



Development Plan Document (DPD) Publication Stage Representation Form

Publication Amended Allocations & Development Management Development Plan Document (DPD)

A guidance note has been produced to assist in the completion of this form. Copies have been provided in correspondence and additional copies are available at: Castle House, Libraries in the District and <https://www.newark-sherwooddc.gov.uk/aadm-representation/>

Newark and Sherwood District Council is seeking your comments on the Publication Amended Allocations & Development Management DPD ('Publication AADMDPD'). Comments received at this stage should be about whether the Plan is legally compliant, sound and whether it has met the duty to cooperate. All representations must be received by the Council by 12 Noon on 9th January 2023.

This form has two parts- Part A- Personal / Agent Details and Part B- Your Representation(s) and further notification requests. (Please fill in a separate sheet (Part B) for each aspect or part of the Local Plan you wish to make representation on). Documents to support your representations (optional) should be referenced.

Privacy Notice

Apart from your comments below, the personal information you have provided will only be used by Newark & Sherwood District Council in accordance with the UK General Data Protection Regulation and the Data Protection Act 2018 and will not be shared with any third party.

The basis under which the Council uses personal data for this purpose is to undertake a public task.

The information that you have provided will be kept in accordance with the Council's retention schedule, which can be found at: <https://www.newark-sherwooddc.gov.uk/dataprotection/>

Please note the Council cannot accept anonymous responses. All representations received will be made available for public inspection and therefore cannot be treated as confidential. They will also be:

- Published in the public domain;
- Published on the Council's website;
- Shared with other organisations for the purpose of developing/adopting the Publication AADMDPD and forwarded to the Secretary of State for consideration;
- Made available to the Planning Inspector appointed by the Secretary of State to examine the Publication AADMDPD; and
- Used by the Inspector to contact you regarding the Examination of the Plan.

When making representations available on the Council's website the Council will remove all telephone numbers, email addresses and signatures.

By submitting your Response Form/representation, you agree to your personal details being processed in accordance with these Data Protection Terms.

PART A- Personal / Agent Details

In circumstances where individuals/groups share a similar view, it would be helpful to the Inspector to make a single representation, stating how many people the submission is representing and how the representation was authorised.

1. Personal Details

2. Agents Details

*If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in 2.

Title	<input type="text" value="Mr"/>	<input type="text" value="Ms"/>
First Name	<input type="text" value="Mike"/>	<input type="text" value="Stephenie"/>
Last Name	<input type="text" value="van den Berg"/>	<input type="text" value="Hawkins"/>
Job Title (where relevant)	<input type="text" value="Project Director"/>	<input type="text" value="Planning Associate Director"/>
Organisation (where relevant)	<input type="text" value="Urban & Civic"/>	<input type="text" value="Barton Willmore, now Stantec"/>
Address Line 1	<input type="text"/>	<input type="text" value="9<sup>th</sup> Floor, Bank House"/>
Line 2	<input type="text"/>	<input type="text" value="8 Cherry Street"/>
Line 3	<input type="text"/>	<input type="text" value="Birmingham"/>
Line 4	<input type="text"/>	<input type="text"/>
Post Code	<input type="text"/>	<input type="text" value="B2 5AL"/>
Telephone Number	<input type="text"/>	<input type="text" value="REDACTED"/>
Email Address	<input type="text"/>	<input type="text" value="REDACTED"/>

Name or Organisation:	These representations are made on behalf of Urban & Civic the master developer leading the delivery of the Sustainable Urban Extension at Newark South (now called Middlebeck).
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PART B- Representation(s)

3. To which part of the DPD does this Representation relate?

Part of the Publication AADMDPD:	Mark if Relevant (X)	Specify number/part/document:
Amended AADMDPD Paragraph Number		Paragraph Number:
Amended AADMDPD Policy Number	X	Policy Number: Policy GRT4
Amended AADMDPD Policies Map Amendments	X	Part of Policy Map: Map 2 Newark South Proposals
Integrated Impact Assessment ¹		Paragraph Number:
Statement of Consultation		Paragraph Number:
Supporting Evidence Base	X	Document Name: Gypsy & Traveller Land Availability Assessment (GTLAA) Main Report 2022 Page/Paragraph: Pages 29-33 (Appendix 1 Summary of Site Assessments)

4. Do you consider the DPD to be LEGALLY COMPLIANT?

Yes

No

5. Do you consider the DPD to comply with the Duty-to-Cooperate?

Yes

No

6. Do you consider the DPD to be SOUND?

Yes

No

*The considerations in relation to the Legal Compliance, Duty to Cooperate and the DPD being 'Sound' are explained in the Newark & Sherwood Development Plan Document Representation Guidance Notes and in Paragraph 35 of National Planning Policy Framework 2021 (NPPF).

