
Desktop Transport Scoping Note

Tier 1 — Desktop intelligence

Land to the north of Corefields, Sidford, Sidmouth, EX10 9SG — Desktop Transport Appraisal

Client: **Sample Client**
Reference: 999-DEMO-2026 -PFCO-REP-TransportStatement-R01
Date: 10 May 2026
Revision: R01

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1 How to Read This Report

This section explains how the report is structured, how risk ratings are presented, and what action you should take based on the findings.

1.1 Reading Order

We recommend the following reading order:

1. **Executive Summary.** A one-page overview of the key findings and overall risk rating. Start here if you are short on time.
2. **Main body sections.** Detailed analysis of each topic area, presented in a logical sequence from site context through to recommendations.
3. **Recommendations.** Specific actions required before, during, or after the planning process.
4. **Limitations and Disclaimers.** Important caveats on the scope of the assessment and the conditions under which the findings are valid.

1.2 Report Structure

Every technical section of this report follows a consistent structure:

- **Context.** What the section covers and why it matters to the development proposal.
- **Data and Evidence.** The factual information drawn from public datasets, authoritative public data sources, and client-supplied information.
- **Analysis.** Our professional assessment of what the data means for the site.
- **Risk Rating.** A traffic-light classification (where applicable) summarising the level of concern.
- **Recommendation.** What action, if any, is required.

1.3 Traffic-Light Key

Risk ratings throughout this report use a three-colour system:

LOW	Low risk. No significant constraint identified. Standard design measures are sufficient. No specialist investigation is likely to be required.
MEDIUM	Moderate risk. A constraint or data gap has been identified that requires attention. Further investigation, a design response, or a planning condition may be needed.
HIGH	High risk. A significant constraint or issue has been identified. Specialist investigation, a specific design solution, or early engagement with the relevant statutory body is strongly recommended before submission.

1.4 What to Do Next

1. Review the Executive Summary for an overview of all findings.
2. Focus on any items rated **MEDIUM** or **HIGH**; these require action before or during the planning process.
3. Check the **Recommendations** section for a prioritised list of next steps.
4. Review the **Update Triggers** section to understand when this report should be refreshed.
5. Contact Site Intelligence if you have questions about any finding or wish to commission follow-up specialist work.

Desktop Intelligence: Transport

This transport assessment presents desktop intelligence compiled from authoritative public data sources available at the date of review. This is a desktop transport appraisal based on published data sources. It is proportionate to a minor development and is not a full Transport Assessment as defined by DfT Circular 02/2013. It is based on DfT road traffic count data, NaPTAN public transport data, STATS19 accident records, and PTAL accessibility scoring. It is subject to the data gaps, assumptions and limitations stated in this report.

Site Intelligence is prepared to have this assessment reviewed and verified by a suitably qualified transport planner. For formal planning submission, this assessment should be verified by a Member of the Chartered Institution of Highways and Transportation (MCIHT) or Chartered Civil Engineer (MICE CEng). This represents the desktop strategy stage of a staged delivery process; specialist sign-off should follow before submission.

2 Introduction

This report has been prepared by Site Intelligence (PF & Co Holdings Ltd) on behalf of **Sample Client** in respect of Land north of Corefields, Sidford — Outline for 15 Dwellings, EX10 9SG.

Site	Land north of Corefields, Sidford — Outline for 15 Dwellings
Address	Land to the north of Corefields, Sidford, Sidmouth, EX10 9SG
Client	Sample Client
LPA	East Devon District Council
Proposal	Residential development for up to 15 dwellings
Document Reference	999-DEMO-2026 -PFCO-REP-TransportStatement-R01
Date	10 May 2026
Revision	R01

This Transport Statement has been prepared to accompany a planning application for the proposed development. It assesses the transport implications of the proposal, including accessibility, trip generation, access arrangements, and parking provision.

3 Executive Summary

This Transport Statement has been prepared by Site Intelligence (a service of PF & Co Holdings Ltd) on behalf of Sample Client in support of a planning application for the proposed development at Land to the north of Corefields, Sidford, Sidmouth, EX10 9SG.

The statement assesses the transport accessibility of the site, existing transport conditions, and the impact of the proposed development on the local transport network.

