

Planning Officer - Development Management  
Planning Services  
Civic Suite - 2nd Floor  
Catford Road  
London  
SE6 4RU

21<sup>st</sup> February 2020

Our Reference: 18-569

**Your Reference: DC/19/111719 Land rear of Ronver Road, Hither Green, Lewisham**

Dear Sir/Madam,

Representations in response to the planning committee report

1 I write on behalf of our clients at Austringer Estates Limited, who are the applicants for the planning application reference: DC/19/111719, in relation to the planning committee report published which is due to be before committee 27th February 2020. I wish to address the concerns raised within the report and correct some inaccuracies in the report. I respectfully request that these representations are reported formally to the planning committee by way of a written late update sheet and made available to members of the public at the meeting and on-line forming part of the planning application submission.

2 The Tree Preservation Order (TPO) is incorrectly referred to as covering the whole site at paragraph 5 of the committee report. The TPO is in fact limited to the trees which were growing at the time the TPO was made. This is an important point as a lot of the trees are young saplings and do not fall within the TPO, and these can be removed without the need for any consent.

3 PWA remain of the opinion that the development proposed does not fall within Schedule 1 or 2 of the Environmental Impact Assessment Regulations 2017 as specified in paragraphs 1.4 and 1.5 of the submitted planning statement. Paragraph 23 of the committee report states the development falls under Schedule 2.10.b of the Regulations. This paragraph relates to urban developments including shopping centres and car parks, sport stadiums, leisure centres and multiplex cinemas. Notwithstanding this we agree with the statement that the application does not require an Environmental Statement.

4 PWA disagree with the comment at paragraph 25 and 87 of the committee report that the equestrian use is currently restricted to an area of approximately 2ha and reference to the Inspector's comment in the appeal decision at paragraph 9 which stated "the central section is occupied by Willow Tree Establishment (WTE)." PWA believe the use as equestrian covers the total site but the buildings used in connection with

previous operators are located in the central area referred to. Notwithstanding this, we acknowledge the comments at paragraph 45 and 89 of the committee report that state there are no material concerns.

5 Paragraphs 30 and 119 of the committee report state there are no details of the picnic area shown on the proposed plans. Paragraph 32 mentions limited details of the horse riding trackway. For clarity, there is no built development proposed to the picnic area. It would be usual to include such details as part of a standard landscape condition for hard and soft landscape details which was provided in the letter 13th September 2019.

6 Paragraph 31 of the committee report mentions sub stations proposed. This is inaccurate. Members will also see that these sub stations existing as shown on the existing plans and are not proposed.

7 Paragraph 73 of the committee report relates to the summary sheet of the public meeting held 17th January 2020 which is appended to the committee report. PWA and the applicant do not agree with this summary and did provide their own summary of this meeting which is appended to these representations.

8 There is a fundamental inaccuracy at paragraph 101 of the committee report which should read there as a reduction of 6m<sup>3</sup> in volume.

9 The Officer's assess impact on the MOL in the context of the policy relating to Green Belt in the NPPF at paragraphs 102-105 of the committee report. The Officer's single out buildings rather than consider the proposed development as a whole. Despite noting in paragraph 106 that volumatic matters are a consideration, the assessment has been carried out singularly on buildings comparing one to another in terms of existing and proposed rather than the totality of the new buildings. It must also be taken into consideration that there are four buildings to the north of the main cluster of the buildings that are being demolished and no development will go back in their place. Overall, the proposed volume and footprint is a reduction on the existing buildings.