¹ The Integrated Impact Assessment (IIA) integrates Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA), Equalities Impact Assessment (EqIA) and Health Impact Assessment (HIA). Sustainability Appraisals (SA) are a requirement of the Planning and Compulsory Purchase Act 2004 and Strategic Environmental Assessments (SEA) are required by European Directive EC/2001/42, which was transposed into UK law by the Environmental Assessment Regulations for Plans and Programmes (July 2004). The EqIA is a way of demonstrating the District Council is fulfilling the requirements of the Public Sector Equality Duty contained in section 149 of the Equality Act 2010. HIA is a recognised process for considering the health impacts of plans and undertaking this type of assessment is widely seen as best practice.

7. The DPD is not sound because it is not:

- (1) Positively Prepared
- (2) Justified
- (3) Effective
- (4) Consistent with national policy

8. Please provide precise details of why you believe the DPD is, or is not, legally compliant, sound or in compliance with the duty to cooperate in the box below.

If you wish to provide supplementary information to support your details, please ensure they are clearly referenced.

These representations are made on behalf of Urban & Civic the master developer leading the delivery of the Sustainable Urban Extension at Newark South (now called Middlebeck).

Middlebeck benefits from a strategic site allocation under Area Policy NAP 2A (Land South of Newark) of the Amended Core Strategy adopted March 2019 (ACS) and also benefits from outline planning permission reference 14/01978/OUTM for up to 3,150 dwellings, up to 50ha employment land, associated community facilities and infrastructure including the Southern Link Road (SLR).

Development has commenced and works continue on site. The first phase of the SLR is substantially complete and open to traffic, dwellings are being delivered and the first residents moved onto site in spring 2018, and Middlebeck Primary School opened September 2021.

In their response to the Options Report July 2021 consultation Urban & Civic objected to the identification of Belvoir Ironworks North, Newark as a suitable site for provision of Gypsy, Roma and Traveller pitches. However, this site has been taken forward to the Publication AADMDDPD and allocated under Policy GRT4 (Site Allocations) – that is, Site NUA/GRT/13 Former Belvoir Ironworks, Bowbridge Lane, Newark. The site is allocated for 15-27 pitches, which Policy GRT4 states is a minimum, and is identified on the Policies Map (Map 2 Newark South Proposals).

The site lies to the south of Middlebeck and Urban & Civic maintain their objection. Our concerns, which are around services and facilities and access and highways, are detailed below and supported by the appended Transport and Highways Technical Review, which was prepared by SLR September 2021 in response to the Options Report July 2021.

The appended Transport and Highways Technical Review includes survey data from the TRICS database as an appendix which was omitted in error from the that submitted in response to the Options Report July 2021 consultation. This data relates to a Gypsy, Roma and Traveller site in Kent, which the Highway Engineers comments within the GTLAA site assessment suggests may have high trip rates linked to the poor sustainability of the site. This indeed could be the case and, as set out below and in the supporting Transport and Highways Technical Review, the Former Belvoir Ironworks site also has poor sustainability.

Services and facilities

The GTLAA site assessment acknowledges the lack of accessible services but states that:

"Access to services and facilities will be improved through delivery of the Land South of Newark Strategic Site. This will entail delivery of a Local Centre (incorporating convenience retail provision and other services and facilities) in the part of the strategic site closest to the Belvoir Ironworks site. This will also involve the bringing forward of 50ha of employment land, substantial Green Infrastructure and open space provision as well as integration of public transport services."

However, as set out in the appended Transport and Highways Technical Review, the Former Belvoir Ironworks site cannot be considered as having sustainable access to facilities and services, including at Middlebeck, with, for example, Middlebeck Primary School and the nearest future bus stop being in excess of an 800-metre walk.

Moreover, Urban & Civic are concerned about the pressure that a minimum of 15-27 pitches may have on services and facilities being provided as part of the Middlebeck development. For example, Middlebeck Primary School, which opened in September 2021, provides additional school places to meet the demand from the Middlebeck development only, and Urban & Civic is, therefore, concerned that should children from the Gypsy, Roma and Traveller pitches take school spaces at Middlebeck then this will result in the needs of children at Middlebeck not being met.

