



LAND SOUTH OF B4122, JUNCTION 17,

Transport Statement

January 2025

DK Barnsley & Sons Ltd

COMMERCIAL DEVELOPMENT
LAND SOUTH OF B4122, JUNCTION 17,
CHIPPENHAM

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

<i>Document No:</i>	259.0001/TS/1	
<i>Status:</i>	Original	
	<i>Name</i>	<i>Date</i>
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Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>

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**COMMERCIAL DEVELOPMENT
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CHIPPENHAM**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of DK Barnsley & Sons Ltd to support a full planning application for a *'B8 facility for the relocation of a haulage business'* at land south of the B4122, J17, Chippenham. The site location is demonstrated in **Figure 1**, with the proposed site layout included in **Appendix A**.

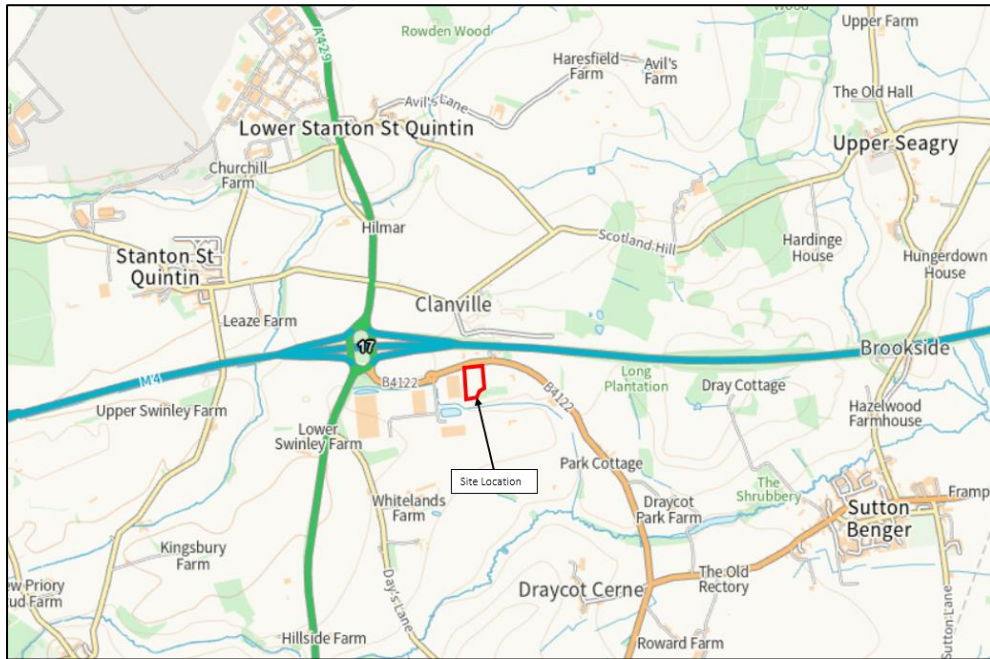


Figure 1: Site Location

- 1.2 In support of this TS, a site visit was conducted in October 2024 and highway boundary mapping has been obtained from Wiltshire Council (WC).
- 1.3 Paul Basham Associates have also prepared a Staff Travel Plan (TP) which should be read in conjunction with this report.

Planning History

- 1.4 Whilst there have been no planning applications for the proposed site, there have been several within the locale. A summary of these is provided below:

17/03417/OUT

- 1.5 An application was submitted in April 2017 (and subsequently approved in August 2018) for *'Outline planning for the erection of up to 1,000,000sqft of Class B8 (storage and distribution) employment space and associated infrastructure'* at land south-east of Junction 17 of M4 motorway (planning reference: 17/03417/OUT). Further Reserved matters applications have since been submitted and approved.

PL/2023/09891

- 1.6 An application was submitted in November 2023 for the ‘*Erection of two units falling within Use Class B8 (storage and distribution), together with associated earthworks, parking, strategic landscaping and ancillary development*’ at Land north of St Modwen Park (planning reference: PL/2023/09891). A decision has yet been made on the application.
- 1.7 Where appropriate, consideration and reference to the two applications/developments listed above will be given within this report.
- 1.8 A pre-application was submitted by the client in June 2024 to WC for which highway comments were received and are attached within **Appendix B**. A summary of the highway comments is provided below:
- The proposed banned right turn exiting the site is noted but further consideration will need to be provided to support this formally
 - Access arrangements and turning will need to be supported with swept path analysis including circulation of the site
 - Some further development of the access point may be required to ensure that movements work well and without any conflict created by the narrowed section.
 - Parking should be in accordance with standards or otherwise evidence based on anticipated staff numbers.
 - The location does not offer high quality walking and cycling to and from the site. Whilst the location is very well suited to strategic network movements for HGV’s, planning for movements related with to staff will need to be addressed.
 - Whether the area of hardstanding proposed is required for the levels of parking proposed is a consideration. The layout may be able to achieve the same outcomes with less area given to hard materials.
 - The other challenge for the location is that once on site there are few facilities available within walking and cycling distance, on dedicated routes. External trips for any purpose would be limited for staff.
 - In summary, subject to addressing access, parking and staff travel there are no initial highways concerns raised by this pre-application submission.
- 1.9 The remainder of this report will summarise the existing conditions including local accessibility and collision data, detail the development proposals including client specific data and parking provisions, consider the impact of the proposals on the operation of the local and strategic road network, detail the access arrangements and draw conclusions from the assessment.

2. EXISTING CONDITIONS AND LOCAL ACCESSIBILITY

Site and Surroundings

- 2.1 The site, which is currently greenfield, is bound by the B4122 to the north, greenfield land and a field access to the east, greenfield land to the south and commercial uses within Indurent Park to the west. In addition, Public Right of Way (PRoW) KLAN 29 also borders the site to the west, for which further consideration is given later within this section. The site and its surroundings are demonstrated in **Figure 2**.



Figure 2: Site Context

Local Road Network

B4122

- 2.2 The B4122 is a single carriageway road subject to a 40mph speed limit and measures circa 6.5m across the site frontage. The road runs in a west to east alignment beginning at J17 of the M4, heading eastwards past the site access, before heading south. The B4122 adjoins the B4069 south of Draycot Cerne. The road currently provides access to a large number of commercial uses, including Indurent Park Chippenham and the Household Recycling Centre. The existing conditions of the B4122 outside the site are demonstrated in **Photograph 1**.



Photograph 1: B4122 Existing Conditions

Strategic Road Network

- 2.3 The site is very well located in relation to the strategic road network, with the M4, A350 and A429 all within 1km. The M4 proves a key strategic route between Wales to the west and London to the east, the A350 connects the M4 to the A36 at Warminster to the south and the A429 connects the M4 to the A433 near Cirencester to the north.
- 2.4 From a review of the current live planning application at Indurant Park (formally St Modwen Park) (planning reference: PL/2023/09891), it is understood that a junction improvement scheme is coming forwards at J17, which will result in the signalisation of the A350 and B4122 arms of the junction.
- 2.5 The location of the site, with great connections to the strategic road network, therefore lends itself to the proposed B8 haulage nature of the business, as amplified given the siting of the B8 uses at Indurant Park and the current application to the north of it.

Collision Data

- 2.6 Personal Injury Accident (PIA) data has been obtained from MAVRIC for the latest available 5-year period between January 2019 – December 2023. The data is presented in **Figure 3**.

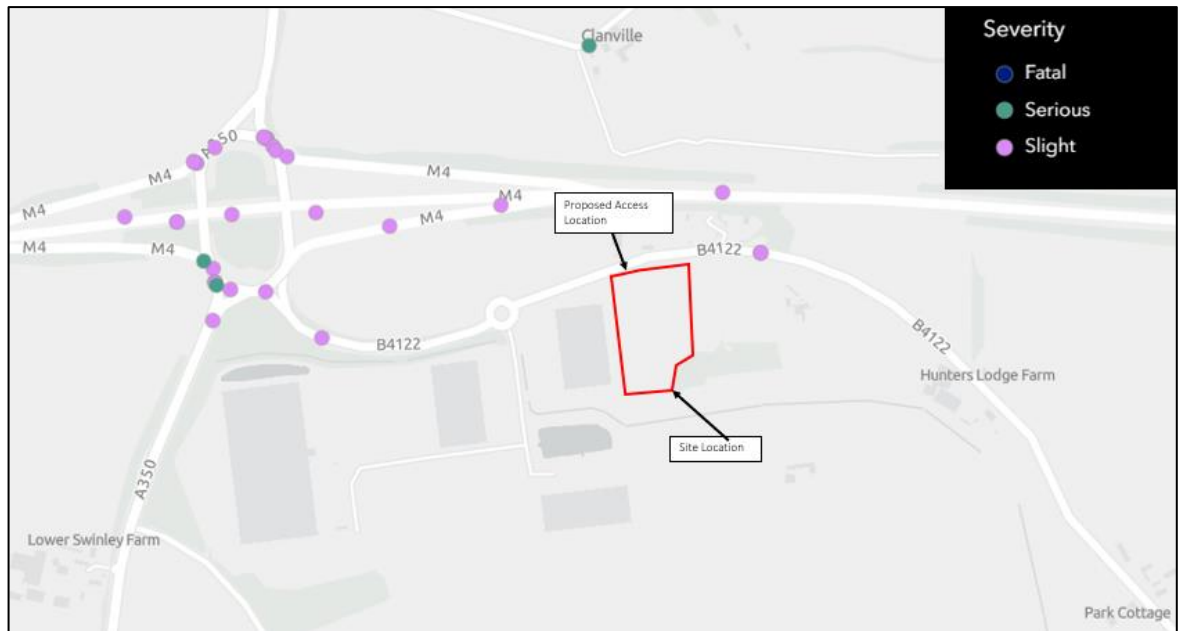


Figure 3: Collision Data – January 2019 – December 2023 (Source: Mavric)

- 2.7 The data presented in **Figure 3** demonstrates that there have been no incidents recorded over the latest available period directly outside the proposed site access, with one slight incident c.215m east of the proposed access. This incident occurred on the 27th July 2023 and involved two vehicles.
- 2.8 Whilst the data shows a cluster of incidents on the J17 roundabout, given the anticipated daily flows in this location, this is not considered to be a constraint to the proposed development, particularly given that only a couple of incidents are recorded at the B4122 junction.
- 2.9 Whilst any incident is regrettable, the data presented doesn't indicate a particular highway safety concern that would be exacerbated by the proposed development or pose a safety concern for future site users.

Local Accessibility

- 2.10 It is noted that the highway comments received as part of the pre-application state that the location for the site presents a challenge in that *'once on site there are few facilities available within walking and cycling distance, on dedicated routes. External trips for any purpose would be limited for staff'*.
- 2.11 The site is situated primarily in an area suitable for the B8 land use being applied for, with the excellent connections to the strategic road network. However, there are a small number of facilities and amenities in the locale which could encourage staff to walk/cycle for external trips.

- 2.12 Specifically, the site is situated circa 350m (4 minute walk/1 minute cycle) west of the Chippenham Pit Stop, which provides a convenience store, showers, restaurant, outdoor gym, EV charging bays and petrol station.

Pedestrian and Cycle Network

- 2.13 Chippenham Pit Stop is located on the site side (south) of the B4122. A footway flanks the southern side of the carriageway, which continues to the Pit Stop to the east and to the roundabout at Indurent Park to the west. The existing footway conditions are demonstrated in **Photograph 2**.



Photograph 2: B4122 Existing Footpath Conditions

- 2.14 It is also noted that the site is well located in relation to Public Rights of Way (PRoW). The extract from the Wiltshire Council website shown in **Figure 4** demonstrates that a series of PRoW connect the site to Kington Langley in the south and thus could provide walking routes to/from the site.

