ROSSENDALE LOCAL PLAN EXAMINATION

MATTER 11 HEARING STATEMENT OF THE PEEL GROUP (REPRESENTOR ID 5160)

Issue – Are the proposed housing allocations in Haslingden and Rising Bridge justified, effective, developable/deliverable and in line within national policy?

Introduction

1.1 The Peel Group ('Peel') submitted representations to the Pre-submission Publication of the Rossendale Local Plan consultation in October 2018.

1.2 Paper 3 of Peel's submission identified a number of points of unsoundness in respect of the identified housing land supply which, as a result, would mean that the proposed housing requirements of the Local Plan would not be met. This included evidence that individual sites were either not proven to be deliverable or developable or where the Council had over-estimated the plan period yield. Further, these representations reveal that the Council has failed to put in place an adequate contingency plan in the event of under-delivery, including a sufficient flexibility allowance.

1.3 Paper 3 also identified that the spatial distribution of development would mean that little affordable housing would be provided, contrary to the evidence of need, due to reliance on allocations within weak housing market areas where affordable housing was unviable based on the Council's own evidence base. Further this assessment revealed that the housing land supply was not distributed in a sustainable manner with under provision in the most sustainable settlements of the Borough, most notably Rawtenstall, relative to less sustainable settlements.

1.4 Collectively these issues render the Local Plan unsound being in conflict with the National Planning Policy Framework, not justified by reference to a robust evidence base and not effective in being unable to meet the identified development needs.

1.5 Peel has submitted a number of Hearing Statements to the Local Plan Examination which should be read in conjunction with each other. Of most relevance to this Matter 11 Hearing Statement are Peel's Statements in relation to Matters 2 and 19. These consider the housing land supply as a whole including, building on its Pre-submission Publication representations, whether, when assessed on a cumulative basis, this supply will meet the overall housing requirement of the Borough, including the need for affordable housing (Matter 19), and is appropriately distributed in a sustainable manner (Matter 2).

1.6 This Matter 11 Statement considers individual allocations in Haslingden and Rising Bridge. Each site is considered independently. Hearing Statements in relation to Matters 9, 10 and 12 to 14 follow the same approach.

1.7 The General Questions (GQ) set out will be answered against each site and where appropriate the site specific questions will also be addressed:

H47: Land at Kirkhill Avenue, Haslingden
Local Plan proposals: 22 dwellings within Years 1 to 5

1.8 Peel has previously submitted a Development Framework (see Appendix A) for the proposed development of the combined Kirkhill Avenue and Moorland Rise site to Rossendale Council as part of previous representations to the Local Plan. This includes Allocation H47 and land to the east. The combined site would represent a sustainable development opportunity.

i) Is the site capable of being safely accessed?

1.9 Peel fully supports the proposed allocation of land at Kirkhill Avenue for residential development, though considers that this should be extended to include adjacent land to the east as reflected in the previously submitted Development Framework (see below).

1.10 A Technical Note prepared by SCP is provided at Appendix B. The Technical Note supports access being taken from Kirkhill Road and Kirk Hill Avenue.

ii) What effect would the proposed allocation have on drainage and surface water in the area?

1.11 RPS has prepared a Preliminary Note in relation to flood risk and surface water drainage which can be found at Appendix C. The Preliminary Note confirms that suitable drainage techniques and surface water run off mitigation can be implemented to restrict surface water run-off generated by the proposed development to the existing peak run-off rates.

1.12 The Preliminary note confirms that a surface water management solution would be to mimic the existing pattern of the site by discharging surface water at a controlled rate. Furthermore, the implementation of SuDS attenuation techniques within the site can restrict surface water run-off.

iii) Is the site boundary and site capacity justified and effective?

1.13 As noted in further detail below, the site boundary should be extended to include Moorland Rise (site to the east) as reflected in the previously submitted Development Framework.

1.14 Further, Peel does not consider the projected capacity of Site H47, as defined, to be justified and a more appropriate capacity for this site is 50 dwellings. The Council's 5 year land supply report of September 2012 identifies Site A of the combined enlarged site (Kirkhill Avenue) as being deliverable within 5 years with a capacity of 100 dwellings. This confirms that the site is available immediately, within a suitable location and is available and achievable. Kirkhill Avenue was assessed as part of the SHLAA Update in 2010 (site ID 17). The SHLAA 2017 (Evidence Base document EB0005) states that it is within 800 metres of local services, within 400 metres of a bus stop and within 5 km of a Secondary School and Hospital. The SHLAA also confirms that no new extensive access or drainage infrastructure would be required to deliver the site.

1.15 The proposed site boundaries for both sites are justified and effective as they would form small scale extensions to Haslingden which would form a logical and natural addition to the current built up area. Development would be contained by the line of Kirk Hill Road/Haslingden Old Road to the east and would not extend into the wider open countryside to the north and east of this road. The development would be well related to the existing built up area occupying land which slopes towards existing development and therefore not significantly extending the visibility of the settlement from surrounding higher land. The proposed development would avoid the more prominent

higher and more steeply sloping land and would incorporate significant open space and planting. As such it would not adversely affect the landscape or townscape character of the surroundings. A Landscape Appraisal has been prepared by Randall Thorp and can be viewed at Appendix D.

1.16 Development of this land would not conflict with the purposes of including land within the Green Belt as set out in national planning policy. In particular it would not result in a material reduction of any gap between Haslingden and Rawtenstall. The two settlements are quite close at this point and the gap already contains significant areas of built development including for example the former Rossendale Hospital. The development of Kirkhill Avenue or Moorland Rise would have no impact on the width of this gap or the degree of separation between the settlements.

Conclusion: The realistic site capacity should be increased to 50 dwellings and Moorland Rise should be allocated with a potential capacity of 60 dwellings.

H48: Land off Highfield Street
Local Plan proposals: 13 dwellings within Years 1 to 5

1.17 This site has a detailed planning history with three planning applications for residential development being refused[1]. The site is also heavily constrained by topography issues, dense vegetation and proximity to existing residential dwellings.

1.18 The SHLAA (Evidence Base document EB0005) identifies that there has been no landowner interest in developing the site for a significant period of time – since 2008.

1.19 There is no clear evidence that a developer is connected to the site and there has been no planning application submitted or evidence of the site being available or deliverable.

Conclusion: the site is not proven to be developable and should be removed from the residential allocations.

H49: Land adjacent 53 Grane Road
Local Plan proposals: 5 dwellings within Years 1 to 5

1.20 Concerns regarding the suitability of the site for residential development are identified within the Council's own evidence base. The SHLAA (Evidence Base document EB0005) indicates that the topography of the site may cause constraints, there are potential land contamination concerns and less than 50% of the site is within Flood Zone 2 or affected by medium surface water flood risk.

1.21 Further constraints that may affect the developable area of the site is the public right of way crossing the site, the location of mature trees and shrubbery across the site and the existing use of the site as informal open space with a walled seating area adjacent Grane Road.

[1] Outline application for 3 dwellings and 4 apartments (X/2004/552); full application for 1 dwelling (2004/623); full planning application for 1 dwelling (2004/758).

1.22 There is no clear evidence that a developer is connected to the site and there has been no planning application submitted or evidence of the site being available or deliverable.

Conclusion: the site is not proven to be developable and should be removed from the residential allocations.

H52: Land to the rear of Haslingden Cricket Club
Local Plan proposals: 30 dwellings during Years 1 to 5

1.23 There are concerns regarding the suitability of the site within the Council's own evidence base. The SHLAA (Evidence Base document EB0005) highlights that access is to be taken from a narrow lane and third party land would be required to implement works to widen this lane. These works of widening would involve a ransom payment being necessary to secure an appropriate access. The deliverability of a viable access to the site is unproven.

1.24 The site is currently in use as car parking and event space which is essential to the use as a Cricket Club; the loss of this land would hinder the Cricket Club and cause significant parking and traffic issues within the surrounding area.

1.25 The loss of the proposed land would be contrary to paragraph 97 of the NPPF and would comprise the loss of an existing recreational facility, contrary to the Playing Pitch Strategy.

Conclusion: the site is not proven to be developable and should be removed from the residential allocations.

Summary of draft allocations

1.26 Based on the above assessment, it is Peel's position that the cumulative and proven developable capacity of proposed allocations in Haslingden and Rising Bridge is 102 dwellings, compared to 122 suggested by the Council.

1.27 A number of sites are not proven to be developable, in being affected by ownership and technical constraints (access particularly) for which no viable mitigation proposal is presented to the extent necessary to underpin their allocation in a Local Plan. In respect of a number of other sites, the Council has over-estimated the realistic capacity. The Council has therefore overestimated the five year supply from sites in this location.

1.28 Based on the assessment of the Haslingden and Rising Bridge area alone, it is evident that the identified housing land supply is insufficient to deliver the Borough's development needs. This renders the plan unsound, principally in being at odds with the requirements of paragraph 67 of the NPPF and not being effective.

1.29 This conclusion is reinforced through the assessment of other proposed residential allocations across the Borough (see Matters 9, 10 and 12 – 14 statements) and in considering the housing land supply as a whole (see Matter 2 and 19 statements).

Addressing the shortfall

1.30 Notwithstanding the comments provided in Peel's Matter 2, 3 and 19 statements, additional land needs to be allocated in this spatial area to address the shortfall of 20 dwellings and to deliver the number of dwellings which the Local Plan currently proposes for the area (122 units).

Developable site at Moorland Avenue

1.31 As previously mentioned the Kirkhill Avenue Development Framework includes an appraisal of a much wider site. The parcel of land within the Development Framework which is not within the draft allocation is referred to as Moorland Avenue.

1.32 The SHLAA 2017 (Evidence Base document EB0005) states that it is within 800 metres of local services, within 400 metres of a bus stop and within 5 km of a Secondary School and Hospital. The SHLAA also confirms that whilst no new drainage infrastructure would be required, extensive new infrastructure would be required to deliver the site.

1.33 The Development Framework identifies site constraints and opportunities and justifies the removal of the Moorland Avenue site from the Green Belt. To avoid repetition, please refer to the Development Framework at Appendix A.

1.34 The technical work undertaken for Kirkhill Avenue (Appendix B – D) demonstrates that the two sites can be brought forward and accessed safely from a priority controlled junction on Kirkhill Avenue. A site capacity of up to 110 dwellings (both sites) can be achieved and safely accessed.

1.35 These technical work undertaken to date confirms the site is deliverable and demonstrates that, should the site be allocated for residential development within the LPS, the site is available and suitable for development in the short term (1 – 5 years).

Appendix A: Kirkhill Avenue & Moorland Rise Development Framework

Turley

Land at Kirkhill Avenue & Moorland Rise, Haslingden, Rossendale

Development Framework

January 2013

PEEL LAND&PROPERTY

TURLEYASSOCIATES

Contents

TA Ref:
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Executive Summary

Executive Summary

There is a need to provide additional land for housing in Rossendale in order to meet identified housing needs and encourage the sustainable growth and regeneration of the Borough. This Development Framework identifies land at Kirkhill Avenue and Moorland Rise, Haslingden as a sustainable location for new housing and proposes a logical, defensible and long term change to the Green Belt and Urban boundary to facilitate its development.

The site is very well related to the urban area of Haslingden and represents a logical and natural addition to the town.