10 Paragraph 106 of the committee report acknowledges the visual impact on the aspect of openness as relevant in terms of appropriateness. The report also acknowledges that the site is often missed as a natural designation due to its location. The report considers the location of the proposed buildings are in higher and more prominent positions in relation to the access (we presume that the reference to higher means the height of some of the buildings) and urban when viewed from Ronver Road. It appears the site is 'often missed due to its location' as the only public viewpoint into the site is from Ronver Road through gates of the current access which are viewed in the context of built development, a row of terraced houses. In turn it does not correlate that the proposed development will be so visually prominent. The position of the barn shelter appears to be the concern of Officers located so it can be seen when entering the site. The reception/office building is also located slightly in front of this building. All other buildings are concentrated in the area of the existing development (including most of the reception/office building). The fact remains that the view of the site from the access is boarded by built development and the proposed buildings are located 30m and 40m into the site and not to the forefront. Furthermore, the visual impact and benefit of the removal of the four buildings (mentioned in my paragraph 9 above) is not taken into account in the assessment of visual impact which is a serious omission in the planning balancing exercise.

11 Officers have had no regard for the overall development as proposed, which includes demolition, in their assessment of both openness and visual impact. There is no assessment of the overall development. Elements of a development proposal cannot be considered in isolation as benefits and harm of the whole planning application have to be taken into account and a balanced view taken to make a recommendation. Officers have incorrectly interpreted paragraph 145 of the NPPF which does apply in this application.

12 Paragraphs 108 and 109 of the committee report compare this proposal to the previous one subject to the appeal. That application proposed to increase the number of horses on the site from 40 to 41. There

were however no issues with the impact on the openness of the MOL. As the committee report highlights this present application proposes to reduce the number of horses to 26.

13 Officers acknowledge in paragraph 131 of the committee report the site has been used for equestrian purposes and has also agreed in other parts of the report that the site had previously accommodated 40 horses. What Officers have failed to do is consider the fallback position and have not followed well established case law. The Council have given no regard to the fallback position on this site which has lawfully operated as a riding establishment for up to 40 horses and highlight to Members the relevant caselaw relating to the fallback position. The case of Zurich Assurance v North Lincolnshire Council is of significant pertinence as the Court held that, in order to be a material consideration, a fall back only has to have "more than a merely theoretical prospect". In the Court of Appeal judgement in Mansell v Tonbridge And Malling Borough Council [2017] it was clarified when a 'fallback' development may be a material planning consideration stating the basic principle for a prospect to be a "real prospect", it does not have to be probable or likely: a possibility will suffice. It is also contended that essential repair and maintenance works can be carried out to buildings without the need for planning consent.

14 The intensity and operation of the existing use has not been considered by the Council not only in relation to traffic generation but also in terms of management of the site including staff and visitors numbers, site layout arrangements, unrestricted hours of operation and deliveries. Notwithstanding those that have been applied for, these are all considerations that, had Officers shared the consultation response before the committee report, could have been addressed or even can be conditioned in line with what the Council feel is appropriate. It is also noted that there were previously no reasons for refusal relating to highway issues on the previous application that proposed to increase the number of horses on the site.

15 Paragraph 132 of the committee report refers to overspill parking. For clarity, the reference made to overspill parking in the submission is not in relation to a physical area but merely a reference that should the Council have required as such. The transport consultants have prepared a technical note (see Appendix 1 to this letter) that considers the manoeuvring area for larger vehicles and a swept path analysis carried out which demonstrates this is possible. The operator of the site would ensure deliveries and also any movement of horses in horse boxes are at a time when it is not open to the public as a riding school when people would come in cars or by other sustainable modes. This would ensure that larger vehicles are not manoeuvring on the site when there are visiting members of the public and there is no conflict. The site is within one ownership and would be one lease with one operator, meaning this is possible. It is also possible to have a management plan via a planning condition which would control these types of operations on site.

16 Officers note in paragraph 132 of the committee report the previous use of the site would have been unlikely to generate parking impacts and there is no historic overspill parking impact noted by residents. It is therefore acknowledged that there was no overspill of parking to neighbouring roads from the previous use. It is acknowledged that this use will be less intensive due to a significant reduction in the number of horses on the site. It is therefore not understood and appears contradictory that there are concerns in relation to how any over spill parking would be provided for.

