



Nick Culhane
Highway Consultant

Idlewild
Fairclose Drive
Winchester
Hampshire SO22 6QW

07787530717
nick@nickculhane.co.uk

Change of Use of Hazelbury Manor (Grade I Listed), Dower House (Grade I Listed) and The Granary (Grade II Listed) from Mixed Use Residential (C2) to Hotel (Class C1) with Ancillary Parking Hazelbury Manor, Box, Corsham, Wiltshire SN13 8HX

1. Introduction

This Transport Statement (TS) has been prepared on behalf of Hazelbury Manor Limited in support of a planning application submission to Wiltshire Council as Local Planning Authority (LPA) for the conversion of Hazelbury Manor, the Dower House and The Granary at Box, Corsham, to a 23-bed hotel (Use Class C1) with ancillary parking. The location of the site is shown below.



The purpose of this TS is to provide a proportionate assessment of the transport and highways implications of the proposal, having regard to national and local planning policy, Wiltshire Council parking standards, existing site access arrangements, and the availability of sustainable transport modes. The Statement has been prepared in accordance with the National Planning Policy Framework (NPPF) and Wiltshire Council guidance.

2. Site Location and Context

Hazelbury Manor is located to the east of Corsham and is accessed directly from Bradford Road, a B Class Road (B3109) linking Corsham with Bradford-on-Avon and the wider A4 corridor. The site occupies an edge-of-settlement / semi-rural location, with residential areas and services available within Corsham and public transport services operating along Bradford Road.

The road has a wide two-lane carriageway, but it does not have pedestrian footways or street lighting.

The site currently benefits from two vehicular access points, one to the north and one to the south.

The northern access takes the form of a verge crossing where visibility is good, and this is discussed in more detail within this report.

The southerly access is taken from a side road which forms a priority junction with Bradford Road where visibility is also very good. The southerly access is the main access which has gates and a cattle grid.

The northern access road also forms the route of Bridleway 51 which links Bradford Road with The Manor and links with Bridleways 43 and 55. Bridleway 56 lies on the eastern side of Bradford Road, and this connects with Bridleway 59 on the western side, whilst Bridleway 54 joins 59, and travels northwest along the access road into the Manor grounds.

The nearest Bus Stop is located some 100m north of the southern access and this serves the Faresaver X83 service. Bridleway 48 is adjacent to the bus stop, and this provides a pedestrian link into and from the Manor grounds.

3. Planning History

A review of available planning records for Hazelbury Manor confirms an established no significant recent planning history although application N92.1925 F was submitted in October 1992 for part change of use of residential to conference and function / meeting room and temporary use of outside Portaloo / car parking.

The committee report associated with the application said:

The conference centre will be used for training, product launches, marketing meetings etc and will be available for general use by companies.

Delegates will not be offered overnight accommodation and the total number of staff employed with the conference and meeting facilities will be three directly. Catering will be done by outside contractors.

Car Parking for the conference centre, and existing offices will be provided on a new car park to the north of the Manor, and on an existing car park and extension to it, west of the main drive. The area proposed for an additional 80 spaces, west of the main drive is already informally used for car parking for visitors to the Historic Gardens and Shakespeare Plays.

Whilst the application was subsequently withdrawn, the Highway Officer raised no objections. It was therefore evident that at that time, The Highway Officer was content to see a marked increase in the use of the site by all traffic modes and that he had no concerns with the increased use of the two access points.

4. Proposed Development

The proposal comprises the conversion of the existing Hazelbury Manor House, Dower House and Granary to form a 23-bedroom hotel, together with associated guest facilities, staff areas, parking, servicing and access arrangements.

Hotel developments of this scale typically exhibit:

- Dispersed guest arrivals in the afternoon and early evening;
- Dispersed guest departures in the morning;
- Limited staff numbers relative to larger hotels or event venues.

Accordingly, the development is not expected to generate concentrated peak-hour traffic demands, but this is discussed in greater detail below.

5. Site Access and Highway Safety

5.1 Vehicular Access

Vehicular access to the site is taken from the existing access points on Bradford Road. The access arrangements are existing and have been assessed in terms of visibility and highway safety.

In this case the site will operate a one-way system with all ingress being taken from the southernmost access and all egress taken from the northern access.

5.2 Traffic Speeds and Visibility

Whilst Bradford Road is subject to the National Speed Limit, in order to assess the actual a traffic speeds Automatic Traffic Count (ATC) equipment was installed on 25th July 2025 within the vicinity of the access which was left in situ for a 7-day period.

The table below provides a summary of the traffic speeds and volumes whilst the survey data is included as [Appendix 1](#) to this Statement.

Bradford Road Traffic Survey						
Average Speed		85 th percentile Speed		Traffic Volume		
Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Combined
46.1mph	46.3mph	52.6mph	53.3mph	3487	3631	7118

The ATC results showed that the 85th percentile in both directions was slightly less than the posted speed limit, therefore, to determine the required visibility splays, regard has been had to Design Manual for Roads and Bridges. In this case, a reaction times of 2 seconds has been employed, together with a deceleration rate of 0.25g. Utilising this criterial, a visibility Y distance of 166m is required to the north, together with a Y distance of 162m to the south. A 2.4m X distance would also be required.

Drawing numbered NJC-001 is include as [Appendix 2](#) to this Statement which shows the northern access together with the required splays based on the recorded 85th percentile speeds. All land required to achieve the splays is either within the control of the applicant or contained within the extent of the public highway.

A suitably worded condition can be applied to any consent granted requiring the splays to be kept clear of any obstruction 600mm above carriageway level, in perpetuity.

The Ingress and Egress will be suitably signed to ensure that access is managed in a satisfactory manner.

