

Technical Note

Project No:ITB15574Project Title:Land East of Woodpecker Crescent, Burgess HillTitle:Pre-Application Access AppraisalRef:DS/SG/ITB15574-001Date:30 January 2020

SECTION 1 INTRODUCTION

- 1.1 Sunley Estates Ltd has appointed i-Transport LLP to provide transport and highways advice in relation to the promotion of development on land to the east of the Croudace development at Woodpecker Crescent, Burgess Hill.
- 1.2 The site has been identified for the development of circa 30 new homes. The promotion of the site has been received positively by Mid Sussex District Council (MSDC), as the local planning authority, and included as a housing allocation in the local plan review.
- 1.3 As part of this the site allocation process, MSDC has requested that pre-application advice be sought from West Sussex County Council (WSCC), in their capacity as the local highway authority, to agree an in-principle access arrangement to demonstrate that safe and suitable access can be achieved in accordance with the requirements of the National Planning Policy Framework (NPPF).
- 1.4 This Technical Note sets out the proposed site access strategy and demonstrates how 'safe and suitable access can be provided' in line with the relevant NPPF paragraph 108 test. The remainder of this Technical Note is structured as follows:
 - Section 2 Site Location and Background;
 - Section 3 Site Access Arrangement;
 - Section 4 Site Layout and Vehicle Tracking; and
 - Section 5 Summary and Scope of Future Assessment.



SECTION 2 SITE LOCATION AND BACKGROUND

2.1 Site Location

2.1.1 The site is located to the east of the Burgess Hill, some 1.2km from the Town Centre. Victoria Industrial Estate lies some 200m to the south of the site and can be accessed directly via Robin Road. The location of the site is denoted by the yellow star in **Image 2.1**.



Image 2.1: Site Location

Source: Google Maps

2.1.2 The site comprises an extension to the existing residential area of Coulstock Road, Sparrow Way, Woodpecker Crescent and Skylark Way and is access via Linnet Lane. It is located adjacent to the completed Croudace development consented under planning reference: 09/00602/FUL and the boundary of the site is outlined in red in **Image 2.2**, overleaf:



Image 2.2: Site Boundary



Source: Croudace Homes

2.2 **Existing Conditions**

- 2.2.1 Access to the site is to be achieved through a simple priority junction onto Linnet Lane. Linnet Lane and Brambling Way form a circular route around the north eastern parcel of the Croudace development.
- 2.2.2 Despite some properties served by Linnet Lane having on-curtilage parking provision, and the presence of parking lay-bys adjacent to the carriageway, on-street parking is observed but does not appear to impact the operation of the carriageways. Indeed, on-street parking can serve to reduce vehicular speeds through the residential roads.
- 2.2.3 A review of the Personal Injury Accident (PIA) database has been undertaken which has not identified any recorded incidents in the vicinity of the site in the most recent 60-month record period.
- 2.2.4 The area is well connected by pedestrian/cycle routes, providing connections to the north, south, east and west of the site. An established Public Right of Way (Footpath 32BH) bisects the site and provides a connection through to Southway. The WSCC Public Rights of Way Map for the local area is shown in Image 2.3:







2.3 **Trip Generation**

- 2.3.1 An interrogation of the Trip Rate Information Computer System (TRICS) has been undertaken in order to forecast the anticipated trip generation of the proposed development. The following search parameters have been used, and the full outputs of the assessment are provided at **Appendix A**:
 - All dwellings privately owned;
 - Range of 20-40 units;
 - Edge of town location; and
 - Car ownership 1.1 1.5.
- 2.3.2 The forecast trips rates, and the corresponding number of movements based on a development of 30 units, are set out in **Table 2.1**:

	Table 2.1. Forecast Trips					
		AM (080	00-0900)	PM (1700-1800)		
		Inbound	Outbound	Inbound	Outbound	
	Trip Rate (per unit)	0.146	0.379	0.345	0.161	
	Trips (30 units)	4	11	10	5	

