Hatt Barns, Box, Wiltshire

Neston Park Estate

Transport Statement

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1 Introduction

General

1.1 Rappor have been instructed by Neston Park Estate to prepare a Transport Statement (TS) in support of a planning application for a wedding venue at Hatt Barns, Box, Wiltshire.

1.2 The proposed development is for a wedding venue that can accommodate 120 people, with a maximum capacity of 160 people. The Barns are listed by Curtilage due to the Grade II listed Farm House on-site.

Report Structure

1.3 A TS is an appropriate form of assessment for the scale of the proposed development. The key issues that need to be addressed / reviewed within this TS, with reference to the size and location of the development proposal, are as follows:-

a) Review of the site location, composition and local highway network;
b) Analysis of local highway safety data for the most recent five-year period available;
c) Description of site accessibility and opportunities for sustainable travel;
d) Review of relevant planning history and local transport planning policy;
e) Description of the development proposals, including access arrangements, parking provision and suitability of the internal layout;
f) Forecast trip attraction and predicted impact upon the operation of the local highway network; and
g) Forecast parking demand.

Summary

1.4 This TS concludes that the proposed development, in highways and transportation terms is acceptable, and there are no highways and transportation reasons that should prevent the Local Highway Authority, Wiltshire Council (WC), from recommending approval of this application.

2 Existing Conditions

Site Context

2.1 The application site is located to the south of the village of Box within Wilshire. It is situated approximately 6.3km north of Bradford-on-Avon, 8.5km east of Bath, 8.2km north-west of Melksham and 11km southwest of Chippenham.

2.2 The site comprises barns that are listed by Curtilage due to the Grade II listed Farm House on-site. It is bound by agricultural land to the north, east, south and west.

2.3 The application site is currently accessed via a private access road which meets an unnamed road north-east of the site via a simple priority junction.

2.4 The site location, its context and relationship with immediate adjoining areas is identified at **Appendix A** and illustrated within **Figure 2.1** below.

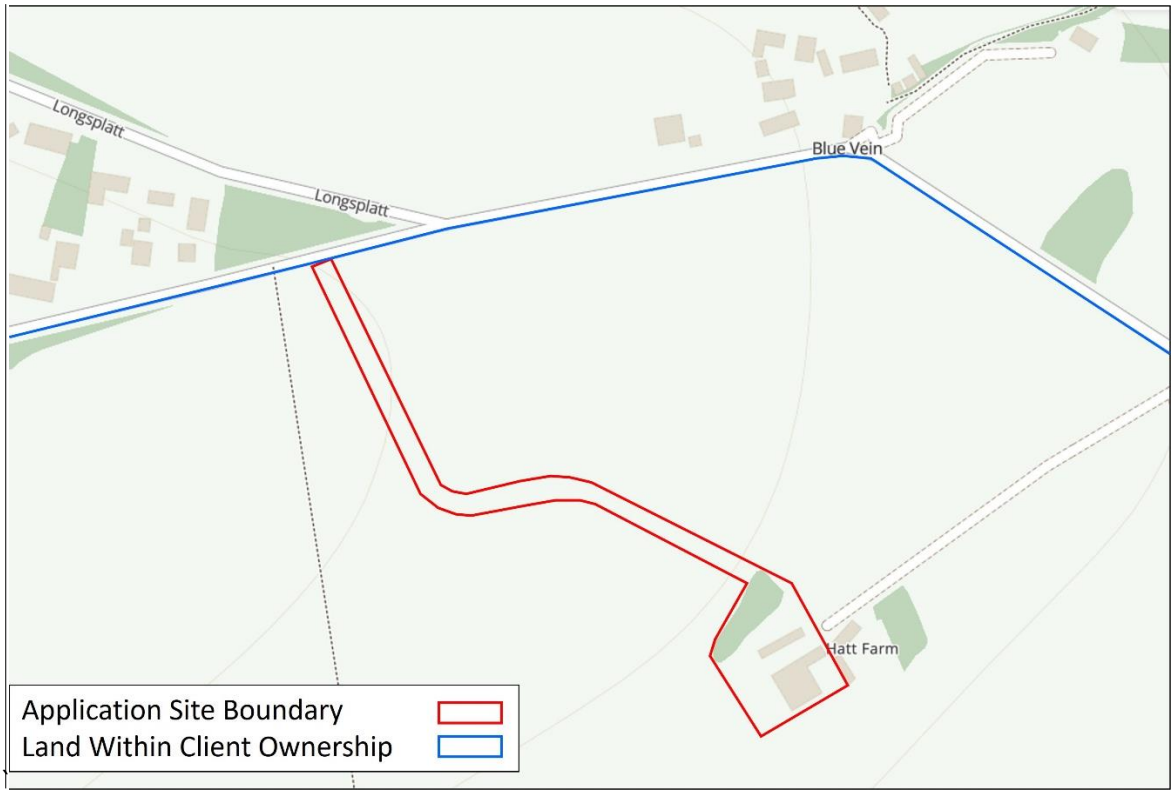

Figure 2.1: Indicative Site Location Plan

Local Highway Network

Unnamed Road

2.5 The unnamed road that currently serves the site is a rural two-way road which routes on a broadly east to west alignment to the north of the application site. It is subject to the National Speed Limit (60mph) and is of typical character of a rural road in Wiltshire, whereby the geometry controls the vehicle speeds.

2.6 The carriageway is unilluminated with no footways present which is reflective of its rural character.

2.7 To the west, the unnamed road routes towards Bathford, whilst to the east, the unnamed road meets Devises Road (A365) and the B3109 at a signalised crossroad junction locally known as Five Ways. Devises Road (A365) provides access to Box in the northwest and towards Melksham in the southeast, whilst the B3109 routes towards Corsham in the north and Bradford-on-Avon in the south.

Longsplatt

2.8 Longsplatt is a single carriageway two-way road which runs on broadly south-east to north-west alignment, located to the north of the site. It is subject to the National Speed Limit (60mph) and is rural in nature, with no road markings, footways or streetlighting provided throughout.

2.9 In the vicinity of the application site, Longsplatt forms the minor arm of a priority junction with the aforementioned unnamed road at its eastern extent, whilst it also forms the minor arm of a junction with Henley Lane at its western extent, which routes directly to the village of Box.

Existing Traffic

2.10 In order to establish the existing traffic conditions on the Unnamed Road, a seven-day automatic traffic count (ATC) survey was undertaken by 360 TSL Ltd, an independent traffic surveyor, carried out between 7th September and 13th September 2022.The ATC was undertaken in the vicinity of the proposed site access.

2.11 The full survey results are shown in **Appendix B**, whilst a summary of the average and 85th percentile speeds are as follows:-

a) Eastbound average speed – 46.4mph;
b) Eastbound 85th percentile speed – 55.1mph;
c) Westbound average speed – 44.8mph; and
d) Westbound 85th percentile speed – 53.6mph.

Highway Safety

2.12 For the purposes of this assessment, Personal Injury Collision (PIC) data has been extracted from the CrashMap database (crashmap.co.uk) for the highway network immediately surrounding the application site, for the most recent five-year review period, ending December 2021.

2.13 An extract obtained from the CrashMap database is provided at **Appendix C** of this report, which indicates that within the most recent five-year period of PIC data, there have been two slight collisions recorded within the study area.

2.14 The first PIC occurred on 10th July 2018 on Devizes Road (A365) immediately to the west of the B3109 (north) arm of the Five Ways junction. It involved two vehicles and resulted in two slight injuries. The second PIC took place on 26th September 2019 along Devizes Road (A365) to the east of the Five Ways junction. It involved two vehicles and resulted in two slight injuries.

2.15 A record of only two PICs over a period of five years does not suggest that there are any discernible patterns of highway safety concern within the vicinity of the application site.

2.16 On the basis of the above, it is evident that there is not a presence of collisions that might otherwise be suggestive of a deficiency in the layout or geometry of the local highway network. Furthermore, there is no record of any clustering that would suggest there is an existing highway safety issue that could be exacerbated by the development proposals.

2.17 In addition, it has also been identified following this review of the CrashMap database that there is no history of collisions along the unnamed road that currently serves the site within the vicinity of the junction with the existing vehicular access to the site, indicating that there are no existing highway safety issues at this junction.

3 Site Accessibility

Introduction

3.1 When considering the overall sustainability of a site, with regards to highways, it is important to consider the available travel options for employees and guests to travel to and from the application site. Indeed, reducing single occupancy car journeys is considered to be of particular importance for the type of development that is proposed.

Site Accessibility

3.2 It is reasonable to assume that given the nature of the proposed development, the majority of visitors and staff attending the site will do so by private car, and this TS has robustly assessed this. Given the nature of the proposed development, there will be a high level of car sharing by guests arriving and departing the site by private car and taxi, which are more sustainable forms of transport to that of single-occupancy vehicle trips in any case.

3.3 It is considered that the proposed use is best suited to a rural location, where space is available to accommodate parking provision and facilities required to host a wedding event.

3.4 The National Planning Policy Framework (NPPF) recognises that not all new development can be situated in locations which can be readily accessed on foot, bicycle or by public transport.

3.5 Paragraph 105 of the NPPF states that “opportunities to maximise sustainable transport solutions will vary from urban to rural areas”. Paragraph 85 of the NPPF recognises that “sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport.’’

3.6 It is therefore clear that the objectives of the government in terms of planning policy are not to prevent all new development which is not located in urban areas. The NPPF recognises that local planning authorities must take a pragmatic view to new developments.

3.7 Notwithstanding the above, the Local Transport Note 1/20 (July 2020): Cycle Infrastructure Design, produced by the DfT, states the following at paragraph 2.2.2: *‘Two out of every three personal trips are less than five miles (8km) in length, an achievable distance to cycle for most people’*.

3.8 Cycling has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five miles (8km) and trips of 30 to 40 minutes are considered acceptable for commuting purposes.

3.9 In relation to the above, it should be noted that the application site is comfortably located within 8km of the residential areas of Box and Corsham, as well as Bradford-upon-Avon where a railway station is accessible.