6. Trip Generation and Impact

The proposed hotel use is expected to generate a modest number of vehicle movements, characterised by:

- Low-intensity guest arrivals and departures spread across the day;
- Limited staff-related trips;
- Infrequent servicing and delivery movements.

The scale and nature of the development are such that there will be no material impact on the capacity or safety of the local highway network, in accordance with the tests set out in the NPPF.

In order to determine the likely traffic impact, the TRICS database has been interrogated. In selecting suitable comparison sites, the following criteria has been utilised.

- Land Use – Hotel – Food and Drink
- No. of Bedrooms – 40 to 157
- Survey Dates - 18/09/2018 to 14/11/2024
- Location – Edge of Town

Utilising the above, the table below gives the TRICS trip rates together with the likely impact that a 23-bed hotel could generate.

Hotel Trip Rates			
	Arrivals	Departures	Total Two-way
AM Peak	0.098	0.256	0.349
PM Peak	0.207	0.111	0.318
Daily	1.605	1.581	3.186
Trips Based on 23 Bed Hotel			
AM Peak	2.25 (2)	5.89 (6)	8
PM Peak	4.76 (5)	2.55 (3)	8
Daily	36.9 (37)	36.4 (36)	73

From the above it can be seen that if approved, the Hotel is likely to generate around 8 two-way traffic movements in both of the AM and PM peak periods, whilst during the course of a 15-hour day, the proposal is likely to generate around 73 two-way daily vehicular movements. Such an increase in trips is considered to be de minimis and will not have any adverse impact to highway safety

The TRICS Data is included as [Appendix 3](#) to this Note.

Whilst the data above gives an idea of the possible traffic impact, further datasets are available that give advice on occupancy rates.

Visit England produced an occupancy rate survey in December 2024 showing room occupancy for 2024 being higher than 2023 across all months, with a peak of 85% occupancy observed in July 2024. Occupancy for December 2024 was 75%, compared to 74% in December 2023. Average occupancy for the entire year of 2024 was 79%.

Based on the above, it can be assumed that the Hotel is not likely to be fully occupied throughout the year, therefore the average traffic impact is likely to be less than suggested.

7. Parking Provision and Standards

7.1 Wiltshire Council Parking Standards

Wiltshire Council's adopted parking standards for Use Class C1 (Hotels and Hostels) set out a maximum provision of 1 parking space per bedroom, plus an allowance for public facilities.

As confirmed, all on-site facilities will be for residents only; consequently, there is no additional parking demand associated with non-resident visitors.

For the proposed development:

- 23 bedrooms × 1 space per bedroom = 23 parking spaces (maximum standard basis)

7.2 Parking Accumulation and Operational Demand (Residents-Only)

A parking accumulation assessment has been undertaken using evidence-led occupancy rates and conservative operational assumptions.

Visit England's occupancy reporting indicates national hotel occupancy around 79% annual average with peaks around 85% in the summer period (2024).

Assessment occupancy assumptions (23 rooms): - Typical: 79% occupancy = 18 rooms occupied - Peak: 85% occupancy = 20 rooms occupied - Stress test: 100% occupancy = 23 rooms occupied

Guest parking rate (assessment): - Typical / peak: 0.9 cars per occupied room (recognising that some guests arrive by taxi, rail, or share vehicles) - Stress test: 1.0 car per occupied room

Staff parking (from Section 10): - Morning/day: assume 4 -5 staff cars Afternoon/evening: assume 5 - 6 staff cars (highest staffing period) - Overnight: assume 1-2 staff cars.

On this basis, a provision of 23 spaces meets the bedroom-based maximum standard; however, to ensure resilience during staff overlap at very high occupancies, it is proposed to include a small operational buffer of staff spaces within the agricultural yard, to ensure that sufficient demand can be met. The Manor is so far from the adopted public highway however that no overspill parking is likely to take place on Bradford Road or the surrounding highway network.

6.3 Parking Management

The on-site parking layout will be managed to ensure:

- Clear allocation between guest and staff parking; - Safe and efficient servicing arrangements;
- No overspill parking onto Bradford Road or surrounding lanes.

8. Sustainable Transport and Accessibility

8.1 Bus Services

The site benefits from proximity to bus stops located on Bradford Road, within a reasonable walking distance of the Manor.

The principal services operating in the vicinity is the Faresaver X83 which runs between Bath, Corsham, Chippenham and Lackham College, operating on a limited journey basis aligned to peak education travel periods.

8.2 Walking and Cycling

The site is accessible on foot and by bicycle from parts of Corsham, and opportunities for walking and cycling trips are available for both staff and guests, particularly for local journeys.

9. Policy Context

9.1 National Policy

The NPPF requires development to promote sustainable travel, ensure safe and suitable access for all users, and avoid severe residual impacts on the highway network. In December 2024, a new revision to the National Planning Policy Framework (NPPF) was published.

NPPF paragraph 109 states that;

- a) making transport considerations an important part of early engagement with local communities;
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- c) understanding and addressing the potential impacts of development on transport networks;
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

Paragraph 115 under the heading 'Considering Development Proposals' goes on to state:

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

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the 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.

Paragraph 116 confirms 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

9.2 Local Policy

Wiltshire Local Transport Plan (LTP3)

Wiltshire's LTP3 sets out the Council's approach to managing local transport, including:

- Promoting safe access arrangements
- Supporting rural communities with proportionate transport assessments
- Applying residential parking standards to new development

Wiltshire Core Strategy and Highways Development Management Guidance

Relevant policies include:

- Core Policy 60: Sustainable Transport
- Core Policy 61: Transport and New Development
- Core Policy 64: Demand Management

These policies require development to be safely accessed, integrated with local transport networks, and supported by appropriate parking and visibility arrangements.