Table 2.1: Forecast Trips

SECTION 3 ACCESS ARRANGEMENT

3.1 **Design Parameters**

- 3.1.1 The site is located in an area where it is appropriate to use the 'Manual for Streets' design parameters. Linnet Lane is a low-speed environment subject to a 30mph speed limit; the road provides direct frontage access to residential properties; there are active pedestrian links adjacent to the highway; and the site is situated in an area that is primarily residential in nature.
- 3.1.2 Given the nature and alignment of the road, coupled with the presence of on-street parking, it has been assumed that vehicles are travelling at an 85th percentile speed of approximately 20mph on the approach to the site.
- 3.1.3 In the absence of speed data and given the proximity of the proposed access point to a bend in Linnet Lane, the radius of the bend has been assessed to verify the design speed; the calculations are presented in **Images 3.1** and **3.2**.

Image	3.1:	Design	Speed	Calculation
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	V2/R=	56.25					
				Radius	v2	design speed (kph)	design speed (mph)
V2=R*56.2	25	Radius	Linnets Lane	18.4	1035	32,2	20.0
v2= desigr	n speed		R= Radius			•	

Image 3.2: Stopping Sight Distance (SSD) Calculation



Source: Consultants' calculations



3.1.4 The assessment verifies that a 20mph design speed is appropriate at this location. In addition, whilst a 2.0m "x" distance setback would be justified, given the lightly trafficked nature of the road, a 2.4m setback has been used for the design of the junction.

3.2 Access Arrangement

3.2.1 The access to the site will form a simple priority junction with Linnet Lane; the access arrangement is presented in **Drawing ITB15574-GA-001** an extract of which is provided in **Image 3.3**.



Image 3.3: Extract of Access Arrangement

- 3.2.2 To minimise the impact on the extent of the existing open space to the east of Linnet Lane, the access is located some 15m (measured centre point to centre point) from Siskin Close, which is situated to the south of the proposed access and provides access to private/on-curtilage parking associated with a limited number of residential properties.
- 3.2.3 In accordance with paragraphs 9.2.1 and 9.2.2 of Manual for Streets 2, it is not necessary to space junctions in accordance with stopping sight distance but that the impact should be considered in the round. In this instance, there will be limited interaction between the two junctions (e.g. vehicles will not



typically exit one junction and immediately turn into the other); there is clear intervisibility both between and on the approaches to the junctions; the position of the junction has been selected to minimise the impact upon the extent of the existing open space and existing parking provision; and the position allows for ease of access by refuse and emergency vehicles.

3.2.4 Forward visibility on the approach to the junction has also been assessed and sufficient visibility can be achieved in accordance with the design speed. The assessment of the forward visibility envelope is shown in **Image 3.4**.



Image 3.4: Forward Visibility Envelope

Source: Consultants' image



- 3.2.5 Two parking spaces have been relocated to accommodate the proposed site access; the remainder of the parking adjacent to Linnet Lane has been retained to ensure that there is sufficient parking for the existing properties.
- 3.2.6 Two of retained parking spaces are situated within the visibility splay to the north of the access; in accordance with para 10.7.1 of Manual for Streets 2, such an arrangement is appropriate in this instance given the low speed and lightly trafficked nature of Linnet Lane and that it less likely that visibility would be obscured by a panel side vehicle (e.g. commercial vehicle) since the area is predominately residential in nature.

SECTION 4 SITE LAYOUT AND VEHICLE TRACKING

4.1 Site Layout

4.1.1 At this stage of the planning process the site layout is in a purely indicative form and will be refined as the development progresses alongside input from key consultees. The indicative layout is provided at **Appendix B**, an extract of which is provided at **Image 4.1**.



Image 4.1: Indicative Site Layout

Source: Croudace Homes

- 4.1.2 It is envisaged that the layout will comprise a main spine road with secondary roads providing access to a mixture of on-curtilage parking and parking courts. Connectivity will be made to key pedestrian/cycle routes providing pedestrian/cyclist permeability to the north, south, east and west of the site.
- 4.1.3 Parking is to be provided in accordance with the WSCC Parking Demand Calculator, or any other policy/standards relevant at the time of a future planning application.

