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**Proposed Residential Development of 4 Dwellings with Associated Access and Parking**  
**Tintagel Farm, Sandhurst Road, Finchampstead, Wokingham, RG40 3JD**

**1.0 Introduction**

1.1 This Highway Technical Note has been prepared in support of a planning application submission to Wokingham Borough Council for the redevelopment of Tintagel Farm, Sandhurst Road, Finchampstead, Berkshire RG40 3JD. The location of the site is shown below.



1.2 The proposals seek full planning permission for the demolition of the existing dwellings and associated residential structures and the erection of four detached dwellings with associated access, parking, turning, landscaping and ancillary development.

1.3 The purpose of this Technical Note is to:

- Describe the site and surrounding highway network;
- Assess the accessibility of the site;
- Demonstrate that safe and suitable access can be achieved;
- Review servicing, refuse and parking arrangements;
- Consider the previous allocation of the site for Gypsy and Traveller accommodation;
- Demonstrate compliance with national and local transport planning policy.

**2.0 Site Location and Existing Conditions**

2.1 Tintagel Farm is located on the north eastern side of Sandhurst Road (A321) within Finchampstead, approximately 2.2km south of Wokingham Town Centre and approximately 2.5km north west of Crowthorne.

2.2 Sandhurst Road at this point has a wide two lane single carriageway with a footway on the western side and wide highway verge on the western side. The road is subject to a 40mph speed limit and benefits from street lighting.

2.2 The site is accessed via an existing private access track from Sandhurst Road and presently comprises a mixture of residential accommodation, mobile homes, ancillary buildings, hardstanding and woodland areas. The surrounding area is characterised by dispersed detached residential development set within generous plots and substantial landscaping.

2.3 The wider locality exhibits a semi-rural woodland character with development arranged predominantly in a linear pattern along Sandhurst Road and associated private drives. The site is heavily screened by mature vegetation and trees which substantially limit visibility of the development from the public highway.

2.4 The submitted block plan demonstrates that the proposed development can be accommodated whilst retaining the majority of the established tree cover and woodland setting.

2.5 The ET Planning supporting documentation identifies that the site has historically formed part of the Council's evidence base for Gypsy and Traveller provision under site reference 5FI001. The documentation further confirms that the site already contains lawful residential uses and that the Council's HELAA assessment recognised the site's capability to accommodate residential development.

2.6 The likely traffic impact from this development would therefore be similar to that which any Gypsy and Traveller provision would have generated, and this is addressed in more detail below.

### **3.0 Surrounding Highway Network**

3.1 The site fronts Sandhurst Road (A321), which forms an important local distributor route between Wokingham, Finchampstead and Crowthorne.

3.2 In the vicinity of the site, Sandhurst Road is single carriageway in form and subject to a posted 40mph speed limit. The road is generally semi-rural in character with intermittent frontage development, mature vegetation and limited street lighting.

3.3 Whilst pedestrian footways are not continuous immediately adjacent to the site, the highway environment is typical of low-density edge-of-settlement residential development where private vehicle use forms the principal travel mode.

3.4 The surrounding highway network includes:

- Finchampstead Road to the north west providing connections toward Wokingham;
- Nine Mile Ride (B3430) to the south east;
- Wellingtonia Avenue and associated residential roads serving Finchampstead;
- Connections toward Crowthorne and the wider strategic highway network.

3.5 The local highway network is already characterised by detached residential development served from private accesses and shared drives. The proposed development would therefore be entirely consistent with the prevailing pattern of development in highway and transport terms.

## 4.0 Existing and Proposed Access Arrangements

4.1 The development will utilise the existing established site access from Sandhurst Road. Access and visibility details are illustrated on Drawing NJC-001 included as [Appendix 1](#) to this Note. The submitted drawing demonstrates visibility splays of 2.4m x 120m in both directions.

4.3 The proposed visibility splays are considered appropriate for the recorded highway environment and are consistent with Manual for Streets principles and typical requirements for roads subject to a 40mph speed environment. Whilst a solid white centre line is present to prohibit overtaking for vehicles travelling south-east. The brow of the hill is more than 120.0m away from the site access however, so visibility is fully in accordance with Manual for Streets requirements.

4.4 The access arrangement has already been acknowledged within the Council's own evidence base in relation to the previous Gypsy and Traveller allocation proposals. The supporting planning evidence specifically notes that the site access was considered capable of serving additional residential-style development subject to localised improvement works.

4.5 Importantly, the Council's previous assessment accepted that the site could accommodate up to five Gypsy and Traveller pitches, a form of development which would generate larger vehicle movements associated with touring caravans and mobile homes.

4.6 By comparison, four detached dwellings would generate materially lower operational demands in terms of:

- Vehicle size;
- Manoeuvrability requirements;
- Frequency of atypical vehicle movements;
- Servicing complexity.

4.7 The proposal therefore represents a less intensive and more conventional residential use of the access arrangement than the previously contemplated Gypsy and Traveller allocation.

## 5.0 Traffic Impact

5.1 The proposed development comprises only four detached dwellings and would therefore generate a very limited level of vehicle activity. The development will see the existing host dwellings replaced however so in fact there is only a net increase in 2 dwellings.