The proposal accords with these policies by making use of existing accesses, providing appropriate parking, and offering realistic opportunities for travel by sustainable modes.

The Corsham Neighbourhood Plan does not introduce specific parking standards and therefore relies on the strategic Wiltshire policy framework.

10. Staff Numbers and Shift Assumptions

10.1 Staffing Levels

The proposed 23-bed hotel will operate on a 24-hour basis, with food and beverage services available throughout the day and night. Staffing levels have therefore been assessed on the basis of a small, full-service hotel with continuous operational cover.

It is anticipated that the development will employ approximately 21–26 staff (full-time equivalent) across all functions, including:

- Reception and night-time cover
- Housekeeping
- Food and beverage service
- Kitchen operations
- Management and maintenance

Staffing will be distributed across multiple shifts, ensuring that only a proportion of the total workforce is present on site at any one time. Typical staffing levels are expected to comprise:

- Daytime period: approximately 8–10 staff on site
- Evening peak period: approximately 10–12 staff on site
- Night-time period: approximately 3–4 staff on site

10.2 Shift Changes and Peak Hours

Staff shifts are staggered to minimise overlap. Housekeeping staff typically arrive after the weekday AM peak period, while afternoon and evening staff arrive outside network peak hours. Overnight staff movements occur entirely during off-peak periods.

As a result, staff-related trips do not coincide materially with peak traffic conditions on Bradford Road.

10.3 Staff Travel and Parking

Given the site's edge-of-town location, it is reasonable to assume that a proportion of staff will travel by private car. However, the limited number of staff and dispersed shift patterns ensure that staff parking demand remains low and can be comfortably accommodated within the on-site parking provision.

10.4 Transport Implications of Staffing

Overall, staff travel associated with the hotel will:

- Generate very low traffic volumes;
- Be spread throughout the day;
- Have no adverse impact on highway safety or operation.

11. Construction and Servicing

Construction activity associated with the conversion will be temporary and can be managed through standard good practice measures, including delivery scheduling and on-site contractor parking.

Operational servicing (including refuse collection and linen deliveries) will be infrequent and scheduled to avoid peak highway periods.

12. Summary and Conclusion

This Transport Statement has been commissioned to support a conversion and change of use of Hazelbury Manor, the Dower House and Granary to form a 23-bedroom boutique hotel, together with associated guest facilities, staff areas, parking, servicing and access arrangements.

This Transport Statement demonstrates that the proposed conversion of Hazelbury Manor to a Hotel is acceptable in transport and highways terms. In summary:

- Safe and suitable access is provided from Bradford Road, with appropriate visibility based on observed traffic speeds.
- Parking provision accords with Wiltshire Council's maximum standards for hotels.
- Traffic generation will be modest and well within the capacity of the local highway network.
- The site benefits from nearby bus services and opportunities for sustainable travel.
- Staff numbers and shift patterns generate minimal additional traffic.

The proposal therefore complies with national and local transport policy and will not result in any unacceptable highway or transport impacts.

Nick Culhane February 2026

Appendix 1

Traffic Survey Data

Wadswick, Corsham - ATC 1 - B3109

Produced by Streetwise Services Ltd.