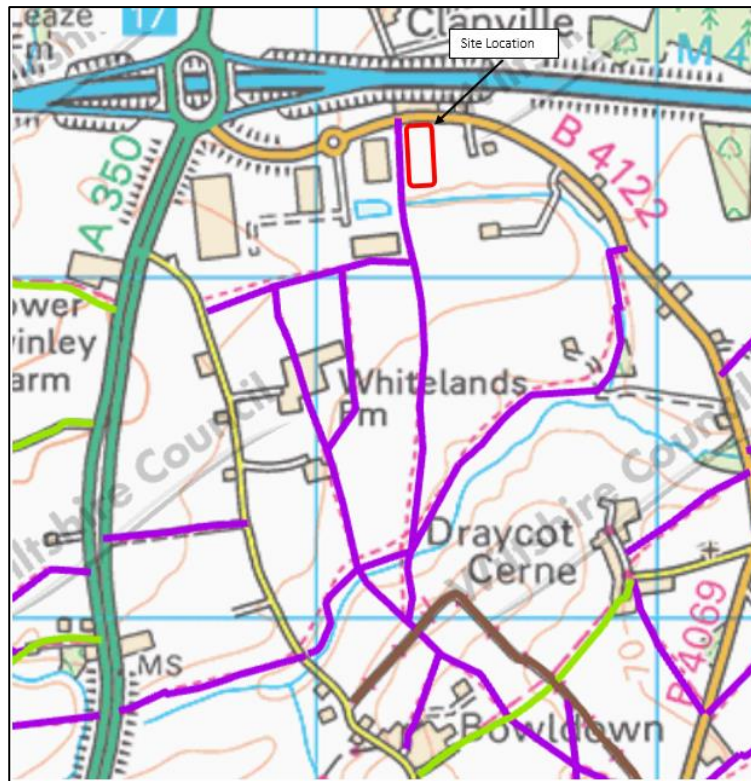


Figure 4: PRoW (Source: Wiltshire Council)

- 2.15 It should also be noted that PRoW KLAN29 currently lies within the area proposed for the site access. As such, a footpath diversion application will be made to relocate the footpath to the west of the access. As shown on the site layout included in **Appendix A**, this is proposed to be provided at 2m in width and with a Hoggin surfacing.
- 2.16 Whilst there is no formal cycle infrastructure in the vicinity of the site, the gentle topography lends itself to encouraging cycling. In addition, as a result of the Indurent Park development, walking and cycling improvements are being provided. This includes a new footway/cycleway onto Day's Lane which would provide an alternative route to the A350 for (predominantly) cyclists between the residential area of Kington Langley and the development site.

Bus Services

- 2.17 At present there are no bus stops currently in operation in the immediate site vicinity, with the nearest bus stops to the site, known as Buckley Barracks, situated at the eastern end of Church Lane in Lower Stanton St Quintin, an approximate 1.9km walk from the site. Bus stops are present on both sides of the carriageway, serving both the eastbound and westbound directions.

- 2.18 These stops serve the 99-bus route, which routes through Stanton St Quintin, and links Chippenham Town Centre with Malmesbury Town Centre, via Stanton St Quintin, Hullavington, and Corston. The route continues eastwards from Malmesbury Town Centre, connecting to Little Somerford, Brinkworth, Royal Wootton Bassett, and Swindon. The 99 bus provides an approximate hourly service from Monday to Saturday, between 08:00 and 19:00.
- 2.19 As part of the 17/03417/OUT application, a new bus stop is being provided adjacent to the Indurent Park development (c.270m west of the site access). The bus stop, situated on the southern side, to the west of the roundabout, comprises a sheltered waiting area and is shown in **Photograph 3**.



Photograph 3: Bus Stop Conditions

- 2.20 The S106 agreement associated with 17/03417/OUT application requires a supported shuttle bus service between the Indurent Park development and Chippenham bus station. The service is to operate for either a period of 10 years, one year following final occupation, or until a commercially viable third-party service can be provided, whichever is shortest. If the shuttle bus service does come forward, the opportunity to support this service would be investigated by the client.

- 2.21 Discussions have been held between the Indurent Park developers and WC regarding the potential diversion of the 99-bus service as an alternative to the shuttle bus. At this stage it is not confirmed where those discussions have got to, but this bus stop would either be served by the shuttle bus or diverted 99 bus service.

Rail Services

- 2.22 The nearest railway station to the site is Chippenham Railway Station, located approximately 6.5km to the south of the site and which is accessible via the 99 bus service. Destinations from Chippenham include Swindon, Bristol Temple Meads, Westbury, and London Paddington. These services all have an approximate frequency of 2 trains per hour.

Summary

- 2.23 The site location supports the proposed development in regard to the proximity to the local and strategic network and within an existing commercial area. There are a number of facilities and amenities in proximity to the site, and the provision of a new bus stop to the west of Indurent Park presents opportunities to encourage travel by alternative modes to the private car.

3. DEVELOPMENT PROPOSALS

Client Specific Information – Existing

- 3.1 DK Barnsley & Sons are a haulage company, distributing across the UK and Europe. The company are currently based on the Bowerhill Industrial Estate, Melksham (some 22km south of the proposed site).
- 3.2 The company currently employ circa 25 permanent staff, comprising circa 20 lorry drivers and 5 full time office and administrative staff, as well as outsourcing work to an additional 20 drivers. The existing site on the Bowerhill Industrial Estate has 9no. car parking spaces and 0no. cycle parking spaces, whilst also being suitable in accommodating 17no. vehicles and 20no. trailers. The existing car parking spaces serve both staff and visitors. Given the constraints of their existing site, further expansion is not possible and has led the applicant to consider alternatives.

Client Specific Information – Proposed

- 3.3 The proposal seeks to provide a B8 facility comprising the erection of a workshop, office and hardstanding to facilitate the re-location of DK Barnsley & Sons Ltd. The workshop and office will be ancillary uses to the business and would be single storey, measuring a total of 700m², alongside additional hardstanding for staff parking and lorry storage. The redline boundary for the site measures 12,260m².
- 3.4 The office and workshop would operate Monday – Saturday between 08:00 and 18:00 and the HGV operation would remain as 24-hours Monday – Saturday. The hours can change, depending on circumstances including breakdowns and customer requirements. Information from the client has suggested that the new site would see an increase of staff members to 40no. and be able to accommodate circa 47no. articulated vehicles. Car parking is assessed later in this section but provides a much better ratio to the existing provision.

Parking Provision

Car Parking

- 3.5 One of the comments raised by WC highways officers at the pre-application stage was that '*Parking should be in accordance with standards or otherwise evidence based on anticipated staff numbers*'. Consideration has been given to the parking standards set out within the Wiltshire Local Transport Plan Car Parking Strategy 2011-2026. The parking standards are shown in **Table 1**.

Land Use Class	Land Use	Maximum Standard
B8 Storage and Distribution	Storage and Distribution	1 per 30m ² (less than 235m ²) 1 per 200m ² (More than 235m ² minimum 8 spaces)

Table 1: Wiltshire Parking Standards

- 3.6 Based on the above maximum standards, and applying this to the 700sqm office/depot, the development would require 4 car parking spaces. If the 1 parking space per 30m² was applied, the proposed development would be required to provide 23 car parking spaces. A total of 30 car parking spaces are proposed, of which 26no. are provided for staff, 2no. for visitors and 2 are disabled car parking spaces. Two EV charging ports are to be provided which will serve 4 of the car parking spaces.
- 3.7 Therefore, while the number of car parking spaces are above the standards, this would ensure that there would be no overspill parking onto the local highway network, which given the location of the site and the number of HGV movements in the locale would be crucial in ensuring the carriageways are left unobstructed.
- 3.8 The Car Parking Strategy notes under Policy PS4 states:

“The actual parking provision for new developments will be negotiated between the council and developers taking account of a range of issues including the accessibility of the development, mix of land uses, ancillary uses, scale of development, approach to design, availability of and opportunities for public transport use, local car ownership levels and opportunities for sharing parking.”

- 3.9 The development would provide parking at a ratio of 1 space per 25sqm, which is in-line with the understanding of the occupier requirements, reflecting potential overlap between staff at shift changeover periods and the location of the site adjacent to M4 J17. As aforementioned, a Staff Travel Plan is also being submitted to support the application which sets out a series of measures to help reduce the need to travel by private car and thus reducing the need for car parking.

Cycle Parking

- 3.10 Wiltshire Council does not provide specific standards for cycle parking; however, a secure covered cycle storage unit is proposed which can store up to 6no. bicycles. The cycle storage unit is located next to the bin store as shown on the site layout in **Appendix A**.

Access Arrangements

- 3.11 In their pre-application response, WC raised that ‘The proposed banned right turn exiting the site is noted but further consideration will need to be provided to support this formally’. As demonstrated in the site plan in **Appendix A**, it is no longer proposed that the site would operate as ‘left turn only’ when egressing the site.

- 3.12 The proposed development would be served by a new access arrangement in the form of a bellmouth junction on the B4122. The new access measures approximately 12m in width with 10m radii on the eastern side and 10m radii with a taper of 1:5 over a distance of 30 metres on the western side of the access, designed in line with DMRB CD123 guidance for corner radii tapers. These geometries are sufficient to accommodate two articulated vehicles to pass simultaneously. The access design is attached as **Appendix C**, with swept path analysis of articulated vehicles attached as **Appendix D** which addresses the points raised by WC in their pre-application response. The internal road measures 6.8m in width which will reduce in width further into the site.
- 3.13 As aforementioned, in the vicinity of the site access, the B4122 is subject to a 40mph speed limit. A visibility splay drawing is attached as **Appendix E** showing visibility is achievable in both the primary and secondary directions to 120m. Any vegetation within the visibility splays would be maintained to below 0.26m in height, or canopies higher than 2m, in accordance with DMRB CD 109 guidance.

Pedestrian Access

- 3.14 As part of the proposals, the PRow footpath KLAN29 is being improved and relocated c.20m to the west. Footpath KLAN29 now forms an important link to the north and the B4122 as the two former footpaths to the east have been extinguished/diverted. It is proposed that the footpath will measure 3m in width, 2m of which is to be constructed as a hoggin path. Whilst remaining segregated from the site itself, the path will be included within the landscape maintenance of the site to make sure that it is clear for public use and that the hedge doesn't encroach on to the footpath.
- 3.15 As shown on the site plan in **Appendix A**, the diverted footway will be separate from the access road with fencing included along the footpath. A direct pedestrian connection between the office and the footpath is to be provided which is shown on the site plan. Footpath KLAN29 provides a connection to the existing pedestrian infrastructure on the B4122 to the north and PRow footpaths KLAN26 and SBEM31 to the south.

Servicing Arrangements

Refuse Collection

- 3.16 For refuse collection for the proposed site both local and national guidance has been assessed. A bin store is located on the eastern site boundary, for which a refuse vehicle can safely reach.
- 3.17 Swept path analysis of a refuse collection vehicle has been undertaken, and included in **Appendix F**, which identifies the vehicle can ingress into the site and egress the site in a forward gear and get within 25m of the proposed refuse collection point in line with guidance.

Fire Service Vehicles

- 3.18 A fire tender vehicle can get within 45m of the service depot and therefore accords with the standards.
- 3.19 Swept path analysis of an emergency vehicle has been undertaken, and included in **Appendix F**, which identifies a fire tender vehicle can ingress into the site and egress the site in a forward gear and get within 45m of all buildings in line with guidance.

HGV Movements

- 3.20 As requested by WC at the pre-application stage, internal swept path analysis of a large articulated vehicles manoeuvring around the proposed site is included in **Appendix F**. Swept path analysis of HGVs parking on site is included in **Appendix G**.

4. HIGHWAY IMPACT ASSESSMENT

- 4.1 This section of the report assesses the likely vehicular impact of the proposed development on the operation of the local road network.
- 4.2 To calculate the number of trips likely to be associated with the proposed development, a TRICS assessment has been undertaken. Sites on the TRICS database have been reviewed to find sites with a similar end use to the proposed development. The sites selected are all similar to the proposed development, where staff will commute via car, but the site operates with lorries travelling to and from the site throughout the day (such as supermarket distribution centres and logistics companies).
- 4.3 The parameters used for the TRICS assessment are summarised below.
- TRICS (7.11.4)
 - 'Employment' – 'Warehousing (Commercial)' Use Class
 - Sites in England (Excluding Greater London)
 - 1750 - 80100 sqm
 - Weekday Surveys only
 - 'Suburban Area', 'Edge of Town' and 'Free Standing' Locations
 - Sites with No Travel Plans
- 4.4 The resultant trip generation is set out within **Table 2**, with the full outputs included in **Appendix H**. For reference, in order to calculate the 'other vehicles' trip rates, the HGV trip rates have been taken off the 'total vehicles' trip rates.

