Worston, Pendleton, Barrow and Chatburn.

4.3.5 As shown in **Figure 4.1**, the Lancashire County Council website provides an interactive map of nearby cycle routes. The red indicated on-road cycle routes and the green, off-road.

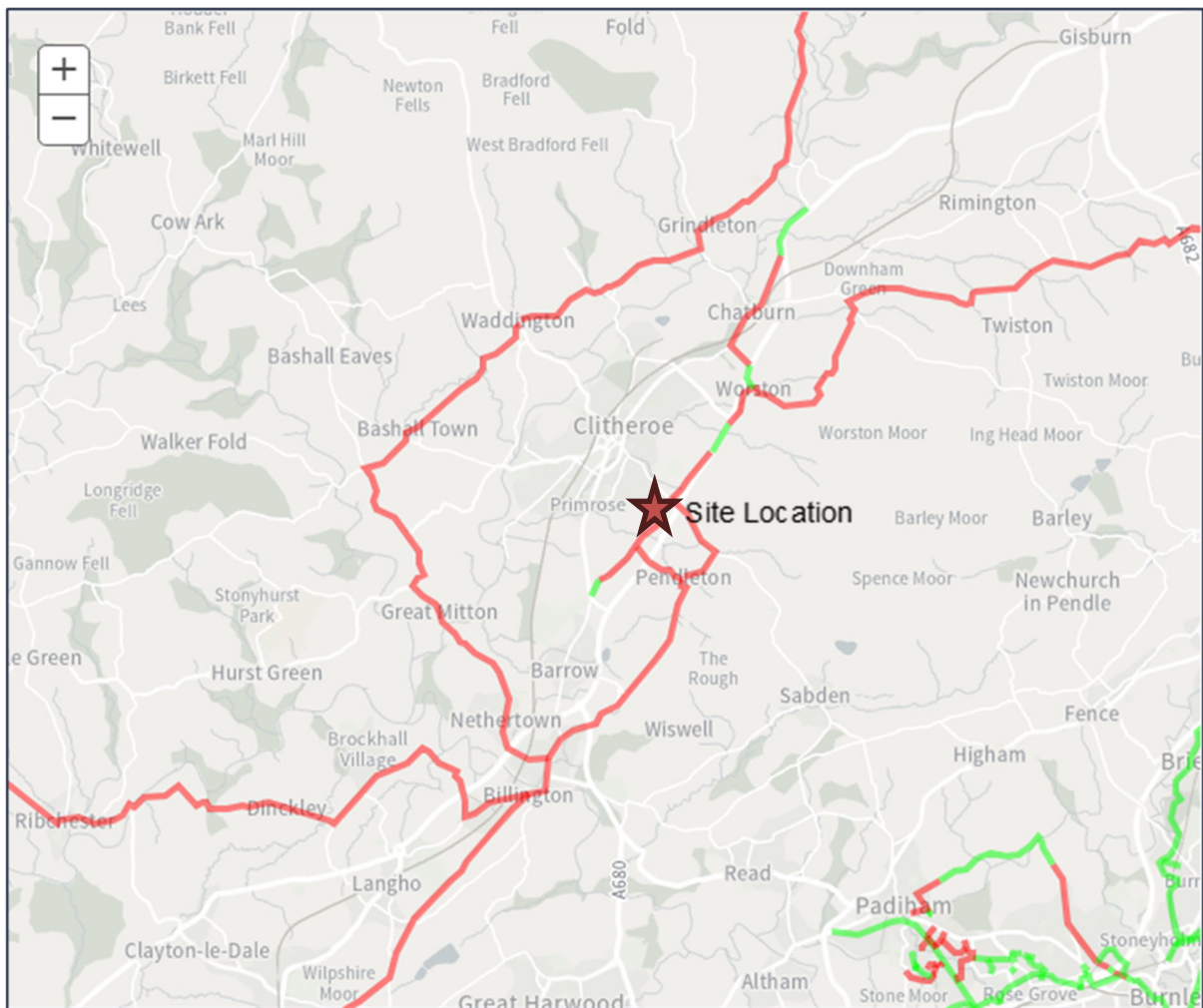


Figure 4.1 – Map of nearby cycle routes.

4.3.6 As shown in Figure 4.1, a local cycle route is located to the east of the site. The route can be accessed directly from Half Penny Meadows. The route forms part of a long-distance route connecting Chatburn in the north to Whalley and in the south, using a combination of traffic-free paths and on-road sections.

4.3.7 The site can, therefore, be considered as being accessible by cycle.

4.4 Access by Bus

4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to provide opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

4.4.2 The nearest accessible bus stops to the site are on Pendle Road, approximately 925 metres (or a 12 minute walk) north of the site, and consist of bus stop poles with timetable information.

4.4.3 Additional stops are located on Whalley Road west of the site. The spine road will enable comfortable access to those. The road network through Half Penny Meadows has been designed to accommodate buses and some of the stops (with shelters) are already in place including one by the application site.

4.4.4 A summary of the existing services available from the nearest bus stops from the development site is provided in **Table 4.6** below.

Servic No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00- 17:00	Post 17:00	Pre 08:00	08:00- 17:00	Post 17:00	
5	Clitheroe - Chipping via Barrow Brook, Hurst Green	1 service	60 mins	3 service s	1 service	60 mins	3 service s	120 mins
15	Clitheroe - Accrington Via Barrow Brook, Great Harwood, Rishton, Clayton Le Moors	2 services	60 mins	2 service s	1 service	60 mins	2 service s	-
25	Clitheroe - Blackburn Via Brockhall, Langho, Lammack, St. Marys College	-	120 minutes	2 service s	-	4 service s	120 minutes	-
64	Burnley - Clitheroe via Sycamore Avenue, Lowerhouse, Slade Lane, Whalley, Barrow Brook	1 service	60 mins	3 service s	1 service	60 mins	3 service s	120 mins

Table 4.6 Existing Bus Services Operating in the Vicinity of the Site

4.4.5 As can be seen from Table 4.6, the nearest existing bus stops to the site provide access to at least 8 buses per hour in the peak periods to Burnley and Blackburn.

4.4.6 It is therefore concluded that the development site is accessible by bus and will have a service directly serving it and the rest of the Strategic Site soon.

4.5 Accessibility by Rail

4.5.1 As previously mentioned, the new draft NPPF looks to promote sites within a reasonable walking distance of a railway station. The nearest railway station to the site is Clitheroe Railway Station, which is situated around 1.7 kilometres northwest from the centre of the site, equating to a walking time of around 18 minutes.

4.5.2 Clitheroe Station is managed by Northern and has 2 platforms, offering 1 service per hour to Manchester Victoria.

4.5.3 These services increase the opportunity for residents to travel further afield by public transport, with access to Manchester Victoria, which in turn provides train and tram services to other Manchester stations and the national rail network.

4.5.4 In conclusion, the site can be considered as being accessible by rail with Clitheroe railway station providing connectivity to services and employment opportunities as part of a multi-modal journey.

4.6 Accessibility Summary

4.6.1 The development site has been considered in terms of its accessibility by non-car modes.

4.6.2 The following conclusions can be drawn from this section of the report:

- It has been long accepted in the development plan (adopted Local Plan) and decision making on the Strategic Site, that the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

- The site is accessible on foot and as the area is relatively flat. It is also conducive to cycling, with provision for cycling in the Strategic Site and rural cycle routes nearby to the site.
- The bus services available from the bus stops on Pendle Road travelling to Burnley and Blackburn demonstrate that the development is well served by bus services now. This will be enhanced by the committed bus route provision through the Strategic Site.
- The site would deliver housing development within a reasonable walking distance of a railway station, with Clitheroe Station located less than a 20 minute walk from the site.

4.6.3 In light of the above, it is considered the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car. In addition, the proposed bus service through the Strategic Site is likely to be more viable by the provision of the additional 60 dwellings.

5 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

5.1 Introduction

5.1.1 To encourage residents and visitors to the site by non-car modes, a Travel Plan is proposed.

5.2 Travel Plan

5.2.1 A Framework Travel Plan is included in **Appendix 1**. The objective of the Travel Plan is the delivery of the objectives of National Planning Policy, i.e. to encourage residents to travel by non-car modes of travel. The Travel Plan outlines physical and management measures that are designed to achieve this objective.

5.2.2 The effectiveness of Travel Plans in assisting the use of non-car modes for journeys is intrinsically linked to the accessibility of a given site by means other than the private car.

5.2.3 The proposed development has been demonstrated to benefit from good non-car accessibility, and the adoption of a Travel Plan should, therefore, be effective.

6 TRAFFIC IMPACT ANALYSIS

6.1 Introduction

6.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

6.2 Existing Site Traffic

6.2.1 In considering the likely changes in traffic that will occur on the local highway network as a result of the proposed development, account must first be taken of the traffic that would have been generated by the site from its outline approval for Employment use, as per the lapsed outline planning permissions (the later one being Planning Ref: 3/2015/0895).

6.2.2 As previously mentioned, the lapsed permission was consented for Class E (Formerly B1) Office unit on the site for a total floor area of 5,575sqm. In order to establish the vehicular trip rates for the B1 land-use, reference has been made to the previously agreed trip rates.

6.2.3 **Table 6.1** below summarises the trip rates and traffic flows for the previously consented land-use.

Mode	Period	Trip Rate		Traffic Flow	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	2.313	0.210	129	12
	PM Peak Hour	0.195	2.012	11	112

Table 6.1 – Consented Development and Traffic Generation (5,575 sqm)

6.2.4 As can be seen in Table 6.1, the forecast traffic generation associated with 5,575m² of employment space, which was the quantum identified for the site, is forecast to be a total of 141 two-way vehicle movements in the Weekday AM peak and 123 two-way vehicle movements in the Weekday PM peak.

6.3 Proposed Development

6.3.1 As previously stated, the development proposals will provide 60 residential dwellings.

6.3.2 In order to establish the vehicular trip rates for the proposed development, reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Residential, Houses Privately Owned;
- Greater London and Republic of Ireland sites excluded;
- Range between 1 to 130 units;
- Edge of Town Centre and Suburban Area locations; and
- Weekday surveys only.

6.3.3 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development is included in **Table 6.2** and TRICS Output is found at **Appendix 2**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.160	0.423	10	25
	PM Peak Hour	0.369	0.192	22	12

Table 6.2 Proposed Residential Development Trip Rates and Trips (60 Units)

6.3.4 As can be seen from the above table, the proposed development is predicted to result in 35 two-way vehicular trips during the weekday AM peak and 34 two-way trips during the weekday PM peak.

6.3.5 This equates to slightly more than 1 two-way trip every 2 minutes, in either peak hour.

6.4 Net Impact

6.4.1 Table 6.3 below provides a comparison of the previously approved (lapsed) and proposed development traffic flows for the Weekday peak periods.

Land-use	AM Peak			PM Peak		
	Arr	Dep	2-Way	Arr	Dep	2-Way
Previously approved (lapsed) Development	129	12	131	11	112	123
Proposed Development	10	25	35	22	12	34
Difference +/-	-119	+13	-96	+11	-100	-99

Table 6.3 – Comparison of Previously approved (lapsed) and Proposed Development Flows

6.4.2 As can be seen in Table 4.3, the proposed development is forecast to result in a reduction of 96 two-way movements in the Weekday AM peak and a reduction of 99 two-way vehicle movements in the Weekday PM peak when compared to the previously approved (lapsed) development proposals on the plot.

6.4.3 Based on the above, it can be concluded that the proposals are forecast to result in an overall reduction in vehicle movements on the local highway network when compared to the existing consented land-use.

7 CONCLUSIONS

7.1.1 Eddisons has been instructed by Applethwaite Homes to advise on the traffic and transport issues relating to a full planning application for a residential development on land off Higher Standen Drive in Clitheroe.