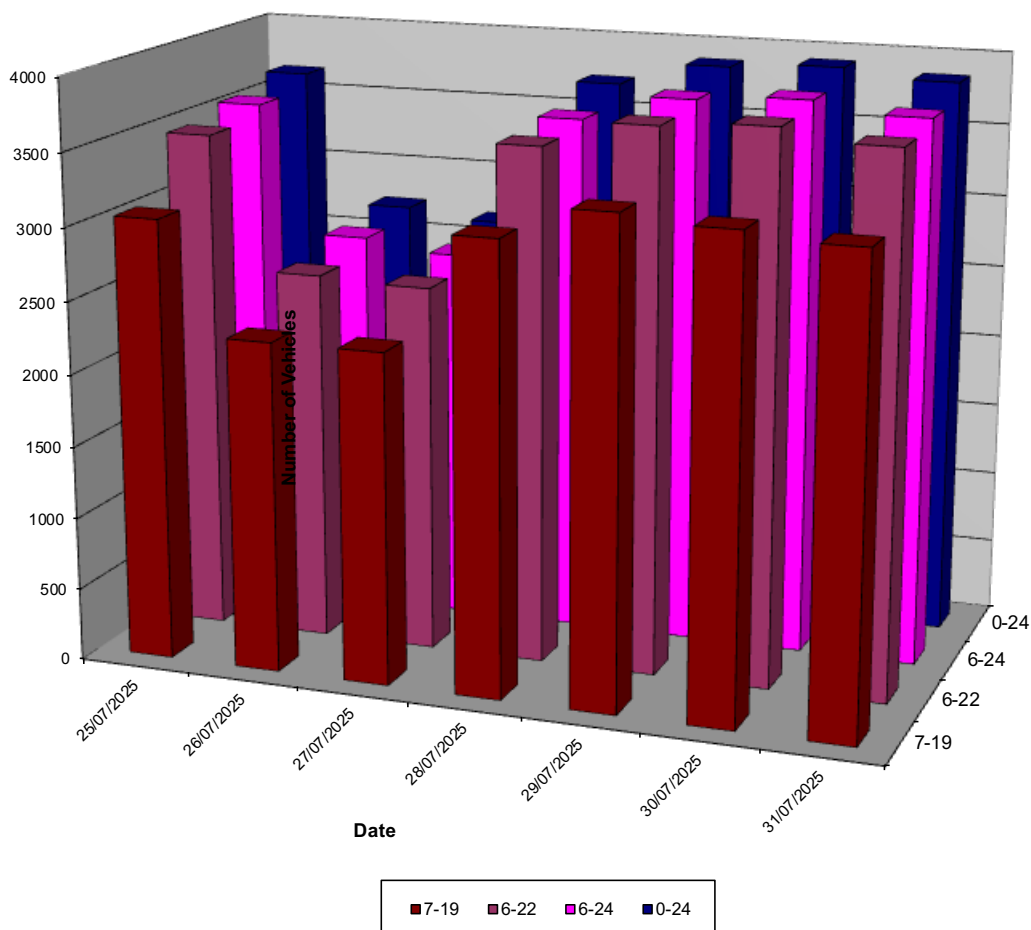
Channel - Northbound

Vehicle Flow

Hour	Min	25/07/2025 Friday	26/07/2025 Saturday	27/07/2025 Sunday	28/07/2025 Monday	29/07/2025 Tuesday	30/07/2025 Wednesday	31/07/2025 Thursday	5 Day Ave	7 Day Ave
0	0	7	13	26	8	6	5	6	6	10
1	0	2	10	8	6	1	1	4	3	5
2	0	2	4	3	1	4	1	1	2	2
3	0	2	2	2	3	4	4	3	3	3
4	0	17	14	10	23	16	15	14	17	16
5	0	71	22	28	80	72	73	84	76	61
6	0	138	40	30	181	181	174	178	170	132
7	0	308	72	53	370	444	411	368	380	289
8	0	283	124	80	360	485	508	437	415	325
9	0	236	197	167	257	284	262	278	263	240
10	0	299	278	233	259	235	247	256	259	258
11	0	271	234	278	220	250	252	255	250	251
12	0	226	218	258	217	272	227	239	236	237
13	0	254	205	215	255	250	223	243	245	235
14	0	230	207	228	237	215	241	220	229	225
15	0	257	205	242	271	253	221	245	249	242
16	0	248	204	210	239	217	233	256	239	230
17	0	248	184	184	230	245	268	236	245	228
18	0	189	154	137	180	169	174	183	179	169
19	0	128	108	80	120	100	144	134	125	116
20	0	76	75	83	84	71	107	99	87	85
21	0	82	54	57	66	58	78	63	69	65
22	0	58	75	32	36	33	31	37	39	43
23	0	26	27	22	12	12	15	16	16	19

Hour	7-19	3049	2282	2285	3095	3319	3267	3216	3189	2930
Ranges:	6-22	3473	2559	2535	3546	3729	3770	3690	3642	3329
	6-24	3557	2661	2589	3594	3774	3816	3743	3697	3391
	0-24	3658	2726	2666	3715	3877	3915	3855	3804	3487

Vehicle Flow (Channel 1)