3.10 Therefore, there are realistic and viable opportunities for staff with cycling experience to travel to / from the application site via cycling along the carriageway.

Summary

3.11 It is noted that limited opportunities exist for access to the site by walking, cycling or public transport given the rural location of the site, however this should not be critical to the review of the application by the local highway authority. It is reasonable to assume that given the nature of the proposed development, the majority of visitors and staff attending the site will do so by private car.

3.12 It is however also reasonable to determine that the majority of vehicle trips will be by car sharing, given the nature of the development proposals, particularly by guests travelling to / from the site within privately owned cars and taxi's, with larger groups also expected to travel together by coach on regular occasions.

3.13 Further to this, staff employed on-site are to be encouraged by management of the proposed wedding venue to travel together by car-sharing, with a high proportion of staff anticipated to arrive and depart the site during similar periods, as detailed further within **Sections 6** and **7** of this TS.

4 Planning Policy

General

4.1 The relevant transportation policies are set out in the following National and Local documents:

a) National Planning Policy Framework (July 2021);
b) Planning Practice Guidance Travel Plans, Transport Assessment and Statements in Decision Taking (2014);
c) Wiltshire Local Transport Plan 2011 - 2026; and
d) Wiltshire Core Strategy.

National Policy

National Planning Policy Framework (2021)

4.2 National guidance on planning is set out in the updated National Planning Policy Framework (NPPF) published in July 2021 by the Ministry of Housing, Communities and Local Government. It sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.

4.3 Chapter 9 of the NPPF deals with 'Promoting sustainable transport' and Paragraph 104 of the NPPF states 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.'*

4.4 Paragraph 110 states that *'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;*

c) *the design of streets, parking areas, and other transport elements and content of associated standards reflects current national guidance, including the National Design Guide and National Model Design Code; 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.'*

4.5 Paragraph 111 states 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'.*

4.6 Paragraph 112 states that *'applications for development should:*

a) *'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment areas for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by services and emergency vehicles; and*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*'

National Planning Practice Guidance (March 2014)

4.7 The National Planning Practice Guidance (NPPG) provides the link between the National Planning Policy Framework (NPPF) and relevant planning practice guidance, as well as between different categories of guidance.

4.8 In respect of transport, the NPPG provides advice on what Transport Assessments (TA), Transport Statements (TS) and Travel Plans (TP) are, when they are required, and the information that should be included when preparing the document. The key overarching principles included in the NPPG for TPs, TAs and TS' state that documents should be:

a) Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;

b) Established at the earliest practicable possible stage of a development proposal;

c) Tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and

d) Brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network operators, Highways England (now National Highways) where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).

Local Policy

Wiltshire Local Transport Plan 2011 - 2026

4.9 The third Wiltshire Local Transport Plan (LTP3) covers the period from March 2011 to March 2026 and sets out the council's objectives, implementation plans and targets for transport in Wiltshire via a long-term transport strategy, a shorter-term implementation plan and a number of supporting strategies.

4.10 The long-term vision of the LTP3 is to develop a transport system which helps support economic growth across Wiltshire's communities, giving choice and opportunity for people to safely access essential services. Its emphasis is on transport solutions which will be sensitive to the built and natural environment, with a particular emphasis on the need to reduce carbon emissions.

Wiltshire Core Strategy

4.1 The Wiltshire Core Strategy was formally adopted on 20th January 2015 and sets out the Council's spatial vision, key objectives and overall principles for development in Wiltshire up to 2026.

4.2 Core Policy 61 deals with transport and new development and states that *"New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives."*

4.3 Core Policy 61 goes on to say that as part of a required transport assessment, it must be demonstrated that consideration has been given to the needs of all transport users, where relevant, according to a hierarchy that prioritises visually impaired and other disabled people, pedestrians and cyclists, and identifies private cars last. Also, *"that the proposal is capable of being served by safe access to the highway network" and "that fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development."*

4.4 It also states that *"Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements."*

5 Proposed Development

Introduction

5.1 The proposed development is for a wedding venue that can accommodate 120 people, with a maximum capacity of 160 people. The Barns are listed by Curtilage due to the Grade II listed Farm House on-site.

5.2 The Architect's proposed site layout and block plan is provided at **Appendix D**.

Site Operations

5.3 The proposed wedding venue shall have a maximum capacity for 160 guests; however, it should be noted that not all ceremonies shall be associated with the maximum number of guests, with many characterised by smaller more intimate events for family and close friends.

5.4 The wedding venue will have the ability to host both the ceremony and reception, however some couples may choose to hold the ceremony elsewhere.

5.5 In terms of operating hours, the applicant has stated that ceremonies shall take place between 12:00 and 15:00 and could be held Monday – Sunday whilst post-ceremony afternoon / evening functions shall feature staggered start / finish times but conclude before 01:00.

5.6 Typically, guests would be expected to arrive between 13:00 - 15:00 if the ceremony is held elsewhere, however guests would likely arrive earlier, between 11:00 – 12:00, if the ceremony is hosted onsite. It is anticipated that most of the guests would depart between 01:00 - 02:00.

5.7 The busiest periods for bookings are expected to be during Friday to Sunday, and on Bank Holidays, where the impact of staff / guest trips shall be less on the local highway network. Further detail in relation to the forecast trip attraction of the development proposal is provided in **Section 6**. It is also anticipated that the busiest time of year would be during the summer season.

5.8 In terms of staff, the wedding venue shall employ up to 13 members of staff during an event. The majority of staff shall arrive prior to the ceremony commencing, whilst departures shall likely be staggered as staff responsibilities / requirements shall be tailored to the needs of each wedding. As detailed above, further detail in relation to the forecast trip attraction of the development proposal is provided in **Section 6**.

5.9 When there are no events on, normal office hours will be kept, approximately between 8am - 5pm. On these days, there would be up to five staff on-site, with deliveries and a small number of venue viewings by prospective couples.

Access Arrangements

Vehicular Access

5.10 It is proposed that vehicular access to the application site will be achieved in the form of a new priority junction from the unnamed road to the north of the site. This proposed site access is to be located approximately 50m west of the existing Longsplatt junction with the unnamed road.

5.11 An overview of the proposed junction arrangements is provided at **Appendix E**, which demonstrate a 5m carriageway, with 6m radii to accommodate two-way car movements and the turning requirements of larger vehicles.

Assessment of Junction Visibility

5.12 Any new or intensification in use of vehicle accesses should be reviewed and justified as being able to provide suitable visibility splays in accordance with the relevant national guidance (i.e. MfS & Manual for Streets 2 (MfS2), the Design Manual for Roads and Bridges (DMRB)) or local guidance as appropriate.

5.13 The design of the junction onto the unnamed road is considered appropriate based on the observed vehicle speeds through the ATC survey. The 85th percentile speeds from this ATC survey, detailed in **Section 2,** were used to calculate the required emerging visibility splays.

5.14 The results demonstrate that both the average vehicle speeds were above 40-mph and 85th percentile speeds were above 37-mph. Therefore, a deceleration rate visibility parameter of 2.45m/s and a 2 second reaction time have been applied, in accordance with DMRB.

5.15 With regard to the 'X' distance, the standard 2.4m has been applied.

5.16 Therefore, in accordance with DMRB, the resultant necessary junction visibility splays to enable a driver of a vehicle to safely see and be seen by other road users is 2.4-metres x 165.1m to the east and 2.4-metres x 173.1m to the west.

5.17 A visibility assessment which demonstrates the required emerging visibility splays can be achieved between the proposed site access and the unnamed road, in accordance with the 85th percentile speeds, is provided at **Appendix E**, within the extent of the adopted highway (**Appendix F**) and not reliant on third party land.

Swept Path Analysis

5.18 Swept path analysis has been undertaken at the proposed site access to ensure that all vehicles that are likely to require access to the site, can access and egress the site in a safe and convenient manner.

5.19 The site access has been designed to ensure that two cars can simultaneously access and egress the proposed access junction as shown at **Appendix E**. Furthermore, the site access is suitable to accommodate a coach, as shown at **Appendix E**. Although an estate car and a coach cannot simultaneously access and egress the application site, there is suitable inter-visibility to ensure that conflict between these vehicles does not occur.

Servicing and Delivery Access

5.20 Servicing and delivery access to the application site shall be achieved from the existing access road, as detailed in **Section 2**. The existing access currently accommodates up to four daily agricultural vehicle movements and operates satisfactorily with no road safety concerns.

5.21 **Sections 6** and **7** within this report identify that it is predicted up to ten two-way deliveries are to be undertaken during the morning period of wedding days that are to be held on-site, whilst no deliveries are expected to occur during days where no wedding ceremonies / post-celebrations are to be held on-site.

5.22 Although it is accepted that on an operational wedding day held at the proposed venue, more deliveries are to occur from the existing site access to that of the agricultural movements associated with the sites' existing use, it should however be noted that no more than three wedding / celebrations are expected to be held on-site per week.

5.23 It is therefore reasonable to determine that overall, there is to be no intensification in use of the existing vehicular access to site with the development proposals in place.

5.24 As a result of this, the proposed servicing and delivery arrangements served from the existing access to site, are suitable, particularly as **Section 2** within this report has identified that there are no existing highway safety issues at the existing site access junction. .

Internal Layout

5.25 Swept path analysis at **Appendix G** and **H** illustrate that the proposed internal access road benefits from sufficient space for simultaneous two-way movement or inter-visibility between estate cars and a coach / estate car respectively, to enable these vehicles to safely and suitably pass one another.

5.26 In order to reduce conflicting traffic movements internally, a one-way system will be in place throughout the car parks and drop-off areas. Vehicles travelling inbound to the site will travel in a clockwise route around the proposed car park and when exiting will continue in the same direction.

5.27 Swept path analysis at **Appendix I** illustrates the suitability of the internal layout to accommodate a coach, the largest vehicle anticipated to be associated with the site, without any conflicts.