It should be noted that this additional pressure would be combined with pressure from new housing in the immediate locality, with reserved matters for Land at Flowserve Pump Division seeking approval for 309 dwellings following the grant of outline planning permission on appeal in June 2021 (Ref: APP/B3030/W/20/326097 & 22/01241/RMAM), and also proposals within this Publication AADMDPD if taken forward – in particular, the extension to Site NUA/Ho/10 (Land North of Lowfield Lane) and Opportunity Sites, notably Site NUA/OS/1 (the Tarmac Site within Bowbridge Road Policy Area).

Access and highways

The Transport and Highways Technical Review concludes that, based on the information available, it is unclear as to whether a safe and suitable access to the Former Belvoir Ironworks site can be achieved for the proposed use in visibility terms. Fundamentally, speeds need to be recorded by a survey to determine Stopping Sight Distances and in turn the visibility splay for the access.

Furthermore, based on the potential level of trip generation associated with the use, there may be a requirement for the access to the site to include a central treatment on Bowbridge Lane (such as a ghost island right turn), but no information is available to demonstrate that such a junction arrangement would be deliverable within land controlled by the local highway authority and that associated with the site. Fundamentally, the deliverability of a ghost island arrangement to adoptable standards, if it was deemed to be required, could only be demonstrated through a design drawing showing all land ownership.

In terms of trip generation, the Transport and Highways Technical Review sets out that daily movements to and from the site could be in the order of 300 vehicles, with potential peak hour trip generation in excess of 30 two-way movements, which is the typical threshold at which a local highway authority would require operational assessments to consider the highway impacts at off-site junctions. Whilst it is now proposed that the site is allocated for 15-27 pitches, rather than 30 pitches, the highest end of the range would generate daily movements to and from the site in the order of 270 vehicles. Moreover, the proposed allocation is a minimum and more than 27 pitches could therefore be provided.

The potential level of traffic is of concern to Urban & Civic as it would be utilising highway capacity that has been designed and is being delivered to support the delivery of Middlebeck and other existing planned housing allocations in Newark.

In this respect, the Middlebeck development is delivering the SLR, with triggers for delivery including that no more than 600 dwellings are to be occupied unless Phase 1 of the SLR is complete and that no more than 700 dwellings are to be occupied unless construction of Phase 2 of the SLR has commenced. Urban and Civic object to additional development coming forward and taking capacity on the highway network, that should first and foremost be used to facilitate the delivery of dwellings at Middlebeck, whilst development at Middlebeck is constrained.

For the reasons set out above, the proposed allocation of Site NUA/GRT/13 Former Belvoir Ironworks, Bowbridge Lane, Newark is not sound as it is not:

Positively prepared – The site does not have sustainable access to facilities and services. As such the proposed allocation is not positively prepared as it is not consistent with achieving sustainable development.

Justified – The site assessment in the GTLAA acknowledges the lack of accessible services, and the appended Transport and Highways Technical Review sets out that Middlebeck does not provide sustainable access to facilities and services. The Transport and Highways Technical Review also highlights constraints in respect of access and highways. As such the proposed allocation is not justified as it is not supported by the evidence.

Effective – The proposed allocation has the potential to place undue pressure on facilities, services and infrastructure being delivered as part of the Middlebeck development. As such, the proposed allocation is not effective as it has the potential to undermine the delivery of the Middlebeck, a strategic allocation in the ACS (Area Policy NAP 2A).

Consistent with national policy – The site does not have sustainable access to facilities and

services. As such, it is not consistent with national policy as it will not enable the delivery of sustainable development.

NB: Further comments are made on the Policies Map (Map 2 Newark South Proposals) in our responses to Policies Map (Public Open Space – School Playing Fields), Policy NUA/Ho/10 and Policies Map (NUA/AR/1 - Area A).

(Continue on a separate sheet/expand box if necessary)

9. Please set out what change(s) you consider necessary to make the DPD legally compliant or sound, having regard to the test you have identified at 6 above where this relates to soundness. You will need to say why this change will make the DPD legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Urban & Civic respectfully request that proposed Gypsy, Roma and Traveller pitches at the Former Belvoir Ironworks are removed from the AADMDPD. As such, Urban & Civic respectfully request that Site NUA/GRT/13 Former Belvoir Ironworks, Bowbridge Lane, Newark is deleted from Policy GRT4 (Site Allocations) and removed from the Policies Map (Map 2 Newark South Proposals).