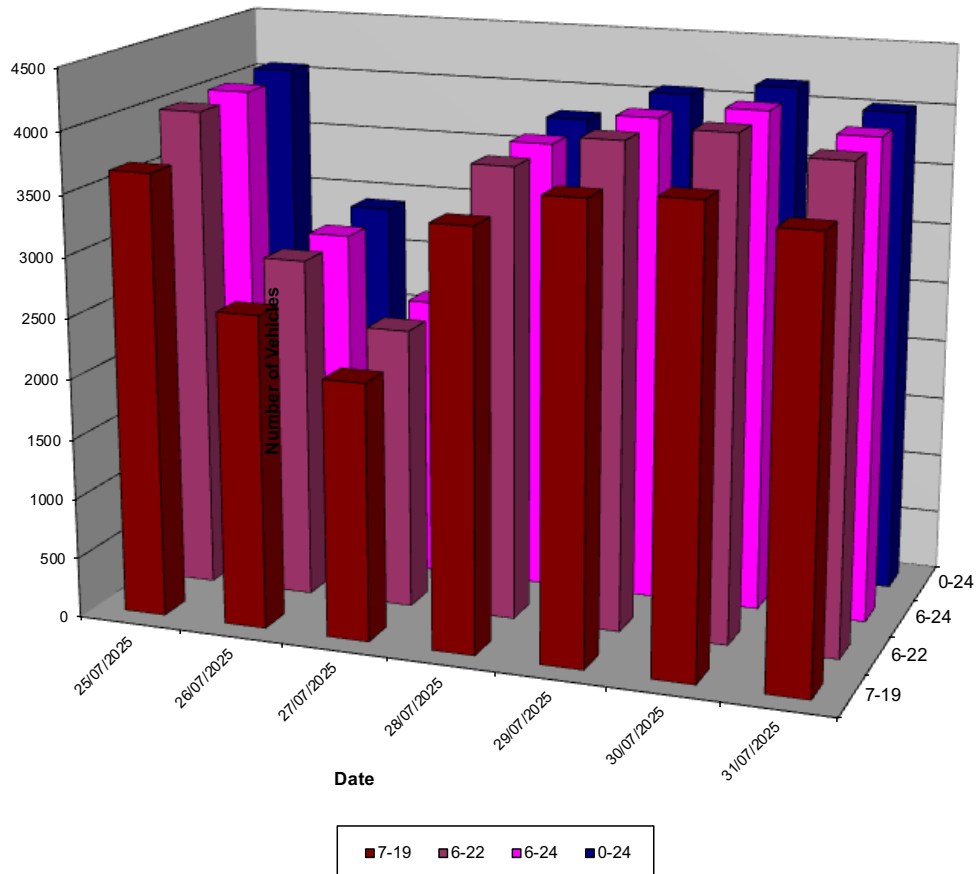
Channel - Southbound

Vehicle Flow

		25/07/2025	26/07/2025	27/07/2025	28/07/2025	29/07/2025	30/07/2025	31/07/2025		
Hour	Min	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	5 Day Ave	7 Day Ave
0	0	18	12	17	13	8	2	3	9	10
1	0	5	15	11	12	4	4	7	6	8
2	0	2	1	6	1	1	4	2	2	2
3	0	3	5	8	1	3	4	4	3	4
4	0	4	3	3	2	7	4	5	4	4
5	0	15	18	12	22	24	25	22	22	20
6	0	85	56	36	78	98	81	94	87	75
7	0	195	80	57	206	217	234	249	220	177
8	0	244	116	95	232	250	287	261	255	212
9	0	231	203	153	216	234	234	208	225	211
10	0	248	258	231	224	185	228	224	222	228
11	0	277	261	227	193	229	251	240	238	240
12	0	281	261	219	256	266	272	277	270	262
13	0	328	256	212	288	243	255	236	270	260
14	0	386	218	218	302	357	301	326	334	301
15	0	375	233	212	330	372	385	309	354	317
16	0	388	239	185	454	501	518	462	465	392
17	0	317	189	139	407	497	426	451	420	347
18	0	221	174	104	210	234	229	229	225	200
19	0	168	103	75	118	128	145	128	137	124
20	0	122	81	72	95	97	117	108	108	99
21	0	69	60	55	74	47	83	98	74	69
22	0	62	43	36	44	34	59	48	49	47
23	0	22	21	18	21	26	21	26	23	22

Hour	7-19	3659	2591	2127	3436	3713	3765	3600	3635	3270
Ranges:	6-22	3997	2831	2326	3727	3989	4105	3948	3953	3560
	6-24	4019	2852	2344	3748	4015	4126	3974	3976	3583
	0-24	4066	2906	2401	3799	4062	4169	4017	4023	3631

Vehicle Flow (Channel 2)



Wadswick, Corsham - ATC 1 - B3109

Produced by Streetwise Services Ltd.



Channel - Northbound

Average Speed

Hour	Min	25/07/2025	26/07/2025	27/07/2025	28/07/2025	29/07/2025	30/07/2025	31/07/2025
		Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday
0	0	47.8	52.8	48.7	47.4	53.8	46.2	51.2
1	0	45.3	47.8	44.2	46.4	42.9	55.6	52.5
2	0	49.7	48.9	55.6	46.9	45.2	50.7	49.2
3	0	52.1	41.7	48.0	48.7	50.8	49.7	53.1
4	0	49.8	50.7	53.0	47.7	50.2	52.4	54.6
5	0	51.4	52.5	54.0	52.7	51.2	53.5	51.0
6	0	51.5	49.8	51.1	49.2	48.3	50.4	49.8
7	0	48.6	49.9	50.1	48.0	47.9	48.3	47.5
8	0	47.8	47.9	49.0	46.1	44.9	45.8	45.9
9	0	45.1	46.2	46.1	44.9	43.9	46.5	45.3
10	0	43.6	43.8	44.8	44.6	43.1	45.1	43.5
11	0	45.7	43.6	42.6	45.5	42.7	44.4	43.8
12	0	44.6	45.5	44.9	44.0	43.0	43.4	44.1
13	0	44.7	45.2	45.5	43.9	42.2	45.9	45.2
14	0	42.6	45.4	44.4	46.2	44.4	44.2	43.7
15	0	45.2	44.3	44.4	44.9	44.8	46.7	44.9
16	0	46.5	45.6	45.9	46.2	45.8	46.1	47.5
17	0	44.5	43.7	46.4	47.6	46.2	47.7	47.2
18	0	44.1	47.5	48.7	48.4	47.5	49.6	46.5
19	0	45.4	47.1	47.7	50.5	50.4	46.3	48.5
20	0	48.8	50.1	49.0	49.3	46.7	50.0	49.3
21	0	45.7	47.9	48.0	49.3	47.2	47.9	47.0
22	0	45.6	44.6	48.7	41.8	47.8	47.6	51.0
23	0	49.5	48.8	50.2	50.9	51.1	51.0	52.7

Hour:	10-12	44.6	43.7	43.6	45.0	42.9	44.8	43.7
Ranges:	14-16	44.0	44.9	44.4	45.5	44.6	45.4	44.3
	0-24	45.9	45.8	45.9	46.5	45.4	46.7	46.2

7 Day Ave	46.1
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Channel - Northbound

85th Percentile

Hour	Min	25/07/2025	26/07/2025	27/07/2025	28/07/2025	29/07/2025	30/07/2025	31/07/2025
		Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday
0	0	52.4	62.8	56.8	53.5	58.9	53.0	57.9
1	0	50.5	56.7	47.3	48.3	42.9	55.6	56.3
2	0	50.2	51.5	68.2	46.9	52.5	50.7	49.2
3	0	57.2	43.9	51.3	53.1	53.2	53.3	56.5
4	0	56.7	59.4	59.8	53.2	55.7	60.3	58.3
5	0	58.6	61.4	58.6	59.3	56.9	59.4	58.4
6	0	57.9	56.8	62.7	54.6	54.5	55.9	54.3
7	0	54.5	55.4	56.6	53.3	53.4	53.4	52.4
8	0	53.4	53.9	54.5	52.3	50.6	52.2	52.2
9	0	50.5	51.7	52.3	50.6	49.9	52.9	51.1
10	0	49.0	49.3	49.7	49.6	48.7	52.2	49.4
11	0	51.3	50.1	48.8	52.0	48.3	50.1	50.8
12	0	50.3	50.8	49.2	51.0	48.9	51.6	49.7
13	0	52.2	50.2	51.5	50.7	49.2	51.2	52.8
14	0	49.1	51.6	50.1	50.5	49.4	49.8	49.7
15	0	51.7	51.0	49.7	51.6	49.9	53.4	50.5
16	0	52.3	53.9	51.0	52.6	51.5	52.5	54.0
17	0	52.3	50.7	51.4	53.9	53.0	54.7	53.5
18	0	51.4	53.4	55.7	55.3	54.0	55.6	52.3
19	0	51.7	53.7	52.7	58.2	57.6	54.6	55.4
20	0	55.7	56.2	57.9	56.7	55.9	57.0	56.9
21	0	54.0	53.9	54.9	57.3	54.6	53.3	52.3
22	0	52.9	50.3	54.9	53.2	52.6	53.0	60.8
23	0	56.7	53.2	58.4	66.3	61.6	55.6	61.9

