KenParke
PLANNING CONSULTANTS
Anniversary House
23 Abbott Road
Bournemouth BH9 1EU
[redacted]
E-mail: info@kppcltd.co.uk
www.kenparkeplanning.com

Dorset Council
Community Planning Team
Allenview House
Hanham Road
Wimborne
Dorset
BH21 1AJ

BY EMAIL – neighbourhoodplanning@dorsetcouncil.gov.uk

25th June 2024

Your ref: Regulation 16 Consultation
Our ref: AB/2618

Dear Sir/Madam

Re: Alderholt Neighbourhood Plan – Regulation 16 Consultation Response – Land South of Blackwater Grove (Site: LA/ALDE/009) (Policy 14) – on behalf of Commercial Freeholds Limited (Landowner)

The following letter is prepared in response to the Alderholt Neighbourhood Plan Regulation 16 Consultation and sits alongside the earlier responses provided at the Regulation 14 consultation stage.

Representations are prepared on behalf of Commercial Freeholds Limited in their capacity as landowner of Site Ref. LA/ALDE/009 Land South of Blackwater Grove; herein referred to as Land South of Blackwater Grove, Alderholt ('the site').

For the purposes of brevity, the Alderholt Neighbourhood Plan is referred to herein as the 'ANP'.

We would like to congratulate Alderholt Parish Council and the Neighbourhood Plan Working Group (NPWG) on their hard work in preparing the plan. Whilst we support in general the overall direction of the ANP and the policies as set out, we have some specific comments which we would ask that the Independent Examiner take in to account and which would, in our view, allow the ANP to achieve a sustainable pattern of development, which will best meet for the needs of the settlement and the rural villages and hamlets in its periphery and reflect the role of Alderholt as a Rural Service Centre settlement, as it is designated within the Christchurch and East Dorset Local Plan Part 1: Core Strategy (2014); which remains the Local Development Plan document in force for the area. Moreover, the settlement has been earmarked for a

more transformational level of growth by Dorset Council, as was reflected within the initial Regulation 18 Consultation in respect of the Dorset Local Plan; which whilst on hold at present, will provide the overarching Local Planning Policy document directing growth within the Authority Boundary.

On behalf of our client, as an ***Executive Summar***y we write to confirm the following:

- We support the overall spatial strategy as set out within the ANP.
- We support the need to deliver additional housing to meet local needs, but also having regard for the status of the settlement as a Rural Service Centre, we consider that the settlement can support additional residential development that reinforces its role as a provider of community leisure and retails facilities in order to support adjacent rural communities.
- We support proposed Policy 14 which seeks to allocate Site 009: Land South of Blackwater Grove, as identified on Map 10, for housing development and accessible greenspace.
    - We however consider that Site 009 Land South of Blackwater Grove, having regard for the desire to make best and most efficient use of land, could be allocated for a greater level of housing, 40-50 units, which could still be readily accommodated on site and the level of greenspace sought by the ANP delivered.
    - We are of the view that proposed Policy 14 should be amended to allow for a greater level of development to be delivered, which would better support the role of Alderholt as a Rural Service Centre.

Legal Compliance and Basic Conditions

The Alderholt Neighbourhood Plan (ANP) has been prepared in accordance with the provisions of the Neighbourhood Planning (General) Regulations 2012 ('the Regulations').

Alderholt Parish Council are the qualifying body responsible for the preparation for the Neighbourhood Plan by way of the NPWG. The plan has therefore been prepared by a qualifying body in accordance with Section 61F of the Town and Country Planning Act 1990.

The Neighbourhood Area was designated following an application made to Dorset Council as Local Planning Authority, on 25th March 2019, and identifies the area to which the ANP relates in accordance with Section 5 of the Regulations.

As required by the Regulations, the Alderholt Parish Council have undertaken the necessary stages in publicising the ANP for public consultation at Regulation 14 stage. Following submission of the ANP to Dorset Council, the Local Planning Authority have now published the Regulation 16 consultation.

At the Regulation 16 Stage, the Local Planning Authority are required to publicise each of the Neighbourhood Plan documents set out at Regulation 15(1) of the Regulations; comprising:

- A map or statement which identifies the area which related to the proposed Neighbourhood Plan;
- A consultation statement
- The proposed Neighbourhood Plan; and,
- A statement which explains how the Neighbourhood Plan meets the requirements of Schedule 4B, Paragraph 8 of the Town and Country Planning Act 1990

A Neighbourhood Plan must also be supported by an Environmental Report in accordance with Regulation 12 (Paragraphs (2) and (3) of the Environmental Assessment of Plans and Programmes Regulations (2004).

In respect of these basic conditions, the NPWG have submitted to Dorset Council the requisite information, and this has been formally listed on the Council's website and made available to the public to view and respond in relation to. The obligations of Regulation 15 (1) of the Regulations have been appropriately complied with and with respect to these basic conditions therefore the ANP has complied with the legislation.

Basic Conditions Statement

The ANP is supported by a Basic Conditions Statement which confirms that the ANP has been prepared in view of the relevant Local and National Planning Policy documents; being the Christchurch and East Dorset Local Plan Part 1: Core Strategy (2014) (the 'Core Strategy') and its related supplementary planning documents (SPDs), and the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).

The Basic Conditions Statement claims that Aderholt's role a one of the Rural Service Centres within the Plan Area is one where there are no strategic allocations or expectations of growth, however Policy KS2 of the Core Strategy is clear that the Rural Service Centres will be the main provides for the rural area where residential development of a scale that reinforces their role will be allowed; as the policy excerpt at ***Figure.1*** reflects:

Figure.1 – Christchurch and East Dorset Core Strategy – Policy KS2

Rural Service Centres	**Main providers for the rural areas where residential development will be allowed of a scale that reinforces their role as providers of community, leisure and retail facilities to support the village and adjacent communities.**
	Alderholt, Cranborne, Sixpenny Handley, Sturminster Marshall, Three Legged Cross

Whilst it is true to say that there were not 'strategic sites' allocated at Alderholt as part of the Core Strategy, it is not true to say that there is no expectation of growth occurring at this settlement. The Core Strategy indeed recognises that the Rural Service Centres including Alderholt will be the main providers of housing growth supporting their own vitality and viability and that of surrounding rural communities.

It is also the case that, having regard for the Regulation 18 Draft Dorset Local Plan (2021) (the 'DDLP'), the aspiration of the Local Planning Authority was for Alderholt to meet a more strategic level of growth as reflected within the excerpts from the section of the plan specifically relating to Alderholt and its opportunities for growth, as cited below at ***Figure.2***.

Figure.2 – Regulation 18 Draft Dorset Local Plan (2021) – Section 18 – Alderholt

18.3.1. As one of the largest villages in Dorset, some additional housing would help to meet local needs in the period up to 2038. This would be a relatively small amount of development that would also deliver some additional facilities for the village, primarily to meet local needs. Links with Fordingbridge would also be improved.

18.4.1. Small-scale development at Alderholt could be allocated aimed at meeting the needs of the existing settlement over the plan period. It is estimated that this need would be for approximately 300 new homes over the plan period, along with improved community facilities. The delivery of this level of development could be helped through the preparation of a neighbourhood plan.

18.4.2. The second option of significant growth would need to deliver a much-enhanced settlement. There would be a need for significantly improved employment opportunities to enable people to work locally rather than having to drive (which is the current situation) to the nearby centres of Bournemouth, Ringwood, Southampton and Salisbury. Additional facilities would also be necessary to enable everyday needs to be met within the expanded settlement including the provision of new schools across all tiers, health facilities, shops and community space. All of these would need to be planned and delivered as a centre to improve their viability. Public transport provision would need to be enhanced to enable better access to nearby towns including close links to the town of Fordingbridge.

The DDLP therefore suggested that the housing need for Alderholt over its suggested plan period from 2021-2038 comprised 300 homes. With the indication that this level of growth could be planned for through a Neighbourhood Plan.

It is accepted that the DDLP can only be attributed limited weight, however the level of growth which was being deliberated is a relevant factor in considering the future expectations for growth at Alderholt having regards for its relatively unconstrained nature when compared with the other settlements within the eastern area of Dorset Council's Plan Area.

Indeed, the PPG confirms at Paragraph: 009 Reference ID: 41-009-20190509 that:

> *"Although a draft neighbourhood plan or Order is not tested against the policies in an emerging local plan the reasoning and evidence informing the local plan process is likely to be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested. For example, up-to-date housing need evidence is relevant to the question of whether a housing supply policy in a neighbourhood plan or Order contributes to the achievement of sustainable development."*

The level of housing growth therefore deliberated by the DDLP is therefore or relevance to the consideration of the basic conditions against which the Neighbourhood Plan should be tested and indeed this proposes a higher level of growth than the ANP suggested, at 192 dwellings (16 per annum) over the next 12 years. The figure of 300 homes set out within the DDLP; bearing in mind the minimum plan period of 15 years, can be assumed over a suggested plan period of 15 years which amounts to 20 dwellings per annum.

On the basis of 20 homes per annum (240 over the 12 year plan period) it could be argued therefore that the ANP should provide for an addition 48 homes.

It is considered therefore that, whilst the spatial strategy of the ANP is supported, there is significant scope to increase the level of development planned for to better reflect the level of growth which Dorset Council has identified should be achieved over the long term in Alderholt.

It is not necessary for all of this growth to be planned for at this stage, however where opportunities exist to make best and most efficient use of land; including in respect of our client's site – Site 009: Land South of Blackwater Grove – the opportunity should be grasped. Development land is a finite resource and arbitrarily restricting growth tin a manner which results in an inefficient development of land is neither reasonable nor appropriate.

We consider therefore that there is scope to substantially increase the level of development envisaged by Policy 14 of the ANP; enabling a further 25-30 homes to be delivered within the ANP Plan Period.

We consider that the proposed Policy 14 should be reworded as follows; with the amendments shown principally in bold:

Policy 14. Land South of Blackwater Grove

Land south of Blackwater Grove (as shown on Map 10), is allocated for ***about 40-50 dwellings and accessible greenspace****.*

New dwellings should be focussed towards the eastern end of the site; within the area south of Blackwater Close and 9 Blackwater Grove, but this should not prejudice the delivery of an alternative arrangement which best responses to the specific site constraints. *Development should avoid areas at potential risk from groundwater flooding (a comprehensive flood risk assessment will be required to inform the planning application). The design, mix and layout should be in line with Policies 1 – 7, and should respect the amenity of adjoining residential properties.*

Vehicular access to the site will be from Blackwater Close. *The existing pedestrian access from Ringwood Road should be improved.* ***The development should not prevent the formation of future connections to 9 Blackwater Grove and land to the south in line with Policy 2.***

Landscaping will be required along the site boundaries with adjoining countryside and should reinforce the tree clump on the southwestern corner of the site. ***The development will be required to secure an appropriate Sustainable Alternative Natural Greenspace (SANG) to mitigate for the recreational impacts of the new dwellinghouses upon the nearby Dorset Heathlands protected designation. This heathland infrastructure project should be made available prior to occupation of the dwellings.*** *A combined landscaping, biodiversity and drainage layout plan will be required to demonstrate how* the development considers these issues comprehensively.

This level of growth would not change the conclusions of the Basic Conditions Statement that the level of growth planned for can reasonably be delivered without reliance upon the expansion of existing community, leisure or retail facilities. But notwithstanding this, the additional housing growth will support the delivery of additional affordable housing and the vitality and viability of those existing facilities representing sustainable development without harm to the character of Alderholt as a settlement.

Indeed, we propose no increase to the development area proposed by the ANP, simply that housing should be built at a realistic density which makes best and most efficient use of the land as Section 11 of the NPPF specifically supports.

We have no further comments in respect of the Basic Conditions Statement. We consider that the ANP is broadly in compliance with the Regulations and indeed that the Independent Examiner is capable of findi9ng the plan sound. We however consider that there is also scope for the Examiner to find that there are additional housing growth opportunities within the Site 009 – Land South of Blackwater Grove, which the

Alderholt Neighbourhood Plan - Development Management Policies

Whilst we raise no comment or objection to the majority of the policies as proposed, we do wish to pass specific comment in respect of the ANP *Policy 7 – Meeting Local Needs – Housing*.

<u>Policy 7 – Meeting Local Needs – Housing</u>

The ANP sets out clearly its spatial approach, combining a combination of reliance upon the delivery of existing planning permissions, the allocation of three additional sites for principally the delivery of housing and some limited employment, and otherwise to rely upon infill development within the settlement boundary which can come forwards on a windfall basis.

We have no objection in principle to the overarching spatial strategy; which is consistent broadly with the approach taken within the Local Development Plan which the ANP will form part of.

With respect to affordable housing, it is noted that the ANP seeks to require the delivery of First Homes. The National Planning Policy position on this, as set out within the Written Ministerial Statement dated 24th May 2021 is that sites should seek to deliver 25% of homes as First Homes. The ANP is consistent with this aim.

It is noted that; at odds with the Local Development Plan which generally advocates for a 70/30 split between rented and intermediate tenure, the ANP instead expects a 50/50 provision. This is however supported and will deliver a more diverse community and support better the laudable aim of home ownership for a greater proportion of the general population. It is noted that there is flexibility in this mix where required including to consider viability.

With respect to affordable homes delivered, the focus is noted to be on 1, 2 and 3 bedroom properties. Again, in principle, this is supported and represents the need for this type of housing as expressed within the Housing Needs Assessment which underpins the DDLP.

We do however consider that to prescribe a mix in accordance with the current position in time does not represent an adequately future proofed position. We consider that whilst 'Table 1' as set out within the ANP represents the position at the time of writing, this could well change significantly.

By the same note, we do not agree that it is appropriate to seek for the open market home mix to be restricted in line with Table 1 given that this specifically affects the flexibility of developers in respect of individual sites and in relation to the matter of viability and changes in economic circumstances. It is important that policies can be appropriately proactive but also react to changes in circumstances and in this regard, we would favour a change to Policy 7 to read as follows:

Affordable Housing

The overall provision of affordable housing will be guided by the requirements set in the Local Plan.

At least 25% of affordable housing should be delivered as First Homes, as defined in national policy. The remaining affordable housing should be split between affordable housing for rent (including social housing) and affordable home ownership (including shared ownership). The overall split between affordable home ownership and affordable rented should aim to be 50:50, but a different split may be permitted if justified by local circumstances, local needs, or local viability considerations.

Affordable home sizes should primarily deliver 1, 2 and 3 bedroom houses in line with Table 1 and the latest information on housing needs for those with a local connection as recorded in the Dorset Council affordable housing register; ***however the housing***

mix is not fixed and appropriate evidence or justification of an alternative mix based on local need at the time of an application will be taken in to account.

Where affordable housing is provided, this should be tenure-blind and made on the basis of prioritising people in housing need who have a local connection to the Neighbourhood Plan area (based on the local connection criteria of the Dorset Housing Allocations Policy), cascading out to the adjoining parishes if there is no local need.

Market Housing

The policy does not prescribe a dwelling mix to ensure appropriate flexibility is maintained in the consideration and determination of applications.

The housing mix set out within 'Table 1' indicates a desire for more 2 and 3 bedroom houses and a smaller proportion of 1 and 4+ bedroom houses at the time of the preparation of the plan and support will be given particularly to sites that are able to show appropriate regard has been given to this position.

We have no further comments in respect of any other Development Management policies.

The Alderholt Neighbourhood Plan Strategy

The ANP proposes to allocate three principal sites for development; having regard for a public consultation exercise undertaken with local residents and on the basis that these are considered to best meet the overarching objectives of the ANP as discussed above.

The three sites identified are as follows:

1. Alderholt Nursery - identified for 20 homes with a pedestrian link to the village that avoids the need to walk along Ringwood Road;
2. Paddock South of Daggons Road – identified for 15 homes and small scale employment units along its frontage; and,
3. Land South of Blackwater Grove – identified for 15-20 homes; and a sizeable green space.

The strategy as proposed is considered to represent a culmination and consideration of both the public consultation exercise and the techncial work undertaken by AECOM within the Site Allocations and Assessment Document (2023).

The Site Allocations and Assessment Document (2023) considers the three sites as follows:

1. LA/ALDE/002 Alderholt Nursery – capacity of 21 dwellings
2. LA/ALDE/006a South of Daggons Road – capacity of 16 dwellings
3. LA/ALDE/009 Land South of Blackwater Grove – capacity of 50 dwellings

Having regard for the AECOM assessment and the basis under which the ANP seeks to allocate Site 009 – Land south of Blackwater Grove, we comment as follows in respect of the specific site policy, Policy 14.

Land at Blackwater Grove – Site Policy 14

We have promoted Land at Blackwater Grove for a considerable number of years, and this land parcel was included within successive draft Local Development Plan documents by the then East Dorset District Council. With none of the previously development plan documents having come to fruition and proceeded past their initial consultation stages due to local authority reorganisation and mergers, the site has remained un-allocated, but nonetheless available and suitable for development.

As discussed above, the site, as far as considered within the AECOM assessment, scores highly in terms of its proximity to the village core; its ability to deliver sustainable pedestrian connections and with respect to its location up against the existing built area of the settlement in a manner which would see its development preserve entirely the compact form of the settlement. The AECOM assessment considers the site to have a capacity of around 50 dwellings.

The site measures approximately 3.6ha in area, with the ANP suggesting that 2ha of the land be developed with a total of 15-20 dwellinghouses. With reference to the above densities of development discussed, the development of this site in the manner suggested, would result in a density of around 10dph, and if considered in the frame of the full 3.6ha site area, a density of approximately 5.6dph.

This density of development is unreasonably and unrealistically low and would result in a significantly inefficient use of the land contrary to the direction of the NPPF and indeed the desire to make best and most efficient use of land. Indeed, developing at this density would be significantly out of step with the neighbouring residential development, which itself is at a higher density. The below ***Figure.3*** identifies three immediately contiguous clusters of development the density of the three areas is listed below for reference:

- Area 1 – 2.36ha in area including 66 dwellings at a density of 28dph
- Area 2 – 2.02ha in area including 30 dwellings at a density of 15dph
- Area 3 – 0.94ha in area including 27 dwellings at a density of 29dph

It is unreasonable to expect that the Landowner bring forward such a reduced density of development upon the site; particularly when the AECOM assessment suggests the site has a capacity of around 50 units. It is acknowledged within the assessment that this site alone could practically meet the housing needs of Alderholt over the proposed plan period having regard for the ANP's assessment of housing need. It is however again noted that a higher level of growth has been suggested within the Evidence Base which supports the DDLP.

It is not appropriately forward thinking and indeed representative of poor planning to suggest that the site should be delivered for a reduced number of homes when having regard for the National Policy Position that efficient use should be made of land as Paragraphs 128 and 129 of the NPPF advocates, and moreover that regard should be had for the area's character and setting when considering what comprises an appropriate density.

Paragraph 129 of the Framework in particular makes clear that, where there is an existing or anticipated shortage of land for meeting identified housing needs; as has been the case historically within East Dorset, which for many years has been unable to demonstrate a delivery housing land supply, planning policies and decisions should avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. This particular point cannot and should not be reasonably ignored through the Neighbourhood Plan making process. it is important that an optimal use is made of land in a manner that is appropriate for local character.

Figure.3 – Density Assessment – Immediate Context to Land South of Blackwater Grove

Land is a finite recourse and poorly planned development will lead to inefficiencies that require more land to be released for development in the future in more sensitive locations of which would prejudice the character and form of Alderholt as a settlement; in the frame of the defined objective of the ANP to preserve precisely these features and protect the countryside from unnecessary incursion.

The land parcel is bound as a whole by existing residential properties from east-west. There is no reason why a significant area of the site should be excluded as a development opportunity. The site is more than capable of delivering a much greater number of dwellings and even if 50 homes were delivered on the site, this would still result in a density of development of approximately 13.8dph, once again significantly less than that which is proposed on both of the other suggested site allocations. Indeed, assuming that 2ha of the site is developed for housing as the ANP policy proposes, the provision of 50 dwellings would result in a density of 25dph, still materially lower than the immediate pattern of development as the above study indicates. It should be noted that these previous housing developments do not incorporate a significant quantum of open greenspace, which Land South of Blackwater Grove would also provide.

We do not consider that the ANP has looked at the sites consistently in this respect with a much greater density of development proposed on the other sites, despite both sites being more removed from the core of the settlement than Land South of Blackwater Grove and being situated in the context of materially lower density development.

The ANP has the opportunity to deliver a much more sustainable core to the settlement through the allocation of Land South of Blackwater Grove for a more appropriate number of dwellinghouses. Even if only 2ha of the site were to be built upon as is suggested, the delivery of a scheme of 40-50 dwellinghouses would only result in a density of 20-25dph, consistent with or below the density of the other proposed allocations.

With reference to the suggestion within the ANP that development be limited to only the eastern part of the site, and that the western end of the site be delivered as a large SANG; which misses entirely the opportunity to deliver a high quality development where open space is integrated through the scheme which will enable dwellinghouses to be spread out in a more organic manner through the site and to deliver a high quality environment for future residents. This is poor place making and we would ask that flexibility is provided to arrange the dwellinghouses throughout the site and to locate SANG and open space elements in the most appropriate locations where existing landscape features or interest can be best preserved or enhanced.

The expectation that approximately 50% of the land parcel be delivered as SANG when both of the other proposed allocations are proposed to deliver the same or more dwellinghouses than Land South of Blackwater Grove, but with no obligation to meet any of their own SANG needs, is unreasonable. The other two development sites would be reliant upon off-site SANG. This is inconsistent and would result in the inefficient use of a site which is better positioned and poised to deliver housing growth given its location and scale.