The proposed allocation is not consistent with achieving sustainable development, is not supported by the evidence, and has the potential to undermine the delivery of Middlebeck, a strategic allocation in the ACS (Area Policy NAP 2A). As such, it is not positively prepared, nor consistent with national policy, and is neither justified nor effective. Its deletion from Policy GRT4, and associated removal from the Policies Map (Map 2 Newark South Proposals), is therefore necessary to make Policy GRT4, and the Policies Map in respect of Gypsy and Traveller Accommodation Allocations in the vicinity of Middlebeck, sound.

NB: Further amendments to the Policies Map (Map 2 Newark South Proposals) are requested in our responses to the Policies Map (Public Open Space – School Playing Fields), Policy NUA/Ho/10 and Policies Map (NUA/AR/1- Area A).

(Continue on a separate sheet/expand box if necessary)

Please note your Representation should cover succinctly all the information, evidence and supporting Information necessary to support/justify the Representation and the suggested change, as there will not normally be a subsequent opportunity to make further Representations based on the original Representations at the Publication stage. After this stage, further submissions will be only at the request of the Inspector, based on the matters and issues he/she identifies for Examination.

10. If your Representation is seeking a change, do you consider it necessary to participate at the oral part of the examination?

No, I do not wish to participate at the oral Examination	Yes, I wish to participate at the oral Examination
<input type="checkbox"/>	<input checked="" type="checkbox"/>

11. If you wish to participate at the oral part of the Examination, please outline why you consider this to be necessary.

Urban & Civic respectfully request to participate in the hearing sessions(s) in order to fully present their case.

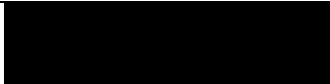
(Continue on a separate sheet/expand box if necessary)

Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the Examination.

12. Please tick the relevant boxes below to receive notifications (via email) on the following events:

- DPD submitted to the Secretary of State for Inspection
- Examination in Public hearing sessions
- Planning Inspector's recommendations for the DPD have been published.
- DPD has been formally adopted.

Signature:



Date: 9/1/2023

Please return this form by 12 Noon on 9th January 2023 to one of the addresses below:

Email: planningpolicy@nsdc.info

Post: Planning Policy & Infrastructure Business Unit
Newark & Sherwood District Council
Castle House
Great North Road
Newark
NG24 1BY

Information is available at:

<https://www.newark-sherwooddc.gov.uk/aadm-representation/>

Office Use Only

Date of Receipt:

Representation No:

Objection to Site 2 - Transport and Highways Technical Review

1.0 Introduction

SLR Consulting Ltd [SLR] has been instructed by Urban & Civic [U&C] to undertake a technical review of transport and highways matters associated with a potential site allocation for gypsy and traveller pitches.

The site in question is identified in the Newark & Sherwood District Council [NSDC] Amended Allocations & Development Management Development Plan Document as “Site 2 –Belvoir Ironworks North, Newark (Ref: 19_0004)”. The site is stated as being “currently considered suitable” for this use and the Development Plan Document suggests it may have capacity for circa 30 pitches. The site is located off Bowbridge Lane as shown below in Figure 1.

