



Potential Traveller Sites
Surrey Heath

Transport Appraisal

For

ET Planning

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1.0 Introduction

- 1.1 Motion is instructed by ET Planning to prepare a Transport Appraisal to investigate the suitability of allocating two sites within the emerging Surrey Heath Local Plan for use as traveller and gypsy settlements. These are located at Swift Lane, Bagshot (the “Bagshot Site”) and land south of Broadford Lane, Chobham (the “Chobham Site”).
- 1.2 Both sites are located within the administrative boundaries of Surrey County Council and Surrey Heath Borough Council and their locations are illustrated on Figure 1.1 below.

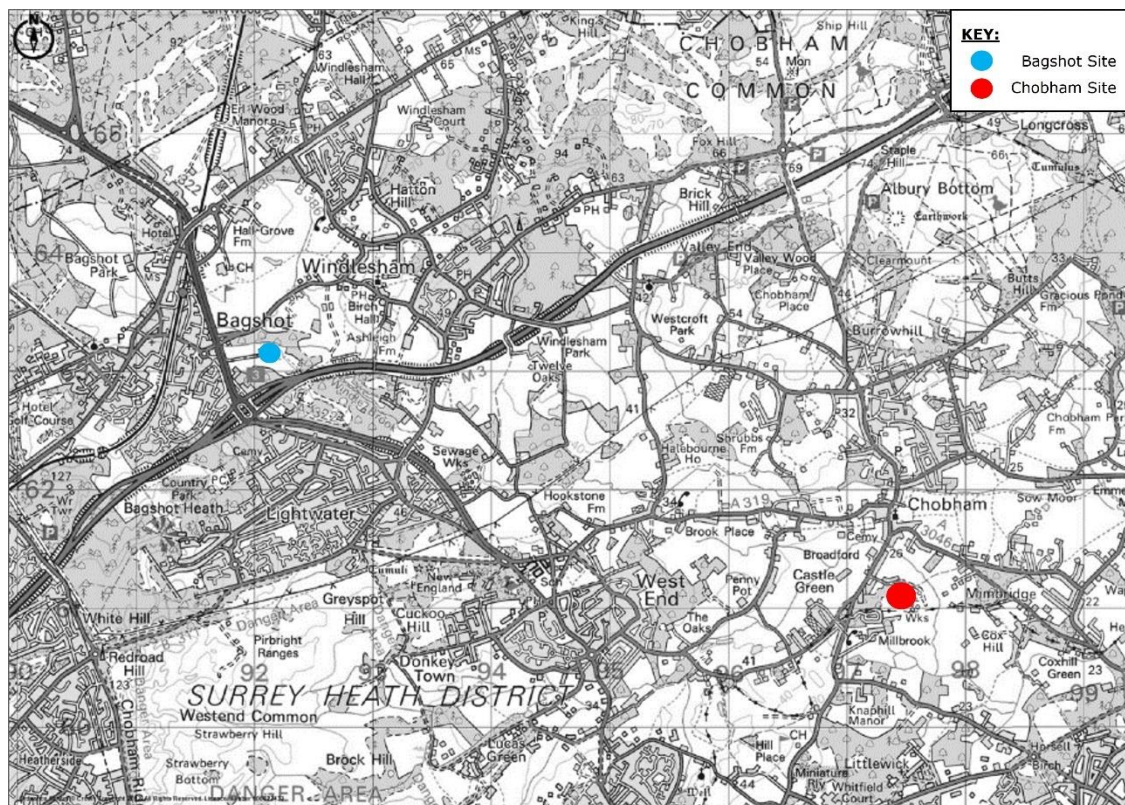


Figure 1.1: Site Locations

- 1.3 This Transport Appraisal has been prepared to investigate the suitability of allocating two sites for use as traveller and gypsy settlements within the emerging Surrey Heath Local Plan. These comprise the extension of the existing traveller site at Swift Lane, Bagshot (the “Proposed Bagshot Allocation”) and the establishment of a traveller site on land south of Broadford Lane, Chobham (the “Proposed Chobham Allocation”).
- 1.4 This Transport Appraisal has been prepared in accordance with current best practice guidelines and demonstrates that:
- ▶ The proposed allocations accord with national and local policies relevant to transport;
 - ▶ Safe and suitable access can be achieved; and,
 - ▶ The change in travel demand associated with the proposed allocations will not lead to severe harm to the operation of the existing highway network.
- 1.5 Following this introduction, this Transport Appraisal is split into five sections as follows:

- ▶ Section 2 outlines the transport planning policies that are considered to be relevant to plan making and to any site allocations;
- ▶ Section 3 sets out the highway suitability of the area surrounding the Sites;
- ▶ Section 4 provides an overview of the proposed allocations and details of their proposed access; and
- ▶ Section 5 assesses the trip generating potential of the proposed allocations and provides an overview of the impacts these are likely to have.

1.6 A summary and conclusion is provided at Section 6 which is that with reference to paragraph 111 of the NPPF, there are no transport or highway reasons identified why a future planning application should be withheld or refused. Both sites are therefore suitable for allocation.

2.0 Transport Policy

Overview

- 2.1 As this Transport Appraisal is looking at the possibility of allocating the sites discussed, the key policy document which sets the context for the possible allocations comprises the National Planning Policy Framework (July 2021).

National Planning Policy Framework (NPPF)

- 2.2 The National Planning Policy Framework (NPPF) July 2021 sets out the Government's planning policies for England and how they are expected to be applied.
- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 104 says that;

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

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

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

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

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

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

- 2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 105 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

- 2.5 Off-street parking provision is referred to by Paragraph 105, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

- 2.6 Paragraph 108 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

- 2.7 Paragraph 110 addresses the relationship between development and sustainable transport as follows:

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

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

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

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

2.8 Paragraph 111 says that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.9 Paragraph 112 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

Summary

2.10 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Similarly safe and suitable access is a requirement.

2.11 Importantly though, NPPF recognises the different opportunities for maximising sustainable travel opportunities which arise between urban and rural areas, further recognising that car sharing is a sustainable travel mode.

2.12 NPPF also qualifies access requirements as being suitable hence the need to consider the nature of a development and expected usage when designing access rather than following a "one size fits all" approach. This is particularly pertinent to gypsy and traveller sites and the travel characteristics associated with these.

3.0 Highway Access Suitability

Site Locations

Swift Lane, Bagshot

- 3.1 The Bagshot Site is located at the end of Swift Lane, immediately off the A322, some 360 metres north of Junction 3 of the M3. It is located within the administrative boundaries of Surrey County Council and Surrey Heath Borough Council. Its location is illustrated in Figure 3.1 below.
- 3.2 The Bagshot Site is currently occupied by a Garage / MOT facility, Bagshot Community Recycling Centre and the Swift Lane Gypsy and Traveller Site.

Land South of Broadford Lane, Chobham

- 3.3 The Chobham Site is located on land south of Broadford Lane, Chobham, immediately off Castle Grove Road. It is located within the administrative boundaries of Surrey County Council and Surrey Heath Borough Council.
- 3.4 The locations of the Proposed Allocations are illustrated in Figure 3.1 below.

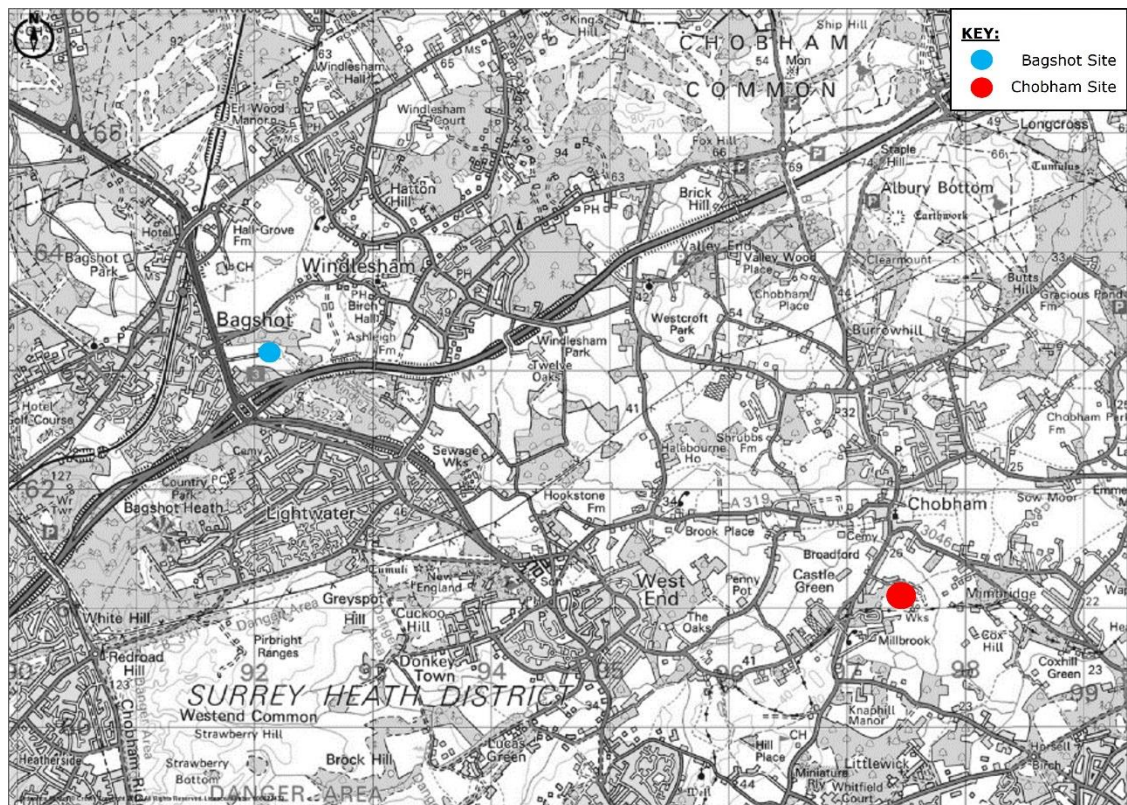


Figure 3.1: Site Locations

Local Highway Network

Swift Lane, Bagshot

- 3.5 The local highway network is centred around the A322, which forms the principal north-south route through the area. The A322 provides connections to the A332 and the A329(M) to the north, as well as Junction 3 of the M3 being located some 360m from Bagshot Site.