4.2 Swept Path Analysis

4.2.1 A vehicle tracking assessment has been undertaken to ensure that the indicative site layout can be suitably accessed by both refuse and emergency vehicles. The assessment extends from the point of access and throughout the site, and includes turning of the vehicles to ensure that they can re-enter



Linnet Lane in forward gear. The assessments are provided on drawings **ITB15574-GA-002** and **ITB15574-GA-003** respectively.

4.2.2 The assessments demonstrate that both the access and internal site layout provide sufficient space for the vehicles to manoeuvre through the site and turn, albeit some refinement will be incorporated into future revisions of the layout to ensure that suitable turning provision is made to allow an emergency vehicle to travel to the end of the central cul-de-sac and comply with maximum reverse distances as set out in the Building Regulations Approved Document B: Fire Safety.

4.3 **Forward Visibility**

4.3.1 An initial assessment of the forward visibility across the bends within the internal layout has been undertaken. The visibility requirements have been calculated on the basis of the radius of the bend to establish the design speed and the calculations are provided in **Images 4.2** and **4.3**.

	V2/R=	56.25					
				Radius	v2	design speed (kph)	design speed (mph)
V2=R*56.	25	Radius	Linnets Lane	13.6	765		17.2
v2= desig	n speed		R= Radius			.90 .	

Image 4.2: Design Speed Calculation

Image 4.3: Visibility Calculation





4.3.2 The required forward visibility splays are shown in **Drawing ITB15574-GA-004**, an extract of which is provided in **Image 4.4**. The exercise demonstrates that with minor refinement of the layout to set back buildings in close proximity to the carriageway, which will be incorporated into a future iteration of the site layout, suitable forward visibility can be provided.



Image 4.4: Forward Visibility – Internal Layout

SECTION 5 SUMMARY AND SCOPE OF FUTURE ASSESSMENT

5.1 **Summary**

- 5.1.1 Sunley Estates Ltd has appointed i-Transport LLP to provide transport and highways advice in relation to the promotion of development on land to the east of the Croudace development at Woodpecker Crescent, Burgess Hill. The site has been identified for the development of circa 30 new homes. and included as a housing allocation in the Mid Sussex District Council (MSDC) local plan review.
- 5.1.2 As part of this the site allocation process, MSDC has requested that pre-application advice be sought from West Sussex County Council (WSCC), in their capacity as the local highway authority, to agree an in-principle access arrangement to demonstrate that safe and suitable access can be achieved in accordance with the requirements of the National Planning Policy Framework (NPPF).
- 5.1.3 The site is located to the east of the Burgess Hill, some 1.2km from the Town Centre. Victoria Industrial Estate lies some 200m to the south of the site and can be accessed directly via Robin Road. The site comprises an extension to the existing residential area of Coulstock Road, Sparrow Way, Woodpecker Crescent and Skylark Way. It is located adjacent to the completed Croudace development consented under planning reference: 09/00602/FUL
- 5.1.4 The Trip Rate Information Computer System has been used to forecast the anticipated trip generation of the proposed development; on the bass of 30 new homes being provided, the site is forecast to generate 15 movements during both the morning and evening peaks.
- 5.1.5 The site is located in an area where it is appropriate to use Manual for Streets (MfS) design parameters. Linnet Lane is a low-speed environment subject to a 30mph speed limit; the road provides direct frontage access to residential properties; there are active pedestrian links adjacent to the highway; and the site is situated in an area that is primarily residential in nature.
- 5.1.6 The access to the site will form a simple priority junction with Linnet Lane and has been designed in accordance with 20mph design speed. Visibility can be provided in accordance with MfS parameters, and the junction is suitably spaced from Siskin Close.
- 5.1.7 A purely indicative layout has been provided and will be refined as the development progresses, alongside input from key consultees in the planning process and in accordance with Manual for Streets guidance. However, it has been demonstrated that refuse and emergency vehicles can enter and manoeuvre through the site, before turning and re-entering Linnet Lane in forward gear.