The proposed amended Urban Boundary would complement the existing housing development and facilitate additional family housing in a sustainable location. The proposal would accommodate around 50 new high quality homes.

The proposed amendment to the Green Belt boundary complies with relevant national planning policy on Green Belts and with the Council's criteria for review of Green Belt and Urban Boundaries.

The proposal could accommodate around 60 new high quality homes. This could incorporate a mix of size and type of housing including family and aspirational homes.

The sites are well related to the existing urban area of Haslingden and within walking distance of many local services and facilities. They also have good public transport access to local destinations including Haslingden Town Centre.

Their development would represent a sustainable rounding off of the built up area of this part of Haslingden and would have no significant environmental impacts.

The Council accepts the suitability of the location in principle and proposes changes to the Green Belt and Urban Boundaries to facilitate development of the land at Kirkhill Avenue and part of the site at Moorland Rise.

The delivery of around 110 new homes from the combined site would generate 154 construction jobs (96 net new jobs); attract 189 additional economically active residents to Rossendale; increase local consumer spending by around £1.1 million per annum; increase Council Tax revenue by £1.9 million over 10 years; and deliver New Homes Bonus payments of £1 million. This represents a significant contribution to the growth and regeneration of the Borough.

The Council is therefore requested to incorporate the requested changes to the Green Belt and Urban Boundaries within its forthcoming Lives and Landscapes site allocation Development Plan Document.

01

Introduction

1 Introduction

1.1 This report is prepared on behalf of Peel Holdings (Land & Property) Ltd (Peel) as part of its engagement in the Rossendale Local Development Framework process. It presents proposed changes to Green Belt and Urban Boundaries to facilitate release of land for residential development to meet the housing needs of the Borough.

1.2 The principle of additional housing in South West Rossendale is established within the adopted Rossendale Core Strategy (November 2011). This followed acknowledgement through the examination process of the need to release additional land to make up the recent shortfall in housing delivery and meet future needs in areas where early delivery can be assured.

1.3 The Examination identified a need to increase the delivery of housing, particularly family housing in the borough and concluded that South West Rossendale is the most sustainable and appropriate location to achieve an early boost to housing supply.

1.4 South West Rossendale is identified as a suitable location because of its sustainability and its potential to deliver housing viably in the short and medium term. The Core Strategy acknowledges that this will require the review of Green Belt boundaries in order to release suitable land. The Core Strategy identifies a number of areas of search which are considered the most suitable for housing development

1.5 In this context the Council has identified criteria for the review of Green Belt and Urban Boundaries and is undertaking a consultation on proposed boundary changes.

1.6 This Development Framework report considers the suitability of land at Kirkhill Avenue and Moorland Rise, Haslingden for housing development and proposes a Green Belt and Urban Boundary change which would facilitate that development.

1.7 The remainder of this report is set out in the following format:

- Section 2 summarises the planning policy context for the review of Green Belt and delivery of housing in South West Rossendale.
- Section 3 appraises the land at Kirkhill Avenue and Moorland Rise and identifies relevant known physical and technical opportunities and constraints.
- Section 4 applies these opportunities and constraints to identify a proposed alteration to the Green Belt and Urban Boundary to facilitate the delivery of new housing.
- Section 5 assesses the significant economic, community and social benefits which this proposal would deliver for Rossendale.
- Section 6 summarises the case for the proposed changes and the benefits which would arise from the proposed development.

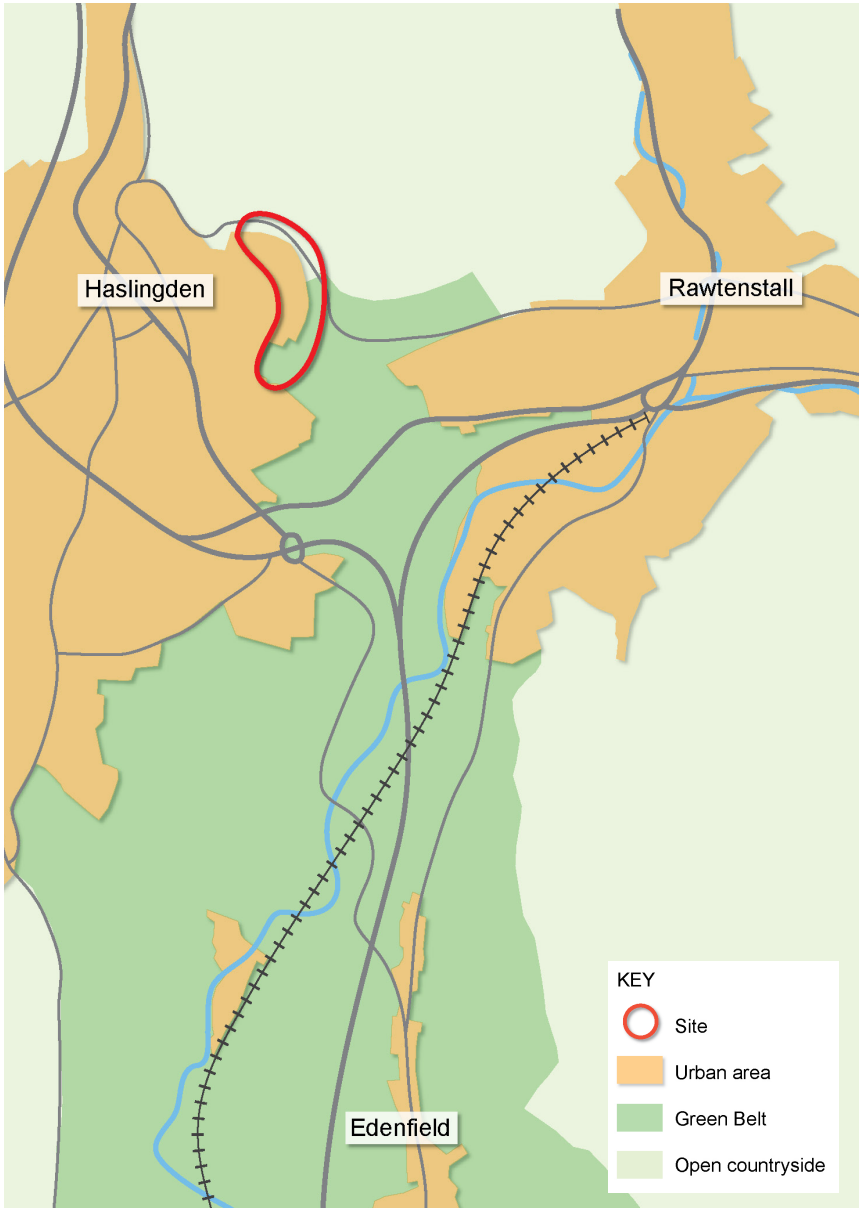

Fig 1.1 | Wider location plan

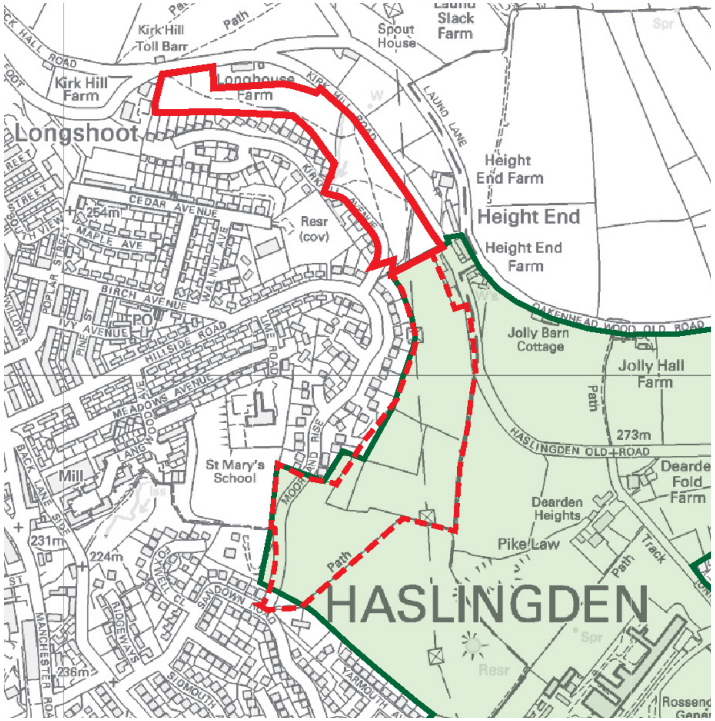

Fig 1.2 | Sites / study area in relation to existing Green Belt

KEY

- Site A (SHLAA Site ID 17)
- Site B (SHLAA Site ID 18)
- Existing Green Belt

Fig 1.3 | Aerial site location plan

02

Planning Policy Context

2 Planning Policy Context

2.1 The Rossendale Core Strategy was adopted in November 2011 and forms part of the Development Plan for the Borough alongside documents including saved policies of the Local Plan and supplementary planning guidance/ documents.

Spatial Vision

2.2 The Spatial Vision states that by 2026 the Council aims to reduce inequalities across the Borough by strengthening opportunities in the east of Rossendale and fulfilling the potential of the west of the Borough. It also sets out that most development, including housing and affordable housing, will take place within the urban boundaries of the main settlements, capitalising on the move towards a low-carbon economy and supporting sustainable lifestyles.

Area Visions

2.3 In addition to the Spatial Vision, the Core Strategy also sets out Area Visions to the six sub areas of the borough including:

- Haslingden and Rising Bridge – this Area Vision states that housing development will be primarily located on previously developed land and will reflect the local requirements for affordable housing. This area benefits from excellent quality bus services and well linked employment sites.

Development Management

2.4 Policy 1 states that the urban boundary defined in Local Plan Saved Policy DS1 and the Green Belt boundary defined in Saved Policy DS3 will be reviewed and where necessary amended in the Site Allocations DPD. The reviews would take into account criteria set out in Policy 1 including:

- Where small scale selective rounding off of Green Belt boundaries would promote sustainable development opportunities.

- An extension/amendment to the urban boundary would not adversely affect aspects of the natural environment.