3.6 The A322 in the vicinity of the Bagshot Site is a dual carriageway road, with two lanes in each direction. There are footways on the eastern side of the carriageway and regular streetlighting provided on both sides.

3.7 There is no on-street car parking in the vicinity of the Bagshot Site.

Land South of Broadford Lane, Chobham

3.8 The local highway network is formed by a network of local roads with a fork creating two distinct north-south routes through the area. One such route is Chobham Road which turns into Castle Grove Road, the other being the A322 Bagshot Road.

3.9 In the vicinity of the junction between the A322 and Chobham Road, the A322 is a single carriageway road with one lane in each direction. There is regular street lighting and footways on either side of the carriageway.

Road Safety

3.10 ID42-015 of the NPPG recommends that:

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

3.11 Personal Injury Accident (PIA) data recorded within the immediate vicinity of both sites has been obtained from the CrashMap for the last available five-year period covering 2016 to 2020.

Swift Lane, Bagshot

3.12 No PICs were identified within 100 metres of the junction between the A322 and Swift Lane that were a result of vehicles using the junction. As such, it is deemed unlikely that an increased use of the junction will result in increased highway accident rates in the vicinity of the Bagshot Site.

Land South of Broadford Lane, Chobham

3.13 No PICs were identified in the road network adjacent to the Chobham Site during the time frame specified above.

3.14 For completeness, a search of the area adjacent to the Chobham Site from 1st January 2020 to the present was undertaken. A single PIC was identified at the junction between Broadford Lane and Castle Grove Road. This incident occurred on July 26 2021 during hours of daylight on dry roads. Vehicle 1, a motorcycle over 125cc and up to 500cc was proceeding normally along the carriageway, not on a bend while vehicle 2, a goods vehicle 7.5 tonnes mgw and over was moving off. Both vehicles sustained an impact to their front sides, with vehicle 1 entering the ditch at the incident site. Injuries categorised as 'serious' were received by the rider or rider of vehicle 1.

3.15 Owing to the fact that this PIC is an isolated incident, it is deemed probable that this was caused by driver error. As such, it is considered that there is no deficiency in highway design, geometry or layout that impedes on highway safety in the vicinity of the Chobham Site.

Walking and Cycling

3.16 Walking and cycling are generally considered sustainable alternative methods of transport to the private car. Such modes of transport are also considered for longer journeys as ways of accessing other methods of travel such as the bus or train. The Chartered Institution of Highways and Transportation (CIHT) released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:

- ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015).
- ▶ "Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014)."

Swift Lane, Bagshot

- 3.17 The Bagshot Site is accessed from Swift Lane via the southbound A322. Swift Lane itself has no footways, nor any street lighting. In the vicinity of this site, the A322 is a dual carriageway with a footpath provided on both sides of the carriageway. The A322 is subject to a speed limit of 50 miles per hour (mph), with Swift Lane subject to the national speed limit.
- 3.18 On the western side of the A322, there is a network of residential streets, as well as public transport nodes and Bagshot town itself. Unsignalised pedestrian crossings are provided at multiple points along the A322 which give access to both sides of the A322 in the vicinity of the Bagshot Site.

Land South of Broadford Lane, Chobham

- 3.19 The Chobham Site is accessed from Broadford Lane via Castle Grove Road. Broadford Lane constitutes public bridleway route 16 and has no footways and no street lighting. In the vicinity of this junction, Castle Grove Road is a single carriageway road with one lane in each direction. Castle Grove Road is subject to a speed limit of 40mph. Footways are present on the eastern side of the carriageway and no street lighting is provided.
- 3.20 Chobham village is located some 420 metres north of this junction. It has several amenities, including multiple supermarkets, pubs and restaurants, a primary school, Chobham village hall, the Chobham cricket grounds, a church and a dentist's surgery.

Public Transport

Swift Lane, Bagshot

- 3.21 The nearest bus stops to the Bagshot Site are the Bagshot Green stops located some 610 metres west of the site. These stops provide shelter, street lighting and timetable information for the convenience and safety of service users. The route details provided at these stops are summarised in Table 3.1 below.

Route Number	Stops Served	Frequency
34	Guildford Friary Bus Station – Bellfields – Jacobs Well – Westfield – Kingfield Green – Woking Railway Station – Knaphill – Bisley – Lightwater – Bagshot Square – Camberley Pembroke Broadway	hourly
35	Guildford Friary Bus Station – Mayford – Woking Railway Station – Knaphill – Bisley – Lightwater – Bagshot Square – Camberley Pembroke Broadway	hourly
500	Staines Elmsleigh Bus Station – Sunningdale Railway Station – Staines – Egham – Virginia Water – Sunningdale – Windlesham – Lightwater – Bagshot Square – Camberley Pembroke Broadway – Frimley Park Hospital	8 services per day

Table 3.1: Bus Services Near the Bagshot Site

- 3.22 Bagshot Railway Station is located some 1.2 kilometres from the site, accessible through pedestrian footpaths. This station is located on the line between Aldershot and Ascot (Berks) stations, with services running in each direction every half hour. These services stop at Aldershot, Ash Vale, Frimley, Camberley, Bagshot and Ascot (Berks).

Land South of Broadford Lane, Chobham

- 3.23 The nearest bus stops to the Chobham Site are located some 800 metres from the site, on the A3046 Station Road. These stops include street lighting and timetable information to increase the convenience and safety of service users. These stops are serviced by route 73 which runs hourly from Kingfield Green to Chobham Bowling Green Road via Woking, Horsell and Mimbridge.
- 3.24 Further bus stops, located on the A319 High Street, provide access to route 39A and 87. Details of these services is provided in Table 3.2 below.

Route Number	Stops Serviced	Frequency
73	Kingfield Green – Woking Railway Station – Horsell – Mimbridge – Chobham	hourly
39A	Woking Railway Station – Goldsworth Park – Knaphill – Chobham	3 services a day
87	Chobham – Lightwater – Collingwood College	one service to the college one service from the college

Figure 3.2: Bus Services Near the Chobham Site

Summary

- 3.25 It has been demonstrated that both of the proposed allocations are situated in locations which are accessible by sustainable modes of transport, being in reasonable proximity to public transport nodes and local services and amenities. It is also apparent that the adjoining highway network is not subject to an abnormally high rate of accidents.

4.0 Proposed Allocations

- 4.1 Two sites are being considered for allocation as traveller sites in Surrey Heath. The Bagshot Site, located on land at the end of Swift Lane, Bagshot, constitutes an extension of an existing site, with five new pitches proposed.
- 4.2 The Chobham Site, on land off Broadford Lane, Chobham, constitutes a new site, with the potential for c.13 – 16 pitches.
- 4.3 The indicative site layout plans for the Bagshot Site and the Chobham Site are included at **Appendix A** and **B**, respectively.

Swift Lane, Bagshot

Access

- 4.4 The Bagshot Site will use the existing site access, as the site is currently used to transport caravans into and out of Swift Lane. Swept path analysis showing a 4x4 towing a standard caravan into and out of the site is included at **Appendix C**.
- 4.5 As well as the existing gypsy and traveller site, Swift Lane also serves as the access route for Bagshot Community Recycling Centre and a Garage services / MOT centre. Due to the width of Swift Lane combined with the multiple land uses that it serves, it is recommended that the existing passing place on Swift Lane, located approximately 160 metres east of the junction between the A322 and Swift Lane, be widened to improve access for emergency vehicles such as fire engines, as well as for cars to pass a 4x4 towing a caravan. path analysis showing a 4x4 towing a caravan passing another 4x4 towing a caravan is included at **Appendix D**.
- 4.6 Irrespective of the potential allocation, due to the existing land uses at this location, it is recommended that these widening improvements be made. This is to provide more reliable emergency access to the existing land uses at the eastern end of Swift lane.
- 4.7 Alternative locations for passing places on Swift Lane may be submitted if the above is found to be unsuitable.

Parking

- 4.8 Two parking spaces per pitch will be provided, including manoeuvring space for vehicles. It is deemed that there will be no overspill of car parking onto the local highway as this parking provision is anticipated to meet the needs of the future residents.
- 4.9 Covered cycle parking will be provided at each pitch.

Land South of Broadford Lane, Chobham

Access

- 4.10 The Chobham Site will utilise Broadford Lane to access the site. Swept path analysis, included at **Appendix E**, shows a 4x4 towing a standard caravan accessing the site through this route. A 4x4 towing a standard caravan is able to enter Broadford Lane from Castle Grove Road while another vehicle is waiting to exit Broadford Lane. Permanent widening at the access into the site from Broadford Lane would be required to facilitate safe and suitable access.
- 4.11 A low loader would be used to bring static caravans onto the Site upon initial occupation. Due to the width of the metalled surface of Broadford Lane, there is the risk that the movement of the abnormal load would result in soft verges being over-run. In order to prevent damage to the verges it is recommended that temporary, heavy duty matting is utilised to protect them. This is common practice in the movement of abnormal loads when such movements are infrequent, which would be the case with

the movement of static caravans to and from the site. The matting is laid whilst the low-loader travels the route and removed when the low-loader leaves. Swept path analysis of the areas of verge that would benefit from temporary reinforcing is included at **Appendix F**.