17 In response to the comment in paragraph 133 of the committee report in relation to pedestrian vehicle conflict, it is considered there is room for a 1-2m wide footway for pedestrians (and landscaping) to accommodate pedestrians to ensure a safe route for pedestrians around the site. Again, had this been raised during the course of the application it could have been addressed very simply. Regardless this again can be encompassed in a planning condition for hard and soft landscaping.

18 Paragraph 134 of the committee report relates to refuse and cycle stores which can be agreed via a planning condition.

19 One of the reasons for refusal relates to impact on 77 Ronver Road from the tack building in terms of loss of outlook and also creating a sense of enclosure and paragraph 144 of the committee report discusses this impact. Officers also appear to be unsure in relation to tree removal on this boundary. Plan ref 1418.03 rev C shows trees to be removed in red on this boundary. The Officers state that the nearest point of the tack building from this neighbour's boundary is 3m. The proposed building is splayed at an angle meaning that the distances are variable; the nearest point of the building to the boundary is 3m and this is at the point furthest away from the property as it is the furthest point of the rear garden from the house. The building has an eaves height of 2.66m which means that this is the height at that 3m point it is closest. The building has a sloping roof so the maximum height is actually 5.5m from the property's boundary fence which is 2m in height. There is also an existing building along this boundary and trees which currently impact on the amenity of the resident. It is considered that the proposal will actually open up the outlook for this resident and certainly will not have an enclosing effect to their detriment.

20 Paragraph 163 of the committee report states the lighting has not been assessed. A full lighting scheme was submitted with the application.

21 Paragraph 196 of the committee report states there is conflicting information submitted with the planning statement, the arboricultural report and the ecology report. There is a very simple reason for this which has been emphasised in bold letters in the planning statement in the same paragraph (7.9) referred to in the committee report. The arboricultural report was written with the best interests of the site in mind with regards to the health of the vegetation on the site. It assesses the overall site and what is best for the trees on site as well as the works required to trees as part of the development proposals. To explain why this has been done it is important to understand the British Standard (BS5837:2012) which explains the purpose of an Arboricultural Impact Assessment Section (5.4.1) The project arboriculturist should evaluate the direct and indirect effects of the proposed design and where necessary recommends mitigation.

22 The arboricultural report recommends a number of trees and groups of trees are to be removed to manage Japanese knotweed; manage trees near the railway line safely; and maintain a suitable and secure boundary. Only those trees on the site at the time the Order was made in 2012 are protected by the Area TPO. The Town and Country Planning (Tree Preservation) Regulations 2012 states: *The area category is one way of protecting individual trees dispersed over an area. Authorities may either protect all trees within an area defined on the Order's map or only those species which it is expedient to protect in the interests of amenity. The area category is intended for short-term protection in an emergency and may not be capable of providing appropriate long-term protection. The Order will protect only those trees standing at the time it was made, so it may over time become difficult to be certain which trees are protected. Authorities are advised to only use this category as a temporary measure until they can fully assess and reclassify the trees in the area. In addition, authorities are encouraged to resurvey existing Orders which include the area category.*

23 There are a number of saplings that are not covered by the TPO as they have grown since the Order was made in 2012. See Photo 1 below. To identify those new saplings a tree stem diameter of between 3cm and 4cm was agreed with the Council's tree officer as relevant (in an email 23/10/18). Eight years has passed since the TPO was made which legislation indicates this is meant to be a temporary measure. The tree consultant who carried out the arboricultural report accompanying this application has been involved in this site for over four years and is an experienced arboriculturalist.





*Photo 1*

24 There is also a requirement to remove additional trees to extract the detritus and Japanese Knotweed that cover large areas of the site. Photos 2-5 below. It is also apparent that local residents have removed trees where they shadow allotments which should be investigated by the Council. Works to trees by the landowner and applicant of this application have been granted consent by the Council in 2018.



