

Highgate *Transportation*

31 Units of Residential Accommodation at Leonora House, Chippenham

Transport Statement (HTp/25170/TS/01)

January 2026

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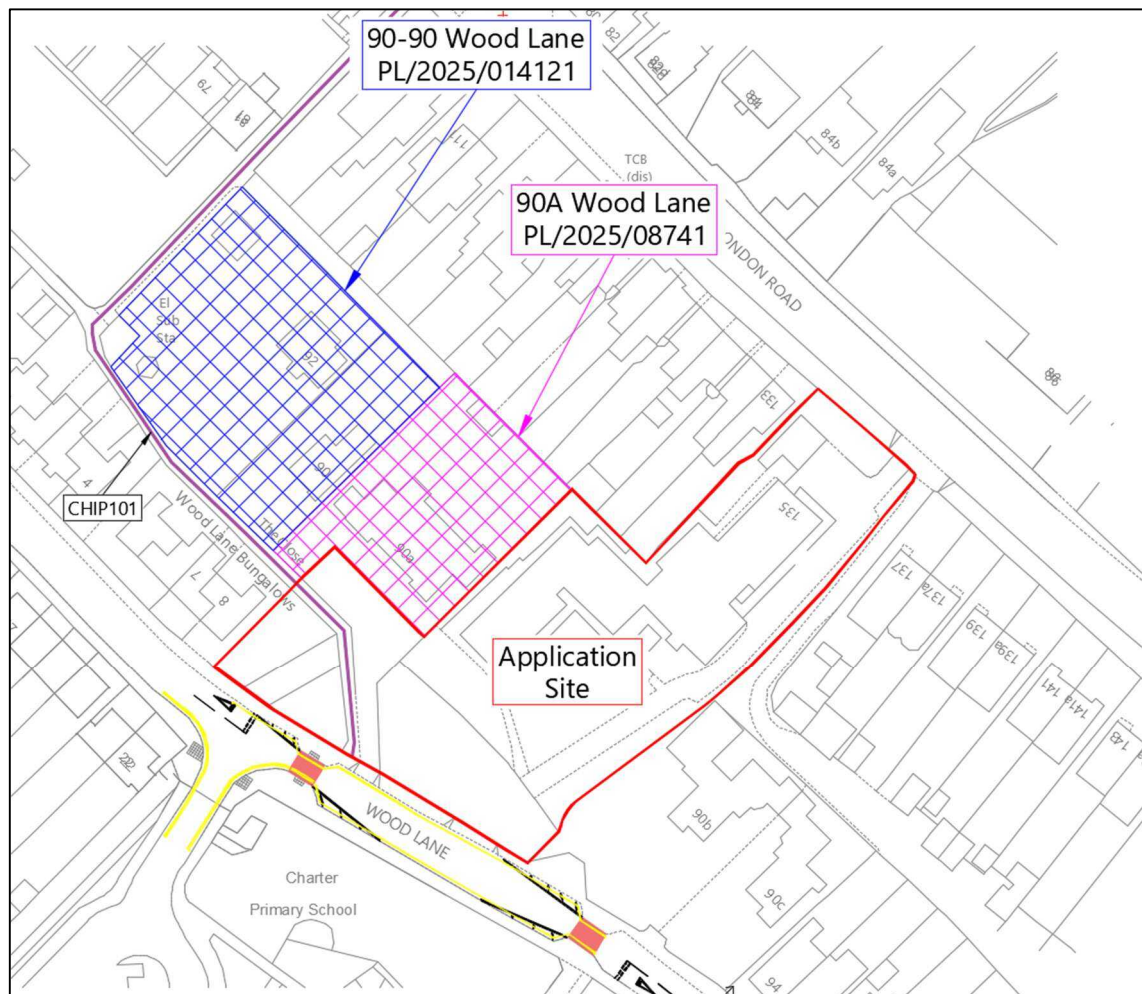
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1.0 Introduction

- 1.1 Highgate Transportation Limited (HTp) have been appointed to prepare this Transport Statement (reference HTp/25170/TS/01) in support of an outline planning application to Wiltshire Council, for the development of the former Leonora Home care home to provide 31 residential units with 34 car parking spaces and 68 cycle parking spaces.
- 1.2 The application site currently comprises Leonora Home, an assisted living residence which accommodates 19 residential care bedrooms, along with 11 self-contained apartments for later living and associated parking for around 11 cars. A gated vehicular access is also provided from London Road to the assisted living residence with an additional parking area for two cars.
- 1.3 There are two live planning applications on adjacent land to the west of the application site, which share a coordinated access arrangement from Wood Lane. All three sites are under the applicant's control.
- 1.4 A planning application for five residential dwellings at 90A Wood Lane (reference: PL/2025/08741) was submitted in November 2025 and is currently being determined. The highway officer's consultation response dated 9th January 2026 raised no objection subject to conditions. This application replaces a previous consent for five dwellings (ref: PL/2022/00586) which was approved in May 2022 but has since lapsed. This consultation response is contained in **Appendix 1**.
- 1.5 A planning application for six residential dwellings at 90-92 Wood Lane (reference: PL/2025/04121) was submitted in May 2025 and is currently being determined. The highway officer's consultation response dated 15th January 2026 raised no objection and confirms that determination of this application should reflect the outcome of PL/2025/08741, as the access arrangement is intrinsically linked to that scheme. This consultation response is contained in **Appendix 2**.
- 1.6 The access arrangements for all three sites have been coordinated to ensure they can be delivered together. The application site, and adjacent sites owned by the applicant are shown in **Figure 1.1**.

Figure 1.1 – Application site and adjacent sites owned by the applicant



- 1.7 This Transport Statement will conclude that that proposed 31 residential units will not have an adverse impact on either the capacity or safety of the local highway network and is therefore acceptable in highway terms.

2.0 Pre-application Submission

- 2.1 A pre-application submission (reference ENQ/2025/01230) was made to Wiltshire Council on 29th July 2025 for the redevelopment of the existing care home including demolition to provide 34 apartments in four buildings with associated car parking and landscaping.
- 2.2 The formal Highway Development Control Officer's response, dated 18th August 2025, is provided as **Appendix 3**
- 2.3 The highways pre-application response identified the following matters which are considered and addressed within this Transport Statement:
 - i. Access arrangement – the access arrangement submitted as part of the pre-application discussions will need to reflect the access arrangement submitted as part of the recent planning application at 90A Wood Lane (reference PL/2025/08741).
 - ii. Justification for the parking provision will need to be provided.
 - iii. Cycle parking provision – the cycle parking provision will need to be in accordance with LTN 1/20, and appropriate for residential use.
 - iv. Cycling network improvements – the highway officer made reference to existing improvements to the local cycling network being provided from Wood Lane connecting to the London Road corridor, and suggested that Section 106 contributions could be made to support these improvements.
 - v. Cumulative impact assessment – the impact of this site, as well as 90A Wood Lane (reference PL/2025/08741) and 90-92 Wood Lane (reference PL/2025/04121) on the site access will need to be demonstrated, especially with regard to the proximity to Charter Primary School, and that the development is not contrary to Wiltshire Core Strategy Policy CP61 and National Planning Policy Framework (NPPF) paragraphs 115 and 116.
- 2.4 Following the pre-application consultation, the proposed scheme has been revised from 34 apartments to 31 apartments, with 34 car parking spaces (including two visitor parking spaces) and 68 cycle parking spaces.

2.5 This Transport Statement addresses each of the matters raised within the pre-application response. The following matters are addressed within this Transport Statement are:

- i. Confirmation that the application proposals are located in a sustainable location in transport terms
- ii. Reviewing the most recently available five years' collision data to confirm there are no underlying road safety issues on the local highway network
- iii. Confirmation that the proposed site access arrangements are appropriate
- iv. Confirmation that an appropriate strategy for emergency services has been demonstrated
- v. Confirmation that the proposed car parking provision is appropriate
- vi. Confirmation that the proposed electric vehicle charging provision is appropriate
- vii. Confirmation that the proposed cycle parking provision is appropriate
- viii. Ensuring that the strategy for the storage and collection of waste and recycling is appropriate
- ix. Confirmation that the proposed Travel Plan measures are appropriate
- x. Confirmation the applicant's support for S106 contributions towards cycling network improvements
- xi. Demonstrating that the cumulative impact of the development, together with the adjacent sites at 90A and 90-92 Wood Lane, would not be severe

3.0 Existing Situation

3.1 The application site is located to the north of Wood Lane and is bordered to the west and east by residential dwellings and to the north by London Road. The land is currently an assisted living residence with 19 residential care bedrooms, and 11 self-contained apartments and access to a parking area taken from Wood Lane and a vehicular access from London Road. The application site is accessed via:

- i. Wood Lane - an existing dropped kerb vehicle crossover type arrangement from Wood Lane for the parking area associated with Leonora Home. The access is circa 9.0 metres wide and provides 11 car parking spaces for the assisted living residence
- ii. London Road – a 3.1 metre wide access via a dropped kerb vehicle crossover type arrangement. The dropped kerb access also provides vehicular accesses to the rear of 12 properties along London Road

3.2 Wood Lane, in the vicinity of the application site, has a width of 7.3 metres at the existing access, a speed restriction of 30mph and traffic calming chicanes located circa 25 metres to the east of the existing access and 30 metres west of the access. Wood Lane has footways on either side of the carriageway; on the northern side of the carriageway the footways are circa 2.0 metres in width and the southern footways are circa 1.8 metres in width. The existing access on Wood Lane is shown in **Photograph 1**.