- 4.12 The responsibility of providing the temporary matting will fall to the individual arranging delivery of the static caravans. Haulage companies specialising in abnormal loads are typically able to provide such services as reinforcement is commonly required when moving plant or when using mobile cranes.
- 4.13 The static caravans will constitute abnormal loads. As such, the Highway Authority will be notified in advance of any planned movements. An approach route and necessary timing restrictions or traffic management will be agreed at this point with a view to minimising risk and disruption to other road users.
- 4.14 The management of construction traffic and abnormal loads, including any temporary works necessary to facilitate these, would be controlled via a planning condition imposed on any future planning permission if the site is allocated and came forward for approval.
- 4.15 It is however emphasised that the movement of static caravans to and from the site is a very infrequent activity.

Junctions on Access Route

- 4.16 Visibility splays that are achievable from the access measure at 2.4m by 25m to the west of the access and 2.4m by 25m to the east. Guidance in Manual for Streets (MfS) identifies these as safe and suitable visibility splays for roads on which traffic speeds are 20mph or less, which is the case with Broadford Lane.
- 4.17 Castle Grove Road in the vicinity of the junction of Broadford Lane onto Castle Grove Road, is subject to a 40mph speed limit. According to DMRB, the desirable visibility along Castle Grove Road to and from a car waiting to turn out of Broadford Lane is 120m from a setback distance of 2.4m. One step and two steps below desirable are permitted variants and these would allow visibility distances of 90m and 70m respectively. As illustrated on the plan included at **Appendix G**, a visibility splay of 2.4m by 79m metres is achievable to the north, with at least 2.4m by 120 metres achievable to the south. The visibility splay to the south exceeds the desirable distance set out in DMRB. To the north the visibility splay lies between desirable and acceptable variants.
- 4.18 Guidance is provided in Manual for Streets 2 (MfS2) regarding the calculation of stopping sight distances. The calculation is based on the measured speed of traffic rather than the posted speed limit. The use of measured speeds rather than posted speed limits in the design of junctions is also advocated in CD123 of DMRB.
- 4.19 In order to further investigate the suitability of visibility to the north from the junction of Broadford Lane onto Castle Grove Road, a speed survey using radar gun was undertaken during the afternoon of 8th February 2023. Weather conditions were dry and bright. No road works or unusual highway conditions were observed. 100 vehicle speeds were recorded for traffic travelling southwards towards the junction. The results of the survey revealed that the average speed of traffic was 32mph with the 85th percentile speed being 38mph. The speed of traffic is reflective of the local highway conditions in particular that the junction is only a short distance from the built-up area subject to 30mph speed restrictions.
- 4.20 Referring to guidance set out in Chapter 10 of MfS2, a stopping sight distance of 68m is required in situations in which the 85th percentile measured speed of approaching traffic is 38mph. As demonstrated on the drawing included at **Appendix G**, clear visibility of 2.4m x 68m to the north is achievable.
- 4.21 Based on the analysis set out above, it is concluded that safe and suitable visibility is achievable at the junction of Broadford Lane onto Castle Grove Road.

Non-Motorised Users

- 4.22 Traffic Advisory Leaflet 3/04 provides guidance on Quiet Lanes. These are defined as minor ways which are appropriate for shared use by walkers, cyclists, horse riders and motorised users. Key characteristics of a Quiet Lane are:
- ▶ Low traffic speeds (85th percentile speeds <35mph)
 - ▶ Low traffic flows (<1,000 vehicles per day)
 - ▶ Narrow road widths (<5m)
- 4.23 Broadford Lane meets all three of these characteristics and will continue to do so in the event that the Chobham Site is allocated. Surrey County Council Countryside Access team will be consulted on any planning application submitted for the site, taking account of the status of Broadford Lane as a bridleway.

Traffic Impact

- 4.24 As set out in Section 5, the volume of traffic arising from the proposed allocation is not expected to be significant and in itself would not give rise to traffic impact concerns. However there are other, albeit infrequent, users of the lane including tankers serving the adjacent sewage treatment works (STW). There is therefore a risk of two vehicles travelling in opposite directions meeting and being unable to pass. Nevertheless, this is currently the case and observation on site has identified vehicles being able to pass. The frequency of HGV traffic serving the STW is low and so the risk of an HGV encountering another vehicle on Broadford Lane is low. Furthermore traffic exiting the proposed allocation is able to see vehicles approaching in both directions along Broadford Lane. Therefore in the unlikely event that an HGV (or other vehicle) is approaching, the vehicle exiting the site would wait for the approaching vehicle to pass. Likewise should a vehicle be approaching the proposed allocation when an HGV or other vehicle exits the STW, the proposed access arrangement for the proposed allocation in itself forms a new passing place enabling both vehicles to pass each other.
- 4.25 As established in Section 5, gypsy and traveller sites can be expected to result in fewer vehicle movements than the equivalent number of homes of the settled community. Moreover it can be expected that the temporal distribution of traffic over the course of the day / week will be less likely to be focussed on peak highway periods, in contrast to the settled community which would be characterised by higher levels of movements during commuter peaks and hence a higher risk of vehicles encountering each other during the narrower time periods in which they are travelling.
- 4.26 As a consequence, the likelihood of two vehicles meeting on the approaches to or at the access of a gypsy and traveller site is greatly diminished compared to the equivalent number of homes in the settled community, in particular as it can be expected that residents are working away from the site for much of the week.
- 4.27 In this context, the proposed allocation in itself is not considered to drive a need to provide new passing places along Broadford Lane. However for the benefit of all users of Broadford Lane, it is recommended that the opportunity for new passing places is investigated. The plan provided at [Appendix H](#) identifies where this area of search should focus.

Parking

- 4.28 Two parking spaces per pitch will be provided, including manoeuvring space for vehicles. It is deemed that there will be no overspill of car parking onto the local highway as this parking provision is anticipated to meet the needs of the future residents.
- 4.29 Covered cycle parking will be provided at each pitch.

5.0 Trip Analysis

Proposed Trip Generation

- 5.1 To calculate the trip attraction potential of a net increase of either five pitches (Bagshot) or c.13 – 16 pitches (Chobham), reference has been made to the TRICS database. Sites within the TRICS category '16 – Mixed: A – Miscellaneous' that included permanent gypsy and traveller sites have been identified. An average was taken of the trip rates of these sites to arrive at an overall trip rate for both sites.
- 5.2 The analysis set out below considers the net change in vehicle trips i.e. the trips arising from a net increase of five pitches (Bagshot) and up to 16 pitches (Chobham). A summary of the calculated average peak hour trip rates is provided in Table 5.1 below and the full TRICS output for reference included in **Appendix I**.

Time Period	Trip Rates (Per pitch)			Trips Generated (5 pitches, Bagshot)			Trips Generated (16 pitches, Chobham)		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way	Arr	Dep	Two-Way
AM Peak (08:00-09:00)	0.33	0.50	0.83	2	3	4	5	8	13
PM Peak (17:00-18:00)	0.30	0.25	0.55	2	1	3	5	4	9
Daily (07:00-19:00)	4.75	4.78	9.53	24	24	48	76	76	152

Table 5.1: Total People Trip Generation

- 5.3 The table above shows that the proposed Bagshot allocation is expected to result in an additional 48 two-way vehicle trips across a typical weekday, with some 4 two-way vehicle trips in the morning peak period and 3 two-way vehicle trips in the evening peak period.
- 5.4 The Chobham Site is anticipated to result in an increase of 13 two-way vehicle movements in the morning peak period, with 9 two-way vehicle movements expected in the evening peak period. Over the course of a typical weekday, the Chobham Site is expected to result in an increase of 152 two-way vehicle movements.
- 5.5 It is however noted that there are very few gypsy and traveller sites included in the TRICs database and so the data set out above should be considered in this context. Having regard to the itinerant working characteristics of many gypsies and travellers that may result in residents working away from the site either for extended periods of time or on a week-by-week basis, the data above could be considered a worst-case scenario. In reality it can be expected that there would be fewer vehicle journeys made during the weekday network peak periods reflecting fewer daily journeys to work.
- 5.6 This reality has been recognised in several appeal decisions regarding gypsy and traveller sites. For just one example the extract below is taken from the Inspectors Decision Notice for appeal reference APP/J1915/W/19/3234671 (paragraph 18):

'The nomadic lifestyle of gypsies and travellers obviously involves travelling for both economic and other purposes, towing their caravan. This involves the use of a private vehicle irrespective of location and so, whilst travelling, the same opportunities for using public transport simply do not apply. When away travelling, it will be necessary to access services and facilities wherever they are, rather than leaving and returning to the site on a daily basis for work. In this sense, and notwithstanding the TRICS data referred to, I would therefore expect overall vehicle trips to be lower than those of the settled community who are working.'

- 5.7 This reinforces that gypsy and traveller sites can be expected to result in fewer vehicle movements and differing traffic patterns than the equivalent number of homes of the settled community.

Summary

- 5.8 The proposed allocations would result in a small increase in trips. However, increases in trips of this magnitude would have an imperceptible impact on the operation of local transport networks. Severe, residual impacts on the operation of the highway network are therefore not expected to arise as a consequence of the proposed allocations.