2.5 Core Strategy Figure 15 (see Fig 2.1), identifies Haslingden as an area for Green Belt review.

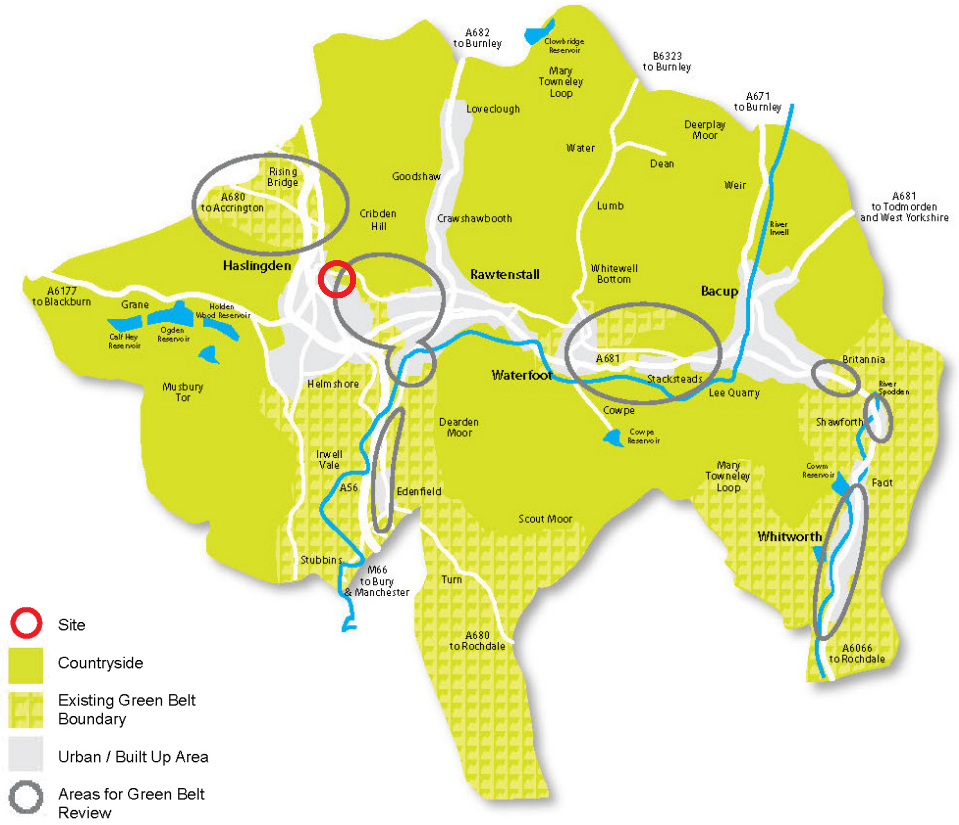

Fig 2.1 | Areas for Wider Green Belt Review (Fig 15, Rossendale Core Strategy)

Housing

2.6 Policy 2 states that the Council are required to deliver a minimum of 3,700 net additional dwellings over the plan period (2011 – 2026), which equates to 247 dwellings per annum.

2.7 Greenfield and brownfield land will be allocated for residential development to meet the housing needs of the Borough.

2.8 The Council have set a target of delivering 65% of all new dwellings on previously developed land, at a minimum density of 50 dwellings per hectare in Rawtenstall, Bacup, Haslingden and Whitworth and 30 dwellings per hectare, in all other areas.

2.9 Policy 2 sets out the distribution of housing across the Borough; the largest number of additional houses will be built in the Rawtenstall area (30% of the total), with smaller but significant numbers built in the towns of Bacup, Haslingden and Whitworth (50% of the total). Following these, development will be permitted in a number of smaller settlements including Edenfield, having regard to their relative size and function, the need for urban regeneration, housing market renewal, the capacity of infrastructure, opportunities for new housing, the capacity for growth and past house building trends (20 % of the total).

Design

2.10 Policy 23 states that the Council will ensure that Rossendale's places and buildings are attractive, safe and easy to use by ensuring that all new development is of the highest design that respects and responds to local context, distinctiveness and character. In addition, design should help a development contribute positively to local identity and heritage. The Policy states that the rural-urban interface should maintain the relationship between the urban areas and countryside.

View south west across valley and existing housing from upper slopes of site A

03

Site and Surroundings

3 Site and Surroundings

3.1 This study area comprises two sites - land at Kirkhill Avenue (A) and land at Moorland Rise (B) on the eastern edge of Haslingden. Site A extends to c. 2.4 ha (5.9 acres) and is located to the north east of Kirkhill Avenue. It comprises open grassland, which rises towards the north and east and is used for informal recreation. Kirk Hill Road forms much of the northern and eastern boundary of the site. Kirkhill Avenue forms the southern boundary of the site beyond which lies a large residential estate. Residential properties form the western boundary.

3.2 Site B extends to c. 5.05 ha (12.47 acres) and is located to the east of Moorland Rise, Haslingden. Comprising open land, the site is bound to the north, south and west by residential properties. St Mary's Roman Catholic Primary School and playing fields lie south west of the site. Immediately north west of the site is a modern housing estate, comprising detached houses. Haslingden Old Road forms the north eastern part of the boundary; the remaining eastern boundary is defined a track. The south eastern boundary is defined by a footpath.

Local Facilities

3.3 The sites lie approximately 0.75 km to the east of Haslingden Town Centre, with Rawtenstall Town Centre approximately 3.5 km to the east. Haslingden Town Centre is home to a number of services and amenities including a dental surgery; a police station; an off-licence / grocery store; national banks and building societies; and a pharmacy. The nearest supermarket (Tesco superstore) is located c. 0.7 km south of the site.

3.4 St Mary's Roman Catholic Primary School is the closest primary school to the site, located c. 0.3 km south of the site. All Saints Roman Catholic High School is c. 2.5 km south of the site. There are a total of 5 secondary schools and 18 primary schools within 5 km of the site.

3.5 There are a number of bus stops located along Manchester Road in the centre of Haslingden c. 1 km south of the site. These stops are served up to every 10 minutes by the 464, 244 and 484 bus services, which connect Haslingden with Bury and Rochdale in the south, Rawtenstall in the West and Blackburn, Accrington and Burnley in the north. The nearest train station is located 8.5 km north of the site in Accrington. The site is also well connected to both the local and national highway, with the A56 c. 0.75 km from the site which connects to the M66 (c. 5.5 km) and in turn the M62 and M60 (c. 20 km).

Consideration in SHLAA

3.6 Both sites were promoted as part of the Rossendale SHLAA 2010 (Site IDs 17 and 18). The SHLAA confirms no significant constraints to development and that both sites are deliverable. Site A scores 78 out of a possible 104 points which automatically places the site in Category 2, ie. deliverable within 11-15 years. It identifies potential for 48 dwellings. The SHLAA also confirms that the site is within 800m of all local services, within 400m of a bus stop and within 5km of a Secondary School and Hospital. In addition, it confirms that no extensive new infrastructure or drainage would be required in order to the deliver the site.

3.7 Site B scores 66 points and is therefore identified as a Category 3 site. However, Category 3 sites have not been discounted as it is considered that constraints on the site may be able to be overcome. The SHLAA also confirms that the site is within 800m of all local services, within 400m of a bus stop and within 5km of a Secondary School and Hospital. Whilst new drainage infrastructure would not be required, extensive new infrastructure would be.

3.8 The Council's 5 year land supply report of September 2012 identifies Site A as being deliverable within 5 years with a capacity of 100 dwellings (see reference to SHLAA Site ID 17 on page 10 of the report). This confirms that the site is available immediately, is within a suitable location and is available and achievable.

View north along Moorland Rise towards existing housing

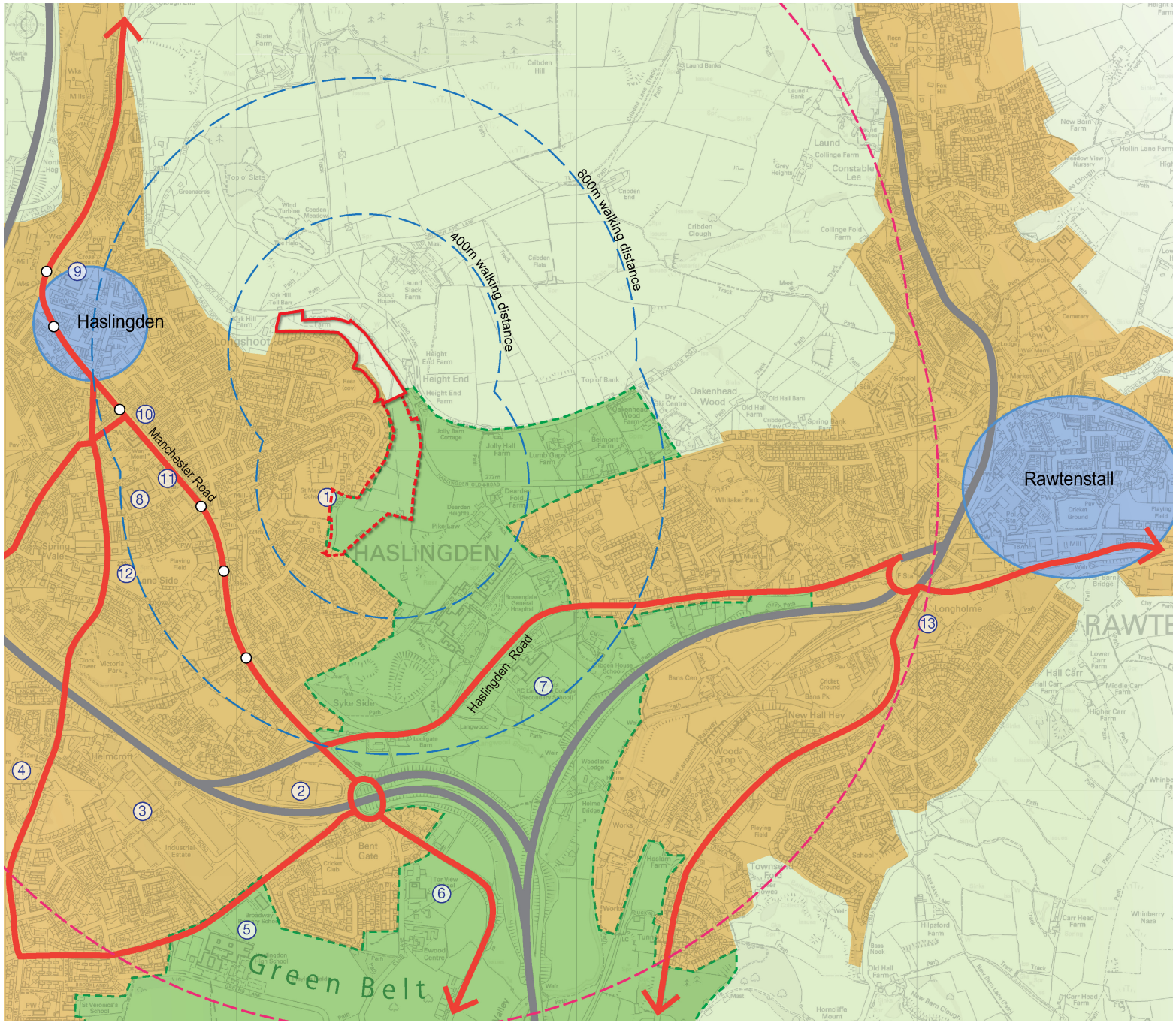

Fig 3.1 | Context plan of local facilities

Site Appraisal

3.9 The key features of the sites and wider study area are:

- The Moorland Rise site includes a gradient: rising over 10m from Moorland Rise to the eastern boundary and in parts forms a steep embankment. The southern part of the site, towards Sandown Road, is less steep.
- The site is well related to recent development in Haslingden and, with appropriate landscaping, development below Kirkhill Road would not adversely impact on longer distance views of the area.
- Further north towards Kirkhill Avenue, the gradient reduces. The highest, and most visually prominent, part of the study area is outside the site boundary and further east of Moorland Rise where the level difference is around 25m.
- There are a network of footpaths on the land at Kirkhill Avenue, providing links to Kirkhill Road (to the north east), and to the wider surroundings to the north and south.
- The northern part of the study area, adjacent to Kirkhill Avenue, is substantially planted, with clusters of mature and semi-mature tree groups.
- Overhead electricity lines runs through the site in a north-south direction. Two pylons are located close to the site boundary.
- The site is located in Flood Zone 1 and is therefore at low risk from flooding.
- The site is not located within a Conservation Area or within proximity of a Listed Building.
- The site is not classified as agricultural land and is registered as 'grass' on the Dudley Land Use Inventory.