*Photo 2*



*Photo 3*



*Photo 4*



*Photo 5*

25 It is clear therefore why there are differences between the planning statement and the arboricultural report submitted with the application and this is clearly stated in the submission as well as the different labels on the landscape plan. The ecology report has considered the impacts of the works to the trees and vegetation that will be carried out on the site rather for completeness and in accordance with legal obligations. The Officer's appear selective on what is reported to Members. This letter clarifies this issue, again, and is therefore important that it forms part of the late update to Members of the planning committee and for this reason is also circulated directly to all Members of planning committee A.

26 The committee report also mentions a lack of detail on the trees to be removed including within groups of trees. The term group in the British Standard 5837:2012 identifies trees that form “cohesive arboricultural features either aerodynamically (shelter), visually or culturally or biodiversity.” It goes on to state the “categorisation of a group can reflect future potential that is contingent on appropriate management being undertaken to promote development of better species.” The categorisation of the groups on the tree protection plan identifies the future potential and not necessarily what is there now. The statements made by the Council show a lack of understanding of the British Standard. There is no connectivity now due to a lot of impermeable bramble and fly tipped material. The fact that these aid in forming a ‘group’ indicates a future potential based on good arboricultural and silvicultural practices as the removal of these will allow for the groups to connect and flourish.

27 Paragraph 226 of the committee report states there is insufficient information submitted with the application in terms of flood risk. Again, it is more than disappointing that the Council saw it fit to withhold consultee responses during the course of the application as this could easily be addressed. Consultee responses were requested throughout the course of the application by PWA but were not forthcoming despite multiple requests. This is at odds with government guidance. It appears on reading the committee report that every single issue raised could simply have been addressed with minimal additional input or points of clarification being submitted. The Council have acted contrary to national best practice in this regard.

28 The National Planning Practice Guidance (NPPG) at paragraph 49 (ID ref 16-049-20140306) outlines the behaviour that may give rise to a substantive award of costs at appeal against a local planning authority. This list includes refusing to provide reasonably requested information when a more helpful approach would probably have resulted in narrowing the issues to be resolved as well as not following well established case law.

Yours Sincerely,



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Encs. Appendix 1 - Highway Technical Note

## Technical Note

**Project: Willow Tree Riding Establishment, Ronver Road, London, SE12  
ONL (DC/19/111719)**

**Date: 21<sup>st</sup> February 2020**

This technical note provides additional information to address comments from the highway authority relating to the demolition of the existing dilapidated stables and the provision of new equestrian facilities, maintaining the existing lawful use as an Equestrian Centre at the Willow Tree Riding Establishment, Ronver Road, London.

### *Highways:*

*The only access point to the site is from the existing vehicular access on Ronver Road, which is not wide enough for 2-way vehicle movements. The current application does not propose any changes to the existing access. So users and visitors (pedestrians, cyclists and vehicles) would access the site via the existing access gate.*

### Cora IHT Response:

The gated shared access is approximately 5.5m, therefore, is wide enough for 2 cars. The arrival and departure numbers are low as assessed in the Transport Statement. A 1-2m footway can, however, be accommodated around the site. Notwithstanding this, the lawful use of the site is already an established riding stables for up to 40 horses. The development proposes to only stable 26 horses resulting in a betterment overall on the site in regards to access and traffic. The local highway authority, therefore, should take account of this fallback position where the existing site can continue to be operated for up to 40 horses.