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Totals (12 Hour)
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	
Other Vehicles Trip Rate per 100sqm	0.089	0.028	0.117	0.037	0.083	0.120	1.819
Other Vehicles Trip Rate per 12,260sqm	11	3	14	5	10	15	223
HGV's Trip Rate per 100sqm	0.035	0.045	0.080	0.054	0.026	0.080	1.058
HGV's Trip Rate per 12,260sqm	4	6	10	7	3	10	130
Total	15	9	24	12	13	25	353

Table 2: TRICS Trip Generation

- 4.5 **Table 2** demonstrates that using the TRICS database for similar developments, the proposed development anticipated to generate 24 vehicle trips in the Am peak period, 25 vehicle trips in the PM peak period , with an anticipated 353 two-way vehicle movements across a 12-hour period.

4.6 Due to the proximity to the proposed development and also being an application for B8 use, the methodology used for the SMPC application (17/03417/OUT) has also been assessed. The trip generation methodology used in the Peter Brett Associates Transport Assessment was agreed with Wiltshire Council and National Highway during the scoping process.

4.7 The trip generation methodology applied within the SMPC application is as follows:

- Vehicle trip rates from a comparable B8 development site (Triangle Site, Swindon, Ref: S/05/830) have been used to identify the total trip generation. These trip rates were formally used by Peter Brett Associates (now Stantec) in April 2017, upon agreement with National Highways, to estimate the trip generation for SMPC.
- The Triangle Site, Swindon, has a Gross Floor Area of approximately 1,500,000 m², of which approximately 80% was understood to be B8 at the time of writing the TA for SMPC.
- Given that land use of the proposed development is similar to the land uses at SMPC, the trip rates are also deemed suitable for calculating trip generation data for the proposed development.
- The vehicle splits were then combined to identify vehicle trips associated with employees and the operational elements on-site.

4.8 The trip rates for the SMPC application and the resultant trip generation for the proposed development are outlined in **Table 3**.

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
Other Vehicles Trip Rate per 100sqm	0.12	0.05	0.17	0.07	0.15	0.22
Other Vehicles Trip Rate per 12,260sqm	15	6	21	9	18	27
HGV's Trip Rate per 100sqm	0.08	0.04	0.12	0.04	0.10	0.14
HGV's Trip Rate per 12,260sqm	10	5	15	5	12	17
Total	25	11	36	14	30	44

Table 3: SMPC Application Trip Rates/Trip Generation

4.9 **Table 3** demonstrates that when the SMPC application trip rates are applied, the proposed development is anticipated to generate 36 vehicle trips in the AM peak period and 44 vehicle movements in the PM peak period.

- 4.10 As the TRICS assessment trip rates has selected sites with similar end uses to the proposed development, the proposed development is anticipated to generate circa 24 - 25 vehicle movements in both peak periods; however if the SMPC approved trip rates are applied as a worst case scenario, the proposed development anticipated to generate 36 vehicle trips in the AM peak period and 44 vehicle movements in the PM peak period.
- 4.11 With the site located in close proximity to Junction 17 of the M4 and the nature of the development, it is anticipated that the majority of vehicle trips generated by the proposed development would turn left out of the site and subsequently right into the site. The anticipated trip generation would not necessitate a right turn lane into the proposed development, given the semi-rural nature of the site and particularly due to the fact there are not many trip attractors to the east of the site.
- 4.12 At the Stanton St Quintin roundabout to the west, while all trips will be placed upon the B4122 arm, the trips will then disperse across the highway network onto the A350, M4 east and westbound and the A429, and therefore would not have a severe impact on the operation of the local road network in the context of the NPPF paragraph 116.

5. SUMMARY AND CONCLUSION

- 5.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of DK Barnsley & Sons Ltd to support a full planning application for a 'B8 facility for the relocation of a haulage business' at land south of the B4122, J17, Chippenham.
- 5.2 The site is well located in relation to the local and strategic highway network which is essential for the proposed development.
- 5.3 A review of Personal Injury Accident data for the most recently available five years period identified no existing trends or patterns regarding the design of the existing highway network in terms of a highway safety concern and this is not expected to change as a result of the proposed development. There have been no reported collisions in the direct vicinity of the site access.
- 5.4 Car and cycle parking requirements have been considered against Wiltshire Council's standards. Based on the local standards, the development would require a maximum of 23 car parking spaces. A total of 30 car parking spaces, including 2 disabled spaces, are proposed, which is above the maximum standard. The development would provide parking at a ratio of 1 space per 25sqm, which is in-line with understanding of the occupier requirements, reflecting potential overlap between staff at shift changeover periods and the location of the site adjacent to M4 J17. A total of 6 secure cycle parking spaces are also included in the proposals.
- 5.5 The proposed development has been assessed against the TRICS database and the approved trip rates for the SMPC application (17/03417/OUT). A robust trip generation assessment forecasts, as a worst-case scenario, the proposed dwellings to generate 36 vehicle movements during the AM peak hour and 44 vehicle movements in the PM peak hour. Therefore, the proposed development is not expected to result in a significant impact on the local road network in line with paragraph 116 of the NPPF.
- 5.6 Access to the site is proposed in the form of a bellmouth junction with a corner taper to facilitate the movement of HGVs simultaneously. Although all traffic is anticipated to turn left out and subsequently right into the site, no right turn lane is proposed given the low quantum of vehicle trips predicted to be generated by the site and the anticipated flows past the site on the B4122.
- 5.7 This Transport Statement has demonstrated that the proposed development would not have a serve impact on the operation and safety of the local highway network, in line with paragraph 116 of the NPPF. We would therefore encourage Wiltshire Council to look favourably on this application in relation to highways.

Appendix A

Appendix B

Miss Amy Hallett
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Wiltshire
SN12 8PX

Development Services
Wiltshire Council
Tel: 0300 456 0114
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29 July 2024

Dear Sir/Madam,

Application No:	ENQ/2024/00857
Application Type:	Pre-Application enquiry
Proposal	Proposed B8 facility for relocation of haulage business.
Site Address	LAND WEST OF OAKLEIGH ACRES, DRAYCOT CERNE, CHIPPENHAM, SN15 5LH
On Behalf of:	Miss Amy Hallett

Thank you for your pre-application proposal received by the Council on 6 June 2024. In response to your enquiry I hope that you will find the following information helpful.

Please note that this advice represents officers' informal opinion based upon the information you have provided. It is given without prejudice to any decision the Council may make on any subsequent formal planning application. In particular, a planning application will be the subject of publicity and consultation in accordance with the Council's procedures which may bring to light additional issues, and as you will be aware, advice offered is based on the planning policies that apply at the time of writing.

Summary of Officer Advice

The site is not allocated for development in the Wiltshire Core Strategy, and forms part of the open countryside to the south of the B4122. Based on current information submitted, in officers opinion, the scheme, due to the location of the proposed building and the open rural character of the site, would be likely to have significant landscape visual impact, and have highway related impacts, as well as potential impact on ecology or biodiversity of the locality. Whilst there may be some economic benefits to the scheme, these are yet to be specified in detail, and consequently, based on the current submission, the proposal is therefore considered to be unacceptable as it would be in conflict with the policies of the development plan, and the harm caused is likely to significantly outweigh any perceived benefits.

Site Description

The site is related to the southern half of an open field to the south of B4122. The site is currently in agricultural use and is bounded by a mix of hedges and trees. Near to the south-eastern corner of the site is a woodland while a watercourse lies further to the south of the site. The vicinity of the site are the Stanton St Quinton Recycling Centre, Maintenance Depot (to the north) and Chippenham "Pit Stop" for HGVs and other vehicles (to the east).

Summary of Constraints

- Agricultural Land Classification (Grade 3)
- Adjacent to Flood Zone 2, which lies along the southern boundary of the site

- Public rights of way, KLAN29 runs along the western boundary of the site.
- Area of Special Advertisement Control
- Outside the defined limits of development

Relevant Planning History

While the site has not been subject to any applications relevant to the current pre-application development proposal, but adjacent land, including the large employment site lying to the west of the site, the Chippenham stop lying to the west of the site, and the Waste and Recycling Centre lying opposite, have a significant application history. Some of the key planning applications are:

17/03417/OUT - Outline planning for the erection of up to 1,000,000 sq ft of Class B8 (storage and distribution) Employment Space and Associated Infrastructure. Approved 23 August 2018

A number of reserved matters application were granted subsequently.

The Proposal

Proposed B8 facility for relocation of haulage business. The submitted planning statement states the applicant is a haulage company, distributing across the UK and Europe. The company are currently based on the Bowerhill Industrial Estate in Melksham, employing 20 permanent lorry drivers and additional 20 drivers (outsourcing work), and 5 full time office and administrative staff. Due to the constraints of the existing site, the applicant is unable to expand the existing site, therefore considered alternatives, including the relocation of the existing business to the site which is subject to this pre-application enquiry.

This pre-application proposal has not been the subject of an Environmental Impact Assessment Screening Opinion Request in relation to the proposed development.

Relevant Planning Policies

National Policy

- National Planning Policy Framework (NPPF) December 2023
- National Planning Policy Guidance (NPPG)

Wiltshire Core Strategy (Adopted Jan 2015)

- Settlement Strategy (Core Policy 1)
- Delivery Strategy (Core Policy 2)
- Infrastructure Requirements (Core Policy 3)
- Additional employment land (Core Policy 34)
- Biodiversity and Geodiversity (Core Policy 50)
- Landscape (Core Policy 51)
- Air Quality (Core Policy 55)
- Contaminated Land (Core policy 56)
- High Quality Design and Place Shaping (Core Policy 57)
- Ensuring the Conservation of the Historic Environment (Core Policy 58)
- Sustainable Transport (Core Policy 60)
- Transport and Development (Core Policy 61)
- Development Impact on the Transport Network (Core Policy 62)
- Movement of Goods (Core Policy 65)
- Strategic Transport Network (Core Policy 66)
- Flood risk (Core Policy 67)
- Water Resources (Core Policy 68)

Saved policies of the North Wiltshire Local Plan 2011

- NE14 Trees and the control of new development
- NE18 Noise and Pollution

Wiltshire and Swindon Waste Core Strategy 2009 and Waste Site Allocations Local Plan 2013
• WCS4 Safeguarding Waste Management Facilities

Chippenham Sites Allocations Plan Adopted May 2017

Chippenham Design Guide June 2023

Landscape Character Assessments (underpinning WCS, Core Policy 51)
Wiltshire Landscape Character Assessment (1:50,000) Land Use Consultants.
• Landscape Character Area 16A: Malmesbury-Corsham Limestone Lowlands.
<http://www.wiltshire.gov.uk/lca-dec-05-type-16.pdf>

North Wiltshire Landscape Character Assessment (1:25,000) White Consultants.
• Landscape Character Area 8: Hullavington Rolling Lowland.
http://www.wiltshire.gov.uk/north_wiltshire_landscape_character_assessment_2004_volume_1.pdf

Swindon and Wiltshire Strategic Economic Plan January 2016

Local Plan Review Pre-Submission Draft 2020-2038 (Regulation 19):

Policy 1 Settlement Strategy

Policy 2 Delivery Strategy

Policy 4 Addressing climate change

Policy 6 Chippenham Principal Settlement

Policy 64 Additional employment land

Policy 70 Sustainable Transport

Policy 71 Transport and new development

Policy 72 Development impacts on the primary and major road networks

Policy 73 Transport: demand management

Policy 74 Movement of goods

Policy 75 Strategic transport network

Policy 85 Sustainable construction and low carbon energy

Policy 87 Embodied carbon

Policy 88 Biodiversity and geodiversity

Policy 89 Biodiversity net gain

Policy 90 Wood, hedgerows and trees

Policy 91 Conserving and enhancing Wiltshire's landscapes

Policy 92 Conserving and enhancing dark skies

Policy 95 Flood risk

Policy 96 Water resources

Policy 98 Ensuring high quality design and place shaping

Policy 101 Air quality

CIL and Planning Obligations SPD

Consultation Responses: -

Highway Authority - The proposal is for a B8 haulage business. The majority of observations relate to HGV numbers and movements and staff use. The proposed banned right turn exiting the site is noted. It is unlikely that this would be formally supported by a Traffic Regulation Order. Any prohibition of movement would require comments from the Police. The intention is understood and seeks to direct traffic onto the strategic road network. Further consideration will need to be provided by the applicant to support this formally. Access arrangements and turning will need to be supported with swept path analysis including circulation of the site. Some further development of the access point may be required to ensure that movements work well and without any conflict created by the narrowed section. Parking should be in accordance with standards or otherwise evidence based on anticipated staff numbers. The location does not offer high quality walking and cycling to and from the site. Whilst the location is very well suited to strategic network movements for HGV's planning for

movements related with to staff will need to be addressed. Other highways comments on recent applications in this area should be taken into account. Whether the area of hardstanding proposed is required for the levels of parking proposed is a consideration, The layout may be able to achieve the same outcomes with less area given to hard materials. The other challenge for the location is that once on site there are few facilities available within walking and cycling distance, on dedicated routes. External trips for any purpose would be limited for staff. In summary, subject to addressing access, parking and staff travel there are no initial highways concerns raised by this pre-application submission.