Opportunities and Constraints

3.10 The key site opportunities are:

- The sites are well related to the urban area of Haslingden and within walking distance of key facilities including the town centre, employment areas and schools.
- Much of the study area lies to the east of existing housing estates. The edge of the existing developed area is in some parts 'abrupt' – therefore there is an opportunity to create a softer edge to the urban boundary.
- Frame attractive views to the valley and distant hills to the west.
- The sites are part of a popular and established housing area where demand for family housing is expected to be strong.

3.11 The key site constraints are:

- The topography of the land in the extreme south of the study area forms a steep embankment to Moorland Rise. The more shallow slopes – further east and north – have potential to be developed following the lines of the contours.
- The higher 'plateau' is visually prominent from the immediate and wider surroundings.
- The overhead electricity lines.
- Potential access to the study area is limited to a short stretch along Kirkhill Avenue in north and stretch of Moorland Rise in south.

Panoramic view from Kirk Hill Road looking south west across valley

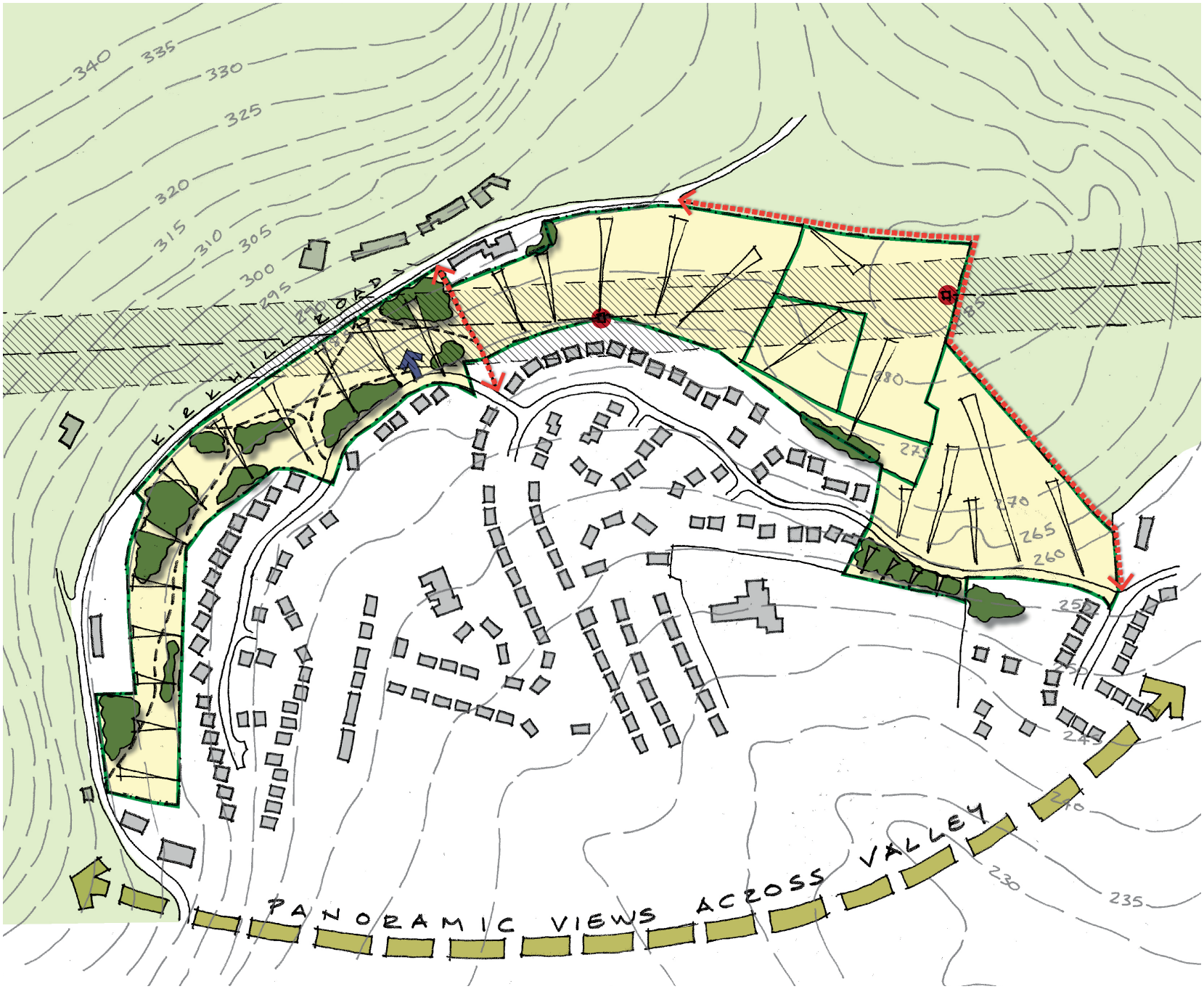

Fig 3.2 | Site analysis plan

View across site A, looking north from edge of Kirkhill Avenue

View south from Kirk Hill Road, towards upper slopes of site B

View south west across valley and existing housing from upper slopes of site A

View north along Moorland Rise towards steep embankment on eastern side

04

Proposed Development Framework

4 Proposed Development Framework

Development Framework

4.1 The analysis of the site and its local and wider context has informed a set of design principles as set out below. These principles are then translated into a development framework plan (see opposite).

4.2 The design principles for land off Kirkhill Avenue and Moorland Rise are as follows:

- New development forms a natural extension of the existing residential area of Haslingden.
- Development could follow existing contours utilising more gently sloping land – housing could take advantage of views across the built up area of Haslingden.
- Strengthen / enhance existing field boundaries, and create enhanced landscaped boundaries to existing development.
- Development parcels to be located on the lower slopes of the site – and excluding the overhead electricity line easement – allowing a gentle step down in built form from east to west, and retaining uninterrupted views west from Kirk Hill Road.
- Creation of public open space (POS) under pylons – replacement and enhancement of existing POS.
- Access to the northern development parcel from Kirkhill Avenue. Access to the southern development parcel either from Kirkhill Avenue or from Moorland Rise (this option will depend on engineering constraints / solutions regarding the embankment).

4.3 The developable area of site A will achieve a potential yield of around 50 units. The developable area of site B will achieve a potential yield of around 60 units.

4.4 These potential development yields take into consideration constraints such as topography and overhead pylon easements, and are subject to detailed technical considerations regarding topographical and access constraints.

4.5 New replacement public open space will be provided along the line of the pylon easements and on higher ground within site B, New footpath connections will link this space to existing footpath access points along Kirk Hill Road to the east and the north.

Proposed Changes to Green Belt Boundary

4.6 The site (A and B) is in the main bounded by existing residential development to the west and Kirk Hill Road to the east. Kirk Hill Road forms a logical and defensible Green Belt boundary. The proposed development represents a natural and sustainable expansion of this part of Haslingden and would complement the existing pattern of development and landscape character.

4.7 The release of the land from the Green Belt would comply with the Council's criteria for Green Belt review and the policies of the NPPF. The land adjoins the urban area of Haslingden and would form a logical expansion of development. It would not materially affect the gap between the settlements or lead to any perception of the merging of separate settlements. By utilising the lower lying land it would not encroach into the wider open countryside and by avoiding the most visually prominent land it would not adversely affect longer distance views.

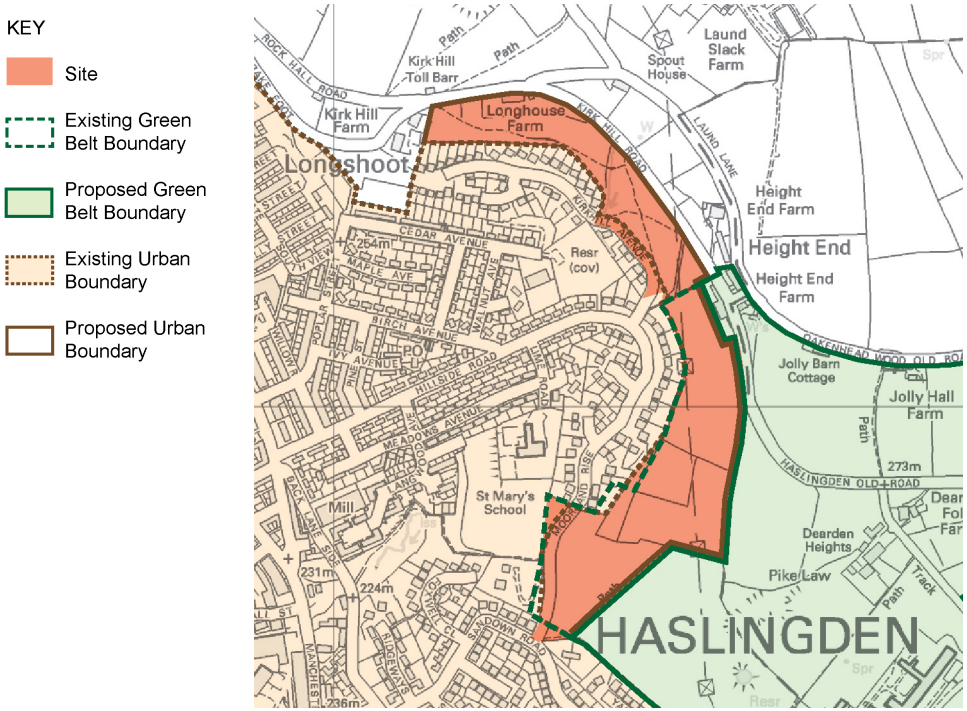

Fig 4.1 | Proposed changes to Green Belt

Development framework plan

05

Delivering Lasting Local Economic Benefits

5 Delivering Lasting Local Economic Benefits

Context – why housing matters

5.1 Housing makes a significant contribution to the national, regional and local economy. The construction of new homes generates initial benefits through employment, materials and professional spending associated with the construction process. In addition to this, its positive impacts are experienced for long afterwards and can provide an important source of local economic and social benefits for communities. As new homes are occupied a range of local benefits are generated, from the spending power that households have to Council Tax revenues, both of which help to sustain local shops and services. Where a range of family housing is provided this can help to maintain and grow local populations, providing an essential foundation for key services such as local schools, health care and childcare facilities.

5.2 There is increasing awareness at a national level of the important contribution that the construction industry (including house building) makes to the economy. Recent studies by the Confederation of British Industries (CBI) have demonstrated that for every £1 spent on construction projects a total of £2.84 expenditure is generated in the wider economy[1]. It is clear that constructing new homes can make an important contribution to the health of local economies, as well as the economic regeneration agenda.

5.3 The Coalition Government has fully endorsed the important role that house building can play in "kick starting" the national economy, with a series of funding initiatives (such as the Get Britain Building initiative) and Ministerial statements highlighting the importance of house building.

What will the Land at Kirkhill Avenue and Moorland Rise deliver?