Having regard for the size of the Highwood SANG north of Alderholt, where Natural England indicated that the SANG land parcel based on its size could meet the mitigation requirements for approximately 82 dwellings (at the time of Application ref. 3/20/1732/FUL which secured the delivery of the SANG) (NE consultee response appended to this letter at **AB1**), it is considered that the Land at Blackwater Grove is more than capable of being brought forwards for its deemed 50 homes capacity with its own site specific SANG within the scope of its the 3.6ha site area.

Whilst we strongly support the ANP's general spatial strategy, and the inclusion of Land South of Blackwater Grove as a site allocation for housing development, we do object to the suppressed level of housing growth that is proposed for the site having regard for the size of the land parcel, its ability to provide its own site specific SANG, and in terms of its proximity to existing services and facilities and existing public footway connections. It is also noted that the landowner controls a section of land to deliver a new footway link towards Ringwood Road, and the existing footways along Blackwater Grove are well sized and more than capable of supporting the development.

As previously discussed, we consider that the proposed Policy 14 should be reworded as follows; with the amendments shown principally in bold:

Policy 14. Land South of Blackwater Grove

Land south of Blackwater Grove (as shown on Map 10), is allocated for ***about 40-50 dwellings and accessible greenspace****.*

New dwellings should be focussed towards the eastern end of the site; within the area south of Blackwater Close and 9 Blackwater Grove, but this should not prejudice the delivery of an alternative arrangement which best responses to the specific site constraints. *Development should avoid areas at potential risk from groundwater flooding (a comprehensive flood risk assessment will be required to inform the planning application). The design, mix and layout should be in line with Policies 1 – 7, and should respect the amenity of adjoining residential properties.*

Vehicular access to the site will be from Blackwater Close. *The existing pedestrian access from Ringwood Road should be improved.* ***The development should not prevent the formation of future connections to 9 Blackwater Grove and land to the south in line with Policy 2.***

Landscaping will be required along the site boundaries with adjoining countryside and should reinforce the tree clump on the southwestern corner of the site. ***The development will be required to secure an appropriate Sustainable Alternative Natural Greenspace (SANG) to mitigate for the recreational impacts of the new dwellinghouses upon the nearby Dorset Heathlands protected designation. This heathland infrastructure project should be made available prior to occupation of the dwellings.*** *A combined landscaping, biodiversity and drainage layout plan will be required to demonstrate how* the development considers these issues comprehensively.

The Highwood SANG and Alderholt Surplus Stores HIP

The ANP identifies at Paragraph 4.1.12 the presence of both a Strategic Alternative Natural Greenspace (SANG); The Highwood SANG, and a Heathland Infrastructure Project (HIP), The Alderholt Surplus Stores HIP, which are currently available within or adjoining Alderholt and capable of mitigating the impact of recreational activity arising from new housing development within the Neighbourhood Plan Period upon the designated site of the Dorset Heathlands at Cranborne Common SSSI and indeed those other designated sites within 5km of the settlement, alongside Strategic Access, Management and Monitoring (SAMM) contributions which would be secured from any development.

The ANP also proposes an additional HIP or SANG on Land south of Blackwater Grove, as discussed above, which is more than capable of meeting the needs of the development of this site in isolation without reliance upon either the Highwood SANG

or Alderholt Surplus Stores HIP to enable its delivery. The point being that, on the basis of the existence of these existing resources, which themselves have residual capacity remaining which is capable of supporting additional residential development in Alderholt, a reduced quantum of SANG/HIP could be delivered on Land South of Blackwater Grove in favour of a greater quantum of residential development.

Indeed, as reflected within the Habitats Regulations Assessment (HRA) accompanying the ANP and as stated at Paragraph 4.2.12 of the ANP, the Highwood SANG has residual capacity; *"for a further 38 homes"*.

We understand however that this represents a minimum figure and indeed that the Highwood SANG is potentially capable of providing further mitigation for additional homes.

It is also understood that there are no positive obligations in place, as a result of the Legal Agreement that accompanied the SANG application (ref. 3/20/1732/FUL), that would enable the Landowner to actively assign any such credits to third parties and indeed there would be no incentive for the landowner to do this on a piecemeal basis. The residual capacity in the Highwood SANG would best enable additional development needs to be delivered through the allocation of additional housing development specifically within the scope of the ANP rather than relying on future windfall delivery.

As we have set out, Site 009: Land South of Blackwater Grove, is more than capable of delivering additional growth in this respect.

Additional Technical Work – Land South of Blackwater Grove

Following engagement with the NPWG at Alderholt Parish Council we have instructed and undertaken further technical work in respect of Site 009: Land South of Blackwater Grove, to provide further comfort for the Independent Inspector with respect to the capacity of the land and its ability to support a greater level of housing growth as we have proposed.

An indicative Layout has been prepared which demonstrates how a scheme of 40 units could be arranged on the land and how an appropriate provision of SANG and Public Open Sace (POS) could be arranged within the site to address the policy requirements of the Local Development Plan and having regard for the Development Management Policies of the ANP.

The layout prepared by Brightspace Architects and titled – *'Land South of Blackwater Grove Indicative Scheme - 40 Units'* is enclosed alongside this representation as appendix to the two techncial reports discussed below.

The additional techncial work carried out alongside this assessment is based upon a scheme of between 40 and 50 units and thus includes appropriate sensitivity testing for a scheme of increased density to demonstrate that the development could be

technically delivered on the ground in view of the existing and emerging Local Planning Policy (including the ANP) and National Planning Policy.

Flood Risk Assessment (FRA) and Drainage Strategy (DS) Scoping Report
The FRA and DS Scoping Report prepared by SLR Consultants provides a detailed overview of the hydrological context of the site.

The technical report confirms that the site is located within fluvial Flood Zone 1, being at the lowest risk of flooding each calendar year; defined as *'less than 1 in 1,000 chance of flooding each year'*.

It is also confirmed that the site is not subject to any surface water flood risk. in terms of categorisation this comprises *'very low risk, with a less than 1 in 1,000 chance of flooding each year'*.

With respect to groundwater flood risk it is confirmed that the underlying geology of the site comprises a '*Parkstone Sand Member and River Terrace Deposits'*, which is classified as a *Secondary A Aquifer* and represents a local source of groundwater. It is unlikely, having regard for this underlying geology that there is any significant source of groundwater flood risk and moreover, the hilltop location of the site renders it further unlikely to be subject to groundwater flood risk.

Engagement has been had with the local Statutory Undertaker, Wessex Water in relation to the capacity of their network to accommodate the proposed development.

Opportunities exist to connect to the public surface water sewer and the public foul water sewer. Pursuant to the initial engagement undertaken with Wessex Water, evidence is included within the Scoping Report at '*Appendix B'* of agreement from the Statutory Undertaker to form connection to both public sewers, with sufficient capacity existing to cater for the development. This has been sensitivity tested for a scheme of up to 50 units at this stage; far exceeding what is set out within the proposed Policy 14 for the site at 15-20 units, but better reflecting the development opportunity of the land, bearing in mind its ability to deliver a self-contained SANG and indeed developing the site out at an appropriate density as we have discussed above.

Transport Statement Scoping Report
The Transport Statement Scoping Report (TS) prepared by SLR Consultants provides a detailed overview of the relationship of the site with the existing adopted highway network and considers the impact of the development of Land South of Blackwater Grove, sensitivity tested for a development proposal of up to 50 units.

The TS confirms that, having regard for the direction of Manual for Streets (MfS), *for a development of 50 dwellings, a 5.5m carriageway plus 2m footway on each side, and/or 1.0m margin on one side, would generally be considered suitable.*

The TS considers the existing access serving the site from Blackwater Close, and comments as follows on its status, condition and the ability for the highway to be

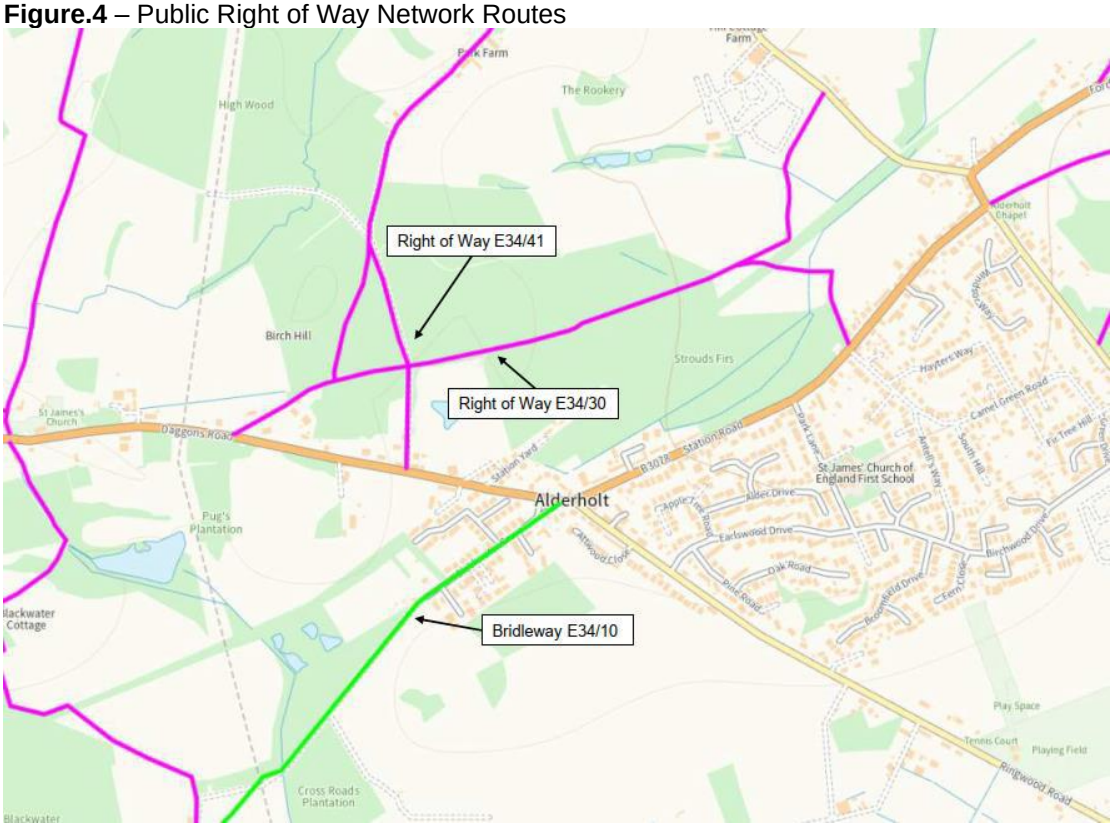
upgraded to meet with the expectations of MfS and thus to accommodate the proposed development:

> *Blackwater Close would provide the primary access point for the proposed development site and connects the site with Blackwater Grove approximately 80m to the north. It is currently a no-through road that provides access to 8 existing dwellings. There is an existing field gate providing access to the site at the southern end of Blackwater Close. The existing road is constructed to modern standards and has an approximate width of 5.5m with 2m footways on each side. To its southern extent, the road takes the form of a private drive with a shared-surface, where pedestrians / cyclists share the road with vehicles on a conciliatory level. There are 2m verges to either side of the private drive, allowing the potential for continuous pedestrian footways to be provided to the site boundary.*

Beyond the site, it is confirmed that Blackwater Grove itself, from which Blackwater Close is serviced, comprises a two-way residential cul-de-sac constructed to modern standards with appropriate highway furniture and subject to a 30mpoh speed limit with sufficient visibility existing at both the Blackwater Close junction on to Blackwater Grove and indeed from Blackwater Grove onto the B3078 Station Road. In this respect the access to serve the site is safe and operates well within its designed capacity.

The TS confirms that Land South of Blackwater Grove is well connected to the local Public Right of Way Network, with Blackwater Grove itself forming per of the Bridleway E34/10 which provides a direct route between Alderholt and Verwood settlements. The PRoW network is shown below in excerpt at ***Figure.4***.

Figure.4 – Public Right of Way Network Routes



As the TS confirms at Paragraphs 4.8-4.10, an initial Highway Drawing ref. ***422.065054.00000-PD02*** has been prepared and is appended to the TS within the 'Drawings Appendix'. Having regard for the details set out within this detailed drawing, it is considered that Blackwater Close could be improved to an appropriate standard to form the main vehicular access for the development and would comprise a suitable access for up to 50 dwellings. It is moreover noted that there is an opportunity for a new pedestrian route from the site to Ringwood Road having regard for the strip of land within our client's control which was retained for such purposes. The land within the control of Commercial Freeholds Limited is identified at ***Figure.5*** below for the Independent Examiner's reference.

Figure.4 – Land Ownership Plan – Commercial Freeholds Limited

A TRICS assessment has been undertaken and forms part of the TS. This confirms at ***Table 5.6***; as cited below, that the resulting impact upon the highway network arising from the development of Land South of Blackwater Grove with a scheme of up to 50 dwellinghouses, would be at most a 3% increase in traffic during peak hours, with the majority of movement anticipated to travel east along the B3078 Station Road towards Fordingbridge, and a much lower distribution of movements travelling west towards Verwood.

The impact upon the public highway network resulting from this level of traffic increase would be minimal and therefore in this regard would not result in any adverse impact upon the highway network were Land South of Blackwater Grove to be brought forward

for an increased level of housing development above that proposed within Policy 14 of 15-20 units.

Table 5.6: Proportional Development Impact on the B3078

Time Period	Impact on the B3078	
	East of Blackwater Grove	West of Blackwater Grove
08:00-09:00	3%	1%
17:00-18:00	3%	1%

We have demonstrated through appropriate techncial work, that were the Independent Inspector to consider that the amendment to Policy 14 as we have proposed should be made, this change can be accommodated without any conflict with Local or National Policy or detriment to local character and amenity.

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Conclusion

We commend the hard work of the Alderholt Parish Council and the Neighbourhood Plan Working Group in relation to their preparation of the Alderholt Neighbourhood Plan. We strongly support the Alderholt Neighbourhood Plan in relation to its approach to the allocation of three development sites to see the delivery of housing to meet an appropriate and proportional share of the needs of the East Dorset sub-district.

We do raise issue with the manner in which several of the policies have been drafted and specifically in relation to the proposed policy approach for Land South of Blackwater Grove, which we believe is being unreasonably restricted in terms of its development capacity having regard for the size of the site and its relationship with the existing built area of the settlement in comparison to the two other proposed site allocations, and moreover in a manner which does not properly reflect the direction of National Policy.

We consider that appropriate amendments to the wording of the proposed Site Policy 14 – Land South of Blackwater Grove, could be made, and these would render the Neighbourhood Plan sound. We have also suggested amendments to development management Policy 7 – Meeting Local Needs – Housing, in respect of its particular wording and the implications for the housing mix of any future development.

We have suggested alternative policy wording where required and, in this regard, consider that, subject to appropriate changes being made, the Neighbourhood Plan should be supported by the Independent Examiner.

Should there be any queries in respect of our representations, or our client's land interest, please don't hesitate to contact me directly.

We ask to be kept updated with respect to the progress of the Alderholt Neighbourhood Plan as it proceeds through examination and to Local Referendum.

Yours sincerely

[redacted]

Adam Bennett BA (Hons) MRTPI
Senior Associate Planning Consultant

Direct email: [redacted]
Website: www.kenparkeplanning.com

Encl.

Land South of Blackwater Grove Indicative Scheme - 40 Units
Flood Risk Assessment and Drainage Strategy Scoping Note - 416.065494.00001_V2
Transport Statement Scoping Note 422.065054.00001-V1

Preliminary Flood Risk Assessment

Blackwater Grove, Alderholt

Commercial Freeholds Limited

Prepared by:

SLR Consulting Limited

3rd Floor, Brew House, Jacob Street, Tower Hill,
Bristol, BS2 0EQ

SLR Project No.: 416.065494.00001

24 June 2024

Revision: 02

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	24 June 2024	Hamza El-Adnany	Nick Bosanko	Nick Bosanko
02	24 June 2024	Hamza El-Adnany	Nick Bosanko	Nick Bosanko
	Click to enter a date.			
	Click to enter a date.			
	Click to enter a date.			

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Commercial Freeholds Limited (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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Appendices

Appendix A Site Plans
Appendix B Wessex Water Information
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Appendix D Preliminary Surface Water Drainage Layout

1.0 Introduction

1.1 Background

SLR Consulting Limited (SLR) has been appointed by Commercial Freeholds Limited to prepare a preliminary Flood Risk Assessment (FRA) including indicative drainage strategy to support the proposed residential allocation at land south of Blackwater Grove, Alderholt ("the site").

According to the Environment Agency (EA) Flood Map for Planning, the site is located within Flood Zone 1 (Low Risk). This is defined as land having a less than 1 in 1,000 annual probability of river or sea flooding and is therefore considered to be a low risk from these sources. Given that the site is larger than 1 hectare (ha), in accordance with the National Planning Policy Framework[1] (NPPF), an FRA will be required to support the forthcoming planning submission.

It is the purpose of this FRA to investigate if flood risk represents a development constraint and whether a deliverable drainage strategy exists. This will also allow an understanding of what further information will be needed as part of a detailed FRA for the future planning submission.

This FRA has been prepared under the direction of a Technical Director of Hydrology at SLR who specialises in flood risk and associated planning matters. Reporting has been completed in accordance with guidance presented within the NPPF and its associated Planning Practice Guidance[2] (PPG), taking due account of current best practice documents relating to the assessment of flood risk published by the British Standards Institution BS8533[3] and local planning policies.

1.2 Proposed Development

The development aspirations consist of the construction of up to 50 new dwellings. A proposed site layout plan is enclosed in Appendix A.

1.3 Aims and Objectives

The aim of this FRA is to demonstrate that the works can be undertaken safely, without exposing the site to an unacceptable degree of flood risk and/or increasing the flood risk to third parties. The objectives of this FRA are to:

- Review the relevant planning policy documents to ensure that the development proposals are in accordance with these and other regional and local guidance.
- Undertake a desk-based review of the available flood risk information to assess past, current and future flood risk issues, taking into consideration the anticipated impacts of climate change.
- Identify flood mitigation requirements, if any, to ensure the development is safe from flooding, without impacting third parties.

1 Revised National Planning Policy Framework: Communities and Local Government (March 2012, Updated July 2021)

2 Planning Practice Guidance, Flood Risk and Coastal Change: Communities and Local Government (March 2014, Updated August 2022)

3 BS8533:2017, Assessing and managing flood risk in development: Code of Practice (2nd Edition, December 2017)

- Assess whether the development will result in an increase of surface water runoff and how this can be mitigated through the incorporation of Sustainable Drainage Systems (SuDS).
- Identify a likely foul drainage strategy.

2.0 Site Description

2.1 Site Location

The site consists of an area of approximately 3.5 ha, which is located on the west edge of Alderholt. The National Grid Reference (NGR) is SU115123; a site location plan is provided in Figure 1.

Figure 1: Site Location Plan

2.2 Topography

A topographic survey is unavailable at this stage. However, LiDAR data was obtained and is presented in Figure 2. The site is on a local hilltop location, with ground levels falling to the northeast. Ground levels range from an elevation of around 64.5 m above ordnance datum (AOD) to approximately 56.0 m AOD.

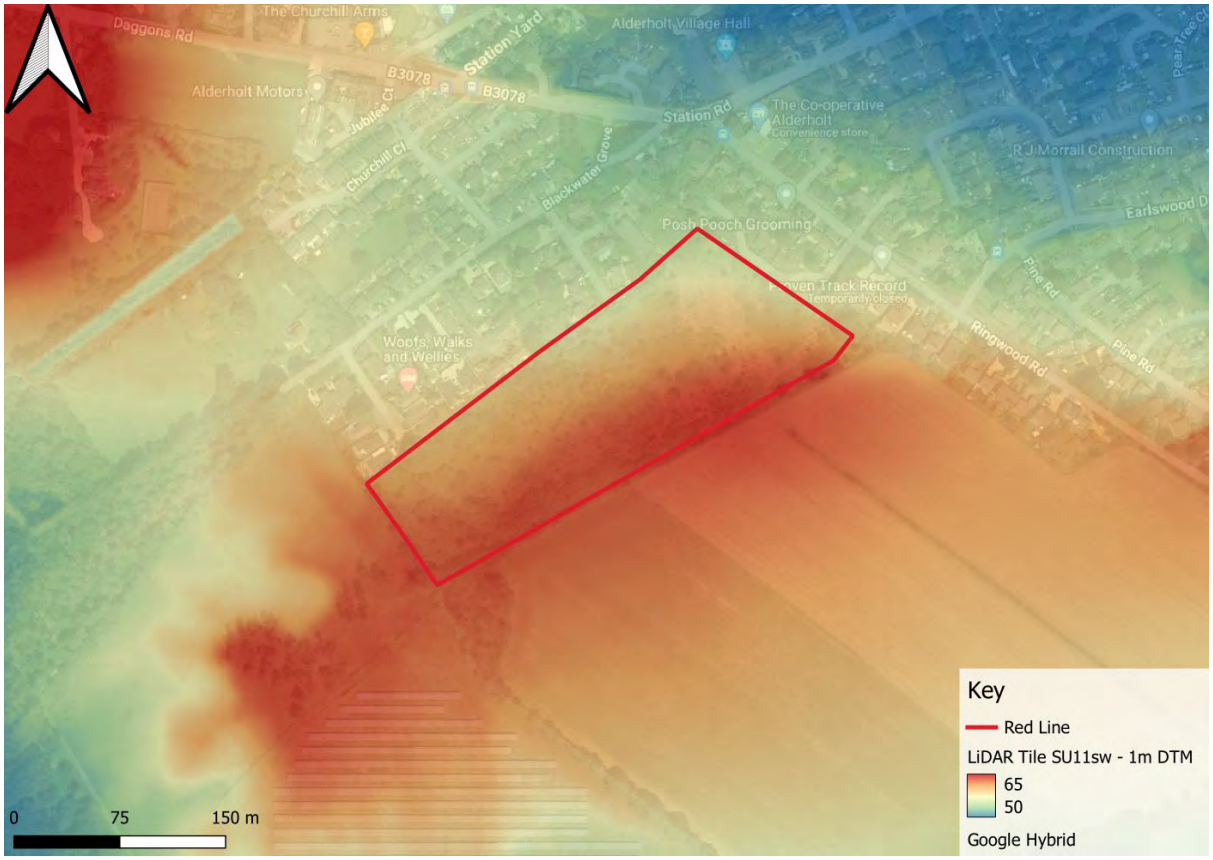


Figure 2: LiDAR Topographic Data

2.3 Hydrology

There are no known watercourses present on site or in the immediate proximity. OS mapping shows a ditch network beyond Station Road, approximately 150 m to the north of the site. A tributary of Sleep Brook is located approximately 400 m to the west of the site.