Figure 1-1 Belvoir Ironworks North Site Location

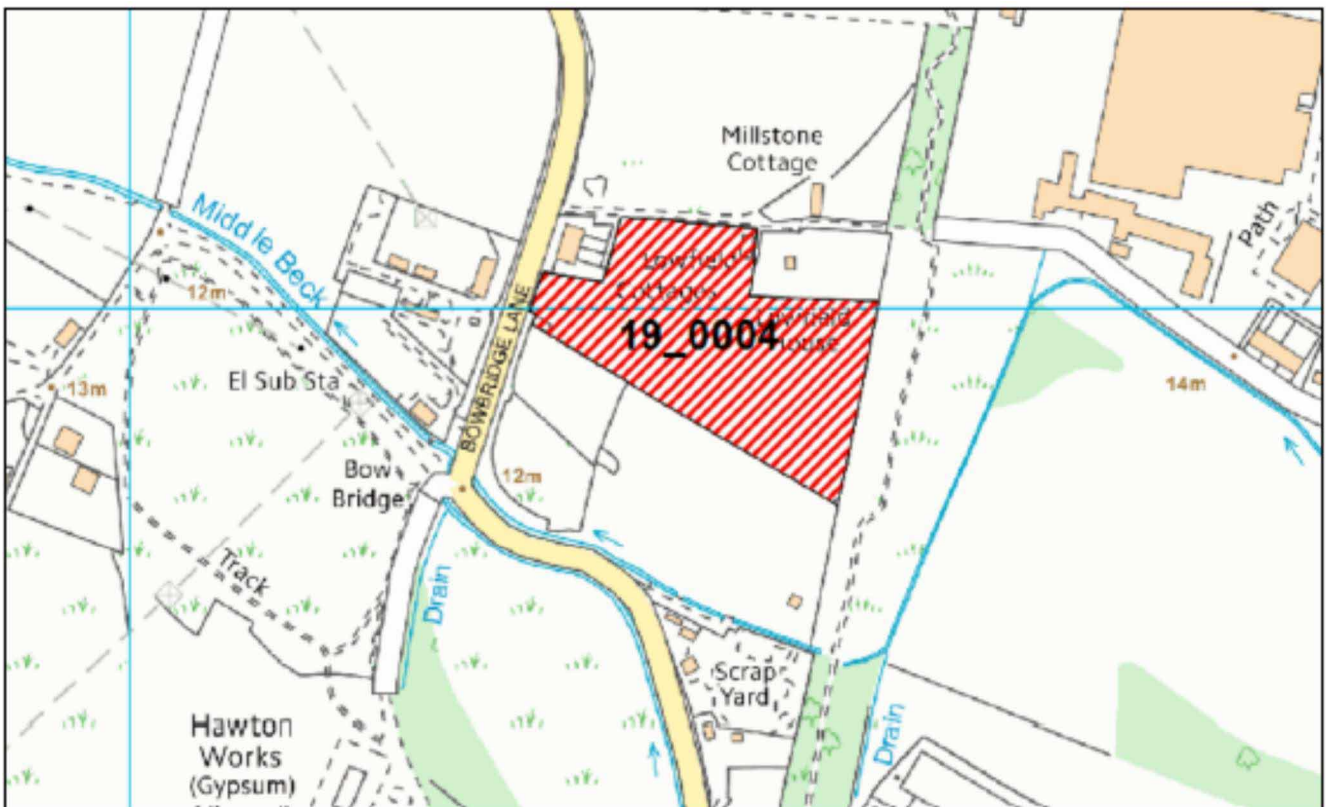


Image Source: Newark & Sherwood District Council [NSDC] Amended Allocations & Development Management Development Plan Document, Page 23.

U&C is the master developer for the Middlebeck Sustainable Urban Extension [SUE], which lies immediately to the north of this potential site allocation and which has outline planning consent to deliver 3,150 residential dwellings, associated community facilities, employment land and infrastructure improvements in the form of the Southern Link Road. U&C therefore has a direct interest in potential site allocations in the vicinity of the Middlebeck scheme.

Taking the above into consideration, the remainder of this Technical Note provides comments on the proposals with respect to the areas referenced below:

Objection to Site 2 - Transport and Highways Technical Review

September 2021

Prepared for Urban & Civic

- Potential vehicular access;
- Trip generation; and
- Sustainable access to the site.

Based on the review of this material, this Technical Note concludes that this site cannot be considered as suitable for the proposed use from a transport and highways perspective and **that, our client, U&C therefore wish to object to its potential allocation on transport and highways grounds.**

2.0 Potential Site Access

Based on the red line boundary of the site, the only potential access point to a development in this location would be from Bowbridge Lane immediately to the south of a row of terraced residential properties. Part of this site frontage has an existing access to the agricultural field and it is assumed this would be broadly the location required to be utilised to facilitate access to the gypsy and traveller pitches.

Bowbridge Lane adjoining this section of the site frontage is subject to the national speed limit of 60 miles per hour [mph]. A change in speed limit to 30mph does occur approximately 30 metres to the north of the existing agricultural access, however unless it could be demonstrated that speeds are less than 60 kilometres per hour [kmh] / 37 mph, stopping sight distance for the purpose of visibility splays will need to be based on parameters from the Design Manual for Roads and Bridges [DMRB]. This approach is outlined in Section 3.3.1 of the Nottinghamshire Highway Design Guide [NHDG].

Based on these parameters, the minimum “Y distance” for a visibility splay from a proposed access to this site in this location would be 120 metres if it could be demonstrated that 85th percentile speeds were 70 kph / 43 mph. Given that the road is subject to a 60mph speed limit, however, the starting point for stopping sight distance based on this design speed would be 215 metres.