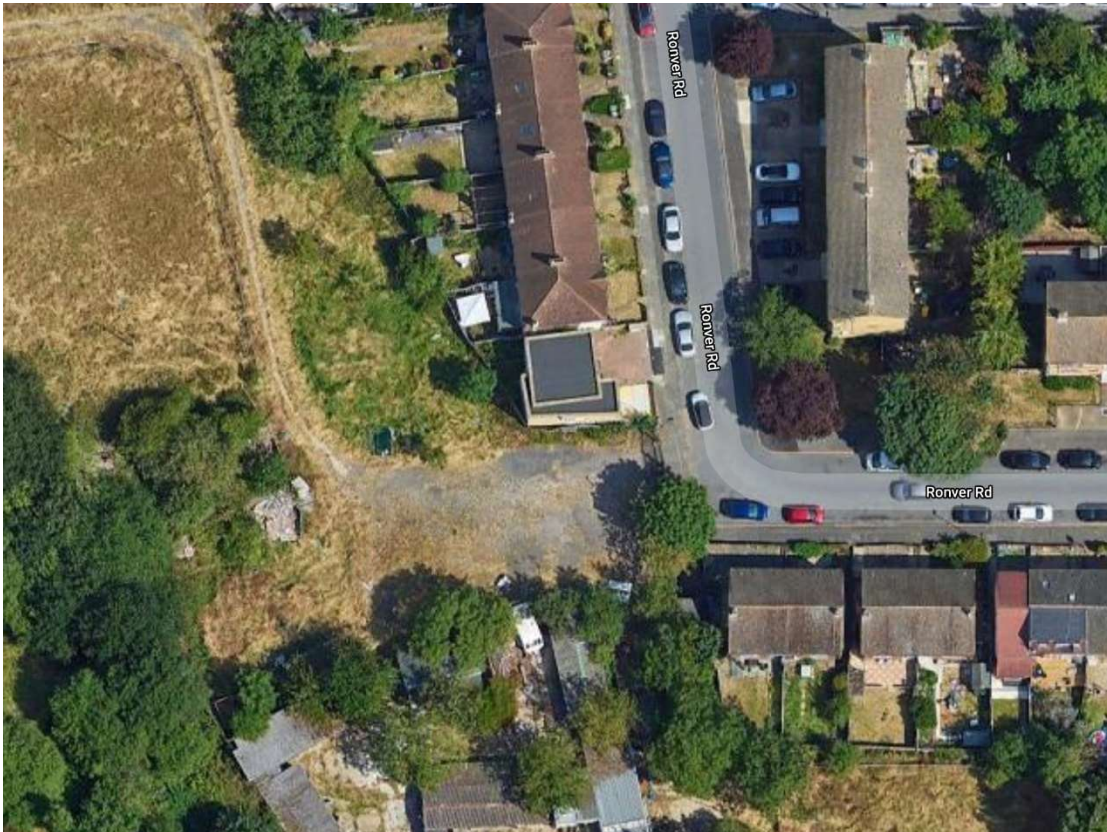


*Highways:*

*The existing hardstanding area within the site was previously used for informal car parking, and has no marked out parking bays. No plans are provided showing the location of the existing parking spaces within the site.*

Cora IHT Response:

The existing plan shows the area of hardstanding which was used informally for car parking. An aerial view of the existing hardstanding area is provided below which will be improved and marked out as part of the proposed development.