5.2 In order to establish the likely uplift in traffic that the two additional dwellings will create, the TRICS database v8 has been interrogated. In selecting suitable comparison sites, the following criteria has been used.

- Land Use – Residential – Houses Privately Owned – detached and Semi-detached
- No of Dwellings – 7 to 28
- Location – Edge of Town, Neighbourhood Centre and Suburban Area
- Date Range – 22/05/2012 to 26/11/2025

Based on the above parameters, the table below provides the TRICS trip rates together with the likely traffic that 2 additional dwellings would generate.

| Privately Owned Dwellings Trip Rates           |           |            |               |
|------------------------------------------------|-----------|------------|---------------|
|                                                | Arrivals  | Departures | Two-way Total |
| AM Peak (0800 – 0900)                          | 0.129     | 0.350      | 0.479         |
| PM Hour (1700 – 1800)                          | 0.263     | 0.203      | 0.466         |
| Daily Traffic                                  | 2.314     | 2.444      | 4.758         |
| Traffic Impact based on 2 Additional Dwellings |           |            |               |
| AM Peak (0800 – 0900)                          | 0.258 (0) | 0.700 (1)  | 1             |
| PM Hour 1700 – 1800)                           | 0.526 (1) | 0.406 (0)  | 1             |
| Daily Traffic                                  | 4.63 (5)  | 4.89 (5)   | 10            |

5.3 From the above it can be seen that the development if approved would result in one additional traffic movement in each of the AM and PM peak periods and a total of 10 additional traffic movements. These traffic flows are minimal in the context of the operational capacity of Sandhurst Road and the surrounding highway network.

5.4 The proposed development would therefore not result in any material impact upon:

- Highway safety;
- Junction capacity;
- Network operation;
- Driver delay;
- Pedestrian amenity.

5.5 Given the extant lawful residential activity already occurring at the site, together with the previous consideration of the site for Gypsy and Traveller accommodation, the proposals do not represent a significant intensification in highway terms. The TRICS data is included as [Appendix 2](#) to this Note.

## 6.0 Accessibility and Sustainable Transport

6.1 The site benefits from accessibility to existing public transport services within the surrounding area. Bus stops are located approximately 770m walking distance north west of the site at Handiest Corner on Finchampstead Road. These stops are served by Thames Valley Buses services 125, 125A and 125B together with the 145 service operated by Horseman's Coaches.

6.2 The available bus services provide connections toward Wokingham, Crowthorne, Bracknell and surrounding settlements, thereby offering opportunities for travel by sustainable transport modes for employment, education, shopping and leisure purposes.

6.3 Whilst the site is located within a semi-rural environment, this level of accessibility is considered typical and appropriate for edge-of-settlement residential development within Finchampstead. The availability of nearby public transport services, together with opportunities for cycling and walking within the locality, ensures that future residents are not wholly reliant upon the private motor car and that the development accords with the sustainable transport objectives of the National Planning Policy Framework.

6.4 The availability of these services provides future residents with realistic opportunities to undertake journeys by sustainable transport modes in accordance with the objectives of the National Planning Policy Framework.

## **7.0 Vehicular Access, Servicing and Internal Layout**

7.1 Swept path analysis has been undertaken to demonstrate that vehicles can safely enter and leave the site.

7.2 Drawing NJC-002 is included as [Appendix 3](#) and demonstrates that a standard passenger vehicle can safely enter and exit the access in both directions whilst remaining within the available carriageway geometry.

7.3 Refuse vehicle tracking has additionally been undertaken using a Phoenix 2 Duo refuse vehicle model and this is included as [Appendix 4](#).

7.4 The submitted swept path analysis demonstrates that refuse vehicles can:

- Enter the site in a forward gear;
- Manoeuvre safely within the access arrangement;
- Exit the site in a controlled manner.

7.5 The internal arrangement therefore provides suitable access for servicing and emergency vehicle operation.

## **8.0 Parking and Cycle Provision**

### **Car Parking**

781 The proposed dwellings will each benefit from in-curtilage parking provision in the form of a detached garage with internal dimensions of 6.0m by 6.0m. In addition, each dwelling will have two forecourt parking spaces. Such a level of parking will adequately accommodate residents and any visitor parking needs.

8.2 The submitted layout demonstrates sufficient space to accommodate parking and turning areas for residents and visitors.

8.3 Parking provision accords with the suburban and semi-rural characteristics of the site where private car ownership is expected to remain comparatively high.

8.4 Vehicles will be capable of entering and exiting the site in a safe and controlled manner.

8.5 Each unit will also be supplied with an EV charging point to meet the future demand of any residents with Electric Vehicles.

### **Cycle Parking**

8.5 Secure cycle parking can be provided within garages and dedicated cycle stores associated with each dwelling.

8.6 The development therefore promotes opportunities for sustainable travel in accordance with national and local planning policy objectives.

## **9.0 Servicing and Refuse Collection**

9.1 Refuse collection arrangements have been assessed through the submitted swept path analysis, and the analysis confirms that refuse vehicles can safely access and service the development.