Concluding Comments

Taking the above into consideration, and based on the horizontal alignment of Bowbridge Lane in the vicinity of the site and the presence of what is assumed to be third party land, it is clear that 215 metres could not be achieved for either forward visibility on Bowbridge Lane or for the site access visibility from an “X-distance” of 2.4 metres. Given also that horizontal bends in the alignment of Bowbridge Lane are located approximately 120 metres to the south of the existing agricultural access and less than 120 metres to the north of this, it is also unclear as to whether the lowest level of visibility¹ could be achieved for any site access design in this location.

3.0 Potential Trip Generation

The potential trip generation associated with a gypsy and traveller pitch use is an important consideration with regard to its suitability.

There is limited data available on such sites in the TRICS database, however one survey from 2010 is available for a traveller’s site in Leatherhead, Kent (Site Ref: SC-16-A-01). At the time of the survey for this site, there were 10 static caravans and 2 permanent buildings located there, and the survey (undertaken on a Thursday)

¹ Based on the current speed limit setting of Bowbridge Lane and unless 85th percentile speeds could be demonstrated to be below 70 kph / 43 mph.

Objection to Site 2 - Transport and Highways Technical Review

September 2021

Prepared for Urban & Civic

demonstrated daily vehicle movements of 92 between 07:00 and 19:00. The maximum vehicles generated by the site in a traditional weekday peak hour was 13 during the morning peak of 08:00 to 09:00. The survey details for this site are included as **Appendix 01** for information.

Using this survey data by way of a guide and applying this on a pro-rata basis² to the Belvoir Ironworks North site's suggested capacity of 30 pitches, the potential traffic that could be associated with this site on a weekday would be as follows:

- 276 daily vehicle movements between 07:00 and 19:00; and
- 39 vehicle movements in a morning peak hour between 08:00 and 09:00.

Concluding Comments

Taking the above into consideration, and whilst it is acknowledged that this is based on data from only a single site, the analysis suggests that daily movements to and from the site could be in the order of 300 vehicles; particularly as the survey data was only for 12 hours and not 24. If this level of traffic was a consistent daily flow, such that the Annual Average Daily Traffic [AADT] flow was in the order of 300 vehicles or more, there may be a requirement for the access to the site to include a central treatment on Bowbridge Lane (such as a ghost island right turn) in line with paragraph 2.12 of CD123 of the DMRB. If that was a requirement, it would need to be demonstrated that this junction arrangement was deliverable within land controlled by the local highway authority and that associated with the site; no information is available within the documentation at this stage to suggest that is the case.

In addition to the above, it should also be noted that the potential peak hour trip generation associated with the site could be in excess of 30 two way movements, which is the typical threshold at which a local highway authority would require operational assessments to consider the highway impacts at off-site junctions. With this in mind, this level of traffic on the local highway network would be a concern to U&C, given that it would be utilising highway capacity which has been designed and delivered to support the delivery of the Middlebeck SUE and other existing planned housing allocations in Newark on Trent.

4.0 Sustainable Access

The National Planning Policy Framework [NPPF], updated in July 2021, outlines in paragraph 110 that for sites being assessed for allocation in development plans it should be ensured that “*appropriate opportunities to promote sustainable transport modes can be –or have been–taken up, given the type of development and its location*”. Paragraph 112 also goes on to state that applications for development should “*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*”. This is also referenced in Section 2.2 of the NHDG as a fundamental consideration.

Building on the above sustainable accessibility themes, the NHDG also outlines the concept of “walkable neighbourhoods” in line with advice by the Chartered Institution for Highways and Transportation [CIHT] in its 2015 document, Planning for Walking. This indicates that local services should be within an 800 metre or 10 minute walk of a site, and that bus stops should be within a 400 metre walking distance or 800 metres in rural areas.

² Pro-rata basis using 30 pitches for the Belvoir Ironworks North site and 10 pitches for the TRICS site

Objection to Site 2 - Transport and Highways Technical Review

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Concluding Comments

Taking the above into consideration, it should be noted that the Belvoir Ironworks North site would be:

- In excess of an 800 metres walk to the nearest local facilities at Middlebeck, such as the primary school, and to other local facilities in the south Newark and Balderton areas; and
- In excess of an 800 metres walk to the nearest future bus stop on Marleston Lane at the Middlebeck SUE and to the existing bus stops on Grange Road to the north of Middlebeck.

When being assessed against accessibility criteria at the heart of both the NPPF and the NHDG, therefore, this site cannot be considered as sustainable for development from a transport perspective.

5.0 Summary

U&C is the master developer for the Middlebeck SUE, which lies immediately to the north of a potential allocation at the Belvoir Ironworks North site, and therefore has a direct interest in the transport and highways impacts associated with its potential use for gypsy and traveller pitches.