Photograph 1 – Existing access on Wood Lane for Leonora Home



- 3.3 The application site also includes an area of car parking for numbers 90 and 92, accessed from Wood Lane, as well as a driveway for number 90a and an existing Public Right of Way. These are shown in **Photographs 2** and **3**, respectively. The parking area for 90 and 92 will no longer be required once the planning application for six dwellings (ref: PL/2025/04121) at 90-92 Wood Lane is approved

Photograph 2 – Existing access on Wood Lane (parking for 90 & 92)

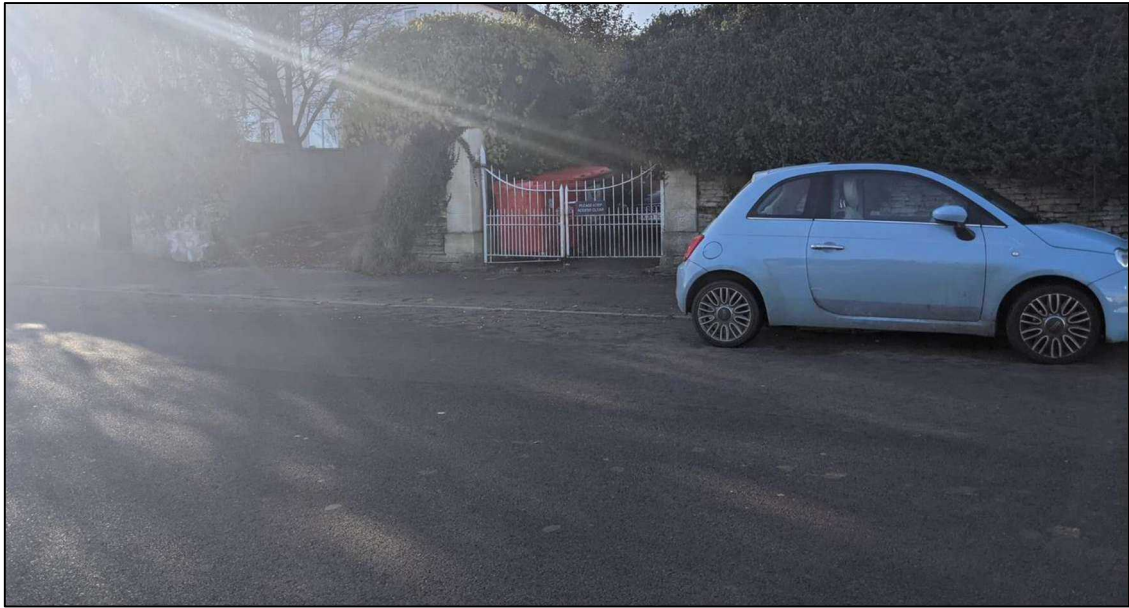


Photograph 3 – Driveway for 90a (right) and existing Public Right of Way (left)



- 3.4 London Road, in the vicinity of the application site, has a width of circa 7.3 metres at the existing access, a speed restriction of 30mph and footways on either side of the carriageway. To the north of the carriageway, the footways are circa 2.0 metres wide and the southern footways are circa 3.5 metres in width. To the east and west of the existing access, the kerb height is around 0.3 metres and increases to around 0.5 metres for circa 400 metres. The existing access on London Road is shown in **Photograph 4** and **5**.

Photograph 4 - Existing access on London Road



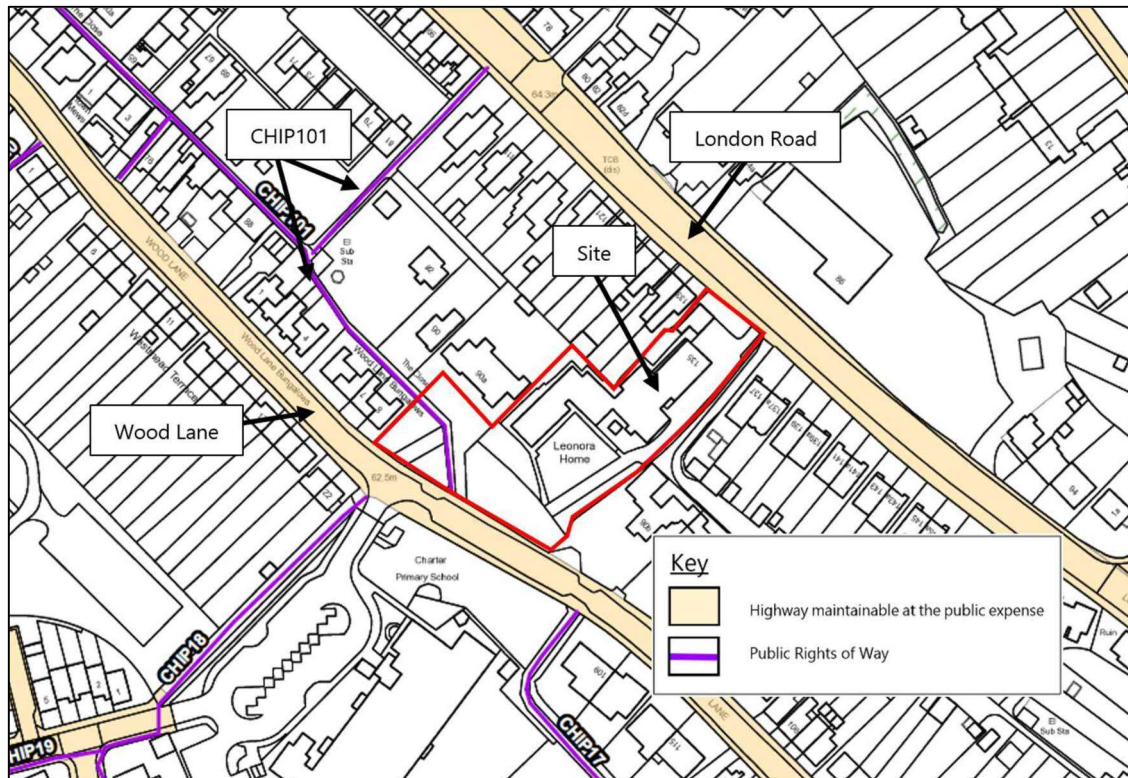
Photograph 5 - Existing access on London Road



Highway Boundary and Public Rights of Way Information

- 3.5 The highway ownership records have been obtained from Wiltshire Council and are contained in **Appendix 4**, with an annotated extract provided in **Figure 3.1**.

Figure 3.1 – Extract of highway boundary records



- 3.6 From **Figure 3.1** it can be seen that Wood Lane and London Road are adopted and maintained by Wiltshire Council. It can also be seen that Public Right of Way (PRoW) reference CHIP101 runs along the boundary of the site between Wood Lane and London Road.

Local Services and Facilities

- 3.7 The site is in close proximity to a range of local facilities and amenities. A selection of these facilities and their distance and walking or cycling time from the site are contained in **Table 3.1**. The walking time is based on a typical speed of 80 metres per minute, IHT Guidelines 'Providing for Journeys on Foot' 2000. The cycling time is based on a cycle speed of 320 metres per minute, Department for Transport Note 2/08 'Cycle Infrastructure Design' October 2008.

Table 3.1 - Facilities and their walking distance from the site

Facility	Walk Distance (metres)	Walking Time (minutes)	Cycling Time (minutes)
London Road			
London Road Bus Stop (W/B towards Chippenham)	50	>1	>1
London Road Bus Stop (E/B towards Swindon)	100	>1	>1
Best One Convenience Store (London Road)	110	1	>1
London Road Dental Practice	140	2	>1
Hairdresser (London Road)	160	2	>1
The Pack Horse Public House (London Road)	170	2	>1
Chiropractors	600	7	3
Taj Mahal Indian Restaurant	600	7	3
Chippenham Post Office	650	8	3
Cricketts Lane Allotment	650	8	3
Chippenham Bus Station	750	9	4
Wood Lane			
Charter Primary School	110	1	>1
The Three Crowns Public House	400	5	2
Lidl (Wood Lane)	450	5	2

- 3.8 Given the above, the site is within close proximity to an appropriate level of bus services that provide connections to the wider area and a large range of local facilities that are within convenient walking and cycling distance. Therefore, it can be concluded that the site is within a location that will encourage sustainable modes of travel, and less dependency on the private car.