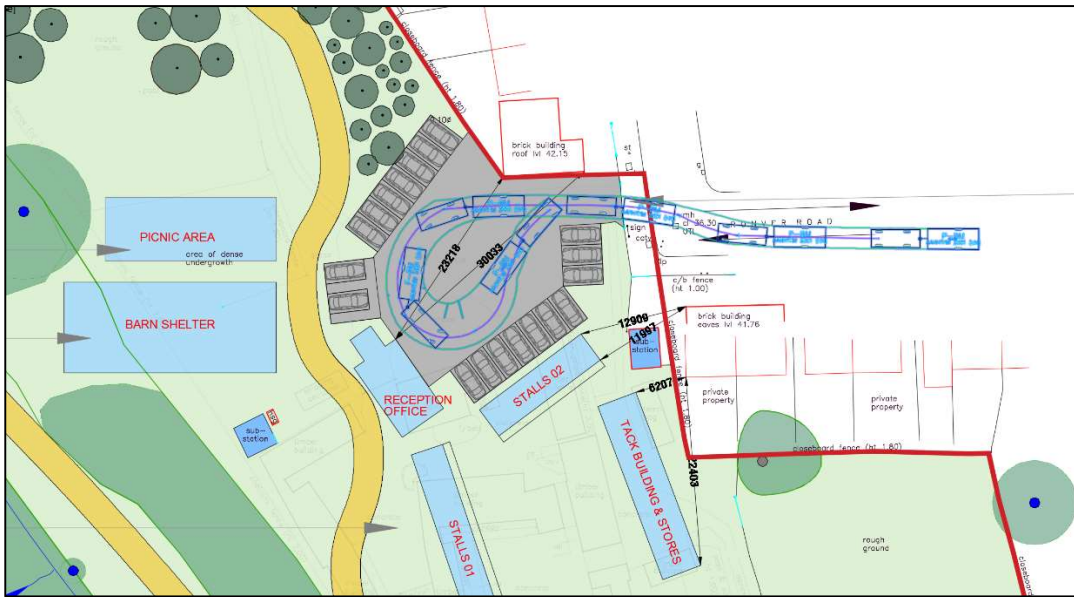
**Highways:**

*No swept path analysis is provided to demonstrate that large vehicles can access / egress the site in forward gear within the new sit layout (location of proposed buildings and track adjacent to car park area).*

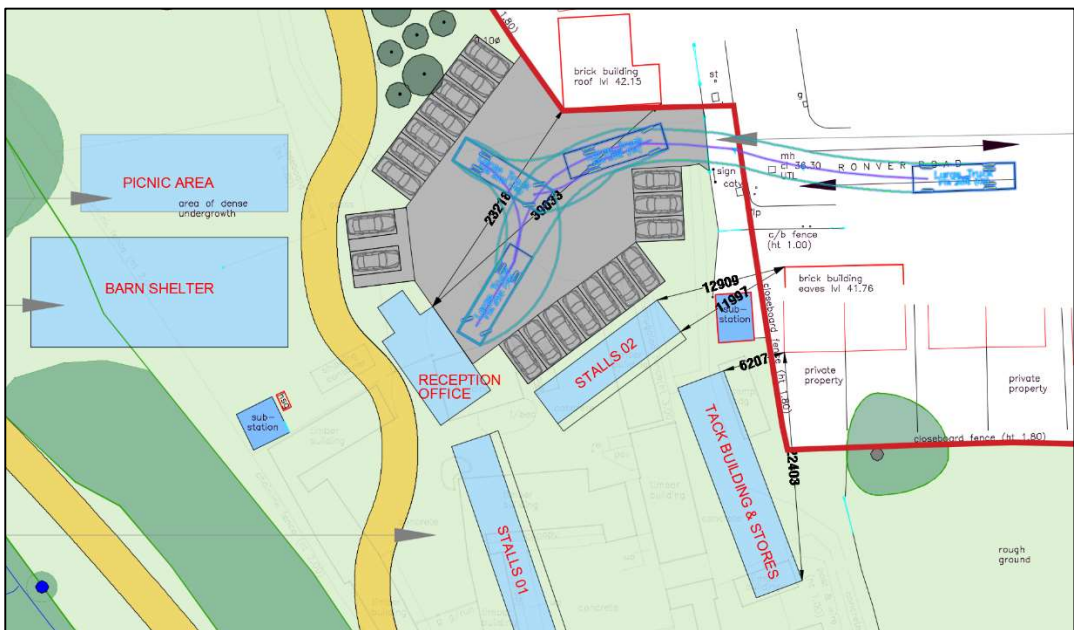
Cora IHT Response:

Tracking of a Car and Horse Trailer is provided in Figure 1 which shows that it can enter and exit in a forward gear whilst Figure 2 shows a 10m Large Truck.

**Figure 1: Car and Horse Trailer Tracking**



**Figure 2: 10m Large Truck Tracking**



*Highways:*

*The proposed parking spaces within the hard landscaped area aren't big enough for larger vehicles and the proposed site layout doesn't show a designated loading area for horse boxes, delivery vehicles etc. A Delivery and Servicing Plan has not been provided and no loading facilities are provided in the proposed site layout.*

Cora IHT Response:

Loading and deliveries to be carried out within car park area. The site is in one ownership and there will be one operator who can manage deliveries and any loading / unloading of horses at times separate to visitors for riding.