Based on the information presented in this Technical Note, the following points can be summarised:

- It is unclear based on the information available as to whether a safe and suitable access to the site can be achieved for the proposed use in visibility terms;
- Based on the potential level of trip generation associated with the use, there may be a requirement for the access to the site to include a central treatment on Bowbridge Lane (such as a ghost island right turn). No information is available to demonstrate that such a junction arrangement would be deliverable within land controlled by the local highway authority and that associated with the site;
- The potential level of trip generation in a weekday peak hour associated with the use would be utilising highway capacity which has been designed and delivered to support the delivery of the Middlebeck SUE and other existing planned housing allocations in Newark on Trent; and
- The site would not be located within suitable walking catchments of local facilities and bus stops, which is a fundamental requirement for this to be considered a sustainable development in the context of the NPPF and NHDG.

Taking the above into consideration, the Belvoir Ironworks North site cannot be considered as suitable for allocation for development as gypsy and traveller pitches and our client, U&C, therefore wish to object to its allocation on transport and highways grounds.

APPENDIX 01

Site Reference: SC-16-A-01 Multi-Modal Site
 Created: Version: 2010(a)v6.5.2 09/02/10
 Latitude/Longitude: 51.28460, -0.33380
 Land Use Type: 16 - MIXED/A - MISCELLANEOUS
 Region/Area: SOUTH EAST/SURREY

Description: TRAVELLERS SITE
 Street: YOUNG STREET
 District: FETCHAM
 Town: LEATHERHEAD
 Post Code: KT22 9BS
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: C3

Population within 500m: 41
 Population within 1 Mile: 5,001 to 10,000
 Population within 5 Miles: 125,001 to 250,000
 Car ownership within 5 Miles: 2.1 to 2.5
 Reason for blank public transport table: No local PT

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located just off Young Street on the southern outskirts of Leatherhead. Young Street runs south-west into Epsom Road towards Guildford, and east to the Leatherhead Bypass Road which connects to the M25. The site is surrounded by fields. The site has 1 access point.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2010
Nearest Primary School	1.5 kilometres
Nearest Secondary School	2.4 kilometres
Nearest Local Shop/Corner Shop	0.7 kilometres
Nearest Main Supermarket	1.3 kilometres
Nearest Doctors Surgery	1.5 kilometres
Nearest Hospital with Minor Injuries/A & E	6.2 kilometres
Nearest Sports/Leisure Centre	1.3 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	43UEGS0010
Number of people employed within Census Output Area	144
Number of households within Census Output Area	131
Number of people living within Census Output Area	363
Area of Census Output Area (hectares)	149.00
Population density within Census Output Area (per hectare)	2.44

SITE PHOTO



Site reference:	SC-16-A-01	Multi-Modal survey site
Trade name:	SALVATION PLACE	
Site area (h/a):	0.56	
Open since	1984	
Total Employees		
Full Time Employees		
Part Time Employees		
Approximate % of total employees working standard 9-5 hours or similar	%	
Name of nearest site	RIVER PLACE	
Distance to nearest similar site	4.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	00:00	to	24:00
Friday	00:00	to	24:00
Saturday	00:00	to	24:00
Sunday	00:00	to	24:00

Comments

There are 10 static caravans at this site and 2 permanent buildings.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces 45

Number of spaces

Employee	0
Disabled	0
Visitor/Customer	45
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Parent & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

No management or enforcement measures were observed during the survey.

Site parking surface or non-surface (multi-storey/underground)

Surface

General Comments on Parking

The number of parking spaces has been estimated using Google Earth as access to the parking could not be obtained. All spaces appear to be unmarked.

The off-street parking consists of a National Trust car park nearby.

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

No

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available

Approx. available spaces 45

Parking located within a control parking zone (CPZ)

No

Charges for this Off-Street parking

No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: Total vehicles

Survey type: Manual Count
 AM weather: Cold and Light Rain
 PM weather: Cold and Light Rain

Initial car park occupancy: Final car park occupancy:

Total People to Total Vehicles ratio (all time periods and directions): 1.58

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars	67	Motor cycles	0	Public service	0
Light goods	25	OGV (1)	4	OGV (2)	0
				Taxis	4

Servicing Vehicles count recorded No

Time	Arr 46	Dep 46	Totals 92	Parking Accum
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	3	5	8	(-2)
08:00-09:00	5	8	13	(-5)
09:00-10:00	3	3	6	(-5)
10:00-11:00	1	4	5	(-8)
11:00-12:00	7	6	13	(-7)
12:00-13:00	6	2	8	(-3)
13:00-14:00	6	4	10	(-1)
14:00-15:00	2	5	7	(-4)
15:00-16:00	6	5	11	(-3)
16:00-17:00	4	3	7	(-2)
17:00-18:00	3	1	4	(0)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No PSV's, cycles, pedestrians or public transport users entered or exited the site during the survey.
 It was not possible to obtain initial and final car park occupancy figures as access could not be gained to the on-site parking.