9.3 Appropriate bin collection points can be provided adjacent to the site access to accord with the operational requirements of the local waste authority.

894 Delivery vehicles, emergency vehicles and maintenance traffic will similarly be capable of safely accessing the site.

## **10.0 Previous Gypsy and Traveller Allocation**

10.1 The submitted ET Planning correspondence confirms that Tintagel Farm previously formed part of the Council's emerging evidence base for the provision of Gypsy and Traveller accommodation under site reference 5FI001.

10.2 The documentation identifies that the site was previously considered capable of accommodating up to five Gypsy and Traveller pitches, whilst the Council's own assessment acknowledged that:

- The site had an established access arrangement;
- The development would not result in coalescence between settlements;
- The site was relatively well-contained by trees and landscaping;
- Residential development opportunities existed subject to appropriate design considerations.

10.3 The proposed development for four detached dwellings (3 net increase) represents a materially lower intensity and more conventional form of residential development than the previously contemplated Gypsy and Traveller allocation.

10.4 The proposal therefore benefits from the Council's earlier strategic acceptance that the site possesses suitable highway and access characteristics for residential occupation.

## **11.0 Planning Policy Assessment**

National Planning Policy Framework (December 2024)

11.1 Paragraph 116 of the NPPF states that 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.

11.2 The proposals clearly comply with Paragraph 115 because:

- Safe and suitable access can be achieved;
- Visibility splays are provided;
- Vehicle tracking demonstrates satisfactory manoeuvrability;
- Traffic generation is very modest;
- There would be no severe cumulative impact upon the network.

11.3 Paragraph 117 of the NPPF requires developments to:

- Give priority to pedestrian and cycle movements where possible;
- Address the needs of people with disabilities and reduced mobility;
- Create safe and secure layouts;
- Provide appropriate servicing and parking infrastructure.

11.4 The development accords with these requirements through:

- Provision of safe access arrangements;
- Internal turning facilities;
- Appropriate parking provision;
- Secure cycle storage opportunities;
- Suitable servicing arrangements.

11.5 Wokingham Borough Local Plan Policy Compliance

Core Strategy Policy CP3 – General Principles for Development

11.6 Policy CP3 requires development to create safe, accessible and inclusive environments.

11.7 The development accords with Policy CP3 because:

- Appropriate vehicular access is provided;
- Adequate visibility is demonstrated;
- Parking and servicing arrangements are suitable;
- Highway safety is maintained.

Core Strategy Policy CP6 – Managing Travel Demand

11.8 Policy CP6 seeks to ensure developments provide suitable transport infrastructure and mitigate impacts upon the highway network.

11.9 The proposed development generates only limited traffic movements and does not materially impact upon the operational performance of the surrounding network.

Managing Development Delivery Local Plan Policy CC03 – Green Infrastructure, Trees and Landscaping

11.10 The proposed layout retains the majority of the established tree cover and woodland character of the site.

11.11 The development therefore responds positively to the landscape character of the locality whilst maintaining the verdant character of Sandhurst Road.

Emerging Local Plan Evidence Base

11.12 The Council's own HELAA evidence base acknowledged that:

- The site possesses development potential;
- Safe access could be achieved;
- Additional residential occupation could be accommodated;

- The site would not materially contribute to settlement coalescence.

11.13 The proposal is therefore consistent with the strategic conclusions previously reached by the Council regarding the site's suitability for residential occupation.

## **12.0 Summary and Conclusion**

12.1 This Highway Technical Note demonstrates that the proposed redevelopment of Tintagel Farm for four detached dwellings is acceptable in highway and transportation terms.