Local Pedestrian and Cyclist Network

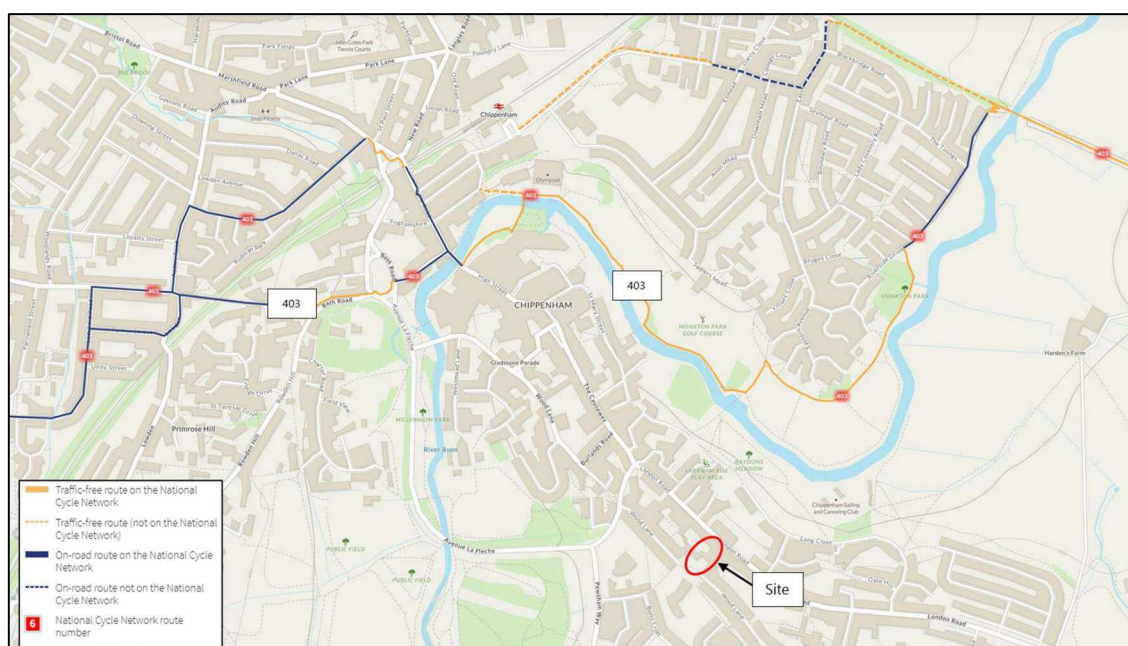
- 3.9 London Road and Wood Lane have footways on either side of the carriageway and have a regular system of street lighting. **Figure 3.2** illustrates that there are a number of PRoW routes within the vicinity of the site including CHIP101 which is along the western boundary of the site.

Figure 3.2 – Extract of Wiltshire Council's Public Rights of Way map



3.10 The National Cycle Networks Routes in the vicinity of the site can be seen in **Figure 3.3.**

Figure 3.3 – National Cycle Network routes in the vicinity of the site

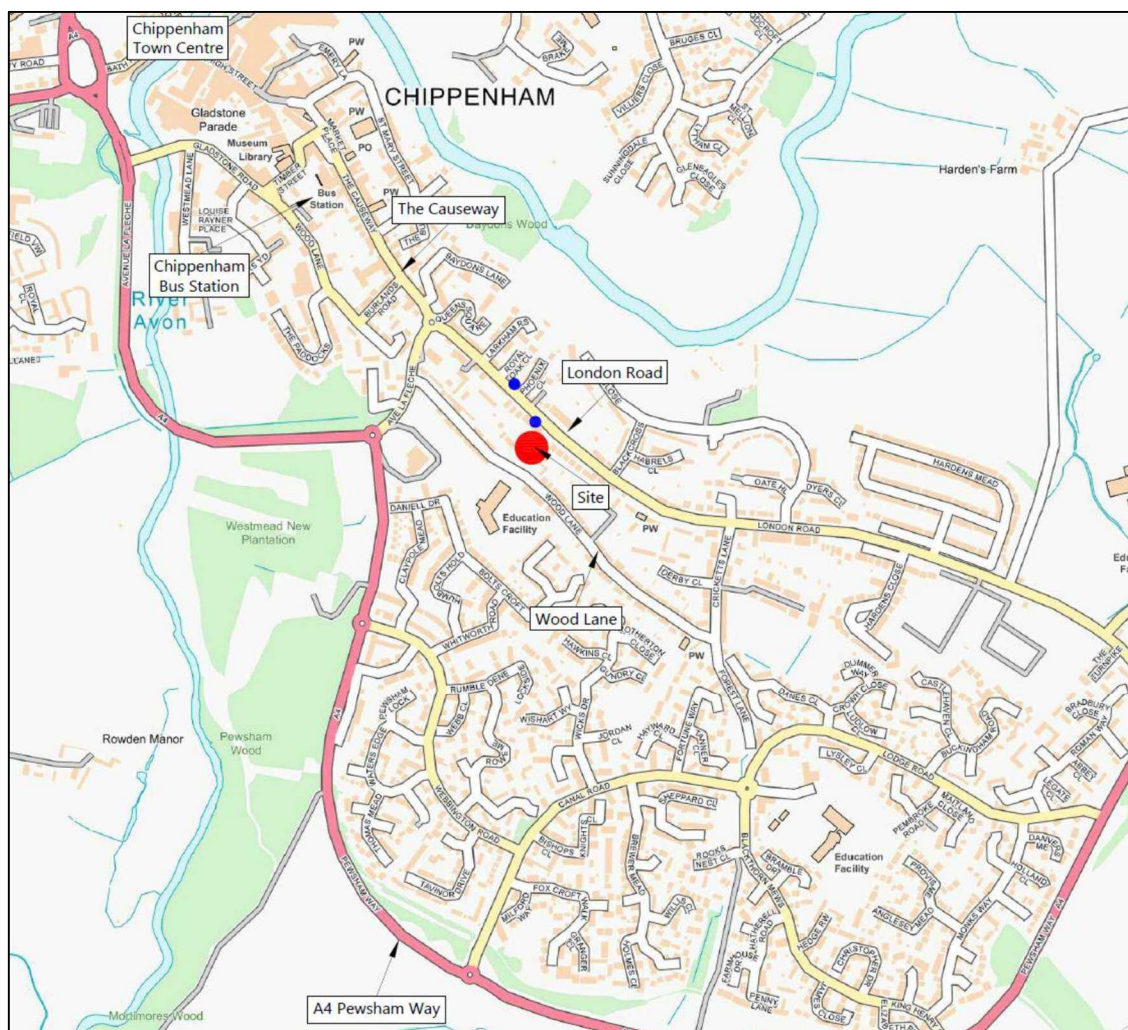


- 3.11 The site is 1.1km (five minute) cycle distance from NCN Route 403 which connects Chippenham to Marlborough and the Kennet & Avon Canal, and continues east to cross the North Wessex Downs and Savernake Forest. Within the vicinity of the site, there are both traffic free and on-carriageway routes.
- 3.12 Therefore, it can be concluded that the site lies within a well-established pedestrian and cyclist network which will encourage sustainable modes of travel.

Public Transport

- 3.13 The site location and surrounding area, including bus stops can be seen in **Figure 3.4**.

Figure 3.4 – Site location and surrounding area (bus stops on London Road shown in blue)



- 3.14 The site is around 50 metres south east from a westbound bus stop and 100 metres from the eastbound bus stop on London Road, with both bus stops being served by bus routes 33, 44P, 55, X10 and X33.
- 3.15 Route 33 provides a service between Chippenham and Devizes via Calne, Bromham and Rowde with seven to eight services a day in each direction. Route 44P provides six services a day between Chippenham and Pewsham. Route 55 provides a service

between Chippenham railway station and Swindon bus station, via Royal Wootton Bassett and Calne, with services every 20 minutes.

- 3.16 There are also a number of infrequent services including route X33 provides a service between Devizes, Derry Hill and Chippenham with three services in either direction per day.
- 3.17 The site is within 750 metres walking distance from Chippenham bus station, from both Wood Lane and London Road. The bus station provides services to Swindon, Devizes, Bath, Corsham, Trowbridge, Frome, Kington Langley and Castle Coombe. All services run at least Monday to Saturday from the early hours of the morning until late evening and provide a good level of service for those that may wish to commute to work.
- 3.18 It can therefore be concluded that the application site is accessible by public transport.