Right of Way - The applicant has shown the Public Footpath alongside the edge of the site, the Public Footpath as recorded on the definitive map is further to the East, a shape file can be provided to help the applicant correctly show the position of the footpath on their plans. The plans as proposed would obstruct the Public Footpath, The applicant will need to apply to divert the Public Footpath KLAN29 this should be possible under the TCPA legislation. KLAN29 now forms an important link to the North and the B4122 as the two former footpaths to the East have been extinguished/diverted. I would be looking for the applicant to provide a minimum width of 4m for the diverted footpath, 2m of which would need to be constructed as a hoggan path. The path should also be included within the landscape maintenance of the site and be regular to make sure that it is clear for public use and that the hedge doesn't encroach on to the footpath. This will also help make the path feel less enclosed. Officer would also look to make improvements to SBEN31 and KLAN29 and would look to upgrade the access furniture on this route linking the development to Kington Langley, in this instance a section 106 contribution in the region of £7,000 would be sought to replace the stiles on this route with Kissing gates or pedestrian gates. If this application proceeds to a full application I will inspect the footpath to come up with a more detailed breakdown of the costs for the stile replacements.

Advice

The site is located in the Chippenham Community Area, near to Junction 17 of the M4. The nearest largest settlement is Chippenham which is identified as a Principal Settlement in the Core Strategy Core Policies 1 and 10.

The strategic importance of Chippenham is also reflected in the Swindon and Wiltshire Strategic Economic Plan (SEP). In the SEP, Chippenham is included in both the Swindon-M4 Growth Zone and the A350 Growth Zone as the settlement is a pivotal location in the development of both the M4 and A350 economic corridors. The site subject to this pre-application appears to be located within the M4 corridor zone.

The strategy for Chippenham (WCS Paragraph 5.46) is based on delivering significant job growth, which will help to improve the self-containment of the town by providing more jobs for local people.

The adopted Chippenham Site Allocations Plan includes two has mixed use allocated sites at Rawlings Green and South West Chippenham which both include employment (Policy CH2 Rawlings Green – 5ha; Policy CH1 South West Chippenham (Showell Farm) – 18ha). Showell Farm has been granted outline planning permission. Other significant mixed use sites at Chippenham which benefit from planning permission include North Chippenham (2.7ha), The site subject to this pre-application enquiry falls outside these allocated areas. It is also located outside of any settlement boundary (limits of development) and therefore is considered to be within the open countryside.

WCS Core Policy 2 says “Other than in circumstances as permitted by other policies within this plan, identified in paragraph 4.25, development will not be permitted outside the limits of development, as defined on the policies map”.

The exceptions listed in paragraph 4.25 include

- Additional employment land (Core Policy 34)
- Military establishments (Core Policy 37)
- Development related to tourism (Core Policies 39 and 40)
- Rural exception sites (Core Policy 44)
- Specialist accommodation provision (Core Policies 46 and 47)

- Supporting rural life (Core Policy 48)

The site is located adjacent to the M4 motorway which is designated as a Strategic Road Network and is also part of the designated Strategic advisory freight route network in Wiltshire Core Strategy Core Policy 66.

Wiltshire Core Strategy Core Policy 65 Movement of Goods says:- “The council and its partners will seek to achieve a sustainable freight distribution system which makes the most efficient use of road, rail and water networks. In particular:...

iii. overnight lorry parking should be provided in the vicinity of the advisory freight network, either where demand can be demonstrated or to alleviate nuisance caused in local communities”

The Local Transport Plan 3 Freight Strategy includes the following:

“Lorry parking Working time regulations require drivers to stop at defined time intervals during their working day. Traffic and other delays can make it difficult to reach planned stopping points and searching for parking facilities can cause congestion and frustration to drivers and the public alike. Drivers also require safe and secure locations for overnight parking within the county....It is important that adequate lorry parking facilities are available to serve strategic routes and freight attractors within the Wiltshire area to assist in achieving the efficient, safe and secure movement of freight. It is also important that lorry parking facilities are provided in a manner which minimises adverse environmental and community impacts.”

WCS Core Policy 34 Additional Employment Land says:-

“Outside the Principal Settlements, Market Towns and Local Service Centres, developments that:

- are adjacent to these settlements and seek to retain or expand businesses currently located within or adjacent to the settlements
- support sustainable farming and food production through allowing development required to adapt to modern agricultural practices and diversification
- are for new and existing rural based businesses within or adjacent to Large and Small Villages.
- are considered essential to the wider strategic interest of the economic development of Wiltshire, as determined by the council will be supported where they:-
- meet sustainable development objectives as set out in the policies of this Core Strategy
- are consistent in scale with their location, do not adversely affect nearby buildings and the surrounding area or detract from residential amenity
- are supported by evidence that they are required to benefit the local economic and social needs
- would not undermine the delivery of strategic employment allocations
- are supported by adequate infrastructure.”

As part of an economic assessment, the applicant will need to provide economic justification including

- The existing and future operational / functional requirement of the existing business
- Contribution to economic growth - how will this proposal deliver economic growth, direct and indirect benefits, etc
- Confirmed level of employment in terms of numbers and types of jobs to be created by the proposal and how does this relate to the local labour market and needs
- Selection criteria on alternative sites
- A list of alternative sites which were discarded and the reasons
- Scope of location on an existing strategic site and impact on delivery of identified employment sites

Only when the economic assessment is available, will it be possible to consider whether the proposals are in accordance with CP34 criteria iv-ix and overall whether the principle of employment development on this site is acceptable.

From spatial planning and economic development perspective, the site is located in the Chippenham Community Area, near to Junction 17 of the M4 which is identified as a Strategic Road Network in WCS Core Policy 66. Wiltshire Core Strategy permits proposals for additional employment land outside of Principal Settlements subject to demonstrating how the proposals meet the requirements of

Core Policy 34 and in particular criteria iv-ix. It will be necessary for any proposals to submit economic assessment as part of any planning application.

Other Considerations

As listed in the 'Consultation Response' section, the Highway Authority and the Public Rights of Way Team have already provided their comment. Other policies in the WCS may also be applicable. These include Core Policy 50 Biodiversity and Geodiversity; Core Policy 51 Landscape, Core Policy Core Policy 57 High Quality Design and Place Shaping;

Based on the available information and the recent site visit, I would raise the following concerns:

Design & Visual Amenity - No detailed drawings are provided at this stage. However, the submitted block plan shows that the proposed new building would sit further away from the existing business units (to the west). Due to its open rural character of the site, the proposed building would likely create a dominant feature in the street scene. I would advise that the building should be closer to the existing buildings if possible.

Arboricultural and Landscape - A number of trees are growing along the boundary of the site and there is a woodland to the south-eastern corner of the site. The proposed hard-standing area near the existing trees would likely cause damages to the tree roots, or affect the long-term health of the trees. I would advise any buildings or hard-standing area should sit further away from the existing trees. Alternatively, the applicant should seek further guidance from a qualified arboricultural profession on this matter. In addition, given its open rural nature of the site, a detailed landscape visual impact assessment will be required, and some key viewpoints from the adjacent public rights of way need to be included as part of the assessment.

Ecology - The site is classified as Grade 3 Agricultural Land. Given the proximity to the existing woodland and balancing pond, I would advise an ecological survey needs to be carried out in order to identify any protected species using the site (or around the site). Any recommendation on mitigation measures needs to be part of the ecological report. Furthermore, the proposal must deliver a biodiversity of net gain of 10% to ensure that the development will result in more or better quality nature habitat than there is before development. The applicant can seek further advice from a qualified ecologist or consultant on this matter.

Residential Amenity - The site is not immediately adjacent to residential amenity, however, impact upon air quality of the area should be considered as part of the proposal.

Therefore the following information are expected to be provided with any future planning application:

- Design and Access Statement, and the location and design of the new building needs to be carefully considered and the detailed design need to accord with the recently published Chippenham Design Guide June 2023
- Landscape and Visual Impact Assessment
- Hard and Soft landscape scheme, including tree planting scheme and maintenance plan
- Tree Constraints Plan, Tree Protection Plan and Arboricultural Method Statement
- Ecological survey report and mitigation strategy
- Biodiversity Net Gain Matrix Report, including any mitigation strategy
- Desktop archaeological study
- Flood Risk Assessment including drainage strategy. If any part of the site is located within flood zone 2 or 3, a sequential test and an exception test will be required.
- Details of surface water and foul drainage strategy
- Detailed site location plan and block plan showing the existing public rights of way, including any boundary treatment

Conclusions

There is insufficient available information at this stage to make an informed judgement as to the acceptability of the proposed development. In particular the proposal would require additional supporting information in respect of a wide range of material considerations but particularly in a development plan policy compliance/economic justification context.

Whilst the proposal is not considered to be wholly unacceptable in principle at this stage, much depends on the technical supporting detail and evidence that concerns in respect of highways impact, impact upon public footpath, arboricultural and landscape impact, ecological issues and other amenity issues, can be addressed. The inter-relationship with the waste recycling centre and the adjacent employment uses, are also a material consideration here.

In my view, the proposal, by relocating the existing business within Wiltshire, would likely present some economic benefits and contributions to the economy in the area, however, further evidence and justification would be required in order to support proposals in this location and demonstrate compliance with the policy.