5.2 **Scope of Future Assessment**

- 5.2.1 As part of any subsequent planning application, it is proposed that the following information will accompany the submission:
 - Transport Statement containing the following:
 - Schedule of existing uses including planning history and reference numbers;
 - Summary of key national, regional and local policies relating to transport;
 - Description of the proposed development, including site layout plans and schedule of proposed uses;
 - Location plan of key services;
 - Parking strategy;
 - Trip generation assessment and any relevant network capacity analysis;
 - A Stage 1 Road Safety Audit (RSA1) of proposed highway works; and
 - Designers Response to any matters raised in the RSA1.

DRAWINGS









APPENDIX A. TRICS OUTPUTS

TRICS 7.6.4 141219 B19.28 Database right	of TRICS Consortium Limited, 2019. All right	ts reserved Tuesday 28/01/20
i-Transport Grove House Basingstoke		Licence No: 236601
Filtering Summary		
Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	e 20-40 DWELLS	
Actual Trip Rate Calculation Parameter Range	23-40 DWELLS	
Date Range	Minimum: 01/01/11	Maximum: 25/09/19
Parking Spaces Range	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday Tuesday Wednesday Thursday	2 2 4 2
Main Location Types selected	Edge of Town	10
Population <1 Mile ranges selected	1,001 to 5,000 5,001 to 10,000 10,001 to 15,000 15,001 to 20,000 20,001 to 25,000 25,001 to 50,000	2 1 1 3 2 1
Population <5 Mile ranges selected	5,001 to 25,000 50,001 to 75,000 75,001 to 100,000 125,001 to 250,000 250,001 to 500,000 500,001 or More	2 2 2 1 1
Car Ownership <5 Mile ranges selected	1.1 to 1.5	10
PTAL Rating	No PTAL Present	10

Basingstoke i-Transport Grove House

Calculation Reference: AUDIT-236601-200128-0125

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Sele	cted re	gions and areas:	
02	SOU	TH EAST	
	HC	HAMPSHIRE	2 days
03	SOU	TH WEST	
	DC	DORSET	1 days
	SM	SOMERSET	1 days
04	EAS	T ANGLI A	
	NF	NORFOLK	1 days
06	WES	T MIDLANDS	
	ST	STAFFORDSHIRE	1 days
07	YOR	KSHI RE & NORTH LI NCOLNSHI RE	
	NY	NORTH YORKSHIRE	1 days
80	NOR	TH WEST	
	СН	CHESHIRE	2 days
	GM	GREATER MANCHESTER	1 days

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

Secondary Filtering selection:

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

Parameter:	Number of dwelling	S	
Actual Range:	23 to 40 (units:)		
Range Selected by User:	20 to 40 (units:)		
Parking Spaces Range:	All Surveys Include	d	
Bedrooms per Dwelling Ran	ige: All Survey	s Included	
Percentage of dwellings priv	vately owned:	All Surveys	Included
Public Transport Provision:			
Selection by:		l i	nclude all surveys

Selection by:

Date Range: 01/01/11 to 25/09/19

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.

2 days
2 days
4 days
2 days

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

<u>Selected survey types:</u>	
Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations: Edge of Town

10

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**

10

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

Secondary Filtering selection:

Use	Class:
C3	

10 days

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

Population within 1 mile:

1 001 to 5 000	2 days
F 001 to 10 000	2 days
5,001 10 10,000	T uays
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:	
5,001 to 25,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles: 1.1 to 1.5