2.4 Geology and Hydrogeology

The 1:50,000 scale British Geological Survey (BGS) mapping indicates that the site is underlain by a bedrock geology of Parkstone Sand Member – sandstone. This is overlain by superficial deposits of River Terrace Deposits – sand and gravel, in the southern part of the site.

A ground investigation is yet to be undertaken, but desktop information suggests that the site may offer some potential to manage surface water runoff by disposal to the ground. However, this will need to be confirmed at a later stage through BRE365 infiltration testing.

The bedrock and superficial deposits are classified a Secondary A aquifer. These are defined as “Permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers”.

2.5 Existing Drainage

The site is believed to rely on natural drainage processes whereby rainfall that is unable to infiltrate into the ground will runoff as overland flow following the topography and drain towards the local watercourse network.

Wessex Water sewer maps are enclosed in Appendix B. These display 150 mm diameter public foul and surface water sewers in Attwood Close to the east, and a 225 mm diameter

public surface water and 150 mm public foul water sewer within Blackwater Close to the north.

3.0 Assessment of Flood Risk

3.1 Flood Zone Classification

The definition of EA flood zones is provided in Planning Practice Guidance (PPG), as replicated below:

- *Zone 1 - Low Probability* (Flood Zone 1) is defined as land which could be at risk of flooding from fluvial or tidal flood events with less than 0.1 % annual exceedance probability (AEP) (1 in 1,000 year) i.e., considered to be at 'low probability' of flooding.
- *Zone 2 - Medium Probability* (Flood Zone 2) is defined as land which could be at risk of flooding with an annual exceedance probability between 1 % (1 in 100 year) and 0.1 % (1 in 1,000 year) from fluvial sources and between 0.5 % (1 in 200 year) and 0.1 % (1 in 1,000 year) from tidal sources i.e., considered to be at 'medium probability' of flooding.
- *Zone 3a - High Probability* (Flood Zone 3a) is defined as land which could be at risk of flooding with an annual exceedance probability greater than 1 % (1 in 100 year) from fluvial sources and greater than 0.5 % (1 in 200 year) from tidal sources i.e., considered to be at 'high probability' of flooding.
- *Zone 3b - the Functional Floodplain* (Flood Zone 3b) is defined as land where water has to flow or be stored in times of flood. Local Planning Authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain in agreement with the Environment Agency. In the absence of definitive information, it is often defined as land that would flood with an AEP of 3.3 % (1 in 30 year) or greater, with any existing flood risk management infrastructure operating effectively.

According to the EA Flood Map for Planning the site is designated as Flood Zone 1.

3.2 National Planning Policy

NPPF Paragraph 158 outlines the aim of the Sequential Test is to 'steer new development to areas with the lowest probability of flooding' and states:

'Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding.'

Given that the site is located in Flood Zone 1, it can be considered to pass the Sequential Test and further consideration of this is not required.

3.3 Fluvial and Sea Flood Risk

The Flood Map for Planning identifies flood risk from both rivers and the sea. It locates the entire site in Flood Zone 1 (see Figure 3). This is defined as land that has been assessed as having less than a 1 in 1,000 probability of flooding from rivers or the sea in any year and classified as low risk.

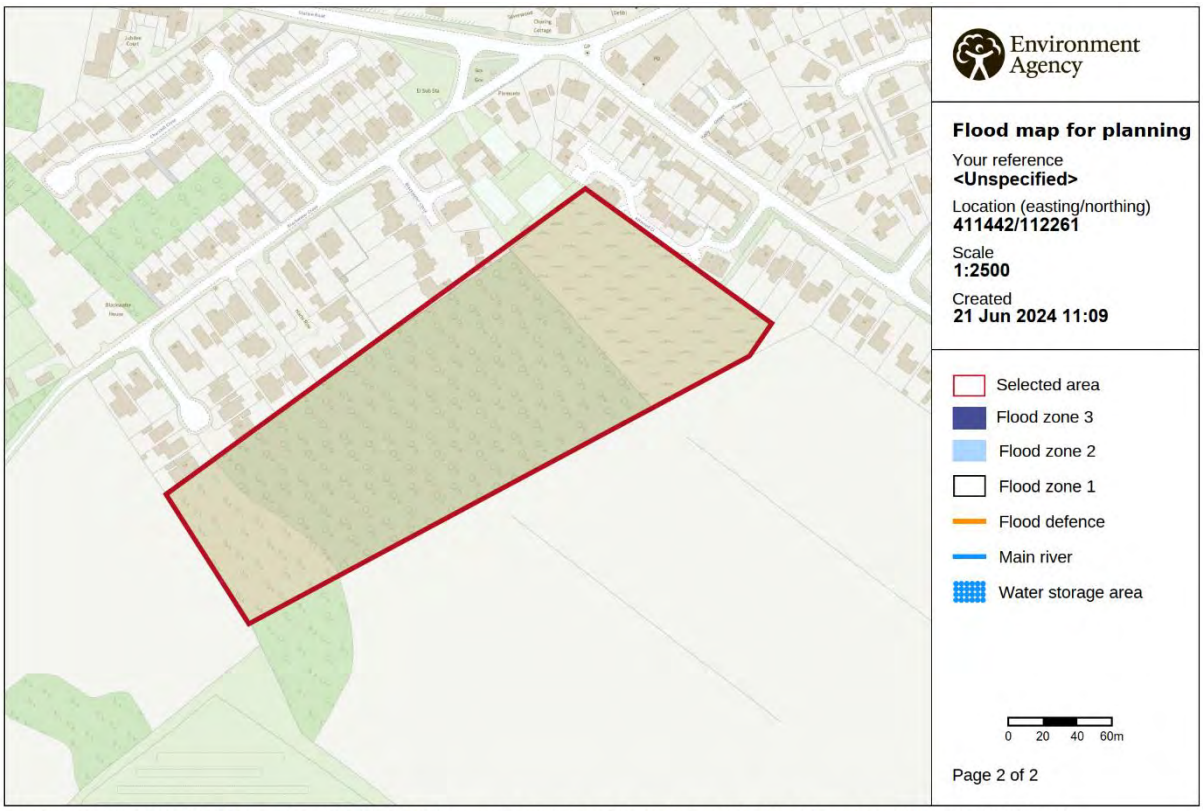


Figure 3: Environment Agency Flood Map for Planning

3.4 Risk from Surface Water Flooding

Surface water flooding is a result of overland flow and ponding of water that can follow a rainfall event, from local catchment areas, hillsides and associated with minor ditches or streams. The Risk of Flooding from Surface Water map for the site is provided in Figure 4.

The Risk of Flooding from Surface Water map shows that the site is not at risk of surface water flooding (i.e. very low risk; defined as an area with less than 1 in 1,000 chance of flooding each year).

Figure 4: Risk of Flooding from Surface Water Map

3.5 Groundwater Flooding

Groundwater flooding typically occurs in low-lying areas, close to hills which are underlain by permeable rocks. This source of flooding generally only becomes a problem in these areas after long periods of extensive and significant rainfall, resulting in a rise in groundwater level.

The Parkstone Sand Member and River Terrace Deposits that underlay the site are classed as a Secondary A aquifer, which represent a local source of groundwater. This is unlikely to result in a significant source of groundwater flooding. Furthermore, the hilltop location is not likely to be subject to groundwater flood risk, which is more likely to occur on lower lying areas, or areas underlain with chalk.

However, a Ground Investigation can be undertaken as part of the future planning submission, which can investigate groundwater level beneath the site. This can inform if any mitigation measures are required, such as raised finished floor levels.

3.6 Sewer Flooding

A network of public sewers is located to the east and north of the site. However, the site is elevated above these areas and if flooding was to occur, it would drain away from the site. Consequently, this source of flood risk is low.

3.7 Other Sources of Flooding

According to EA flood mapping, the site is not shown to be at flood risk from reservoirs and there are no canals within the vicinity of the site that could pose a potential flood risk.

3.8 Summary

This preliminary FRA has not identified any significant potential sources of flood risk at the site. Therefore, no significant flood mitigation requirements are likely to be required. The

proposals will not increase the vulnerability of the site to flood risk, nor will they result in an adverse impact on flooding to third parties. Flood risk is not considered to be a development constraint and is of little consequence. However, a groundwater level monitoring is recommended over the winter season to entirely discount groundwater as a potential source of flood risk.

4.0 Surface Water Drainage Strategy

4.1 Overview

It is well understood that one of the effects of development is typically to reduce the permeability of the site and consequently to change its response to rainfall. Therefore, a suitable surface water drainage strategy is required to ensure that the surface water runoff regime is managed appropriately so that there will be no increase flood risk to third parties.

The NPPF states that flood risk to land and property must not be increased as a result of development. The associated PPG states that flood risk should not increase for events up to and including a 1 in 100 year return period, with appropriate allowance for climate change.

A fundamental principle of sustainable development in terms of flood defence is the reduction of surface water runoff from new developments. Surface water drainage arrangements for any development site must ensure that volumes and peak discharge rates leaving the site are no greater than those for the site prior to development. Any increase in surface water run-off above the pre-development volumes must also be controlled on site.

An indicative surface water drainage strategy has been prepared to help demonstrate that a viable option exists to support the development of the site.

4.2 Proposed Receptor of Site Runoff

The drainage hierarchy presented in the PPG states that the aim should be to discharge surface run off as high up the following hierarchy as reasonably practicable:

- into the ground (infiltration),
- to a surface water body,
- to a surface water sewer, highway drain, or another drainage system,
- to a combined sewer.

As noted in Chapter 2, the ground conditions may permit the use of infiltration. However, infiltration testing will be required at a later stage to determine whether this is feasible.

There are no known surface water bodies on site or within close proximity. However, the area benefits from a public surface water sewer network. Therefore, at this stage, it is likely that a new connection into the existing public sewer located on Attwood Close should be pursued. This should be undertaken based on greenfield rates and has been agreed in principle with Wessex Water (see Appendix B).

4.3 Greenfield Runoff Rates

The FEH Method has been used to calculate the existing greenfield runoff rates for the site. The parameters utilised are detailed in Table 1, which shows the calculation was undertaken for an area of 1 ha. The calculated rates are presented in Table 2 and summary sheets are enclosed in Appendix C. The QBAR rate was estimated to be 5.2 l/s/ha.

Table 1: Calculation Parameters

Parameter	Value	Unit
Area	1	ha
SAAR	808	mm
BFI HOST 19	0.473	-
Region	7	-

Table 2: Greenfield Runoff Rates

Return Period	Peak Greenfield Discharge (l/s/ha)
QBAR	5.17
Q1	4.39
Q30	11.89
Q100	16.49

The QBAR rate has be adopted to ensure that the long-term storage volume has been accommodated, so that the volume of surface water that is discharged from the site (as well as the rate that it is discharged at) has been managed.

4.4 Proposed Surface Water Drainage Strategy

Sustainable Drainage Systems (SuDS) will be utilised to manage surface water runoff. The SuDS Manual (CIRIA, 2015) has been considered during the preparation of this indiative surface water drainage strategy.

All roof surfaces and paved areas will be collected by a swale, which will discharge to an attenuation basin in the northeast corner of the site. The Preliminary Surface Water Drainage Layout is enclosed in Appendix D.

A Causeway Flow calculation has been undertaken to inform the size of the required basin. This has been simulated using Flood Estimation Handbook (FEH) data and includes a 45% climate change allowance. The calculations are enclosed in Appendix C and the parameters used are outlined in Table 3. The proposed impermeable area was estimated based on a 60% ratio (i.e., 60% of the proposed developable area is impermeable). A 10% urban creep factor has been conservatively applied to the whole impermeable area.

Table 3: Source Control Parameters

Parameter	Value	Units
Proposed developable area	1.54	ha
Proposed impermeable area	0.93	ha
Urban creep	10	%
Future impermeable area	1.02	ha
Discharge rate	4.8	l/s
Infiltration rate	-	m/hr
Climate change allowance	45	%
Slope	1 in 4	N/A
Freeboard	300	mm

The results show that an attenuation pond with a volume of 696 m^3 is required to accommodate the 1 in 100 year plus climate change event. This can be achieved with a 942 m^2 attenuation basin that is 1.5 m deep. This is shown on the Preliminary Surface Water Drainage Layout is enclosed in Appendix D.

4.5 Wider SuDS Proposals

Various additional forms of SuDS can be incorporated into the site layout plan as the scheme evolves. This can include permeable paving, bio-retention and tree pits etc. These could also offer both water quality improvements and bio-diversity opportunity. However, these opportunities will be considered at a more detailed stage of design.

4.6 Exceedance

Surface water flow paths in extreme events, known as exceedance events (i.e. events in excess of the design criteria i.e. the 1 in 100 year plus climate change event), should be steered away from properties and to provide better protection to people and property. Exceedance routes are shown in the Preliminary Surface Water Drainage Layout attached in Appendix C. These show the exceedance events will be directed towards the attenuation basin.

4.7 Water Quality

Protecting water quality is an important part of sustainable surface water management. Typical urban pollutants need to be filtered out prior to runoff entering the local watercourse systems. The combination of various SuDS techniques can be used to create a system that treats the water effectively prior to discharge (a 'treatment train'). The detailed drainage design will be developed in accordance with guidance on the 'treatment train' and the required number of treatment processes. However, the information demonstrates how this can be achieved easily on site.

In accordance with the SuDS Manual (CIRIA C753), SuDS components must have a total pollution index that equals or exceeds the pollution hazard index for different land use classifications. It is considered that the SuDS provided as part of the surface water drainage strategy would offer sufficient mitigation for the land use classification as demonstrated in Table 4 and Table 5 (as informed by Table 26.2 and 26.3 of the SuDS Manual respectively).

Table 4: Pollution Hazard Indices for the Proposed Development

Land Use	Pollution Hazard Indices for Different Land Use Classifications		
	Total Suspended Solids (TSS)	Metals	Hydrocarbons
Residential roofs	0.2	0.2	0.05
Individual property driveways, residential car parks, low traffic roads and non-residential car parking with infrequent change	0.5	0.4	0.4
Total	0.7	0.6	0.45

Table 5: SuDS mitigation indices for the Proposed Development

Type of SuDS	Mitigation Indices		
	TSS	Metals	Hydrocarbons
Swale	0.50	0.60	0.60

Basin[4]	0.35	0.35	0.25
Total	0.85	0.95	0.85

[4] As per the CIRIA SuDS Manual (2015), where the mitigation index of an individual component is insufficient, two components (or more) will be required. However, a factor of 0.5 is used to account for the secondary or tertiary components associated with the already reduced inflow concentrations.

5.0 Foul Drainage

In April 2018 Ofwat changed the rules with respect to new sewer connections. Developers may now connect to the nearest public sewer on a size for size basis at their cost and, in this case, Southern Water will provide capacity in the network to accommodate domestic type flows from granted development which is funded by their infrastructure charging arrangements.

There is a 150 mm diameter public foul sewer located in Attwood Close adjacent the east boundary of the site, details are enclosed in Appendix B. A connection to this chamber will provide adequate capacity to accommodate the proposed developments and thus will offer a suitable connection point, subject to a Section 106 agreement with Wessex Water prior to construction.

6.0 Conclusion

SLR Consulting Limited (SLR) has been appointed by Commercial Freeholds Limited to prepare a preliminary Flood Risk Assessment (FRA) including indicative drainage strategy to support the proposed residential allocation at Land South of Blackwater Grove, Alderholt ("the site").

The proposals will not increase the vulnerability of the site to flood risk, nor will they result in an adverse impact on flooding to third parties. Therefore, flood risk is not considered to be a development constraint and is of little consequence.

An indicative surface water drainage strategy has been identified, which could consist of a network of swales and an attenuation basin. However, this will be subject to more detailed consideration prior to a planning submission (including a ground investigation).

A public foul water sewer is available to accommodate effluent generated by the development.

Regards,

SLR Consulting Limited

[redacted]

Hamza El-Adnany MEng
Senior Engineer

Nick Bosanko BSc MSc MCIWEM C.WEM
Technical Director

Appendix A Site Plans

General Notes

Base information also provided by ProMap Detail OS, Licence number 100022432

All dimensions are to be confirmed on site. All drawings are subject to Planning and Building Control consent.

The details are shown for design intent purposes only and are subject to further development. Layouts shown are indicative and for comment only and are subject to change.

Do not scale off drawings

ACCOMMODATION SCHEDULE

Med density housing

TOTAL: Approx. 40 units

SANG Area: Approx. 1.5 ha
POS Area: Approx 0.5 ha

0 10 20 30

Scale 1:1000

18.06.24

Rev.	Date	Details	Drawn	Checked

Issued for:

INFORMATION

Project/Client:
Land at Blackwater Grove
Feasibility

Project No: 18002
Dwg No: SK001
Rev: -

Drawing:
Initial Layout Proposal

Scale: 1:1000 @A3
Drawn By: SL Date: 18.06.24
Checked By: DH Date: 18.06.24

BrightSPACE architects

27 Glasshouse Studios, Fryern Court Road, Fordingbridge
Hampshire, SP6 1QX T: [redacted]

Appendix B Wessex Water Information

Hamza El-Adnany

From: Ann-Marie Wood [redacted]>
Sent: 24 June 2024 13:36
To: Hamza El-Adnany; Planning Liaison
Subject: WW Resp DEV SU11SW/ 24 - Blackwater Grove, Alderholt

Dear Hamza

Location: Blackwater Grove, Alderholt, SP6 3DH
Proposal: 50 Dwellings and associated infrastructure

Thank you for your pre planning enquiry with regards to the proposed development at Blackwater Grove. In principle we can accept a surface water connection to the existing public surface water sewer and foul to the existing public foul sewer. Discharge rates for the surface water connection will need to be discussed and agreed as and when the development proposals become more certain.

Cover and Invert levels given below. Please note level information for guidance only, accuracy of this data cannot be guaranteed, you are strongly recommended to undertake your own line and level survey to ensure levels are adequate to meet the requirements of drainage strategy.

Surface Water

5532	CL	56.390	IL	53.760
4301	CL	56.800	IL	55.045

Foul

5303	CL	55.310	IL	52.980
4308	CL	56.980	IL	54.888

I trust the above information is sufficient to enable you to proceed with your surface water and drainage strategy at this time.

If you require any further information or guidance, please contact us again.

Kind regards
Ann-marie

Ann-marie Wood
Planning Liaison Manager

Wessex Water
Claverton Down Bath BA2 7WW
[redacted]
wessexwater.co.uk

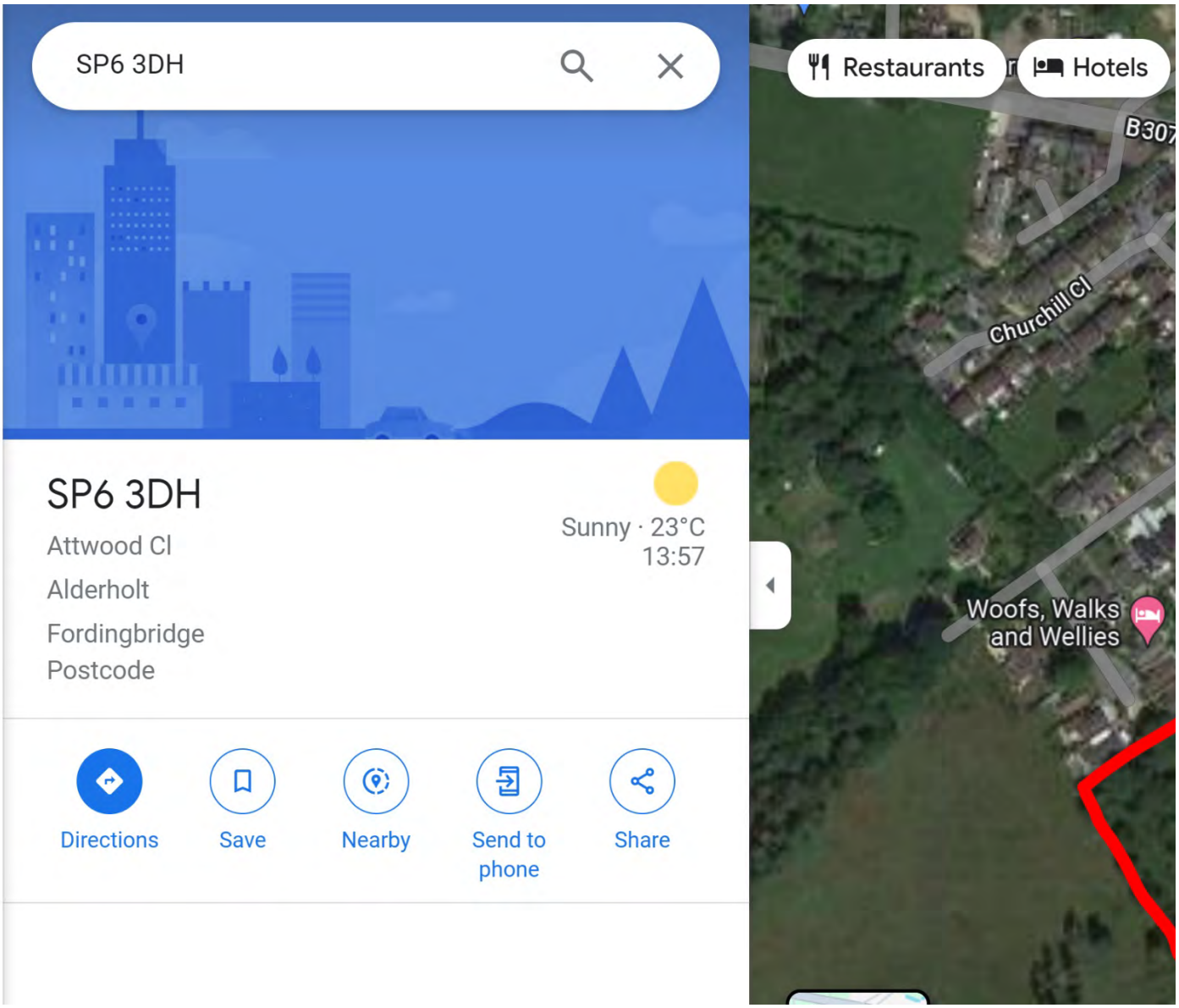
These comments are based upon known circumstances prevailing at the time of writing. A review of the contents of this email is required where 18 months or more have elapsed since issue or in the light of significant changes likely to impact upon the response (e.g. changes in development numbers or phasing). Please email review requests to planning.liaison@wessexwater.co.uk

From: Hamza El-Adnany [redacted]
Sent: Thursday, June 20, 2024 3:24 PM

To: Planning Liaison <planning.liaison@wessexwater.co.uk>
Subject: Blackwater Grove, Alderholt

Dear Wessex Water,

We are flood risk consultants preparing a drainage strategy for a proposed residential development at Blackwater Grove, Alderholt, SP6 3DH (Nearest). The site currently consists of grassland as shown in the image below and the new proposal seeks to develop up to 50 new dwellings here.