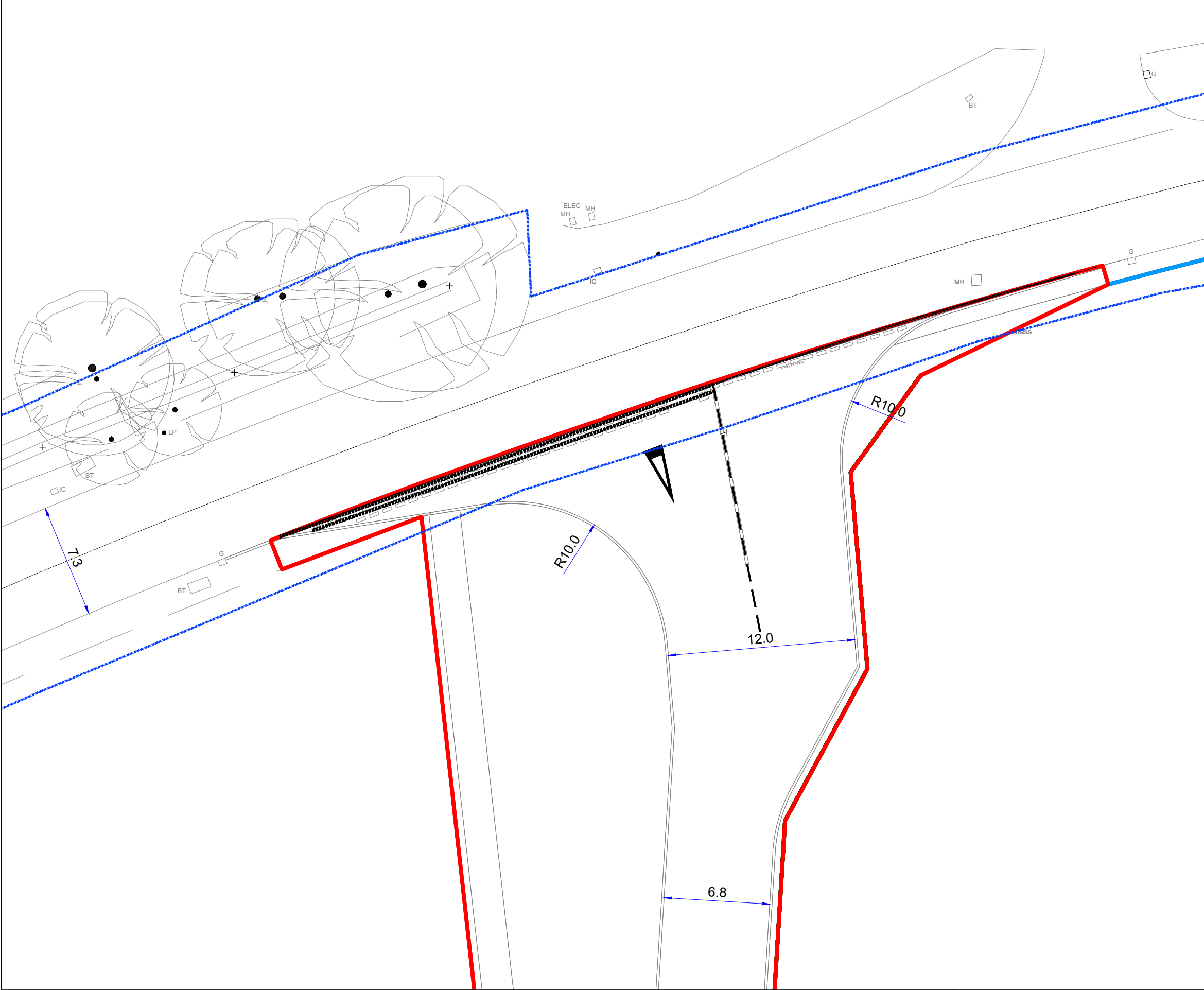
It should also be noted at this stage that the proposal has not been subject to any public consultation and one of major planning material consideration would be the traffic volume and the highway safety with accessibility on the B4122 due to the existing household recycling centre site and the recent employment development adjacent to the site. In this context the proposal is considered likely to attract objection and effective and comprehensive pre-application consultation with residents and parish councils is therefore recommended.

Yours faithfully

Head of Development Management

Officer's Name: Olivia Tresise
Senior Planning Officer
olivia.tresise@wiltshire.gov.uk

Appendix C



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6. ON THE WESTERN SIDE, A CORNER TAPER HAS BEEN DESIGNED TO 1:5 OVER A DISTANCE OF 30 METRES IN LINE WITH DMRB GUIDANCE FOR CORNER RADII TAPERS.

KEY

- INDICATIVE HIGHWAY BOUNDARY
- INDICATIVE SITE BOUNDARY
- INDICATIVE WIDER SITE BOUNDARY UNDER CLIENT'S CONTROL



Project Name	LAND AT JUNCTION 17 M4, CHIPPENHAM
Project Phase	PRELIMINARY

Title	ACCESS DESIGN
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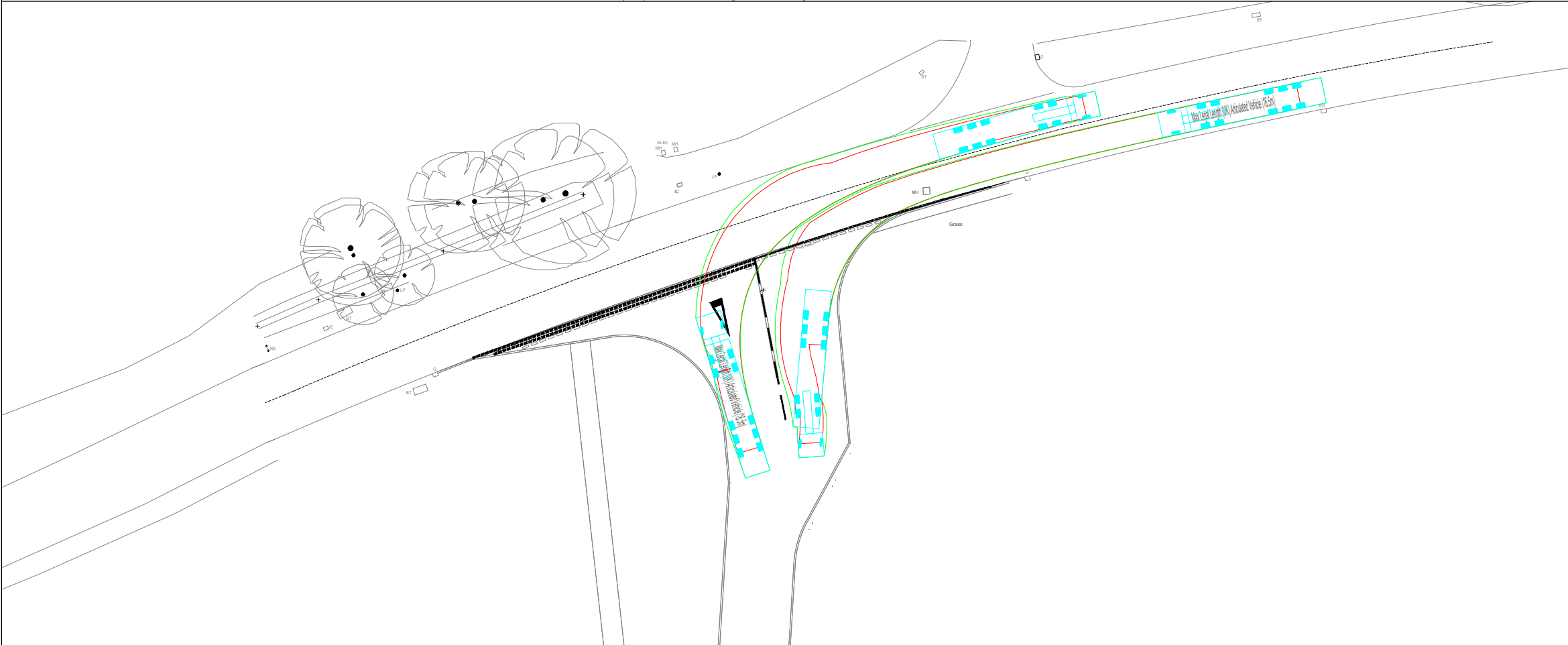
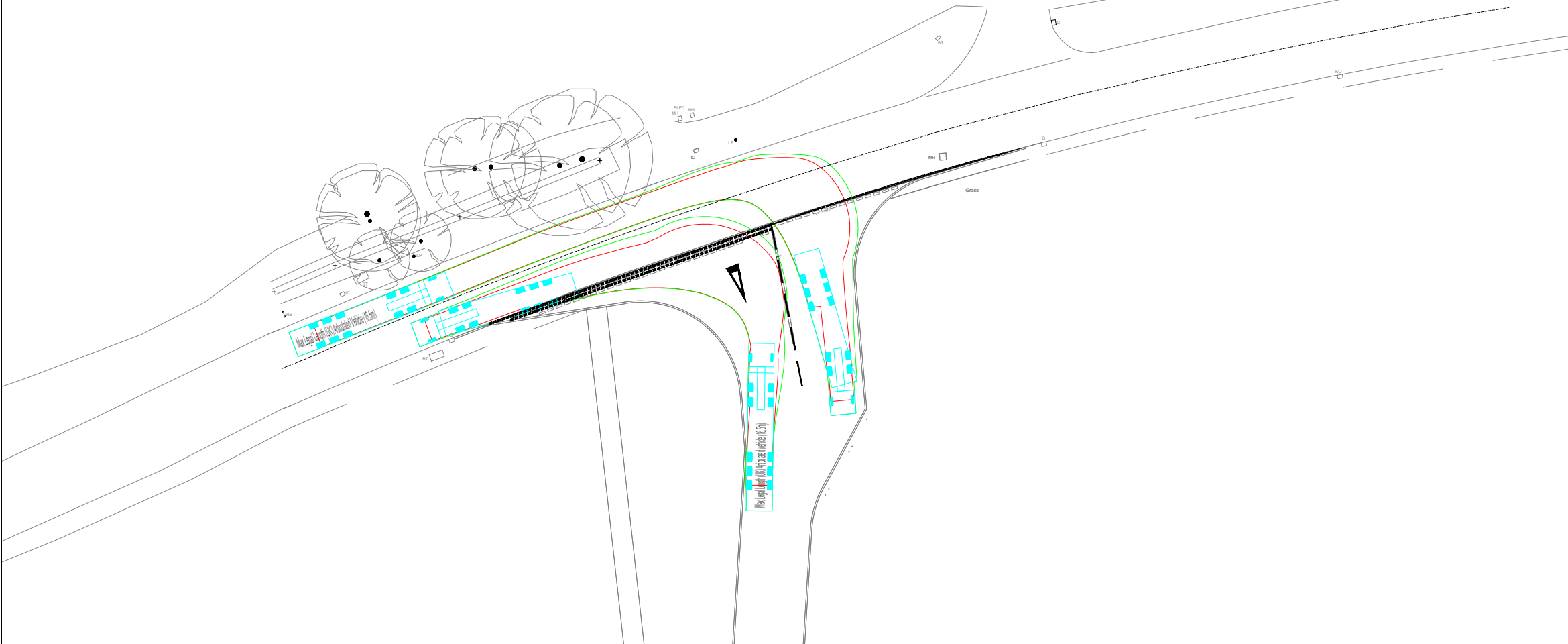


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Client	PRIVATE CLIENT
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P01	FIRST ISSUE	20.01.25	TNP	SKB
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	20.01.25	TNP	SKB	-
PBA Project Number		Scale		
259.0001		1:250 (AT A3)		
PBA Drawing No:				Revision
259.0001-0001				P01