5.4 The proposed site is a significant residential development that will provide a choice of homes which will be accessible to newly forming and incoming households in Rossendale. The scale and scope of the development can make a significant contribution to Rossendale's local economy as well as generating substantial financial benefits associated with Council Tax and New Homes Bonus revenue as properties are delivered and occupied. An independent assessment undertaken by GVA has highlighted the following headline benefits associated with the provision of new homes as envisaged in the Development Framework:

- **Construction Related Benefits** – capacity to help sustain over 154 jobs (gross) associated with the construction sector and approximately 96 jobs (net), taking into account multiplier, displacement and leakage effects. Potential job creation benefits include specific opportunities for construction related employment and skilled trades. Associated potential to reduce local levels of unemployment (currently 3.7%) and increase economic activity locally, alongside diversifying the local population profile to include greater proportions of younger working age people in skilled occupations.

- **Population Benefits** – potential to increase the population by circa 257 people in 110 dwellings. Given the potential appeal of the site and the housing mix, including good quality family homes, there is an opportunity to attract and retain younger, family households which will help to sustain/ enhance essential services within the locality.

- **Replenishing the Workforce** – potential to retain and/or attract approximately 189 additional working age people contributing to the supply of labour locally with linked benefits for the attraction of employers to the area.

- **Spending Power** – potential to capture approximately £1.1 million of household expenditure every year within the locality on comparison / convenience retailing, which will help to sustain local shops and businesses that are essential to the vitality of the local retail offer as well as that of the wider Rossendale economy, including the town centre economy of Rawtenstall.

- **Supporting Public Sector Employment in Health and Education** – potential to indirectly support 21 jobs in the local health and education sectors across Rossendale based on the number of education/ health care employees per head of population locally.

- **Financial Benefits to the Local Authority** – potential to generate additional Council Tax revenues of £1.9 million over 10 years associated with the new homes to be constructed. Further potential to generate a £1 million New Homes Bonus payment over a six year period.

5.5 The benefits associated with the Development Framework are clearly significant and will contribute not only to meeting housing need and demand, but will also make a valuable contribution to the economy of Rossendale. As highlighted above, new households attracted to the area will enhance local spending power, which could be a significant benefit for the economic regeneration of key shopping and service centres in Rossendale, including Rawtenstall Town Centre. The attraction of economically active, skilled and working age residents will also help to enhance Rossendale's attractiveness as a location for business. The attraction of economically active, skilled and working age residents will also help to enhance Rossendale's attractiveness as a location for business. Further rounds of spending and economic multiplier effects can be expected every year as new residents of the development spend and consume services locally.

5.6 A summary of the benefits associated the Development Framework is provided at Figure 5.1 opposite.

[1] Source: CBI (2012) – "Bridging the Gap – Backing the Construction Sector to Create Jobs"

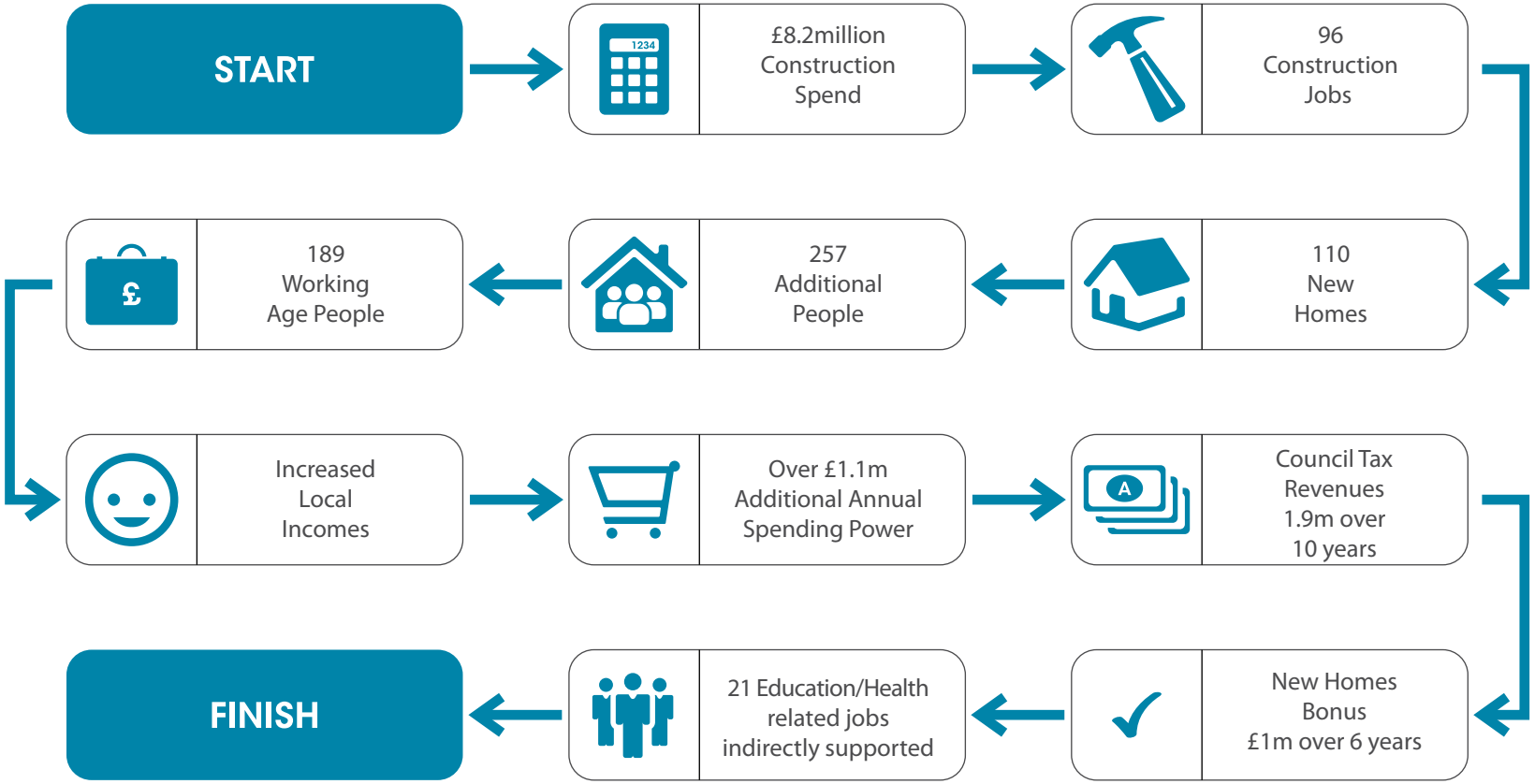

Fig 5.1 | Summary of Benefits arising from the Development Framework

06

Summary and Conclusions

6 Summary and Conclusions

6.1 Haslingden is a very sustainable location for new housing in Rossendale. The Core Strategy envisages significant new housing in this part of the Borough and notes the role it can play in meeting housing needs and supporting regeneration objectives in the Borough. The site is within an area of search for Green Belt boundary review in order to release land for early housing delivery (as shown on Figure 15 of the adopted Core Strategy).

6.2 The sites at Kirkhill Avenue and Moorland Rise are very well related to the rest of Haslingden. They form a logical and natural expansion of the existing residential areas in this part of the town. The sites are within walking distance of all key facilities including Haslingden Town Centre, local primary and secondary schools, employment areas and community facilities. They are also within walking distance of bus routes on the Manchester Road.

6.3 The site has no significant physical or technical constraints that would prevent its early development for high quality housing. It is not subject to any landscape or nature conservation designation, is not in an area of significant risk of flooding and has no history of contamination. Electricity cables cross part of the sites but these would not prevent appropriate residential development. Appropriate landscaped areas can be provided along the route of the pylons. In all other respects the sites are considered to be suitable for development.

6.4 The sites would form small scale extensions of Haslingden which would form a logical and natural addition to the current built up area. Development would be contained by the line of Kirk Hill Road/Haslingden Old Road to the east and would not extend into the wider open countryside to the north and east of this road. The development would be well related to the existing built up area occupying land which slopes towards existing development and therefore not significantly extending the visibility of the settlement from surrounding higher land. The proposed development would avoid the more prominent higher and more steeply sloping land and would incorporate significant open space and planting. As such it would not adversely affect the landscape or townscape character of the surroundings.

6.5 Development of this land would not conflict with the purposes of including land within the Green Belt as set out in national planning policy. In particular it would not result in a material reduction of any gap between Haslingden and Rawtenstall. The two settlements are quite close at this point and the gap already contains significant areas of built development including for example the former Rossendale Hospital. The development of Site A and B would have no impact on the width of this gap or the degree of separation between the settlements. The development of Site B would have a marginal impact on the gap between the two settlements when viewed in plan form. Due to the topography of this area and the proposed provision of open space, particularly within the corridor of the electricity pylons, any impact would not be apparent on site. There would be no greater physical coalescence of the built up areas and no loss of the separate identities of the two communities.

6.6 The delivery of around 110 new homes would generate around 154 new construction jobs (96 net new jobs); attract 189 additional economically active people to Rossendale; increase local consumer spending by around £1.1 million per annum; increase Council Tax revenue by £1.9 million over 10 years; and deliver New Homes Bonus payments of £1 million. This represents a significant contribution to the growth and regeneration of the borough.

6.7 In view of the acknowledged need for new housing and history of under delivery in this area, the release of these sites would not harm the prospects of other sites coming forward for development. In fact, by providing good quality housing of a type which is in relatively short supply in Rossendale, the release of the site would support the economic and social regeneration objectives of the Core Strategy.

6.8 The sites therefore comply with the Draft Criteria for Green Belt and Urban Boundary Changes which the Council issued for consultation on July 2012.

6.9 The sites are adjacent to the urban area, would not result in a material reduction in the gap between settlements and would not adversely affect longer distance views. The land is privately owned and makes no particular contribution to the beneficial use of the Green Belt. In any event, the latter point, which is referred to in Assessment Criterion 2(e) is of no relevance to consideration of Green Belt boundary review as it deals with appropriate use of land within the Green Belt.

6.10 The release of this land is needed in order to fully meet identified housing needs and a new Green Belt boundary can be established using existing physical features to create a clear defensible and permanent boundary.

6.11 The sites are located within a part of the Borough where the housing market remains relatively strong. As such, it is envisaged that they could deliver housing in the early part of the Core Strategy period. They could support a range of housing including elements of aspirational family housing and affordable housing both of which would help to meet identified local needs. The sites could be brought forward in the early part of the plan period and therefore contribute to the objective of boosting the supply of housing and making up some of the recent shortfall against identified requirements in Rossendale.

6.12 The Council is therefore requested to incorporate this proposed alteration of the Green Belt and Urban Boundary of Haslingden (as shown on Figure 4.2) to facilitate development of around 110 new homes into the forthcoming Site Allocations development plan document.

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Appendix B: Transport Report – Kirkhill Road, Haslingden

Turley

TECHNICAL NOTE

SCP
Transportation Planning : Infrastructure Design

Proposed Allocation Site
Land at Kirkhill Avenue, Haslingden, Rossendale
VAL/190545/TN01 - 30 August 2019

Introduction

1. SCP have been instructed by Peel Holdings (Land and Property) Ltd to support with the proposed allocation of land at Kirkhill Avenue, Haslingden for residential purposes. The site is located approximately 750m to the east of Haslingden Town Centre and covers an area of approximately 5.9 acres. The draft allocation (site H47) indicates a capacity of 22 dwellings, the wider land being promoted by Peel would result in approximately 110 dwellings

2. This technical note has been produced to support the allocation and to demonstrate to the Local Planning and Highway Authority that a safe and suitable access can be provided to serve future residential development on the site.