Personal Injury Collision Data

- 3.19 Personal Injury Collision (PIC) data for the period 1st January 2020 to 31st December 2024 have been obtained from Crashmap.co.uk for the local highway network. The study area includes Wood Lane, within 100 metres from the proposed access, and London Road, within 100 metres of the proposed access.
- 3.20 The PIC study areas for the London Road and Wood Lane accesses are provided as **Figure 3.5** and **Figure 3.6**, respectively. The full PIC data is contained in **Appendix 5**.

Figure 3.5 PIC study area (London Road)

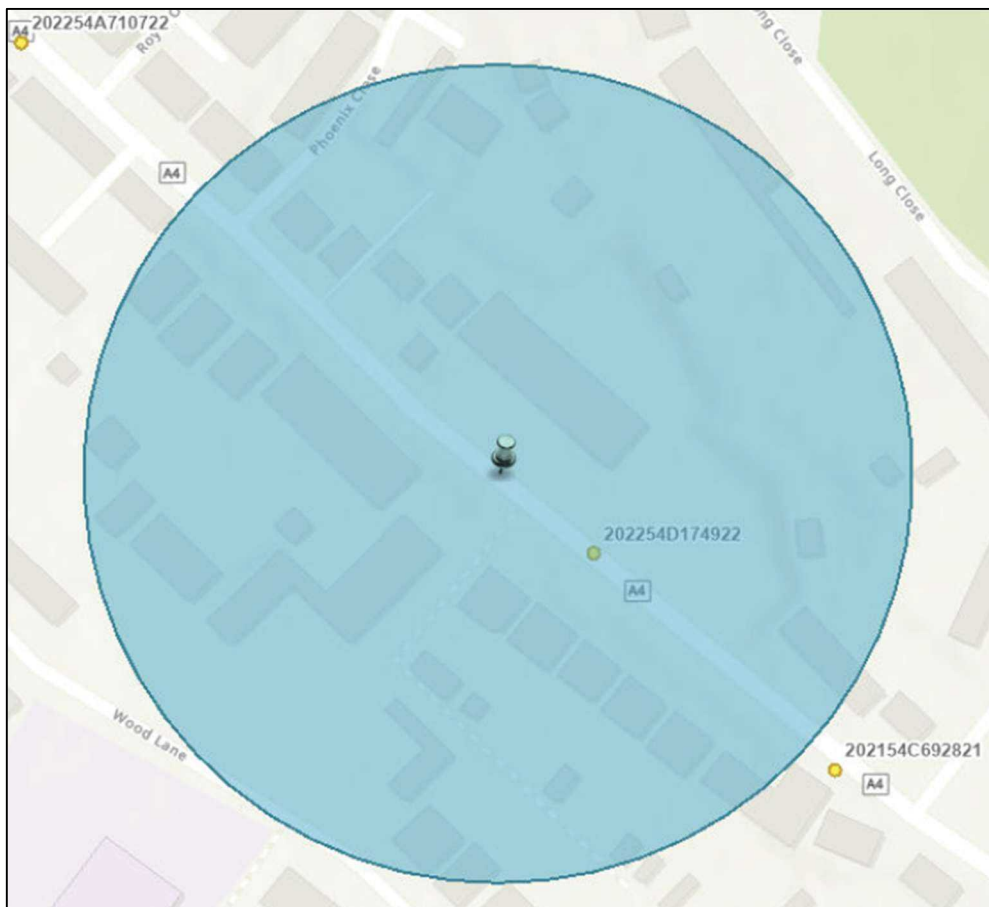
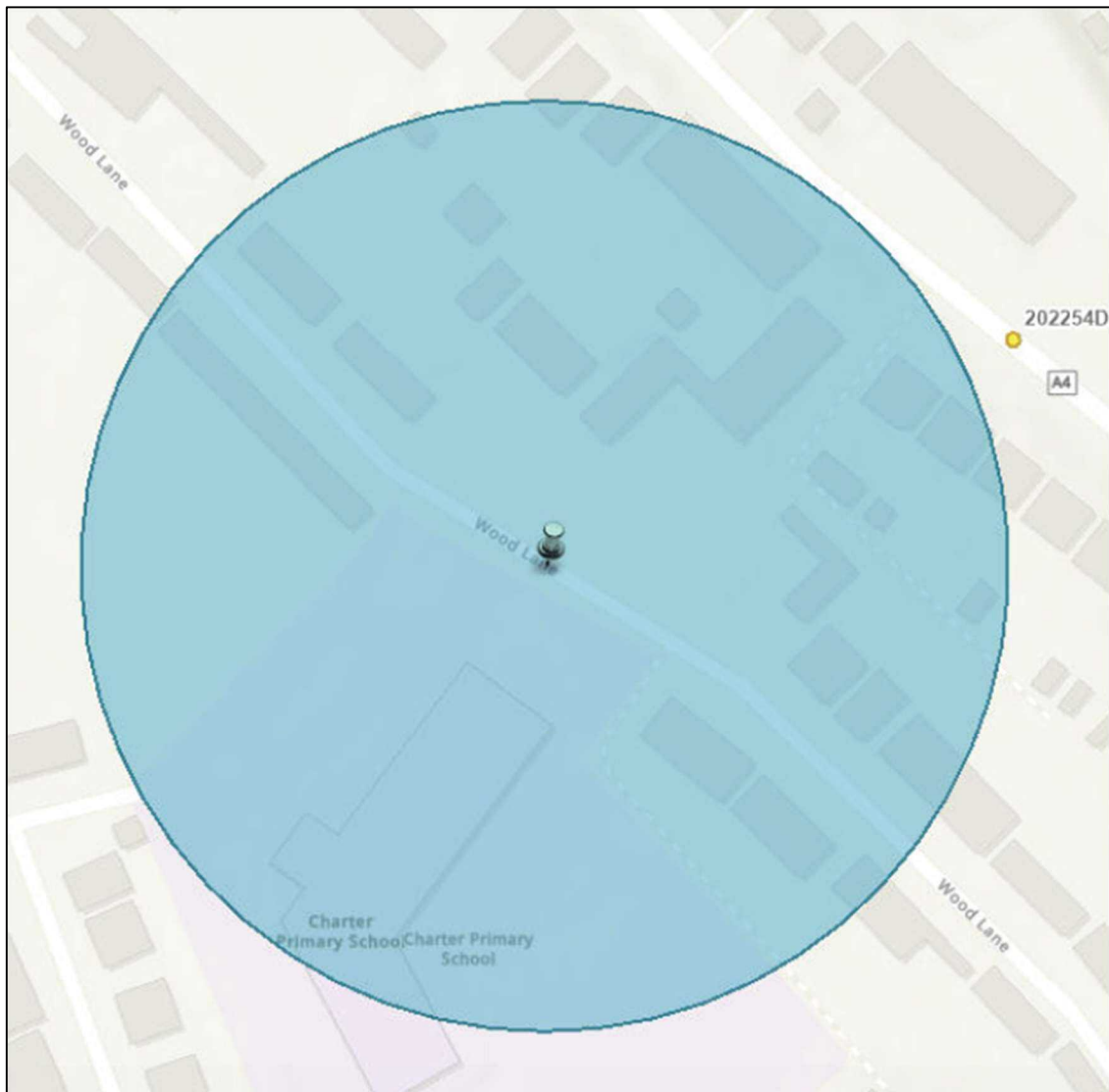


Figure 3.6 PIC study area (Wood Lane)



- 3.21 From the above, it can be seen that no PIC have been recorded on Wood Lane, and one PIC has been recorded on London Road during the study period.
- 3.22 The PIC recorded on London Road (reference 202254D174922) occurred December 2022, and involved two cars. This PIC was recorded as 'slight' and resulted in two 'slight' casualties.
- 3.23 It is concluded that there is no existing pattern of personal injury collisions within the vicinity of the application site that would be exacerbated by the proposed development.