7.1.2 The proposals would provide a total of 60 dwellings.

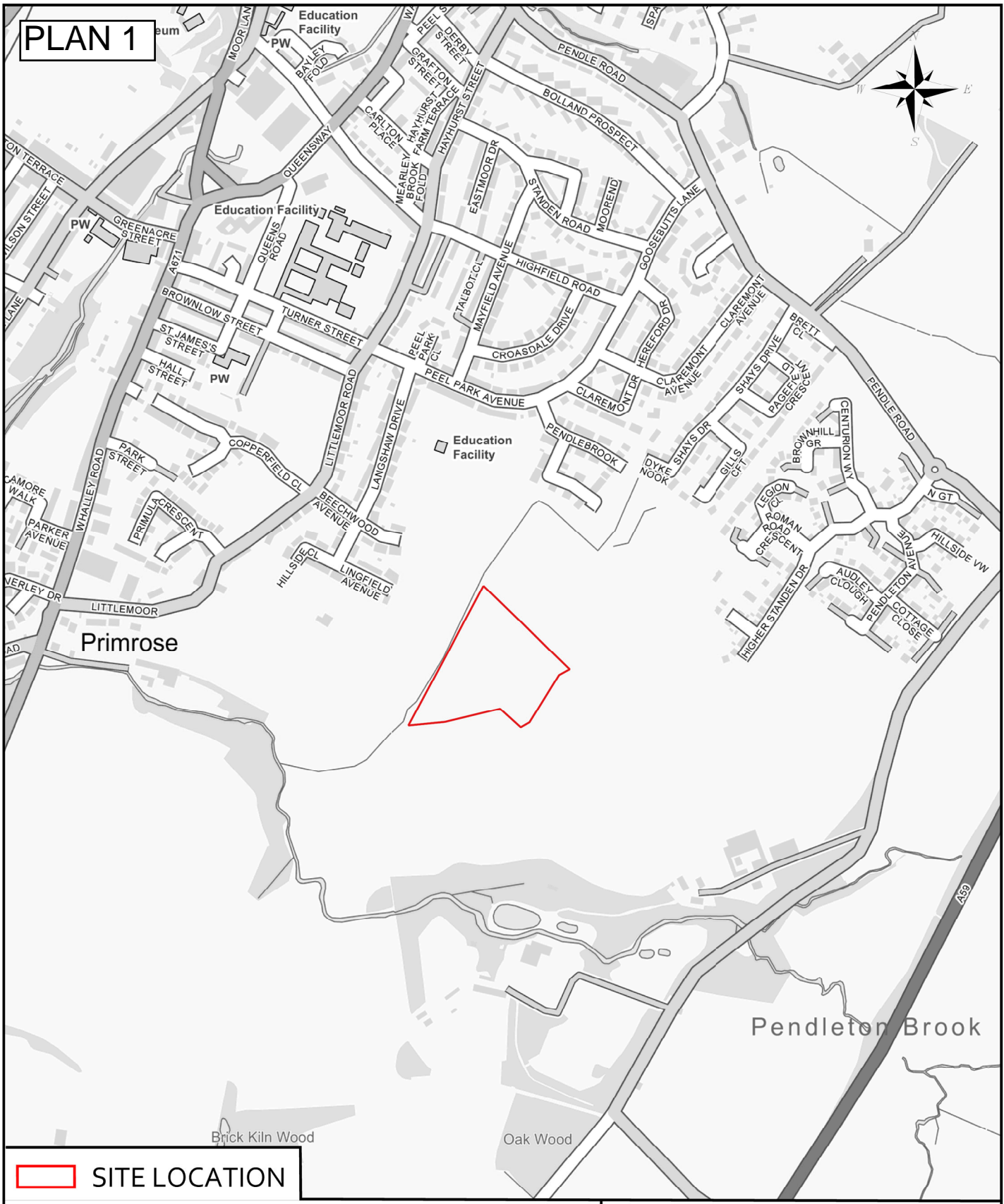
7.1.3 A number of conclusions can be drawn from the report, namely:

- The proposed development will be accessed by safe and efficient vehicular access arrangements, which utilises an existing access point onto the Higher Standen Drive spine road.
- The proposed car parking provision is appropriate.
- The proposed site layout can accommodate the swept path requirements;
- The proposed site layout meets the requirement for fire and rescue service vehicles.
- The report has demonstrated that the application site is and development is accessible by non-car travel modes such as walking / wheeling, cycling and public transport.
- The site would deliver housing within a reasonable walking distance of Clitheroe railway station.
- A Travel Plan will be implemented to further encourage the use of non-car modes.
- The traffic impact of the proposals would not be material and the residential development would generate less traffic than the employment uses originally envisaged 15 years ago.

7.1.4 It can therefore be concluded that the proposals are acceptable in highway and accessibility terms.

PLANS

PLAN 1



 **SITE LOCATION**

CLIENT:
APPLETHWAITE HOMES

DRAWING TITLE:
HIGHER STANDEN ROAD, CLITHEROE

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 5016-01	REVISION: -
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DRAWN: SC	DATE: 11.12.25	CHECKED: GM	DATE: 11.12.25	SCALES: NTS @ A4
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Land at Higher Standen Drive, Clitheroe BB7 1HF

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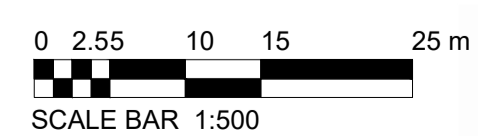
Ref	House Type	Beds	Sq. Ft	FMV	Affordable	Total Beds	Total SqFt
Lon	Longthwaite	3	1174	6		18	7044
Yew	Yewdale	2	1126	4		8	4504
Fr	Firbank	3	1154	6		18	6924
Swi	Swindle	4	1289	1		4	1289
Con	Conston	4	1301	5		20	8505
Win	Windermere	4	1363	6		24	8178
Lev	Levens	4	1430	2		8	2860
Cro	Crofton	4	1932	10		40	19320
Hav	Haverthwaite	5	2309	2		10	4618
Bar	Barton	2	760		10	20	7600
Sca	Scarfell	1	510		4	4	2040
Sca	Scarfell	1	527		4	4	2108
Total				42	18		
Grandtotal				60		178	72990

PLAN 2



- Key**
- Application Boundary
- Boundary Treatments**
- 1.8m Brick wall with timber infill panels
 - 1.8m Timber fence
- Hard Landscaping**
- Access Road / Footway
 - Shared Surface Road
 - Ramp
 - Private Footpath/Patio - Paving Slabs
 - Private Driveway/Parking
 - Private Shared Drive
 - Denotes dual aspect type
- Existing neighbouring buildings**
- Topographical survey line (brown lines) measured where possible
 - Ordnance survey line (black lines)
- Existing Trees**
- Trees to be retained
 - Trees / Bushes to be removed
- Affordable housing location**
- Affordable housing plot

Planning
General Arrangements



URBAN DESIGN GROUP
REGISTERED PRACTICE

Drawing No.	25-166-P01	Rev.	-
Scale:	1:500		
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Sheet Size:	A1		





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PLAN 3

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
APPLETHWAITE HOMES

PROJECT:
HIGHER STANDEN ROAD, CLITHEROE

DRAWING TITLE:
PROPOSED SITE ACCESS ARRANGMENT

SCALES:
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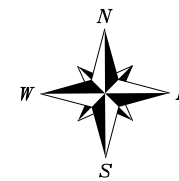
DRAWN: GM	CHECKED: MTC	DATE: JAN 25
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DRAWING NUMBER: 5016-F03	REVISION: -
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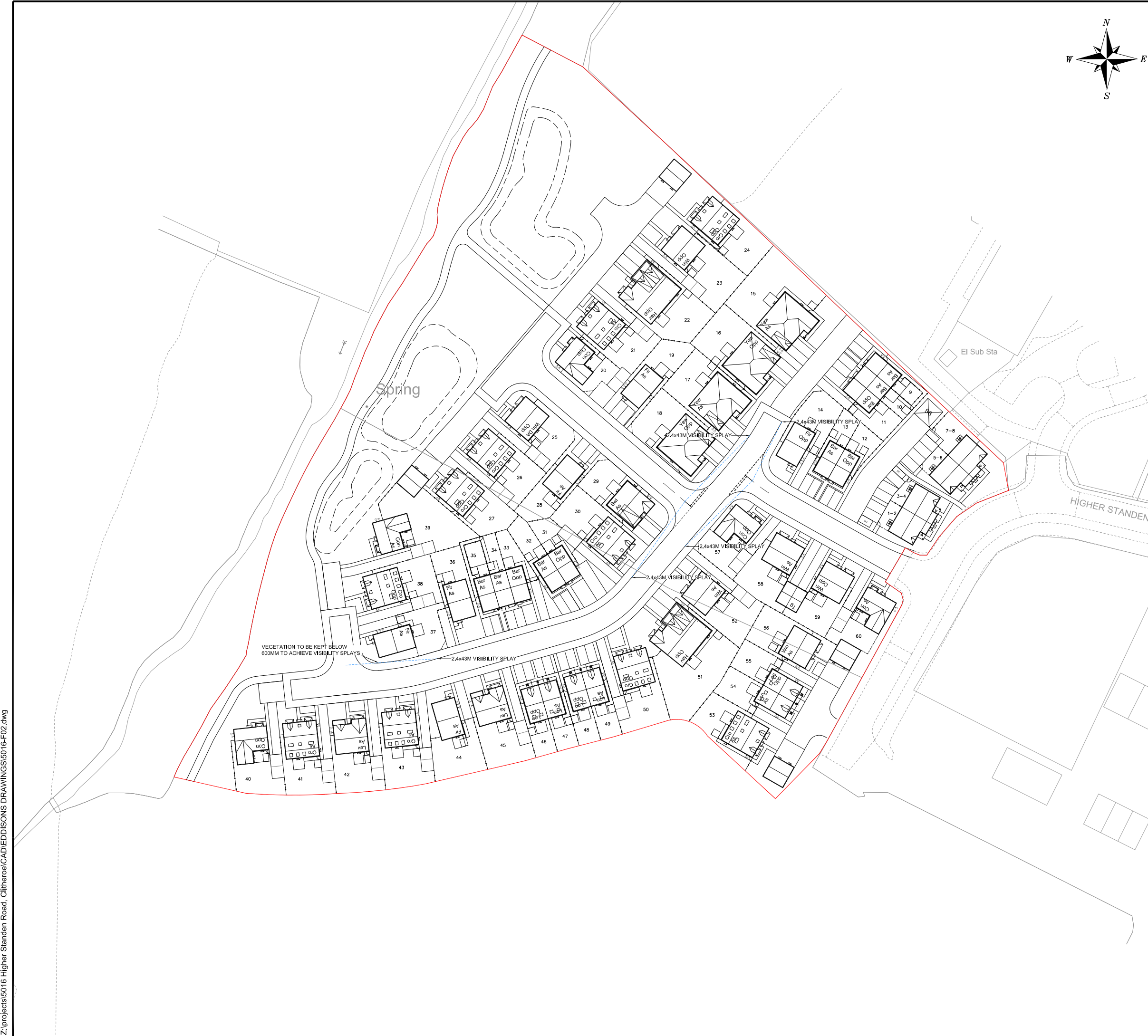
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PLAN 4



REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
APPLETHWAITE HOMES

PROJECT:
**HIGHER STANDEN ROAD,
CLITHEROE**

DRAWING TITLE:
INTERNAL VISIBILITY PLAN

SCALES:
1:1000 @ A3

DRAWN: GM	CHECKED: MTC	DATE: JAN 25
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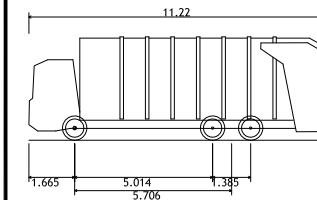
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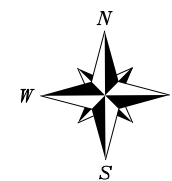
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NOTES



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
 Overall Length 11.220m
 Overall Width 2.530m
 Overall Body Height 3.756m
 Min Body Ground Clearance 0.309m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 11.550m



REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
APPLETHWAITE HOMES

PROJECT:
**HIGHER STANDEN ROAD,
 CLITHEROE**

DRAWING TITLE:
**SWEPT PATH ANALYSIS
 (REFUSE)**

SCALES:
1:1000 @ A3

DRAWN: **GM** CHECKED: **MTC** DATE: **DEC 25**

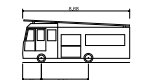
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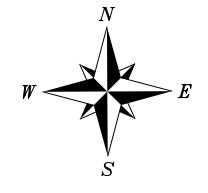


NOTES

- FIRE ACCESS - DISTANCES TO BUILDINGS (Metres)
- REVERSING DISTANCE (Metres)



DB32 Fire Appliance	8.690m
Overall Length	2.160m
Overall Width	3.452m
Min Body Height	0.337m
Max Track Width	2.121m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.910m



FIRE TENDER HIGHWAY DESIGN CHECKLIST - BUILDING REGS PART B		
DESIGN FEATURE	DESIGN REQUIREMENTS	NOTES
TURNING FACILITIES	FIRE SERVICE VEHICLES SHOULD NOT HAVE TO REVERSE MORE THAN 20m FROM THE END OF AN ACCESS ROAD.	Complies
ACCESS ROUTE	MINIMUM WIDTH OF ROAD BETWEEN KERBS - 3.7m	Complies
ACCESS TO BUILDINGS	THERE SHOULD BE VEHICULAR ACCESS FOR A PUMP APPLIANCE TO SMALL BUILDINGS TO EITHER: A) 15% OF THE PERIMETER; OR B) WITHIN 45m OF EVERY POINT ON THE PROJECTED PLAN AREA (OR FOOTPRINT) OF THE BUILDING	Complies

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
APPLETHWAITE HOMES

PROJECT:
HIGHER STANDEN ROAD, CLITHEROE

DRAWING TITLE:
SWEPT PATH ANALYSIS (FIRE TENDER)

SCALES:
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DRAWN: **GM** CHECKED: **MTC** DATE: **JAN 25**