The site location can be seen on **Figure 1**.

Figure 1 – Site Location

Existing Highway Conditions

3. The site is located to the northeast of Kirkhill Avenue and the southwest of Kirk Hill Road. Kirkhill Avenue takes the form of a residential cul-de-sac and currently provides access to approximately 57 dwellings.

4. Kirkhill Avenue is of typical residential nature and provides a 5.5m wide carriageway and benefits from 2m wide footways and street lighting on both sides of the road. Access to Kirkhill Avenue is provided from Hillside Road which is a residential access road and provides a 'loop' type arrangement between Bury Road in the east and A680 Manchester Road in the southeast, via Sandown Road and Beech Drive.

5. Hillside Road is traffic calmed by traditional measures such as speed humps and kerb buildouts and, along with Kirkhill Avenue, is subject to a 20mph zone.

6. The most recently available three-year road safety record in the vicinity of the site has been obtained from the Department for Transport for the period 1st January 2014 to 31st December 2018. Investigations show that no reported accidents occurred on Kirkhill Avenue or on Hillside Road in the time frame. The existing road safety record does not lead to any significant concern or demonstrate any discernible pattern that could be affected by allocation proposals.

7. Images of the Kirkhill Avenue adjacent to the site are provided below.

Northbound on Kirkhill Avenue

Southbound on Kirkhill Avenue

Proposed Access Strategy

8. Vehicular access to the proposed allocation site can be achieved through the introduction of a simple priority controlled junction on Kirkhill Avenue, as shown on Drawing Number SCP/15254/F03 presented in **Appendix A**. There is also a potential access option achievable off Kirkhill Road along the northern site boundary. This can be seen on Drawing Number SCP/190545/F01 presented in **Appendix A**, it should be noted that the two accesses work independently of each other.

9. While the draft allocation (site H47) indicates a capacity of 22 dwellings, the wider land being promoted by Peel would result in approximately 110 dwellings. The entire site (for 110 dwellings) can be safely accessed via a single point of access from Kirkhill Avenue having regard to guidance presented in the Manual for Streets and given that Lancashire County Council (LCC) have historically permitted developments well in excess of this number of dwellings from a single point of access. Should LCC require a separate emergency access then this can be provided from Kirk Hill Road to the north east of the site as seen in **Appendix A**.

10. The access provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43m in both directions. Based on guidance contained in the Manual for Streets, the visibility splays are commensurate with a 30mph design speed, which is in excess of the 20mph zone of Kirkhill Avenue and therefore acceptable.

11. Swept path analysis has been undertaken of the site access which demonstrates that the movements of a standard refuse vehicle can be accommodated, as shown on the site access drawing presented in **Appendix A**.

12. Pedestrian / Cycle access to the site will be provided from the same location as the vehicular access, with 2m wide footways provided on both sides of the access road.

Accessibility

13. The accessibility of the application site by non-car modes is a key consideration in the planning process. The requirement to ensure that sites are accessible by non-car modes of transport is set out in both local and national planning policy (National Planning Policy Framework).

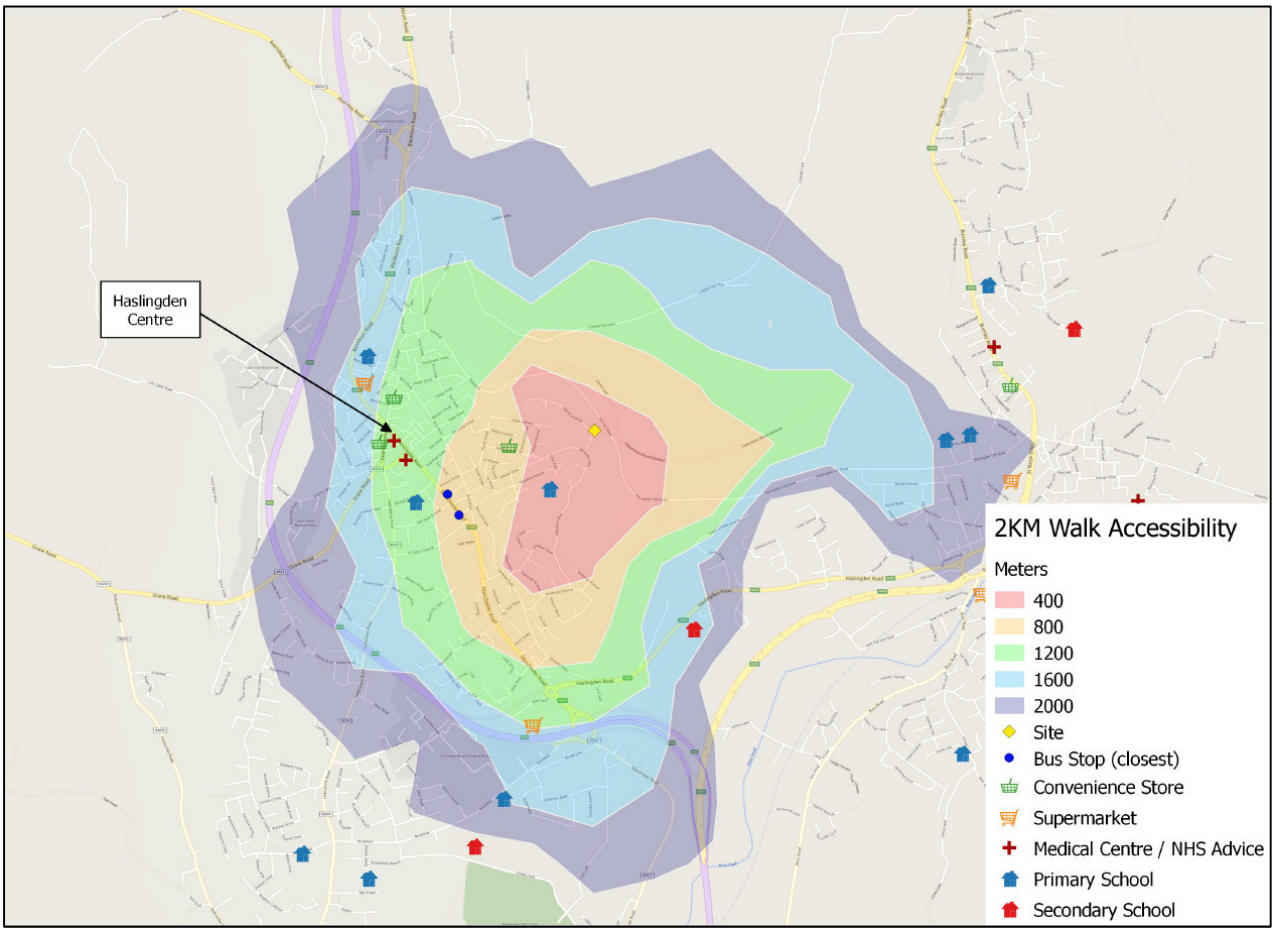
Walking

14. MfS 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, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

15. The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrone mapping. The purpose of the isochrones is to demonstrate the areas and facilities within an acceptable walk distance of the site, as shown on **Figure 2**.

Figure 2 – 2KM Walk Accessibility



16. The plan above demonstrates the majority of Haslingden can be reached within a 2KM walk distance. **Table 1** demonstrates the facilities within this radius, however the list is not exhaustive but demonstrates the key closest key local everyday facilities.

Table 1 – Facilities within 2km of the site (From Kirkhill Avenue)

Facility	Description	Distance from site (Approximately)
Primary School	St Mary's Roman Catholic Primary School	400m
Nursery	Hillside Nursery School	450m
Convenience Store	Londis	500m
Bus Stop	A680 Southbound	850m
Bus Stop	A680 Northbound	850m
Primary School	Haslingden Primary School	1km
Convenience Store	Nisa	1.1km
Mosque	Haslingden Mosque	1.1km
Medical Centre / Pharmacy	Haslingden Medical Centre and Well Pharmacy	1.1km
Library	Haslingden Library	1.2km
Convenience Store	Co-op Haslingden	1.2km
Supermarket	Tesco's Supermarket	1.7km

17. In summary, the site is well located with available opportunity for residents to access a wide range of amenities, leisure and employment opportunities, reducing the requirement to travel by car.

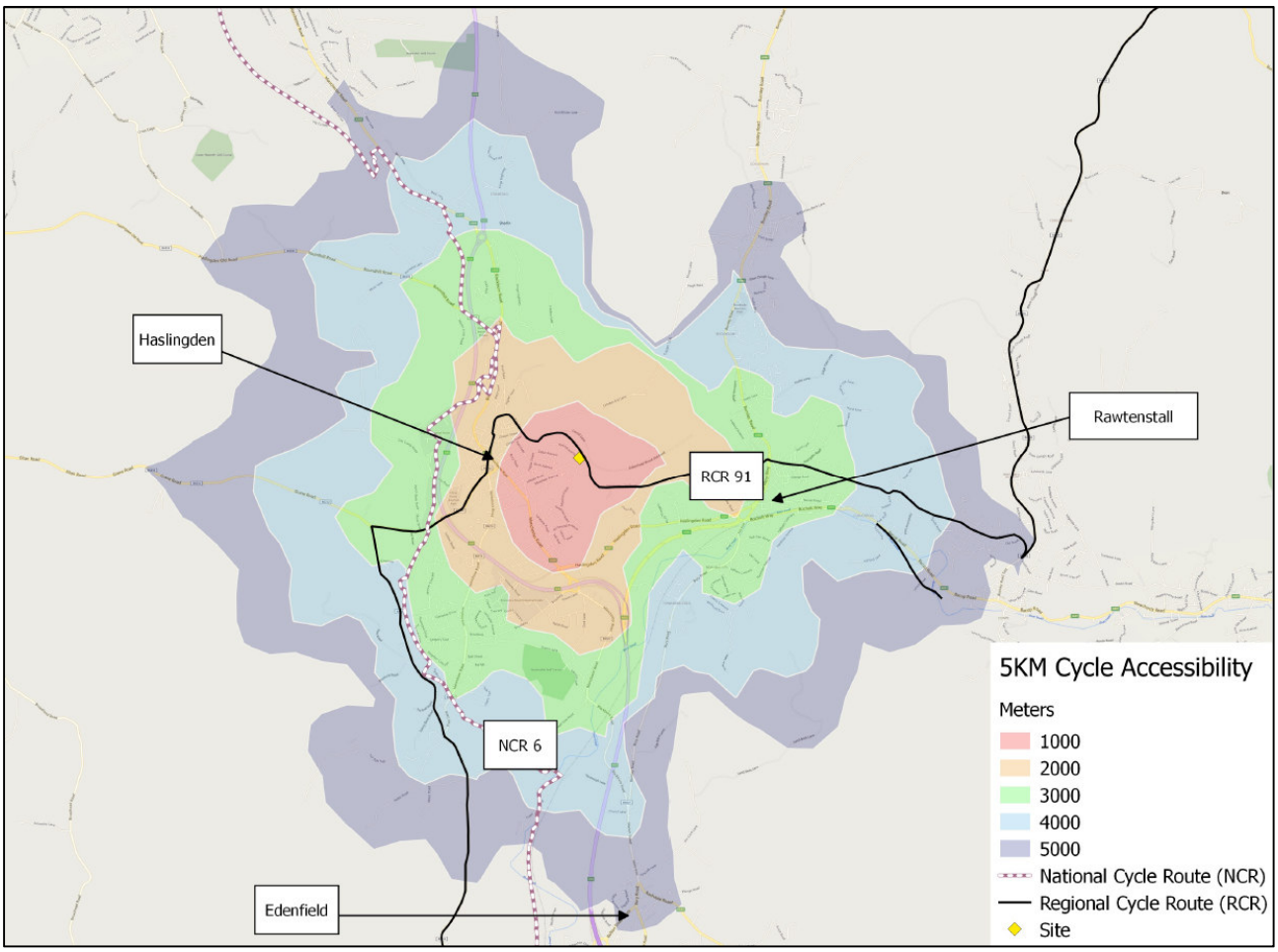
Cycling

18. Cycling is a cheap, efficient and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer traffic and congestion delays.