12.2 The proposals:

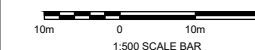
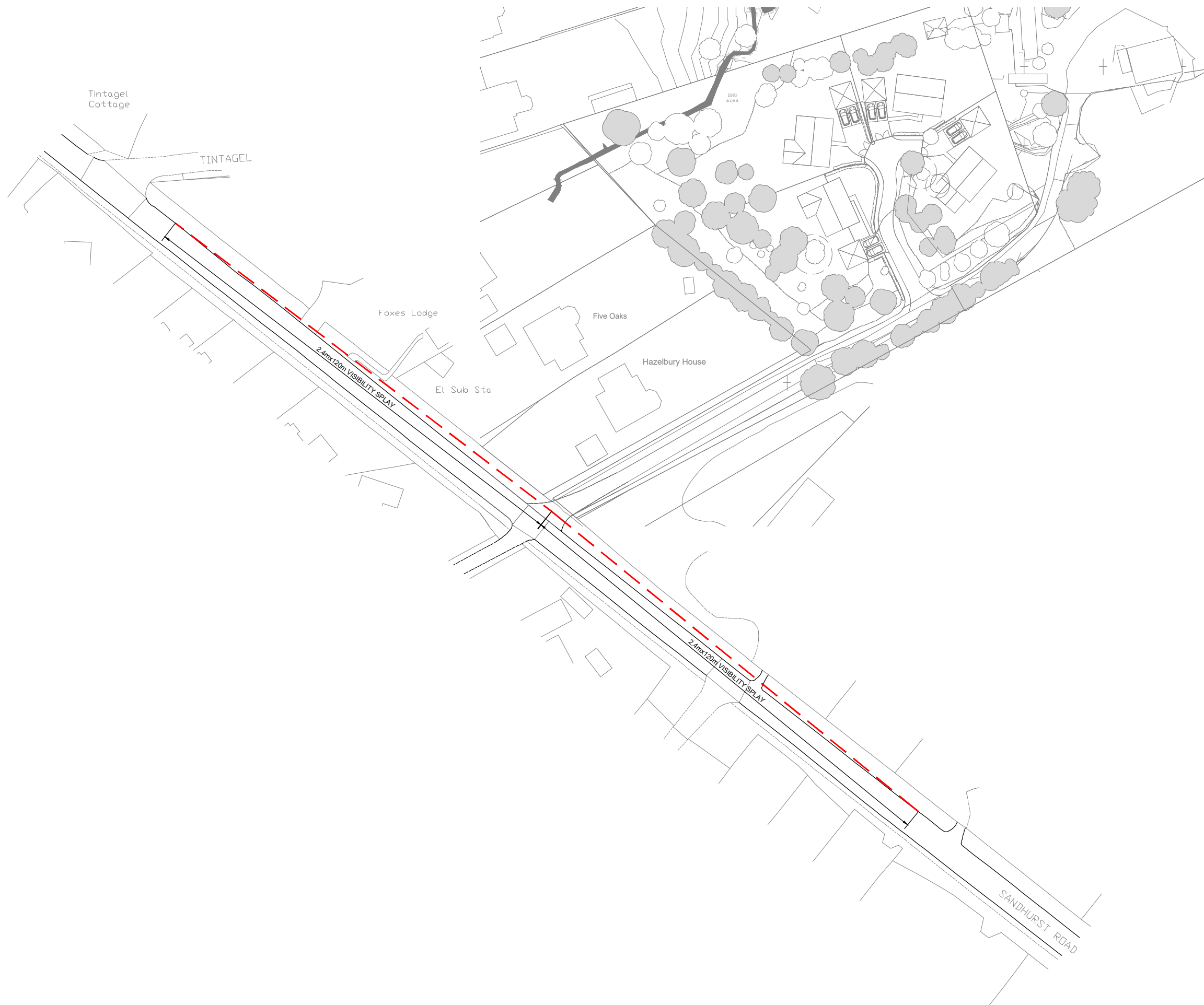
- Utilise an established access arrangement;
- Provide suitable visibility splays;
- Accommodate refuse and servicing vehicles safely;
- Provide adequate parking and turning areas;
- Generate only modest traffic movements;
- Maintain highway safety;
- Accord with the requirements of the NPPF 2024;
- Accord with adopted and emerging Wokingham transport planning policy.

12.3 The proposals represent a logical and proportionate residential redevelopment of an established residential site which has previously been considered suitable for more intensive residential-style occupation through the Council's Gypsy and Traveller allocation process.

12.4 There are therefore no highway or transportation reasons why planning permission should be withheld.

## **Appendix 1**

### **Access and Visibility**



Client



Project

RESIDENTIAL DEVELOPMENT AT  
TINTAGEL FARM

Drawing Title

ACCESS AND VISIBILITY

Drawing Status

FOR INFORMATION

Date  
MAY 2026

Scale  
1:500

Size  
A1

Drawing No.  
NJC-001

Rev  
-

## **Appendix 2**

TRICS Data

Audit Code: ed24cd5b-d07f-4f7e-a1ca-a771d7d4e5ec

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

|    |               |                         |
|----|---------------|-------------------------|
| 02 | SOUTH EAST    |                         |
|    | ES            | EAST SUSSEX             |
| 04 | MW            | MEDWAY                  |
|    | EAST ANGLIA   |                         |
|    | NF            | NORFOLK                 |
|    | PB            | PETERBOROUGH            |
| 06 | SF            | SUFFOLK                 |
|    | WEST MIDLANDS |                         |
|    | SH            | SHROPSHIRE              |
|    | ST            | STAFFORDSHIRE           |
|    | WK            | WARWICKSHIRE            |
|    | WM            | WEST MIDLANDS           |
| 08 | NORTH WEST    |                         |
|    | AC            | CHESHIRE WEST & CHESTER |
| 10 | MS            | MERSEYSIDE              |
|    | WALES         |                         |
| 11 | PS            | POWYS                   |
|    | SCOTLAND      |                         |
|    | AG            | ANGUS                   |

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

Audit Code: ed24cd5b-d07f-4f7e-a1ca-a771d7d4e5ec

## Primary Filtering Selection:

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

|                         |                          |
|-------------------------|--------------------------|
| Parameter:              | DWELLS                   |
| Actual Range:           | 7 to 28 (units:DWELLS)   |
| Range Selected by User: | 4 to 4334 (units:DWELLS) |
| Parking Spaces Range:   | 6 - 2824                 |

## Public Transport Provision:

|               |                      |
|---------------|----------------------|
| Selection by: | All Surveys Included |
| Date Range:   | 05/05/87 to 26/11/25 |