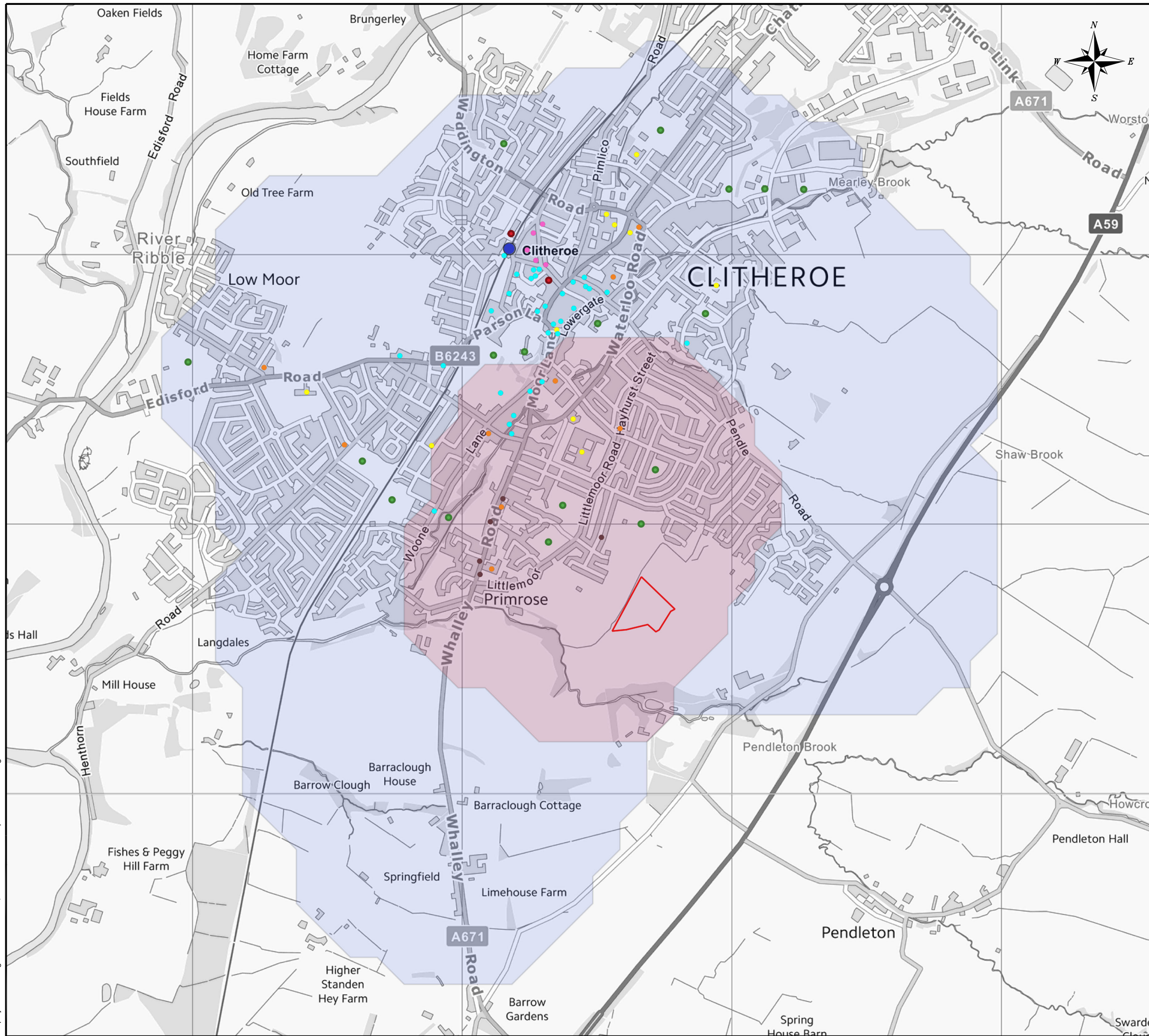
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DRAWING NUMBER: **5016-SP02** REVISION: **A**



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- NOTES**
- Site Location
 - 800m Pedestrian Catchment
 - 2km Pedestrian Catchment
 - Nearest Train Station
 - Nearest Bus Stops
 - Café/Takeaway/Public House
 - Education
 - Medical/Healthcare
 - Post Box/Post Office
 - Sport/Leisure/Park
 - Supermarket/Local Food Store

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REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
APPLETHWAITE HOMES

PROJECT:
HIGHER STANDEN ROAD, CLITHEROE

DRAWING TITLE:
800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:
NTS @ A3

DRAWN:	SC	CHECKED:	GM	DATE:	DEC 25
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APPENDICES

APPENDIX 1

Travel Plan Framework

Proposed Residential Development
Higher Standen Drive, Clitheroe

January 2026

FRAMEWORK TRAVEL PLAN

[eddisons.com](https://www.eddisons.com)

Eddisons

REPORT

DOCUMENT: Travel Plan Framework

PROJECT: Proposed Residential Development – Higher Standen Drive, Clitheroe

CLIENT: Applethwaite Ltd

JOB NUMBER: 5016

FILE ORIGIN: Z:\projects\5016 Higher Standen Road, Clitheroe\Docs\Reports\5016TPF.01.docx

DOCUMENT CHECKING:

Primary Author: GM **Initialed:**

Contributor SC **Initialed:**

Review By: MTC **Initialed:**

Issue	Date	Status	Checked for Issue
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1	28-01-26	First Draft	
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PLANS

See Transport Assessment

1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons have been instructed by Applethwaite Homes to advise on the traffic and transport issues relating to an outline planning application for the land off Higher Standen Drive in

1.1.2 The Government has produced the National Planning Practice Guidance (NPPG) on the preparation of travel plans. Within the NPPG, there is specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three documents discussed.

1.1.3 The NPPG guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The NPPG has been considered in the production of this Framework Travel Plan.

1.1.4 The Department for Transport has also issued two separate guides on the preparation of travel plans, which although now superseded, still provides good practice guidance which is of relevance to this proposed development. These documents are as follows:

- Making Residential Travel Plans Work - Published in September 2005; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Published in April 2009.

1.2 Development Site and Location

1.2.1 The application site is located circa 1 kilometre to the south of Clitheroe town centre within the wider Higher Standen strategic site known as Half Penny Meadows.

1.2.2 The site is bound by development associated with the wider Half Penny Meadows to the north, east and south, and by undeveloped land and playing fields to the west.

1.2.3 The location of the application site is shown within **Plan 1**.

1.2.4 The development site benefits from new infrastructure implemented as part of the wider Half Penny Meadows strategic site.

1.3 Development Proposals

1.3.1 The development proposals are for up to 60 dwellings, comprising of a mix of house types.

1.3.2 The vehicular access to the site will be gained via an existing priority controlled access stub off Higher Standen Drive.

1.3.3 The proposed site layout is shown in **Plan 2**.

1.4 Pedestrian and Cycle Access

1.4.1 It has previously been demonstrated, as part of the outline application, that the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

1.4.2 The site layout has been designed to encourage low traffic speeds, conducive to a self-enforcing 20mph zone, which will enable pedestrian and cyclists to safely use the internal site roads.

1.4.3 Pedestrian and cycle access into the site will be afforded via the proposed vehicular access points onto Higher Standen Drive.

1.4.4 These connections link with existing pedestrian infrastructure located within the vicinity of the site providing links to nearby amenities.

1.5 The Travel Plan

1.5.1 The aims of the Travel Plans are as follows:

- to encourage residents and visitors to use alternatives to the private car,
- to increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
- to introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.6 Residents Travel Pack

1.6.1 The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in Section 3.

1.7 Plan Administration

1.7.1 The developer will be required to designate a Travel Plan Co-ordinator prior to occupation of the site. Initially, the role is likely to be undertaken by a person employed by Applethwaite Ltd. Essentially this Co-ordinator will act as a main point of contact and liaison in implementing the Travel Plan with the local authority.

1.7.2 The name and contact details of the Travel Plan Co-ordinator will be provided to the Sustainable Travel Plan Officer at Lancashire County Council.

2 ACCESSIBILITY BY NON CAR MODES

2.1 Introduction

2.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

2.1.2 New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

2.1.3 The accessibility of the site has been considered by the following modes of transport:

- Accessibility by walking / wheeling.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail.

2.2 Accessibility by Walking / Wheeling

2.2.1 It is important to create a choice of direct, safe, and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk / wheel whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

2.2.2 The nearest footways to the site are located along Higher Standen Drive and the site will provide direct links to this existing infrastructure within Half Penny Meadows site.

- 2.2.3 Other walking and wheeling infrastructure within Half Penny Meadows include a widened eastern footway along the spine road, a new zebra crossing across Higher Standen Drive, and a number of informal access crossings complete with dropped kerbs and tactile paving, all of which will facilitate good levels of pedestrian connectivity throughout the new estate.
- 2.2.4 The DFT National Travel Survey of 2023 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.
- 2.2.5 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 2.2.6 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*
- 2.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*

2.2.8 **Table 4.2** below summarises this guidance in tabular form.

‘Comfortable’ Walk	‘Preferred Maximum’ Walk
800m	2,000m

Table 4.2 Manual for Streets Walk Distances

2.2.9 Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far Do People Walk and Cycle’. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Personal business – 1,600 metres.

2.2.10 Overall, in Table 4.1, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 4.3 WYG Report/NTS Data Walk Distances

2.2.11 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

2.2.12 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home.

2.2.13 The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Table 4.4** below:

Do you think each of the following should or should not be included as amenities to have within a 15 minute walk of every home in your neighbourhood?

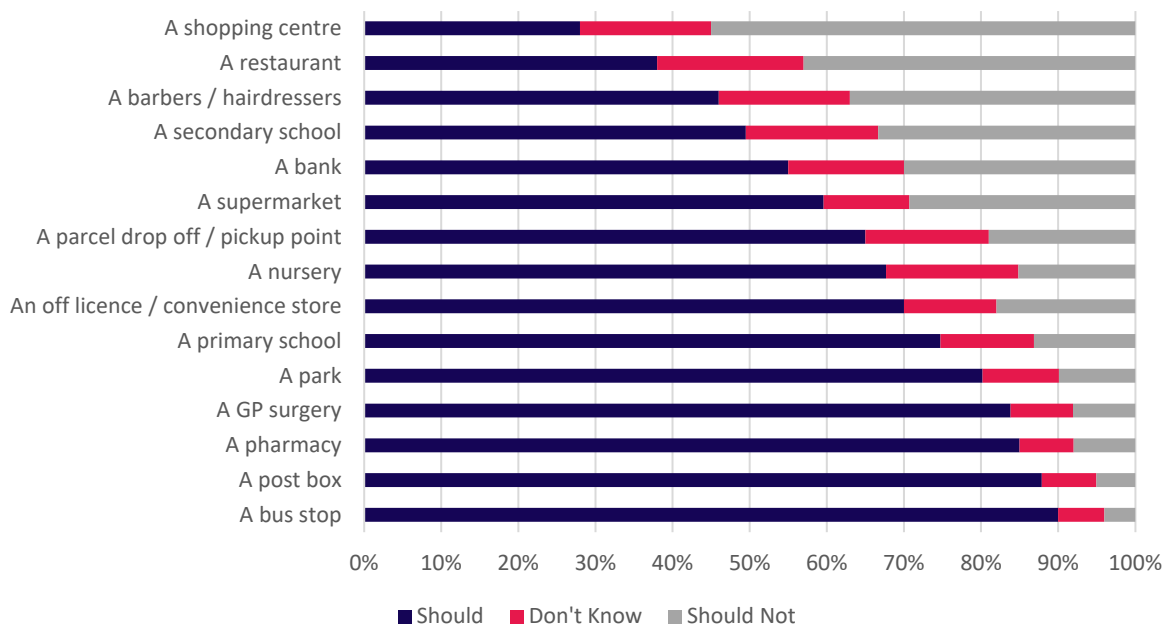


Table 4.4 YouGov Poll Results (Source YouGov)

2.2.14 Table 4.4 above shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

- 2.2.15** **Plan 7** provides an illustrative indication of the areas that can be reached on foot from site, based on a leisurely walking pace from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.
- 2.2.16** As can be seen in **Plan 7**, the site is located in close proximity to a number of a local amenities, including a bus stop, a post office, a primary school, and a local convenience store, which are all within an approximate 5-minute walk from site.
- 2.2.17** There are a range of ‘day to day’ amenities in **Table 4.5** below that are located within a short walk of the site, namely:

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Ribblesdale Primary School	90m	4,800m	YES
Castlewood Care Home	200m	1,950m	YES
Premier Convenience Store (Hayhurst Street)	1,210m	1,950m	YES
Pets at Home (Whalley Road)	1,300m	1,950m	YES
Aldi (Whalley Road)	1,300m	1,950m	YES
Ribblesdale High School	1,200m	1,600m	YES
Clitheroe St James Church of England Primary School	1,430m	3,200m	YES
Holmes Mill	1,510m	1,950m	YES
Sainsbury’s	1,600m	1,950m	YES
Lidl	1,670m	1,950m	YES
Ribblesdale Wanderers Cricket and Bowling Club	1,850m	1,950m	YES
Clitheroe Town Centre	1,950m	1,950	YES

Table 4.5 – Local Amenities

2.2.18 Based on the review, it is considered that the existing pedestrian infrastructure provides safe and direct walking and wheeling linkages between the site and a range of key local services and amenities. These will be enhanced when the spine road is connected with Littlemoor for which planning permission exists.

2.3 Access by Cycle

2.3.1 An alternative mode of travel to the site could be achieved by bicycle.

2.3.2 The current advice contained within the Highway Code, which was updated on 29th January 2022, aims to improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the updated guidance focuses on cyclists' positioning within traffic lanes under different conditions. It advises motorists to give cyclists priority in slow-moving traffic where there is insufficient space to overtake safely and to maintain a minimum clearance of 1.5 metres when passing.

2.3.3 The Cycling England document 'Integrating Cycling into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*

2.3.4 A distance of 8 kilometres (5 miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Clitheroe, Worston, Pendleton, Barrow and Chatburn.