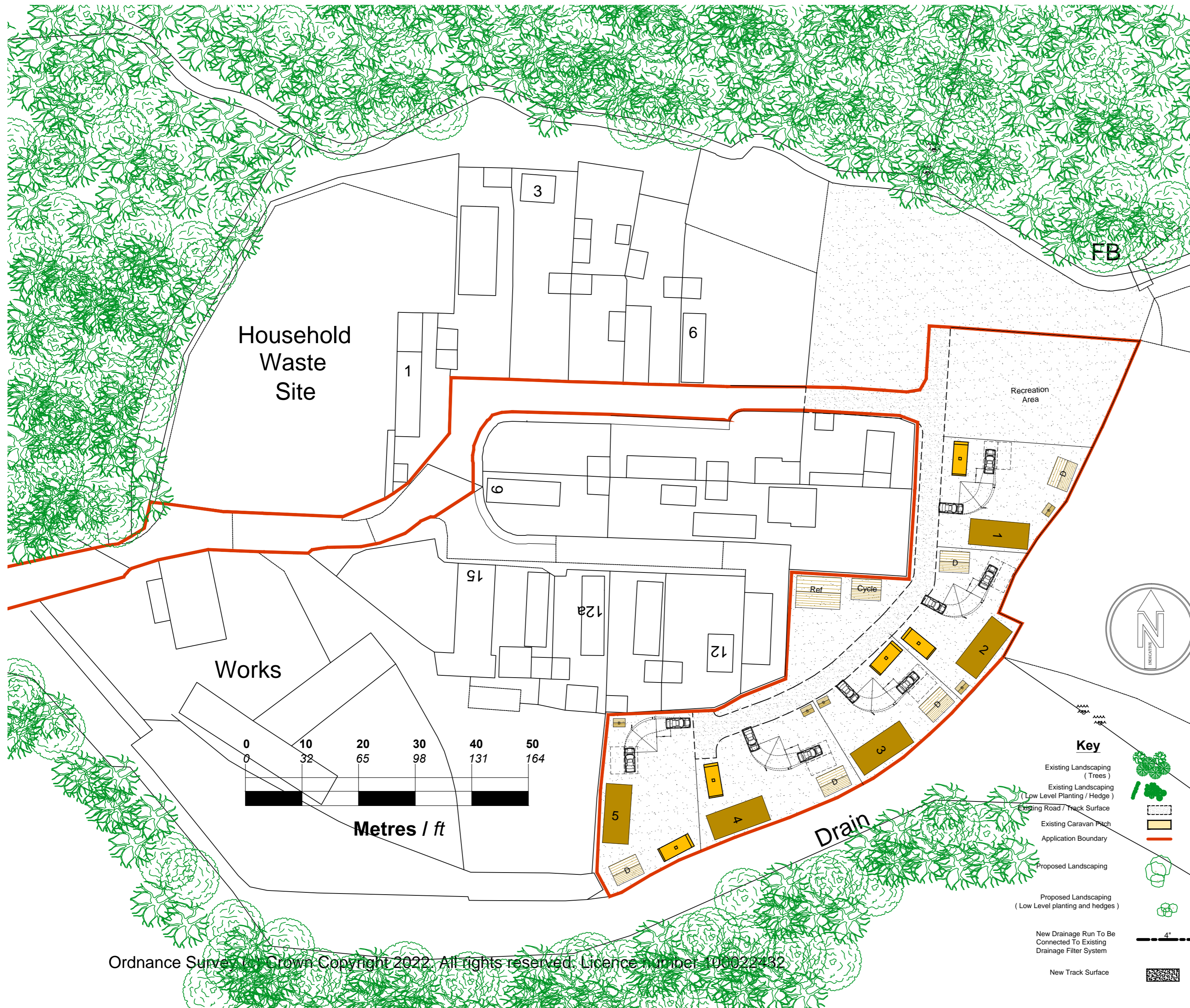
6.0 Summary and Conclusion

- 6.1 Motion is instructed by ET Planning to prepare a Transport Appraisal in relation to the allocation of two sites for use by travellers at Swift Lane, Bagshot (the "Bagshot Site") and land south of Broadford Lane, Chobham (the "Chobham Site").
- 6.2 Both sites are located within the administrative boundaries of Surrey County Council and Surrey Heath Borough Council.
- 6.3 This Transport Appraisal has been prepared to assess the suitability of the potential allocations from a highways perspective.
- 6.4 Both of the proposed allocations are situated in locations which are accessible by sustainable modes of transport, being in close proximity to public transport nodes and local services and amenities. It is also apparent that the adjoining highway network is not subject to an abnormally high rate of accidents.
- 6.5 The proposed allocations are forecast to result in small increases in trips during the AM and PM peak periods and across the course of a typical weekday, which are expected to have an imperceptible impact on the operation of local transport networks. Severe, residual impacts on the operation of the highway network are therefore not expected to arise as a consequence of the Proposed Allocations.
- 6.6 For both proposed allocations, potential locations on the approach lanes have been identified for passing places. The provision of passing places are recommended however having regard to the likely traffic flows and government guidance regarding Quiet Lanes, not considered to be essential for the allocation to be acceptable.
- 6.7 Appropriate parking provision has been made, with reference to the accessibility of the Sites and type of allocation proposed.
- 6.8 In summary this transport appraisal has demonstrated that:
- ▶ The Proposed Allocations accord with national and local policies relevant to transport;
 - ▶ Safe and suitable access can be achieved; and,
 - ▶ The change in travel demand associated with the Proposed Allocations will not lead to severe harm to the operation of the existing highway network.
- 6.9 With reference to paragraph 111 of the NPPF, there are therefore no transport or highway reasons identified why a future planning application should be withheld or refused. Both sites are therefore suitable for allocation.

Appendix A

Indicative Bagshot Site Layout Plans

NOTES
 1. All dimensions are to be used from this drawing. If any doubt exist the contractor must ask for clarification. Do not accept the contractor scale of this drawing.
 2. Contractors and sub-contractors must check and agree all dimensions before preparing workshop drawings or commencing work on site.
 3. Contractors are responsible for informing neighbours of any disturbance caused by this drawing to adjacent sites.
 4. This drawing and the copyright and patents herein are the property of mpas Ltd and may be used or reproduced only under contract.
 5. All work must be carried out in accordance with the current Building Regulations, Codes of Practice and British Standards. If any doubt exists the contractor must ask for clarification.
 6. The Construction Design and Management Regulations 2007: It is the responsibility of the client to ensure the appointed contractor to identify any special hazards in the carrying out of the construction work and prepare a Health & Safety Plan and submit the relevant information to the Health & Safety Executive if necessary.
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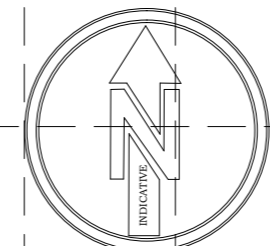
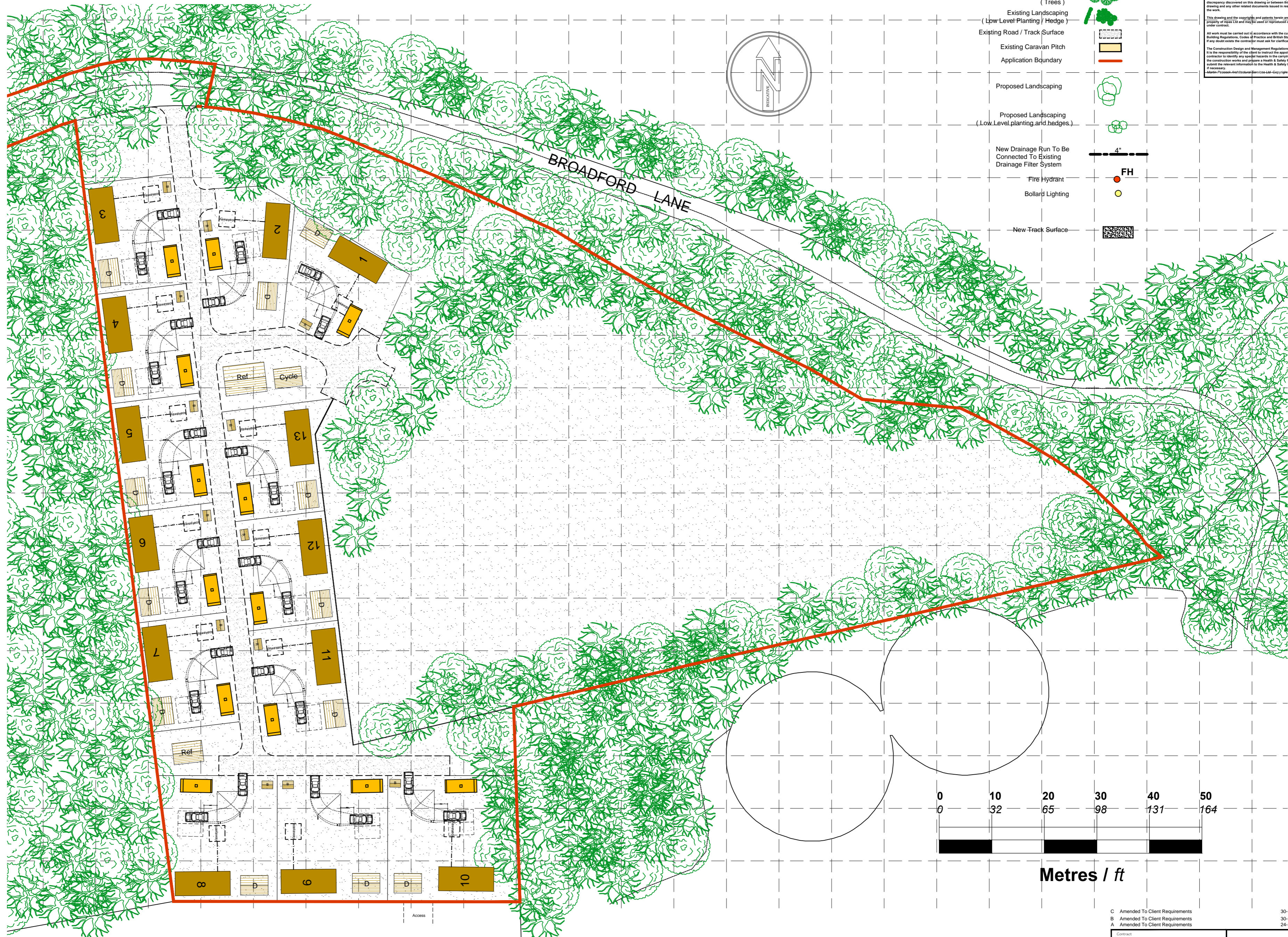
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Site Layout
 Scale 1:500