PTAL GRADE	ACCESSIBILITY INDEX	AMENITY GRADE
1a	2.19	D

Site Address	Land to the north of Corefields, Sidford, Sidmouth, EX10 9SG
Postcode	EX10 9SG
Local Planning Authority	East Devon District Council
Proposal	Residential development for up to 15 dwellings
Proposed Units	15
Client / Applicant	Sample Client
Document Reference	999-DEMO-2026 -PFCO-REP-TransportStatement-R01
Report Date	10 May 2026

4 Site Description

Site Address	Land to the north of Corefields, Sidford, Sidmouth, EX10 9SG
Ward	Sidmouth Rural
Site Area	1.08 ha
Rural/Urban	Small town — within built-up area fringe
Existing Use	Agricultural field
Existing Access	Data not available

5 Planning Policy

This Transport Statement has been prepared in the context of national and local transport planning policy, including:

- **NPPF Chapter 9:** Promoting sustainable transport — development should give priority to pedestrian and cycle movements, provide access to high-quality public transport, and address the needs of people with disabilities.
- **Planning Practice Guidance:** Travel Plans, Transport Assessments and Statements — guidance on when a Transport Statement is required and what it should contain.
- **Manual for Streets (2007) and Manual for Streets 2 (2010):** Design guidance for residential streets and wider transport networks.

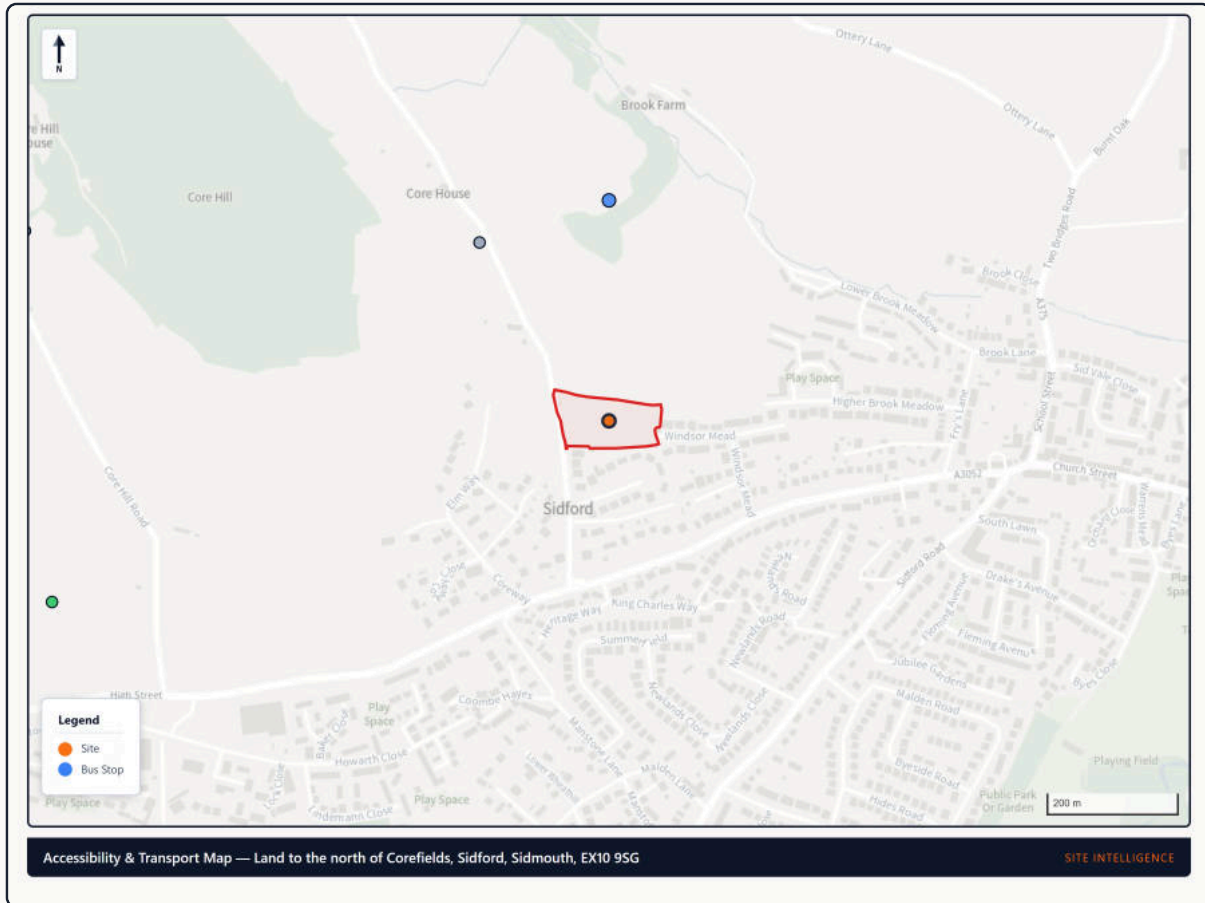
6 Existing Transport Conditions

Highway capacity and the severe test

The Department for Transport road-traffic database returns no automatic count points within 2km of the site, consistent with the minor rural character of Burscombe Lane and the surrounding lanes. DEFRA Round 4 strategic noise mapping records a low road-noise environment (road Lden 43 dB), corroborating modest traffic volumes on the local network. NPPF December 2024 paragraph 111 establishes that development should only be prevented or refused on highway grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe. This is a deliberately high threshold. *Richborough Estates Partnership LLP v Cheshire East Borough Council* [2018] EWCA Civ 2284 — the 'severe' test sets a high bar; cumulative and residual impacts must be judged holistically. *Bloor Homes East Midlands Ltd v Secretary of State for Communities and Local Government* [2017] EWHC 2309 (Admin) — 'severe' carries its ordinary meaning and is a genuine threshold, not routine congestion.