5.28 The drawing at **Appendix I** also demonstrates that a drop-off area, that is able to accommodate a coach, is to be provided west of the proposed accessible parking provision on-site, prior to access to the secondary car park, as detailed further within the 'Parking' sub-section below.

Parking

Car Parking

5.29 The site plan at **Appendix D** demonstrates that 71 car parking spaces, inclusive of five accessible spaces have been provided to serve the wedding venue, with 28 of these spaces, including the five accessible spaces, to be provided within the primary car park, immediately adjacent to the north-west side of the proposed wedding venue buildings..

5.30 The remaining 43 car parking spaces are to be provided within the secondary car park, which is located immediately north of the proposed drop-off point.

5.31 The car parks are to be provided with 2.5m x 5m standard spaces, whilst the accessible parking spaces are to include an additional 1.2m x 1.25m 'hatched access zone' with minimum 7m wide aisles provided to ensure suitable manoeuvring into / out of the car parking spaces can be provided.

5.32 No WC specific standards are provided with regards to accessible parking provision, however it is considered that five accessible parking spaces is reasonable, particularly as it is anticipated that a medium to high proportion of total guest trips would be undertaken by taxi in any case.

5.33 In terms of Electric Vehicle Charging (EVC) provision, WC also do not provide specific standards with regards to EVC. However, it is reasonable that 10% of the total car parking provision (eight spaces) are to be provided with EVC infrastructure.

5.34 WC do not currently specify adopted car parking standards for the anticipated land use, therefore parking should be calculated based on a 'first principles' approach that reflects the anticipated vehicular trip generation discussed in **Section 6** of this TS, whilst further assessment of the proposed parking provision is provided in **Section 7**.

Cycle Parking

5.35 The proposed site layout plan attached at **Appendix D**, identifies that six cycle parking spaces are to be provided to the rear of the barn, which is a reasonable quantum of cycle parking provision given the rural location of the site.

Summary

5.36 It is considered that the proposed access arrangements and the internal layout of the site are suitable to accommodate the development traffic, whilst on-site provision will be made for vehicle parking and manoeuvring. Overall, the access and internal layout of the application site is considered to be safe and suitable for all users, in accordance with guidance provided in the NPPF.

6 Forecast Trip Attraction

Introduction

6.1 It is generally accepted that the critical periods in terms of traffic impact on the adjacent highway network are the weekday morning and evening peak hours, when traffic flows associated with the proposed development combined with the traffic flows on the adjacent highway network are at their greatest.

6.2 It follows that should the impact of development traffic on the local road network be considered acceptable during these periods then it would also be acceptable during other, less busy, periods of the week.

Methodology

6.3 Due to the nature of the application site and development proposal, in addition to the absence of suitable sites available within the TRICS database, a first principles approach has been undertaken to calculate a bespoke forecast vehicle trip profile to determine the impact of the forecast trip attraction associated with the proposed development on the local highway network, as discussed in **Section 5**.

6.4 As detailed in **Section 5**, the applicant has provided information with regards to the maximum number of staff and guests that are to be employed / accommodated at the wedding venue.

6.5 Furthermore, the majority of staff shall arrive prior to the ceremony commencing, whilst departures shall likely be staggered as staff responsibilities and requirements shall be tailored to the needs of each wedding. For further robustness, the maximum number of staff trips have been included within this forecast vehicle trip assessment.

6.6 In terms of guest trips, these are anticipated to be 'tidal' in nature, with the majority arriving in the hour prior to the ceremony. It is noted that not all guest trips shall occur at the same time, whilst those attending the ceremony may not stay for the entirety of the day, with guests expected to leave sporadically throughout the evening.

6.7 Furthermore, it is not expected that each guest shall travel to / from the application site via a single-private occupancy journey as a high proportion of car sharing / taxi use is anticipated to take place between family and close friends. On frequent occasions, larger groups of family and friends travel by even greater numbers together by mini-bus or coach to wedding events.

6.8 In recognition of the above, a car sharing factor of three guests per vehicle trip has been assumed. This is considered to be suitable, given a car can accommodate up to five to seven persons including a driver, with wedding guests typically car sharing within a private car / taxi due to the celebratory nature of such events.

6.9 It should also be noted for the purposes of this assessment, that it is assumed 50% of the guests would travel by private car, whilst the remaining 50% would travel by taxi.

6.10 Given the proposed use of the site, the venue is likely to operate on a Friday, Saturday and Sunday, outside of the 'traditional' network peak hours. Friday, Saturday and Sunday are expected to be the busiest times associated with the use of the site.

6.11 Considering the information detailed above, a summary of the forecast trip attraction of the proposed wedding venue is provided below in **Table 6.1**.

Arrivals

6.12 The trips associated with the wedding venue will be 'tidal' in nature, with guests arriving over a relatively short time period. It is anticipated that the majority of guests would arrive between 11:00-12:00, prior to the ceremony beginning, with no further vehicle trips generated by the development expected to occur during the Saturday peak period. However, it is noted that a small number of additional movements will occur at various times earlier in the day, comprising staff, caterers and deliveries.

6.13 Similarly, it is considered reasonable to assume that evening guests could arrive during the weekday PM highway peak period (17:00 – 18:00). On this basis, the assessment is based on 100 daytime guests (including bridal party) and 60 evening guests, to capture the highest level of two-way vehicle movements during the weekday PM highway weekday peak period associated with the site for robustness.

Departures

6.14 The departure of guests will take place in a more dispersed fashion over a longer period of time. This reduces conflicting traffic movements in the locality, especially during arrivals and departures.

6.15 Given the dispersed nature of the departures, some could take place during the Friday peak 17:00 – 18:00. On this basis, it is assumed as part of this assessment that approximately 10% of guests attending the ceremony would leave prior to the post-ceremony evening celebrations on-site, which have been assumed to be undertaken during the PM peak period for robustness.

6.16 For further robustness, it is assumed as part of the forecast trip attraction profile assessment that guests departing the site during the 17:00 – 18:00 period are to be undertaken by taxi, with both the arrival and departure trips from these taxis accounted for within this hour of the trip attraction assessment.

6.17 The forecast trip attraction profile of the wedding venue, based on the above, is identified at **Table 6.1** below.

Time Period	Vehicle Trip Type	Overall Parking Accumulation		
		Arrivals	Departures	Two-Way
07:00 to 08:00	Staff (Private Car)	2	0	2
08:00 to 09:00	Suppliers	5	0	5
09:00 to 10:00	Bridal Party (Via Private Car)	4	0	4
10:00 to 11:00	Staff (Private Car)	5	0	5
	Suppliers	0	5	5
	Total	**5**	**5**	**10**
11:00 to 12:00	Guest (Via Private Car – 3 Per Vehicle)	15	0	15
	Guest (Via Taxi – 3 Per Vehicle)	15	15	30
	Total	**30**	**15**	**45**
12:00 to 13:00	Staff (Private Car)	5	0	5
16:00 to 17:00	Staff (Private Car)	0	2	2
17:00 to 18:00	Staff (Private Car)	1	0	1
	Guest (Via Private Car – 3 Per Vehicle)	10	0	10
	Guest (Via Taxi – 3 Per Vehicle)	13	13	26
	Total	**24**	**13**	**37**
22:00 to 23:00	Staff (Private Car)	0	6	6
00:00 to 01:00	Guest (Via Private Car – 3 Per Vehicle)	0	25	25
	Guest (Via Taxi – 3 Per Vehicle)	22	22	44
	Bridal Party (Via Private Car – 3 Per Vehicle)	0	4	4
	Total	**22**	**51**	**73**
01:00 to 02:00	Staff (Private Car)	0	6	6

Table 6.1: Summary of Forecast Trip Attraction Profile

6.18 As indicated above in **Table 6.1**, the proposed wedding venue is estimated to be associated with five two-way vehicular trips in the morning between 08:00 and 09:00, 45 two-way vehicular trips between 11:00 and 12:00, 37 two-way vehicular trips between 17:00 and 18:00, and 73 two-way vehicular trips between 00:00 and 01:00.

6.19 Although **Table 6.1** identifies that there could be as many as 73 two-way trips attracted by the site within a single hour, these are expected to occur outside of the weekday highway peak periods, when volumes of traffic along the local highway network are significantly reduced in comparison to during the highway peak periods.

6.20 **Table 6.1** also identifies that during the 17:00 – 18:00 highway PM peak period, the proposed development could attract up to 37 two-way vehicle movements, however the site is situated within a rural area, with traffic flows along the unnamed road serving the site being typically low, as demonstrated within the ATC data attached at **Appendix B**, which identifies that the two-way five-day and seven-day average vehicle flows were recorded as 214 and 190 vehicle movements respectively.

6.21 On this basis, it is reasonable to determine that the forecast increase of 37 vehicle trips at the proposed site accesses junction with the unnamed road during the highway PM peak period is to not result in any significant capacity issues along the local highway network.

Summary

6.22 In view of the level of potential peak traffic trip attraction of the site, the development proposals would not have a severe traffic impact on the surrounding highway network. The majority of traffic movements will occur outside the peak hours such as late mornings, weekends and evenings. This level of forecast additional trips attracted by the development during these peak periods would therefore not result in a significant impact to the local highway network.

7 Assessment of Car Parking Provision

Introduction

7.1 In order to determine whether the level of proposed parking provision is suitable to accommodate the forecast vehicle attraction of staff / guest private car journeys, a parking accumulation assessment has been undertaken.

Parking Accumulation Assessment

7.2 The following parking accumulation assessment has been based on a wedding event which shall be associated with the maximum number of staff and guests, with 160 guests (including bridal party) attending both the daytime ceremony and evening event which is considered the worst-case scenario in terms of parking demand.

7.3 Furthermore, all staff have been assumed to take place via single-occupancy vehicle journey. It should be noted that in reality, an element of car sharing is envisaged to take place, whilst staff are likely to arrive / depart throughout the day depending on their job roles / responsibilities.

7.4 It is considered that this approach shall provide a robust assessment and demonstrate a 'worst case scenario' in terms of on-site parking demand.