4.0 The Application Proposals

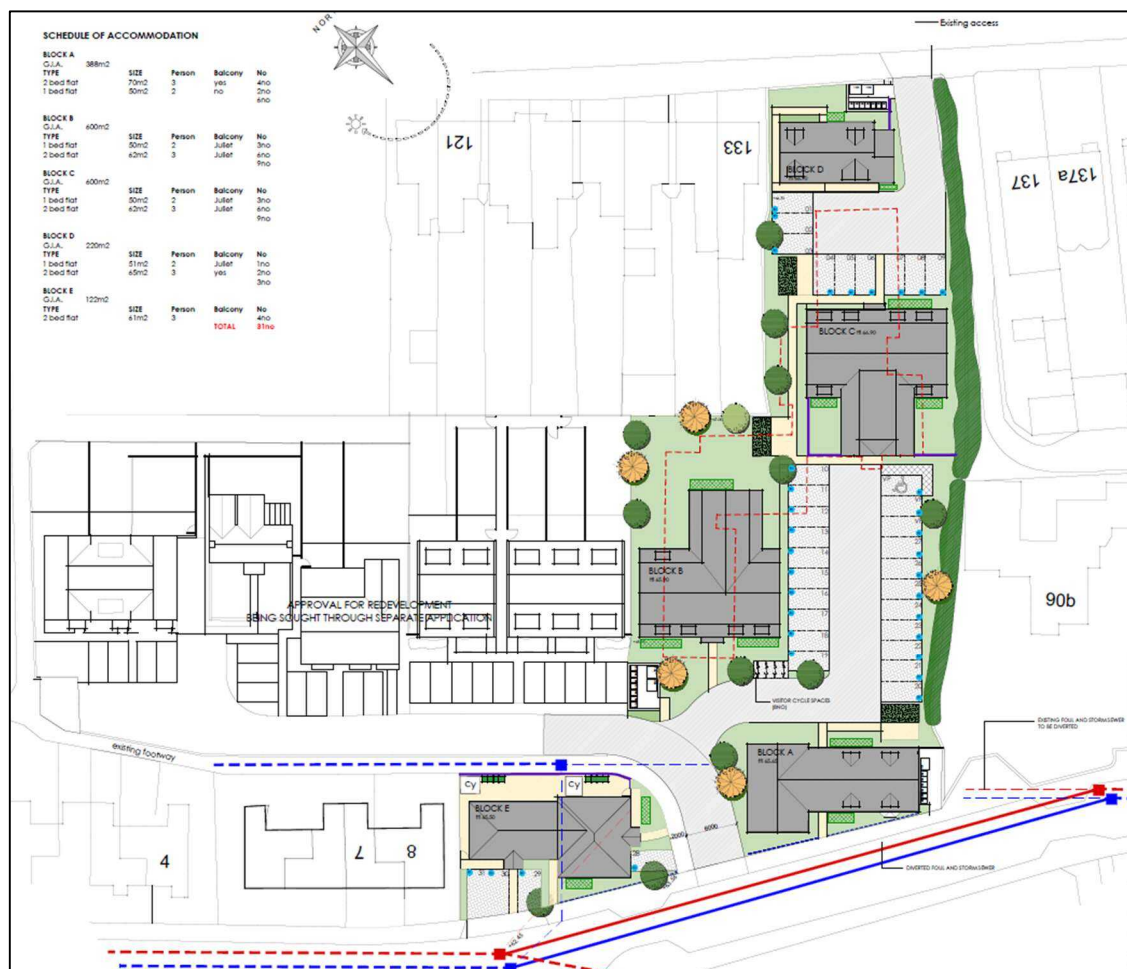
4.1 The application proposals are for 31 residential units comprising:

- i. 9x1-bed flat
- ii. 22x2-bed flat

4.2 The applicant has confirmed that the proposed units will be affordable housing delivered through a registered provider.

4.3 The proposed site layout plan (reference 2316-003-D) is contained in **Appendix 6**, with an extract provided as **Figure 4.1**.

Figure 4.1 – Proposed site layout plan



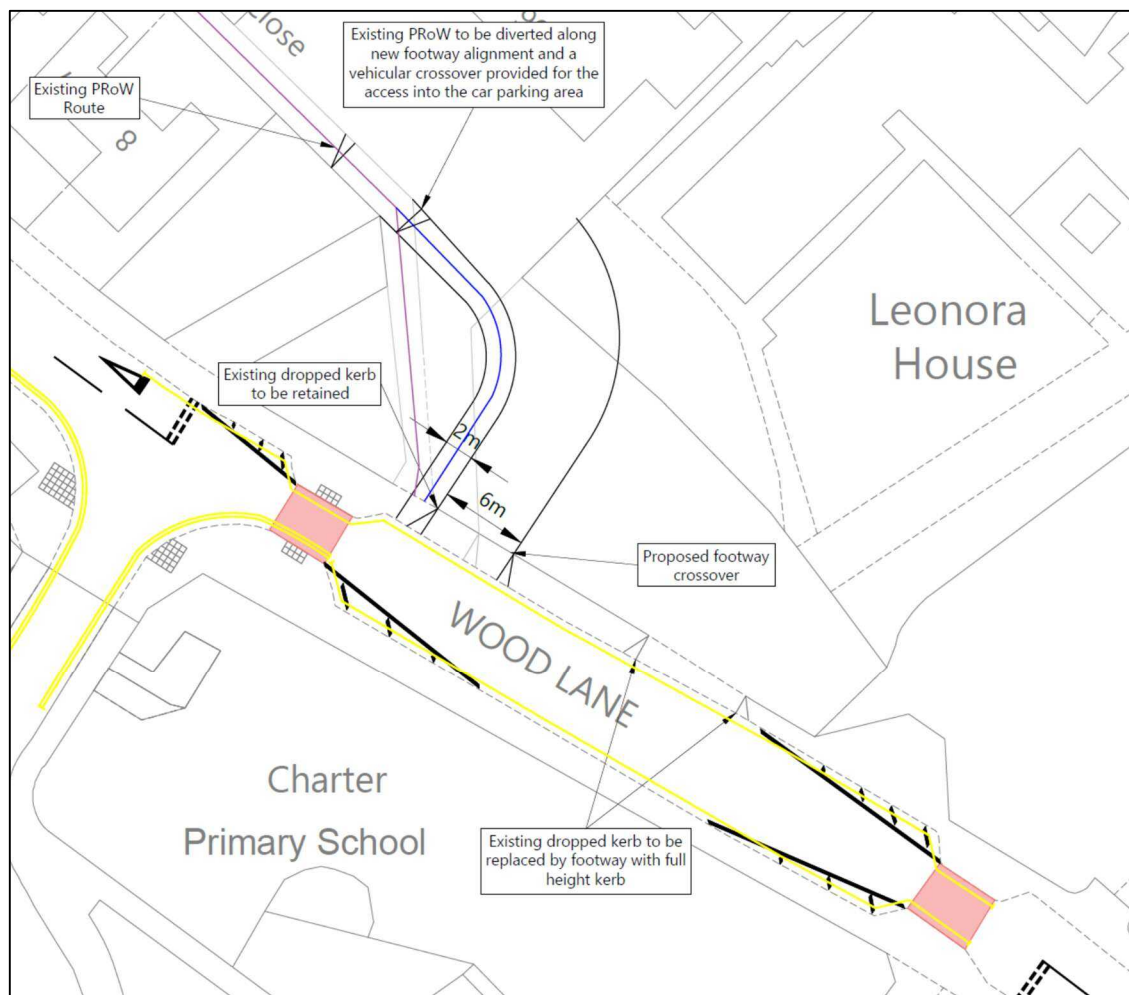
4.4 The proposals include:

- i. 34 parking spaces, including:
 - 31 allocated spaces, each with passive cable routes to facilitate future E.V charging provision
 - Two standard visitor parking spaces
 - One accessible visitor parking space
- ii. 60 secure, covered cycle parking spaces provided in the form of two-tier stands.
- iii. Four Sheffield cycle stands, providing parking for eight cycles including:
 - Three cycle parking spaces for visitors
 - Five cycle parking spaces that can accommodate large cycles (i.e. cargo bikes)
- iv. Vehicle access taken from Wood Lane, serving 25 of the proposed parking spaces
- v. Vehicle access taken from London Road, serving nine of the proposed parking spaces.

Proposed Site Access Arrangements – Wood Lane

- 4.5 As part of the planning application (reference 2025/08741), relating to the 90A Wood Lane (set out in **paragraph 1.4**), it is proposed that the existing junction arrangement with Wood Lane will be modified. This modified access arrangement (reference HTP/25167/01/A) is provided in **Appendix 7**, with an extract forming **Figure 4.2**.

Figure 4.2 – Proposed access arrangement – Wood Lane



- 4.6 From **Figure 4.2**, it can be seen that a 6.0 metre wide vehicle crossover will be provided extending to the east of the existing dropped kerb vehicle crossover. A 2.0 metre wide footway will be provided on the western side of the proposed site access, with full height kerbs.
- 4.7 This access arrangement is supplemented by the following drawings, also contained in **Appendix 7**:
- i. HTP/25167/03/A – This drawing shows the minor modifications the are required to the existing PRow route CHIP101
 - ii. HTP/25167/02/A – This drawing shows demonstrates that visibility splays of 2.4 x 43 metres can be achieved from the proposed access arrangement. This is commensurate with the signed 30mph speed limit
 - iii. HTP/25167/TR/01 – this demonstrates that a fire appliance is able to access and egress from Wood Lane, via the proposed access arrangement
 - iv. HTP/25167/TR/03 – this demonstrates that a 9.1 metre-long refuse collection vehicle is able to access and egress from Wood Lane, via the proposed access arrangement
- 4.8 It should be noted that the plans set out above were also provided as part of the planning application at numbers 90-92 Wood Lane (reference PL/2025/04121), which is summarised on **paragraph 1.5**. The highway consultation responding to this application raised not objection.