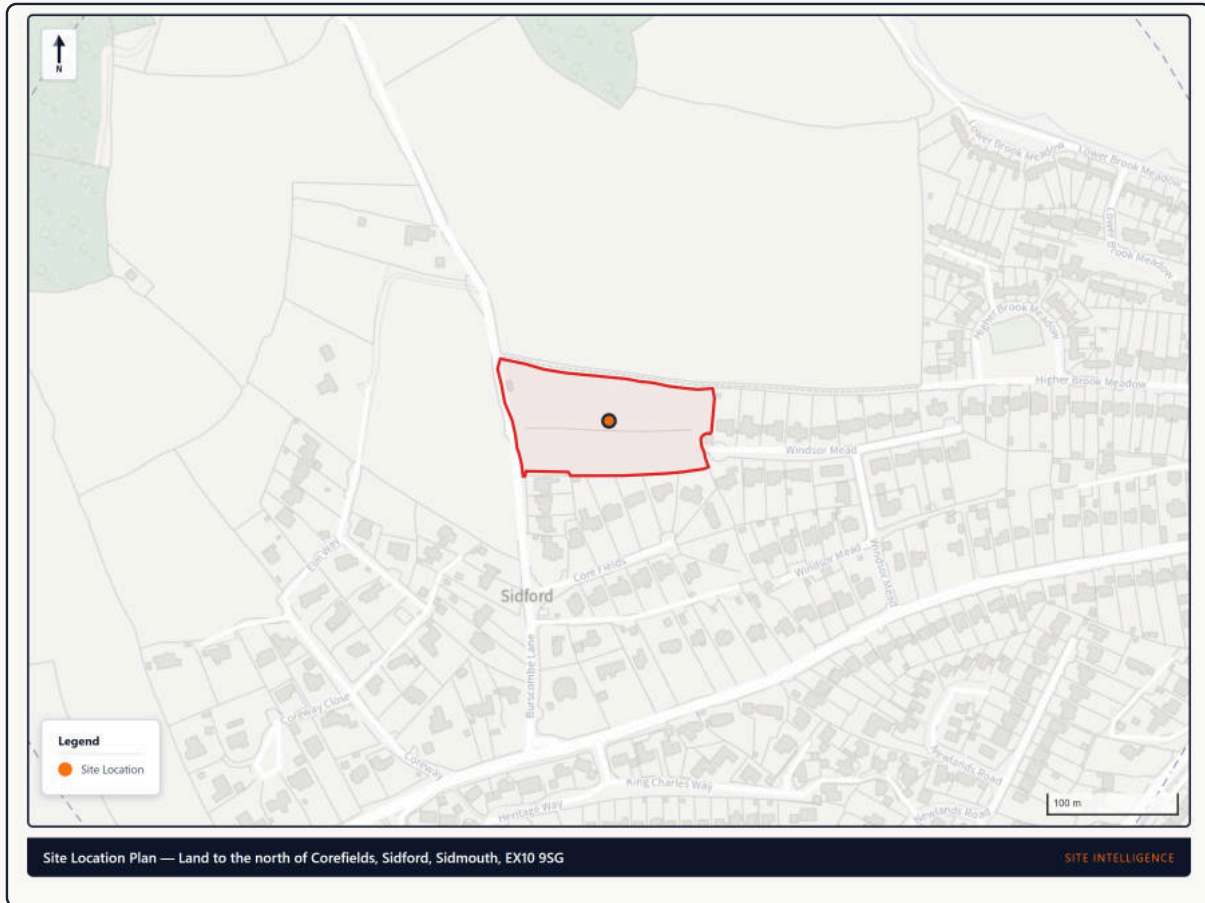
Highway safety evidence

Highway safety is to be confirmed against a Tier-2 STATS19 / CrashMap extract; this Tier-1 screen does not include collision-data analysis. *R (Network Rail Infrastructure Ltd) v Secretary of State* [2024] EWHC 295 (Admin) confirms that pedestrian and cycle safety, not merely vehicular flow, must be assessed in any subsequent Transport Statement.