2.3.5 As shown in **Figure 4.1**, the Lancashire County Council website provides an interactive map of nearby cycle routes. The red indicated on-road cycle routes and the green, off-road.

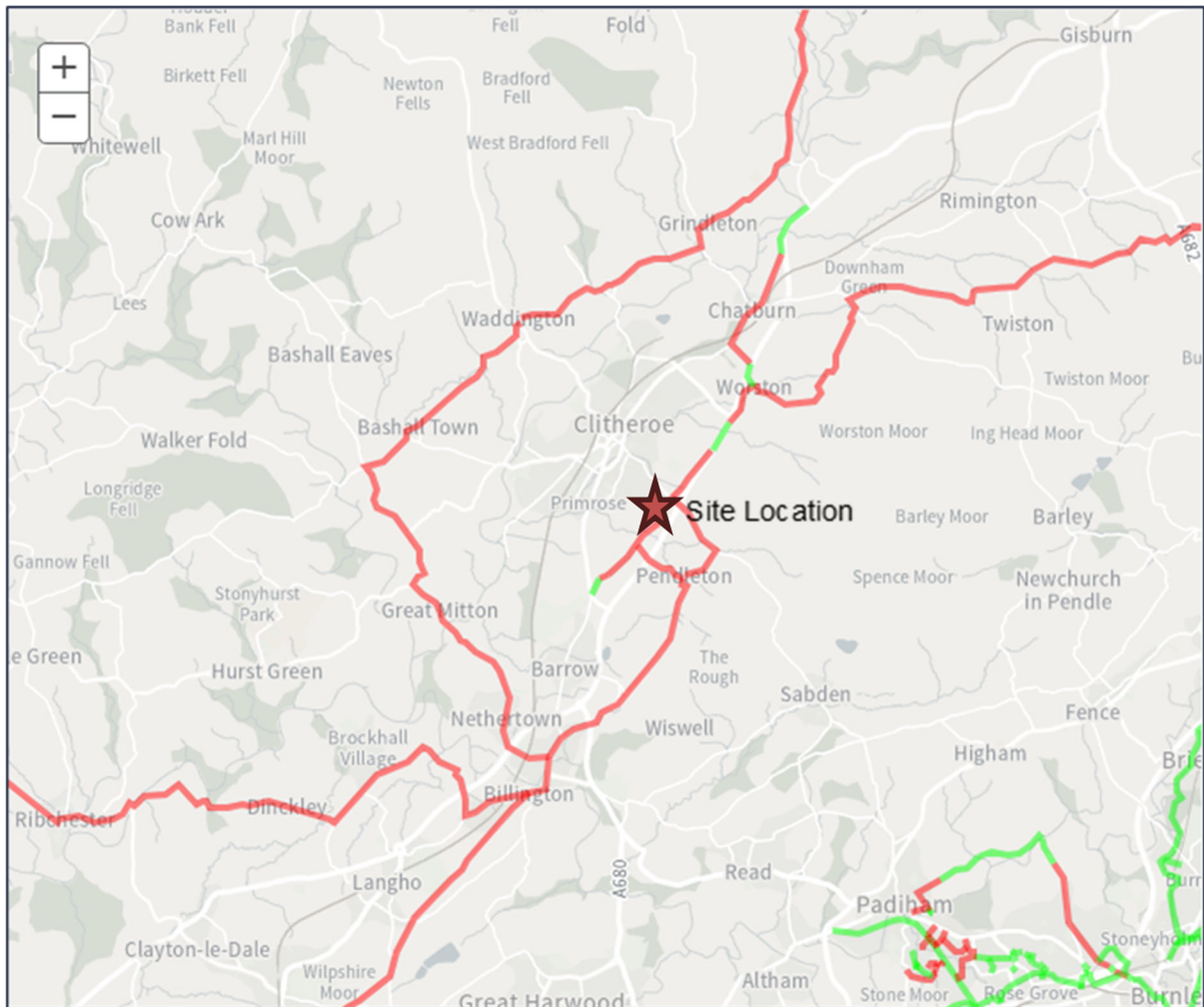


Figure 4.1 – Map of nearby cycle routes.

2.3.6 As shown in Figure 4.1, a local cycle route is located to the east of the site. The route can be accessed directly from Half Penny Meadows. The route forms part of a long-distance route connecting Chatburn in the north to Whalley and in the south, using a combination of traffic-free paths and on-road sections.

2.3.7 The site can, therefore, be considered as being accessible by cycle.

2.4 Access by Bus

2.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to provide opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

2.4.2 The nearest accessible bus stops to the site are on Pendle Road, approximately 925 metres (or a 12 minute walk) north of the site, and consist of bus stop poles with timetable information.

2.4.3 Additional stops are located on Whalley Road west of the site. The spine road will enable comfortable access to those. The road network through Half Penny Meadows has been designed to accommodate buses and some of the stops (with shelters) are already in place including one by the application site.

2.4.4 A summary of the existing services available from the nearest bus stops from the development site is provided in **Table 4.6** below.

Servic No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00- 17:00	Post 17:00	Pre 08:00	08:00- 17:00	Post 17:00	
5	Clitheroe - Chipping via Barrow Brook, Hurst Green	1 service	60 mins	3 service s	1 service	60 mins	3 service s	120 mins
15	Clitheroe - Accrington Via Barrow Brook, Great Harwood, Rishton, Clayton Le Moors	2 services	60 mins	2 service s	1 service	60 mins	2 service s	-
25	Clitheroe - Blackburn Via Brockhall, Langho, Lammack, St. Marys College	-	120 minutes	2 service s	-	4 service s	120 minutes	-
64	Burnley - Clitheroe via Sycamore Avenue, Lowerhouse, Slade Lane, Whalley, Barrow Brook	1 service	60 mins	3 service s	1 service	60 mins	3 service s	120 mins

Table 4.6 Existing Bus Services Operating in the Vicinity of the Site

2.4.5 As can be seen from Table 4.6, the nearest existing bus stops to the site provide access to at least 8 buses per hour in the peak periods to Burnley and Blackburn.

2.4.6 It is therefore concluded that the development site is accessible by bus and will have a service directly serving it and the rest of the Strategic Site soon.

2.5 Accessibility by Rail

2.5.1 As previously mentioned, the new draft NPPF looks to promote sites within a reasonable walking distance of a railway station. The nearest railway station to the site is Clitheroe Railway Station, which is situated around 1.7 kilometres northwest from the centre of the site, equating to a walking time of around 18 minutes.

2.5.2 Clitheroe Station is managed by Northern and has 2 platforms, offering 1 service per hour to Manchester Victoria.

2.5.3 These services increase the opportunity for residents to travel further afield by public transport, with access to Manchester Victoria, which in turn provides train and tram services to other Manchester stations and the national rail network.

2.5.4 In conclusion, the site can be considered as being accessible by rail with Clitheroe railway station providing connectivity to services and employment opportunities as part of a multi-modal journey.

2.6 Accessibility Summary

2.6.1 The development site has been considered in terms of its accessibility by non-car modes.

2.6.2 The following conclusions can be drawn from this section of the report:

- It has been long accepted in the development plan (adopted Local Plan) and decision making on the Strategic Site, that the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

- The site is accessible on foot and as the area is relatively flat. It is also conducive to cycling, with provision for cycling in the Strategic Site and rural cycle routes nearby to the site.
- The bus services available from the bus stops on Pendle Road travelling to Burnley and Blackburn demonstrate that the development is well served by bus services now. This will be enhanced by the committed bus route provision through the Strategic Site.
- The site would deliver housing development within a reasonable walking distance of a railway station, with Clitheroe Station located less than a 20 minute walk from the site.

2.6.3 In light of the above, it is considered the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car. In addition, the proposed bus service through the Strategic Site is likely to be more viable by the provision of the additional 60 dwellings.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following Travel Plan measures will be implemented:

- i) Resident's Travel Pack,
- ii) Travel awareness and Information,
- iii) Promotion of Lift Share Scheme, and
- iv) Encouraging Walking/Cycling.

3.2 Resident's Travel Pack

3.2.1 It is an important and emerging principle in residential developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

3.2.2 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of a local bus service will encourage choice of public transport as a primary means of travel for the development.

3.2.3 However, in order to build on these locational advantages, it is recommended that a Residents' Travel Pack is provided for the occupants of each new dwelling.

3.2.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information as well as identification of the location of nearby amenity facilities as part of the information supplied to prospective purchasers.

3.2.5 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development.

3.2.6 Within the Resident's Welcome Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home. The first issue of the Resident's Travel Pack will be the responsibility of the house builder.

3.2.7 The provision of a Resident's Travel Pack will form part of the terms of the sale or occupancy of the dwellings and therefore they are aware in advance of what is required of them within the Travel Plan framework.

3.3 Travel Awareness and Information

3.3.1 Residents will be made aware of the existence of the Travel Plan and a copy of the plan will be made available to residents on purchasing a property.

3.3.2 As mentioned previously, Resident's Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the travel plan when viewing properties.

3.4 Car Sharing Scheme

3.4.1 The Travel Plan Co-ordinator will promote the use of car sharing scheme and employees will be encouraged to register on the Liftshare website.

3.4.2 This allows users to register their details, where they are travelling from and if they are offering a lift or require a lift to their destination.

3.4.3 Travel Plan Co-ordinator will also investigate the viability of establishing a Car Sharing Club for the residential development, however, it is likely that the promotion of the above schemes will be more beneficial.

3.5 Encouraging Walking/Cycling

3.5.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the provision of the Resident's Travel Pack.

3.5.2 Local and National campaigns for walking and cycling will also be promoted by the Travel Plan Co-ordinator.

- 3.5.3** As part of these schemes, the provision of walking/cycling signage will be investigated by the Travel Plan Co-ordinator, this signage could provide details on the routes and distances to and from local services and amenities in the area.

4 TRAVEL PLAN TARGETS

4.1 Introduction

4.1.1 This section of the Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.

4.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

4.1.3 In order to set the targets further information (e.g. through a travel survey) may have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

4.1.4 Suitable targets for reducing the need to travel by private car will be set and agreed with Lancashire County Council and included in the final Travel Plan for the development.

4.2 Potential Targets

4.2.1 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale. Targets which according to the DfT may potentially be included in the Travel Plan include the following:

- Car trips per household - targets set on the basis of predicted trip rates for the development;
- Uptake of alternatives - targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts;
- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode;

- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

4.3 Action Plan

4.3.1 Table 4.1 below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan.

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Travel Pack	Upon Occupation	Resident travel survey	Developer/Travel Plan Co-ordinator
Undertake initial travel surveys	Within 1 month of reaching 75% occupation of development	Receipt of survey results	Travel Plan Co-ordinator
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Receipt of written agreements of target	Travel Plan Co-ordinator
Achieve target car driver travel to work mode split	5 years after initial travel survey (75% occupation)	Multimodal resident travel surveys conducted in years 1, 3 and 5	Travel Plan Co-ordinator
Produce final Travel Plan	3 months following collection of initial Travel Surveys	Amend targets (if necessary) and submit final document to Local Authority	Travel Plan Co-ordinator

Table 4.1 Travel Plan Action Plan

4.3.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

4.3.3 The above table includes the production of the final Travel Plan document which will be submitted to the Travel Officer at the Council within 3 months of the initial travel surveys.

APPENDIX 2

TRICS Output - Residential

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 day
	KN	KENSINGTON AND CHELSEA	1 day
02	SOUTH EAST		
	BO	BEDFORD	1 day
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	8 days
	EX	ESSEX	2 days
	HC	HAMPSHIRE	11 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	4 days
	MW	MEDWAY	2 days
	ON	LUTON	1 day
	RE	READING	5 days
	SC	SURREY	5 days
	WB	WEST BERKSHIRE	1 day
	WS	WEST SUSSEX	8 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 day
	CW	CORNWALL	2 days
	DC	DORSET	4 days
	DV	DEVON	2 days
	GS	GLOUCESTERSHIRE	1 day
	NS	NORTH SOMERSET	6 days
	SD	SWINDON	1 day
	SM	SOMERSET	3 days
	TB	TORBAY	1 day
	WL	WILTSHIRE	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	3 days
	NF	NORFOLK	16 days
	PB	PETERBOROUGH	2 days
	SF	SUFFOLK	7 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
	LE	LEICESTERSHIRE	2 days
	LN	LINCOLNSHIRE	1 day
	NM	WEST NORTHAMPTONSHIRE	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
	NT	NOTTINGHAMSHIRE	3 days
06	WEST MIDLANDS		
	OT	STOKE ON TRENT	1 day
	SH	SHROPSHIRE	3 days
	ST	STAFFORDSHIRE	1 day
	TE	TELFORD & WREKIN	2 days
	WK	WARWICKSHIRE	3 days
	WM	WEST MIDLANDS	6 days
	WO	WORCESTERSHIRE	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	BY	BARNSLEY	1 day
	DR	DONCASTER	1 day
	LS	LEEDS	1 day
	NY	NORTH YORKSHIRE	7 days
	SE	SHEFFIELD	1 day
	YO	YORK	1 day