10 days

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

Travel Plan:	
Yes	4 days
No	6 days

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

PTAL Rating: No PTAL Present

10 days

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

LIST OF SITES relevant to selection parameters

1151	OF STIES relevant to	selection parameters		
1	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town	TERRACED HOUSES		CHESHIRE
	Total Number of dwe Survey date:	llings: <i>MONDAY</i>	24 <i>24/11/14</i>	Survey Type: MANUAL
2	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone	SEMI -DETACHED & TE	RRACED	CHESHIŘE
	Total Number of dwe	llings:	40	
3	C-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Posidential Zone	<i>TUESDAY</i> BUNGALOWS	04/06/19	<i>Survey Type: MANUAL</i> DORSET
	Total Number of dwe	llings: MONDAY	28 <i>24/03/14</i>	Survey Type' MANI IAI
4	GM-03-A-10 BUTT HILL DRIVE MANCHESTER PRESTWICH Edge of Town	DETACHED/SEMI		GREATER MANCHESTER
	Total Number of dwe	llings:	29	
5	Survey date: HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE	TERRACED & SEMI - DE	12/10/11 TACHED	Survey Type: MANUAL HAMPSHI RE
6	HOUNDMILLS Edge of Town Residential Zone Total Number of dwe <i>Survey date:</i> HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH	llings: <i>TUESDAY</i> MIXED HOUSES	39 <i>13/11/18</i>	<i>Survey Type: MANUAL</i> HAMPSHI RE
7	BISHOPSTOKE Edge of Town Residential Zone Total Number of dwe <i>Survey date:</i> NF-03-A-05 HEATH DRIVE HOIT	Ilings: <i>WEDNESDAY</i> MIXED HOUSES	40 <i>31/10/18</i>	<i>Survey Type: MANUAL</i> NORFOLK
	Edge of Town Residential Zone Total Number of dwe Survey date:	llings: <i>THURSDAY</i>	40 <i>19/09/19</i>	Survey Type: MANUAL
8	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING		NORTH YORKSHIRE
	Edge of Town Residential Zone Total Number of dwe <i>Survey date:</i>	llings: <i>WEDNESDAY</i>	23 <i>18/09/13</i>	Survey Type: MANUAL
9	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD Edge of Town Residential Zone	DETACHED & SEMI		SOMERSET
	Total Number of dwe Survey date:	llings: <i>THURSDAY</i>	33 <i>24/09/15</i>	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

 10
 ST-03-A-08
 DETACHED HOUSES
 STAFFORDSHIRE

 SILKMORE CRESCENT
 STAFFORD
 MEADOWCROFT PARK

 Edge of Town
 Residential Zone
 Total Number of dwellings:
 26

 Survey date:
 WEDNESDAY
 22/11/17
 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.

Licence No: 236601

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

	ARRIVALS		DEPARTURES		TOTALS				
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	10	32	0.093	10	32	0.301	10	32	0.394
08:00 - 09:00	10	32	0.146	10	32	0.379	10	32	0.525
09:00 - 10:00	10	32	0.171	10	32	0.227	10	32	0.398
10:00 - 11:00	10	32	0.134	10	32	0.152	10	32	0.286
11:00 - 12:00	10	32	0.180	10	32	0.233	10	32	0.413
12:00 - 13:00	10	32	0.146	10	32	0.165	10	32	0.311
13:00 - 14:00	10	32	0.189	10	32	0.177	10	32	0.366
14:00 - 15:00	10	32	0.152	10	32	0.193	10	32	0.345
15:00 - 16:00	10	32	0.255	10	32	0.196	10	32	0.451
16:00 - 17:00	10	32	0.276	10	32	0.143	10	32	0.419
17:00 - 18:00	10	32	0.345	10	32	0.161	10	32	0.506
18:00 - 19:00	10	32	0.236	10	32	0.084	10	32	0.320
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 2.323 2.411 4.734									

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:	23 - 40 (units:)
Survey date date range:	01/01/11 - 25/09/19
Number of weekdays (Monday-Friday):	10
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX B. INDICATIVE SITE LAYOUT



Croudace HOMES.CO.UK Site Layout Feasibility Study No.2 Ref: PRB/WPC/002 Dec 2019