7.5 **Table 7.1** provides a forecast parking accumulation based on peak parking demand associated with the operational capacity of the development proposal.

Time Period	Vehicle Trip Type	Overall Parking Accumulation			Total Guests / Staff On-Site
		Arrivals	Departures	Accum.	
07:00 to 08:00	Staff (Private Car)	2	0	2	2
08:00 to 09:00	Suppliers	5	0	7	2
09:00 to 10:00	Bridal Party (Via Private Car	4	0	11	10
10:00 to 11:00	Staff (Private Car)	5	0	16	15
	Suppliers	0	5	11	15
11:00 to 12:00	Guest (Via Private Car – 3 Per Vehicle)	25	0	36	90
	Guest (Via Taxi – 3 Per Vehicle)	25	25	36	165
12:00 to 13:00	Staff (Private Car)	5	0	**41**	170
16:00 to 17:00	Staff (Private Car)	0	2	39	168
17:00 to 18:00	Staff (Private Car)	1	0	40	169
	Guest (Via Private Car – 3 Per Vehicle)	0	3	37	160
	Guest (Via Taxi – 3 Per Vehicle)	3	3	37	151
22:00 to 23:00	Staff (Private Car)	0	6	31	145
00:00 to 01:00	Guest (Via Private Car – 3 Per Vehicle)	0	22	9	79
	Guest (Via Taxi – 3 Per Vehicle)	22	22	9	13
	Bridal Party (Via Private Car)	0	4	5	5
01:00 to 02:00	Staff (Private Car)	0	5	0	0

Table 7.1: Summary of Forecast Parking Accumulation

7.6 **Table 7.1** indicates that during its operational peak, the development proposal shall be associated with an on-site forecast parking demand of 41 vehicles. Considering the proposed parking provision shall provide a total of 71 spaces, it is therefore considered to be a sufficient quantum of spaces to adequately accommodate such parking demand safely and suitably without resulting in overspill on the adjacent internal access road network.

7.7 Furthermore, in addition to the above and as previously stated, this forecast parking demand represents a worst-case scenario as, in reality, there shall likely be a proportion of car sharing taking place between members of staff – as opposed to all staff travelling to / from the application site via single occupancy trips.

8 Summary and Conclusions

Summary

8.1 Rappor have been instructed by Neston Park Estate to prepare a TS in support of a planning application for a wedding venue at Hatt Barns, Box, Wiltshire.

8.2 The proposed development is for a wedding venue that can accommodate 120 people, with a maximum capacity of 160 people. The Barns are listed by Curtilage due to the Grade II listed Farm House on-site.

8.3 The TS has demonstrated the following:

a) A review of the local highway network and collision data in the vicinity of the site indicates that there are no apparent problems in relation to the current operation or safety of the local highways;
b) The proposed site access arrangements comply with national guidance so that safe and suitable access can be achieved;
c) Proposed parking provision will be sufficient to ensure that there is no impact upon the local highway network; and
d) The traffic impact of the proposed development is to have no significant impact on the local highway network, with the unnamed road that is proposed to serve the site currently accommodating low vehicle flows, demonstrating that the forecast increase in vehicular trips along the road by the proposed development is to result in no capacity issues at the proposed site access junction.

Conclusions

8.4 Rappor concludes that approval of this planning application will not result in a severe impact upon the safety or operation of the surrounding local highway network, and as such, there are no significant highways and transportation matter that would preclude the local planning authority from recommending approval of this planning application.

Appendix A – Site Location Plan

Planning boundary



north

Proposed Site Plan

M 1:1250
0 25 50 75 100 125 [m]

Refer to Landscape Design for External Materials and Planting

General Notes
1. Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only.
2. All dimensions to be checked onsite.
3. Unless otherwise stated dimensions are in millimetres.
4. Drawings to be read in conjunction with all other project drawings.
5. Copyright Millar + Howard Workshop Ltd.

Rev.	Date	Notes

Chartered Architects
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Project Title
Hatt Barn

Project Address
Hatt Farm,Old Jockey Box,Wiltshire SN13 8DJ

Job No.
2118

Drawing Title
Proposed Site Plan

Drawn by	Checked by	Date
NM	PR	Apr 23

Scale
1:1250@A1

Drawing No.
P/ 111

Revision
-

Drawing Status
Planning

Appendix B – ATC Data

Longsplatt ATC



Direction: Eastbound

Hour Beginning	Wed 07/09/2022	Thu 08/09/2022	Fri 09/09/2022	Sat 10/09/2022	Sun 11/09/2022	Mon 12/09/2022	Tue 13/09/2022	5-Day Ave.	7-Day Ave.
00:00	6	1	2	7	10	7	5	4	5
01:00	6	1	1	3	14	2	3	3	4
02:00	1	3	1	4	3	5	4	3	3
03:00	2	1	1	3	5	3	2	2	2
04:00	2	4	2	1	6	3	3	3	3
05:00	11	6	3	2	3	9	15	9	7
06:00	34	26	14	6	10	33	36	29	23
07:00	113	60	57	22	9	103	98	86	66
08:00	104	73	64	49	21	106	145	98	80
09:00	61	66	78	46	43	78	101	77	68
10:00	62	60	49	59	71	80	76	65	65
11:00	62	54	66	93	83	69	66	63	70
12:00	64	60	86	99	106	80	91	76	84
13:00	55	52	74	64	95	88	90	72	74
14:00	51	61	73	70	72	71	74	66	67
15:00	55	67	101	81	87	88	94	81	82
16:00	81	58	96	68	81	109	102	89	85
17:00	102	84	102	80	62	109	104	100	92
18:00	67	49	103	68	54	96	84	80	74
19:00	52	38	64	49	42	59	53	53	51
20:00	19	13	32	35	30	38	48	30	31
21:00	10	18	32	33	24	12	24	19	22
22:00	5	9	23	28	12	14	17	14	15
23:00	1	3	14	19	6	4	11	7	8
Total									
12H(7-19)	877	744	949	799	784	1077	1125	954	908
16H(6-22)	992	839	1091	922	890	1219	1286	1085	1034
18H(6-24)	998	851	1128	969	908	1237	1314	1106	1058
24H(0-24)	1026	867	1138	989	949	1266	1346	1129	1083
AM Peak	07:00	08:00	09:00	11:00	11:00	08:00	08:00	08:00	08:00
	113	73	78	93	83	106	145	98	80
PM Peak	17:00	17:00	18:00	12:00	12:00	16:00	17:00	17:00	17:00
	102	84	103	99	106	109	104	100	92

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Direction: Westbound

Hour Beginning	Wed 07/09/2022	Thu 08/09/2022	Fri 09/09/2022	Sat 10/09/2022	Sun 11/09/2022	Mon 12/09/2022	Tue 13/09/2022	5-Day Ave.	7-Day Ave.
00:00	2	3	2	4	5	2	3	2	3
01:00	2	2	2	4	9	0	0	1	3
02:00	3	2	3	1	6	1	1	2	2
03:00	4	2	5	2	3	5	2	4	3
04:00	3	3	3	4	5	4	5	4	4
05:00	14	12	10	5	10	7	8	10	9
06:00	58	46	28	24	16	52	56	48	40
07:00	143	67	89	51	36	96	101	99	83
08:00	104	105	124	72	50	132	115	116	100
09:00	65	78	115	79	80	88	88	87	85
10:00	51	68	91	90	89	75	83	74	78
11:00	65	62	82	93	74	79	77	73	76
12:00	48	84	70	73	85	75	82	72	74
13:00	56	62	71	76	87	76	78	69	72
14:00	60	79	86	70	74	84	79	78	76
15:00	73	67	95	76	81	82	101	84	82
16:00	100	91	90	78	78	97	104	96	91
17:00	110	109	100	74	44	109	141	114	98
18:00	87	69	81	54	52	76	71	77	70
19:00	56	35	61	38	37	58	47	51	47
20:00	11	18	32	31	18	26	36	25	25
21:00	7	22	23	24	13	23	18	19	19
22:00	10	13	13	21	8	12	14	12	13
23:00	4	5	9	7	4	6	5	6	6
Total									
12H(7-19)	962	941	1094	886	830	1069	1120	1037	986
16H(6-22)	1094	1062	1238	1003	914	1228	1277	1180	1117
18H(6-24)	1108	1080	1260	1031	926	1246	1296	1198	1135
24H(0-24)	1136	1104	1285	1051	964	1265	1315	1221	1160
AM Peak	07:00	08:00	08:00	11:00	10:00	08:00	08:00	08:00	08:00
	143	105	124	93	89	132	115	116	100
PM Peak	17:00	17:00	17:00	16:00	13:00	17:00	17:00	17:00	17:00
	110	109	100	78	87	109	141	114	98

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Direction: Total Flow

Hour Beginning	Wed 07/09/2022	Thu 08/09/2022	Fri 09/09/2022	Sat 10/09/2022	Sun 11/09/2022	Mon 12/09/2022	Tue 13/09/2022	5-Day Ave.	7-Day Ave.
00:00	8	4	4	11	15	9	8	7	8
01:00	8	3	3	7	23	2	3	4	7
02:00	4	5	4	5	9	6	5	5	5
03:00	6	3	6	5	8	8	4	5	6
04:00	5	7	5	5	11	7	8	6	7
05:00	25	18	13	7	13	16	23	19	16
06:00	92	72	42	30	26	85	92	77	63
07:00	256	127	146	73	45	199	199	185	149
08:00	208	178	188	121	71	238	260	214	181
09:00	126	144	193	125	123	166	189	164	152
10:00	113	128	140	149	160	155	159	139	143
11:00	127	116	148	186	157	148	143	136	146
12:00	112	144	156	172	191	155	173	148	158
13:00	111	114	145	140	182	164	168	140	146
14:00	111	140	159	140	146	155	153	144	143
15:00	128	134	196	157	168	170	195	165	164
16:00	181	149	186	146	159	206	206	186	176
17:00	212	193	202	154	106	218	245	214	190
18:00	154	118	184	122	106	172	155	157	144
19:00	108	73	125	87	79	117	100	105	98
20:00	30	31	64	66	48	64	84	55	55
21:00	17	40	55	57	37	35	42	38	40
22:00	15	22	36	49	20	26	31	26	28
23:00	5	8	23	26	10	10	16	12	14
Total									
12H(7-19)	1839	1685	2043	1685	1614	2146	2245	1992	1894
16H(6-22)	2086	1901	2329	1925	1804	2447	2563	2265	2151
18H(6-24)	2106	1931	2388	2000	1834	2483	2610	2304	2193
24H(0-24)	2162	1971	2423	2040	1913	2531	2661	2350	2243
AM Peak	07:00	08:00	09:00	11:00	10:00	08:00	08:00	08:00	08:00
	256	178	193	186	160	238	260	214	181
PM Peak	17:00	17:00	17:00	12:00	12:00	17:00	17:00	17:00	17:00
	212	193	202	172	191	218	245	214	190