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

## Selected survey days:

|           |        |
|-----------|--------|
| Friday    | 2 days |
| Monday    | 2 days |
| Thursday  | 1 days |
| Tuesday   | 2 days |
| Wednesday | 6 days |

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

## Selected survey types:

|                     |    |
|---------------------|----|
| Manual count        | 13 |
| Direction ATC Count | 0  |

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

## Selected Locations:

|                      |        |
|----------------------|--------|
| Edge of Town         | 5 days |
| Neighbourhood Centre | 1 days |
| Suburban Area        | 7 days |

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

## Selected Location Sub Categories:

|                  |         |
|------------------|---------|
| Residential Zone | 12 days |
| Village          | 1 days  |

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

## Inclusion of Servicing Vehicle Counts:

|                             |         |
|-----------------------------|---------|
| Servicing vehicles Included | 1 days  |
| Servicing vehicles Unknown  | 12 days |

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**Secondary Filtering Selection:**

Use Class:

|    |            |
|----|------------|
| C3 | 13 surveys |
|----|------------|

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

**Population within 500m Range:**

**901 - 3200**

**Population within 1 mile:**

|                  |           |
|------------------|-----------|
| 1,001 to 5,000   | 1 surveys |
| 10,001 to 15,000 | 3 surveys |
| 15,001 to 20,000 | 2 surveys |
| 20,001 to 25,000 | 3 surveys |
| 5,001 to 10,000  | 4 surveys |

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

**Population within 5 miles:**

|                    |           |
|--------------------|-----------|
| 100,001 to 125,000 | 1 surveys |
| 125,001 to 250,000 | 2 surveys |
| 25,001 to 50,000   | 3 surveys |
| 250,001 to 500,000 | 3 surveys |
| 5,001 to 25,000    | 1 surveys |
| 50,001 to 75,000   | 1 surveys |
| 75,001 to 100,000  | 2 surveys |

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

**Car ownership within 5 miles:**

|            |           |
|------------|-----------|
| 0.6 to 1.0 | 4 surveys |
| 1.1 to 1.5 | 7 surveys |
| 1.6 to 2.0 | 2 surveys |

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

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Petrol filling station:

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

Travel Plan:

|     |            |
|-----|------------|
| No  | 12 surveys |
| Yes | 1 surveys  |

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

PTAL Rating:

|                 |            |
|-----------------|------------|
| No PTAL Present | 13 surveys |
|-----------------|------------|

*This data displays the number of surveys within the selected set by PTAL rating category.*

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

|                     |                          |                      |              |
|---------------------|--------------------------|----------------------|--------------|
| Site 1:             | AC-03-A-02               | Number of dwellings: | 11.00 DWELLS |
| Development Name:   | DETACHED                 | Survey Date:         | 22/05/2012   |
| Location:           | CHESTER                  | Survey Day:          | Tuesday      |
| Postcode:           | CH3 5JZ                  |                      |              |
| Main Location Type: | Suburban Area            |                      |              |
| Sub Location Type:  | Residential Zone         |                      |              |
| PTAL:               | n/a                      |                      |              |
| Site 2:             | AG-03-A-01               | Number of dwellings: | 7.00 DWELLS  |
| Development Name:   | BUNGALOWS/DET.           | Survey Date:         | 22/05/2012   |
| Location:           | ARBROATH                 | Survey Day:          | Tuesday      |
| Postcode:           | DD11 2EG                 |                      |              |
| Main Location Type: | Suburban Area            |                      |              |
| Sub Location Type:  | Residential Zone         |                      |              |
| PTAL:               | n/a                      |                      |              |
| Site 3:             | ES-03-A-20               | Number of dwellings: | 13.00 DWELLS |
| Development Name:   | DETACHED & SEMI-DETACHED | Survey Date:         | 06/11/2024   |
| Location:           | HAILSHAM                 | Survey Day:          | Wednesday    |
| Postcode:           | BN27 4EW                 |                      |              |
| Main Location Type: | Edge of Town             |                      |              |
| Sub Location Type:  | Residential Zone         |                      |              |
| PTAL:               | n/a                      |                      |              |
| Site 4:             | MS-03-A-03               | Number of dwellings: | 15.00 DWELLS |
| Development Name:   | DETACHED                 | Survey Date:         | 21/06/2013   |
| Location:           | LIVERPOOL                | Survey Day:          | Friday       |
| Postcode:           | L17 5BT                  |                      |              |
| Main Location Type: | Suburban Area            |                      |              |
| Sub Location Type:  | Residential Zone         |                      |              |
| PTAL:               | n/a                      |                      |              |
| Site 5:             | MW-03-A-01               | Number of dwellings: | 8.00 DWELLS  |
| Development Name:   | DETACHED & SEMI-DETACHED | Survey Date:         | 22/09/2017   |
| Location:           | NEAR CHATHAM             | Survey Day:          | Friday       |
| Postcode:           | ME1 3FE                  |                      |              |
| Main Location Type: | Neighbourhood Centre     |                      |              |
| Sub Location Type:  | Village                  |                      |              |
| PTAL:               | n/a                      |                      |              |
| Site 6:             | NF-03-A-03               | Number of dwellings: | 10.00 DWELLS |
| Development Name:   | DETACHED HOUSES          | Survey Date:         | 16/09/2015   |
| Location:           | THETFORD                 | Survey Day:          | Wednesday    |
| Postcode:           | IP24 1EY                 |                      |              |
| Main Location Type: | Edge of Town             |                      |              |
| Sub Location Type:  | Residential Zone         |                      |              |
| PTAL:               | n/a                      |                      |              |
| Site 7:             | PB-03-A-04               | Number of dwellings: | 28.00 DWELLS |
| Development Name:   | DETACHED HOUSES          | Survey Date:         | 17/10/2016   |
| Location:           | PETERBOROUGH             | Survey Day:          | Monday       |
| Postcode:           | PE1 4AW                  |                      |              |
| Main Location Type: | Suburban Area            |                      |              |
| Sub Location Type:  | Residential Zone         |                      |              |
| PTAL:               | n/a                      |                      |              |
| Site 8:             | PS-03-A-02               | Number of dwellings: | 28.00 DWELLS |
| Development Name:   | DETACHED/SEMI-DETACHED   | Survey Date:         | 11/05/2015   |
| Location:           | WELSHPOOL                | Survey Day:          | Monday       |
| Postcode:           | SY21 7HX                 |                      |              |
| Main Location Type: | Suburban Area            |                      |              |
| Sub Location Type:  | Residential Zone         |                      |              |
| PTAL:               | n/a                      |                      |              |