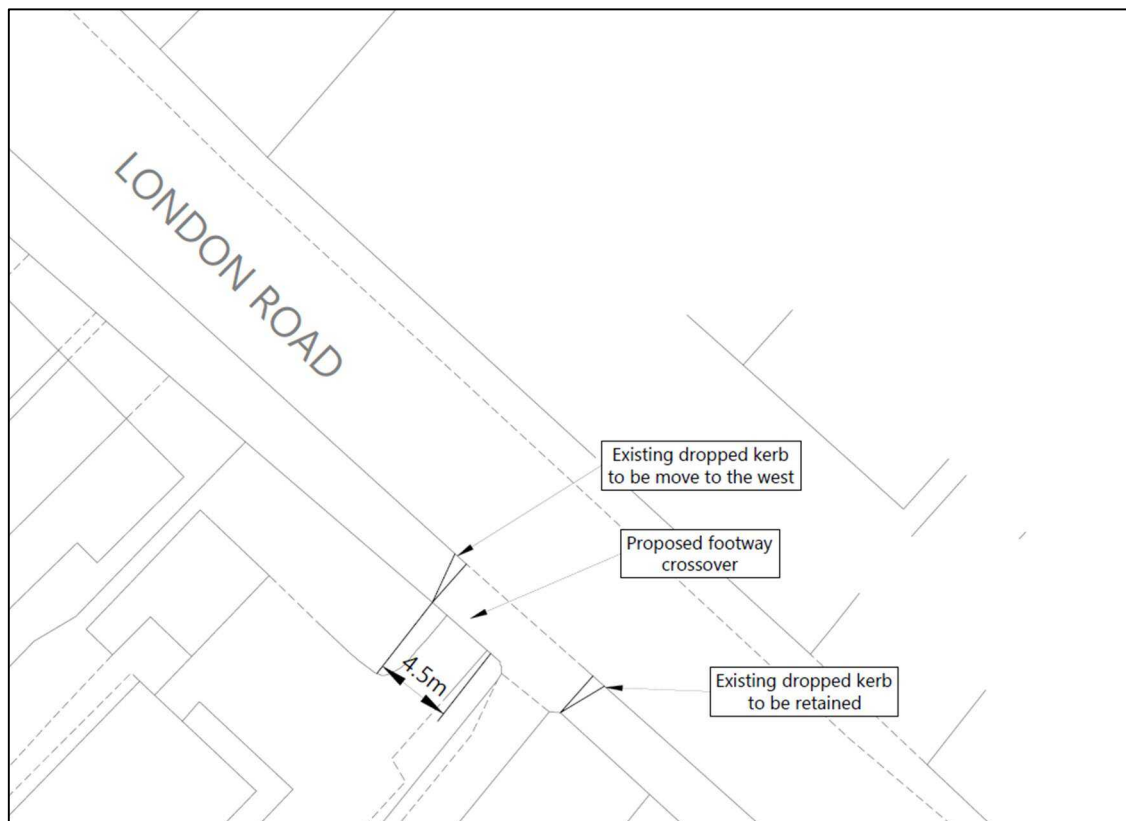
Access Gradient

- 4.9 The formal pre-application response noted that it is important that the access proposals have an acceptable gradient.
- 4.10 The proposed access from Wood Lane has a gradient which does not exceed the maximum recommended gradient of 1:12 (8.3%) for vehicular accesses set out in Manual for Streets.
- 4.11 It is therefore concluded that the proposed access gradient is acceptable, and that the proposed access arrangement taken from Wood Lane is appropriate.

Proposed Site Access Arrangements – London Road

- 4.12 The existing access from London Road will be modified to serve the proposed development. The modified access arrangement is shown on drawing reference HTP/25170/01/A, which is contained in **Appendix 8**, with an extract forming **Figure 4.3**.

Figure 4.3 – Proposed access arrangement – London Road



- 4.13 From **Figure 4.3** it can be seen that the existing vehicular access will be widened from 3.1 metres to provide a 4.5 metre wide footway crossover access. The existing dropped kerb to the west of the access will be extended to the west and the existing dropped kerb to the east of the access will be retained, continuing to provide access to the rear of 12 properties on London Road.
- 4.14 This vehicular access will provide access to nine of the proposed car parking spaces.
- 4.15 Drawing reference HTP/25170/02/A (contained in **Appendix 8**) confirms that visibility splays of 2.4 x 43 metres can be achieved from the proposed access arrangement. This is commensurate with the Manual for Streets requirement for the signed 30mph speed limit. This drawing also confirms that appropriate pedestrian visibility splays of 2.0 metres by 2.0 metres can be achieved from the back of the footway.
- 4.16 It is therefore considered that the proposed access arrangement taken from London Road are appropriate.

Strategy for the Emergency Services

- 4.17 The swept path analysis contained in **Appendix 7** demonstrates that a fire appliance is able to access and egress from Wood Lane via the proposed access arrangement.
- 4.18 Furthermore, swept path analysis contained in **Appendix 9** demonstrates that a fire appliance is able to enter the site from Wood Lane, manoeuvre within the site to access all buildings, and exit in a forward gear.
- 4.19 It should also be noted that a fire appliance stationary on London Road would be within 45 metres of all residential units accessed from the London Road parking area, which complies with the requirements of Building Regulations Approved Document B.
- 4.20 It is therefore considered that an appropriate strategy for the emergency services has been demonstrated

Car Parking

- 4.21 The Council's minimum parking standards are contained in the Wiltshire Local Transport Plan 2011- 2026 Car Parking Strategy - March 2015, and reproduced in **Table 4.1**.

Table 4.1 – Car parking standards and requirement

Unit Type	No. of units	Standard	Requirement
1-bed flat	9	1 space per dwelling	9
2-bed flat	22	2 spaces per dwelling	44
Total	31		53
Visitor parking		0.2 spaces per dwelling	6
Total requirement			59

- 4.22 The proposed development provides 34 car parking spaces, which represents a shortfall of 25 spaces against the Council's parking standards. The 34 proposed parking spaces will include:
- i. 31 parking spaces (one per dwelling)
 - ii. Two visitor spaces
 - iii. One accessible visitor space
- 4.23 The provision of one allocated parking space per dwelling ensures that each resident household has dedicated off-street parking.
- 4.24 Policy PS6 of the Wiltshire Council Car Parking Strategy states that *"Reduced residential parking requirements will be considered in the following circumstances: where there are significant urban design or heritage issues; where parking demand is likely to be low; where any parking overspill can be controlled."*
- 4.25 The reduced parking provision is considered appropriate and justified on the following grounds:

- i. **Sustainable location** - the application site is located within walking distance of local facilities including shops, schools, bus services, and Chippenham town centre, reducing the need to travel by private car
 - ii. **Affordable housing tenure** – the development comprises 100% affordable housing units where car ownership levels are typically lower than market housing
 - iii. **Cycle parking provision** – the development provides 68 cycle parking spaces, exceeding the policy requirement of 56 spaces, to encourage sustainable travel
 - iv. **Public transport accessibility** – the site is within 50 metres of bus stops on London Road providing frequent services to Chippenham town centre, Swindon, and surrounding areas
 - v. **S106 contribution** – the applicant is supportive of making a proportionate S106 contribution towards cycling network improvements connecting Wood Lane to the London Road corridor, as identified by the highway officer within the consultation response
 - vi. **On-street parking controls** – on-street parking in the vicinity is subject to restrictions which would manage any potential overspill
 - vii. **Travel plan measures** - a Travel Plan Statement will be secured by condition to promote sustainable travel choices
- 4.26 The provision of one off-street parking space per dwelling ensures that one parking space is available for each resident household, with two visitor spaces and one accessible space also provided.
- 4.27 Swept path analysis contained in **Appendix 9** demonstrates that all parking spaces can be safely and conveniently accessed.
- 4.28 It is therefore concluded that the proposed parking provision is appropriate and complies with Policy PS6.

Electric Vehicle Charging Provision

- 4.29 Building Regulations Approved Document S (Infrastructure for the charging of electric vehicles, 2021 edition with 2023 amendments) sets out requirements for EV charging provision in new residential developments.
- 4.30 For new dwellings with associated parking, the requirement is one active charge point per dwelling. For unallocated parking spaces (such as visitor spaces), passive provision in the form of cable routes must be provided to facilitate future installation.
- 4.31 The applicant has confirmed that passive cable routes will be provided to all 34 parking spaces to facilitate future EV charging installation. The details of EV charging provision, including the number and specification of active charge points, will be secured by planning condition.
- 4.32 This approach will enable compliance with the requirements of Building Regulations Approved Document S to be demonstrated at the detailed design stage.