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Longsplatt ATC

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 7 Sep 2022	1026	904	114	3	5
Thu 8 Sep 2022	867	767	91	4	5
Fri 9 Sep 2022	1138	1013	111	2	12
Sat 10 Sep 2022	989	928	49	2	10
Sun 11 Sep 2022	949	897	49	2	1
Mon 12 Sep 2022	1266	1101	152	0	13
Tue 13 Sep 2022	1346	1190	141	1	14
5 Day Ave.	1129	995	122	2	10
7 Day Ave.	1083	971	101	2	9

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 7 Sep 2022	100.0%	88.1%	11.1%	0.3%	0.5%
Thu 8 Sep 2022	100.0%	88.5%	10.5%	0.5%	0.6%
Fri 9 Sep 2022	100.0%	89.0%	9.8%	0.2%	1.1%
Sat 10 Sep 2022	100.0%	93.8%	5.0%	0.2%	1.0%
Sun 11 Sep 2022	100.0%	94.5%	5.2%	0.2%	0.1%
Mon 12 Sep 2022	100.0%	87.0%	12.0%	0.0%	1.0%
Tue 13 Sep 2022	100.0%	88.4%	10.5%	0.1%	1.0%
5 Day Ave.	100.0%	88.2%	10.8%	0.2%	0.9%
7 Day Ave.	100.0%	89.7%	9.3%	0.2%	0.8%

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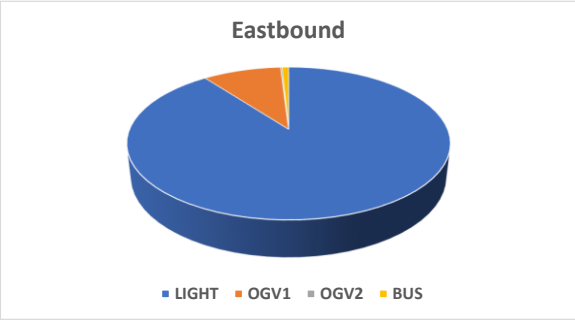

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 7 Sep 2022	1136	982	146	2	6
Thu 8 Sep 2022	1104	947	149	3	5
Fri 9 Sep 2022	1285	1094	176	2	13
Sat 10 Sep 2022	1051	977	64	1	9
Sun 11 Sep 2022	964	907	55	0	2
Mon 12 Sep 2022	1265	1091	159	0	15
Tue 13 Sep 2022	1315	1136	161	1	17
5 Day Ave.	1221	1050	158	2	11
7 Day Ave.	1160	1019	130	1	10

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 7 Sep 2022	100.0%	86.4%	12.9%	0.2%	0.5%
Thu 8 Sep 2022	100.0%	85.8%	13.5%	0.3%	0.5%
Fri 9 Sep 2022	100.0%	85.1%	13.7%	0.2%	1.0%
Sat 10 Sep 2022	100.0%	93.0%	6.1%	0.1%	0.9%
Sun 11 Sep 2022	100.0%	94.1%	5.7%	0.0%	0.2%
Mon 12 Sep 2022	100.0%	86.2%	12.6%	0.0%	1.2%
Tue 13 Sep 2022	100.0%	86.4%	12.2%	0.1%	1.3%
5 Day Ave.	100.0%	86.0%	13.0%	0.1%	0.9%
7 Day Ave.	100.0%	87.9%	11.2%	0.1%	0.8%

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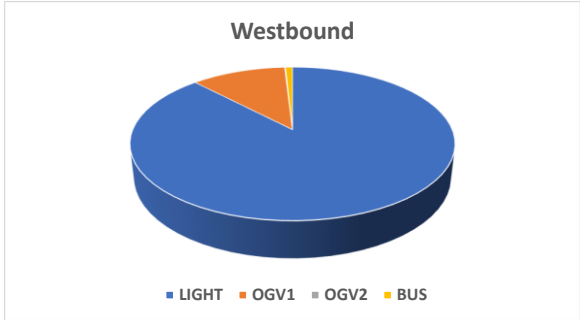

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 7 Sep 2022	2162	1886	260	5	11
Thu 8 Sep 2022	1971	1714	240	7	10
Fri 9 Sep 2022	2423	2107	287	4	25
Sat 10 Sep 2022	2040	1905	113	3	19
Sun 11 Sep 2022	1913	1804	104	2	3
Mon 12 Sep 2022	2531	2192	311	0	28
Tue 13 Sep 2022	2661	2326	302	2	31
5 Day Ave.	2350	2045	280	4	21
7 Day Ave.	2243	1991	231	3	18

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 7 Sep 2022	100.0%	87.2%	12.0%	0.2%	0.5%
Thu 8 Sep 2022	100.0%	87.0%	12.2%	0.4%	0.5%
Fri 9 Sep 2022	100.0%	87.0%	11.8%	0.2%	1.0%
Sat 10 Sep 2022	100.0%	93.4%	5.5%	0.1%	0.9%
Sun 11 Sep 2022	100.0%	94.3%	5.4%	0.1%	0.2%
Mon 12 Sep 2022	100.0%	86.6%	12.3%	0.0%	1.1%
Tue 13 Sep 2022	100.0%	87.4%	11.3%	0.1%	1.2%
5 Day Ave.	100.0%	87.0%	11.9%	0.2%	0.9%
7 Day Ave.	100.0%	88.7%	10.3%	0.1%	0.8%

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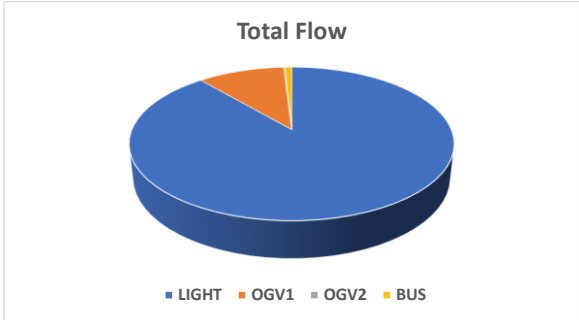

Longsplatt ATC

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Wed 7 Sep 2022	1026	55.4	46.9	8.1	0	3	25	22	104	266	259	218	85	40	2	2
Thu 8 Sep 2022	867	54.2	46.2	7.7	0	1	12	27	123	225	229	164	54	28	3	1
Fri 9 Sep 2022	1138	55.2	46.3	8.6	0	2	39	44	135	276	285	201	113	37	4	2
Sat 10 Sep 2022	989	56.4	46.8	9.3	0	14	24	25	107	234	252	203	80	37	8	5
Sun 11 Sep 2022	949	55.3	45.9	9.0	0	9	45	22	108	225	251	183	69	31	5	1
Mon 12 Sep 2022	1266	55.1	46.9	7.9	0	4	20	42	124	299	383	238	107	43	5	1
Tue 13 Sep 2022	1346	54.0	45.9	7.8	0	7	23	40	183	383	338	240	94	32	5	1
5 Day Ave.	1129	54.8	46.4	8.0	0	3	24	35	134	290	299	212	91	36	4	1
7 Day Ave.	1083	55.1	46.4	8.4	0	6	27	32	126	273	285	207	86	35	5	2

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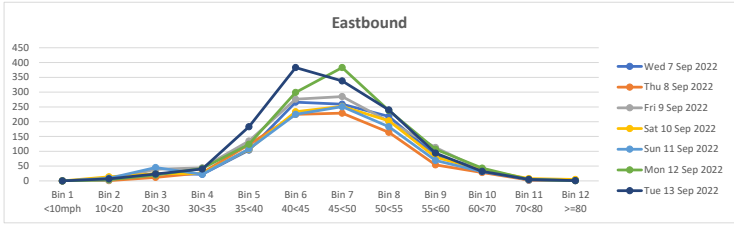

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Wed 7 Sep 2022	1136	54.1	45.5	8.3	1	14	20	48	139	285	341	197	55	32	3	1
Thu 8 Sep 2022	1104	52.5	44.7	7.5	1	12	12	45	174	330	295	169	47	18	1	0
Fri 9 Sep 2022	1285	53.2	44.9	8.0	5	9	16	59	211	357	337	193	65	30	2	1
Sat 10 Sep 2022	1051	54.8	44.5	9.9	14	26	18	38	128	292	292	156	51	29	5	2
Sun 11 Sep 2022	964	54.6	44.5	9.8	6	35	16	37	111	263	263	151	55	23	3	1
Mon 12 Sep 2022	1265	53.9	45.3	8.3	2	18	21	42	160	339	382	209	61	21	9	1
Tue 13 Sep 2022	1315	52.0	44.4	7.4	0	12	17	60	209	427	350	155	65	17	3	0
5 Day Ave.	1221	53.1	45.0	7.9	2	13	17	51	179	348	341	185	59	24	4	1
7 Day Ave.	1160	53.6	44.8	8.4	4	18	17	47	162	328	323	176	57	24	4	1