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|                     |                  |                      |              |
|---------------------|------------------|----------------------|--------------|
| Site 9:             | SF-03-A-05       | Number of dwellings: | 18.00 DWELLS |
| Development Name:   | DETACHED HOUSES  | Survey Date:         | 09/09/2015   |
| Location:           | BURY ST EDMUNDS  | Survey Day:          | Wednesday    |
| Postcode:           | IP33 2SN         |                      |              |
| Main Location Type: | Edge of Town     |                      |              |
| Sub Location Type:  | Residential Zone |                      |              |
| PTAL:               | n/a              |                      |              |
| Site 10:            | SH-03-A-06       | Number of dwellings: | 16.00 DWELLS |
| Development Name:   | BUNGALOWS        | Survey Date:         | 22/05/2014   |
| Location:           | SHREWSBURY       | Survey Day:          | Thursday     |
| Postcode:           | SY1 2RB          |                      |              |
| Main Location Type: | Edge of Town     |                      |              |
| Sub Location Type:  | Residential Zone |                      |              |
| PTAL:               | n/a              |                      |              |
| Site 11:            | ST-03-A-08       | Number of dwellings: | 26.00 DWELLS |
| Development Name:   | DETACHED HOUSES  | Survey Date:         | 22/11/2017   |
| Location:           | STAFFORD         | Survey Day:          | Wednesday    |
| Postcode:           | ST17 4JS         |                      |              |
| Main Location Type: | Edge of Town     |                      |              |
| Sub Location Type:  | Residential Zone |                      |              |
| PTAL:               | n/a              |                      |              |
| Site 12:            | WK-03-A-03       | Number of dwellings: | 23.00 DWELLS |
| Development Name:   | DETACHED HOUSES  | Survey Date:         | 25/09/2019   |
| Location:           | WARWICK          | Survey Day:          | Wednesday    |
| Postcode:           | CV34 5TT         |                      |              |
| Main Location Type: | Suburban Area    |                      |              |
| Sub Location Type:  | Residential Zone |                      |              |
| PTAL:               | n/a              |                      |              |
| Site 13:            | WM-03-A-07       | Number of dwellings: | 14.00 DWELLS |
| Development Name:   | DETACHED HOUSES  | Survey Date:         | 18/09/2024   |
| Location:           | STOURBRIDGE      | Survey Day:          | Wednesday    |
| Postcode:           | DY8 3DF          |                      |              |
| Main Location Type: | Suburban Area    |                      |              |
| Sub Location Type:  | Residential Zone |                      |              |
| PTAL:               | n/a              |                      |              |

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

Total Vehicles

Calculation factor: 1 DWELLS

\*BOLD print indicates peak (busiest) period

| Period      | Trips per 1 DWELLS DWELLS |          |       |
|-------------|---------------------------|----------|-------|
|             | Inbound                   | Outbound | Total |
| 08:00-09:00 | 0.129                     | 0.350    | 0.479 |
| 17:00-18:00 | 0.263                     | 0.203    | 0.466 |