Hour:	10-12	50.2	49.8	49.1	51.0	48.6	51.1	50.2
Ranges:	14-16	50.6	51.3	49.9	50.9	49.8	51.9	50.0
	0-24	52.6	52.2	51.9	52.9	51.9	53.3	52.5

7 Day Ave	52.6
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Channel - Southbound

Average Speed

Hour	Min	25/07/2025	26/07/2025	27/07/2025	28/07/2025	29/07/2025	30/07/2025	31/07/2025
		Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday
0	0	46.0	45.2	51.4	50.5	52.0	36.6	43.9
1	0	52.3	49.1	48.8	48.2	53.1	55.1	45.4
2	0	46.6	58.9	50.8	50.5	46.1	59.5	46.5
3	0	53.0	42.3	54.9	42.0	49.6	45.8	53.6
4	0	51.5	40.6	58.2	49.1	49.0	44.6	44.7
5	0	47.9	48.7	54.3	53.6	52.0	51.2	49.5
6	0	51.7	52.6	50.2	50.9	50.3	51.1	48.9
7	0	48.4	50.4	50.4	48.2	49.7	49.1	48.2
8	0	48.1	49.2	48.0	46.2	46.3	46.5	46.6
9	0	44.8	47.6	46.4	45.0	44.1	45.8	45.8
10	0	45.4	44.8	45.2	44.9	45.3	46.0	44.0
11	0	44.3	44.9	42.0	44.9	43.3	43.1	44.3
12	0	43.3	45.8	45.0	44.0	44.1	44.1	45.5
13	0	44.6	44.4	45.4	45.6	40.1	44.1	45.1
14	0	43.5	45.4	45.0	45.1	44.4	45.3	43.9
15	0	44.9	46.0	44.0	45.3	45.0	45.9	46.4
16	0	47.3	45.7	45.3	46.9	45.5	46.3	47.1
17	0	46.6	45.3	47.9	47.3	46.6	48.8	48.2
18	0	47.3	48.4	50.3	49.5	48.6	49.6	47.5
19	0	47.2	49.4	49.6	50.4	50.7	49.4	49.2
20	0	48.7	50.7	50.2	49.1	51.4	50.9	49.9
21	0	47.0	47.0	46.7	48.9	48.4	48.5	48.0
22	0	47.8	49.5	46.7	49.4	49.9	47.2	49.4
23	0	50.1	49.7	45.5	45.7	46.5	55.3	48.8

Hour	10-12	44.8	44.9	43.6	44.9	44.2	44.5	44.2
Ranges:	14-16	44.2	45.7	44.5	45.2	44.7	45.6	45.1
	0-24	46.0	46.6	46.1	46.6	45.9	46.8	46.6