A surface water runoff strategy will likely require a connection into the Wessex water sewer given the ground conditions which consist of sand and may be unfeasible for infiltration. Infiltration testing may be conducted at a later date.

Wessex Water sewer maps display both surface and foul water networks north and east of the site within Black Water Close and Attwood Close, please see sewer maps attached. Would we be able to propose a connection into these networks? The surface water will be restricted to greenfield runoff rates.

Could we please get chamber information (cover & invert levels) for chambers 5352 and 4301 for surface water and 5303 and 4308 for foul water?

Kind regards,

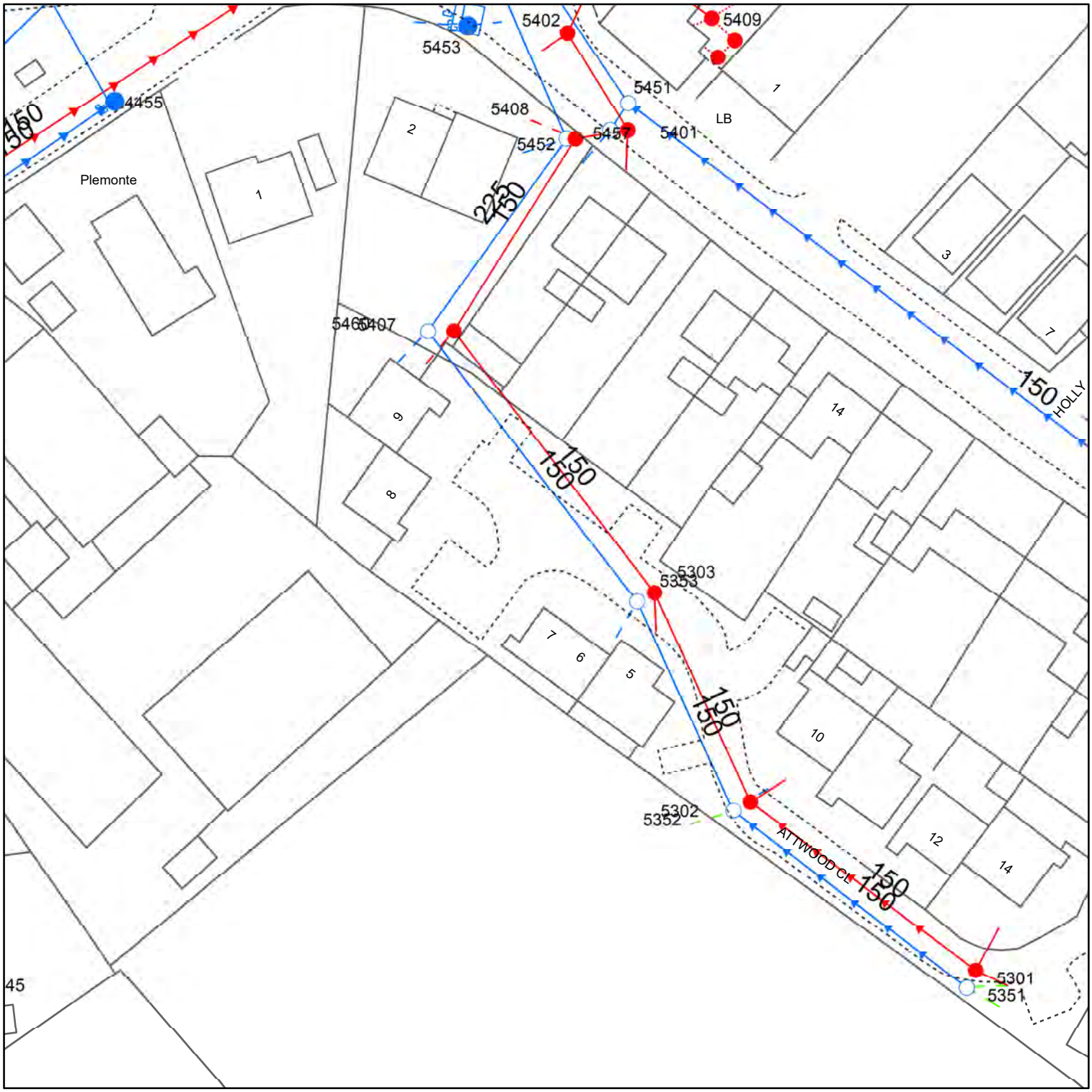
Hamza

Hamza El-Adnany
Senior Engineer-Hydrology & Hydrogeology

[redacted]

SLR Consulting Limited
3rd Floor, Brew House, Jacob Street,Bristol,United KingdomBS2 0EQ

Wessex Water Network Map



WATER MAINS
- Distribution
- Washout
- Raw Water
- Abandoned
- Private

FITTINGS
- Hydrant
- Other

SEWERS — STRATEGIC / PUBLIC / PRIVATE / SECTION 104
- Foul
- Surface
- Combined
- Abandoned

Colours generally indicate the use of the sewer/drain (i.e Red - Foul, Dark Blue - Surface, Magenta - Combined/Dual Use, Light Green - Highway Drain, Mid Green - Overflow).
Some styles of line and symbol are shown on the key in sample/typical colours.

STRUCTURES
- Manhole - Foul
- Manhole - Surface
- Manhole - Combined
- Inlet
- Outfall
- Lamphole
- Bifurcation - Foul
- Bifurcation - Surface
- Bifurcation - Combined
- Combined Sewage Overflow
- Pumping Station - Surface
- Pumping Stn - Foul/Combined
- Gully
- Vent Column
- Rodding Eye
- Catchpit
- Flushing Chamber
- Soakaway
- Non Return Valve
- Air Valve
- Hatch Box
- X Washout

OTHER WESSEX PIPES
- Rising Mains
- Standby Rising Mains
- EDM Effluent Disposal
- Overflow
- S Syphon

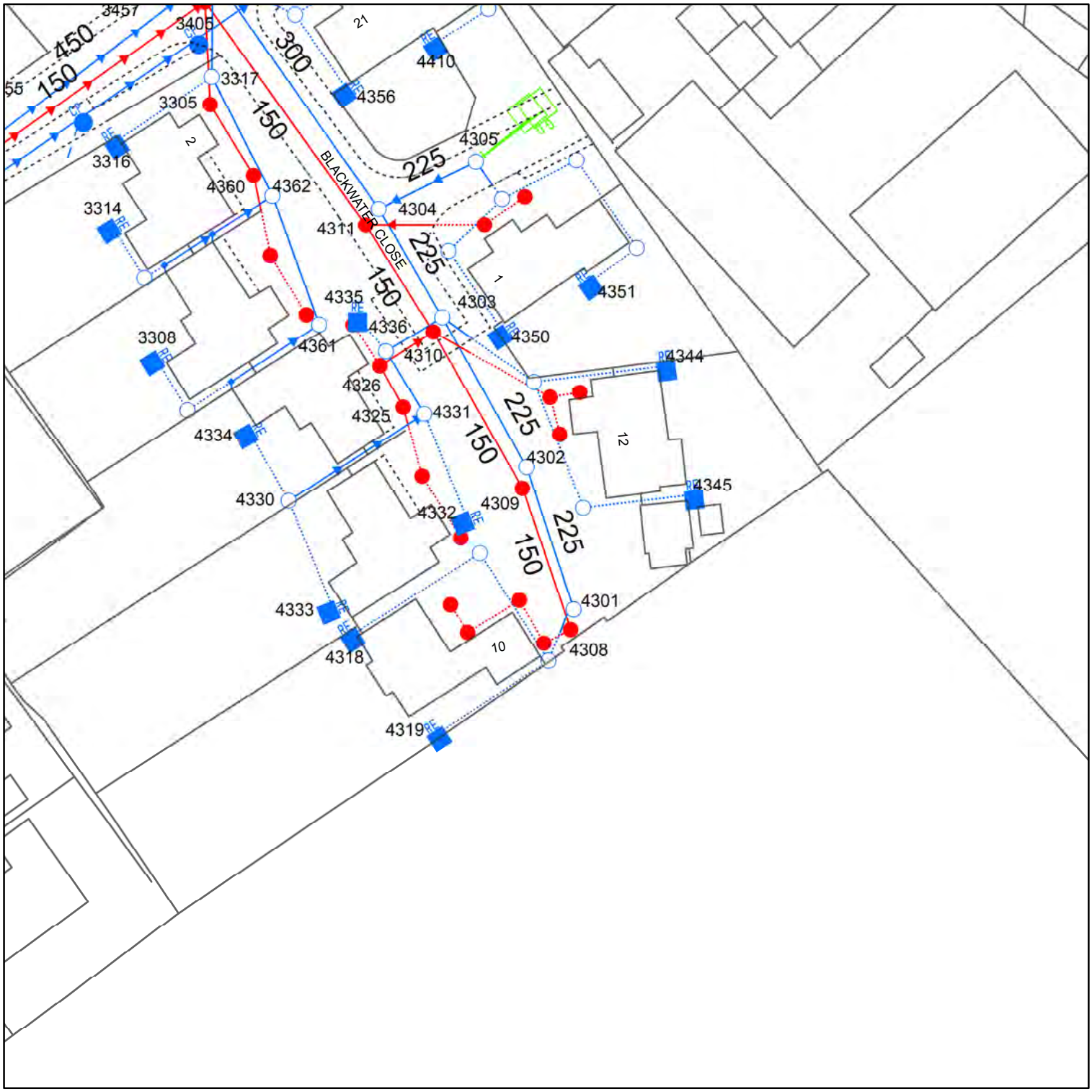
NON-WESSEX / UNKNOWN
- Private Rising Mains
- CW Culverted Watercourse
- H Highway Drain
- ? Use Unknown
- SU Status Unknown

OTHER STRUCTURES
- Attenuation Tank
- Storage Tank
- Chamber
- Tunnel
- Interceptor

Wessex Water
YTL GROUP

Date: 20/06/2024
Centre: 411516, 112400
Scale: 1:625
(when printed at A4 size)

Wessex Water Network Map



WATER MAINS
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- Washout
- Raw Water
- Abandoned
- Private

FITTINGS
- Hydrant
- Other

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- EDM — Effluent Disposal
- Overflow
- S — Syphon

NON-WESSEX / UNKNOWN
- Private Rising Mains
- CW — Culverted Watercourse
- H — Highway Drain
- ? — Use Unknown
- SU — Status Unknown

OTHER STRUCTURES
- Attenuation Tank
- Storage Tank
- Chamber
- Tunnel
- Interceptor

Wessex Water
YTL GROUP

Date: 20/06/2024
Centre: 411435, 112342
Scale: 1:625
(when printed at A4 size)

N
W E
S

Appendix C Surface Water Calculations

Greenfield runoff rate estimation for sites

www.uksuds.com | Greenfield runoff tool

Calculated by:	Hamza El-Adnany
Site name:	Blackwater Grove
Site location:	Alderholt

This is an estimation of the greenfield runoff rates that are used to meet normal best practice criteria in line with Environment Agency guidance "Rainfall runoff management for developments", SC030219 (2013) , the SuDS Manual C753 (Ciria, 2015) and the non-statutory standards for SuDS (Defra, 2015). This information on greenfield runoff rates may be the basis for setting consents for the drainage of surface water runoff from sites.

Site Details

Latitude:	50.90999° N
Longitude:	1.83769° W
Reference:	10576332
Date:	Jun 20 2024 09:30

Runoff estimation approach

FEH Statistical

Site characteristics

Total site area (ha): 1

Methodology

Q_{MED} estimation method:	Calculate from BFI and SAAR
BFI and SPR method:	Specify BFI manually
HOST class:	N/A
BFI / BFIHOST:	0.473
Q_{MED} (l/s):	
Q_{BAR} / Q_{MED} factor:	1.14

Hydrological characteristics

	Default	Edited
SAAR (mm):	808	808
Hydrological region:	7	7
Growth curve factor 1 year:	0.85	0.85
Growth curve factor 30 years:	2.3	2.3
Growth curve factor 100 years:	3.19	3.19
Growth curve factor 200 years:	3.74	3.74

Notes

(1) Is Q_{BAR} < 2.0 l/s/ha?

When Q_{BAR} is < 2.0 l/s/ha then limiting discharge rates are set at 2.0 l/s/ha.

(2) Are flow rates < 5.0 l/s?

Where flow rates are less than 5.0 l/s consent for discharge is usually set at 5.0 l/s if blockage from vegetation and other materials is possible. Lower consent flow rates may be set where the blockage risk is addressed by using appropriate drainage elements.

(3) Is SPR/SPRHOST ≤ 0.3?

Where groundwater levels are low enough the use of soakaways to avoid discharge offsite would normally be preferred for disposal of surface water runoff.

Greenfield runoff rates

	Default	Edited

Q_{BAR} (l/s):		5.17
1 in 1 year (l/s):		4.39
1 in 30 years (l/s):		11.89
1 in 100 year (l/s):		16.49
1 in 200 years (l/s):		19.34

Design Settings

Rainfall Methodology	FEH-22	Maximum Time of Concentration (mins)	30.00	Preferred Cover Depth (m)	1.200
Return Period (years)	100	Maximum Rainfall (mm/hr)	50.0	Include Intermediate Ground	✓
Additional Flow (%)	0	Minimum Velocity (m/s)	1.00	Enforce best practice design rules	x
CV	0.750	Connection Type	Level Soffits		
Time of Entry (mins)	5.00	Minimum Backdrop Height (m)	0.200		

Nodes

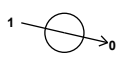
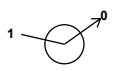
	Name	Area (ha)	T of E (mins)	Cover Level (m)	Depth (m)
✓	Attenuation Basin 01	1.020	5.00	57.000	1.500
✓	SW01 (FC)			57.000	1.550
✓	EXMH5352			56.250	1.350
✓	SW02			56.500	1.199

Pipeline Schedule

Link	Length (m)	Slope (1:X)	Dia (mm)	Link Type	US CL (m)	US IL (m)	US Depth (m)	DS CL (m)	DS IL (m)	DS Depth (m)
1.000	5.000	100.0	375	1 STANDARD	57.000	55.500	1.125	57.000	55.450	1.175
1.001	14.893	100.0	150	1 STANDARD	57.000	55.450	1.400	56.500	55.301	1.049
1.002	9.099	22.7	150	1 STANDARD	56.500	55.301	1.049	56.250	54.900	1.200

Link	US Node	Dia (mm)	Node Type	MH Type	DS Node	Dia (mm)	Node Type	MH Type
1.000	Attenuation Basin 01		Junction		SW01 (FC)	1350	Manhole	1 STANDARD
1.001	SW01 (FC)	1350	Manhole	1 STANDARD	SW02	1200	Manhole	1 STANDARD
1.002	SW02	1200	Manhole	1 STANDARD	EXMH5352	1200	Manhole	1 STANDARD

Manhole Schedule

Node	Easting (m)	Northing (m)	CL (m)	Depth (m)	Dia (mm)	Node Type	MH Type	Connections	Link	IL (m)	Dia (mm)	Link Type
Attenuation Basin 01	411511.968	112371.638	57.000	1.500		Junction		 0	1.000	55.500	375	1 STANDARD
SW01 (FC)	411516.700	112370.541	57.000	1.550	1350	Manhole	1 STANDARD	 1	1.000	55.450	375	1 STANDARD
								0	1.001	55.450	150	1 STANDARD
EXMH5352	411538.636	112372.499	56.250	1.350	1200	Manhole	1 STANDARD	 1	1.002	54.900	150	1 STANDARD
SW02	411531.220	112367.227	56.500	1.199	1200	Manhole	1 STANDARD	 1	1.001	55.301	150	1 STANDARD
								0	1.002	55.301	150	1 STANDARD

Simulation Settings

Rainfall Methodology	FEH-22	Analysis Speed	Normal	Additional Storage (m³/ha)	20.0
Summer CV	0.750	Skip Steady State	x	Check Discharge Rate(s)	x
Winter CV	0.840	Drain Down Time (mins)	240	Check Discharge Volume	x

Storm Durations

15	30	60	120	180	240	360	480	600	720	960	1440

Return Period (years)	Climate Change (CC %)	Additional Area (A %)	Additional Flow (Q %)	Return Period (years)	Climate Change (CC %)	Additional Area (A %)	Additional Flow (Q %)
2	0	0	0	100	45	0	0
20	0	0	0				

Node SW01 (FC) Online Hydro-Brake® Control

Flap Valve	x	Objective	(HE) Minimise upstream storage
Replaces Downstream Link	✓	Sump Available	✓
Invert Level (m)	55.450	Product Number	CTL-SHE-0100-4800-1250-4800
Design Depth (m)	1.250	Min Outlet Diameter (m)	0.150
Design Flow (l/s)	4.8	Min Node Diameter (mm)	1200

Node Attenuation Basin 01 Depth/Area Storage Structure

Base Inf Coefficient (m/hr)	0.00000	Safety Factor	2.0	Invert Level (m)	55.500
Side Inf Coefficient (m/hr)	0.00000	Porosity	1.00	Time to half empty (mins)	

Depth (m)	Area (m²)	Inf Area (m²)	Depth (m)	Area (m²)	Inf Area (m²)
0.000	315.7	0.0	1.500	942.0	0.0

Rainfall

Event	Peak Intensity (mm/hr)	Average Intensity (mm/hr)	Event	Peak Intensity (mm/hr)	Average Intensity (mm/hr)
2 year 15 minute summer	107.859	30.520	20 year 360 minute summer	30.525	7.855
2 year 15 minute winter	75.691	30.520	20 year 360 minute winter	19.842	7.855
2 year 30 minute summer	71.600	20.260	20 year 480 minute summer	23.796	6.289
2 year 30 minute winter	50.245	20.260	20 year 480 minute winter	15.810	6.289
2 year 60 minute summer	48.549	12.830	20 year 600 minute summer	19.320	5.285
2 year 60 minute winter	32.255	12.830	20 year 600 minute winter	13.201	5.285
2 year 120 minute summer	33.488	8.850	20 year 720 minute summer	17.094	4.581
2 year 120 minute winter	22.249	8.850	20 year 720 minute winter	11.488	4.581
2 year 180 minute summer	27.224	7.006	20 year 960 minute summer	13.885	3.656
2 year 180 minute winter	17.697	7.006	20 year 960 minute winter	9.198	3.656
2 year 240 minute summer	22.190	5.864	20 year 1440 minute summer	9.885	2.649
2 year 240 minute winter	14.743	5.864	20 year 1440 minute winter	6.643	2.649
2 year 360 minute summer	17.330	4.460	100 year +45% CC 15 minute summer	471.459	133.407
2 year 360 minute winter	11.265	4.460	100 year +45% CC 15 minute winter	330.848	133.407
2 year 480 minute summer	13.847	3.659	100 year +45% CC 30 minute summer	317.718	89.903
2 year 480 minute winter	9.200	3.659	100 year +45% CC 30 minute winter	222.960	89.903
2 year 600 minute summer	11.440	3.129	100 year +45% CC 60 minute summer	218.819	57.827
2 year 600 minute winter	7.816	3.129	100 year +45% CC 60 minute winter	145.378	57.827
2 year 720 minute summer	10.251	2.747	100 year +45% CC 120 minute summer	129.516	34.227
2 year 720 minute winter	6.889	2.747	100 year +45% CC 120 minute winter	86.047	34.227
2 year 960 minute summer	8.448	2.225	100 year +45% CC 180 minute summer	98.099	25.244
2 year 960 minute winter	5.596	2.225	100 year +45% CC 180 minute winter	63.767	25.244
2 year 1440 minute summer	6.152	1.649	100 year +45% CC 240 minute summer	76.794	20.294
2 year 1440 minute winter	4.134	1.649	100 year +45% CC 240 minute winter	51.020	20.294
20 year 15 minute summer	241.084	68.218	100 year +45% CC 360 minute summer	57.505	14.798
20 year 15 minute winter	169.182	68.218	100 year +45% CC 360 minute winter	37.380	14.798
20 year 30 minute summer	160.135	45.313	100 year +45% CC 480 minute summer	44.612	11.790
20 year 30 minute winter	112.375	45.313	100 year +45% CC 480 minute winter	29.639	11.790
20 year 60 minute summer	109.133	28.841	100 year +45% CC 600 minute summer	36.113	9.878
20 year 60 minute winter	72.505	28.841	100 year +45% CC 600 minute winter	24.674	9.878
20 year 120 minute summer	66.719	17.632	100 year +45% CC 720 minute summer	31.891	8.547
20 year 120 minute winter	44.326	17.632	100 year +45% CC 720 minute winter	21.433	8.547
20 year 180 minute summer	51.255	13.190	100 year +45% CC 960 minute summer	25.888	6.817
20 year 180 minute winter	33.317	13.190	100 year +45% CC 960 minute winter	17.148	6.817
20 year 240 minute summer	40.438	10.686	100 year +45% CC 1440 minute summer	18.309	4.907
20 year 240 minute winter	26.866	10.686	100 year +45% CC 1440 minute winter	12.305	4.907