| Time Range          | No. Days | Ave. DWELLS | Arrivals | Departures | Totals |
|---------------------|----------|-------------|----------|------------|--------|
| 00:00-01:00         |          |             |          |            |        |
| 01:00-02:00         |          |             |          |            |        |
| 02:00-03:00         |          |             |          |            |        |
| 03:00-04:00         |          |             |          |            |        |
| 04:00-05:00         |          |             |          |            |        |
| 05:00-06:00         |          |             |          |            |        |
| 06:00-07:00         |          |             |          |            |        |
| 07:00-08:00         | 13       | 17          | 0.055    | 0.180      | 0.235  |
| 08:00-09:00         | 13       | 17          | 0.129    | 0.350      | 0.479  |
| 09:00-10:00         | 13       | 17          | 0.115    | 0.175      | 0.290  |
| 10:00-11:00         | 13       | 17          | 0.194    | 0.180      | 0.374  |
| 11:00-12:00         | 13       | 17          | 0.157    | 0.198      | 0.355  |
| 12:00-13:00         | 13       | 17          | 0.217    | 0.180      | 0.397  |
| 13:00-14:00         | 13       | 17          | 0.143    | 0.180      | 0.323  |
| 14:00-15:00         | 13       | 17          | 0.129    | 0.189      | 0.318  |
| 15:00-16:00         | 13       | 17          | 0.304    | 0.272      | 0.576  |
| 16:00-17:00         | 13       | 17          | 0.341    | 0.171      | 0.512  |
| 17:00-18:00         | 13       | 17          | 0.263    | 0.203      | 0.466  |
| 18:00-19:00         | 13       | 17          | 0.267    | 0.166      | 0.433  |
| 19:00-20:00         |          |             |          |            |        |
| 20:00-21:00         |          |             |          |            |        |
| 21:00-22:00         |          |             |          |            |        |
| 22:00-23:00         |          |             |          |            |        |
| 23:00-00:00         |          |             |          |            |        |
| <b>Total Rates:</b> |          |             | 2.314    | 2.444      | 4.758  |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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Audit Code: ed24cd5b-d07f-4f7e-a1ca-a771d7d4e5ec

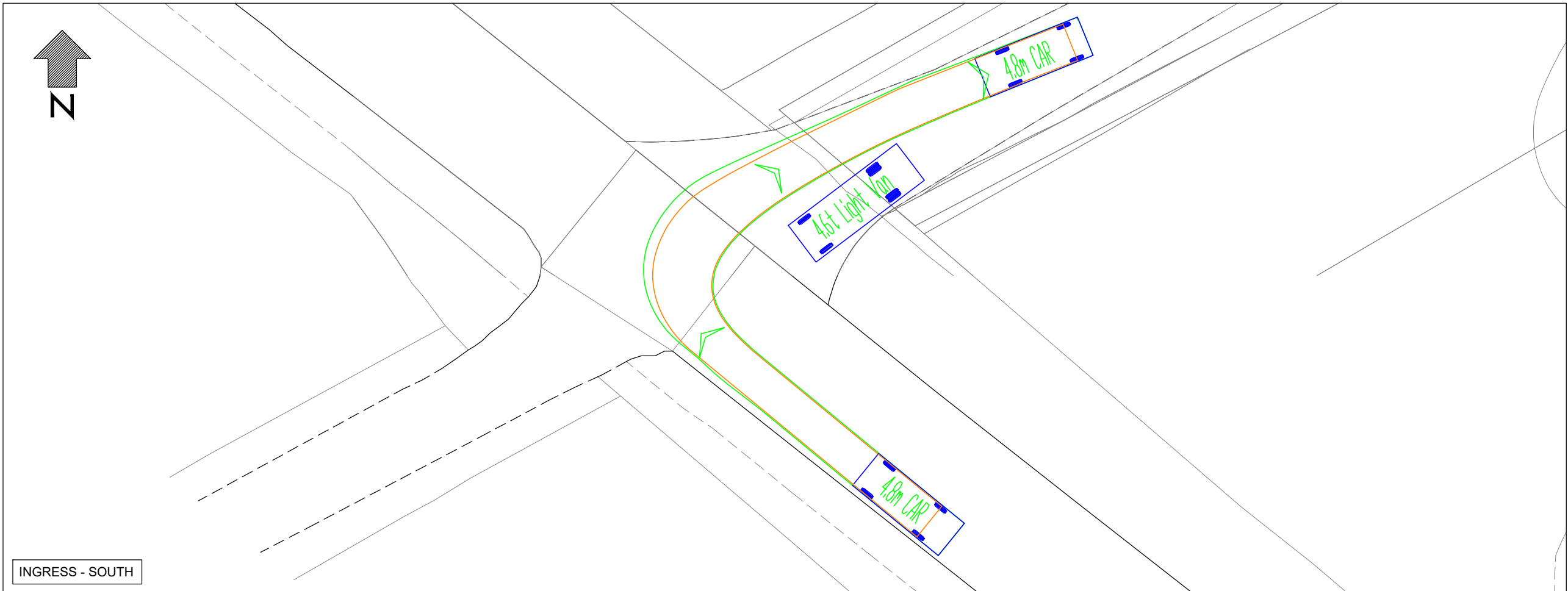
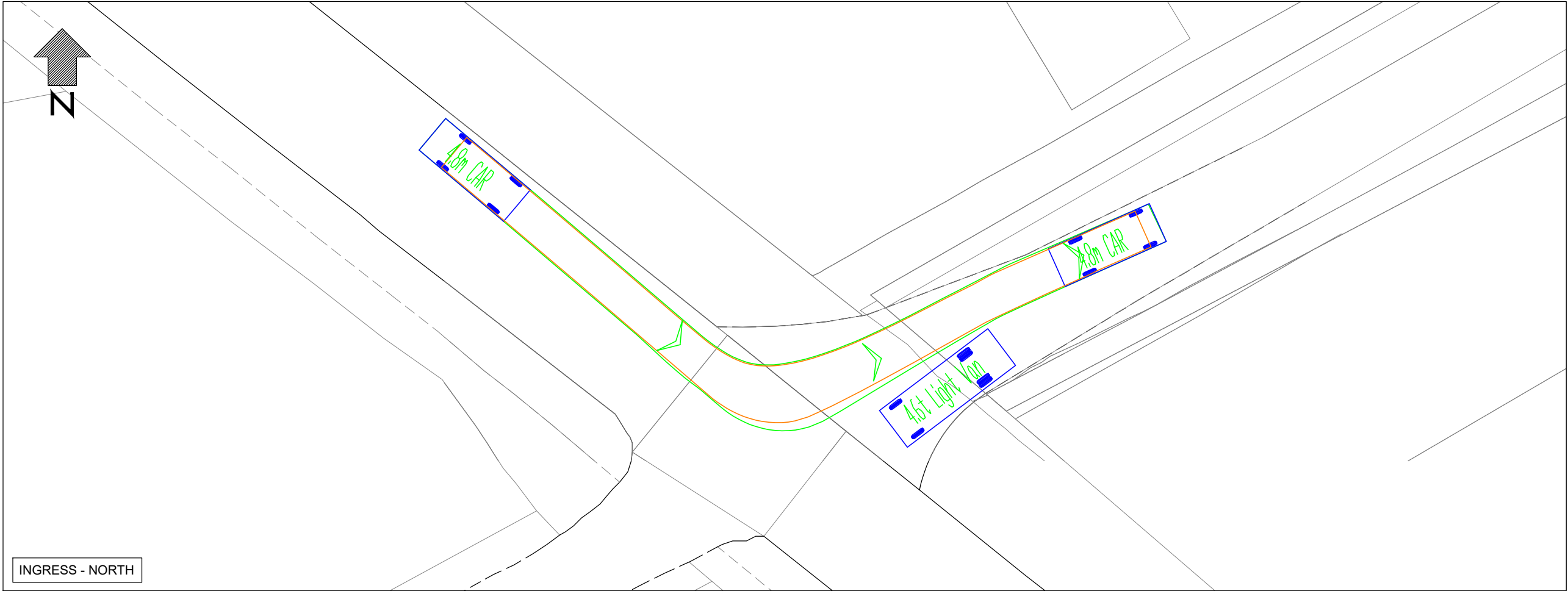
Parameter Summary:

|                                               |                          |
|-----------------------------------------------|--------------------------|
| Trip rate parameter range selected:           | 4 - 4334 (units: DWELLS) |
| Survey date date range:                       | 22/05/2012 - 06/11/2024  |
| Number of weekdays (Monday-Friday):           | 13                       |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

## **Appendix 3**

### **Access and Swept Path Tracking**

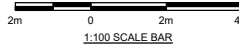


VEHICLE DETAILS:

|  |                               |
|--|-------------------------------|
|  | Green line shows body         |
|  | Orange line shows axle/wheels |

4.8m CAR  
Overall Length 4800mm  
Overall Width 1793mm  
Overall Body Height 1502mm  
Min Body Ground Clearance 287mm  
Track Width 1700mm  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 4950mm

Design speed 16kph for all Forward movements  
Design speed 10kph for all Reverse movements



Client

Nick Culhane  
Highway Consultant

Project

RESIDENTIAL DEVELOPMENT AT  
TINTAGEL FARM

Drawing Title

ACCESS AND TRACKING

Drawing Status

FOR INFORMATION

|                        |                |            |
|------------------------|----------------|------------|
| Date<br>MAY 2026       | Scale<br>1:100 | Size<br>A1 |
| Drawing No.<br>NJC-002 | Rev<br>-       |            |

## Appendix 4

### Swept Path Tracking – Refuse Vehicle

azelbur  
house

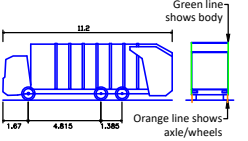


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

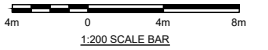
INGRESS - NORTH

VEHICLE DETAILS:



PHOENIX 2 DUO  
(P2-15W WITH ELITE 6X4 CHASSIS)  
Overall Length 11.200m  
Overall Width 2.530m  
Overall Body Height 3.751m  
Min Body Ground Clearance 0.204m  
Track Width 1.870m  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 9.500m

Design speed 16kph for all Forward movements  
Design speed 10kph for all Reverse movements



Client



Project

RESIDENTIAL DEVELOPMENT AT  
TINTAGEL FARM

Drawing Title

REFUSE VEHICLE SWEEP PATH TRACKING

Drawing Status

FOR INFORMATION

Date  
MAY 2026

Scale  
1:200

Size  
A1

Drawing No.  
NJC-003

Rev  
-

REVERSE

EGRESS