Transport Accessibility

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Site Location

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Infrastructure & Transport Accessibility
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7 Public Transport Accessibility

<p>PTAL GRADE</p> <p>1a</p>	<p>ACCESSIBILITY INDEX</p> <p>2.19</p>	<p>PUBLIC TRANSPORT STOPS</p> <p>1</p>
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The site achieves a PTAL grade of 1a, indicating very poor public transport accessibility. The Accessibility Index (AI) of 2.19 reflects the density and frequency of public transport services within walking distance of the site.

7.1 Nearby Public Transport Stops

Stop / Station	Mode	Distance	Frequency
Burscombe Lane	BUS	332m	4 svc/hr

Public Transport Accessibility

TRANSPORT & ACCESS

PTAL 1a
VERY POOR

Accessibility Index **2.2**
TIL PTAL methodology (national adaptation)

STOP INVENTORY

TYPE	NAME	DIST.	WALK	SVC/HR	EDF
BUS	Burscombe Lane	332 m	4.2 min	4	2.19

1 bus stops within 640m (4 svc/hr) | **0** rail within 960m (0 svc/hr)

PTAL Score Panel

8 Walking & Cycling

The accessibility of local amenities by walking and cycling is a key indicator of the sustainability of the site for residential development. The Institute of Highways and Transportation (IHT) suggests that most people will walk up to 800m (approximately 10 minutes) for everyday facilities and up to 2km for key amenities.

<p>AMENITY SCORE</p> <p>47/100</p>	<p>AMENITY GRADE</p> <p>D</p>
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Category	Nearest	Distance	Walk Time	Rating
Primary School	Sidmouth Church of England (VA) Primary School (Manstone Avenue site)	1,100m	14 min	FAIR
Secondary School	Sidmouth College	1,090m	14 min	GOOD
GP Surgery	Beacon Medical Centre	1,119m	14 min	FAIR
Dentist	Merrifield Dental Practice	3,278m	41 min	POOR
Pharmacy	Boots	1,536m	19 min	FAIR
Post Office	Sidford Post Office	916m	11 min	FAIR
Supermarket	Waitrose Ltd	883m	11 min	FAIR
Convenience Store	Spar	926m	12 min	POOR
Bus Stop	Burscombe Lane	332m	4 min	GOOD
Rail Station	Not available within search area	—	—	—

9 Census Travel-to-Work Data

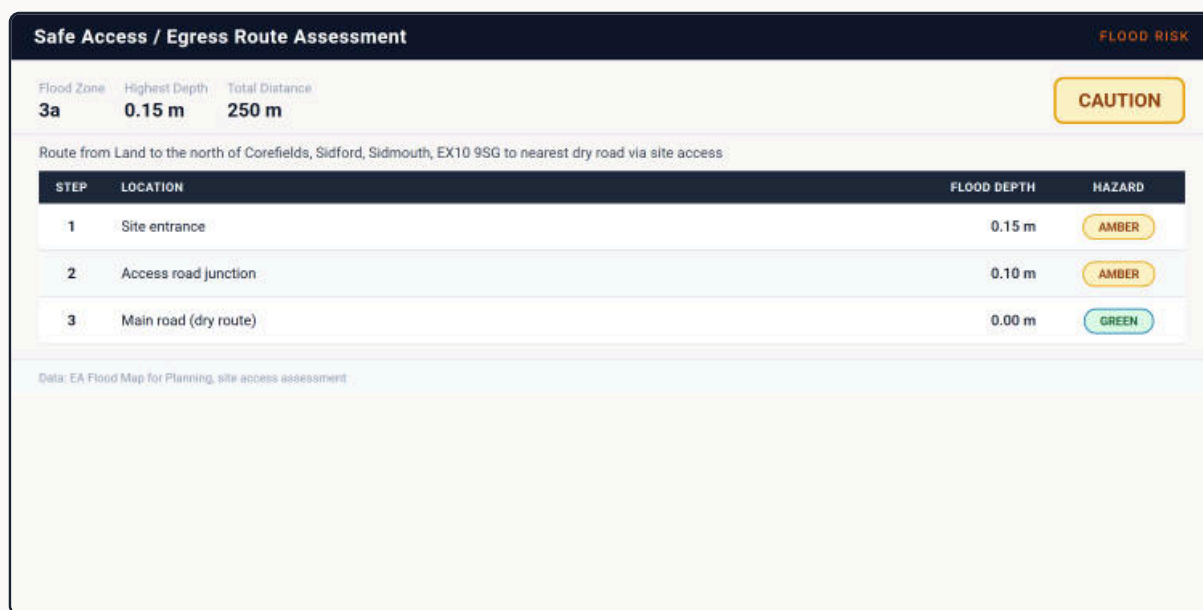
Census 2021 data provides the following modal split for travel to work in the local area. This data is used to estimate trip generation and modal share for the proposed development.