Results for 2 year Critical Storm Duration. Lowest mass balance: 99.96%

Node Event	US Node	Peak (mins)	Level (m)	Depth (m)	Inflow (l/s)	Node Vol (m³)	Flood (m³)	Status
360 minute winter	Attenuation Basin 01	304	55.868	0.368	26.8	149.4622	0.0000	OK
360 minute winter	SW01 (FC)	304	55.868	0.418	9.2	0.5981	0.0000	SURCHARGED
360 minute summer	EXMH5352	328	54.936	0.036	4.8	0.0000	0.0000	OK
360 minute summer	SW02	328	55.339	0.038	4.8	0.0427	0.0000	OK

Link Event (Upstream Depth)	US Node	Link	DS Node	Outflow (l/s)	Velocity (m/s)	Flow/Cap	Link Vol (m³)	Discharge Vol (m³)
360 minute winter	Attenuation Basin 01	1.000	SW01 (FC)	9.2	0.492	0.046	0.5502	
360 minute winter	SW01 (FC)	Hydro-Brake®	SW02	4.8				
360 minute summer	SW02	1.002	EXMH5352	4.8	1.422	0.128	0.0307	146.1

Results for 20 year Critical Storm Duration. Lowest mass balance: 99.96%

Node Event	US Node	Peak (mins)	Level (m)	Depth (m)	Inflow (l/s)	Node Vol (m³)	Flood (m³)	Status
480 minute winter	Attenuation Basin 01	464	56.178	0.678	37.6	319.0710	0.0000	SURCHARGED
480 minute winter	SW01 (FC)	464	56.178	0.728	16.0	1.0413	0.0000	SURCHARGED
15 minute winter	EXMH5352	69	54.936	0.036	4.8	0.0000	0.0000	OK
15 minute winter	SW02	69	55.339	0.038	4.8	0.0427	0.0000	OK

Link Event (Upstream Depth)	US Node	Link	DS Node	Outflow (l/s)	Velocity (m/s)	Flow/Cap	Link Vol (m³)	Discharge Vol (m³)
480 minute winter	Attenuation Basin 01	1.000	SW01 (FC)	16.0	0.496	0.080	0.5515	
480 minute winter	SW01 (FC)	Hydro-Brake®	SW02	4.8				
15 minute winter	SW02	1.002	EXMH5352	4.8	1.422	0.128	0.0307	71.2

Results for 100 year +45% CC Critical Storm Duration. Lowest mass balance: 99.96%

Node Event	US Node	Peak (mins)	Level (m)	Depth (m)	Inflow (l/s)	Node Vol (m³)	Flood (m³)	Status
720 minute winter	Attenuation Basin 01	705	56.700	1.200	51.0	695.8750	0.0000	FLOOD RISK
720 minute winter	SW01 (FC)	705	56.700	1.250	15.5	1.7888	0.0000	FLOOD RISK
960 minute winter	EXMH5352	360	54.936	0.036	4.8	0.0000	0.0000	OK
960 minute winter	SW02	360	55.339	0.038	4.8	0.0427	0.0000	OK

Link Event (Upstream Depth)	US Node	Link	DS Node	Outflow (l/s)	Velocity (m/s)	Flow/Cap	Link Vol (m³)	Discharge Vol (m³)
720 minute winter	Attenuation Basin 01	1.000	SW01 (FC)	15.5	0.523	0.077	0.5515	
720 minute winter	SW01 (FC)	Hydro-Brake®	SW02	4.8				
960 minute winter	SW02	1.002	EXMH5352	4.8	1.422	0.128	0.0307	309.1

Appendix D Preliminary Surface Water Drainage Layout

N

SW01
FLOW CONTROL CHAMBER
RATE RESTRICTED TO 4.8L/S
CL:57.00M
IL:55.45M

PROPOSED ATTENUATION BASIN
CL:57.00M
IL:55.50M
AREA:942M²
DEPTH:1.5M
VOLUME:696M³

EXMH5352
CL:56.390M
IL:53.760M
DEPTH:2.630M

SW02
CL:56.50M
IL:55.30M

EXMH4301
CL:56.800M
IL:55.045M
DEPTH:1.755M

Vehicular Access

BACKWATER CL

ATHWOOD CL

Pedestrian Connection

Secondary access route

POS

SANG

Rise

Frontages arranged to overlook greenspace

ACCOMMODATION SCHEDULE
Med density housing
40 units

0 5 10 15 20 25 30 35 40 45 50m
Scale 1:500

Notes:

1. DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTS AND SLR FLOOD RISK ASSESSMENT.
2. DRAINAGE STRATEGY IS SUBJECT TO DETAILED DESIGN INCLUDING LEVELS.
3. ALL LEVELS ARE SHOWN IN METRES ABOVE ORDNANCE DATUM.
4. PROPOSED OUTFALL CONNECTION TO EXISTING MANHOLE SUBJECT TO CCTV SURVEY.
5. DRAINAGE STRATEGY DESIGN ATTENUATES SURFACE WATERRUNOFF FOR THE 1 IN 100 YEAR EVENT PLUS 45% CLIMATE CHANGE.
6. DISPLAYED ACRONYMS:
- CL - COVER LEVEL
- IL - INVERT LEVEL
- D - DEPTH

Legend:

- SITE BOUNDARY
- EXISTING PUBLIC SURFACE WATER SEWER
- PROPOSED SURFACE WATER DRAIN
- PROPOSED HEADWALL
- PROPOSED FLOOD EXCEEDANCE ROUTE
- PROPOSED ATTENUATION BASIN
- PROPOSED SWALE WITH UNDERLYING FILTER DRAIN
- CATCHMENT 01
- PROPOSED 0.5M CONTOUR

Rev	Amendments	Date	By	Chk	Auth
P02	EXISTING SEWER LABELS UPDATED.	24.06.24	HE	NB	NB

SLR
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Drawing Status & Suitability Code: **FOR INFORMATION**

Client: COMMERCIAL FREEHOLDS LIMITED

Project: BLACKWATER GROVE
ALDERHOLT

Drawing Title: PRELIMINARY SURFACE WATER DRAINAGE LAYOUT

Scale	SLR Project No.
1:500 @ A1	416.065494.00001

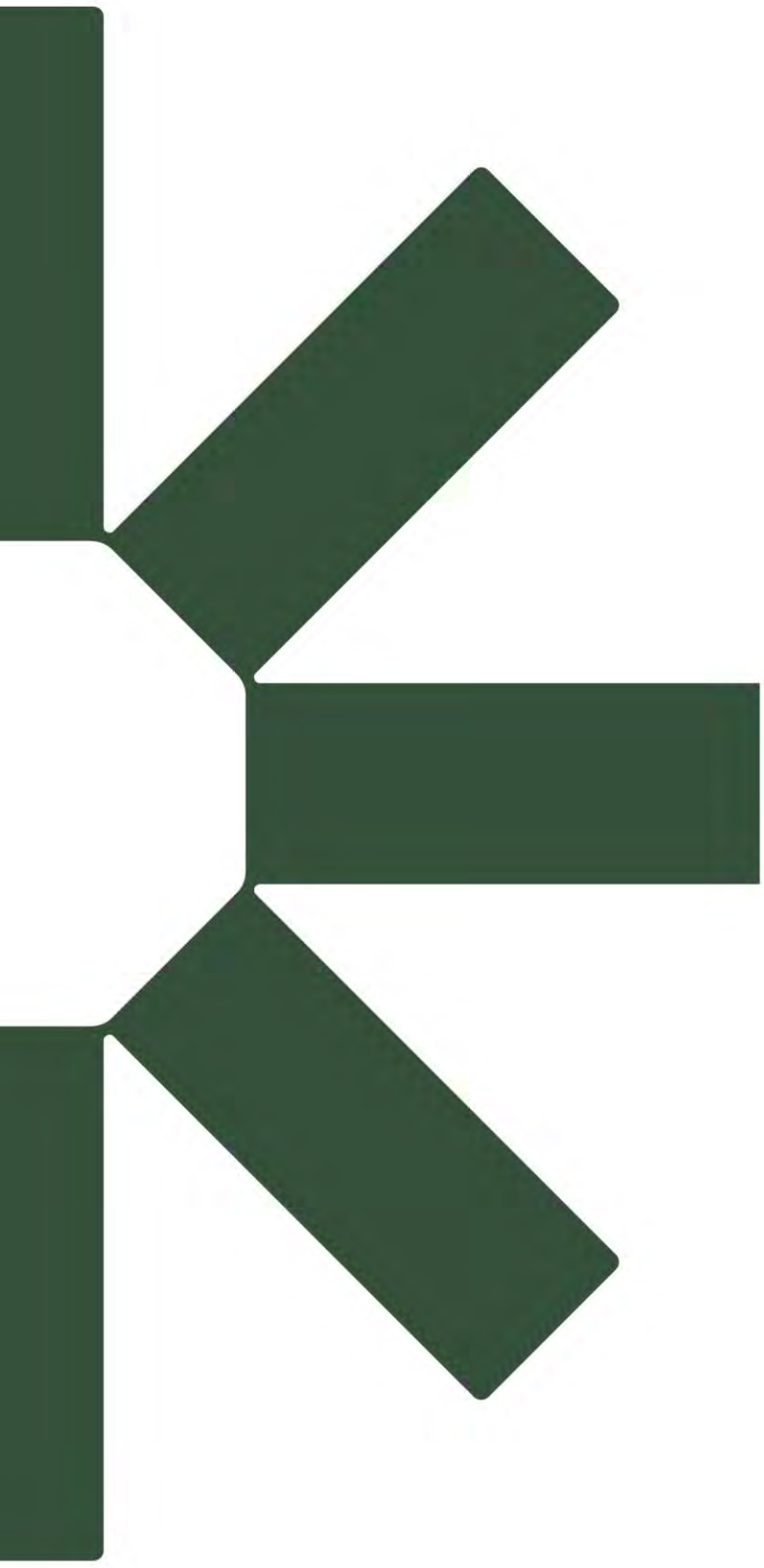
Designed	Drawn	Checked	Authorised
HE	HE	NB	NB

Date	Date	Date	Date
JUN 2024	JUN 2024	JUN 2024	JUN 2024

Drawing Number: **416.065494.00001_PDL_01** Rev: **P02**

24/06/2024

\\salfk1BRIFS\Admin\Projects\137838 - Commercial Freeholds Limited\416.065494.00001 - Blackwater Grove, Alderholt - Drainage\Tech\FRA\Dwgs\Wking\416.065494.0001_PDL_01-P02 Preliminary Surface Water Drainage Layout.dwg



Making Sustainability Happen

Transport Statement

Land South of Blackwater Grove, Alderholt

Commercial Freeholds Ltd

Prepared by:

SLR Consulting Limited

6 Victory House, Dean Clarke Gardens, Exeter,
EX2 4AA

SLR Project No.: 422.065054.00001

24 June 2024

Revision: V1

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
V1	24 June 2024	Isabelle Nother	Bob Cocker	Tim Bright
	Click to enter a date.			
	Click to enter a date.			
	Click to enter a date.			
	Click to enter a date.			

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Commercial Freeholds Ltd (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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2.0 Relevant Policy and Design Guidance 3
3.0 Baseline Conditions 8
4.0 Development Proposals 14
5.0 Trip Generation and Traffic Impact 16
6.0 Conclusion 19

Drawings

422.065054.00000-PD02

Appendices

Appendix A Indicative Site Layout
Appendix B Full TRICS Output

1.0 Introduction

1.1 SLR has been commissioned by Commercial Freeholds Ltd to provide a Transport Statement setting out the impact of residential development on land to the south of Blackwater Grove, Alderholt.

1.2 The site has been allocated within the Alderholt Neighbourhood Plan (ANP) for the construction of 15-20 new dwellings, however this report considers the highways and transportation impacts of providing a development of up to 50 dwellings at the site.

1.3 The site lies immediately adjacent to the existing settlement at Alderholt village in east Dorset, located approximately three miles west of Fordingbridge. The site is situated within the administrative boundary of Dorset Council (DC), which acts as both the Local Planning Authority (LPA) and Local Highway Authority (LHA).

1.4 This Transport Statement (TS) has been prepared in accordance with the National Planning Policy Framework (NPPF, 2023) and relevant local planning policy documents, as outlined within **Section 2** of this report.

1.5 This TS sets out a brief review of the site's accessibility, outlines how the site will promote opportunities for sustainable modes of transport and assesses the access and vehicular traffic impact on the highway network. The TS will also provide a clear rationale on the feasibility of the site to accommodate a larger quantum of residential units than indicated in the ANP.

1.6 It is envisaged that this document will form part of a future submission to the Local Authority in support of additional housing development at the site.

Relevant History

1.7 The promoted site, identified as Land at Blackwater Grove, is located within the 'area of search', identified by the Council as part of the East Dorset Local Plan Options Consultation in August 2018. The 'areas of search' are settlements within the district that comprise sustainable locations for future housing development.

1.8 The site was identified as ref. LP2SC36, and was included as an available and deliverable land parcel. Within the 2018 Options Consultation, the site was included within Draft Policy 5.28 and subsequently part of the overall allocation proposed at that time for 1000 residential units within the then East Dorset District.

1.9 More recently Land at Blackwater Grove has been included within the Submission version (April 2024) of the Neighbourhood Plan, identified as Site LA/ALDE/009. While the land was originally identified in the 2023 consultation as being suitable for up to 50 dwellings, Policy 14 now identifies the site as being allocated for '*about 15-20 dwellings and accessible greenspace'*.

1.10 Policy 14 of the ANP notes that vehicular access to the site will be from Blackwater Close while the existing pedestrian access from Ringwood Road should be improved and further connections to the site should be enabled. Within this allocation, the ANP states that 'the

access via Blackwater Close and Blackwater Grove can be upgraded to an adoptable standard.

2.0 Relevant Policy and Design Guidance

2.1 This section provides a review of the background policy that is relevant to the transportation aspects of the application.

Local Policy

Alderholt Neighbourhood Plan (2022-2034) Submission version April 2024

2.2 The Alderholt Neighbourhood Plan (ANP) is currently subject to a Regulation 16 Consultation which runs until 25 June 2024.

Policy 14 Land South of Blackwater Grove

2.3 As indicated above, Land to the South of Blackwater Grove has been identified as one of the three sites for development in Alderholt (LA/ALDE/009). The site is contiguous to the existing developed area of Alderholt; bordered by housing development on two sides, and therefore, it can be considered to be an appropriate location for housing growth.

2.4 The site is allocated for about 15-20 dwellings.

2.5 The policy notes that the access via Blackwater Grove and Blackwater Close can be upgraded to an adoptable standard and that:- ,

the landowner is able to provide a carriageway width consistent with the initial section of Blackwater Close within their landholding, which would support two way traffic.

2.6 While the site is currently allocated for 'about 15-20 dwellings' the NP notes that Dorset Council have confirmed that while options for vehicle and pedestrian access are appropriate the access *'may be able to accommodate additional development (although this would need to be assessed)'*.

Regulation 18 Consultation Draft Dorset Local Plan (2021)

2.7 Within the Consultation Draft, Alderholt is identified as having an opportunity for a level of development growth. Section 18 of the Draft Dorset Local Plan notes that a transformative level of growth would have a significant impact in Alderholt, and this would spread outside of the plan area. The DDLP set out principally two options for Alderholt looking forward to 2038:

- 'Option 1' – Land north of Ringwood Road for about 300 new homes; or
- 'Option 2' – significant expansion of Alderholt, including land to the south and west, land north of Ringwood Road, land to the north and land within New Forest District.

2.8 Significant expansion of Alderholt could be delivered through a series of sustainable urban extensions reflecting 'garden village' principles.

2.9 The DDLP also sets out the development of the Alderholt Trailway which has the potential to be used as a trailway for cyclists, pedestrians and horse riders. This could potentially offer an alternative to car travel to Fordingbridge.

Christchurch and East Dorset Local Plan Part 1: Core Strategy (2014)

2.10 The Local Plan defines Alderholt as a 'Rural Service Centre' which is described as the "*main providers for the rural areas where residential development will be allowed of a scale that reinforces their role as providers of community, leisure and retail facilities to support the village and adjacent communities*".

2.11 Policy LN4: Affordable Housing Exception Sites supports development adjoining or very close to Alderholt which otherwise would be considered inappropriate for development provided that it delivers affordable housing in perpetuity, in accordance with the criteria set in the policy.

National Policy

National Planning Policy Framework (NPPF, December 2023)

2.12 The National Planning Policy Framework (NPPF) sets out national planning policies for England and how they should be applied. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

2.13 The NPPF identifies that "plans and decisions should apply a presumption in favour of sustainable development" and for decision-taking this means:

"c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

2.14 In terms of promoting sustainable transport the following paragraphs of the NPPF are considered relevant to the development proposals:

2.15 Paragraph 108:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.16 Paragraph 114:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.17 Paragraph 115:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.18 As such development should provide opportunities for sustainable travel, safe and suitable access, align with national design guidance and mitigate any significant traffic impacts in terms of capacity, congestion or highway safety.

2.19 With respect to the location and design of developments, the NPPF states at Paragraph 116 that applications should:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

National Planning Practice Guidance

2.20 The web-based National Planning Practice Guidance (NPPG) replaced the DfT's Guidance on Transport Assessment on 6 March 2014 and seeks to bring together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the NPPF.

2.21 The NPPG discusses the purpose of Transport Assessments/ Statements, specifically:

"Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel plan, though producing a Travel plan is not always required.) The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or 'severe' impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.

Transport Assessments and Statements can be used to establish whether the transport impacts of a proposed development are likely to be 'severe', which may be a reason for refusal, in accordance with the National Planning Policy Framework."

Highway Design Guidance

2.22 As set out above any future development at the site would need to address the key transport tests set out at paragraph 110 of the NPPF (2021) demonstrating, in particular, that safe and suitable access can be provided for all modes, and that any additional trips to the site do not result in a significant impact on the wider network that cannot be mitigated to an acceptable degree.

2.23 Guidance on visibility splays is provided within Manual for Streets (DfT 2007) which identifies that for 30mph traffic speeds a visibility splay of 2.4m x 43m should be provided.

2.24 Manual for Streets also promotes the provision of attractive and well-connected permeable street networks which can encourage cycling and walking trips.

2.25 Highway design standards for adoptable roads within new development in Dorset are determined by Dorset Council (DC) as local highway authority.

2.26 Design standards for new roads vary according to traffic volumes and nature of development. Dorset Council follows the principles set out in Manual for Streets (MfS) when determining the design of new layouts in the county.

2.27 MfS recommends carriageway widths should be provided in accordance with the context and use of the street. Section 7.1 of the document provides guidance on the road widths likely to be suitable for different types of street, as illustrated in **Extract 1** below.

2.28 **Extract 1** indicates that street widths of 4.8m and 5.5m can accommodate 2-way traffic which includes HGV's and service vehicles.

Extract 1 – Manual For Streets Figure 7.1

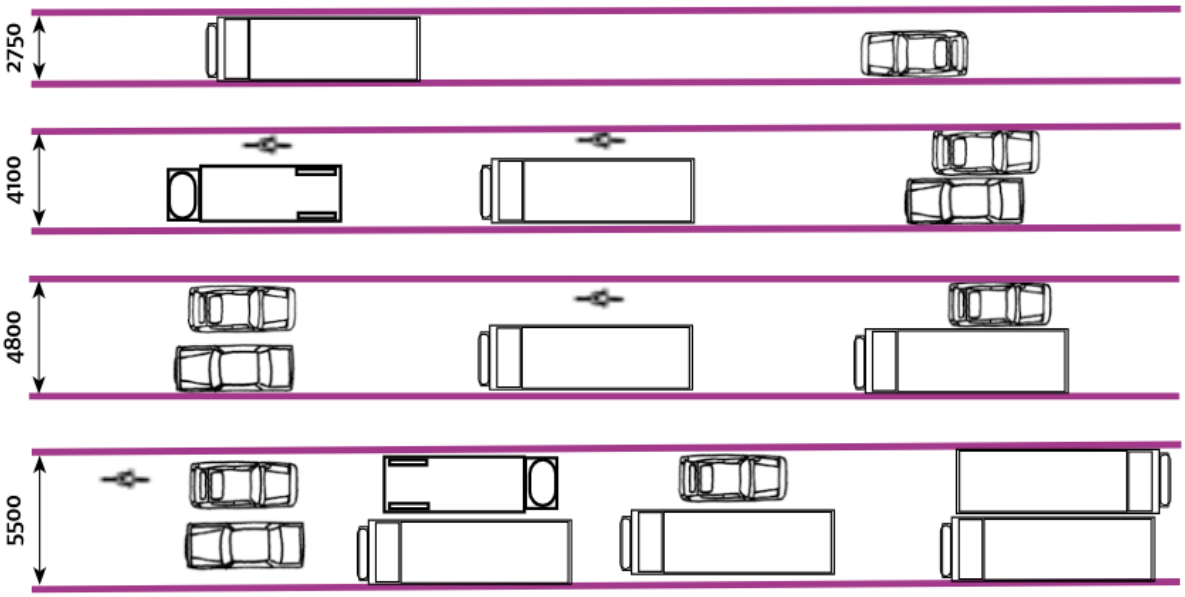


Figure 7.1 Illustrates what various carriageway widths can accommodate. They are not necessarily recommendations.