19. Transport Policy identifies that cycling represents a realistic and healthy alternative to the use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

20. GIS software has been used to model a 5km cycle catchment from the site and is shown on **Figure 3**. The plan demonstrates that Rawtenstall, Haslingden and Edenfield amongst other employment areas are within 5km of the development.

Figure 3 – 5KM Cycle Accessibility



Bus

21. Guidance published by the IHT 'Planning for Public Transport in Developments' (1999), recommends that the maximum walking distance to a bus stop should be 400 metres, equating approximately to a five-minute walk.

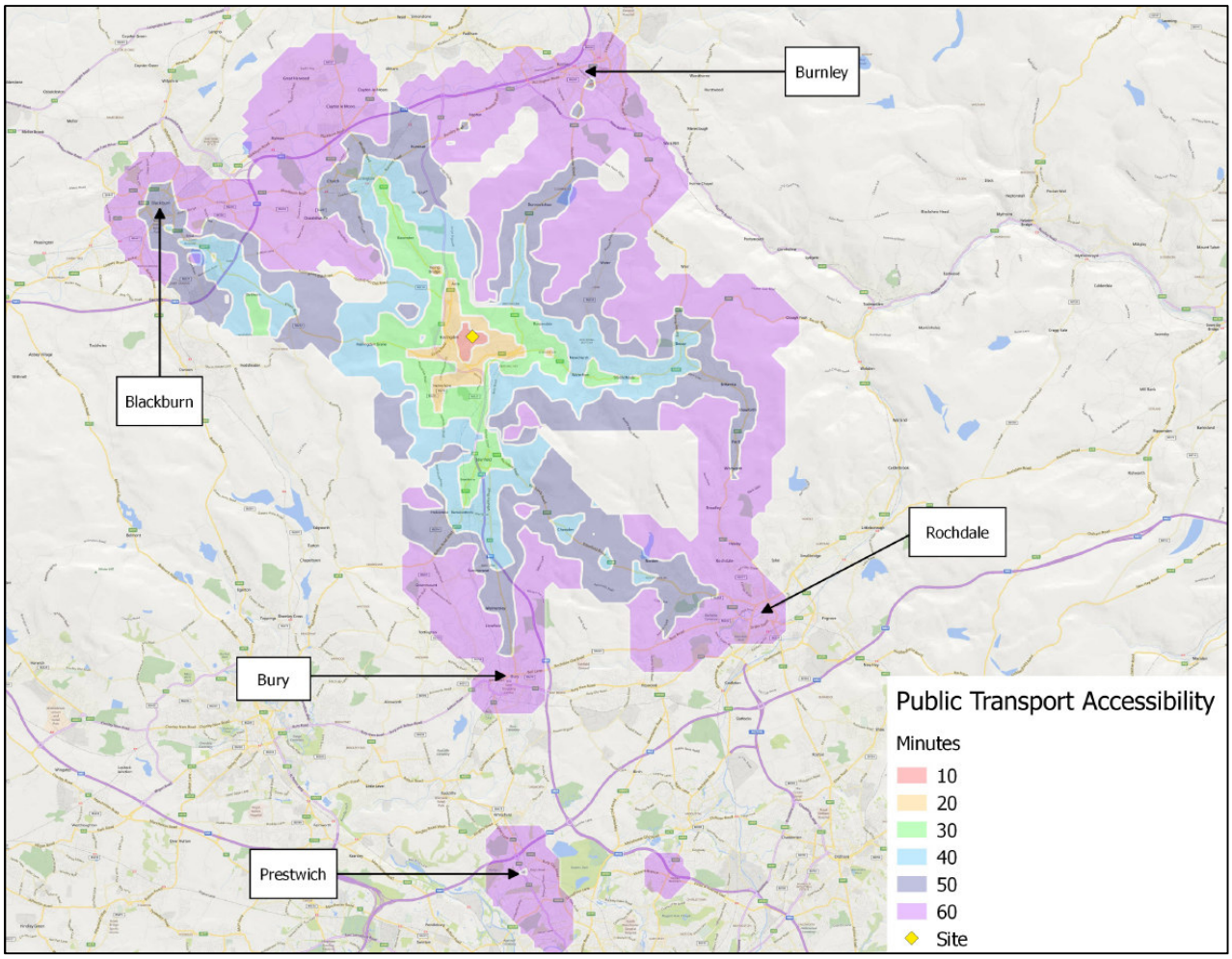
22. The nearest bus stops to the site are located on Bury Road approximately 350m to the south-west of the site (as seen on **Figure 2**)

Table 2 – Bus Timetable

Service	Route	Operator	Approximate Frequency (minutes)		
			Mon- Friday	Sat	Sunday
8 (Valid from 1/9/2019)	Haslingden – Burnley	Rosso	120	120	-
464	Accrington – Haslingden – Rawtenstall – Rochdale	Rosso	15	15	30

23. TRACC software has been used to map a 60-minute journey time using public transport, including the walk to the nearby bus stops, and are presented in **Figure 4.** The analysis demonstrates that it is possible to reach a vast array of areas in the north-west region such as Prestwich, Burnley, Blackburn and Rochdale amongst others, within an acceptable 60 minute commute time.

Figure 4 – Public Transport Accessibility



24. Having regard to the above, it is therefore considered that the site has a good level of accessibility by all the main non-car modes of transport. Access to the site by foot, cycle and public transport is of a good standard which ensures there is no requirement to own or use a car for commuting or leisure purposes.

Highway Impact

25. In order to estimate the number of trips generated by the site in its current use, the Trip Rate Information Computer System (TRICS) database has been used to derive suitable multi-modal trip generation rates.

26. The following criteria were applied to the TRICS category "Residential, Privately owned housing":

- Sites in London, Republic of Ireland, Northern Ireland were excluded;
- Edge of Town and Suburban areas were included;
- Only surveys on weekdays are included;
- Sites between 50 and 500 were included; and
- Only the most recent survey was included for each site.

27. The TRICS outputs are presented in **Appendix B** and are summarised in **Table 3** below:-

Table 3 – Proposed Residential Use Trip Rates (Trips per dwelling)

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.112	0.363	0.333	0.151
Cyclists	0.005	0.013	0.012	0.006
Pedestrians	0.032	0.092	0.058	0.027
Public Transport	0	0.027	0.014	0.003

28. The above trip rates have been applied to the potential 110 dwellings which could be provided on the allocation site, as summarised in **Table 4** below.

Table 4 – Potential Trips Generated by Allocation Site

Mode	Weekday AM Peak Hour (08:00 to 09:00)		Weekday PM Peak Hour (17:00 to 18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	12	40	37	17
Cyclists	1	1	1	1
Pedestrians	4	10	6	3
Public Transport	0	3	1	0

29. As can be seen from the above, the proposed allocation site could generate a maximum of 54 two-way trips in the network peak hours. The impact of these trips on the local highway network will be assessed in detail as part of the Transport Assessment that will be submitted with any future planning application. However, it is considered that the form of the accesses proposed will provide sufficient capacity to accommodate this level of traffic.

Summary

30. Having regard to the analysis presented above, there are considered to be no constraints from a transport planning perspective which would prevent this land from coming forward for residential use.

S|C|P

APPENDIX A

SCALE 1:500

N

POTENTIAL TO POSITION ACCESS AT
ANY LOCATION ALONG SITE FRONTAGE
TO SUIT MASTERPLAN / SITE LEVELS

2.4 x 43m VISIBILITY SPLAY

KIRKHILL AVENUE

287.5m

6

2.0
R6.0
5.5
2.0
R6.0

VISIBILITY SPLAY
TO TANGENT OF KERB

2.4 x 43m VISIBILITY SPLAY

Path

CF

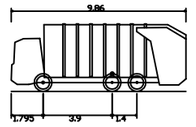
SCALE 1:250

Large Refuse Vehicle (3 axle)

Large Refuse Vehicle (3 axle)

NOTES

SITE BOUNDARY



Large Refuse Vehicle (3 axle)

Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	-SITE BOUNDARY ADDED -	04.09.15	BA

S C P
Transportation Planning : Infrastructure Design
2 Mount Street, Manchester, M2 5WQ, Tel 0161 832 4400, Fax 0161 832 5111
www.scptransport.co.uk, Email info@scptransport.co.uk