Appendix D

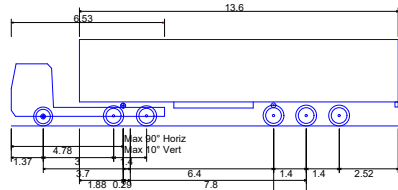


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VEHICLE PROFILE

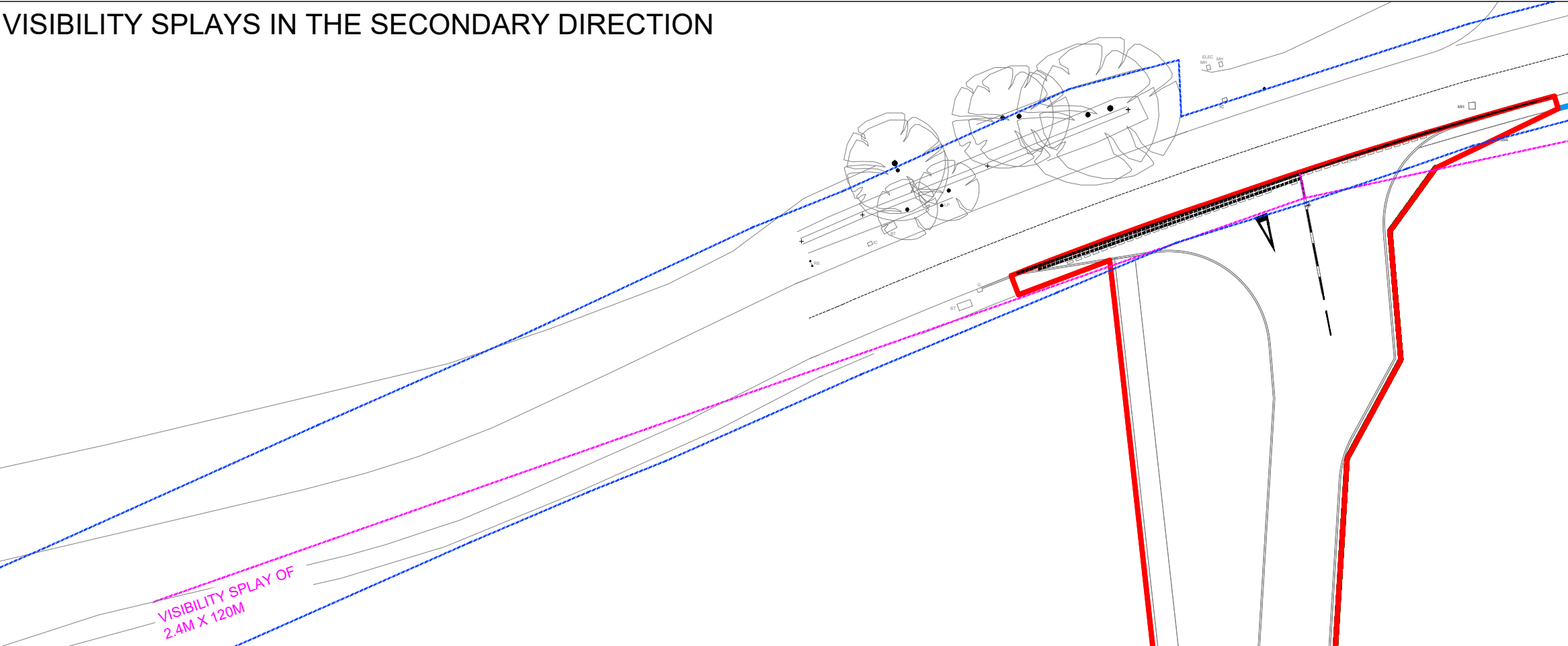


Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m
Kerb to Kerb Turning Radius	

Project Name LAND AT JUNCTION 17 M4, CHIPPENHAM	Title ACCESS TRACKING	paulbasham associates Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com <td rowspan="3"> Client PRIVATE CLIENT </td> <td> Date Created 20.01.25 </td> <td> Drawn By TNP </td> <td> Approved By SKB </td> <td> Suitability Code - </td>	Client PRIVATE CLIENT	Date Created 20.01.25	Drawn By TNP	Approved By SKB	Suitability Code -
PBA Project Number 259.0001				Scale 1:500 (AT A3)			
PBA Drawing No: 259.0001-0003				Revision P01			
Project Phase PRELIMINARY							

Appendix E

VISIBILITY SPLAYS IN THE SECONDARY DIRECTION

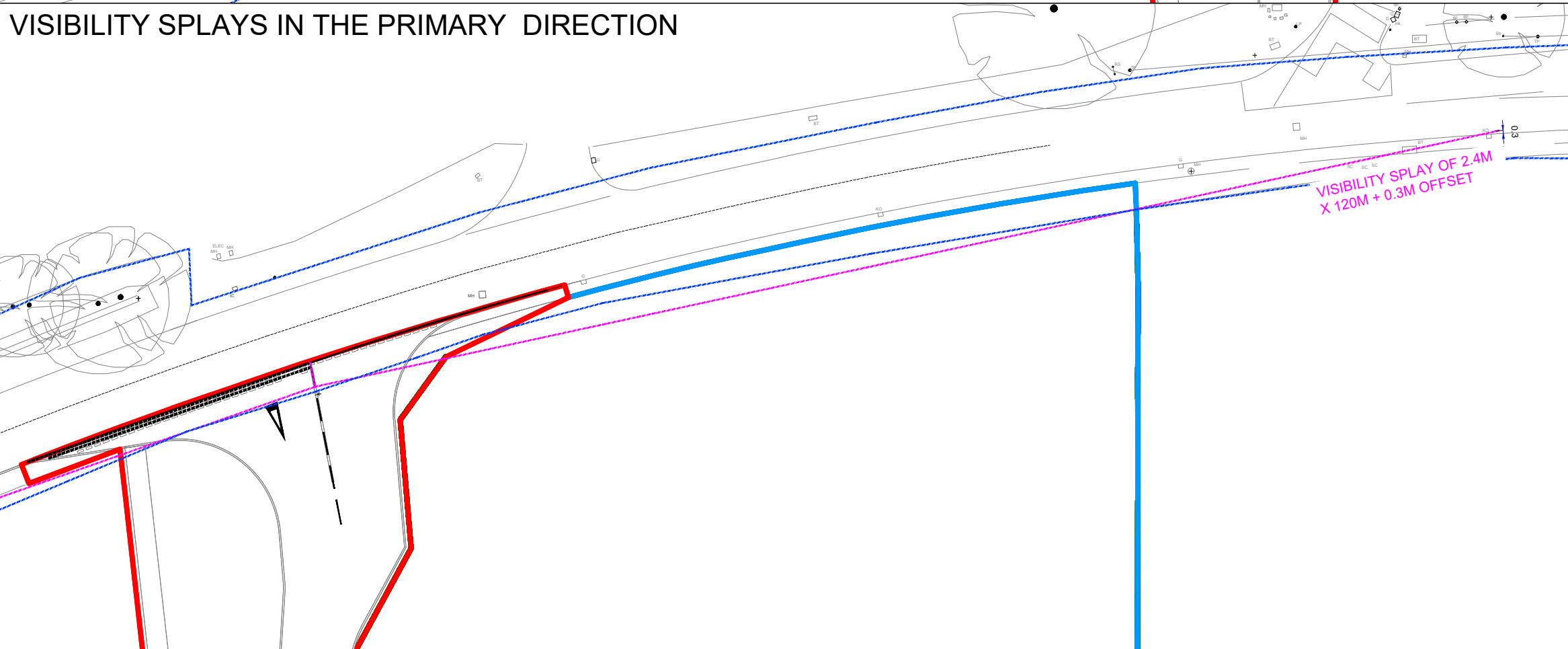


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- 6. VISIBILITY SPLAYS HAVE BEEN DRAWN TO 120M IN LINE WITH MANUAL FOR STREETS GUIDANCE FOR 40MPH ROADS.
- 7. AN OFFSET OF 0.3M HAS BEEN UTILISED FOR THE VISIBILITY SPLAY IN THE PRIMARY DIRECTION WHICH ACCOUNTS FOR THE WHEEL TRACK FROM THE KERBLINE.

VISIBILITY SPLAYS IN THE PRIMARY DIRECTION



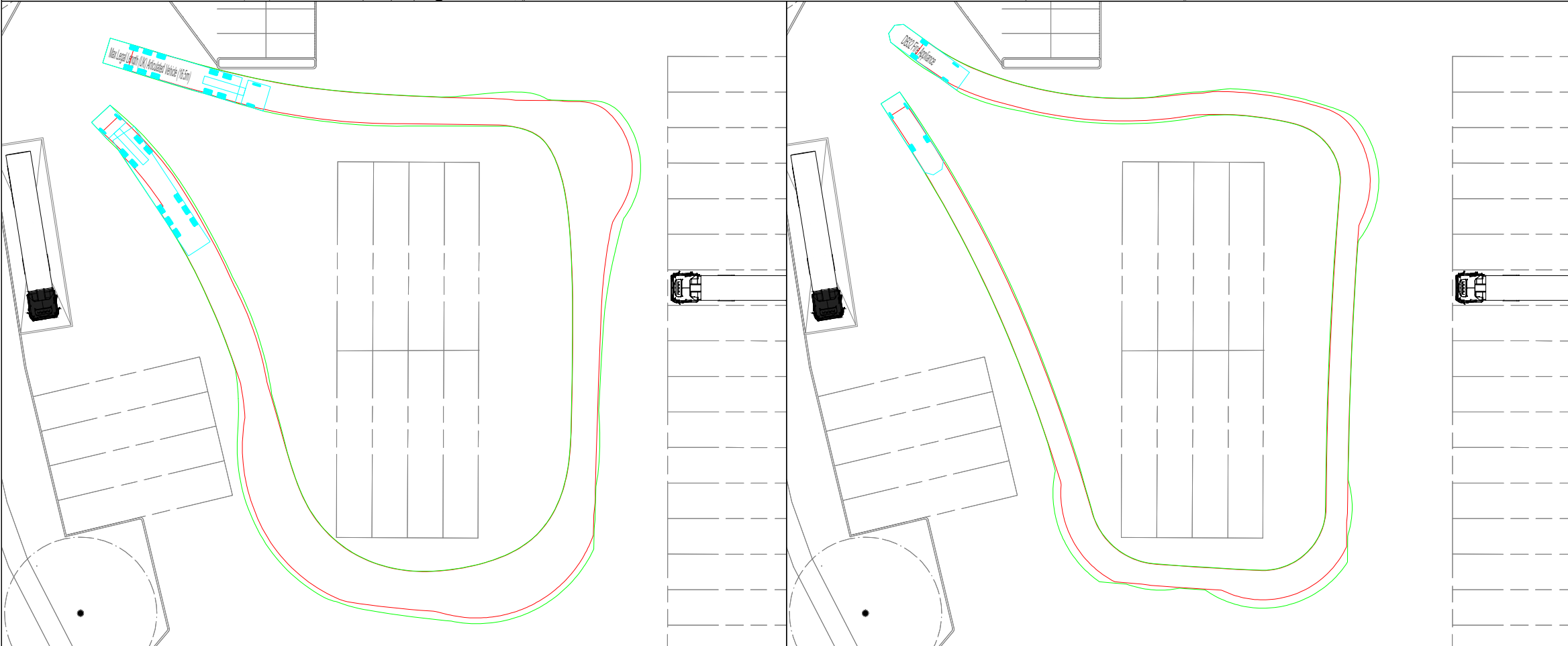
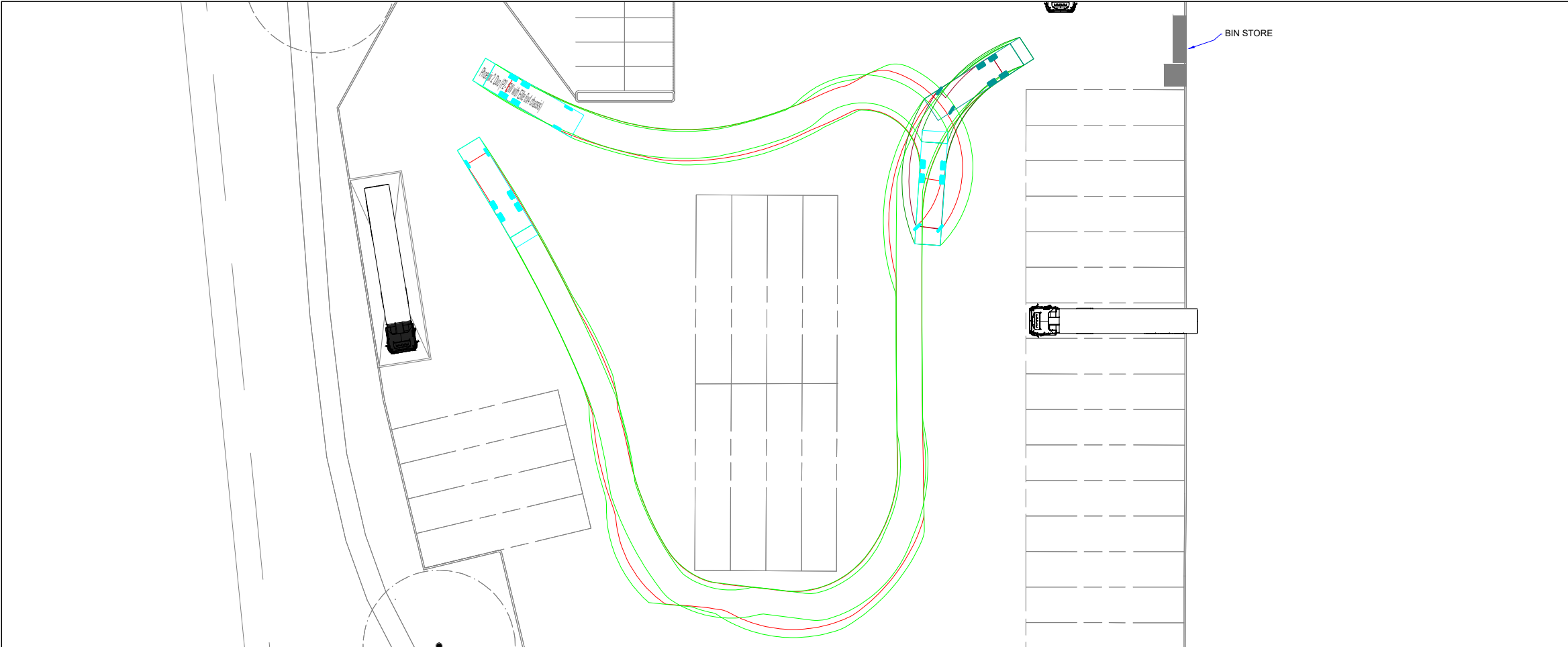
KEY