2.29 On this basis it is considered that for a development of 50 dwellings, a 5.5m carriageway plus 2m footway on each side, and/or 1.0m margin on one side, would generally be considered suitable.

2.30 In terms of the number of dwellings which can be served from a single vehicular access there is no specific guidance in relation to this, whilst the requirements for emergency vehicles are generally dictated by the fire service requirements. Historically highway authorities have sought to limit the number of dwellings which can be served from a single access however there is no current guidance in relation to this and highway authorities now take a more flexible approach which is often based on the requirements of the Fire Service.

3.0 Baseline Conditions

3.1 This section considers the existing conditions at the site, the surrounding transport networks, and the accessibility for sustainable modes of transport.

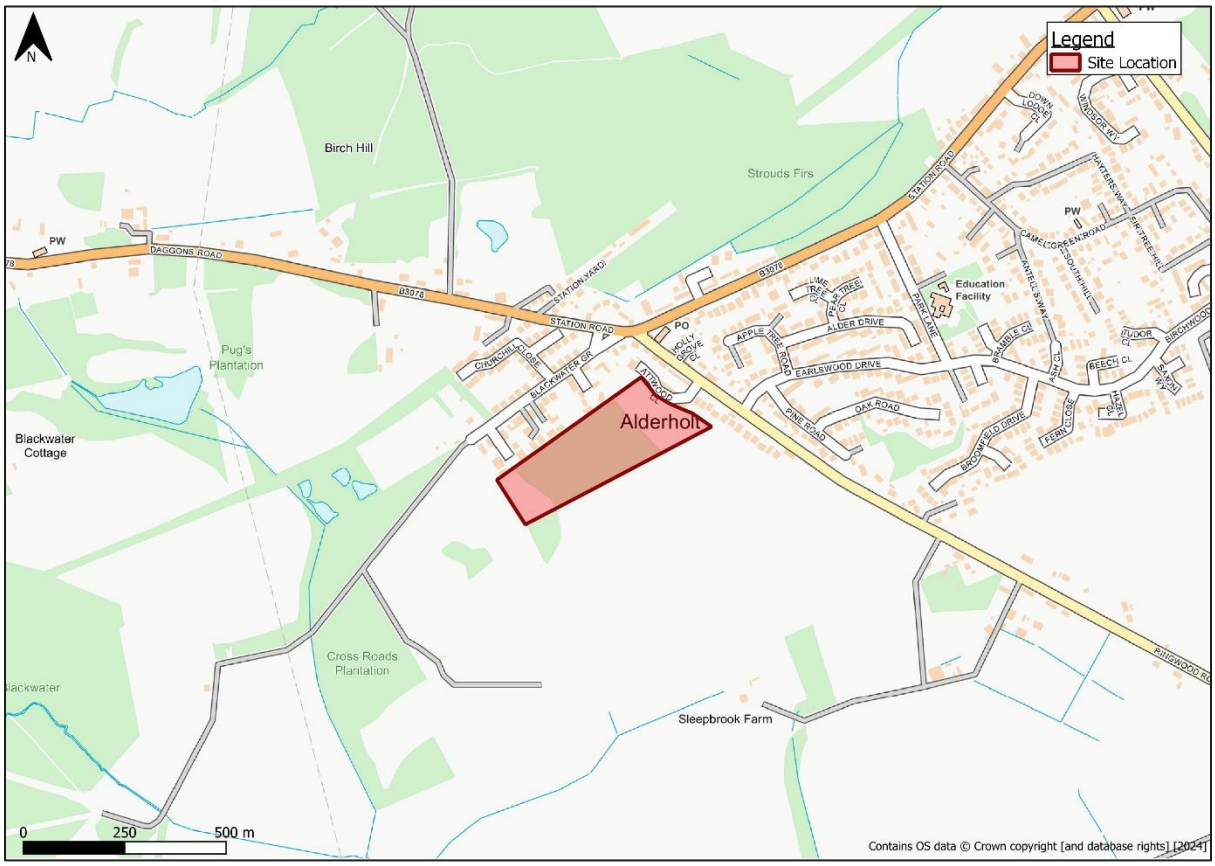
Site Location

3.2 The site is situated on the edge of the Rural Service Centre settlement of Alderholt, which lies approximately 3.6km south west of Fordingbridge, and 4.3km north east of Verwood. The site adjoins an established residential development, which wraps around the north, east and western boundaries of the site. To the southern boundary of the site lies agricultural fields and a solar array. The site, in its existing form, is disused agricultural land, comprising approximately 3.7ha. The site lies close to the village core.

3.3 The site is accessed via an established vehicular entrance from Blackwater Close along its north-western edge. There is also a separate pedestrian entrance into the land from Ringwood Road at the north east corner of the site.

3.4 The site location is shown in **Figure 3.1**.

Figure 3.1: Site Location



Local Highway Network

Blackwater Close

3.5 Blackwater Close would provide the primary access point for the proposed development site and connects the site with Blackwater Grove approximately 80m to the north. It is currently a no-through road that provides access to 8 existing dwellings. There is an existing field gate providing access to the site at the southern end of Blackwater Close. The existing road is constructed to modern standards and has an approximate width of 5.5m with 2m footways on each side. To its southern extent, the road takes the form of a private drive with a shared-surface, where pedestrians / cyclists share the road with vehicles on a conciliatory level. There are 2m verges to either side of the private drive, allowing the potential for continuous pedestrian footways to be provided to the site boundary.

Blackwater Grove

3.6 Blackwater Grove is an established two-way residential cul-de-sac situated to the north of the proposed site. It provides the sole, primary access road for the residential development adjacent to the site. Blackwater Grove is constructed to modern standards - there are footways on both sides of the carriageway, with dropped kerbs at crossing points, and street lighting is present. The road is subject to a 30mph speed limit.

3.7 To the east, Blackwater Grove connects to the B3078 via a simple priority junction. The B3078 is subject to a 30mph speed limit in the vicinity of this junction. The junction provides levels of visibility exceeding 43m which is the requirement set out within Manual for Streets roads with vehicle speeds of 30mph.

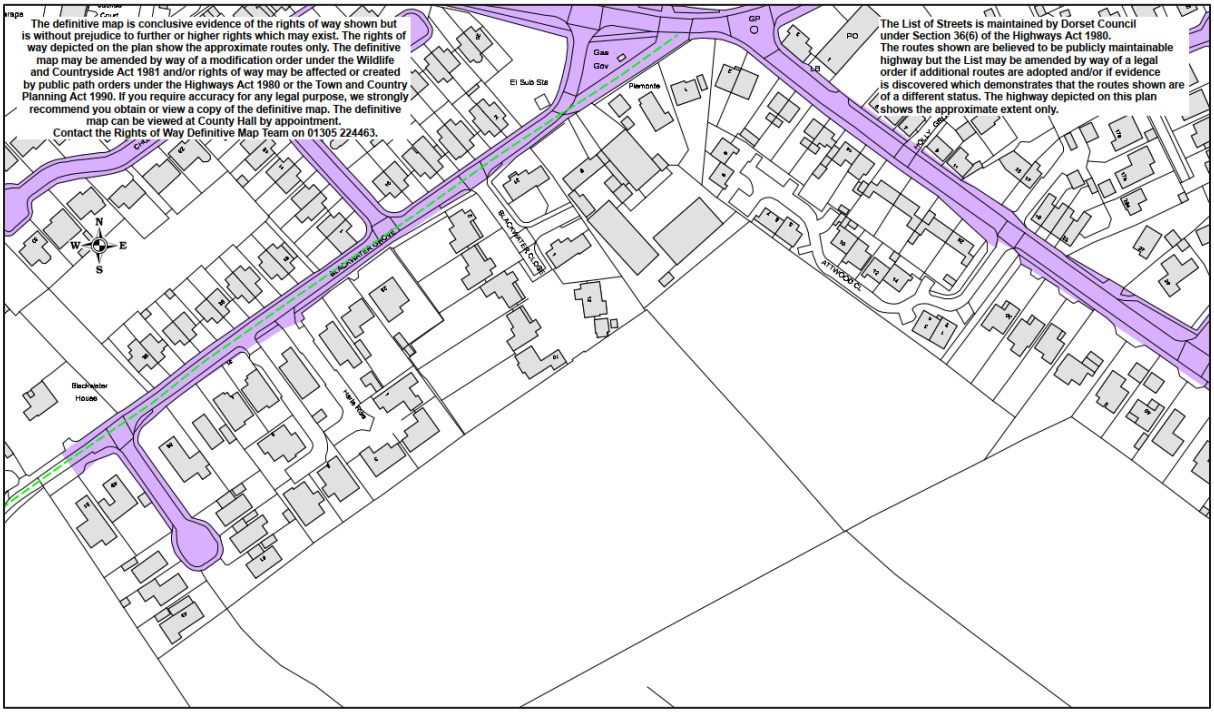
B3078

3.8 The B3078 routes in a south west to north east alignment, connecting Cranborne with Fordingbridge via Alderholt. The road is subject to a 30mph speed limit in the vicinity of Blackwater Grove before becoming 40mph approximately 200m to the west of the Blackwater Grove / B3078 junction. There are footways routing eastbound along both sides of the carriageway, which terminate to the west where the speed limit changes to 40mph.

Extent of Public Highway

3.9 A plan showing the extent of Highways Maintainable at Public Expense (HMPE) Plan was obtained from Dorset Council and is shown below in **Figure 3.2.**

Figure 3.2: Highways Maintainable at Public Expense (HMPE)



3.10 It is shown in **Figure 3.2** that Blackwater Grove is HMPE, while Blackwater Close is shown to be unadopted highway.

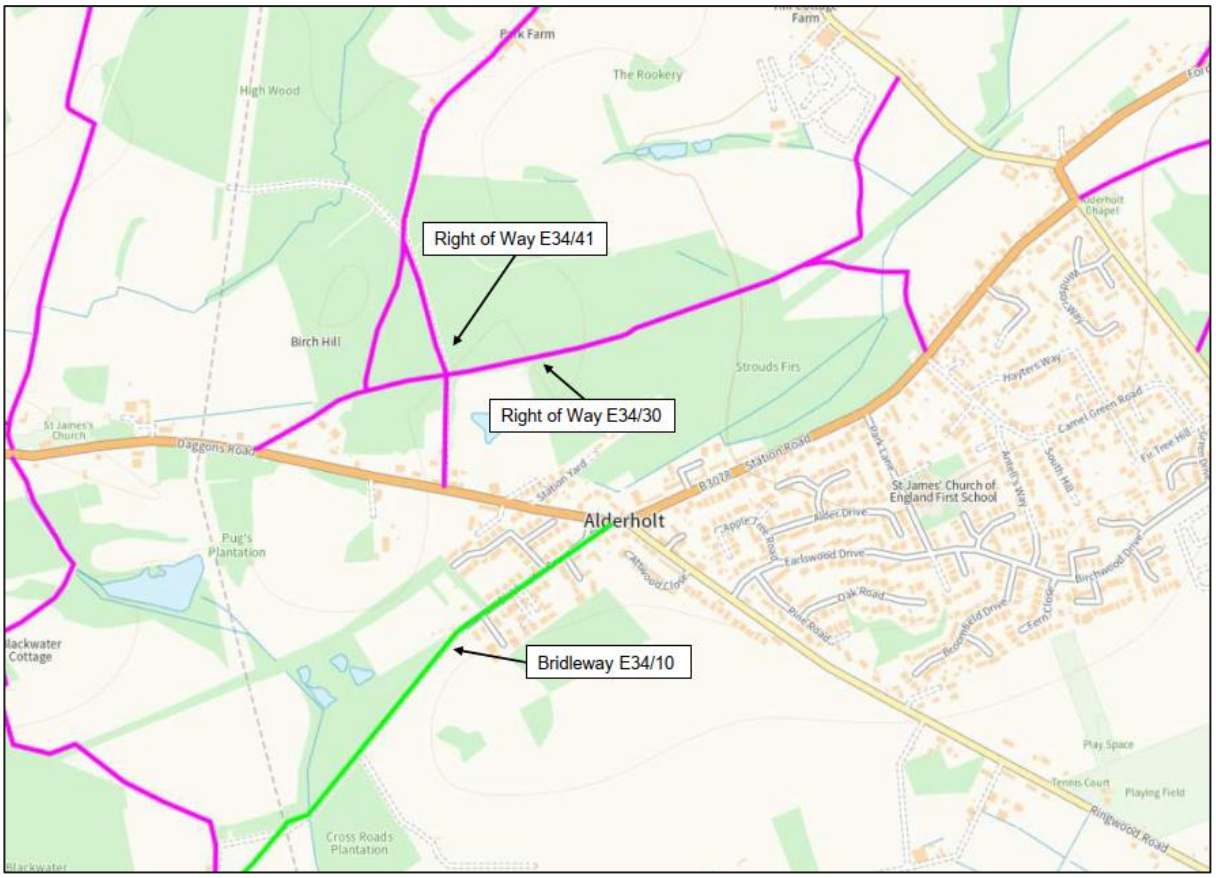
Accessibility by Foot and Cycle

3.11 Alderholt is considered to be a sustainable settlement that is capable of accommodating housing development as stipulated in the Neighbourhood Plan. The site is well located for accessing the centre of Alderholt, via established pedestrian infrastructure along the local highway network. There are footways with widths of approximately 2m along both sides of Blackwater Close and Blackwater Grove which lead to the B3078 and the main part of the village.

3.12 The B3078 serves as the main pedestrian route into Alderholt. There are continuous footways along both sides of the B3078 routing eastbound, with dropped kerbs at crossing points and street lighting. This provides pedestrian connectivity between the proposed site and the surrounding areas, including the centre of Alderholt, where there are some local services available a short walking distance, including a local shop, a pub, a primary school, and a recreation ground.

3.13 In addition, there are a number of Public Right of Way (PRoW) routes in close proximity to the site. The PRoWs within the vicinity of Alderholt are shown in **Figure 3.3**.

Figure 3.3: Public Right of Way Routes



3.14 As shown in **Figure 3.3**, to the west of the site lies Bridleway E34/10 which routes between the western end of Blackwater Grove providing a direct route between Alderholt and Verwood for pedestrians and cyclists to utilise.

3.15 There is no dedicated cycling infrastructure present within the vicinity of Alderholt, and any cycling therefore takes place on the carriageway. Ringwood Road, Hillbury Road and Station Road (B3078) are classified as C, D and B roads respectively, which means they may be suitable for on road cycling.

3.16 The Consultation Draft Dorset Local Plan (2021) presents the potential to develop the railway line between Salisbury and Poole as trailway for pedestrians, cyclists and horse riders. This would provide an active travel route between Alderholt and Fordingbridge.

Local Facilities

3.17 Further to the above review of transport options, consideration has been given to the proximity of the site to key local services. It is acknowledged within existing policy that Alderholt is considered a sustainable settlement capable of accommodating housing growth.

3.18 The site benefits from being within 250m of a Co-op supermarket, which equates to a 3-minute walk and also within 240m or a 3-minute walk of Alderholt Village Hall. where community events are regularly held.

3.19 Furthermore, St. James' Church of England First School and Nursery is situated approximately 850m east of the site, equating to a 10-minute walk or a 3-minute cycle ride. The school can be accessed via continuous lit footways along the B3078 Station Road.

3.20 Approximately 450m north west of the site, or a 4-minute walk from the site, is the Churchill Arms, a pub and restaurant, and Alderholt Recreation Ground and associated Sports and Social Club is situated approximately 1.2km south east of the site, equating to a 14-minute walk along Ringwood Road.

3.21 The accessibility review has demonstrated that the site is situated in a sustainable location, with access to a number of facilities including a food shop, a first school and nursery, a village hall and a recreation ground, all within a comfortable walking distance from the site.

Public Transport

Bus

3.22 A PlusBus shuttle service operates weekly on Wednesdays from Alderholt to Fordingbridge, offering up to 8 return journeys. This service requires pre-registration and is available to PlusBus members, with a single fare of £2 for adults and £1 for children. Additionally, PlusBus will run to Salisbury on Tuesdays, Ringwood & Verwood on Wednesdays, Blandford on Thursdays, and Wimborne on Fridays, with registration and booking needed.

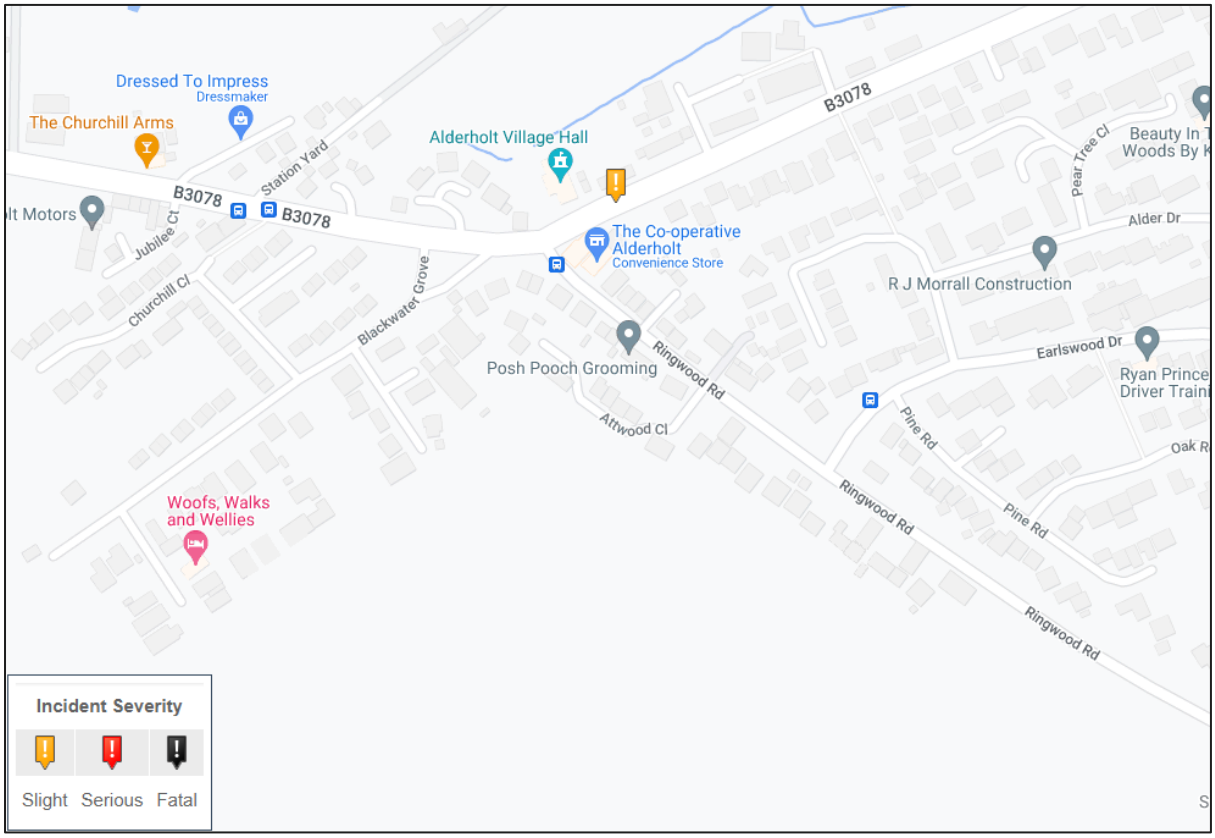
Personal Injury Collision Data

3.23 It is recommended in the NPPG, ID42-015 that:

"an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area."

3.24 Personal Injury Collision Data (PIC) has been obtained from Crashmap.com, an online database for highway collisions, for the three-year period between 2020-2022. The study area shows no evidence of being a high collision area, therefore, three years have been reviewed in accordance with the NPPG. The study area includes the highway network within the vicinity of the site and is shown in **Figure 3.4**.

Figure 3.4: PIC Map 2020-2022 (source: Crashmap)



3.25 As shown in **Figure 3.4**, there is no record of any highway collisions having occurred in the immediate vicinity of the site access on Blackwater Close, on Blackwater Grove, or at the junction of Blackwater Grove with Station Road. In the surrounding area, one collision classified as slight has been recorded in 2022 on the B3078 to the east of Ringwood Road. One vehicle was involved in the collision and there were no vulnerable road users involved.

3.26 .A review of the collision data demonstrates that there are no identifiable clusters or patterns associated with the recorded collisions in the vicinity of the site and on this basis it is concluded that there are no existing road safety concerns with the existing highway layout or geometry that development at the site would exacerbate, nor is there a recorded highway safety concern with the existing operations.

Summary

3.27 This section demonstrates that the site is well placed to provide an additional quantum of development, as it forms a natural extension to the existing developed area of west Alderholt.

3.28 The site is situated in a sustainable location, with good access to a number of local facilities.

3.29 The highway network adjacent to the site is noted to be of a suitable standard, where traffic flows are considered to be low while a review of the Personal Injury Collision data for the previous three-year period has demonstrated that there are no existing road safety concerns within the vicinity of the site.

4.0 Development Proposals

Overview

4.1 The following section describes the proposed development and assesses the ability of the local highway network to accommodate additional dwellings at the site.