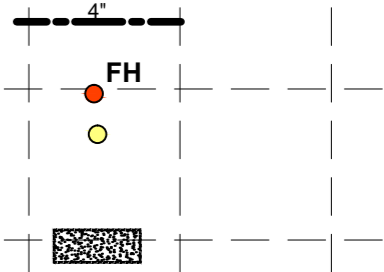
C	Amended To Client Requirements	30-11-2022
B	Amended To Client Requirements	30-11-2022
A	Amended To Client Requirements	24-11-2022
Contract		
Proposed Extension To Existing Gypsy / Traveller Site To Land Off Swift Lane, Bagshot, GU19 5NJ.		
Client	ET Planning Thames Valley - 200 Dukes Ride, Crowthorne, RG45 6DS	mpas Martin Peacock Architectural Services Limited
Drawing		Old Reading Room Main Street, Stanforth, Settle North Yorkshire YO24 5PE. Tel: 07745 234 261
Site Layout As Proposed		
Drawn	MDP	Rev No
Scale	1:500 @ A2	2022-52
Date	02-11-2022	Revision
		501
		C

Appendix B

Indicative Chobham Site Layout Plans



- Key**
- Existing Landscaping (Trees)
 - Existing Landscaping (Low Level Planting / Hedge)
 - Existing Road / Track Surface
 - Existing Caravan Pitch
 - Application Boundary
 - Proposed Landscaping
 - Proposed Landscaping (Low Level planting and hedges)
 - New Drainage Run To Be Connected To Existing Drainage Filter System
 - Fire Hydrant
 - Bollard Lighting
 - New Track Surface



NOTES

Dimensions only are to be used from this drawing. If any doubt exist the contractor must ask for clarification. On no account must the contractor scale off this drawing.

Contractors and sub-contractors must check and agree all dimensions before preparing workshop drawings or commencing work on site.

Contractors are responsible for informing neighbours of any disturbance anticipated on the drawing or otherwise. This drawing and the copyright and patents herein are the property of mpas Ltd and may be used or reproduced only under licence.

All work must be carried out in accordance with the current Building Regulations, Codes of Practice and British Standards. If any doubt exists the contractor must ask for clarification.

The Construction Design and Management Regulations 2007: It is the responsibility of the client to ensure the appointed contractor to identify any special hazards in the carrying out of the construction work and prepare a Health & Safety Plan and submit the relevant information to the Health & Safety Executive if necessary.

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Site Layout
Scale 1:500

C	Amended To Client Requirements	30-11-2022
B	Amended To Client Requirements	30-11-2022
A	Amended To Client Requirements	24-11-2022
Contract		
Proposed Traveller Site To Land Off Broadford Lane, Chobham, Woking, GU24 8BD		
Client	ET Planning Thames Valley - 200 Dukes Ride, Crowthorne, RG45 6DS	Martin Peacock Architectural Services Limited
Drawing Site Layout As Proposed West Site		Old Reading Room Main Street, Stanborn, Seattle North Yorkshire YO24 3PE. Tel: 07745 234 261
Drawn	MDP	Rev No
Scale	1:500 @ A2	2022-51
Date	02-11-2022	Revision No
		510
		C

Appendix C

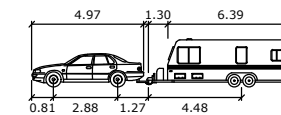
Swept Path Analysis: Bagshot Site, Standard Towing Caravan

C:\Users\charlie\Documents\2211070-TK11\2211070-TK11.dwg [with New Layout].dwg



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Rev: Description: Date: Rev By: Chk'd:



4x4 with Caravan

	metres
Car Width	: 2.03
Trailer Width	: 2.48
Car Track	: 1.75
Trailer Track	: 2.33
Lock to Lock Time	: 6.0
Steering Angle	: 35.9
Articulating Angle	: 70.0



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Project:
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Title:
**Swept Path Analysis
4x4 Towing Standard Caravan**

Client:
ET Planning

Drawing Status:

Scale: 1:1000 (@ A3) Date: 30/11/2022

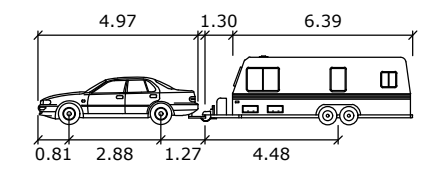
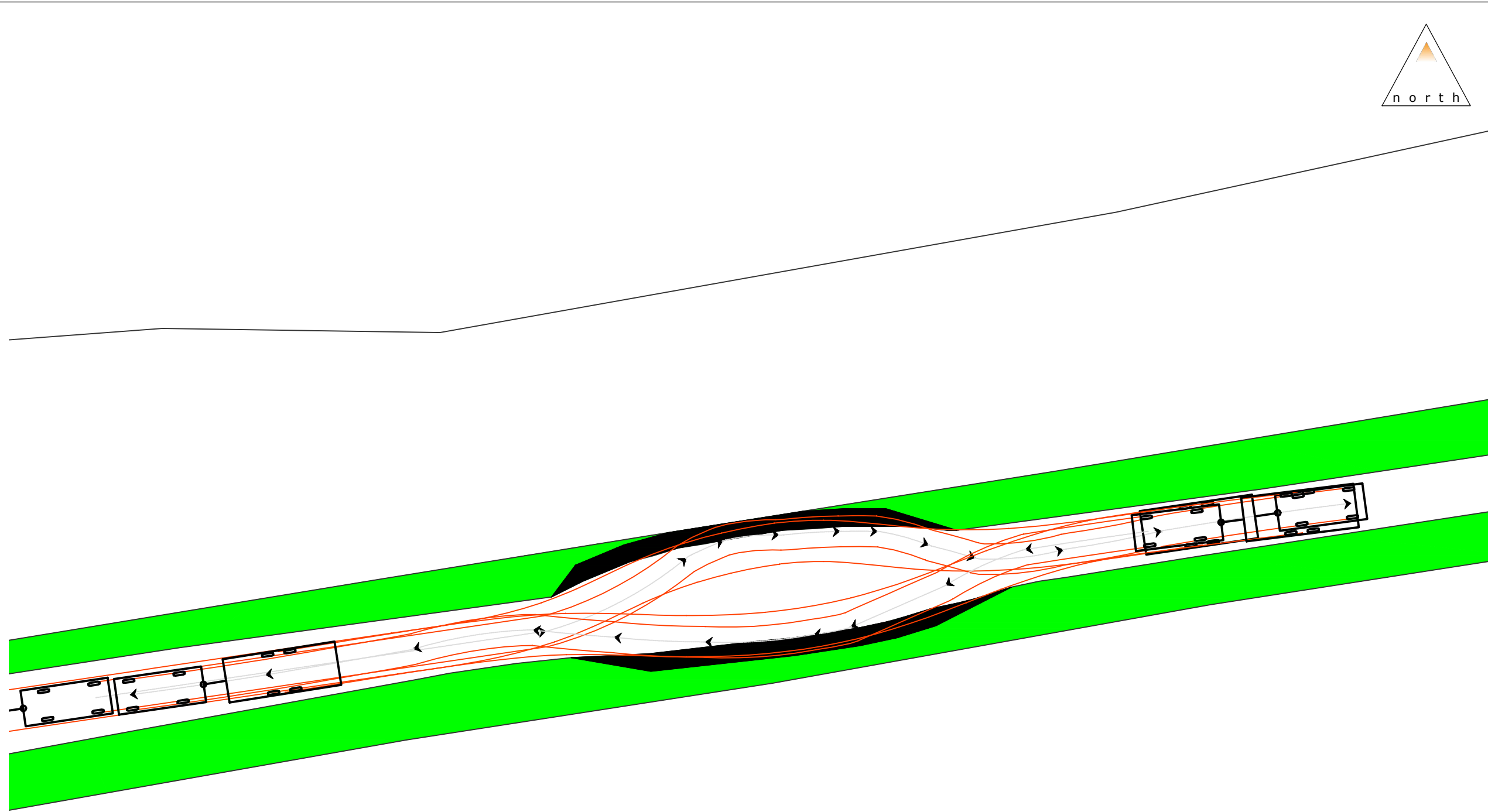
Drawn: CH Checked: JNR Approved: JNR

Drawing: **2211070-TK11** Revision: **A**

Appendix D

Swept Path Analysis: Swift Lane Passing Place Widening

C:\Users\charlie\Documents\Motion\Sites\Site\2211070-TK12\Drawings\Brochure\TK12_2211070_Plan\Widened Passing Place.dwg



4x4 with Caravan

	units
Car Width	: 2.03
Trailer Width	: 2.48
Car Track	: 1.75
Trailer Track	: 2.33
Lock to Lock Time	: 6.0
Steering Angle	: 35.9
Articulating Angle	: 70.0

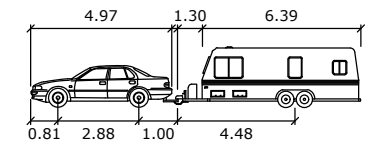


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Project:	Surrey Heath G&T Sites
Title:	Swept Path Analysis Widened Passing Place
Client:	ET Planning
Drawing Status:	
Scale:	1:250 (@ A3)
Date:	29/11/2022
Drawn:	CH
Checked:	JNR
Approved:	JNR
Drawing:	2211070-TK12
Revision:	

Appendix E

Swept Path Analysis: Chobham Site, Standard Towing Caravan



4x4 with caravan

	units
Car Width	: 2.03
Trailer Width	: 2.48
Car Track	: 1.88
Trailer Track	: 2.33
Lock to Lock Time	: 6.0
Steering Angle	: 35.9
Articulating Angle	: 70.0



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Title:
**Swept Path
 4x4 Towing Standard Caravan**

Client:
ET Planning

Drawing Status:

Scale: 1:1000 (@ A3) Date: 21/02/2023

Drawn: CH Checked: JNR Approved: JNR

Drawing: **2211070-TK01** Revision: **D**

G:\Users\charlie.hitchcock\Documents\Motion\Sites\2211070\Drawings\2211070-TK01\2211070-TK01-Palmerford Caravan.dwg

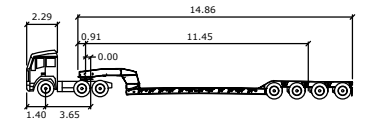
Appendix F

Swept Path Analysis: Chobham Site, Static Caravan

LONG MEADOW

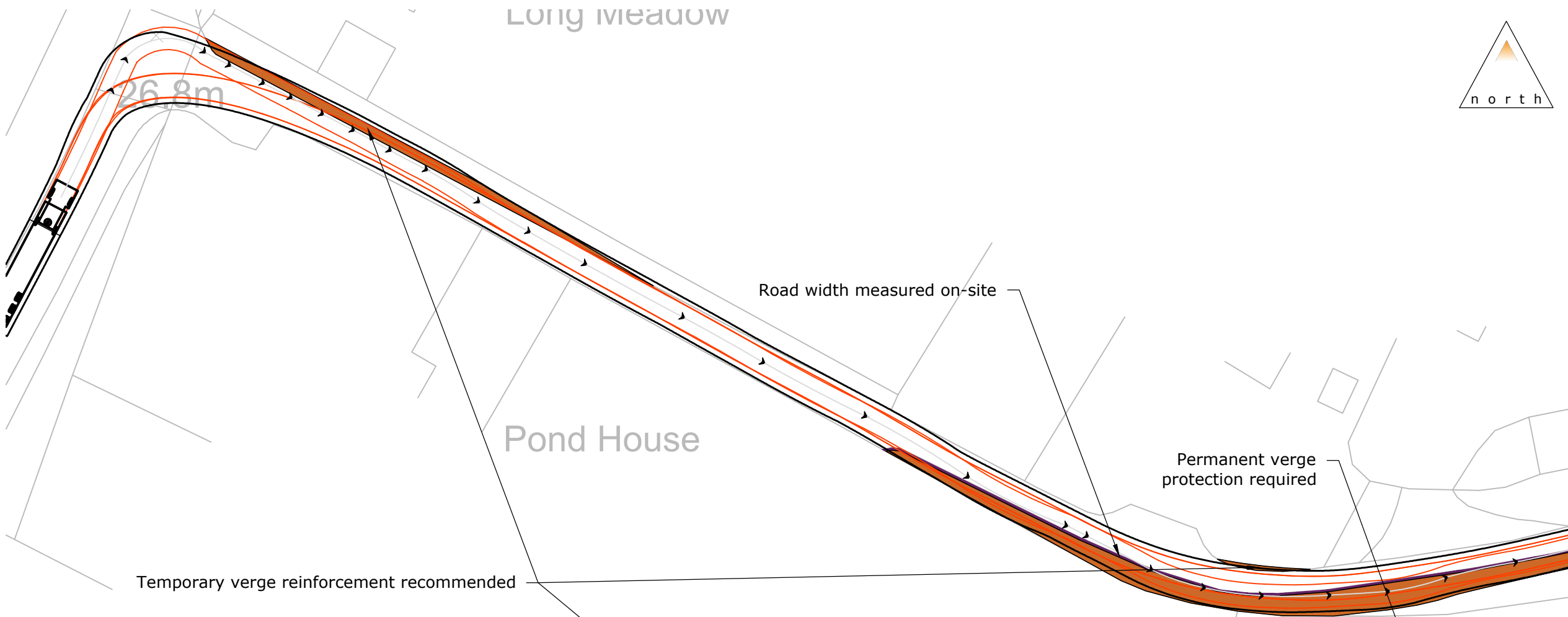


Rev: Description: Date: Rev By: Chk'd:



Low Loader with Static Caravan

meters			
Tractor Width	: 2.29	Lock to Lock Time	: 6.0
Trailer Width	: 0.91	Steering Angle	: 30.7
Tractor Track	: 1.40	Articulating Angle	: 70.0
Trailer Track	: 3.65		

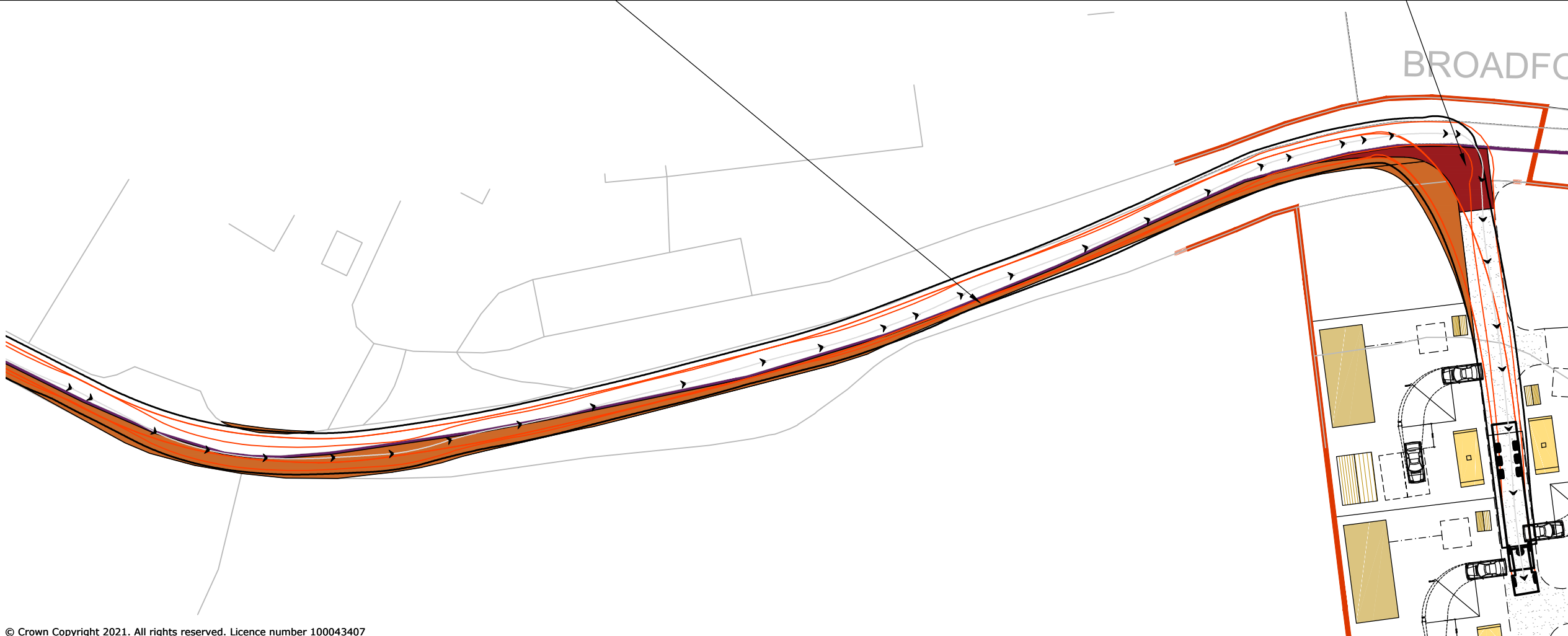


Pond House

Permanent verge protection required

Temporary verge reinforcement recommended

BROADFO



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Project:
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Title:
Swept Path Analysis
4x4 Towing Static Caravan

Client:
ET Planning

Drawing Status:

Scale: 1:500 (@ A3) Date: 21/02/2023

Drawn: CH Checked: JNR Approved: JNR

Drawing: 2211070-TK02 Revision: E

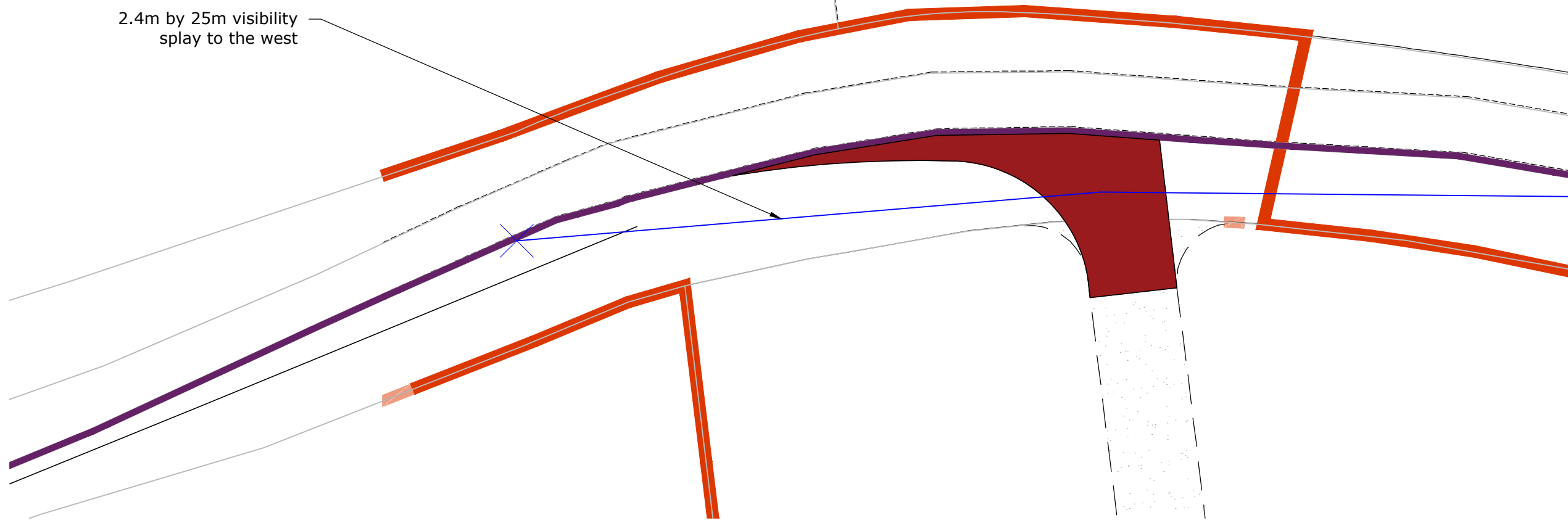
Appendix G

Visibility Splays: Chobham Site

BROADFORD

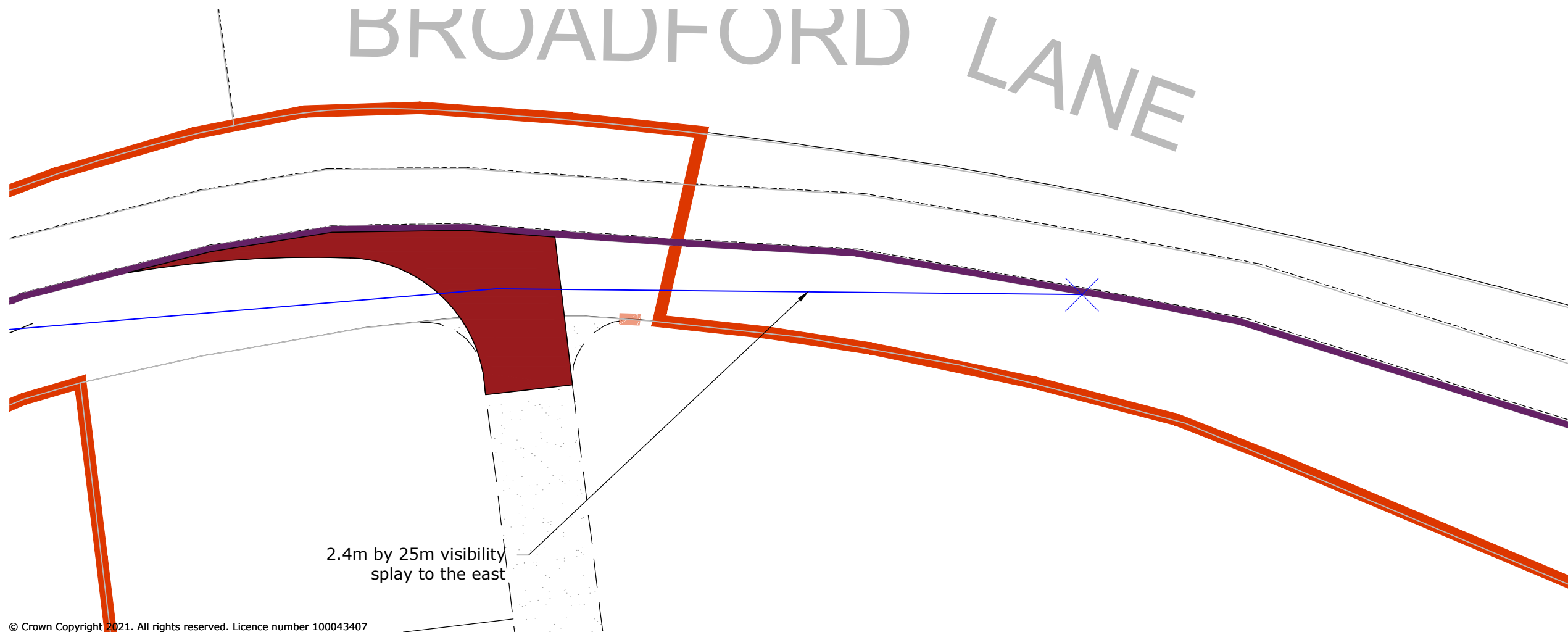


2.4m by 25m visibility splay to the west



BROADFORD LANE

2.4m by 25m visibility splay to the east



Rev: Description: Date: Rev By: Chk'd:



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Project:
Surrey Heath G&T Sites

Title:
Visibility Splays

Client:
ET Planning

Drawing Status:

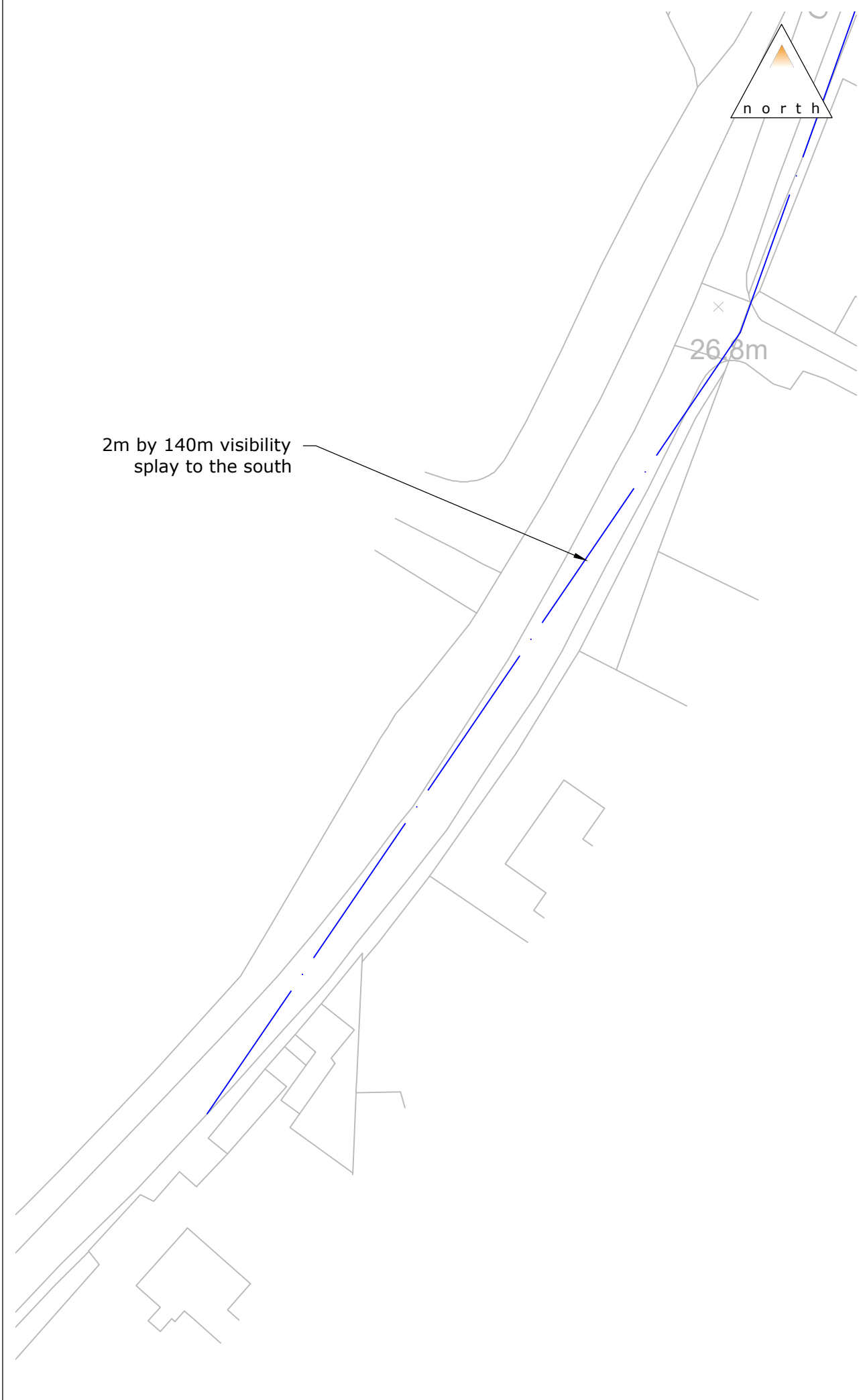
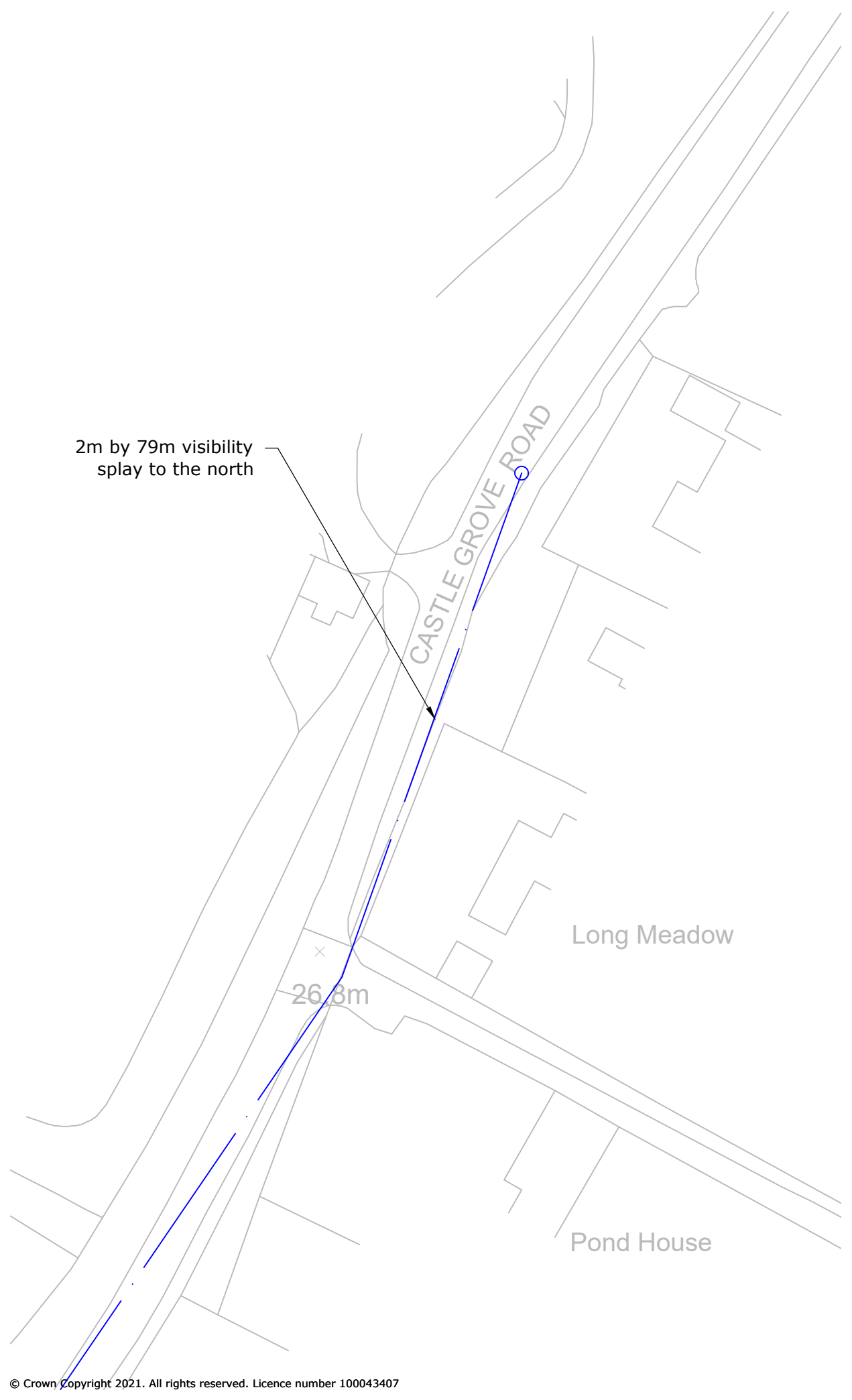
Scale: 1:200 (@ A3) Date: 21/02/2023