Proposed Cycle Parking

- 4.33 Wiltshire Council's cycle parking standards are contained in the Local Transport Plan 3 (LTP3) Cycling Strategy, dated March 2014. For C3 residential dwellings, the standards require:
- i. One covered space per bedroom
 - ii. One visitor space per 20 bedrooms
- 4.34 The proposed development of 31 residential units with 53 bedrooms therefore requires:
- i. Resident spaces: 53 covered spaces
 - ii. Visitor spaces: $[53 \div 20] = 3$ spaces (rounded up)
 - iii. Total requirement: 56 spaces
- 4.35 The proposed site layout plan (**Figure 4.1**) confirms that a total of 68 cycle parking spaces will be provided, comprising:
- i. 60 secure, covered cycle parking spaces provided in the form of two-tier stands within lockable cycle stores
 - ii. Four Sheffield stands providing parking for eight cycles, including three visitor spaces and five spaces for larger cycles (e.g. cargo bikes, electric trikes)
- 4.36 In accordance with the requirements of LTN 1/20 and the highway officer's pre-application response, the Sheffield stands will provide accessible, ground-level parking for larger and adapted cycles, whilst the visitor spaces can be accessed without requiring entry to the secure cycle stores.
- 4.37 It is therefore concluded that the proposed cycle parking provision is appropriate and complies with LTN 1/20 guidance.

Strategy for Refuse Storage and Collection

- 4.38 The applicant has confirmed that a private refuse collection service will serve the site. The proposed site layout plan (**Figure 4.1**) confirms that refuse and recycling storage is provided throughout the site.
- 4.39 The refuse collection strategy comprises three elements:
- i. Refuse containers adjacent to the London Road access can be collected by a refuse vehicle stopped on London Road
 - ii. Refuse containers adjacent to the Wood Lane access can be collected by a refuse vehicle stopped on Wood Lane
 - iii. Refuse containers located within the internal areas of the site require the refuse vehicle to enter the site
- 4.40 The swept path analysis contained in **Appendix 7** demonstrates that a 9.1 metre-long refuse collection vehicle is able to access and egress from Wood Lane via the proposed access arrangement.
- 4.41 Furthermore, swept path analysis contained in **Appendix 9** demonstrates that a 9.1 metre-long refuse collection vehicle is able to enter the site, manoeuvre to all internal refuse collection points, and exit in a forward gear.

- 4.42 It is considered that a 9.1 metre-long refuse collection vehicle is the largest vehicle expected to require access to the site, with delivery and service vehicles typically being smaller than this. The proposed refuse collection arrangement is therefore considered to be appropriate.

Travel Plan Measures

- 4.43 A Travel Plan Statement will be secured by planning condition to promote sustainable travel choices for residents of the proposed development.
- 4.44 The following measures are likely to be incorporated:
- i. **Welcome pack** – each new resident will receive a welcome pack containing information on local bus services, walking and cycling routes, and details of the National Cycle Network
 - ii. **Cycle parking** – 68 secure cycle parking spaces are provided, exceeding the policy requirement, to encourage cycling
 - iii. **Travel information** – a noticeboard which will be regularly updated will be provided in a communal area displaying local bus timetables, walking and cycling maps, and sustainable travel information
 - iv. **Car club** – should car club services become available in Chippenham, residents will be provided with information on these services as an alternative to private car ownership
- 4.45 These measures will encourage sustainable travel patterns and reduce reliance on the private car, supporting the reduced parking provision.

S106 Contributions

- 4.46 The highway officer's pre-application response made reference to existing improvements to the local cycling network being provided from Wood Lane connecting to the London Road corridor.
- 4.47 The applicant is supportive of making a proportionate S106 contribution towards these cycling network improvements, recognising the sustainable location of the site and the reduced parking provision.
- 4.48 The scope and quantum of any contribution will be agreed with the highway authority.

Permanent Closure of Existing Accesses

- 4.49 The highways pre-application response noted that stopping up orders will be required to remove the existing vehicle accesses that are no longer required, and to return the kerbs to full height with associated re-surfacing of the footway.
- 4.50 The applicant acknowledges that the existing vehicle accesses that are no longer required will be permanently closed, with kerbs reinstated to full height and the footway resurfaced. This will be secured through a Section 278 agreement.

5.0 Trip Attraction Comparison

5.1 A trip comparison has been undertaken between the previous assisted living use, and the proposed affordable housing accommodation using the TRICS database (version: 8.25.12). To ensure that the datasets presented are robust, the following TRICS parameters have been used:

- i. Multi-modal surveys
- ii. All regions in Great Britain
- iii. Suburban Areas and Edge of Town Centre only
- iv. Weekday surveys only
- v. Surveys carried out during the most recent ten year period, (June 2015 – June 2025)
- vi. Surveys carried out during the Covid pandemic excluded

Existing Use

5.2 The extant use of Leonora Home is an assisted living residence with 30 units for residents (19 residential care bedrooms and 11 self contained apartments). A TRICS assessment has been carried out using the "03 – Residential/P – Assisted Living" dataset for multi-modal surveys with a parameter of between 40 and 58 units, which returned five surveys.

5.3 The trip rates and subsequent multi-modal trips associated with the assisted living use are set out in **Table 5.1** and **Table 5.2** respectively. The TRICS outputs are contained in **Appendix 10**.

Table 5.1 – Trip rate per unit

	Trip Rates (per unit)				
	AM Peak Hour		PM Peak Hour		Daily
	Arrival	Departure	Arrival	Departure	
Total Person	0.110	0.069	0.115	0.156	4.030
Pedestrian	0.014	0.014	0.018	0.032	0.538
Cyclist	0.005	0.000	0.000	0.000	0.033
Vehicles	0.083	0.050	0.092	0.124	2.918
Public Transport	0.005	0.005	0.000	0.000	0.107

Table 5.2 –Multi-modal development trips for 30 assisted living dwellings

	Trip Attraction (per 30 units)				
	AM Peak Hour		PM Peak Hour		Daily
	Arrival	Departure	Arrival	Departure	
Total Person	3	2	3	5	121
Pedestrian	0	0	1	1	16
Cyclist	0	0	0	0	1
Vehicles	2	2	3	4	88
Public Transport	0	0	0	0	3

- 5.4 From **Table 5.2** it can be seen that the existing assisted living use could attract up to around 88 vehicle movements per day, with up to four vehicle movements in the AM peak hour period, and up to seven vehicle movements during the PM peak hour period.

Proposed Use

- 5.5 A TRICS assessment has been carried out using the "03-Residential/D – Affordable/Local Authority flats dataset for multimodal surveys with a parameter of between 20 and 40 units, which returned five surveys.
- 5.6 The trip rates and subsequent multi-modal trips associated with the proposed use are set out in **Table 5.3** and **Table 5.4** respectively. The TRICS outputs are contained in **Appendix 10**.

Table 5.3 – Trip rate per unit

	Trip Rates (per unit)				
	AM Peak Hour		PM Peak Hour		Daily
	Arrival	Departure	Arrival	Departure	
Total Person	0.156	0.541	0.326	0.289	6.634
Pedestrian	0.089	0.296	0.111	0.089	2.583
Cyclist	0.007	0.037	0.015	0.022	0.235
Vehicles	0.044	0.096	0.141	0.119	2.396
Public Transport	0.000	0.067	0.044	0.007	0.675

Table 5.4 – Multi-modal development trips for 31 units

	Trip Rates (31 units)				
	AM Peak Hour		PM Peak Hour		Daily
	Arrival	Departure	Arrival	Departure	
Total Person	5	17	10	9	206
Pedestrian	3	9	3	3	80
Cyclist	0	1	0	1	7
Vehicles	1	3	4	4	74
Public Transport	0	2	1	0	21

- 5.7 From **Table 5.4** it can be seen that the proposed use is forecast to generate up to 74 vehicle movements per day, with up to four vehicle movements in the AM peak hour period, and up to eight vehicle movements during the PM peak hour period.

Trip Comparison

- 5.8 **Table 5.5** provides the net total multi-modal trips that will be generated by the application proposals. This is a calculation of the forecast trips from the proposed development minus the trips generated from the previous assisted living (**Table 5.4** minus **Table 5.2**).

Table 5.5 – Trip Comparison

	AM Peak Hour		PM Peak Hour		Daily
	Arrival	Departure	Arrival	Departure	
Total Person	+2	+15	+7	+4	+85
Pedestrian	+3	+9	+2	+2	+64
Cyclist	0	+1	+0	+1	+6
Vehicles	-1	+1	+1	0	-14
Public Transport	0	+2	+1	0	+18

- 5.9 From **Table 5.5**, it can be seen that the application proposals will result in:
- No net increase in vehicle movements during the AM Peak hour period
 - A net increase in one vehicle movement during PM peak hour period
 - An overall net decrease of 14 daily vehicle movements, this is equal to just over one fewer vehicle movement per hour
- 5.10 From the above, it can be seen that the application proposals will result in an overall decrease in vehicle movements, when compared to the existing assisted living use.