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	4 days
	BB	BLACKBURN WITH DARWEN	2 days
	EC	CHESHIRE EAST	3 days
	GM	GREATER MANCHESTER	5 days
	LC	LANCASHIRE	18 days
	MS	MERSEYSIDE	1 day
09	NORTH		
	CU	CUMBERLAND	2 days
	DH	DURHAM	3 days
	IM	ISLE OF MAN	3 days
	TW	TYNE & WEAR	3 days
10	WALES		
	CF	CARDIFF	1 day
	CP	CAERPHILLY	1 day
	PS	POWYS	1 day
	RC	RHONDDA CYNON TAFF	1 day
	VG	VALE OF GLAMORGAN	1 day
	WR	WREXHAM	1 day
11	SCOTLAND		
	AG	ANGUS	1 day
	AS	ABERDEENSHIRE	1 day
	EA	EAST AYRSHIRE	1 day
	FA	FALKIRK	1 day
	FI	FIFE	2 days
	GC	GLASGOW CITY	2 days
	HI	HIGHLAND	11 days
	PK	PERTH & KINROSS	1 day
	SR	STIRLING	1 day
14	LEINSTER		
	CC	CARLOW	1 day
	KD	KILDARE	1 day
15	GREATER DUBLIN		
	DL	DUBLIN	1 day
16	ULSTER (REPUBLIC OF IRELAND)		
	MG	MONAGHAN	1 day
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	2 days
	DE	DERRY	4 days

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

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

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:	4 to 130 (units:DWELLS)
Range Selected by User:	1 to 130 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 18/09/24

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	43 days
Monday	36 days
Thursday	48 days
Tuesday	52 days
Wednesday	45 days

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

Selected survey types:

Manual count	197
Direction ATC Count	27

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:

Edge of Town	110 days
Neighbourhood Centre	47 days
Suburban Area	67 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:

Built-Up Zone	1 days
Industrial Zone	2 days
No Sub Category	24 days
Out of Town	2 days
Residential Zone	157 days
Village	38 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 Included	18 days
Servicing vehicles Unknown	206 days

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

Secondary Filtering Selection:

Use Class:

C3 224 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 - 15312

Population within 1 mile:

1,000 or Less	3 surveys
1,001 to 5,000	46 surveys
10,001 to 15,000	44 surveys
15,001 to 20,000	24 surveys
20,001 to 25,000	22 surveys
25,001 to 50,000	20 surveys
5,001 to 10,000	55 surveys
50,001 to 100,000	2 surveys
Not Known	8 surveys

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

Population within 5 miles:

100,001 to 125,000	12 surveys
125,001 to 250,000	65 surveys
25,001 to 50,000	39 surveys
250,001 to 500,000	20 surveys
5,001 to 25,000	27 surveys
50,001 to 75,000	27 surveys
500,001 or More	5 surveys
75,001 to 100,000	25 surveys
Not Known	4 surveys

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

Car ownership within 5 miles:

0.5 or Less	3 surveys
0.6 to 1.0	75 surveys
1.1 to 1.5	132 surveys
1.6 to 2.0	10 surveys
Not Known	4 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.

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

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	178 surveys
Yes	46 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:

2 - Poor	2 surveys
No PTAL Present	222 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:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

1	AC-03-A-02	DETACHED	CHESHIRE WEST & CHESTER
WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area Residential Zone Site area: 0.48 hect Survey date: Tuesday 22/05/2012			
			Survey Type: Manual
2	AC-03-A-04	TOWN HOUSES	CHESHIRE WEST & CHESTER
LONDON ROAD NORTHWICH LEFTWICH Suburban Area Residential Zone Site area: 0.5 hect Survey date: Thursday 06/06/2019			
			Survey Type: Manual
3	AC-03-A-05	SEMI-DETACHED & TERRACED	CHESHIRE WEST & CHESTER
MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre Village Site area: 0.91 hect Survey date: Friday 30/04/2021			
			Survey Type: Manual
4	AC-03-A-06	DETACHED HOUSES	CHESHIRE WEST & CHESTER
COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre Village Site area: 6.8 hect Survey date: Friday 29/04/2022			
			Survey Type: Manual
5	AG-03-A-01	BUNGALOWS/DET.	ANGUS
KEPTIE ROAD ARBROATH Suburban Area Residential Zone Site area: 0.68 hect Survey date: Tuesday 22/05/2012			
			Survey Type: Manual
6	AN-03-A-07	SEMI DETACHED/TERRACED HOUSING	ANTRIM
CASTLE WAY ANTRIM Suburban Area Residential Zone Site area: 2.76 hect Survey date: Tuesday 20/12/2011			
			Survey Type: Manual
7	AN-03-A-10	DETACHED & SEMI-DETACHED	ANTRIM
FERRARD GRANGE ANTRIM Suburban Area Residential Zone Site area: 3.5 hect Survey date: Friday 07/06/2024			
			Survey Type: Manual
8	AS-03-A-01	DETACHED/SEMI D.	ABERDEENSHIRE

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

<p>BERRYMUIR ROAD PORTLETHEN Edge of Town Residential Zone Site area: 4.7 hect Survey date: Wednesday 09/02/2000</p>				Survey Type: Manual
9	BB-03-A-01	DETACHED/SEMI D.	BLACKBURN WITH DARWEN	
<p>LAMMACK ROAD BLACKBURN LAMMACK Edge of Town Residential Zone Site area: 2 hect Survey date: Tuesday 20/09/1994</p>				Survey Type: Manual
10	BB-03-A-02	DETACHED/SEMI D.	BLACKBURN WITH DARWEN	
<p>RHODES AVENUE BLACKBURN FOUR LANE ENDS Edge of Town Residential Zone Site area: 4.5 hect Survey date: Tuesday 20/09/1994</p>				Survey Type: Manual
11	BC-03-A-02	BUNGALOWS	BOURNEMOUTH CHRISTCHURCH & POOLE	
<p>HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Site area: 1.85 hect Survey date:</p>				Survey Type: Manual
12	BN-03-A-02	MIXED HOUSES	BARNET	
<p>SWEETS WAY WHETSTONE Neighbourhood Centre Residential Zone Site area: 0.6 hect Survey date: Tuesday 03/07/2018</p>				Survey Type: Manual
13	BO-03-A-01	DETACHED HOUSES	BEDFORD	
<p>CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Site area: 4.23 hect Survey date: Thursday 15/10/2020</p>				Survey Type: Manual
14	BY-03-A-01	BUNGALOWS & DETACHED	BARNSLEY	
<p>CHURCH LANE NEAR BARNSLEY WORSBROUGH Neighbourhood Centre Village Site area: 1.169 hect Survey date: Wednesday 09/09/2020</p>				Survey Type: Manual
15	CA-03-A-01	SEMI D./TERRACED	CAMBRIDGESHIRE	

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

<p>FALLOWFIELD CAMBRIDGE CHESTERTON Edge of Town Residential Zone Site area: 5 hect Survey date: Tuesday 06/02/2001</p>				Survey Type: Manual
<p>16 FIELD END NEAR ELY WITCHFORD Neighbourhood Centre Village Site area: 1.19 hect Survey date: Thursday 27/05/2021</p>	<p>CA-03-A-07</p>	<p>MIXED HOUSES</p>	<p>CAMBRIDGESHIRE</p>	Survey Type: Manual
<p>17 GIDDING ROAD SAWTRY Neighbourhood Centre Village Site area: 2.68 hect Survey date: Thursday 13/10/2022</p>	<p>CA-03-A-08</p>	<p>DETACHED & SEMI-DETACHED</p>	<p>CAMBRIDGESHIRE</p>	Survey Type: Manual
<p>18 R417 ANTHY ROAD CARLOW Edge of Town Residential Zone Site area: 1.45 hect Survey date: Wednesday 25/05/2016</p>	<p>CC-03-A-01</p>	<p>DETACHED HOUSES</p>	<p>CARLOW</p>	Survey Type: Manual
<p>19 LLANTRISANT ROAD CARDIFF Suburban Area Residential Zone Site area: 1.5 hect Survey date:</p>	<p>CF-03-A-03</p>	<p>DETACHED</p>	<p>CARDIFF</p>	Survey Type: Manual
<p>20 THE RISE PENGAM Suburban Area No Sub Category Site area: 0.625 hect Survey date:</p>	<p>CP-03-A-02</p>	<p>SEMI DETACHED</p>	<p>CAERPHILLY</p>	Survey Type: Manual
<p>21 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Site area: 3.69 hect Survey date: Tuesday 27/06/2023</p>	<p>CT-03-A-03</p>	<p>MIXED HOUSES</p>	<p>CENTRAL BEDFORDSHIRE</p>	Survey Type: Manual
<p>22 HAWKSHEAD AVENUE WORKINGTON Edge of Town Residential Zone</p>	<p>CU-03-A-02</p>	<p>SEMI DETACHED</p>	<p>CUMBERLAND</p>	

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

Site area: 1.8 hect
Survey date: Thursday 20/11/2008 Survey Type: Manual

23 **CU-03-A-03** **SEMI DETACHED** **CUMBERLAND**
MOORCLOSE ROAD
WORKINGTON
SALTERBACK
Edge of Town
No Sub Category
Site area: 2.9 hect
Survey date: Friday 24/04/2009 Survey Type: Manual

24 **CW-03-A-01** **TERRACED** **CORNWALL**
ALVERTON ROAD
PENZANCE
Suburban Area
Residential Zone
Site area: 0.2 hect
Survey date: Thursday 30/06/2005 Survey Type: Manual

25 **CW-03-A-02** **SEMI D./DETACHED** **CORNWALL**
BOSVEAN GARDENS
TRURO
Suburban Area
Residential Zone
Site area: 3.35 hect
Survey date: Tuesday 18/09/2007 Survey Type: Manual

26 **DC-03-A-01** **DETACHED** **DORSET**
ISAACS CLOSE
POOLE
Suburban Area
Residential Zone
Site area: 1.84 hect
Survey date: Wednesday 16/07/2008 Survey Type: Manual

27 **DC-03-A-06** **DETACHED** **DORSET**
WOODLANDS ESTATE
NEAR WAREHAM
SANDFORD
Neighbourhood Centre
Village
Site area: 7.1 hect
Survey date: Thursday 25/04/1991 Survey Type: Manual

28 **DC-03-A-09** **MIXED HOUSES** **DORSET**
A350
SHAFTESBURY
Edge of Town
No Sub Category
Site area: 1.65 hect
Survey date: Friday 19/11/2021 Survey Type: Manual

29 **DC-03-A-10** **MIXED HOUSES** **DORSET**
ADDISON CLOSE
GILLINGHAM
Edge of Town
Residential Zone
Site area: 1.4 hect
Survey date: Wednesday 09/11/2022 Survey Type: Manual

30 **DE-03-A-01** **SEMI DET. & DETACHED** **DERRY**

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

STATION ROAD MAGHERAFELT Edge of Town Residential Zone Site area: 4.5 hect Survey date: Thursday 07/11/2002				Survey Type: Manual
31 GREENHALL HIGHWAY COLERAINE Neighbourhood Centre Residential Zone Site area: 7.9 hect Survey date: Thursday 07/11/2002	DE-03-A-02	DETACHED	DERRY	Survey Type: Manual
32 GREENHALL HIGHWAY COLERAINE Edge of Town Residential Zone Site area: 1.6 hect Survey date: Thursday 19/05/2022	DE-03-A-04	SEMI-DETACHED & TERRACED	DERRY	Survey Type: Manual
33 CLOYFIN ROAD COLERAINE LOGUESTOWN IND. ESTATE Edge of Town Industrial Zone Site area: 1.9257 hect Survey date: Friday 20/05/2022	DE-03-A-05	SEMI-DETACHED & TERRACED	DERRY	Survey Type: Manual
34 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area Residential Zone Site area: 0.9 hect Survey date: Tuesday 28/03/2017	DH-03-A-01	SEMI DETACHED	DURHAM	Survey Type: Manual
35 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre Residential Zone Site area: 4.03 hect Survey date:	DH-03-A-02	MIXED HOUSES	DURHAM	Survey Type: Manual
36 PILGRIMS WAY DURHAM Edge of Town Residential Zone Site area: 5.603 hect Survey date: Friday 19/10/2018	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM	Survey Type: Manual
37 R124 MALAHIDE SAINT HELENS Edge of Town	DL-03-A-10	SEMI DETACHED & DETACHED	DUBLIN	

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Residential Zone Site area: 2.9 hect Survey date: Wednesday 20/06/2018				Survey Type: Manual
38 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area Residential Zone Site area: 1.73 hect Survey date: Wednesday 18/09/2013	DR-03-A-01	SEMI DETACHED HOUSES	DONCASTER	Survey Type: Manual
39 THE AVENUE DRONFIELD HOLMESDALE Neighbourhood Centre Residential Zone Site area: 0.8 hect Survey date: Thursday 22/06/2006	DS-03-A-01	SEMI D./TERRACED	DERBYSHIRE	Survey Type: Manual
40 MILLHEAD ROAD HONITON Suburban Area Residential Zone Site area: 4.04 hect Survey date: Friday 25/09/2015	DV-03-A-02	HOUSES & BUNGALOWS	DEVON	Survey Type: Manual
41 LOWER BRAND LANE HONITON Suburban Area Residential Zone Site area: 2.02 hect Survey date:	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON	Survey Type: Manual
42 TALISKER AVENUE KILMARNOCK Edge of Town Residential Zone Site area: 1.8 hect Survey date: Thursday 05/06/2008	EA-03-A-01	DETACHED	EAST AYRSHIRE	Survey Type: Manual
43 SYDNEY ROAD CREWE SYDNEY Edge of Town Residential Zone Site area: 0.84 hect Survey date: Tuesday 14/10/2008	EC-03-A-04	DETACHED	CHESHIRE EAST	Survey Type: Manual
44 CREWE ROAD CREWE Suburban Area No Sub Category Site area: 5.32 hect Survey date: Tuesday 14/10/2008	EC-03-A-05	SEMI-DET./BUNGALOWS	CHESHIRE EAST	Survey Type: Manual