Delivery and Servicing Plan to be conditioned.

*Highways:*

*Although part of the site has previously been in operation as an equestrian facility, the details within the application confirm that some of the existing structures are dilapidated buildings, so the existing site does not generate a significant number of trips. The proposed development would enhance the existing facilities at the site, and would generate additional trips to the site compared to the existing situation.*

*The trip generation / parking demands details provided within the Transport Statement is not associated with the existing use. The data is from other equestrian site around the UK including Scotland, and no details (i.e. size) of these equestrian centres is provided. So the data is flawed / unreliable / incomparable.*

Cora IHT Response:

The trip assessment shows the trips associated with the proposed use not existing. This is because the site is not currently operational as a riding establishment and there is no information available on trip generation from when it was operational. For robustness, trips associated with the existing site use have not been offset against the proposed development.

There are not many equestrian sites in the TRICS database so we have used all available data. For the Weekday there are 3 available sites and Weekend 8 sites for the whole database.

TRICS advises to set parameters so that data within the last 10 years is used. If this was done, there would be no sites available for the weekday and only 3 sites for the weekend. We attach the latest TRICS output (generated on 20<sup>th</sup> Feb 2020) for the Weekend in **Appendix A** which is the busiest period. This doesn't include the Scotland site, however, the trip rates generated are significantly lower than what was assessed in our Transport Statement. It can be concluded that the assessment carried out in our Transport Statement is robust.

*Highways:*

*The proposal would create stabling for 26 horses, and other buildings associated with the equestrian use. However, only 19 car parking spaces are proposed. No justification is provided to demonstrate that the proposed off-street is sufficient for the proposed development.*

Cora IHT Response:

The Transport Statement assesses the likely parking demand using the robust TRICS data. The car parking assessment showed that during the busiest period, there is a maximum demand of 16 spaces. The proposed 19 spaces, therefore, provides sufficient parking for the anticipated demand.

The applicant has confirmed, notwithstanding the fact there is no operator identified presently, they have had interest and believe that the requirements for staff would be a maximum of 6 staff on site at one time. Considering the site can stable up to 26 horses, the maximum number of riders is approximated at 10 at any one time as it is unlikely all horses would be used for riding at one time due to horse welfare they are likely to be on a rota system so all horses are exercised but not over exercised. Assuming all staff drive to the site and there is a car occupancy of 2 persons per car, the parking demand would be 11 spaces.

*Highways:*

*Section 7.3 of the Planning, Design and Access Statement discusses the proposed development off-street parking provision at the site, and confirms 'a car parking management strategy could be implemented if it appears that additional parking is required to avoid any overspill into the neighbouring residential areas'. However, the details / location of the overspill parking area has not been provided, and no details of the parking management plan are included. Insufficient detail is provided to demonstrate that any overspill parking associated with the proposal can be accommodated, No parking survey has been undertaken to determine on-street parking capacity in the vicinity of the site.*

Cora IHT Response:

A Car Parking Management Strategy can be conditioned. Our car parking assessment shows that there is not a requirement for on-street parking as all parking is contained within the site. Hence there is not a requirement for on-street parking surveys. There is no mention of overspill parking in the submission, the reference in the submission is in relation to if the LPA required any further parking whilst assessing the application. This was not a reference to a physical overspill parking area as there are no known local parking issues. No events are proposed and no further parking area is required. The reference to a car parking management strategy relates to how the site operator who takes the site on can operate the site including parking area for deliveries and the movement of horses.