Drawn: CH Checked: JNR Approved: JNR

Drawing: 2211070-03 Revision: A

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C:\Users\charlie\Documents\Projects\Surrey Heath\2211070-02\Drawings\2211070-02\A-1-660\visibility_splays.dwg



Rev: Description: Date: Rev By: Chk'd:



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Project:
Surrey Heath G&T Sites

Title:
**Visibility Splays
Castle Grove Rd / Broadford Ln**

Client:
ET Planning

Drawing Status:

Scale: 1:750 (@ A3) Date:09/02/2023

Drawn: CH Checked: JNR Approved: JNR

Drawing: **2211070-02** Revision: **A**

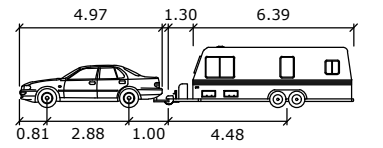
Appendix H

Broadford Lane Passing Places Area of Search

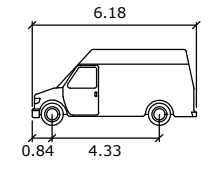
C:\Users\charlie\Documents\Motion\Sites\Site - Ezzur\2211070-TK03\Drawings\2211070-TK03-1\Passing Places\Roadford Lane].dwg



Rev: Description: Date: Rev By: Chk'd:



4x4 with caravan
meters
Car Width : 2.03
Trailer Width : 2.48
Car Track : 1.88
Trailer Track : 2.33
Lock to Lock Time : 6.0
Steering Angle : 35.9
Articulating Angle : 70.0



VEHICULE UTILITAIRE
meters
Width : 2.07
Track : 1.99
Lock to Lock Time : 6.0
Steering Angle : 39.8



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Title:
**Passing Places - Swept Path
4x4 Towing Standard Caravan**

Client:
ET Planning

Drawing Status:

Scale: 1:200 (@ A3) Date: 21/02/2023

Drawn: CH Checked: JNR Approved: JNR

Drawing: **2211070-TK03** Revision: **C**

Appendix I
TRICS Reports

Motion High Street Guildford

Licence No: 734001

Site reference: HC-16-A-01 Survey date: 05/01/89 Day of week: Thursday

Survey type: Manual Count

AM weather:

PM weather:

Initial car park occupancy:

Final car park occupancy:

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

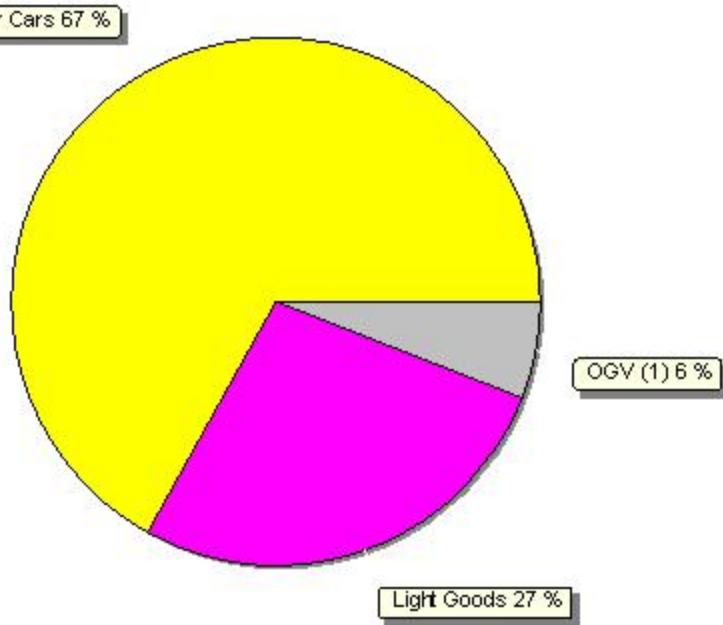
Data proportions in %

Motor cars	67	Motor cycles	0	Public service	0
Light goods	27	OGV (1)	6	OGV (2)	0
Servicing Vehicles count recorded	No				

Taxis are included as cars in this survey

Time	Arr 91	Dep 94	Totals 185	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	2	2	4	(0)
08:00-09:00	3	4	7	(-1)
09:00-10:00	7	9	16	(-3)
10:00-11:00	4	10	14	(-9)
11:00-12:00	10	10	20	(-9)
12:00-13:00	9	8	17	(-8)
13:00-14:00	10	6	16	(-4)
14:00-15:00	12	9	21	(-1)
15:00-16:00	16	16	32	(-1)
16:00-17:00	5	7	12	(-3)
17:00-18:00	6	8	14	(-5)
18:00-19:00	7	5	12	(-3)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Vehicle Percentages for HC-16-A-01 Surveyed: 05/01/89 Thursday



Motion High Street Guildford

Licence No: 734001

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

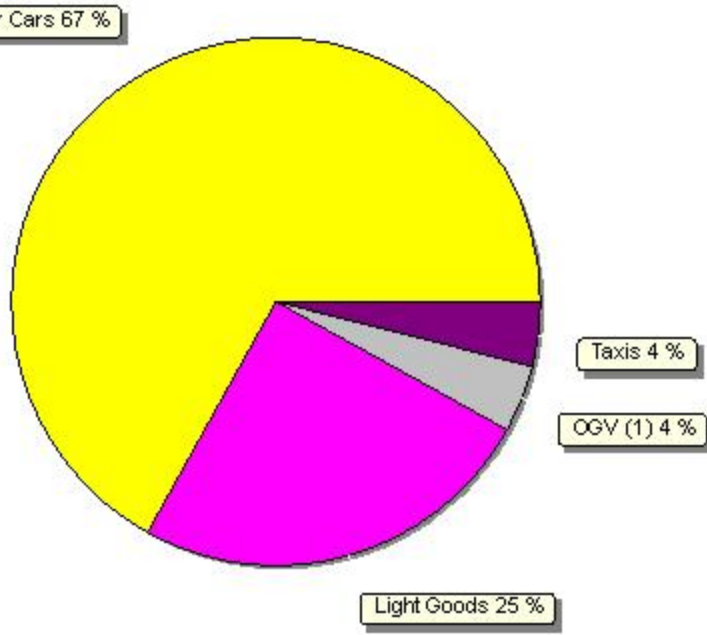
Servicing Vehicles count recorded No

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.

Vehicle Percentages for SC-16-A-01 Surveyed: 04/02/10 Thursday



Motion High Street Guildford

Licence No: 734001

Site Reference: HC-16-A-01
Latitude/Longitude: 51.32023, -0.87850
Land Use Type: 16 - MIXED/A - MISCELLANEOUS
Region/Area: SOUTH EAST/HAMPSHIRE

Description: PERMANENT GYPSY SITE
Street: B3016
District: STAR HILL
Town: HARTFORDBRIDGE
Post Code:
Planning Authority:

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

Population within 500m:
Population within 1 Mile: 1,001 to 5,000
Population within 5 Miles: 25,001 to 50,000
Car ownership within 5 Miles: 1.1 to 1.5
Buses/Trains per day (both directions): 0
Is site associated with a travel plan:
Is the location of the site hilly or flat:
Urban Regeneration:

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

Motion High Street Guildford

Licence No: 734001

Site reference: HC-16-A-01
Trade name: PERMANENT GYPSY SITE
Site area (h/a): 1.40
Open since 1975
Total Employees
Full Time Employees
Part Time Employees
Name of nearest site
Distance to nearest similar site 4.0 Km

OPENING TIMES (24 Hour format)

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

Total no. of parking spaces

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

Parking charges No
Surface parking No

Comments

There are 20 pitches with a total of 82 people resident at this site. Each pitch has its own toilet, and there is a bath/shower block attached.

There is also a wardens bungalow on the site.

This site was originally opened temporarily, but was upgraded to become permanent in 1979.

Motion High Street Guildford

Licence No: 734001

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

Motion High Street Guildford

Licence No: 734001

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