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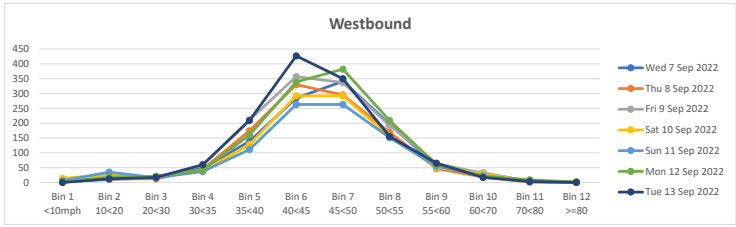
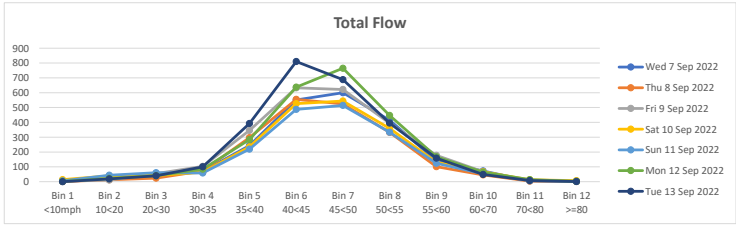


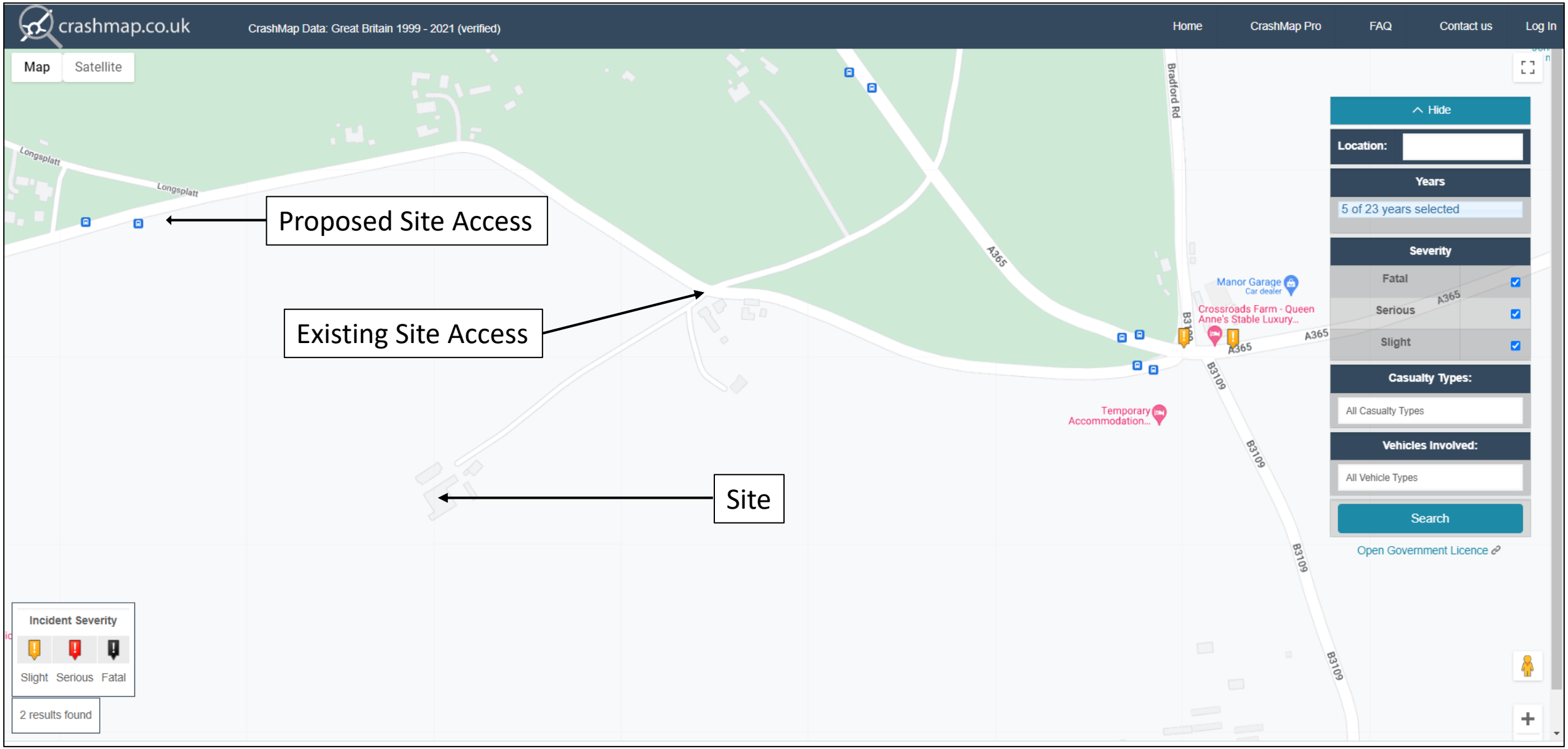
Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Wed 7 Sep 2022	2162	54.7	46.2	8.2	1	17	45	70	243	551	600	415	140	72	5	3
Thu 8 Sep 2022	1971	53.3	45.4	7.6	1	13	24	72	297	555	524	333	101	46	4	1
Fri 9 Sep 2022	2423	54.2	45.5	8.3	5	11	55	103	346	633	622	394	178	67	6	3
Sat 10 Sep 2022	2040	55.6	45.6	9.7	14	40	42	63	235	526	544	359	131	66	13	7
Sun 11 Sep 2022	1913	55.0	45.2	9.4	6	44	61	59	219	488	514	334	124	54	8	2
Mon 12 Sep 2022	2531	54.5	46.1	8.1	2	22	41	84	284	638	765	447	168	64	14	2
Tue 13 Sep 2022	2661	53.1	45.1	7.6	0	19	40	100	392	810	688	395	159	49	8	1
5 Day Ave.	2350	54.0	45.7	8.0	2	16	41	86	312	637	640	397	149	60	7	2
7 Day Ave.	2243	54.3	45.6	8.4	4	24	44	79	288	600	608	382	143	60	8	3

360 TSL Ltd



Appendix C – CrashMap Extract & Collision Reports

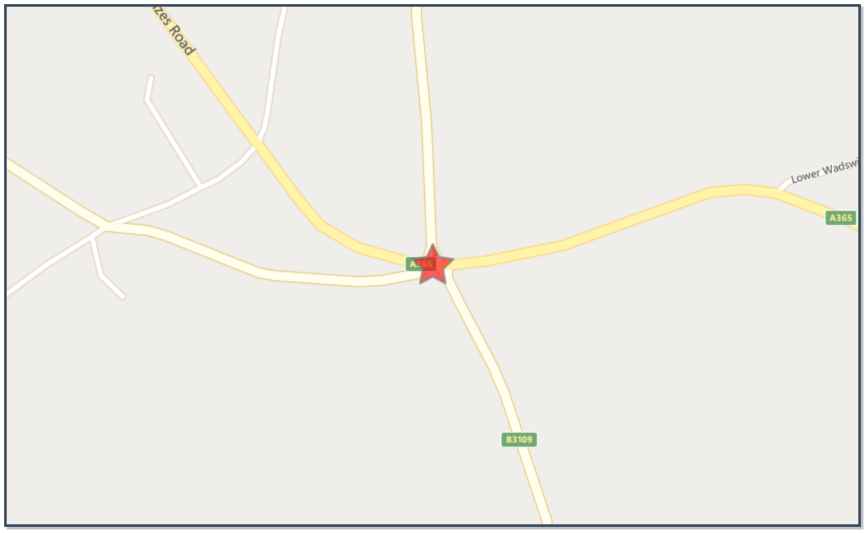

crashmap.co.uk
CrashMap Data: Great Britain 1999 - 2021 (verified)
Home
CrashMap Pro
FAQ
Contact us
Log In
Map
Satellite
Longsplatt
Longsplatt
Proposed Site Access
Existing Site Access
Site
A365
Bradford Rd
Manor Garage
Car dealer
Crossroads Farm - Queen Anne's Stable Luxury...
A365
B3109
Temporary Accommodation...
B3109
B3109
B3109
Hide
Location:
Years
5 of 23 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search
Open Government Licence
Incident Severity
Slight
Serious
Fatal
2 results found

crashmap.co.uk

Validated Data

Crash Date:	Tuesday, July 10, 2018	**Time of Crash:**	11:35:00 PM	**Crash Reference:**	**2018546365118**

Highest Injury Severity:	Slight	**Road Number:**	A365	**Number of Casualties:**	2
Highway Authority:	Wiltshire			**Number of Vehicles:**	2
Local Authority:	Wiltshire (from 2009)			**OS Grid Reference:**	383892 167102
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Multiple junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	3	Male	26 - 35	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)	5	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Tuesday, July 10, 2018	**Time of Crash:**	11:35:00 PM	**Crash Reference:**	**2018546365118**

Highest Injury Severity:	Slight	**Road Number:**	A365	**Number of Casualties:**	2
Highway Authority:	Wiltshire			**Number of Vehicles:**	2
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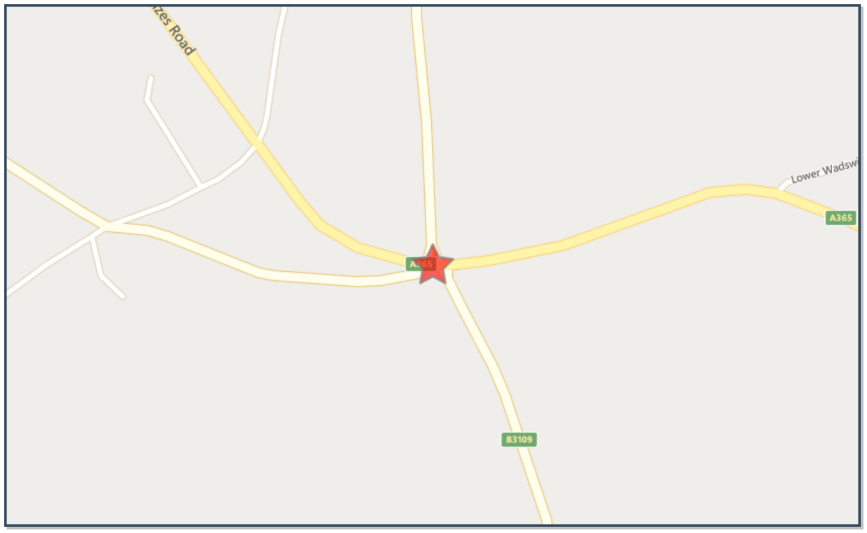
Carriageway Hazards:	None				
Junction Detail:	Multiple junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