- INDICATIVE HIGHWAY BOUNDARY
- INDICATIVE SITE BOUNDARY
- INDICATIVE WIDER SITE BOUNDARY UNDER CLIENT'S CONTROL
- VISIBILITY SPLAY



Project Name LAND AT JUNCTION 17 M4, CHIPPENHAM Project Phase PRELIMINARY	Title VISIBILITY SPLAYS	paulbasham associates Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Date Created 20.01.25 PBA Project Number 259.0001 PBA Drawing No: 259.0001-0002 Drawn By TNP Scale 1:500 Approved By SKB Revision P01 Suitability Code - (AT A3)
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Appendix F

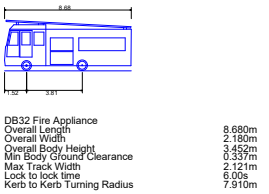
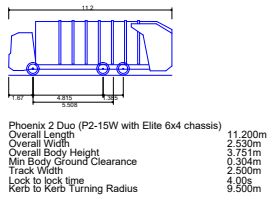
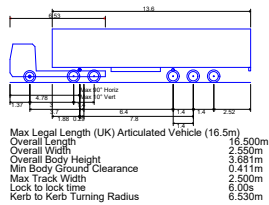


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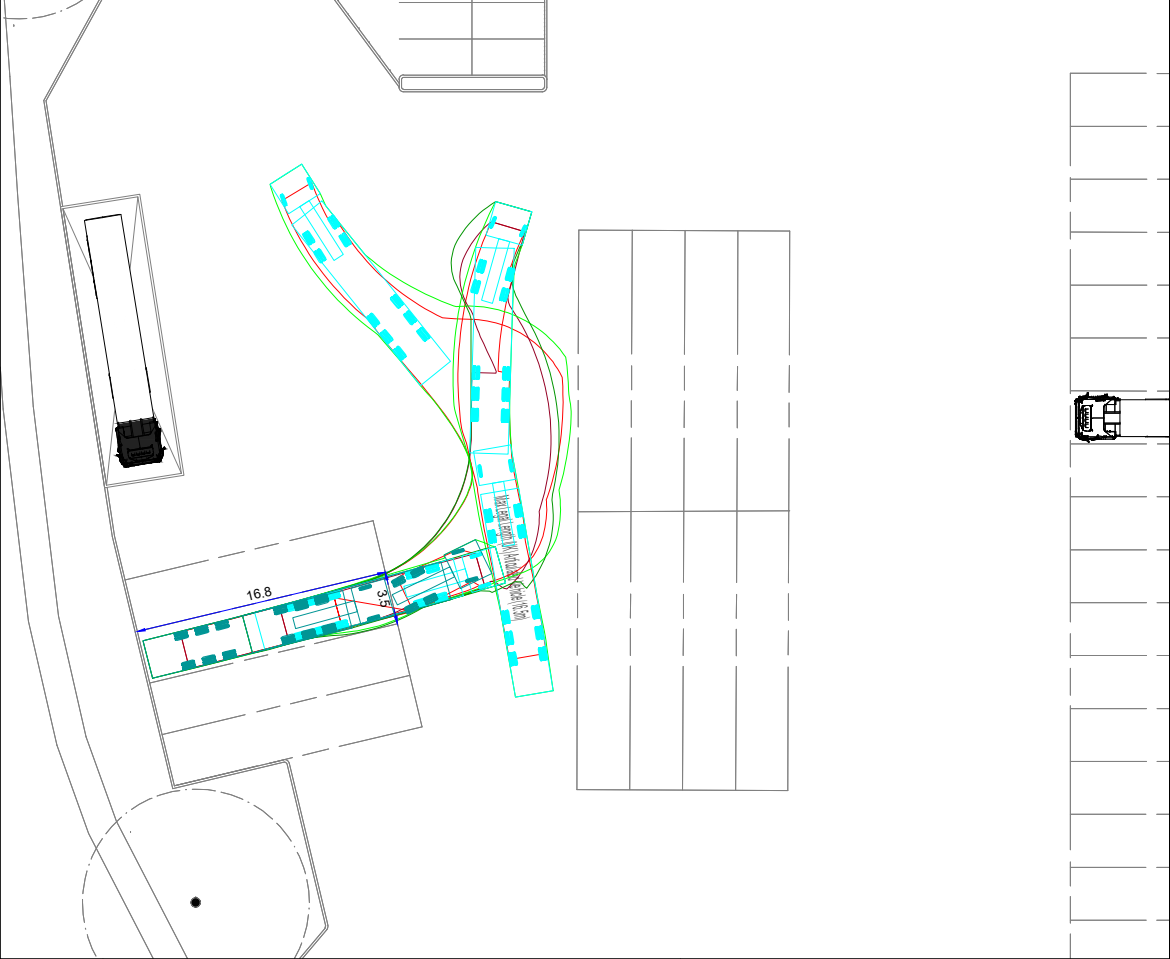
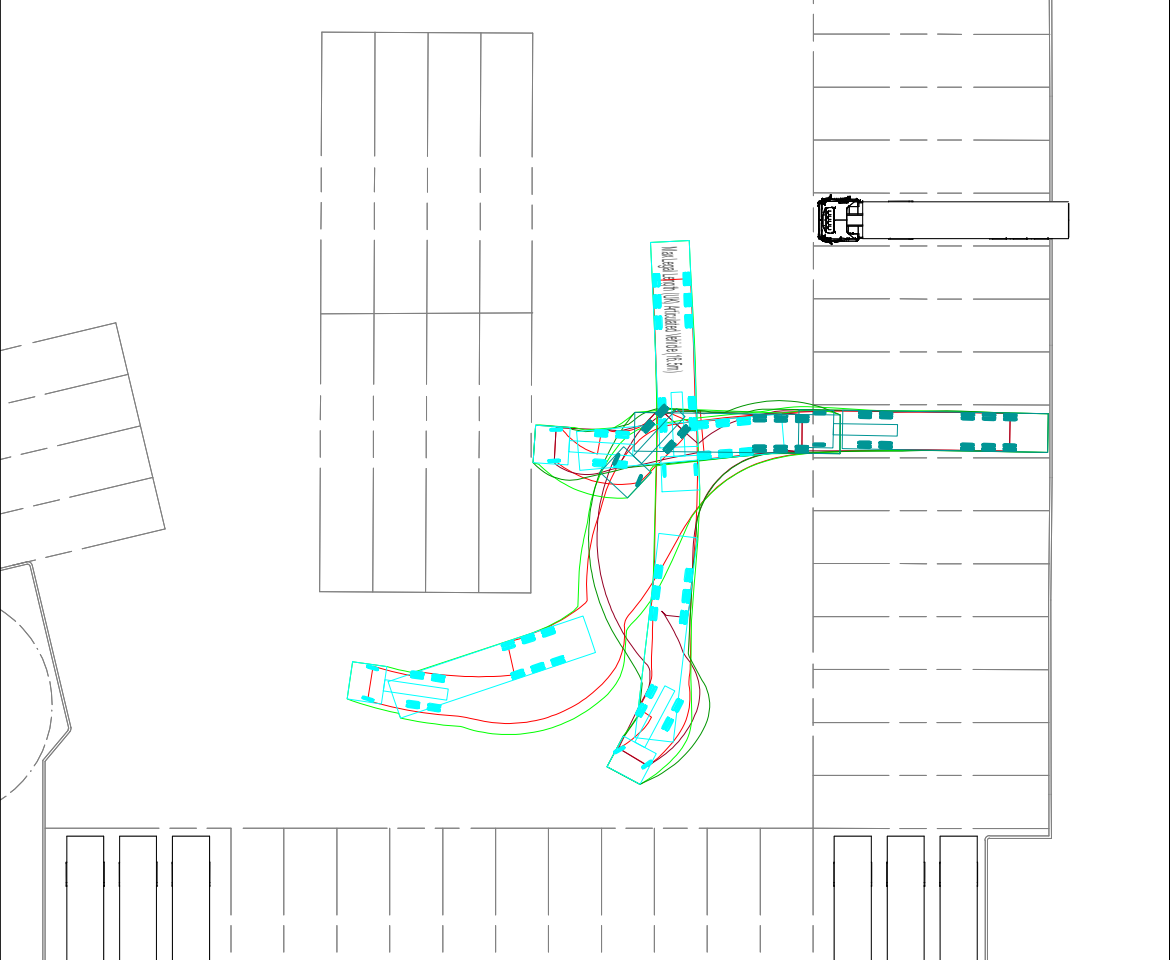
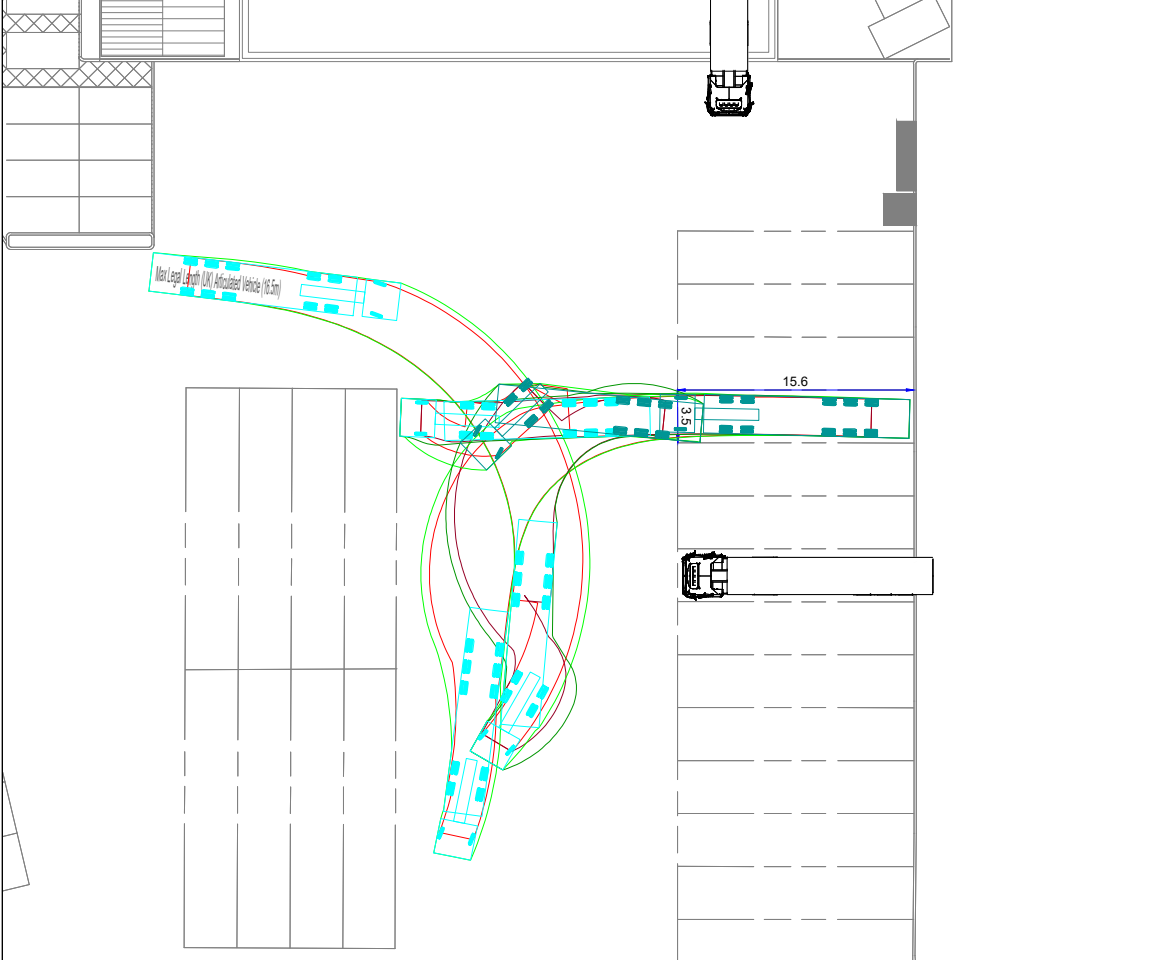
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VEHICLE PROFILE