4.2 As stated in **Section 1**, the site has been allocated within the Alderholt Neighbourhood Plan for a quantum of 15 to 20 dwellings. This TS assesses the impact of an uplift to 50 dwellings to be constructed on the land south of Blackwater Grove.

4.3 An indicative site layout is attached at **Appendix A**.

Access

4.4 The existing access into the site is through an adopted section of highway at Blackwater Grove and thereafter through Blackwater Close. Blackwater Close is not adopted highway however the existing road and connection with the proposed site is within the control of the land promoter. The existing access is currently gated. Land is available to allow an extension of the existing road from the end of Blackwater Close to facilitate improved access into the site. This will be delivered to the satisfaction of the Local Highway's Authority and in accordance with the governmental guidance set out within the Manual for Streets (MfS).

4.5 The ANP (paragraph 4.3.20) confirms that the access via Blackwater Close is capable of being upgraded to an adoptable standard as land is available to provide a carriageway width consistent with the existing carriageway width on Blackwater Close.

4.6 While the site is currently allocated for *'about 15-20 dwellings'* the ANP notes that Dorset Council have confirmed that options for vehicle and pedestrian access are appropriate while the access *'may be able to accommodate additional development (although this would need to be assessed)'*.

4.7 A land ownership plan is shown in **Figure 4.1** which indicates that Blackwater Close and the pedestrian connection to Ringwood Road are within the control of the landowner.

Figure 4.1: Land Ownership Plan

4.8 An indicative access drawing is shown at **Drawing 422.065054.00000-PD02**. This demonstrates that a continuation of the existing Blackwater Close could be provided to form the main vehicular access to the proposed development within land owned by the Applicant. The drawing shows a 5.5m carriageway, consistent with the existing width of Blackwater Close, extending into the site with 2m footways on each side. It is considered that this would provide a suitable access for up to 50 dwellings at the site.

4.9 As noted above, Manual for Streets Figure 7.1 notes that a 5.5m carriageway plus 2m footway on each side, and/or 1.0m margin on one side, would generally be considered suitable to form an access capable of accommodating general traffic including service vehicles. In terms of the number of dwellings which can be served from a single vehicular access there is no specific guidance in relation to this as noted above however it is considered that a development of up to 50 dwellings could be satisfactorily accommodated from such an access.

4.10 In addition, it is proposed that a pedestrian route to the east connecting the site with Ringwood Road will be provided.

5.0 Trip Generation and Traffic Impact

5.1 This section describes the trip generation and traffic impacts associated with the proposed development.

5.2 Traffic generation figures are provided for the provision of up to 50 residential dwellings and this is compared with the existing allocation of 15-20 dwellings,

Total Vehicle Trips

5.3 Vehicle trip rates have been sourced from the TRICS database which is the industry standard system of trip generation analysis, which includes a large database of transport surveys covering a wide variety of development types.

5.4 Vehicular trip rates have been sourced from TRICS as follows:

- **Land Use:** Residential;
- **Category:** Houses Privately Owned;
- **Regions:** England (excl. Greater London);
- **Survey Days:** Weekdays; and
- **Locations:**

5.5 The resultant residential trip rates are shown at **Table 5.1**, and the full TRICS output attached at **Appendix B**.

Table 5.1: Residential Trip Rate (vehicles per dwelling)

Time Period	Trip Rate		
	Arrivals	Departures	Two-Way
08:00-09:00	0.143	0.389	0.532
17:00-18:00	0.357	0.18	0.537

5.6 The trip rates shown in **Table 5.1** have been applied to the quantum of 20 dwellings as allocated in the ANP, and the resultant trip generation is shown in **Table 5.2**.

Table 5.2: Residential Trip Generation (20 Dwellings)

Time Period	Trip Generation (50 dwellings)		
	Arrivals	Departures	Two-Way
08:00-09:00	3	8	11
17:00-18:00	7	4	11

5.7 As shown in **Table 5.2**, the allocated quantum of residential units as currently allocated within the ANP would generate 11 two-way vehicle trips in the AM and PM peak hours.

5.8 By way of comparison the trip rate has also been applied to a quantum of 50 dwellings at the site. The resultant trip generation is shown in **Table 5.3**.

Table 5.3: Residential Trip Generation (50 dwellings)

Time Period	Trip Generation (50 dwellings)		
	Arrivals	Departures	Two-Way
08:00-09:00	7	19	27
17:00-18:00	18	9	27

5.9 The trip generation shown in **Table 5.3** demonstrates that the proposals would result in 27 two-way vehicle trips during the AM (08:00-09:00) and PM peak (17:00-18:00). This equates to 1 vehicle on the highway network every 2 minutes.

5.10 The net uplift in vehicle trips resulting from an increase from 20 to 50 dwellings is shown in **Table 5.4**.

Table 5.4: Net Change in Trips from 20 Dwellings to 50 Dwellings

Time Period	Net Change in Vehicle Trips		
	Arrivals	Departures	Two-Way
08:00-09:00	+4	+12	+16
17:00-18:00	+11	+5	+16

5.11 As shown in **Table 5.4**, the increase to 50 dwellings would result in an additional 16 two-way vehicle trips in the AM and PM peak. This equates to one additional vehicle added to the road network every 4 minutes during the peak hour periods.

Traffic Impact Assessment

5.12 The traffic generation associated with the 50 new dwellings is indicated in **Table 5.3**, while the net impact of increasing the from the current allocation of around 20 dwellings to 50 dwellings is indicated in **Table 5.4**.

5.13 This level of trips indicated is considered to be low and would be unlikely to generate additional highway capacity or specific safety concerns on Blackwater Close, Blackwater Grove or on the wider highway network.

5.14 It is also the case that the (now superseded) DfT ‘Guidance on Transport Assessment’ (2004) states that the typical threshold requiring a Transport Statement or Transport Assessment is 30 two-way trips. As demonstrated in **Table 5.3**, the 27 two-way trips across the peak hour periods falls below this threshold suggesting that the preparation of such documents, and thus and capacity testing of junctions, would not be required. On this basis the proposals would not generate levels of traffic which would justify capacity testing at a junction and would not generate a significant increase in traffic which would result in a severe impact upon the highway network. As such the proposals would be in accordance with paragraph 115 of the NPPF.

5.15 The additional net increase of 16 two-way vehicle trips resulting from an increase from 20 to 50 dwellings at the site has been assessed in terms of proportional impact on the existing highway network. Existing traffic flow data along the B3078 Station Road has been extracted from two residential planning applications in the Alderholt area. The applications are detailed

in **Table 5.5** with their respective AM and PM peak hour flows. An average has been taken from each of the peak hour periods to serve as a base for the development traffic.

Table 5.5: Existing Traffic Surveys

Application Ref.	Description	Date	Two-Way Flows	
			AM Peak	PM Peak
P/OUT/2023/01166	Land to the South of Ringwood Road	2021	418	311
3/16/1446/OUT	Land North of Ringwood Road	2016	518	575
Average			468	443

5.16 The proportional impact of the additional traffic is shown at **Table 5.6**, on the basis that 75% of the 16 additional two-way trips in the peak hour periods (**Table 5.4**), equating to 12 two-way trips will route towards Alderholt and 25%, equating to 4 two-way trips will route to/from a westerly direction along the B3078.

Table 5.6: Proportional Development Impact on the B3078

Time Period	Impact on the B3078	
	East of Blackwater Grove	West of Blackwater Grove
08:00-09:00	3%	1%
17:00-18:00	3%	1%

5.17 As shown in **Table 5.6**, the proportional impact of additional development traffic routing along the B3078 is not considered to be significant with a 3% increase on B3078 east of Blackwater Grove and a 1% increase west of Blackwater Grove

5.18 On this basis, the additional 16 two-way trips in the AM and PM peak would have a minimal impact on existing traffic flows along the B3078, and therefore accords with paragraph and 115 of the NPPF.

5.19 On this basis of the above analysis it is considered that increasing the existing allocation Site LA/ALDE/009 to 50 dwellings would be in accordance with existing policy and would not result in an adverse impact on the highway network.

6.0 Conclusion

6.1 SLR has been commissioned by Commercial Freeholds Ltd to provide a Transport Statement setting out the impact of residential development on land to the south of Blackwater Grove, Alderholt.

6.2 The site has been allocated within the draft Alderholt Neighbourhood Plan for the construction of 15-20 new dwellings, however this report considers the highways and transportation impacts of providing a development of up to 50 dwellings at the site.

6.3 The Transport Statement has demonstrated that the site is situated in a sustainable location, with access to a number of facilities including a food shop, a first school and nursery, a village hall and a recreation ground, all within a comfortable walking distance from the site.

6.4 There is an extensive network of Public Right of Way routes within close proximity to the site, providing off-road routes to surrounding villages including Fordingbridge. The potential to convert the old railway tracks would provide an exceptional segregated leisure route.

6.5 A review of the Personal Injury Collision data has demonstrated that the highway network within the vicinity of the site is not subject to a high collision record, following an analysis of the most recent 3-years.

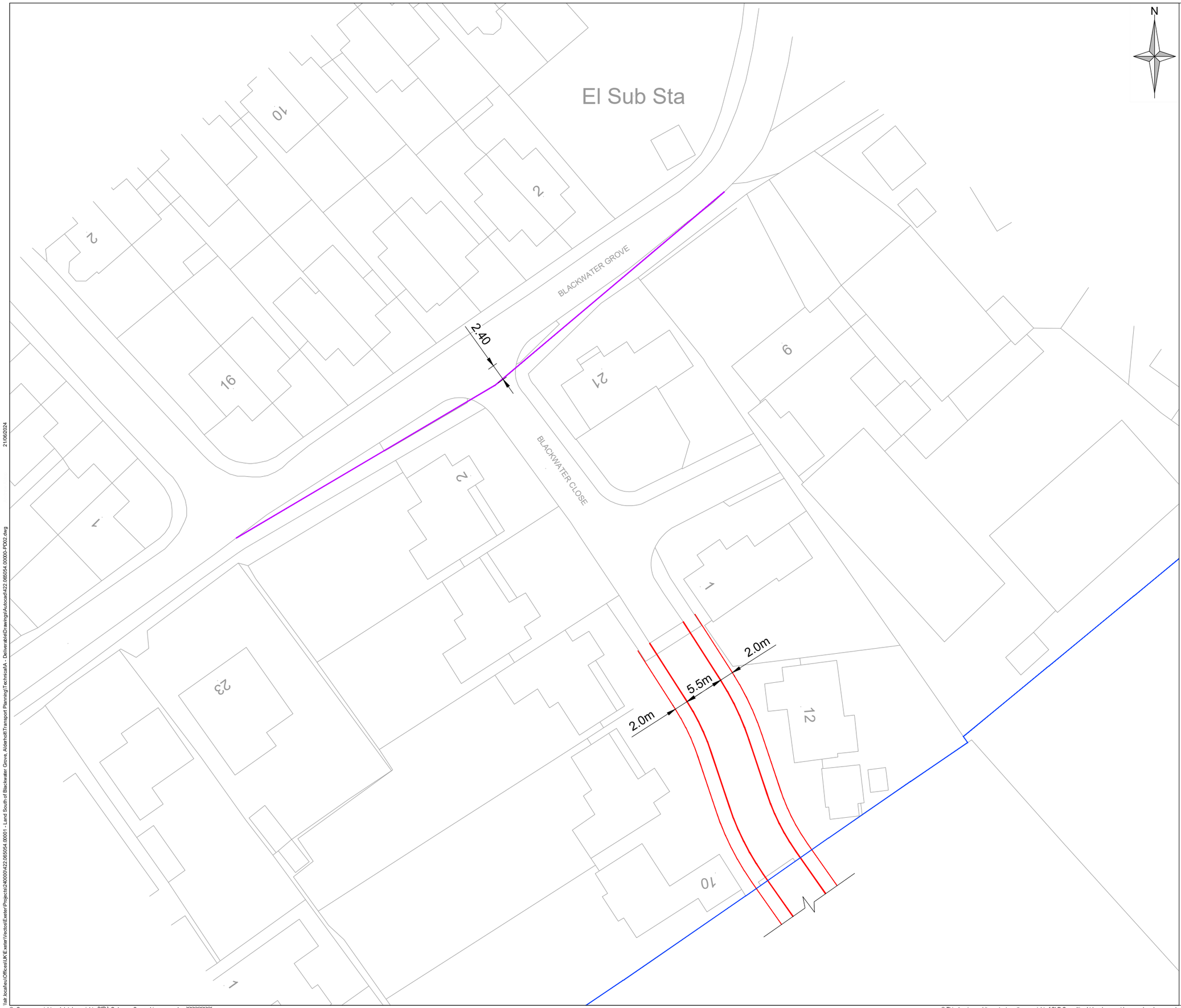
6.6 The proposed development will provide a permeable network of pedestrian and cycle connections to the surrounding highway network, providing safe and suitable access for users of the development in accordance with paragraph 114b of the NPPF.

6.7 The calculated trip generation for the proposed development would result in a non-material increase in vehicle movements during the AM and PM peak for a quantum of 50 dwellings in comparison to 15-20 dwellings.

6.8 It has been demonstrated that the widths of the proposed site access are sufficient for accommodating a larger quantum of dwellings that stated in the ANP site allocation.

6.9 Therefore, it is concluded that the development proposals will provide sustainable development and accord with the relevant local planning policies. In relation to the NPPF, it has been demonstrated that safe and suitable access can be achieved and that an uplift in the number of dwellings at the site from that indicated in the ANP will not have a significant impact on the surrounding highway network.

Drawings



Notes:

1. This is not a construction drawing and is intended for information purposes only.
2. Details subject to full topographical survey.
3. All dimensions are in meters unless otherwise shown.

Key:

- Existing features / OS mapping
- Site boundary
- Proposed kerbline
- 2.4m x 43m visibility splay based on Manual for Streets design guidance based on 30 MPH

Rev	Amendments	Date	By	Chk	Auth
-	-	-	-	-	-

SLR

www.slrconsulting.com

Drawing Status & Suitability Code

Client
Commercial Freeholds Ltd

Project
Land South of Blackwater Grove

Drawing Title
Proposed Carriageway Extension and Visibility Splay

Scale	SLR Project No.
1:500 @ A3	

Designed	Drawn	Checked	Authorised
	AA	BC	
Date	Date	Date	Date
	13.06.24	13.06.24	

Drawing Number
422.065054.00000-PD02

Rev.
-

21/06/2024

\\slr.local\eu\Offices\UK\Exeter\Projects\422\065054.00001 - Land South of Blackwater Grove, Aldershot\Transport Planning\Technical\A - Deliverable\Drawings\Autocad\422.065054.00000-PD02.dwg

Appendix A Indicative Site Layout

General Notes

Base information also provided by ProMap Detail OS, Licence number 100022432

All dimensions are to be confirmed on site. All drawings are subject to Planning and Building Control consent.

The details are shown for design intent purposes only and are subject to further development. Layouts shown are indicative and for comment only and are subject to change.

Do not scale off drawings

ACCOMMODATION SCHEDULE

Med density housing

TOTAL: Approx. 40 units

SANG Area: Approx. 1.5 ha
POS Area: Approx 0.5 ha

0 10 20 30

Scale 1:1000

18.06.24

Rev.	Date	Details	Drawn	Checked

Issued for:

INFORMATION

Project/Client:
Land at Blackwater Grove
Feasibility

Project No:
18002

Dwg No:
SK001

Rev:
-

Drawing:
Initial Layout Proposal

Scale:
1:1000 @A3

Drawn By: SL Date: 18.06.24

Checked By: DH Date: 18.06.24

BrightSPACE architects

27 Glasshouse Studios, Fryern Court Road, Fordingbridge
Hampshire, SP6 1QX T: [redacted]

Appendix B Full TRICS Output

SLR Consulting Victory House Exeter Licence No: 529508

Calculation Reference: AUDIT-529508-240522-0500

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 days
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	8 days
	EX	ESSEX	2 days
	HC	HAMPSHIRE	11 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	7 days
	MW	MEDWAY	1 days
	ON	LUTON	2 days
	SC	SURREY	5 days
	SP	SOUTHAMPTON	1 days
	TK	THURROCK	1 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	9 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	CW	CORNWALL	2 days
	DC	DORSET	3 days
	DV	DEVON	2 days
	SD	SWINDON	1 days
	SM	SOMERSET	1 days
	TB	TORBAY	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	21 days
	PB	PETERBOROUGH	2 days
	SF	SUFFOLK	7 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	3 days
	NT	NOTTINGHAMSHIRE	2 days
06	WEST MIDLANDS		
	OT	STOKE ON TRENT	1 days
	SH	SHROPSHIRE	3 days
	ST	STAFFORDSHIRE	3 days
	TE	TELFORD & WREKIN	1 days
	WK	WARWICKSHIRE	3 days
	WM	WEST MIDLANDS	4 days
	WO	WORCESTERSHIRE	6 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	7 days
	YO	YORK	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	2 days
	BB	BLACKBURN WITH DARWEN	1 days
	EC	CHESHIRE EAST	4 days
	GM	GREATER MANCHESTER	3 days
	LC	LANCASHIRE	2 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	CU	CUMBERLAND	2 days
	DH	DURHAM	2 days
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	6 to 1146 (units:)
Range Selected by User:	6 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 14/11/23

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	24 days
Tuesday	43 days
Wednesday	36 days
Thursday	30 days
Friday	20 days

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

Selected survey types:

Manual count	146 days
Directional ATC Count	7 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)	46
Edge of Town	107

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	133
Village	1
Out of Town	5
No Sub Category	14

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	27 days - Selected
Servicing vehicles Excluded	182 days - Selected

Secondary Filtering selection:

Use Class:

C3	153 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	13 days
5,001 to 10,000	35 days
10,001 to 15,000	45 days
15,001 to 20,000	28 days
20,001 to 25,000	18 days
25,001 to 50,000	14 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	14 days
25,001 to 50,000	16 days
50,001 to 75,000	16 days
75,001 to 100,000	27 days
100,001 to 125,000	11 days
125,001 to 250,000	49 days
250,001 to 500,000	17 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	48 days
1.1 to 1.5	99 days
1.6 to 2.0	5 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:

Not Known	9 days
Yes	54 days
No	90 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	152 days
2 Poor	1 days

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

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-02 DETACHED CHESHIRE WEST & CHESTER
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

2 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

3 BB-03-A-03 DETACHED/SEMI D. BLACKBURN WITH DARWEN
REVIDGE ROAD
BLACKBURN
FOUR LANE ENDS
Edge of Town
Residential Zone
Total No of Dwellings: 185
Survey date: THURSDAY *10/06/04* *Survey Type: MANUAL*

4 BC-03-A-02 BUNGALOWS BOURNEMOUTH CHRISTCHURCH & POOLE
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

5 BO-03-A-01 DETACHED HOUSES BEDFORD
CARNOUSTIE DRIVE
BEDFORD
GREAT DENHAM
Edge of Town
Residential Zone
Total No of Dwellings: 30
Survey date: THURSDAY *15/10/20* *Survey Type: MANUAL*

6 CA-03-A-01 SEMI D./TERRACED CAMBRIDGESHIRE
FALLOWFIELD
CAMBRIDGE
CHESTERTON
Edge of Town
Residential Zone
Total No of Dwellings: 124
Survey date: TUESDAY *06/02/01* *Survey Type: MANUAL*

7 CT-03-A-03 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *27/06/23* *Survey Type: MANUAL*

8 CU-03-A-02 SEMI DETACHED CUMBERLAND
HAWKSHEAD AVENUE
WORKINGTON

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *20/11/08* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	CU-03-A-03 MOORCLOSE ROAD WORKINGTON SALTERBACK	SEMI DETACHED		CUMBERLAND
	Edge of Town No Sub Category			
	Total No of Dwellings:		82	
	Survey date: FRIDAY		*24/04/09*	*Survey Type: MANUAL*
10	CW-03-A-01 ALVERTON ROAD PENZANCE	TERRACED		CORNWALL
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		13	
	Survey date: THURSDAY		*30/06/05*	*Survey Type: MANUAL*
11	CW-03-A-02 BOSVEAN GARDENS TRURO	SEMI D./DETATCHED		CORNWALL
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		73	
	Survey date: TUESDAY		*18/09/07*	*Survey Type: MANUAL*
12	DC-03-A-01 ISAACS CLOSE POOLE	DETACHED		DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		51	
	Survey date: WEDNESDAY		*16/07/08*	*Survey Type: MANUAL*
13	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category			
	Total No of Dwellings:		50	
	Survey date: FRIDAY		*19/11/21*	*Survey Type: MANUAL*
14	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone			
	Total No of Dwellings:		26	
	Survey date: WEDNESDAY		*09/11/22*	*Survey Type: MANUAL*
15	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		50	
	Survey date: TUESDAY		*28/03/17*	*Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

17 DR-03-A-01 SEMI DETACHED HOUSES DONCASTER
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

20 DY-03-A-01 MIXED HOUSES DERBY
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

21 EC-03-A-01 HOUSES/FLATS CHESHIRE EAST
SYDNEY ROAD
CREWE

Edge of Town
Residential Zone
Total No of Dwellings: 174
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

22 EC-03-A-04 DETACHED CHESHIRE EAST
SYDNEY ROAD
CREWE
SYDNEY
Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 EC-03-A-05 SEMI-DET./BUNGALOWS CHESHIRE EAST
CREWE ROAD
CREWE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 129
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

24 EC-03-A-06 TERRACED HOUSES CHESHIRE EAST
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

25 ES-03-A-01 MIXED HOUSES/FLATS EAST SUSSEX
OLD MALLING WAY
LEWES
SOUTH MALLING
Edge of Town
Residential Zone
Total No of Dwellings: 491
Survey date: THURSDAY *29/03/01* *Survey Type: MANUAL*

26 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD
PEACEHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