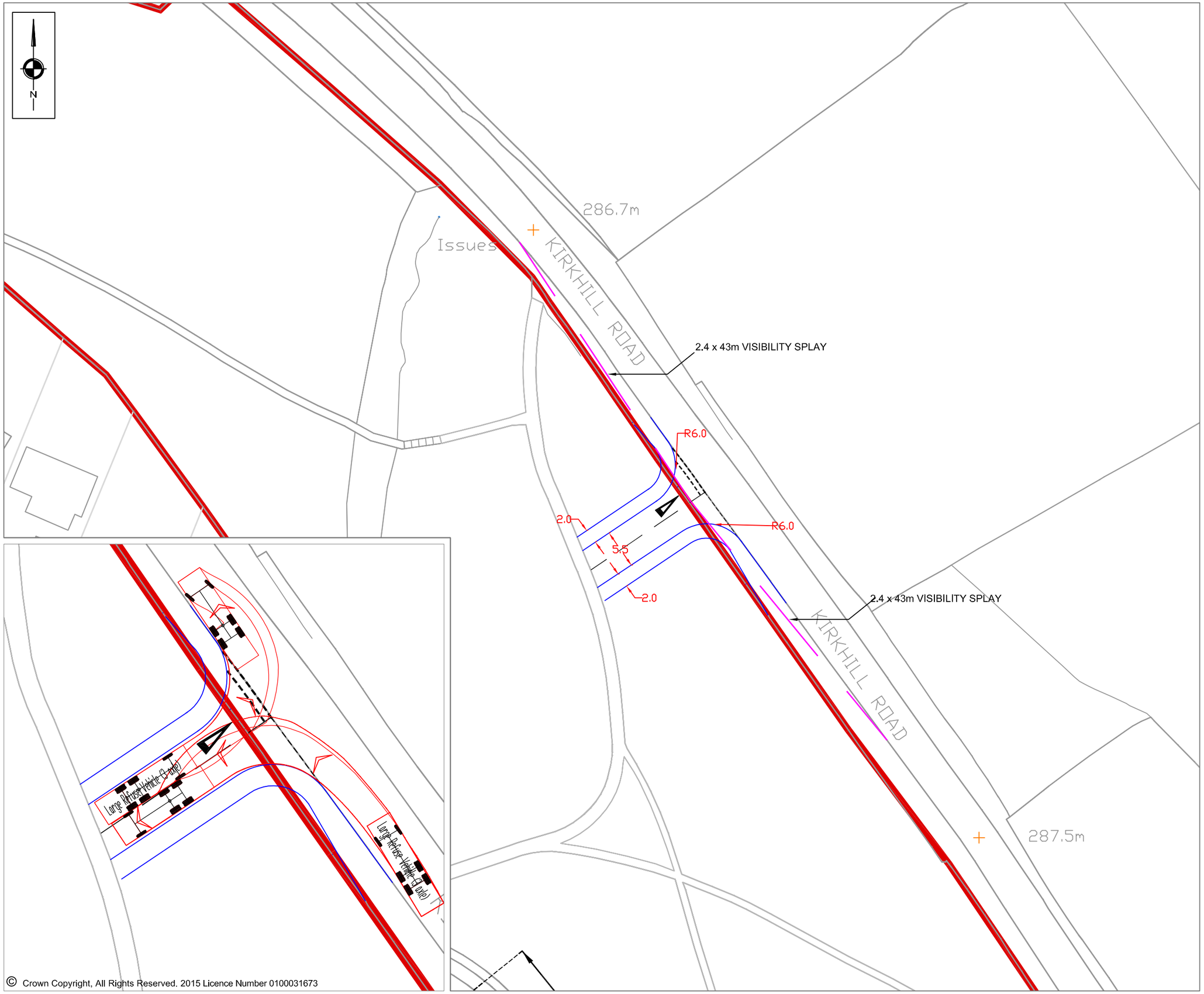
Client Name:
PEEL HOLDINGS LTD

Project Title:
LAND OFF KIRKHALL AVENUE,
HASLINGDEN

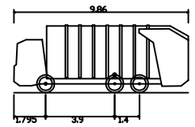
Drawing Title:
POTENTIAL SITE ACCESS
ARRANGEMENT

Drawn By:	Date:
BA	01.09.2015
Checked:	Scale:
PT	1:500 @ A3
Status:	Approved/Unapproved:
PLANNING	-

Drawing No.	Rev.
SCP/15254/F03	A



NOTES



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REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

S|C|P
Transportation Planning : Infrastructure Design
2 Mount Street, Manchester, M2 5WQ, Tel 0161 832 4400, Fax 0161 832 5111
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:
PEEL HOLDINGS LTD

Project Title:
LAND OFF KIRKHALL AVENUE, HASLINGDEN

Drawing Title:
POTENTIAL SITE ACCESS ARRANGEMENT - KIRKHILL ROAD

Drawn By: VAL	Date: 30.08.19
Checked: MD	Scale: 1:500 @ A3
Status: PLANNING	Approved/Unapproved: -
Drawing No. SCP/190545/F01	Rev. -

S|C|P

APPENDIX B

Calculation Reference: AUDIT-726001-190813-0800

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	1 days
	KC	KENT	4 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	4 days
03	**SOUTH WEST**		
	DV	DEVON	2 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	3 days
	SY	SOUTH YORKSHIRE	1 days
09	**NORTH**		
	DH	DURHAM	2 days
11	**SCOTLAND**		
	FA	FALKIRK	1 days

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

Secondary 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: Number of dwellings
Actual Range: 50 to 432 (units:)
Range Selected by User: 50 to 500 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 09/05/19

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

Selected survey days:

Monday	5 days
Tuesday	4 days
Wednesday	6 days
Thursday	7 days
Friday	5 days

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

Selected survey types:

Manual count	27 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	12
Edge of Town	15

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.

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.

Secondary Filtering selection:

Use Class:

C3	27 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	6 days
10,001 to 15,000	10 days
15,001 to 20,000	4 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	7 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	22 days

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

Travel Plan:

Yes	6 days
No	21 days

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

PTAL Rating:

No PTAL Present	27 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 **DH-03-A-01** **SEMI DETACHED** **DURHAM**
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

2 **DH-03-A-03** **SEMI-DETACHED & TERRACED** **DURHAM**
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total Number of dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

3 **DS-03-A-02** **MIXED HOUSES** **DERBYSHIRE**
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total Number of dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

4 **DV-03-A-02** **HOUSES & BUNGALOWS** **DEVON**
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

5 **DV-03-A-03** **TERRACED & SEMI DETACHED** **DEVON**
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

6 **ES-03-A-03** **MIXED HOUSES & FLATS** **EAST SUSSEX**
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total Number of dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

7 **ES-03-A-04** **MIXED HOUSES & FLATS** **EAST SUSSEX**
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total Number of dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

8 **FA-03-A-02** **MIXED HOUSES** **FALKIRK**
ROSEBANK AVENUE & SPRINGFIELD DRIVE
FALKIRK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 161
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **HC-03-A-20** **HOUSES & FLATS** **HAMPSHIRE**
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: TUESDAY *20/11/18* *Survey Type: MANUAL*

10 **KC-03-A-03** **MIXED HOUSES & FLATS** **KENT**
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

11 **KC-03-A-04** **SEMI-DETACHED & TERRACED** **KENT**
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total Number of dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

12 **KC-03-A-06** **MIXED HOUSES & FLATS** **KENT**
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 **KC-03-A-07** **MIXED HOUSES** **KENT**
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total Number of dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

14 **NE-03-A-02** **SEMI DETACHED & DETACHED** **NORTH EAST LINCOLNSHIRE**
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 **NF-03-A-02** **HOUSES & FLATS** **NORFOLK**
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

16 **NY-03-A-06** **BUNGALOWS & SEMI DET.** **NORTH YORKSHIRE**
HORSEFAIR
BOROUGHBRIDGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

17 **NY-03-A-09** **MIXED HOUSING** **NORTH YORKSHIRE**
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

18 **NY-03-A-10** **HOUSES AND FLATS** **NORTH YORKSHIRE**
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

19 **SC-03-A-04** **DETACHED & TERRACED** **SURREY**
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

20 **SF-03-A-07** **MIXED HOUSES** **SUFFOLK**
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: THURSDAY *09/05/19* *Survey Type: MANUAL*

21 **SH-03-A-05** **SEMI-DETACHED/TERRACED** **SHROPSHIRE**
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

22 **ST-03-A-07** **DETACHED & SEMI-DETACHED** **STAFFORDSHIRE**
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total Number of dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

23 **SY-03-A-01** **SEMI DETACHED HOUSES** **SOUTH YORKSHIRE**
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

24 **WS-03-A-04** **MIXED HOUSES** **WEST SUSSEX**
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

25 **WS-03-A-08** **MIXED HOUSES** **WEST SUSSEX**
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total Number of dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

26 WS-03-A-09 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 197
Survey date: THURSDAY 05/07/18 Survey Type: MANUAL

27 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total Number of dwellings: 79
Survey date: WEDNESDAY 07/11/18 Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	145	0.070	27	145	0.290	27	145	0.360
08:00 - 09:00	27	145	0.112	**27**	**145**	**0.363**	27	145	0.475
09:00 - 10:00	27	145	0.137	27	145	0.157	27	145	0.294
10:00 - 11:00	27	145	0.122	27	145	0.158	27	145	0.280
11:00 - 12:00	27	145	0.128	27	145	0.140	27	145	0.268
12:00 - 13:00	27	145	0.160	27	145	0.140	27	145	0.300
13:00 - 14:00	27	145	0.160	27	145	0.152	27	145	0.312
14:00 - 15:00	27	145	0.161	27	145	0.178	27	145	0.339
15:00 - 16:00	27	145	0.249	27	145	0.168	27	145	0.417
16:00 - 17:00	27	145	0.270	27	145	0.164	27	145	0.434
17:00 - 18:00	**27**	**145**	**0.333**	27	145	0.151	**27**	**145**	**0.484**
18:00 - 19:00	27	145	0.274	27	145	0.170	27	145	0.444
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.176			2.231			4.407

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.*

Parameter summary

Trip rate parameter range selected:	50 - 432 (units:)
Survey date date range:	01/01/11 - 09/05/19
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	145	0.004	27	145	0.009	27	145	0.013
08:00 - 09:00	27	145	0.005	**27**	**145**	**0.013**	**27**	**145**	**0.018**
09:00 - 10:00	27	145	0.001	27	145	0.004	27	145	0.005
10:00 - 11:00	27	145	0.003	27	145	0.004	27	145	0.007
11:00 - 12:00	27	145	0.003	27	145	0.003	27	145	0.006
12:00 - 13:00	27	145	0.004	27	145	0.004	27	145	0.008
13:00 - 14:00	27	145	0.003	27	145	0.001	27	145	0.004
14:00 - 15:00	27	145	0.003	27	145	0.003	27	145	0.006
15:00 - 16:00	27	145	0.008	27	145	0.004	27	145	0.012
16:00 - 17:00	27	145	0.008	27	145	0.006	27	145	0.014
17:00 - 18:00	**27**	**145**	**0.012**	27	145	0.006	27	145	0.018
18:00 - 19:00	27	145	0.009	27	145	0.007	27	145	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.064			0.127

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	145	0.015	27	145	0.039	27	145	0.054
08:00 - 09:00	27	145	0.032	**27**	**145**	**0.092**	27	145	0.124
09:00 - 10:00	27	145	0.036	27	145	0.041	27	145	0.077
10:00 - 11:00	27	145	0.037	27	145	0.040	27	145	0.077
11:00 - 12:00	27	145	0.030	27	145	0.028	27	145	0.058
12:00 - 13:00	27	145	0.039	27	145	0.028	27	145	0.067
13:00 - 14:00	27	145	0.028	27	145	0.032	27	145	0.060
14:00 - 15:00	27	145	0.034	27	145	0.043	27	145	0.077
15:00 - 16:00	**27**	**145**	**0.080**	27	145	0.047	**27**	**145**	**0.127**
16:00 - 17:00	27	145	0.065	27	145	0.037	27	145	0.102
17:00 - 18:00	27	145	0.058	27	145	0.027	27	145	0.085
18:00 - 19:00	27	145	0.037	27	145	0.041	27	145	0.078
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.491			0.495			0.986

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	145	0.001	27	145	0.018	27	145	0.019
08:00 - 09:00	27	145	0.000	**27**	**145**	**0.027**	**27**	**145**	**0.027**
09:00 - 10:00	27	145	0.002	27	145	0.011	27	145	0.013
10:00 - 11:00	27	145	0.003	27	145	0.005	27	145	0.008
11:00 - 12:00	27	145	0.003	27	145	0.005	27	145	0.008
12:00 - 13:00	27	145	0.004	27	145	0.007	27	145	0.011
13:00 - 14:00	27	145	0.003	27	145	0.004	27	145	0.007
14:00 - 15:00	27	145	0.006	27	145	0.004	27	145	0.010
15:00 - 16:00	27	145	0.016	27	145	0.006	27	145	0.022
16:00 - 17:00	27	145	0.017	27	145	0.004	27	145	0.021
17:00 - 18:00	27	145	0.014	27	145	0.003	27	145	0.017
18:00 - 19:00	**27**	**145**	**0.018**	27	145	0.004	27	145	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.087			0.098			0.185

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.*