Site reference: SC-16-A-01

Survey date: 04/02/10

Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 1	Dep 3	Totals 4	Accumulation
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	0	0	0	(0)
08:00-09:00	0	1	1	(-1)
09:00-10:00	0	0	0	(-1)
10:00-11:00	0	0	0	(-1)
11:00-12:00	0	1	1	(-2)
12:00-13:00	0	0	0	(-2)
13:00-14:00	0	0	0	(-2)
14:00-15:00	0	0	0	(-2)
15:00-16:00	1	1	2	(-2)
16:00-17:00	0	0	0	(-2)
17:00-18:00	0	0	0	(-2)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SC-16-A-01

Survey date: 04/02/10

Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: Taxis

Time	Arr 2	Dep 2	Totals 4	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	1	1	2	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SC-16-A-01 Survey date: 04/02/10 Day of week: Thursday

Multi-Modal survey site

People Surveyed: Car/LGV/Motorcycle occupants/OGV occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
 Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 76	Avg Per Veh 1.7	1	2	3	4	5	6	7	Dep 69	Avg Per Veh 1.6	Totals 145	Avg Per Veh 1.6	Accum	
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	1	2	0	0	0	0	0	5	1.7	1	4	0	0	0	0	0	9	1.8	14	1.8	(-4)	
08:00-09:00	3	1	0	1	0	0	0	9	1.8	3	2	2	0	1	0	0	18	2.3	27	2.1	(-13)	
09:00-10:00	3	0	0	0	0	0	0	3	1.0	1	2	0	0	0	0	0	5	1.7	8	1.3	(-15)	
10:00-11:00	1	0	0	0	0	0	0	1	1.0	4	0	0	0	0	0	0	4	1.0	5	1.0	(-18)	
11:00-12:00	6	1	0	0	0	0	0	8	1.1	5	1	0	0	0	0	0	7	1.2	15	1.2	(-17)	
12:00-13:00	4	1	1	0	0	0	0	9	1.5	1	1	0	0	0	0	0	3	1.5	12	1.5	(-11)	
13:00-14:00	4	2	0	0	0	0	0	8	1.3	1	1	0	1	0	0	0	7	2.3	15	1.7	(-10)	
14:00-15:00	1	0	0	1	0	0	0	5	2.5	5	0	0	0	0	0	0	5	1.0	10	1.4	(-10)	
15:00-16:00	1	1	3	1	0	0	0	16	2.7	4	0	0	0	0	0	0	4	1.0	20	2.0	(2)	
16:00-17:00	1	3	0	0	0	0	0	7	1.8	1	2	0	0	0	0	0	5	1.7	12	1.7	(4)	
17:00-18:00	2	0	1	0	0	0	0	5	1.7	0	1	0	0	0	0	0	2	2.0	7	1.8	(7)	
18:00-19:00																						
19:00-20:00																						
20:00-21:00																						
21:00-22:00																						
22:00-23:00																						
23:00-24:00																						
Total	27	11	5	3	0	0	0			26	14	2	1	1	0	0						

SURVEY DAY DETAILS FOR SC-16-A-01

SLR CONSULTING CROMAR WAY CHELMSFORD

Licence No: 529501

Site reference: SC-16-A-01

Survey date: 04/02/10

Day of week: Thursday

Multi-Modal survey site

People Surveyed: Total people

Time	Arr 76	Dep 69	Totals 145	Accumulation
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	5	9	14	(-4)
08:00-09:00	9	18	27	(-13)
09:00-10:00	3	5	8	(-15)
10:00-11:00	1	4	5	(-18)
11:00-12:00	8	7	15	(-17)
12:00-13:00	9	3	12	(-11)
13:00-14:00	8	7	15	(-10)
14:00-15:00	5	5	10	(-10)
15:00-16:00	16	4	20	(2)
16:00-17:00	7	5	12	(4)
17:00-18:00	5	2	7	(7)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				