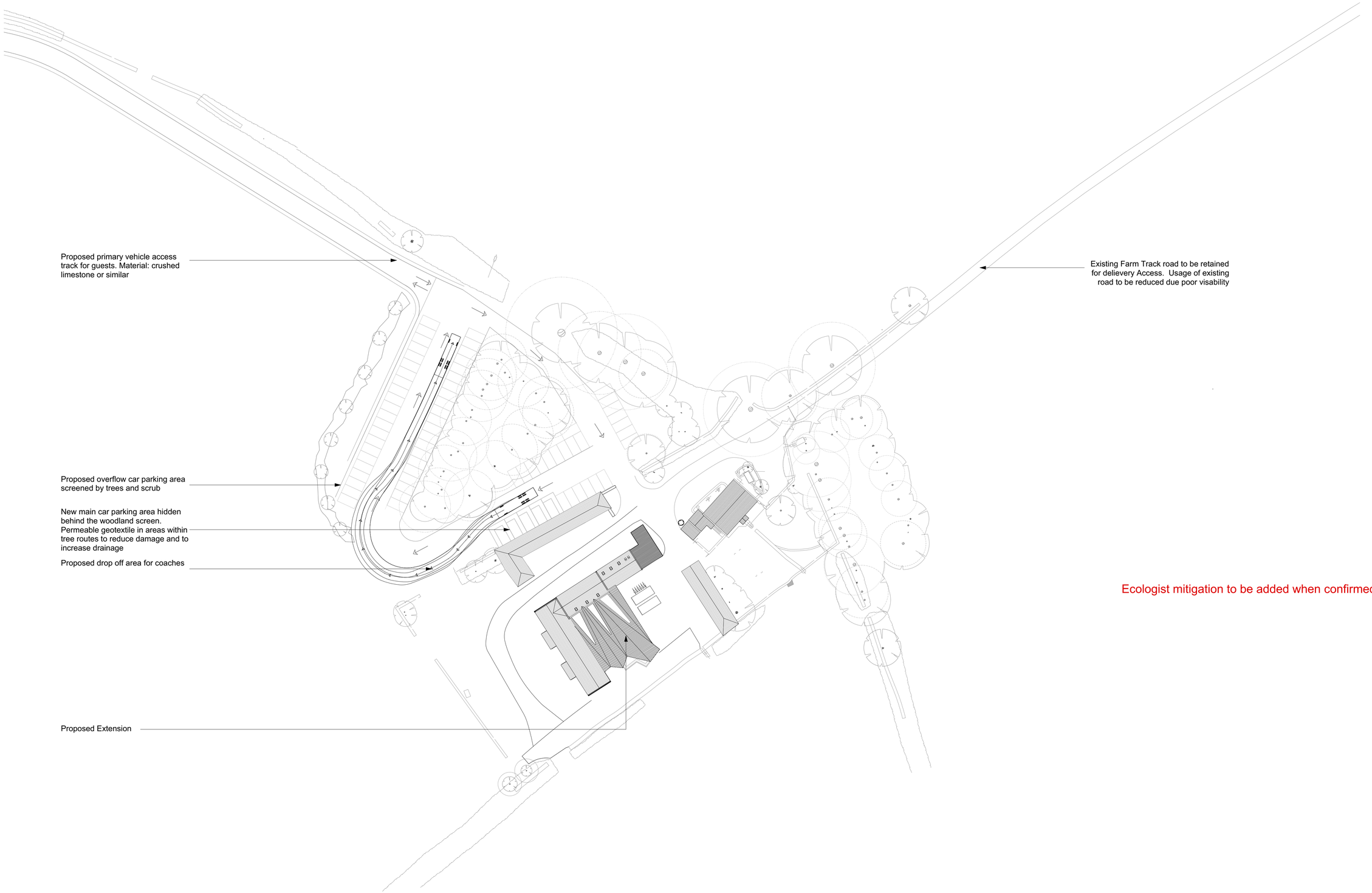
Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	3	Male	26 - 35	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)	5	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

Appendix D – Proposed Site Layout Plan



Ecologist mitigation to be added when confirmed

north

Proposed Site Plan

Refer to Landscape Design for External Materials and Planting

M 1:500
0 10 20 30 5[m]

General Notes
1. Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only.
2. All dimensions to be checked onsite.
3. Unless otherwise stated dimensions are in millimetres.
4. Drawings to be read in conjunction with all other project drawings.
5. Copyright Millar + Howard Workshop Ltd.

Rev.	Date	Notes

Chartered Architects
MILLAR+HOWARD WORKSHOP

St Mary's Mill
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Chalford
STROUD
Gloucestershire
GL6 8NX