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45 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Site area: 0.73 hect Survey date:	EC-03-A-06	TERRACED HOUSES	CHESHIRE EAST	Survey Type: Manual
46 SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Site area: 0.5 hect Survey date: Friday 18/11/2011	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX	Survey Type: Manual
47 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Site area: 3.49 hect Survey date: Thursday 07/11/2019	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
48 WRESTWOOD ROAD BEXHILL Edge of Town Residential Zone Site area: 3.32 hect Survey date: Wednesday 12/10/2022	ES-03-A-08	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
49 THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Site area: 1.5 hect Survey date:	ES-03-A-09	DETACHED & SEMI-DETACHED	EAST SUSSEX	Survey Type: Manual
50 BISHOPS LANE RINGMER Neighbourhood Centre Village Site area: 4.34 hect Survey date: Thursday 28/09/2023	ES-03-A-11	MIXED HOUSES	EAST SUSSEX	Survey Type: Manual
51 HOREBEECH LANE HORAM Neighbourhood Centre Village Site area: 8.11 hect Survey date: Tuesday 03/10/2023	ES-03-A-12	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
52 A265 HEATHFIELD Edge of Town	ES-03-A-13	DETACHED HOUSES	EAST SUSSEX	

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

Residential Zone Site area: 1.7 hect Survey date:				Survey Type: Manual
53 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Site area: 3.4 hect Survey date: Tuesday 30/04/2024	ES-03-A-14	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
54 MANOR ROAD CHIGWELL GRANGE HILL Edge of Town Residential Zone Site area: 6.12 hect Survey date:	EX-03-A-02	DETACHED & SEMI-DETACHED	ESSEX	Survey Type: Manual
55 KESTREL GROVE RAYLEIGH Edge of Town Residential Zone Site area: 3.6 hect Survey date:	EX-03-A-03	MIXED HOUSES	ESSEX	Survey Type: Manual
56 MANDELA AVENUE FALKIRK Suburban Area Residential Zone Site area: 0.84 hect Survey date: Thursday 30/05/2013	FA-03-A-01	SEMI-DETACHED/TERRACED	FALKIRK	Survey Type: Manual
57 HILLVIEW ROAD BALMULLO Neighbourhood Centre Village Site area: 7 hect Survey date: Thursday 24/06/1999	FI-03-A-01	BUNGALOWS	FIFE	Survey Type: Manual
58 WAROUT ROAD GLENROTHES Suburban Area Residential Zone Site area: 3.5 hect Survey date:	FI-03-A-02	SEMI DETACHED	FIFE	Survey Type: Manual
59 ABERUTHUREN DRIVE GLASGOW SHETTLESTON Suburban Area Residential Zone Site area: 1.1 hect Survey date: Thursday 17/03/1988	GC-03-A-01	TERRACED	GLASGOW CITY	Survey Type: Manual

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60 DUNTREATH AVENUE GLASGOW DRUMCHAPEL Neighbourhood Centre No Sub Category Site area: 1.8 hect Survey date: Wednesday 28/07/1999	GC-03-A-05	MIXED HOUSES	GLASGOW CITY	Survey Type: Manual
61 COLLINGWOOD WAY BOLTON WESTHOUGHTON Edge of Town Residential Zone Site area: 2.4 hect Survey date: Tuesday 04/03/1997	GM-03-A-01	SEMI DETACHED	GREATER MANCHESTER	Survey Type: Manual
62 BOARS HEAD AVENUE NEAR WIGAN STANDISH Edge of Town Residential Zone Site area: 8.9 hect Survey date: Tuesday 19/02/1991	GM-03-A-03	DETACHED	GREATER MANCHESTER	Survey Type: Manual
63 STATION ROAD HYDE Edge of Town No Sub Category Site area: 3.3 hect Survey date: Wednesday 27/11/1996	GM-03-A-05	HOUSING	GREATER MANCHESTER	Survey Type: Manual
64 BUTT HILL DRIVE MANCHESTER PRESTWICH Edge of Town Residential Zone Site area: 1.43 hect Survey date: Wednesday 12/10/2011	GM-03-A-10	DETACHED/SEMI	GREATER MANCHESTER	Survey Type: Manual
65 RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre Residential Zone Site area: 0.29 hect Survey date:	GM-03-A-11	TERRACED & SEMI-DETACHED	GREATER MANCHESTER	Survey Type: Manual
66 OAKRIDGE NEAR GLOUCESTER HIGHNAM Neighbourhood Centre Village Site area: 1.6 hect Survey date: Friday 23/04/2021	GS-03-A-02	DETACHED HOUSES	GLOUCESTERSHIRE	Survey Type: Manual

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67 TORWOOD GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Site area: 3 hect Survey date: Thursday 20/08/1987	HC-03-A-07	HOUSING	HAMPSHIRE	Survey Type: Manual
68 ROMSEY ROAD WINCHESTER PITT Edge of Town Residential Zone Site area: 4.8 hect Survey date: Thursday 16/06/1988	HC-03-A-08	HOUSING	HAMPSHIRE	Survey Type: Manual
69 READING ROAD YATELEY CRICKET HILL Edge of Town Residential Zone Site area: 1.3 hect Survey date: Tuesday 05/05/1987	HC-03-A-10	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
70 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Site area: 1.2 hect Survey date: Tuesday 13/11/2018	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE	Survey Type: Manual
71 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Site area: 1.69 hect Survey date: Wednesday 31/10/2018	HC-03-A-22	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
72 CANADA WAY LIPHOOK Suburban Area Residential Zone Site area: 1.4 hect Survey date: Tuesday 19/11/2019	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
73 DAIRY ROAD ANDOVER Edge of Town Residential Zone Site area: 2.5 hect Survey date: Tuesday 16/11/2021	HC-03-A-27	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
74	HC-03-A-28	MIXED HOUSES & FLATS	HAMPSHIRE	

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Site area: 5.97 hect Survey date:				Survey Type: Manual
75 KILN ROAD LIPHOOK Edge of Town Residential Zone Site area: 2.17 hect Survey date: Friday 07/10/2022	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
76 GREEN LANE FARNHAM WEYBOURNE Neighbourhood Centre Residential Zone Site area: 3.29 hect Survey date: Thursday 29/06/2023	HC-03-A-32	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
77 REDFIELDS LANE FLEET CHURCH CROOKHAM Edge of Town Residential Zone Site area: 3.46 hect Survey date: Wednesday 27/03/2024	HC-03-A-37	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
78 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Site area: 0.19 hect Survey date:	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE	Survey Type: Manual
79 BAKER STREET POTTERS BAR Suburban Area Residential Zone Site area: 6.32 hect Survey date:	HF-03-A-07	MIXED HOUSES & BUNGALOWS	HERTFORDSHIRE	Survey Type: Manual
80 RIVERFORD CRESCENT CONON BRIDGE RIVERFORD Suburban Area No Sub Category Site area: hect Survey date: Thursday 07/11/1991	HI-03-A-01	HOUSING	HIGHLAND	Survey Type: Manual
81 KINTAIL PLACE	HI-03-A-02	HOUSING	HIGHLAND	

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DINGWALL Suburban Area No Sub Category Site area: hect Survey date: Saturday 26/10/1991				Survey Type: Manual
82 NEVIS PARK INVERNESS KINMYLIES Suburban Area No Sub Category Site area: hect Survey date: Friday 12/07/1991	HI-03-A-03	HOUSING	HIGHLAND	Survey Type: Manual
83 NESS WAY FORTROSE Edge of Town Residential Zone Site area: 1.1 hect Survey date: Thursday 03/12/1998	HI-03-A-06	BUNGALOWS	HIGHLAND	Survey Type: Manual
84 BADDON DRIVE MARYBANK Neighbourhood Centre Village Site area: 0.7 hect Survey date: Tuesday 15/12/1998	HI-03-A-08	TERRACED	HIGHLAND	Survey Type: Manual
85 GOLLANHEAD AVENUE ROSEMARKIE Neighbourhood Centre Village Site area: 0.6 hect Survey date: Friday 04/12/1998	HI-03-A-09	SEMI DETACHED	HIGHLAND	Survey Type: Manual
86 BOSWELL ROAD INVERNESS CASTLE HEATHER Edge of Town Residential Zone Site area: 0.8 hect Survey date: Wednesday 02/12/1998	HI-03-A-10	BUNGALOWS	HIGHLAND	Survey Type: Manual
87 STEVENSON ROAD INVERNESS INSHES Edge of Town Residential Zone Site area: 4.6 hect Survey date:	HI-03-A-11	BUNGALOWS	HIGHLAND	Survey Type: Manual
88 OLD PERTH ROAD INVERNESS CULCABOCK Edge of Town	HI-03-A-12	DETACHED/SEMI D.	HIGHLAND	

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Residential Zone Site area: 0.5 hect Survey date: Tuesday 01/12/1998				Survey Type: Manual
89 KINGSMILLS ROAD INVERNESS Edge of Town Residential Zone Site area: 0.48 hect Survey date: Thursday 21/05/2009	HI-03-A-13	HOUSING	HIGHLAND	Survey Type: Manual
90 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area Residential Zone Site area: 1.48 hect Survey date: Wednesday 23/03/2016	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND	Survey Type: Manual
91 NEW CASTLETOWN ROAD DOUGLAS Suburban Area Residential Zone Site area: 2.3 hect Survey date:	IM-03-A-04	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual
92 SCARLETT ROAD CASTLETOWN Edge of Town Residential Zone Site area: 2.19 hect Survey date: Tuesday 21/05/2024	IM-03-A-05	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual
93 MOORAGH PROMENADE RAMSEY Edge of Town Residential Zone Site area: 6.9 hect Survey date: Thursday 23/05/2024	IM-03-A-06	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual
94 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area Residential Zone Site area: 1.38 hect Survey date: Thursday 14/07/2016	KC-03-A-03	MIXED HOUSES & FLATS	KENT	Survey Type: Manual
95 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Site area: 4.31 hect Survey date: Friday 22/09/2017	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT	Survey Type: Manual

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96	KC-03-A-09	MIXED HOUSES & FLATS	KENT
WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Site area: 1.11 hect Survey date: Wednesday 09/06/2021			
Survey Type: Manual			
97	KC-03-A-10	MIXED HOUSES	KENT
HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Site area: 3.91 hect Survey date: Tuesday 09/05/2023			
Survey Type: Manual			
98	KD-03-A-02	TERRACED/SEMI-D.	KILDARE
CEDARWOOD PARK NEWBRIDGE MORRISTOWN ROAD Suburban Area Residential Zone Site area: 2.74 hect Survey date: Tuesday 12/05/2009			
Survey Type: Manual			
99	KN-03-A-01	TERRACED	KENSINGTON AND CHELSEA
BARLBY ROAD NORTH KENSINGTON Suburban Area Built-Up Zone Site area: 0.95 hect Survey date: Friday 26/01/2007			
Survey Type: Manual			
100	LC-03-A-01	HOUSING	LANCASHIRE
THE FARTHINGS ESTATE CHORLEY ASTLEY VILLAGE Suburban Area No Sub Category Site area: 8.3 hect Survey date: Wednesday 14/06/1989			
Survey Type: Manual			
101	LC-03-A-03	DETACHED	LANCASHIRE
ABBOT MEADOW PRESTON PENWORTHAM Suburban Area No Sub Category Site area: 6 hect Survey date: Thursday 21/03/1991			
Survey Type: Manual			
102	LC-03-A-04	DETACHED	LANCASHIRE
HOWGILLS & PENNINES PRESTON FULWOOD Edge of Town No Sub Category Site area: 5.8 hect Survey date: Friday 22/03/1991			
Survey Type: Manual			
103	LC-03-A-05	SEMI DETACHED	LANCASHIRE

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

DEBORAH AVENUE
PRESTON
FULWOOD
Edge of Town
No Sub Category
Site area: 2.4 hect
Survey date: Friday 22/03/1991 Survey Type: Manual

104 **LC-03-A-08** **DETACHED** **LANCASHIRE**
PRESTON ROAD
LONGRIDGE
Edge of Town
Residential Zone
Site area: 2.2 hect
Survey date: Tuesday 12/07/1994 Survey Type: Manual

105 **LC-03-A-09** **DETACHED** **LANCASHIRE**
HILL ROAD SOUTH
PRESTON
PENWORTHAM
Suburban Area
Residential Zone
Site area: 4.1 hect
Survey date: Wednesday 16/03/1994 Survey Type: Manual

106 **LC-03-A-11** **DETACHED** **LANCASHIRE**
MEADOW PARK
GARSTANG
Edge of Town
Residential Zone
Site area: 2.4 hect
Survey date: Thursday 25/08/1994 Survey Type: Manual