7 Day Ave	46.3
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Channel - Southbound

85th Percentile

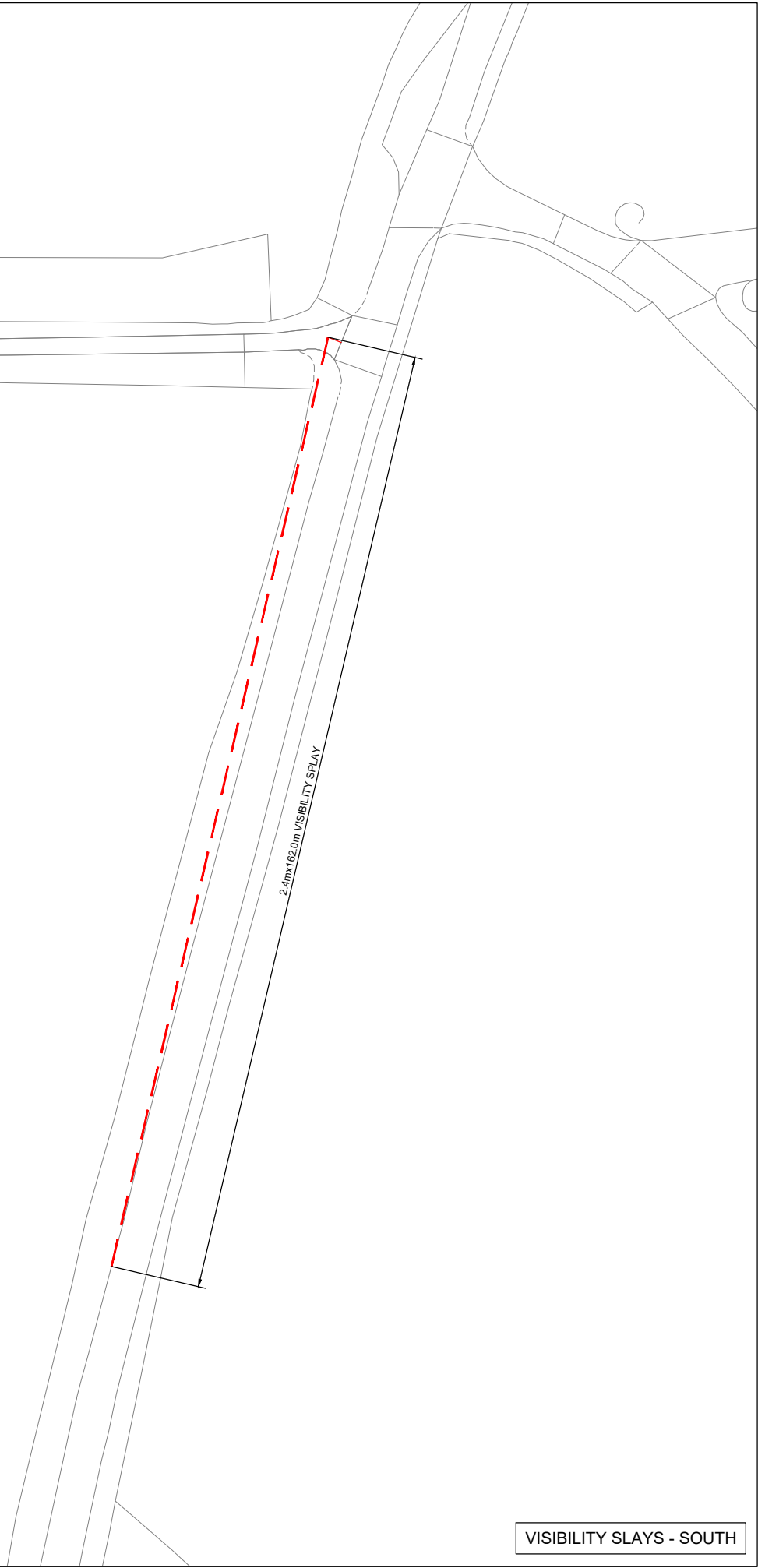
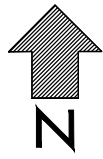
Hour	Min	25/07/2025	26/07/2025	27/07/2025	28/07/2025	29/07/2025	30/07/2025	31/07/2025
		Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday
0	0	56.0	50.9	55.2	56.9	53.9	36.8	48.0
1	0	55.9	57.3	56.0	51.5	63.7	61.5	52.8
2	0	48.5	58.9	61.8	50.5	46.1	67.7	47.6
3	0	60.4	47.6	66.3	42.0	60.0	53.1	61.6
4	0	55.5	51.4	67.0	50.7	55.8	49.5	52.6
5	0	57.7	58.2	65.9	59.1	59.6	58.4	52.8
6	0	58.9	60.8	56.7	58.8	57.1	57.4	56.8
7	0	55.2	57.3	55.9	55.8	55.7	54.8	54.1
8	0	54.0	56.9	55.9	52.5	51.2	51.2	52.3
9	0	50.1	53.6	52.0	51.6	49.7	51.6	51.8
10	0	52.5	50.8	51.6	51.4	51.2	51.6	50.0
11	0	50.9	51.5	50.8	50.9	48.9	50.3	50.0
12	0	51.4	52.3	51.5	49.6	50.3	50.4	51.4
13	0	51.9	52.3	52.5	51.4	49.9	51.4	51.6
14	0	50.5	51.5	52.4	50.6	50.5	52.4	50.4
15	0	51.4	52.6	51.4	51.6	51.3	52.3	52.5
16	0	53.4	51.9	53.2	52.2	51.0	52.9	52.9
17	0	53.2	55.1	54.6	53.5	52.6	54.9	54.4
18	0	54.7	55.2	57.1	56.5	55.4	56.6	54.2
19	0	54.4	56.7	56.5	58.7	57.5	57.6	57.0
20	0	57.1	58.0	57.4	58.2	56.8	57.4	57.1
21	0	56.0	53.9	55.4	56.7	54.9	56.8	52.8
22	0	56.9	56.4	57.5	57.2	56.2	53.3	55.8
23	0	54.6	57.1	51.8	56.2	55.3	64.0	54.9

Hour	10-12	51.7	51.3	51.4	51.3	50.3	51.1	50.0
Ranges:	14-16	51.1	51.8	51.9	51.2	50.8	52.4	51.9
	0-24	53.2	53.7	53.6	53.4	52.6	53.6	53.0

7 Day Ave	53.3
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Appendix 2

Egress and Visibility



VISIBILITY SLAYS - SOUTH



VISIBILITY SLAYS - NORTH

Client



Project

PROPOSED HOTEL AT HAZELBURY MANOR

Drawing Title

EGRESS AND VISIBILITY

Drawing Status

FOR INFORMATION

Date	Scale	Size
DEC 2025	1:500	A1

Drawing No.	Rev
NJC-001	-

Appendix 3

TRICS Data – Hotels

Audit Code: fc2acd8c-283f-4a04-8412-013766b73fae

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: A - HOTELS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	2 days
03	SOUTH WEST		
	SG	SOUTH GLOUCESTERSHIRE	1 day
	WL	WILTSHIRE	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
	WO	WORCESTERSHIRE	1 day
10	WALES		
	SW	SWANSEA	1 day
11	SCOTLAND		
	HI	HIGHLAND	1 day

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

Audit Code: fc2acd8c-283f-4a04-8412-013766b73fae

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:	BEDRMS
Actual Range:	40 to 157 (units:BEDRMS)
Range Selected by User:	0 to 483 (units:BEDRMS)
Parking Spaces Range:	0 - 362

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	24/03/85 to 14/11/24

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:

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

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

Selected survey types:

Manual count	10
Direction ATC Count	0

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 undertaken using machines

Selected Locations:

Edge of Town	10 days
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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:

Commercial Zone	1 days
Development Zone	1 days
Industrial Zone	3 days
No Sub Category	1 days
Out of Town	2 days
Residential Zone	2 days

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 Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	3 days
Servicing vehicles Unknown	4 days

Audit Code: fc2acd8c-283f-4a04-8412-013766b73fae

Secondary Filtering Selection:

Use Class:

C1	10 surveys
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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®.