Work mainly at or from home	29.6%
Underground, metro, light rail, tram	0%
Train	0.8%
Bus, minibus or coach	1.7%
Taxi	0.2%
Motorcycle, scooter or moped	0.7%
Driving a car or van	52.2%
Passenger in a car or van	3.2%
Bicycle	1.8%
On foot	8.8%
Other method of travel to work	1%

10 Vehicle Access

Peak-hour movements are typically 8-12% of daily, around 8 movements in each of the AM and PM peak.

Proposed Access	Data not available
Access Type	Data not available
Speed Limit	Data not available
Visibility Splay	Data not available



Safe Access Route

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11 Parking Provision

Parking will follow Policy TC9 of the East Devon Local Plan 2013-2031 (adopted January 2016; readers should verify current status with the LPA), which seeks at least one space for one-bedroom homes and two spaces for homes with two or more bedrooms, plus at least one cycle space per dwelling. For 15 dwellings this implies roughly 25-30 car spaces plus visitor provision; the outline layout appears capable of meeting this standard at reserved-matters stage. Electric-vehicle charging is mandatory: Building Regulations 2021 Part S requires a charge point at every new dwelling with an associated parking space, reinforced by NPPF December 2024 paragraph 110(e). Provision appears capable of according with the adopted standard and is appropriate for the accessibility level of the site, subject to detailed layout confirmation at reserved matters.

Car Parking Spaces	Data not available
Parking Ratio	Data not available
Cycle Parking	Data not available
EV Charging	1 per dwelling (Building Regs Part S)
Disabled Parking	Data not available

12 Trip Generation

Peak-hour movements are typically 8-12% of daily, around 8 movements in each of the AM and PM peak.

Trip Generation Estimates

TRICS trip generation data required for 15 dwellings. Contact Site Intelligence to commission a TRICS-based assessment.

12.1 Baseline Traffic Context

No DfT traffic count points within search radius. Site-specific traffic survey recommended for detailed assessment.

12.2 Road Safety Analysis

STATS19 collision data not available for this location. No recorded collisions were found within the search radius, or data has not yet been retrieved. If required, a manual road safety audit may be commissioned.

13 Constraint Analysis

Constraint	Status	Statutory anchor / NPPF
AONB / National Landscape	Engaged	NPPF 189-191
Scheduled Monument	Engaged	Ancient Monuments Act 1979

14 Policy Analysis

14.1 National policy (NPPF Dec 2024)

The substantive sections of this report apply the relevant NPPF Dec 2024 paragraphs to the site context — refer to in-text citations and the bibliography for the full list of paragraphs relied on.

14.2 Local policy (East Devon District Council Local Plan)

Local plan policy analysis is provided in the substantive sections where each policy is engaged. The full list of East Devon District Council Local Plan policies relevant to this proposal is set out in the bibliography.

15 Risk Assessment

Risk register not yet populated for this report. The substantive sections that follow contain risk-relevant evidence. A consolidated risk register is provided in the **Risk Summary Sheet** (where bundled) or can be commissioned as an add-on.

16 Recommended Next Steps

Specific next steps for this report are set out in the Conclusions section. For a consolidated cross-bundle action list, see the **Next Steps** report (where bundled) or commission as an opt-in add-on.

17 Conclusions

Peak-hour movements are typically 8-12% of daily, around 8 movements in each of the AM and PM peak.

- The site achieves a PTAL grade of 1a with an AI of 2.19
- The amenity proximity grade is D, indicating adequate access to local services
- The proposed development of 15 dwellings is within the Transport Statement threshold

Transport Assessment

The site has limited public transport accessibility (PTAL 1a). The transport implications of the proposed development should be considered in the context of the site's accessibility and the local amenity provision. Sustainable travel measures should be incorporated to reduce car dependency.

18 Known Limitations and Assumptions — Transport-Specific

This Stage 1 transport statement does NOT include the following items.

- Site-specific traffic counts or junction surveys
- Microsimulation modelling of the surrounding network
- Junction capacity assessment (PICADY / ARCADY / LinSig)
- Road safety audit (RSA) under Manual for Streets
- Stage-1 / Stage-2 RSA for the proposed access
- TRICS database trip generation analysis tailored to the use class
- Personal injury collision data review beyond STATS19 published
- Public consultation with the Local Highway Authority
- Site walkover with the Highway Authority pre-application officer
- Travel Plan or Transport Assessment (where threshold engaged)

19 General Desktop Limitations

19.1 What This Report Does NOT Assess

This is a desktop intelligence report forming part of the Site Intelligence advisory pack. It does not include intrusive investigation, measured survey, statutory consultation, or formal consultant sign-off unless expressly commissioned. The following are outside the scope of this assessment:

- Intrusive site investigation (boreholes, trial pits, soil sampling)
- Topographic or measured building survey
- Structural assessment of existing buildings or retaining structures
- Detailed ecological survey (Phase 2 habitat surveys, protected species surveys)
- Detailed arboricultural survey to BS 5837
- Archaeological field evaluation (geophysical survey, trial trenching)
- Noise, vibration, or air quality monitoring
- Detailed drainage design or hydraulic modelling
- Legal title review or boundary verification

19.2 Data Gaps

The following data was not available at the time of this assessment:

- Site-specific infiltration test results (BRE Digest 365)
- As-built drainage records for existing development
- Ground investigation data (if no published BGS borehole logs are available for the site)
- Detailed topographic survey data (EA LIDAR used where available)
- Historic land use records prior to available OS mapping epochs

19.3 Key Assumptions

This report has been prepared on the basis of the following assumptions:

- Information provided by the client is accurate and complete

- Public dataset boundaries (flood zones, conservation areas, etc.) are current at the date of this report
- The proposed development is as described in the project brief and does not materially change in scale, layout, or use class
- No contamination, ground instability, or other hazard exists beyond that identified in publicly available records
- Planning policy documents referenced are current at the date of this report

19.4 Specialist Investigation Required

The following specialist investigations may be required depending on the constraints identified in this report:

- Site-specific ground investigation (where contamination or geotechnical risk is identified)
- Phase 2 ecological surveys (where Phase 1 identifies potential for protected species)
- Detailed arboricultural impact assessment (where TPO trees or significant vegetation is present)
- Detailed noise impact assessment (where the site is adjacent to significant noise sources)
- Heritage impact assessment by a conservation-accredited professional (where designated heritage assets are affected)

19.5 Changes That Would Require Update

This report should be reviewed and updated if any of the following occur:

- TRICS database updated with new survey data for comparable sites
- Local highway authority publishes revised parking standards
- Significant changes to local highway network (new junctions, road closures)
- Bus or rail service changes materially affect PTAL/accessibility
- Scheme generates materially different trip numbers from those assessed
- Active Travel England publishes updated guidance
- Satnam Millennium [2019] EWHC 2631 — severe test / precautionary approach case law developments
- Bovis Homes [2016] EWHC 2952 — existing over-capacity and severe test case law developments

20 Data Assurance Summary

Site Intelligence applies a rigorous data assurance process to every report. This section documents the breadth of data coverage, confidence levels, and quality assurance stages applied.

20.1 Internal Data Coverage Summary

Metric	This Report	Typical Stage 1 Desktop Scope
Data sources consulted	15	3 – 8
Constraint categories checked	38	5 – 10
Data sources queried	15	0 – 2
Provenance entries recorded	15	0

Indicative comparison only. Reflects typical early-stage desktop scope rather than a formal industry benchmark; a wider technical due diligence instruction may consult more datasets at any tier.

20.2 Quality Assurance Checklist

- Automated constraint detection (38-flag desktop constraint analysis, deduped to 36 + Flood Zone)
- Source provenance recording (every data point traced to origin)
- Cross-report consistency check (automated financial figure stamping and constraint reconciliation)
- Domain cross-check against the relevant chapter of the National Planning Policy Framework, planning-practice guidance and the chartered-practitioner methodology applicable to this technical area; map review performed against the OS basemap
- Chartered-practitioner sign-off (CIHT, ICE CEng, or other chartered transport / highways specialist); Tier 2 add-on, not undertaken for this desktop product

21 Anticipated Consultee Queries

Standard statutory consultees will be notified in accordance with the Development Management Procedure Order. Site-specific consultee requirements are identified in the relevant technical reports.

22 Update Triggers

Validity Period: 6 months from date of issue.

Desktop Transport Scoping Note is valid for 6 months from date of issue. After this period, or if any of the following trigger conditions occur, the report should be reviewed and updated before reliance is placed upon its findings.

- TRICS database updated with new survey data for comparable sites
- Local highway authority publishes revised parking standards
- Significant changes to local highway network (new junctions, road closures)
- Bus or rail service changes materially affect PTAL/accessibility
- Scheme generates materially different trip numbers from those assessed
- Active Travel England publishes updated guidance
- Satnam Millennium [2019] EWHC 2631 — severe test / precautionary approach case law developments
- Bovis Homes [2016] EWHC 2952 — existing over-capacity and severe test case law developments

To request an update, contact Site Intelligence quoting the document reference shown on the cover page. Updates are provided at a reduced fee where the original data remains substantially current.

23 Important: Limitations, Disclaimers and Conditions of Use

1. Named Client and Reliance Restriction

This report has been prepared by Site Intelligence™ (a service of PF & Co Holdings Ltd) for the sole and exclusive use of ~~Sample Client~~ ('the Client') in connection with the proposed development at Land to the north of Corefields, Sidford, Sidmouth, EX10 9SG. No other party may rely upon, reproduce, or distribute this report or its findings without the prior written consent of Site Intelligence. Any unauthorised use or reliance by third parties is entirely at their own risk, and Site Intelligence accepts no responsibility or liability in such circumstances.