107 **LC-03-A-12** **BUNGALOWS** **LANCASHIRE**
PENNINE VIEW
GLASSON
Neighbourhood Centre
Village
Site area: 1.6 hect
Survey date: Tuesday 13/05/1997 Survey Type: Manual

108 **LC-03-A-13** **DETACHED** **LANCASHIRE**
WIGAN ROAD
NEAR CHORLEY
EUXTON
Edge of Town
Residential Zone
Site area: 2.4 hect
Survey date: Survey Type: Manual

109 **LC-03-A-14** **DETACHED** **LANCASHIRE**
DEVONSHIRE ROAD
NEAR BLACKBURN
RISHTON
Edge of Town
Residential Zone
Site area: 2.4 hect
Survey date: Friday 21/10/1994 Survey Type: Manual

110 **LC-03-A-15** **DETACHED** **LANCASHIRE**
DEVONSHIRE ROAD
NEAR BLACKBURN

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

RISHTON Edge of Town Residential Zone Site area: 1.2 hect Survey date: Friday 21/10/1994				Survey Type: Manual
111	LC-03-A-16	DETACHED	LANCASHIRE	
CHORLEY ROAD PRESTON WALTON-LE-DALE Edge of Town No Sub Category Site area: 0.8 hect Survey date: Thursday 26/03/1998				Survey Type: Manual
112	LC-03-A-17	DETACHED	LANCASHIRE	
MOSELEY ROAD BURNLEY TOWNELEY PARK Edge of Town No Sub Category Site area: hect Survey date: Tuesday 24/10/1995				Survey Type: Manual
113	LC-03-A-19	DETACHED	LANCASHIRE	
WEETON ROAD WESHAM Edge of Town Residential Zone Site area: 7.2 hect Survey date: Wednesday 24/05/1995				Survey Type: Manual
114	LC-03-A-20	TERRACED	LANCASHIRE	
KILNHOUSE LANE BLACKPOOL ST ANNES Edge of Town Industrial Zone Site area: 0.4 hect Survey date: Tuesday 13/06/1995				Survey Type: Manual
115	LC-03-A-22	BUNGALOWS	LANCASHIRE	
CLIFTON DRIVE NORTH BLACKPOOL Edge of Town Residential Zone Site area: 6.43 hect Survey date: Tuesday 18/10/2005				Survey Type: Manual
116	LC-03-A-24	MIXED HOUSES	LANCASHIRE	
SPRING HILL NEAR PRESTON FRECKLETON Neighbourhood Centre Village Site area: 3 hect Survey date: Thursday 04/05/1995				Survey Type: Manual
117	LC-03-A-31	DETACHED HOUSES	LANCASHIRE	
GREENSIDE PRESTON COTTAM				

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

Site area: 0.2 hect

Survey date: Friday 22/09/2017

Survey Type: Manual

125 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Site area: 0.7 hect Survey date:	MW-03-A-02	MIXED HOUSES	MEDWAY	Survey Type: Manual
126 YARMOUTH ROAD CAISTER-ON-SEA Suburban Area Residential Zone Site area: 1.49 hect Survey date: Tuesday 16/10/2012	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK	Survey Type: Manual
127 DEREHAM ROAD NORWICH Suburban Area Residential Zone Site area: 2.2 hect Survey date:	NF-03-A-02	HOUSES & FLATS	NORFOLK	Survey Type: Manual
128 HALING WAY THETFORD Edge of Town Residential Zone Site area: 0.63 hect Survey date: Wednesday 16/09/2015	NF-03-A-03	DETACHED HOUSES	NORFOLK	Survey Type: Manual
129 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Site area: 0.7 hect Survey date: Wednesday 12/09/2018	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
130 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Site area: 5.88 hect Survey date: Wednesday 22/09/2021	NF-03-A-24	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
131 WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Site area: 3.1 hect Survey date: Tuesday 21/09/2021	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
132 HEATH DRIVE HOLT	NF-03-A-26	MIXED HOUSES	NORFOLK	

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

Edge of Town Residential Zone Site area: 3.51 hect Survey date: Wednesday 22/09/2021				Survey Type: Manual
133 YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre Village Site area: 3.69 hect Survey date: Thursday 16/09/2021	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
134 NORWICH ROAD SWAFFHAM Edge of Town Out of Town Site area: 3.15 hect Survey date: Tuesday 27/09/2022	NF-03-A-34	MIXED HOUSES	NORFOLK	Survey Type: Manual
135 REPTON AVENUE NORWICH Edge of Town Residential Zone Site area: 5.34 hect Survey date: Wednesday 28/09/2022	NF-03-A-35	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
136 LONDON ROAD WYMONDHAM Edge of Town No Sub Category Site area: 3.2 hect Survey date: Thursday 29/09/2022	NF-03-A-36	MIXED HOUSES	NORFOLK	Survey Type: Manual
137 GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Site area: 1.64 hect Survey date: Tuesday 27/09/2022	NF-03-A-37	MIXED HOUSES	NORFOLK	Survey Type: Manual
138 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre Village Site area: 5.4 hect Survey date: Wednesday 21/09/2022	NF-03-A-44	MIXED HOUSES	NORFOLK	Survey Type: Manual
139 BRANDON ROAD SWAFFHAM Edge of Town Residential Zone Site area: 2.79 hect Survey date: Friday 14/10/2016	NF-03-A-50	MIXED HOUSES	NORFOLK	Survey Type: Manual

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140 CITY ROAD NORWICH LAKENHAM Suburban Area Residential Zone Site area: 1.03 hect Survey date: Tuesday 13/09/2022	NF-03-A-51	SEMI-DETACHED	NORFOLK	Survey Type: Manual
141 LYNNSPORT WAY KING'S LYNN Suburban Area Residential Zone Site area: 5.31 hect Survey date: Tuesday 07/11/2023	NF-03-A-52	MIXED HOUSES	NORFOLK	Survey Type: Manual
142 HARLESTONE ROAD NEAR NORTHAMPTON CHAPEL BRAMPTON Neighbourhood Centre Village Site area: 2.406 hect Survey date: Tuesday 20/10/2020	NM-03-A-02	DETACHED & SEMI-DETACHED	WEST NORTHAMPTONSHIRE	Survey Type: Manual
143 MAIN STREET NEAR WELLINGBOROUGH LITTLE HARROWDEN Neighbourhood Centre Village Site area: 1.5134 hect Survey date: Tuesday 20/10/2020	NN-03-A-01	MIXED HOUSES & FLATS	NORTH NORTHAMPTONSHIRE	Survey Type: Manual
144 BROADOAK ROAD NEAR BRISTOL LOWER LANGFORD Neighbourhood Centre Village Site area: 8.2 hect Survey date: Thursday 17/09/1992	NS-03-A-01	DETACHED	NORTH SOMERSET	Survey Type: Manual
145 STANLEY ROAD WESTON-SUPER-MARE Suburban Area Residential Zone Site area: hect Survey date: Thursday 24/09/1992	NS-03-A-02	TERRACED	NORTH SOMERSET	Survey Type: Manual
146 ROPERS LANE WRINGTON Neighbourhood Centre Village Site area: 1 hect Survey date: Thursday 17/09/1992	NS-03-A-03	DETACHED	NORTH SOMERSET	Survey Type: Manual
147 SILVER STREET	NS-03-A-04	SEMI D./DETACHED	NORTH SOMERSET	

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WRINGTON

Neighbourhood Centre

Village

Site area: 1 hect

Survey date: Thursday 17/09/1992

Survey Type: Manual

148	NS-03-A-05	DETACHED	NORTH SOMERSET
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SILVER STREET

WRINGTON

Neighbourhood Centre

Village

Site area: 1.4 hect

Survey date: Thursday 17/09/1992

Survey Type: Manual

149	NS-03-A-06	HOUSING	NORTH SOMERSET
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SCHOOL ROAD

WRINGTON

Neighbourhood Centre

Village

Site area: 1.5 hect

Survey date: Thursday 17/09/1992

Survey Type: Manual

150	NT-03-A-01	BUNGALOWS	NOTTINGHAMSHIRE
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COLLINGHAM

Neighbourhood Centre

Village

Site area: 8.2 hect

Survey date: Thursday 26/11/1998

Survey Type: Manual

151	NT-03-A-05	DETACHED/SEMI DET.	NOTTINGHAMSHIRE
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LOXLEY DRIVE

MANSFIELD

BERRYHILL

Edge of Town

No Sub Category

Site area: 1.9 hect

Survey date: Tuesday 08/12/1998

Survey Type: Manual

152	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
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WIGHAY ROAD

HUCKNALL

Edge of Town

Residential Zone

Site area: 1.61 hect

Survey date:

Survey Type: Manual

153	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
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HORSEFAIR

BOROUGHBRIDGE

Suburban Area

Residential Zone

Site area: 5.23 hect

Survey date: Friday 14/10/2011

Survey Type: Manual

154	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
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CRAVEN WAY

BOROUGHBRIDGE

Edge of Town

No Sub Category

Site area: 0.77 hect

Survey date: Tuesday 18/10/2011

Survey Type: Manual

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

155 GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area Residential Zone Site area: 3.3 hect Survey date:	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE	Survey Type: Manual
156 BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Site area: 2.21 hect Survey date: Tuesday 17/09/2013	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE	Survey Type: Manual
157 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Site area: 1.79 hect Survey date: Wednesday 18/09/2013	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE	Survey Type: Manual
158 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area Residential Zone Site area: 0.3 hect Survey date: Wednesday 10/05/2017	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: Manual
159 PALACE ROAD RIPON Edge of Town Residential Zone Site area: 2.9 hect Survey date: Wednesday 18/05/2022	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE	Survey Type: Manual
160 RIDDY LANE LUTON Suburban Area Residential Zone Site area: 3.4 hect Survey date: Tuesday 06/07/2004	ON-03-A-02	SEMI DETACHED	LUTON	Survey Type: Manual
161 WATERMEET GROVE STOKE-ON-TRENT ETRURIA Suburban Area Residential Zone Site area: 0.52 hect Survey date: Wednesday 26/11/2008	OT-03-A-01	TERRACED & DETACHED	STOKE ON TRENT	Survey Type: Manual
162 PETERBOROUGH THORPE PARK ROAD Suburban Area	PB-03-A-03	DETACHED	PETERBOROUGH	

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

Residential Zone
Site area: 0.48 hect
Survey date: Tuesday 18/10/2011 Survey Type: Manual

163 **PB-03-A-04** **DETACHED HOUSES** **PETERBOROUGH**
EASTFIELD ROAD
PETERBOROUGH
Suburban Area
Residential Zone
Site area: 1.71 hect
Survey date: Survey Type: Manual

164 **PK-03-A-01** **DETAC. & BUNGALOWS** **PERTH & KINROSS**
TULLYLUMB TERRACE
PERTH
CORNHILL
Suburban Area
Residential Zone
Site area: 3.15 hect
Survey date: Wednesday 11/05/2011 Survey Type: Manual

165 **PS-03-A-02** **DETACHED/SEMI-DETACHED** **POWYS**
GUNROG ROAD
WELSHPOOL
Suburban Area
Residential Zone
Site area: 0.81 hect
Survey date: Survey Type: Manual

166 **RC-03-A-03** **HOUSING** **RHONDDA CYNON TAFF**
PARK CRESCENT
TREORCHY
CWM PARC
Edge of Town
Residential Zone
Site area: 1.6 hect
Survey date: Tuesday 11/07/1995 Survey Type: Manual

167 **RE-03-A-02** **DETACHED** **READING**
RUSHEY WAY
READING
LOWER EARLEY
Edge of Town
Residential Zone
Site area: 3.9 hect
Survey date: Tuesday 22/10/1991 Survey Type: Manual

168 **RE-03-A-03** **DETACHED** **READING**
HENLEY ROAD
READING
CAVERSHAM
Edge of Town
Residential Zone
Site area: 12 hect
Survey date: Tuesday 25/10/1988 Survey Type: Manual

169 **RE-03-A-04** **DETACHED** **READING**
RUSHEY WAY
READING
LOWER EARLEY
Edge of Town
Residential Zone

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

Site area: 6 hect				Survey date: Tuesday 22/10/1991		Survey Type: Manual	
170	RE-03-A-07	DET., BUNGALOWS	READING				
CHALFONT WAY READING LOWER EARLEY Suburban Area Residential Zone Site area: 3.6 hect Survey date: Tuesday 29/10/1991							
				Survey Type: Manual			
171	RE-03-A-09	BUNGALOWS/DET.	READING				
WATER ROAD READING TILEHURST Suburban Area Residential Zone Site area: 3.8 hect Survey date: Tuesday 22/10/1991							
				Survey Type: Manual			
172	SC-03-A-03	DETACHED	SURREY				
A3050 HURST ROAD EAST MOLESEY HURST PARK Suburban Area Residential Zone Site area: 3 hect Survey date: Tuesday 12/11/2002							
				Survey Type: Manual			
173	SC-03-A-04	DETACHED & TERRACED	SURREY				
HIGH ROAD BYFLEET Edge of Town Residential Zone Site area: 3.2 hect Survey date: Thursday 23/01/2014							
				Survey Type: Manual			
174	SC-03-A-06	MIXED HOUSES & FLATS	SURREY				
AMLETS LANE CRANLEIGH Neighbourhood Centre Village Site area: 13.16 hect Survey date: Thursday 08/10/2020							
				Survey Type: Manual			
175	SC-03-A-10	MIXED HOUSES	SURREY				
GUILDFORD ROAD ASH Neighbourhood Centre Village Site area: 1.42 hect Survey date: Wednesday 14/09/2022							
				Survey Type: Manual			
176	SC-03-A-11	MIXED HOUSES	SURREY				
FOLLY HILL FARNHAM Edge of Town Residential Zone Site area: 5.82 hect Survey date: Tuesday 14/05/2024							
				Survey Type: Manual			