Population within 500m Range:

0 - 2194

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	3 surveys
5,001 to 10,000	3 surveys

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

Population within 5 miles:

125,001 to 250,000	5 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	2 surveys

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	4 surveys
1.1 to 1.5	6 surveys

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.

Audit Code: fc2acd8c-283f-4a04-8412-013766b73fae

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 10 surveys

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

PTAL Rating:

No PTAL Present 10 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: fc2acd8c-283f-4a04-8412-013766b73fae

LIST OF SITES relevant to selection parameters:

Site 1:	CA-06-A-04	Gross floor area:	5050 sqm
Development Name:	TRAVELODGE	Number of bedrooms:	138 BEDRMS
Location:	CAMBRIDGE	Number Of Employees:	11.00
Postcode:	CB4 2WR	Survey Date:	14/11/2024
Main Location Type:	Edge of Town	Survey Day:	Thursday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	DS-06-A-04	Gross floor area:	10310 sqm
Development Name:	HOLIDAY INN	Number of bedrooms:	157 BEDRMS
Location:	SOUTH NORMANTON	Number Of Employees:	
Postcode:	DE55 2EH	Survey Date:	15/10/2021
Main Location Type:	Edge of Town	Survey Day:	Friday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	HC-06-A-07	Gross floor area:	1485 sqm
Development Name:	TRAVELODGE	Number of bedrooms:	40 BEDRMS
Location:	FLEET	Number Of Employees:	14.00
Postcode:	GU51 2SH	Survey Date:	09/09/2021
Main Location Type:	Edge of Town	Survey Day:	Thursday
Sub Location Type:	Out of Town		
PTAL:	n/a		
Site 4:	HC-06-A-08	Gross floor area:	8300 sqm
Development Name:	HOLIDAY INN	Number of bedrooms:	124 BEDRMS
Location:	PARK GATE	Number Of Employees:	30.00
Postcode:	PO15 5RJ	Survey Date:	18/10/2021
Main Location Type:	Edge of Town	Survey Day:	Monday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 5:	HI-06-A-06	Gross floor area:	2500 sqm
Development Name:	TRAVELODGE	Number of bedrooms:	79 BEDRMS
Location:	INVERNESS	Number Of Employees:	15.00
Postcode:	IV2 6AA	Survey Date:	30/10/2024
Main Location Type:	Edge of Town	Survey Day:	Wednesday
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 6:	SG-06-A-03	Gross floor area:	2300 sqm
Development Name:	HOTEL	Number of bedrooms:	81 BEDRMS
Location:	NEAR BRISTOL	Number Of Employees:	20.00
Postcode:	BS35 4GH	Survey Date:	17/10/2024
Main Location Type:	Edge of Town	Survey Day:	Thursday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 7:	SW-06-A-01	Gross floor area:	2996 sqm
Development Name:	IBIS	Number of bedrooms:	99 BEDRMS
Location:	SWANSEA	Number Of Employees:	16.00
Postcode:	SA1 8LD	Survey Date:	07/10/2019
Main Location Type:	Edge of Town	Survey Day:	Monday
Sub Location Type:	Development Zone		
PTAL:	n/a		
Site 8:	WK-06-A-01	Gross floor area:	5500 sqm
Development Name:	HOLIDAY INN EXPRESS	Number of bedrooms:	138 BEDRMS
Location:	WARWICK	Number Of Employees:	75.00
Postcode:	CV34 6TW	Survey Date:	25/09/2019
Main Location Type:	Edge of Town	Survey Day:	Wednesday
Sub Location Type:	Out of Town		
PTAL:	n/a		

Audit Code: fc2acd8c-283f-4a04-8412-013766b73fae

Site 9:	WL-06-A-03	Gross floor area:	1300 sqm
Development Name:	TRAVELODGE	Number of bedrooms:	57 BEDRMS
Location:	WINCANTON	Number Of Employees:	19.00
Postcode:	BA9 8AB	Survey Date:	18/09/2018
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 10:	WO-06-A-04	Gross floor area:	2220 sqm
Development Name:	PREMIER INN	Number of bedrooms:	64 BEDRMS
Location:	MALVERN	Number Of Employees:	30.00
Postcode:	WR14 1GD	Survey Date:	12/11/2021
Main Location Type:	Edge of Town	Survey Day:	Friday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Audit Code: fc2acd8c-283f-4a04-8412-013766b73fae

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Total Vehicles

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 BEDRMS BEDRMS		
	Inbound	Outbound	Total
08:00-09:00	0.093	0.256	0.349
17:00-18:00	0.207	0.111	0.318

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	10	98	0.046	0.195	0.241
08:00-09:00	10	98	0.093	0.256	0.349
09:00-10:00	10	98	0.108	0.142	0.250
10:00-11:00	10	98	0.075	0.115	0.190
11:00-12:00	10	98	0.063	0.101	0.164
12:00-13:00	10	98	0.056	0.067	0.123
13:00-14:00	10	98	0.083	0.067	0.150
14:00-15:00	10	98	0.138	0.084	0.222
15:00-16:00	10	98	0.119	0.077	0.196
16:00-17:00	10	98	0.140	0.078	0.218
17:00-18:00	10	98	0.207	0.111	0.318
18:00-19:00	10	98	0.172	0.101	0.273
19:00-20:00	10	98	0.136	0.089	0.225
20:00-21:00	10	98	0.095	0.056	0.151
21:00-22:00	10	98	0.074	0.042	0.116
22:00-23:00					
23:00-00:00					
Total Rates:			1.605	1.581	3.186

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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Audit Code: fc2acd8c-283f-4a04-8412-013766b73fae

Parameter Summary:

Trip rate parameter range selected:	0 - 483 (units: BEDRMS)
Survey date date range:	18/09/2018 - 14/11/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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