2. Purpose Limitation

This report has been prepared solely for the purpose stated herein. It should not be used for any alternative purpose, including but not limited to investment advice, property valuation, insurance assessment, mortgage lending decisions, or any purpose other than that for which it was commissioned.

3. Third-Party Exclusion

This report does not confer any rights or benefits on any third party under the Contracts (Rights of Third Parties) Act 1999 or otherwise. No third party may enforce any term of this report.

4. Information Reliance

The findings in this report are based on information provided by the Client, publicly available data sources, and desktop research. Site Intelligence has not independently verified the accuracy or completeness of information provided by the Client or third parties.

5. Limitations of Investigation

The scope of this report is limited to a Stage 1 desktop transport-statement undertaken on the date of this report. The findings reflect conditions and information available at the date of investigation. Conditions may change over time, and the report should not be relied upon beyond the validity period stated.

6. Professional Advice Caveat

This report provides professional opinion based on the information available at the time of preparation. It does not constitute legal advice, and specialist professional advice should be sought for specific matters including but not limited to structural engineering, surveying, ecology, archaeology, and contaminated land investigation.

7. No Guarantee of Outcome

Site Intelligence provides no guarantee as to the outcome of any planning application, building control submission, or statutory process. Planning and regulatory decisions are made by the relevant authorities at their sole discretion.

8. Data Completeness Caveat

While every effort has been made to identify relevant constraints and information, the absence of a recorded constraint does not guarantee that no constraint exists. Public data sources may contain gaps, errors, or omissions. The absence of a record does not guarantee the absence of a constraint.

9. Limitation of Liability

The total aggregate liability of Site Intelligence (PF & Co Holdings Ltd) under or in connection with this report, whether in contract, tort (including negligence), breach of statutory duty, or otherwise, shall not exceed the lesser of £1,000,000 or ten times the professional fee paid for this instruction. Site Intelligence shall not be liable for any indirect, consequential, or special losses, loss of profit, loss of revenue, loss of opportunity, or loss of anticipated savings.

10. Copyright and Intellectual Property

Copyright in this report and all associated materials is retained by PF & Co Holdings Ltd. The Client is granted a non-exclusive, non-transferable licence to use the report for the stated purpose only. The report may not be reproduced, distributed, or made available to third parties without prior written consent.

11. Statutory Authority Submission Note

Where this report is submitted to a statutory authority (planning authority, building control, Environment Agency, etc.), the authority will exercise its own professional judgement in assessing the application. Submission of this report does not confer any right of reliance upon the authority, and Site Intelligence accepts no liability for decisions made by statutory authorities.

12. Mortgage / Valuation / Purchaser Exclusion

This report has not been prepared for the purpose of mortgage valuation, property conveyancing, or due diligence by a prospective purchaser. Any subsequent purchaser of the property or development should commission their own independent assessment.

13. Report Validity Period

This report is valid for a period of 6 months from the date of issue. After this period, the report should be reviewed and updated to reflect any changes in site conditions, planning policy, or available data. Update triggers are documented in the preceding section.

14. Governing Law and Jurisdiction

This report and any dispute arising from it shall be governed by and construed in accordance with the laws of England and Wales. The courts of England and Wales shall have exclusive jurisdiction.

15. Not Financial / QS / Valuation Advice

Any cost estimates, development appraisals, or financial information contained in this report are preliminary and indicative only. They do not constitute quantity surveying advice, professional valuation, or financial advice. All cost estimates should be verified by a qualified quantity surveyor or cost consultant before being relied upon for investment or procurement decisions.

16. Terms of Engagement

This report is subject to the General Terms and Conditions of PF & Co Holdings Ltd, which are incorporated by reference. A copy is available on request.

Product-Specific Note

This Desktop Transport Scoping Note is a desktop assessment. It does not include site-specific survey, intrusive investigation, or specialist field work. The findings are based on publicly available data and should be read in conjunction with the Known Limitations section of this report.

Data Sources & Verification

The table below identifies the principal datasets used or flagged for verification. Where a source carries a verification URL it can be checked independently; where a source is marked “contact provider for verification” or “awaiting retrieval”, reliance should not be placed on that item until its status is updated to retrieved/verified. Data retrieval dates are recorded for audit purposes.

Wider platform datasets queried (audit log)

The table below lists every enrichment dataset queried by Site Intelligence’s platform during the production of this client pack. Not every dataset is materially relied upon by this specific report — see the Data Source Relevance section above for the flood-specific split. The full audit log is kept for completeness and source-provenance traceability.