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

177	SD-03-A-01	SEMI DETACHED	SWINDON
HEADLANDS GROVE SWINDON Suburban Area Residential Zone Site area: 1.16 hect Survey date: Thursday 22/09/2016			
			Survey Type: Manual
178	SE-03-A-01	DETACHED & BUNGALOWS	SHEFFIELD
MANOR ROAD NEAR SHEFFIELD WALES Neighbourhood Centre Village Site area: 1.2 hect Survey date: Thursday 10/09/2020			
			Survey Type: Manual
179	SF-03-A-01	SEMI DETACHED	SUFFOLK
A1156 FELIXSTOWE ROAD IPSWICH RACECOURSE Suburban Area Residential Zone Site area: 2.4 hect Survey date: Wednesday 23/05/2007			
			Survey Type: Manual
180	SF-03-A-03	MIXED HOUSES	SUFFOLK
BARTON HILL BURY ST EDMUNDS FORNHAM ST MARTIN Edge of Town Out of Town Site area: 3.6 hect Survey date:			
			Survey Type: Manual
181	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
NORMANSTON DRIVE LOWESTOFT Suburban Area Residential Zone Site area: 0.59 hect Survey date: Tuesday 23/10/2012			
			Survey Type: Manual
182	SF-03-A-05	DETACHED HOUSES	SUFFOLK
VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Site area: 1.15 hect Survey date: Wednesday 09/09/2015			
			Survey Type: Manual
183	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
BURY ROAD KENTFORD Neighbourhood Centre Village Site area: 2.68 hect Survey date: Friday 22/09/2017			
			Survey Type: Manual
184	SF-03-A-07	MIXED HOUSES	SUFFOLK
FOXHALL ROAD IPSWICH			

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

Suburban Area Residential Zone Site area: 3.7 hect Survey date: Thursday 09/05/2019				Survey Type: Manual
185 STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM Neighbourhood Centre Village Site area: 2.3392 hect Survey date: Wednesday 16/09/2020	SF-03-A-08	MIXED HOUSES	SUFFOLK	Survey Type: Manual
186 SOMERBY DRIVE SHREWSBURY BICTON HEATH Edge of Town No Sub Category Site area: 0.51 hect Survey date: Friday 26/06/2009	SH-03-A-03	DETACHED	SHROPSHIRE	Survey Type: Manual
187 ST MICHAEL'S STREET SHREWSBURY Suburban Area No Sub Category Site area: 5.3 hect Survey date: Thursday 11/06/2009	SH-03-A-04	TERRACED	SHROPSHIRE	Survey Type: Manual
188 ELLESMERE ROAD SHREWSBURY Edge of Town Residential Zone Site area: 0.8 hect Survey date: Thursday 22/05/2014	SH-03-A-06	BUNGALOWS	SHROPSHIRE	Survey Type: Manual
189 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone Site area: 1.4 hect Survey date: Thursday 24/09/2015	SM-03-A-01	DETACHED & SEMI	SOMERSET	Survey Type: Manual
190 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre Village Site area: 2.87 hect Survey date: Tuesday 25/09/2018	SM-03-A-02	MIXED HOUSES	SOMERSET	Survey Type: Manual
191 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre	SM-03-A-03	MIXED HOUSES	SOMERSET	

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

Village			
Site area: 2.65 hect			
Survey date: Tuesday 25/09/2018			Survey Type: Manual
192	SR-03-A-01	DETACHED	STIRLING
BENVIEW			
STIRLING			
Suburban Area			
Residential Zone			
Site area: 4.05 hect			
Survey date:			Survey Type: Manual
193	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
SILKMORE CRESCENT			
STAFFORD			
MEADOWCROFT PARK			
Edge of Town			
Residential Zone			
Site area: 0.8 hect			
Survey date: Wednesday 22/11/2017			Survey Type: Manual
194	TB-03-A-01	TERRACED HOUSES	TORBAY
BRONSHILL ROAD			
TORQUAY			
Suburban Area			
Residential Zone			
Site area: 1.25 hect			
Survey date: Wednesday 30/09/2015			Survey Type: Manual
195	TE-03-A-01	MIXED HOUSES	TELFORD & WREKIN
STANLEY LANE			
BRIDGNORTH			
Edge of Town			
No Sub Category			
Site area: 3.4 hect			
Survey date: Friday 08/05/1998			Survey Type: Manual
196	TE-03-A-03	SEMI-DETACHED/TERRACED	TELFORD & WREKIN
SANDCROFT			
TELFORD			
SUTTON HILL			
Edge of Town			
Residential Zone			
Site area: 1.32 hect			
Survey date: Thursday 24/10/2013			Survey Type: Manual
197	TW-03-A-01	SEMI DETACHED	TYNE & WEAR
LEECHMERE ROAD			
SUNDERLAND			
HILLVIEW			
Edge of Town			
Residential Zone			
Site area: 2.5 hect			
Survey date: Wednesday 18/09/2002			Survey Type: Manual
198	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
WEST PARK ROAD			
GATESHEAD			
Suburban Area			
Residential Zone			
Site area: 0.55 hect			
Survey date:			Survey Type: Manual

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

199 STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre Village Site area: 1.82 hect Survey date: Friday 13/11/2015	TW-03-A-03	MIXED HOUSES	TYNE & WEAR	Survey Type: Manual
200 ARTHUR STREET BARRY Edge of Town Residential Zone Site area: 0.21 hect Survey date:	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN	Survey Type: Manual
201 DORKING WAY READING CALCOT Edge of Town Residential Zone Site area: 3.9 hect Survey date: Friday 09/09/2022	WB-03-A-03	MIXED HOUSES	WEST BERKSHIRE	Survey Type: Manual
202 ARLINGTON AVENUE LEAMINGTON SPA Suburban Area Residential Zone Site area: 0.1 hect Survey date: Friday 21/10/2011	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE	Survey Type: Manual
203 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area Residential Zone Site area: 0.85 hect Survey date: Wednesday 25/09/2019	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE	Survey Type: Manual
204 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Site area: 2.425 hect Survey date: Friday 27/09/2019	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE	Survey Type: Manual
205 MAPLE DRIVE WOOTTON BASSETT Edge of Town Residential Zone Site area: 3.1 hect Survey date:	WL-03-A-01	SEMI D./TERRACED W.	BASSETT WILTSHIRE	Survey Type: Manual
206 FOLESHILL ROAD COVENTRY	WM-03-A-01	TERRACED	WEST MIDLANDS	

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

FOLESHILL

Suburban Area

Residential Zone

Site area: 1.5 hect

Survey date: Friday 03/02/2006

Survey Type: Manual

207	WM-03-A-02	DETACHED & SEMI DET.	WEST MIDLANDS
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HEATH STREET

STOURBRIDGE

Suburban Area

Residential Zone

Site area: 0.4 hect

Survey date: Wednesday 26/04/2006

Survey Type: Manual

208	WM-03-A-03	MIXED HOUSING	WEST MIDLANDS
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BASELEY WAY

COVENTRY

ROWLEYS GREEN

Edge of Town

Residential Zone

Site area: 3.32 hect

Survey date:

Survey Type: Manual

209	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
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OSBORNE ROAD

COVENTRY

EARLSDON

Neighbourhood Centre

Residential Zone

Site area: 1.1 hect

Survey date:

Survey Type: Manual

210	WM-03-A-06	BUNGALOWS	WEST MIDLANDS
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NARBERTH WAY

COVENTRY

POTTERS GREEN

Edge of Town

Residential Zone

Site area: 0.47 hect

Survey date: Thursday 17/10/2013

Survey Type: Manual

211	WM-03-A-07	DETACHED HOUSES	WEST MIDLANDS
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EVESON ROAD

STOURBRIDGE

NORTON

Suburban Area

Residential Zone

Site area: 0.78 hect

Survey date: Wednesday 18/09/2024

Survey Type: Manual

212	WO-03-A-01	DETACHED	WORCESTERSHIRE
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MARLBOROUGH AVENUE

BROMSGROVE

ASTON FIELDS

Suburban Area

Residential Zone

Site area: 1 hect

Survey date: Thursday 23/06/2005

Survey Type: Manual

213	WO-03-A-02	SEMI DETACHED	WORCESTERSHIRE
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MEADOWHILL ROAD

REDDITCH

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

Edge of Town No Sub Category Site area: 2.2 hect Survey date: Tuesday 02/05/2006				Survey Type: Manual
214 RYE GRASS LANE REDDITCH Edge of Town Residential Zone Site area: 1.11 hect Survey date: Thursday 01/10/2020	WO-03-A-07	MIXED HOUSES & FLATS	WORCESTERSHIRE	Survey Type: Manual
215 MOLD ROAD WREXHAM RHOSDDU Edge of Town No Sub Category Site area: 2.5 hect Survey date:	WR-03-A-01	SEMI DETACHED	WREXHAM	Survey Type: Manual
216 A266 NEAR CHICHESTER MID LAVANT Neighbourhood Centre Village Site area: 2 hect Survey date: Tuesday 21/11/2000	WS-03-A-03	SEMI DET. & TERRACED	WEST SUSSEX	Survey Type: Manual
217 UPPER SHOREHAM ROAD SHOREHAM BY SEA Suburban Area Residential Zone Site area: 1.61 hect Survey date: Wednesday 18/04/2012	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX	Survey Type: Manual
218 EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre Village Site area: 3.25 hect Survey date: Thursday 19/10/2017	WS-03-A-07	BUNGALOWS	WEST SUSSEX	Survey Type: Manual
219 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Site area: 2.83 hect Survey date: Wednesday 20/10/2021	WS-03-A-14	MIXED HOUSES	WEST SUSSEX	Survey Type: Manual
220 BRACKLESHAM LANE BRACKLESHAM BAY Neighbourhood Centre Village	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX	

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

Site area: 1.9 hect

Survey date: Wednesday 09/11/2022

Survey Type: Manual

221	WS-03-A-19	MIXED HOUSES & FLATS	WEST SUSSEX
TURNERS HILL ROAD EAST GRINSTEAD Edge of Town Residential Zone Site area: 5.16 hect Survey date:			
			Survey Type: Manual

222	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX
SHOPWHYKE ROAD CHICHESTER Edge of Town Residential Zone Site area: 3.8 hect Survey date: Tuesday 19/03/2024			
			Survey Type: Manual

223	WS-03-A-25	PRIVATE HOUSES & FLATS	WEST SUSSEX
LIDSEY ROAD WOODGATE Neighbourhood Centre Village Site area: 2.4 hect Survey date: Wednesday 18/09/2024			
			Survey Type: Manual

224	YO-03-A-01	TERRACED HOUSES	YORK
NICHOLAS STREET YORK Suburban Area Residential Zone Site area: 0.15 hect Survey date:			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CV-03-A-02	22-05-2017	N/a
CV-03-A-03	22-05-2017	N/a
IM-03-A-01	21-05-2024	N/a
IM-03-A-03	21-05-2024	N/a
LT-03-A-01	24-04-2015	N/a

Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.160	0.423	0.583
17:00-18:00	0.369	0.192	0.561

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00	21	69	0.044	0.026	0.070
01:00-02:00	21	69	0.024	0.012	0.036
02:00-03:00	21	69	0.011	0.006	0.017
03:00-04:00	21	69	0.017	0.015	0.032
04:00-05:00	21	69	0.012	0.012	0.024
05:00-06:00	21	69	0.015	0.043	0.058
06:00-07:00	26	73	0.038	0.114	0.152
07:00-08:00	219	59	0.084	0.293	0.377
08:00-09:00	224	58	0.160	0.423	0.583
09:00-10:00	224	58	0.158	0.205	0.363
10:00-11:00	224	58	0.149	0.175	0.324
11:00-12:00	224	58	0.169	0.172	0.341
12:00-13:00	224	58	0.191	0.171	0.362
13:00-14:00	224	58	0.186	0.183	0.369
14:00-15:00	224	58	0.183	0.195	0.378
15:00-16:00	224	58	0.280	0.204	0.484
16:00-17:00	224	58	0.310	0.193	0.503
17:00-18:00	224	58	0.369	0.192	0.561
18:00-19:00	224	58	0.295	0.191	0.486
19:00-20:00	29	72	0.304	0.254	0.558
20:00-21:00	28	72	0.243	0.184	0.427
21:00-22:00	26	73	0.179	0.110	0.289
22:00-23:00	21	69	0.124	0.072	0.196
23:00-00:00	21	69	0.108	0.049	0.157
Total Rates:			3.653	3.494	7.147

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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Audit Code: 1ccd2ba0-f2a5-434e-b6c0-1d9edff6a95f

Parameter Summary:

Trip rate parameter range selected:	1 - 130 (units: DWELLS)
Survey date date range:	05/05/1987 - 18/09/2024
Number of weekdays (Monday-Friday):	224
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	162
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.

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