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

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

28 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

29 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

30 ES-03-A-08 MIXED HOUSES & FLATS EAST SUSSEX
WRESTWOOD ROAD
BEXHILL

Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: WEDNESDAY *12/10/22* *Survey Type: MANUAL*

31 ES-03-A-09 DETACHED & SEMI-DETACHED EAST SUSSEX
THE FAIRWAY
NEWHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *13/03/23* *Survey Type: MANUAL*

32 ES-03-A-10 MIXED HOUSES & FLATS EAST SUSSEX
WATERGATE
BEXHILL-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 139
Survey date: THURSDAY *28/09/23* *Survey Type: MANUAL*

33 EX-03-A-02 DETACHED & SEMI-DETACHED ESSEX
MANOR ROAD
CHIGWELL
GRANGE HILL
Edge of Town
Residential Zone
Total No of Dwellings: 97
Survey date: MONDAY *27/11/17* *Survey Type: MANUAL*

34 EX-03-A-03 MIXED HOUSES ESSEX
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

35 GM-03-A-07 SEMI DETACHED GREATER MANCHESTER
MILFORD DRIVE
MANCHESTER
LEVENSHULME
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 138
Survey date: FRIDAY *09/11/01* *Survey Type: MANUAL*

36 GM-03-A-08 SEMI DETACHED GREATER MANCHESTER
ELM TREE ROAD
STOCKPORT
LOWER BREDBURY
Edge of Town
Residential Zone
Total No of Dwellings: 247
Survey date: FRIDAY *12/10/01* *Survey Type: MANUAL*

37 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
MANCHESTER
PRESTWICH
Edge of Town
Residential Zone
Total No of Dwellings: 29
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

38 HC-03-A-16 HOUSES & FLATS HAMPSHIRE
RIDGEWAY/MEADOW WAY
WINCHESTER
BADGER FARM
Edge of Town
Residential Zone
Total No of Dwellings: 1040
Survey date: FRIDAY *08/12/00* *Survey Type: DIRECTIONAL ATC COUNT*

39 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

40 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

41 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

42 HC-03-A-26 MIXED HOUSES & FLATS HAMPSHIRE
BOTLEY ROAD
WHITELEY

Edge of Town
Out of Town
Total No of Dwellings: 270
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

43 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

44 HC-03-A-28 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *08/11/21* *Survey Type: MANUAL*

45 HC-03-A-31 MIXED HOUSES & FLATS HAMPSHIRE
KILN ROAD
LIPHOOK

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: FRIDAY *07/10/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

46 HC-03-A-33 MIXED HOUSES & FLATS HAMPSHIRE
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: TUESDAY *04/07/23* *Survey Type: MANUAL*

47 HC-03-A-34 MIXED HOUSES & FLATS HAMPSHIRE
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: TUESDAY *14/11/23* *Survey Type: MANUAL*

48 HC-03-A-36 MIXED HOUSES & FLATS HAMPSHIRE
HAVANT ROAD
EMSWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 145
Survey date: TUESDAY *12/09/23* *Survey Type: MANUAL*

49 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

50 HF-03-A-05 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: MONDAY *05/06/23* *Survey Type: MANUAL*

51 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

52 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

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

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

55 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

56 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

57 KC-03-A-11 MIXED HOUSES & FLATS KENT
COLDHARBOUR ROAD
GRAVESEND

Edge of Town
No Sub Category
Total No of Dwellings: 375
Survey date: MONDAY *20/03/23* *Survey Type: MANUAL*

58 LC-03-A-22 BUNGALOWS LANCASHIRE
CLIFTON DRIVE NORTH
BLACKPOOL

Edge of Town
Residential Zone
Total No of Dwellings: 98
Survey date: TUESDAY *18/10/05* *Survey Type: MANUAL*

59 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

60 LE-03-A-01 DETACHED LEICESTERSHIRE
REDWOOD AVENUE
MELTON MOWBRAY

Edge of Town
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY *03/05/05* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

61 LN-03-A-01 MIXED HOUSES LINCOLNSHIRE
BRANT ROAD
LINCOLN
BRACEBRIDGE
Edge of Town
Residential Zone
Total No of Dwellings: 150
Survey date: TUESDAY *15/05/07* *Survey Type: MANUAL*

62 LN-03-A-02 MIXED HOUSES LINCOLNSHIRE
HYKEHAM ROAD
LINCOLN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 186
Survey date: MONDAY *14/05/07* *Survey Type: MANUAL*

63 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

64 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

65 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY *06/06/22* *Survey Type: MANUAL*

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

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

67 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

69 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY 16/09/15 Survey Type: MANUAL

70 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY 12/09/18 Survey Type: DIRECTIONAL ATC COUNT

71 NF-03-A-16 MIXED HOUSES & FLATS NORFOLK
NORWICH COMMON
WYMONDHAM

Edge of Town
Residential Zone
Total No of Dwellings: 138
Survey date: TUESDAY 20/10/15 Survey Type: DIRECTIONAL ATC COUNT

72 NF-03-A-22 MIXED HOUSES & FLATS NORFOLK
ROUND HOUSE WAY
NORWICH
CRINGLEFORD
Edge of Town
Residential Zone
Total No of Dwellings: 984
Survey date: TUESDAY 13/10/20 Survey Type: DIRECTIONAL ATC COUNT

73 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY 22/09/21 Survey Type: MANUAL

74 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

75 NF-03-A-28 MIXED HOUSES & FLATS NORFOLK
ATLANTIC AVENUE
NORWICH
SPROWSTON
Edge of Town
Residential Zone
Total No of Dwellings: 1146
Survey date: THURSDAY 22/09/22 Survey Type: MANUAL

76 NF-03-A-31 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 321
Survey date: THURSDAY 22/09/22 Survey Type: DIRECTIONAL ATC COUNT

77 NF-03-A-32 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 164
Survey date: WEDNESDAY 21/09/22 Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

78 NF-03-A-33 MIXED HOUSES NORFOLK
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

79 NF-03-A-34 MIXED HOUSES NORFOLK
NORWICH ROAD
SWAFFHAM

Edge of Town
Out of Town
Total No of Dwellings: 80
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

80 NF-03-A-35 MIXED HOUSES & FLATS NORFOLK
REPTON AVENUE
NORWICH

Edge of Town
Residential Zone
Total No of Dwellings: 116
Survey date: WEDNESDAY *28/09/22* *Survey Type: MANUAL*

81 NF-03-A-36 MIXED HOUSES NORFOLK
LONDON ROAD
WYMONDHAM

Edge of Town
No Sub Category
Total No of Dwellings: 75
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

82 NF-03-A-37 MIXED HOUSES NORFOLK
GREENFIELDS ROAD
DEREHAM

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

83 NF-03-A-38 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 537
Survey date: TUESDAY *20/09/22* *Survey Type: MANUAL*

84 NF-03-A-39 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

85 NF-03-A-47 MIXED HOUSES & FLATS NORFOLK
BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
Survey date: WEDNESDAY *21/09/22* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

86 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

87 NF-03-A-52 MIXED HOUSES NORFOLK
LYNNSPORT WAY
KING'S LYNN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 130
Survey date: TUESDAY *07/11/23* *Survey Type: MANUAL*

88 NT-03-A-03 SEMI DETACHED NOTTINGHAMSHIRE
B6018 SUTTON ROAD
KIRKBY-IN-ASHFIELD

Edge of Town
Residential Zone
Total No of Dwellings: 166
Survey date: WEDNESDAY *28/06/06* *Survey Type: MANUAL*

89 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 115
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

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

Edge of Town
No Sub Category
Total No of Dwellings: 23
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

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

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

LIST OF SITES relevant to selection parameters (Cont.)

94 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

95 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

96 NY-03-A-14 DETACHED & BUNGALOWS NORTH YORKSHIRE
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

97 ON-03-A-01 SEMI DETACHED LUTON
NEW BEDFORD ROAD
LUTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 131
Survey date: THURSDAY *08/07/04* *Survey Type: MANUAL*

98 ON-03-A-02 SEMI DETACHED LUTON
RIDDY LANE
LUTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: TUESDAY *06/07/04* *Survey Type: MANUAL*

99 OT-03-A-01 TERRACED & DETACHED STOKE ON TRENT
WATERMEET GROVE
STOKE-ON-TRENT
ETRURIA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *26/11/08* *Survey Type: MANUAL*

100 PB-03-A-03 DETACHED PETERBOROUGH

PETERBOROUGH
THORPE PARK ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 9
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

101 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

102 SC-03-A-02 SEMI DETACHED SURREY
A24
EPSOM

Edge of Town
Residential Zone
Total No of Dwellings: 514
Survey date: TUESDAY 03/10/00 Survey Type: MANUAL

103 SC-03-A-03 DETACHED SURREY
A3050 HURST ROAD
EAST MOLESEY
HURST PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: TUESDAY 12/11/02 Survey Type: MANUAL

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

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

105 SC-03-A-07 MIXED HOUSES SURREY
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 41
Survey date: WEDNESDAY 11/05/22 Survey Type: MANUAL

106 SC-03-A-08 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 790
Survey date: WEDNESDAY 04/05/22 Survey Type: MANUAL

107 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY 22/09/16 Survey Type: MANUAL

108 SF-03-A-01 SEMI DETACHED SUFFOLK
A1156 FELIXSTOWE ROAD
IPSWICH
RACECOURSE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 77
Survey date: WEDNESDAY 23/05/07 Survey Type: MANUAL

109 SF-03-A-02 SEMI DET./TERRACED SUFFOLK
STOKE PARK DRIVE
IPSWICH
MAIDENHALL
Edge of Town
Residential Zone
Total No of Dwellings: 230
Survey date: THURSDAY 24/05/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

110 SF-03-A-03 MIXED HOUSES SUFFOLK
BARTON HILL
BURY ST EDMUNDS
FORNHAM ST MARTIN
Edge of Town
Out of Town
Total No of Dwellings: 101
Survey date: MONDAY *15/05/06* *Survey Type: MANUAL*

111 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
Survey date: TUESDAY *23/10/12* *Survey Type: MANUAL*

112 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

113 SF-03-A-09 MIXED HOUSES & FLATS SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

114 SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

115 SH-03-A-03 DETATCHED SHROPSHIRE
SOMERBY DRIVE
SHREWSBURY
BICTON HEATH
Edge of Town
No Sub Category
Total No of Dwellings: 10
Survey date: FRIDAY *26/06/09* *Survey Type: MANUAL*

116 SH-03-A-04 TERRACED SHROPSHIRE
ST MICHAEL'S STREET
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 108
Survey date: THURSDAY *11/06/09* *Survey Type: MANUAL*

117 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

118 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY 24/09/15 Survey Type: MANUAL

119 SP-03-A-02 MIXED HOUSES & FLATS SOUTHAMPTON
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY 12/10/21 Survey Type: MANUAL

120 ST-03-A-03 MIXED HOUSES STAFFORDSHIRE
QUEENSVILLE
STAFFORD

Edge of Town
No Sub Category
Total No of Dwellings: 224
Survey date: TUESDAY 04/07/00 Survey Type: MANUAL

121 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL

122 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL

123 TB-03-A-01 TERRACED HOUSES TORBAY
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY 30/09/15 Survey Type: MANUAL

124 TE-03-A-03 SEMI-DETACHED/TERRACED TELFORD & WREKIN
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

125 TK-03-A-01 SEMI-DET. THURROCK
MILTON ROAD
STANFORD-LE-HOPE
CORRINGHAM
Edge of Town
Residential Zone
Total No of Dwellings: 237
Survey date: TUESDAY 13/05/08 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

126 TV-03-A-01 HOUSES & FLATS TEES VALLEY
POWLETT ROAD
HARTLEPOOL

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 225
Survey date: THURSDAY *14/04/05* *Survey Type: MANUAL*

127 TW-03-A-01 SEMI DETACHED TYNE & WEAR
LEECHMERE ROAD
SUNDERLAND
HILLVIEW
Edge of Town
Residential Zone
Total No of Dwellings: 81
Survey date: WEDNESDAY *18/09/02* *Survey Type: MANUAL*

128 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

129 WB-03-A-03 MIXED HOUSES WEST BERKSHIRE
DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Total No of Dwellings: 108
Survey date: FRIDAY *09/09/22* *Survey Type: MANUAL*

130 WK-03-A-01 TERRACED/SEMI/DET. WARWICKSHIRE
ARLINGTON AVENUE
LEAMINGTON SPA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 6
Survey date: FRIDAY *21/10/11* *Survey Type: MANUAL*

131 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

132 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

133 WL-03-A-01 SEMI D./TERRACED W. BASSETT WILTSHIRE
MAPLE DRIVE
WOOTTON BASSETT

Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: MONDAY *02/10/06* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

134 WM-03-A-01 TERRACED WEST MIDLANDS
FOLESHILL ROAD
COVENTRY
FOLESHILL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 79
Survey date: FRIDAY *03/02/06* *Survey Type: MANUAL*

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

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 12
Survey date: WEDNESDAY *26/04/06* *Survey Type: MANUAL*

136 WM-03-A-03 MIXED HOUSING WEST MIDLANDS
BASELEY WAY
COVENTRY
ROWLEYS GREEN
Edge of Town
Residential Zone
Total No of Dwellings: 84
Survey date: MONDAY *24/09/07* *Survey Type: MANUAL*

137 WM-03-A-06 BUNGALOWS WEST MIDLANDS
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

138 WO-03-A-01 DETACHED WORCESTERSHIRE
MARLBOROUGH AVENUE
BROMSGROVE
ASTON FIELDS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: THURSDAY *23/06/05* *Survey Type: MANUAL*

139 WO-03-A-02 SEMI DETACHED WORCESTERSHIRE
MEADOWHILL ROAD
REDDITCH

Edge of Town
No Sub Category
Total No of Dwellings: 48
Survey date: TUESDAY *02/05/06* *Survey Type: MANUAL*

140 WO-03-A-03 DETACHED WORCESTERSHIRE
BLAKEBROOK
KIDDERMINSTER
BLAKEBROOK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 138
Survey date: FRIDAY *05/05/06* *Survey Type: MANUAL*

141 WO-03-A-04 MIXED HOUSES WORCESTERSHIRE
MALVERN ROAD
WORCESTER

Edge of Town
Residential Zone
Total No of Dwellings: 792
Survey date: FRIDAY *24/05/02* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

142 WO-03-A-06 DET./TERRACED WORCESTERSHIRE
ST GODWALDS ROAD
BROMSGROVE
ASTON FIELDS
Edge of Town
No Sub Category
Total No of Dwellings: 232
Survey date: THURSDAY 30/06/05 Survey Type: MANUAL

143 WO-03-A-07 MIXED HOUSES & FLATS WORCESTERSHIRE
RYE GRASS LANE
REDDITCH

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: THURSDAY 01/10/20 Survey Type: MANUAL

144 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY 11/12/14 Survey Type: MANUAL

145 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 48
Survey date: WEDNESDAY 18/04/12 Survey Type: MANUAL

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

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY 19/04/18 Survey Type: MANUAL

147 WS-03-A-11 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 918
Survey date: TUESDAY 02/04/19 Survey Type: MANUAL

148 WS-03-A-12 MIXED HOUSES WEST SUSSEX
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 152
Survey date: WEDNESDAY 16/06/21 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

149 WS-03-A-13 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY 23/06/21 Survey Type: MANUAL

150 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY 20/10/21 Survey Type: MANUAL

151 WS-03-A-17 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 86
Survey date: WEDNESDAY 01/03/23 Survey Type: MANUAL

152 WS-03-A-19 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 92
Survey date: MONDAY 15/05/23 Survey Type: MANUAL

153 YO-03-A-01 TERRACED HOUSES YORK
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: MONDAY 16/09/13 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
TOTAL 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	1	1040	0.024	1	1040	0.016	1	1040	0.040
01:00 - 02:00	1	1040	0.010	1	1040	0.005	1	1040	0.015
02:00 - 03:00	1	1040	0.010	1	1040	0.008	1	1040	0.018
03:00 - 04:00	1	1040	0.001	1	1040	0.001	1	1040	0.002
04:00 - 05:00	1	1040	0.001	1	1040	0.004	1	1040	0.005
05:00 - 06:00	1	1040	0.004	1	1040	0.023	1	1040	0.027
06:00 - 07:00	1	1040	0.016	1	1040	0.103	1	1040	0.119
07:00 - 08:00	153	143	0.076	153	143	0.293	153	143	0.369
08:00 - 09:00	153	143	0.143	153	143	0.389	153	143	0.532
09:00 - 10:00	153	143	0.140	153	143	0.177	153	143	0.317
10:00 - 11:00	153	143	0.127	153	143	0.151	153	143	0.278
11:00 - 12:00	153	143	0.143	153	143	0.146	153	143	0.289
12:00 - 13:00	153	143	0.163	153	143	0.155	153	143	0.318
13:00 - 14:00	153	143	0.160	153	143	0.152	153	143	0.312
14:00 - 15:00	153	143	0.164	153	143	0.177	153	143	0.341
15:00 - 16:00	153	143	0.261	153	143	0.183	153	143	0.444
16:00 - 17:00	153	143	0.285	153	143	0.168	153	143	0.453
17:00 - 18:00	153	143	0.357	153	143	0.180	153	143	0.537
18:00 - 19:00	153	143	0.284	153	143	0.174	153	143	0.458
19:00 - 20:00	2	569	0.230	2	569	0.196	2	569	0.426
20:00 - 21:00	2	569	0.135	2	569	0.091	2	569	0.226
21:00 - 22:00	1	1040	0.098	1	1040	0.052	1	1040	0.150
22:00 - 23:00	1	1040	0.092	1	1040	0.051	1	1040	0.143
23:00 - 24:00	1	1040	0.090	1	1040	0.069	1	1040	0.159
Total Rates:			3.014			2.964			5.978

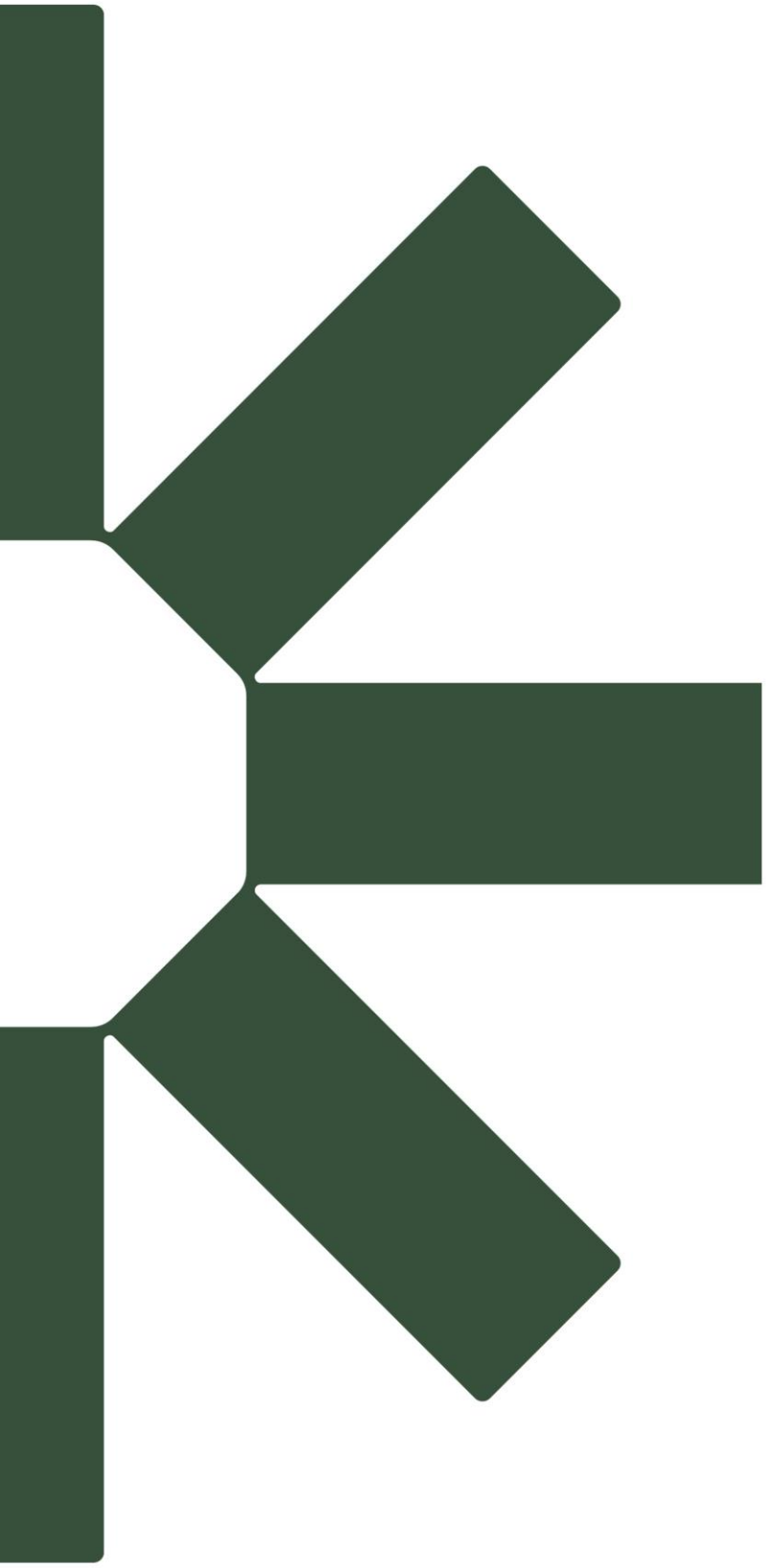
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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:	6 - 1146 (units:)
Survey date date range:	01/01/00 - 14/11/23
Number of weekdays (Monday-Friday):	160
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	49
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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