Source / verification URL	Authority	Scope	Vintage / refresh	Retrieved
EA Flood Map for Planning https://flood-map-for-planning.service.gov.uk	Environment Agency	Flood zones, surface water risk, historic floods	2024 Q4 / Quarterly	2026-04-11
National Heritage List for England https://historicengland.org.uk/listing/the-list	Historic England	Listed buildings, scheduled monuments, registered parks	Continuously updated / Continuous	2026-04-11
MAGIC Interactive Map https://magic.defra.gov.uk	Natural England / DEFRA	SSSIs, SACs, SPAs, Ramsar sites, NNRS	Continuously updated / Continuous	2026-04-11
Multi-source constraint detection https://magic.defra.gov.uk	Various (38 datasets, deduped to 36 + Flood Zone)	Green Belt, AONB, conservation areas, TPOs, flood zones	Mixed (see per-dataset) / Mixed	—
Census 2021 https://www.ons.gov.uk/census	Office for National Statistics	Population, demographics, housing tenure, travel patterns	2021 / Every 10 years	2026-04-11
PTAL Calculation (TfL TN14) https://data.london.gov.uk/dataset/public-transport-accessibility-levels	Site Intelligence™ (TfL methodology)	Public transport accessibility index and grade	TN14 methodology (2015+) / Per retrieval (timetable-live)	2026-04-11
OpenStreetMap / Overpass https://www.openstreetmap.org	OpenStreetMap Contributors	Amenity proximity: schools, GPs, shops, transport stops	Continuously updated / Continuous	2026-04-11
BGS Geology of Britain https://mapapps.bgs.ac.uk/geologyofbritain/home.html	British Geological Survey	Bedrock, superficial deposits, made ground	Periodically updated / Annual+	2026-04-11
HM Land Registry Price Paid Data	HM Land Registry	Comparable property sale prices and transactions	Continuously updated / Monthly	2026-04-11

Source / verification URL	Authority	Scope	Vintage / refresh	Retrieved
https://www.gov.uk/government/statistical-data-sets/price-paid-data-downloads				
ONS Housing Affordability https://www.ons.gov.uk/peoplepopulationandcommunity/housing	Office for National Statistics	Affordability ratios, private rents, house prices	Latest annual release / Annual	2026-04-11
Agricultural Land Classification https://magic.defra.gov.uk	Natural England	Provisional ALC grade, best & most versatile status	Provisional (1960s-80s baseline) / Very infrequent	2026-04-11
National Character Area Profiles https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making	Natural England	Landscape character assessment and key characteristics	2013 (NCA profile set) / Very infrequent	2026-04-11
DfT Road Traffic Statistics https://roadtraffic.dft.gov.uk	Department for Transport	Annual average daily traffic counts	Annual (latest available) / Annual	2026-04-11
STATS19 Road Accident Data https://www.data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data	Department for Transport	Road traffic collisions and casualties	Annual (latest available) / Annual	2026-04-11
DEFRA Background Air Quality https://uk-air.defra.gov.uk/data/laqm-background-maps	DEFRA	Background NO2, PM10, PM2.5 concentrations	Annual map set (latest modelled year) / Annual	2026-04-11
DEFRA AQMA Boundaries https://uk-air.defra.gov.uk/aqma/maps	DEFRA	Air Quality Management Area designations	Continuously updated / Continuous	2026-04-11
EA LIDAR Data https://environment.data.gov.uk/DefraDataDownload/?Mode=survey	Environment Agency	Terrain elevation, DSM/DTM coverage	LIDAR Composite (latest available tile) / Per acquisition programme	2026-04-11
DNO Long Term Development Statement Contact provider for verification	Distribution Network Operator	Electrical grid capacity and connection assessment	Latest LTDS (per DNO) / Annual	2026-04-11
LPA Planning Portal Contact provider for verification	Local Planning Authority	Nearby planning application history and decisions	Continuously updated / Continuous	2026-04-11

Vintage = publication date of the underlying dataset. Refresh = upstream update cadence. Retrieved = when Site Intelligence fetched the record used in this report.

Policy & Legislative Sources

Document	Published By	Edition	URL
National Planning Policy Framework	DLUHC	December 2024	https://www.gov.uk/government/publications/national-planning-policy-framework--2
Planning Practice Guidance	DLUHC	Online (continuously updated)	https://www.gov.uk/government/collections/planning-practice-guidance
Planning (Listed Buildings and Conservation Areas) Act 1990	UK Parliament	As amended	https://www.legislation.gov.uk/ukpga/1990/9/contents

Local Plan: **East Devon Local Plan 2013-2031 (Adopted)** (East Devon District Council). Neighbourhood Plan: Sid Valley Neighbourhood Plan (Made November 2019).

AI-Assisted Analysis — Reference Statement

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PREPARED FOR **Sample Client**

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