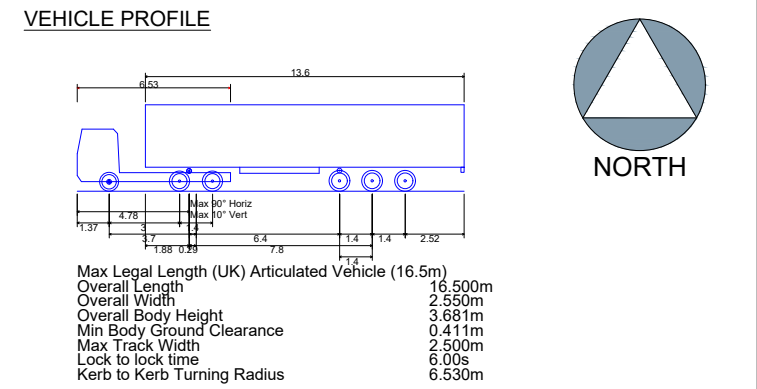
Project Name LAND AT JUNCTION 17 M4, CHIPPENHAM	Title INTERNAL TRACKING	paulbasham associates Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com <td rowspan="3"> Client PRIVATE CLIENT </td> <td> Date Created 20.01.25 </td> <td> Drawn By TNP </td> <td> Approved By SKB </td> <td> Suitability Code - </td>	Client PRIVATE CLIENT	Date Created 20.01.25	Drawn By TNP	Approved By SKB	Suitability Code -
PBA Project Number 259.0001				Scale 1:500 (AT A3)			
Project Phase PRELIMINARY				PBA Drawing No: 259.0001-0004		Revision P01	

Appendix G



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 3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
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 5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.



Project Name	LAND AT JUNCTION 17 M4, CHIPPENHAM
Project Phase	PRELIMINARY

Title	HGV PARKING
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Client	PRIVATE CLIENT
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P01	FIRST ISSUE	20.01.25	TNP	SKB
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	20.01.25	TNP	SKB	-
PBA Project Number		Scale		
259.0001		1:500 (AT A3)		
PBA Drawing No:				Revision
259.0001-0005				P01

Calculation Reference: AUDIT-247601-250108-0141

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	1 days
	DR DONCASTER	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1750 to 80100 (units: sqm)
Range Selected by User: 190 to 105335 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/24

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

Selected survey days:

Monday 2 days
Tuesday 1 days
Wednesday 3 days
Thursday 3 days

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

Selected survey types:

Manual count 9 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
Edge of Town 6
Free Standing (PPS6 Out of Town) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 6
Commercial Zone 2
Out of Town 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected
Servicing vehicles Excluded 11 days - Selected

Secondary Filtering selection:

Use Class:

B8 9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	8 days

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

Travel Plan:

No	9 days
----	--------

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

PTAL Rating:

No PTAL Present	9 days
-----------------	--------

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

1	BD-02-F-01 STAITHGATE LANE BRADFORD NEWHALL Edge of Town Industrial Zone Total Gross floor area: 10446 sqm Survey date: THURSDAY 14/03/19	DISTRIBUTION COMPANY	BRADFORD	Survey Type: MANUAL
2	CU-02-F-01 CARLISLE ROAD BRAMPTON Edge of Town Industrial Zone Total Gross floor area: 4007 sqm Survey date: WEDNESDAY 19/06/24	WAREHOUSING & DISTRIBUTION	CUMBERLAND	Survey Type: MANUAL
3	DR-02-F-01 MIDDLE BANK DONCASTER Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 80100 sqm Survey date: TUESDAY 21/09/21	TESCO DISTRIBUTION CENTRE	DONCASTER	Survey Type: MANUAL
4	DS-02-F-01 PARK ROAD HOLMEWOOD Edge of Town Industrial Zone Total Gross floor area: 7000 sqm Survey date: WEDNESDAY 04/10/23	LOGISTICS DEPOT	DERBYSHIRE	Survey Type: MANUAL
5	DV-02-F-03 CHILLPARK BRAKE NEAR EXETER CLYST HONITON Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 49081 sqm Survey date: MONDAY 22/11/21	LIDL DISTRIBUTION CENTRE	DEVON	Survey Type: MANUAL
6	GS-02-F-01 GOLF CLUB LANE NEAR GLOUCESTER BROCKWORTH Edge of Town Commercial Zone Total Gross floor area: 24500 sqm Survey date: WEDNESDAY 03/05/23	LOGISTICS WAREHOUSE	GLOUCESTERSHIRE	Survey Type: MANUAL
7	HC-02-F-02 RUTHERFORD ROAD BASINGSTOKE Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 13200 sqm Survey date: THURSDAY 16/06/16	LOGISTICS	HAMPSHIRE	Survey Type: MANUAL
8	NN-02-F-01 HALLEY ROAD CORBY Edge of Town Industrial Zone Total Gross floor area: 18790 sqm Survey date: THURSDAY 19/10/23	WAREHOUSING & DISTRIBUTION CENTRE	NORTH NORTHAMPTONSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9

NY-02-F-01

REMOVALS SERVICE

GRIMBALD CRAG CLOSE

KNARESBOROUGH

NORTH YORKSHIRE

Edge of Town

Industrial Zone

Total Gross floor area: 1750 sqm

Survey date: MONDAY 19/06/23

Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-F-01	Covid
HC-02-F-03	N/A
KS-02-F-01	N/A
MW-02-F-02	N/A

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	7	27703	0.146	7	27703	0.058	7	27703	0.204
06:00 - 07:00	7	27703	0.091	7	27703	0.103	7	27703	0.194
07:00 - 08:00	9	23208	0.126	9	23208	0.076	9	23208	0.202
08:00 - 09:00	9	23208	0.124	9	23208	0.075	9	23208	0.199
09:00 - 10:00	9	23208	0.091	9	23208	0.077	9	23208	0.168
10:00 - 11:00	9	23208	0.084	9	23208	0.079	9	23208	0.163
11:00 - 12:00	9	23208	0.074	9	23208	0.075	9	23208	0.149
12:00 - 13:00	9	23208	0.087	9	23208	0.099	9	23208	0.186
13:00 - 14:00	9	23208	0.106	9	23208	0.104	9	23208	0.210
14:00 - 15:00	9	23208	0.078	9	23208	0.140	9	23208	0.218
15:00 - 16:00	9	23208	0.077	9	23208	0.091	9	23208	0.168
16:00 - 17:00	9	23208	0.077	9	23208	0.106	9	23208	0.183
17:00 - 18:00	9	23208	0.091	9	23208	0.109	9	23208	0.200
18:00 - 19:00	8	25234	0.048	8	25234	0.077	8	25234	0.125
19:00 - 20:00	6	31154	0.041	6	31154	0.053	6	31154	0.094
20:00 - 21:00	6	31154	0.039	6	31154	0.042	6	31154	0.081
21:00 - 22:00	1	18790	0.016	1	18790	0.059	1	18790	0.075
22:00 - 23:00	1	18790	0.005	1	18790	0.043	1	18790	0.048
23:00 - 24:00	1	18790	0.005	1	18790	0.005	1	18790	0.010
Total Rates:			1.406			1.471			2.877

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	1750 - 80100 (units: sqm)
Survey date date range:	01/01/16 - 19/06/24
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	7	27703	0.020	7	27703	0.020	7	27703	0.040
06:00 - 07:00	7	27703	0.025	7	27703	0.029	7	27703	0.054
07:00 - 08:00	9	23208	0.036	9	23208	0.047	9	23208	0.083
08:00 - 09:00	9	23208	0.035	9	23208	0.045	9	23208	0.080
09:00 - 10:00	9	23208	0.047	9	23208	0.042	9	23208	0.089
10:00 - 11:00	9	23208	0.045	9	23208	0.041	9	23208	0.086
11:00 - 12:00	9	23208	0.037	9	23208	0.030	9	23208	0.067
12:00 - 13:00	9	23208	0.035	9	23208	0.035	9	23208	0.070
13:00 - 14:00	9	23208	0.027	9	23208	0.041	9	23208	0.068
14:00 - 15:00	9	23208	0.036	9	23208	0.038	9	23208	0.074
15:00 - 16:00	9	23208	0.039	9	23208	0.035	9	23208	0.074
16:00 - 17:00	9	23208	0.041	9	23208	0.029	9	23208	0.070
17:00 - 18:00	9	23208	0.054	9	23208	0.026	9	23208	0.080
18:00 - 19:00	8	25234	0.027	8	25234	0.029	8	25234	0.056
19:00 - 20:00	6	31154	0.013	6	31154	0.023	6	31154	0.036
20:00 - 21:00	6	31154	0.013	6	31154	0.018	6	31154	0.031
21:00 - 22:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
22:00 - 23:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
23:00 - 24:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
Total Rates:			0.530			0.528			1.058

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	7	27703	0.004	7	27703	0.002	7	27703	0.006
06:00 - 07:00	7	27703	0.005	7	27703	0.004	7	27703	0.009
07:00 - 08:00	9	23208	0.006	9	23208	0.005	9	23208	0.011
08:00 - 09:00	9	23208	0.015	9	23208	0.010	9	23208	0.025
09:00 - 10:00	9	23208	0.009	9	23208	0.007	9	23208	0.016
10:00 - 11:00	9	23208	0.010	9	23208	0.011	9	23208	0.021
11:00 - 12:00	9	23208	0.006	9	23208	0.008	9	23208	0.014
12:00 - 13:00	9	23208	0.010	9	23208	0.012	9	23208	0.022
13:00 - 14:00	9	23208	0.008	9	23208	0.007	9	23208	0.015
14:00 - 15:00	9	23208	0.009	9	23208	0.009	9	23208	0.018
15:00 - 16:00	9	23208	0.009	9	23208	0.011	9	23208	0.020
16:00 - 17:00	9	23208	0.005	9	23208	0.006	9	23208	0.011
17:00 - 18:00	9	23208	0.005	9	23208	0.006	9	23208	0.011
18:00 - 19:00	8	25234	0.001	8	25234	0.004	8	25234	0.005
19:00 - 20:00	6	31154	0.001	6	31154	0.003	6	31154	0.004
20:00 - 21:00	6	31154	0.002	6	31154	0.001	6	31154	0.003
21:00 - 22:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
22:00 - 23:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
23:00 - 24:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
Total Rates:			0.105			0.106			0.211

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*