*Highways:*

*The proposed site layout does not provide a segregated pedestrian route from the existing Ronver Road gate. So pedestrians in the proposed hard landscaped area will have to negotiate manoeuvring / reversing vehicles to access the proposed reception area. The lack of segregation would create conflict between vehicles and vulnerable road users which is unacceptable. The situation would be exacerbated because the hard landscaped area would also be used by larger vehicles associated with the use (i.e. horseboxes, delivery vehicles etc.).*

*Parking surveys should be undertaken in the vicinity of the site to demonstrate that parking demand associated with events at the site (i.e. gymkhanas) can be accommodated*

**Cora IHT Response:**

The arrival and departure numbers are low as assessed in the Transport Statement. There is adequate space for a 1-2m wide footpath around the car parking area to separate vehicles and pedestrians. The lawful use of the site is already an established riding stables for up to 40 horses. The development proposes to only stable 26 horses resulting in a betterment overall on the site. As previously stated no events are proposed, therefore, no further parking is required.



## ***Appendix A***

Calculation Reference: AUDIT-662801-200220-0201

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : J - EQUESTRIAN CENTRES  
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD	BEDFORDSHIRE 1 days
06	WEST MIDLANDS	
	WK	WARWICKSHIRE 1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO	NORTH LINCOLNSHIRE 1 days

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

## Secondary Filtering selection:

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

Parameter: Site area  
 Actual Range: 4.00 to 17.57 (units: hect)  
 Range Selected by User: 2.00 to 17.80 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 28/09/19

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

Selected survey days:

Saturday	2 days
Sunday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	1
Free Standing (PPS6 Out of Town)	2

*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:

Out of Town	3
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*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

D2	3 days
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*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 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:

No	3 days
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*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	3 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	BD-07-J-01	EQUEST. CENTRE	BEDFORDSHIRE
	CHURCH ROAD		
	NEAR BEDFORD		
	KEYSOE		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Site area:	13.96 hect	
	Survey date: SATURDAY	12/11/11	Survey Type: MANUAL
2	NO-07-J-01	EQUESTRIAN CENTRE	NORTH LINCOLNSHIRE
	BAGMOOR LANE		
	NEAR SCUNTHORPE		
	NORMANBY		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Site area:	4.00 hect	
	Survey date: SUNDAY	16/12/12	Survey Type: MANUAL
3	WK-07-J-01	EQUESTRIAN CENTRE	WARWICKSHIRE
	BEDWORTH ROAD		
	NEAR COVENTRY		
	BEDWORTH		
	Edge of Town		
	Out of Town		
	Total Site area:	17.57 hect	
	Survey date: SATURDAY	28/09/19	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 07 - LEISURE/J - EQUESTRIAN CENTRES  
VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	15.77	0.285	2	15.77	0.254	2	15.77	0.539
08:00 - 09:00	2	15.77	1.078	2	15.77	0.222	2	15.77	1.300
09:00 - 10:00	3	11.84	0.957	3	11.84	0.310	3	11.84	1.267
10:00 - 11:00	3	11.84	1.126	3	11.84	0.704	3	11.84	1.830
11:00 - 12:00	3	11.84	1.182	3	11.84	1.013	3	11.84	2.195
12:00 - 13:00	3	11.84	1.098	3	11.84	0.873	3	11.84	1.971
13:00 - 14:00	3	11.84	0.788	3	11.84	0.844	3	11.84	1.632
14:00 - 15:00	3	11.84	0.732	3	11.84	1.210	3	11.84	1.942
15:00 - 16:00	3	11.84	0.366	3	11.84	1.126	3	11.84	1.492
16:00 - 17:00	3	11.84	0.816	3	11.84	1.576	3	11.84	2.392
17:00 - 18:00	2	15.77	0.127	2	15.77	0.539	2	15.77	0.666
18:00 - 19:00	2	15.77	0.159	2	15.77	0.476	2	15.77	0.635
19:00 - 20:00	1	17.57	0.114	1	17.57	0.114	1	17.57	0.228
20:00 - 21:00	1	17.57	0.114	1	17.57	0.114	1	17.57	0.228
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			8.942			9.375			18.317

*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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## Parameter summary

Trip rate parameter range selected: 4.00 to 17.57 (units: hect)  
 Survey date range: 01/01/11 - 28/09/19  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 2  
 Number of Sundays: 1  
 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.*