t: 01453 887186
e: info@mhworkshop.co.uk
w: www.mhworkshop.co.uk

Project Title
Hatt Barn

Project Address
Hatt Farm,Old Jockey Box,Wiltshire SN13 8DJ

Job No.
2118

Drawing Title
Proposed Site Plan

Drawn By	Checked By	Date
NM	PR	Apr 23

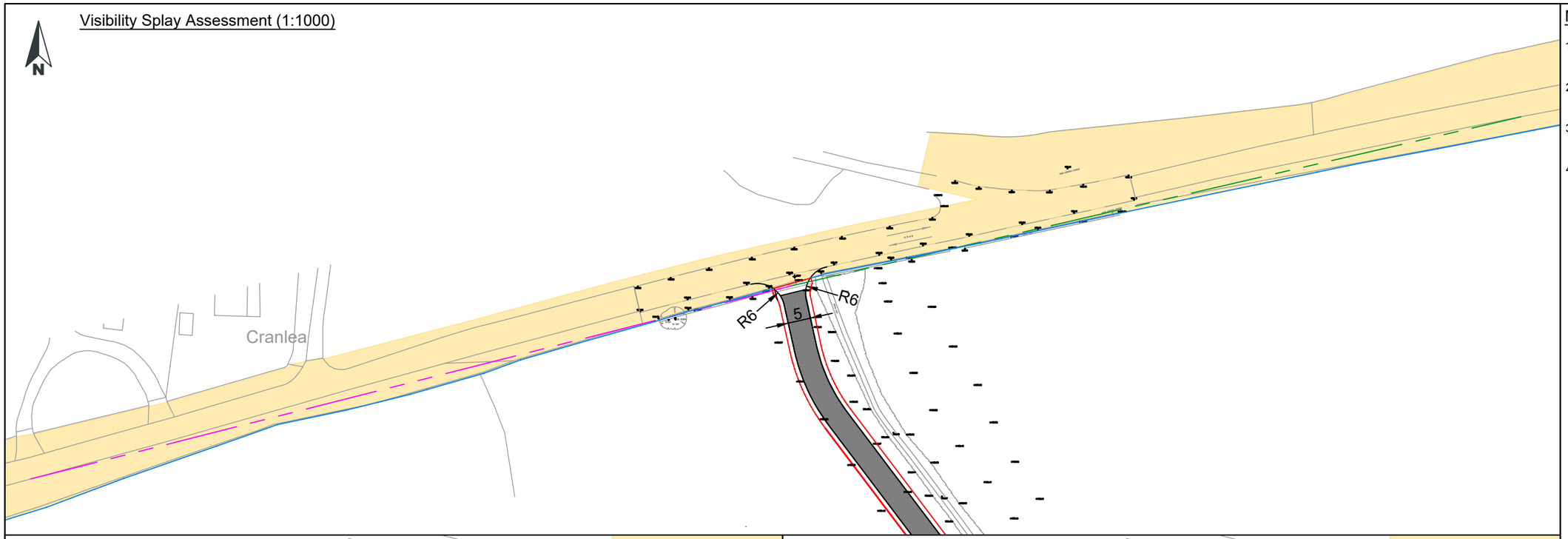
Scale
1:500@AI

Drawing No. P/110
Revision -

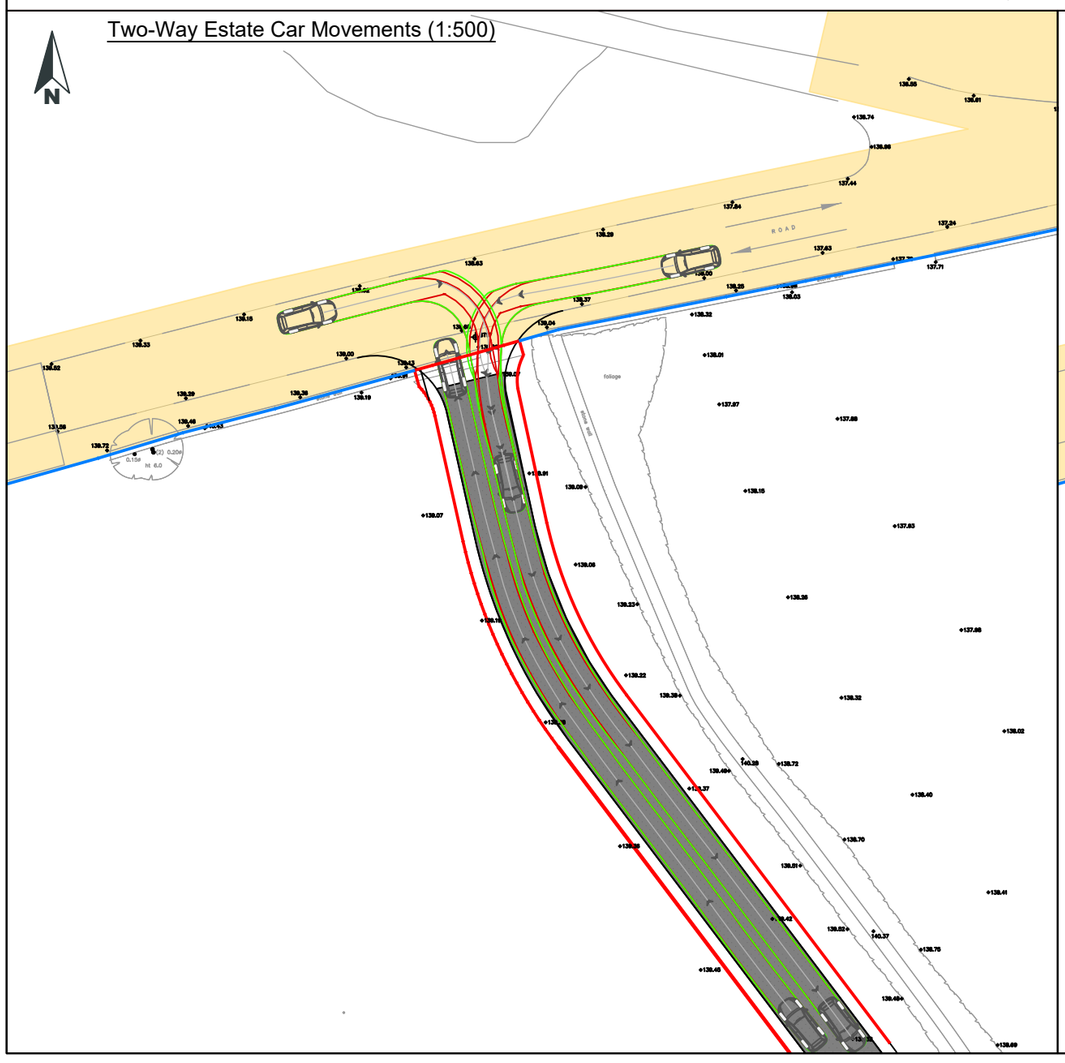
Drawing Status
Planning

Appendix E – Proposed Site Access Arrangements

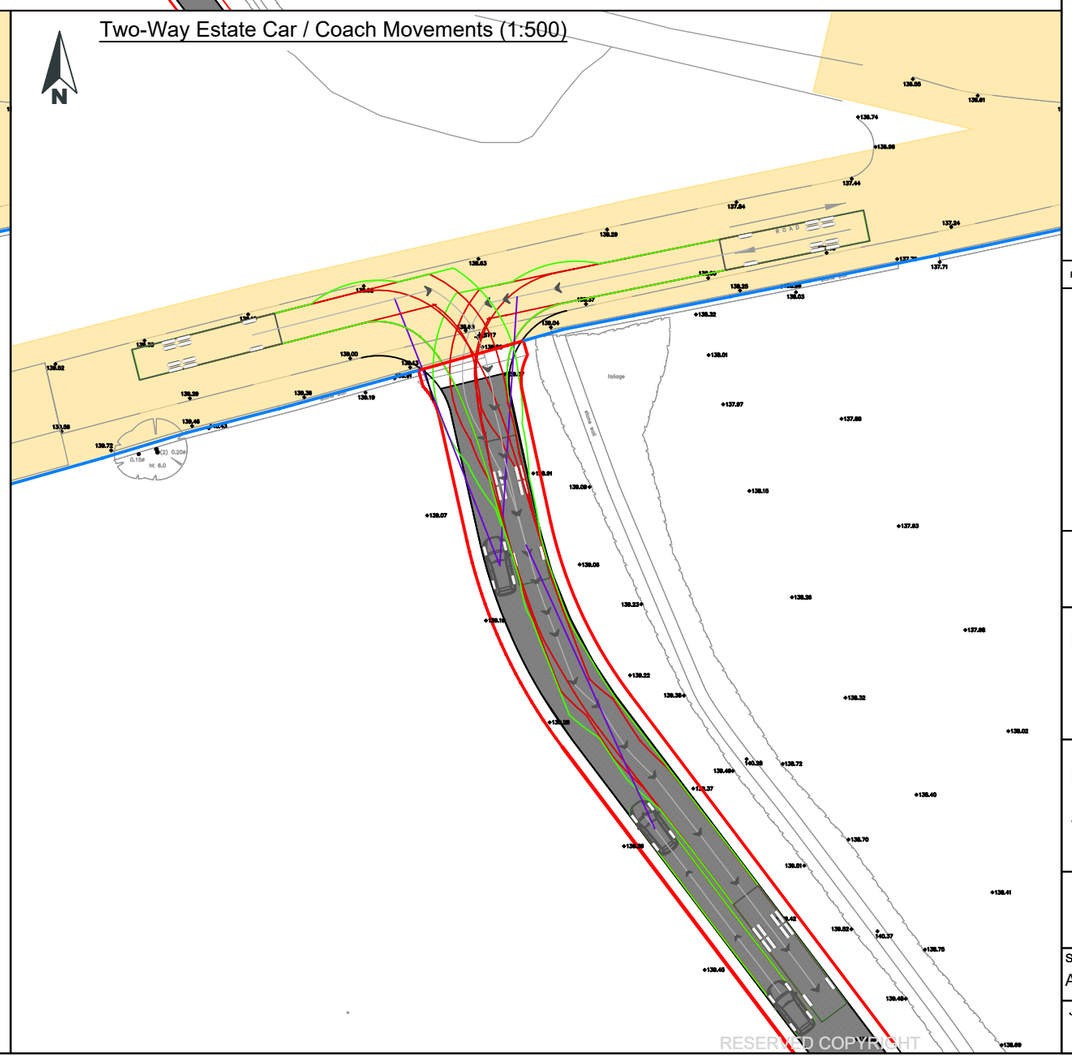
Visibility Splay Assessment (1:1000)



Two-Way Estate Car Movements (1:500)



Two-Way Estate Car / Coach Movements (1:500)



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. Topographical Survey undertaken by Midland Survey Ltd - Drawing No. S2860-1 dated April 2022
3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.
4. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.

Indicative Application Site Boundary

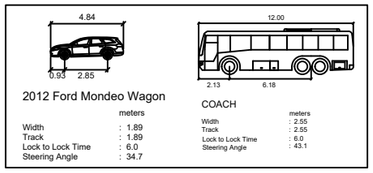
Land Within Client Ownership

Extent of Adopted Highway

2.4m x 165.1m visibility splay in accordance with DMRB for 53.6mph 85th percentile speeds westbound

2.4m x 173.1m visibility splay in accordance with DMRB for 55.1mph 85th percentile speeds eastbound

Inter-visibility splay



Rev	Date	Details	Drawn by	Checked by
A	17.03.23	First Revision	TG	JM

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Infrastructure and environmental consultants

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CLIENT:
Neston Park Estate

PROJECT:
Hatt Barns, Box, Wiltshire

TITLE:
Proposed Site Access Arrangements

STATUS:
PRELIMINARY

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	16/09/22	TG	JM	JM

JOB NO:	DRAWING NO:	REVISION:
22-0633	SK01	A

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Appendix F – Highway Boundary Data

Wiltshire Council

Highways Plan
Longsplatt, Box SN13 8DE



05/09/2022

Please Note
The highway extent shown on this plan has been prepared for the property named above.
The extent shown cannot be relied upon for any highways that do not abut or serve the property.

N

382771E 167250N m 1:2,500

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Appendix G – Proposed Internal Road - Two-Way Car Swept Path Assessment

Notes:

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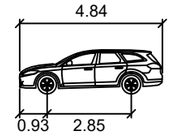

2012 Ford Mondeo Wagon

	meters
Width	: 1.89
Track	: 1.89
Lock to Lock Time	: 6.0
Steering Angle	: 34.7

Rev	Date	Details	Drawn by	Checked by

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CLIENT:
Neston Park Estate

PROJECT:
Hatt Barns, Box, Wiltshire

TITLE:
Proposed Internal Road - Two-Way Car Swept Path Assessment

STATUS:
PRELIMINARY

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	17/03/23	TG	JM	JM

JOB NO:	DRAWING NO:	REVISION:
22-0633	SK03	

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Appendix H – Proposed Internal Road - Coach / Car Swept Path Assessment

Notes:

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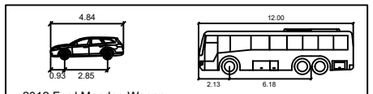
4. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.

Inter-visibility splay



2012 Ford Mondeo Wagon

	meters
Width	: 1.89
Track	: 1.89
Lock to Lock Time	: 6.0
Steering Angle	: 34.7

COACH

	meters
Width	: 2.55
Track	: 2.55
Lock to Lock Time	: 6.0
Steering Angle	: 43.1

Rev	Date	Details	Drawn by	Checked by

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CLIENT:
Neston Park Estate

PROJECT:
Hatt Barns, Box, Wiltshire

TITLE:
Proposed Internal Road - Coach / Car Swept Path Assessment

STATUS:
PRELIMINARY

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	17/03/23	TG	JM	JM

JOB NO:	DRAWING NO:	REVISION:
22-0633	SK02	

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Appendix I – Proposed Internal Site - Coach Swept Path Assessment

Notes:

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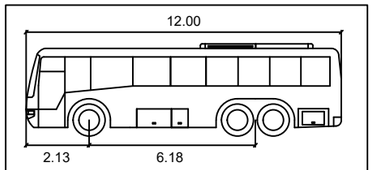
4. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.



COACH

	meters
Width	: 2.55
Track	: 2.55
Lock to Lock Time	: 6.0
Steering Angle	: 43.1

Rev	Date	Details	Drawn by	Checked by

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CLIENT:
Neston Park Estate

PROJECT:
Hatt Barns, Box, Wiltshire

TITLE:
Proposed Internal Site - Coach Swept Path Assessment

STATUS:
PRELIMINARY

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	06.04.2023	TG	JM	JM

JOB NO:	DRAWING NO:	REVISION:
22-0633	SK04	

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