Cumulative Impact

- 5.11 The highway officer's pre-application response requested that the cumulative impact of this site, together with the adjacent sites at number 90A Wood Lane (reference PL/2025/08741) and numbers 90-92 Wood Lane (reference PL/2025/04121), be assessed.
- 5.12 **Table 5.5** demonstrates that the application proposals at Leonora House will result in a net decrease of 14 daily vehicle movements when compared to the existing assisted living use.
- 5.13 The adjacent developments at number 90A Wood Lane (five dwellings) and numbers 90-92 Wood Lane (six dwellings) will generate traffic typical of small-scale residential developments. Both applications have received no objection from the highway officer.
- 5.14 It is noted that the existing site access from Wood Lane already serves Leonora Home (30 units) as well as parking for 90 and 92 Wood Lane. The proposed coordinated access arrangement will serve a similar quantum of development.
- 5.15 Charter Primary School is located approximately 110 metres to the east of the site access on Wood Lane. The proposed access arrangements include a 2.0 metre wide footway on the western side with full height kerbs, ensuring safe pedestrian passage.
- 5.16 Paragraph 115 of the NPPF states that "*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*".
- 5.17 Policy CP61 of the Wiltshire Core Strategy requires that new development is capable of being served by safe access and does not have a detrimental impact on the safety of other road users.
- 5.18 Given the net reduction in vehicle movements from the Leonora House site, the modest scale of the adjacent developments (both of which have received no highway objection), and the provision of safe pedestrian infrastructure, it is concluded that the cumulative impact would not be severe and is not contrary to Wiltshire Core Strategy Policy CP61 or NPPF paragraphs 115 and 116.

6.0 Summary and Conclusions

6.1 This Transport Statement has been prepared in support of a forthcoming planning application to Wiltshire Council for 31 residential units at the former Leonora Home, Chippenham.

6.2 In Summary:

- i. The application proposals are located in a sustainable location in transport terms
- ii. The previous five years' collision data has been reviewed and it is confirmed there are no underlying road safety issues on the local highway network
- iii. The proposed site access arrangements are appropriate
- iv. An appropriate strategy for emergency services has been demonstrated
- v. The proposed car parking provision is appropriate
- vi. The proposed Electric Vehicle charging provision is appropriate
- vii. The proposed cycle parking provision is appropriate
- viii. An appropriate the strategy for the storage and collection of waste and recycling has been demonstrate.
- ix. The proposed Travel Plan measures have been confirmed and are appropriate
- x. The applicant's support for S106 contributions towards cycling network improvements has been confirmed
- xi. It has been demonstrated that the cumulative impact of the development, together with the adjacent sites at 90A and 90-92 Wood Lane, would not be severe

6.3 This Transport Statement finally concludes that that proposed 31 residential units will not have an adverse impact on either the capacity or safety of the local highway network and is therefore acceptable in highway terms.

Appendix 1

90A Wood Lane – Highways Consultation Response

Highway Development Control Consultation Response

Planning Application Ref: 2025/08741

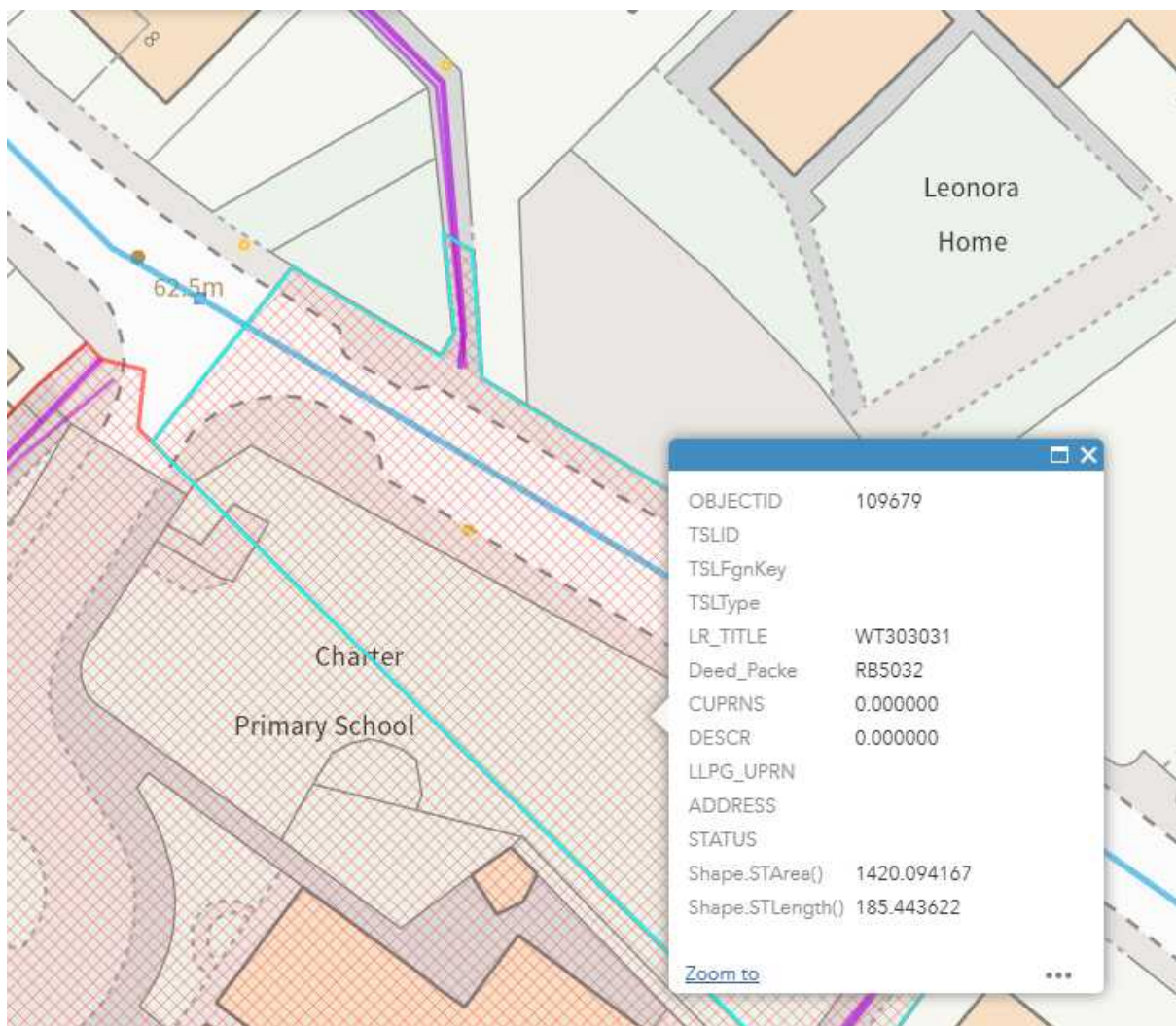
Site Address: 90A WOOD LANE, CHIPPENHAM,

Proposal: Erection of 5no. dwellings with associated works

Date of Consultation Response: 09/01/2026

I understand the above proposal is for the demolition of an existing bungalow and the erection of 5 number dwellings with 2 number parking spaces allocated to each dwelling. The parking does meet minimum parking standards except for the provision of a visitor parking space.

Given this is an outline permission and the actual outline of the red lined plan excludes an area of Wiltshire Council titled land that currently forms part of the Right of Way CHIP101. Given that the line of CHIP101 is to be altered then an agreement regarding the area hatched in the drawing below must be provided prior to any development. Title is WT303031, this must be stopped up so it no longer is titled to Wiltshire Council and is not held as maintainable at the expense of the public purse. An informative has been added to the comments.



The access arrangements propose a widened access that would be suitable as a shared access to the number of dwellings proposed. Tracking should show vehicles, typically waste vehicles can use the access, access for cycles via the cycle storage can be utilised within back garden access as a wide tarmacked path CHIP101 and ROW can be used to enter and exit the highway network and cycle storage can be addressed through the reserved matters process, to approved minimum standards.

The diverted CHIP101 must be completed as a legal order from the rights of way team at the expense of the applicant/developer.

Given the location of the proposal site the displacement of one visitor parking space on to the highway would not warrant a refusal on parking provision.

Cycle storage and EV charging has been included. The compact nature of the site should provide for waste bins to be picked up without obstruction being caused to the highway in an area heavily used by pedestrians.

There is sufficient turning and parking provision on-site, except for parking space for plot number 5 that is next to the site boundary. The tracking diagram shows the track of the car outside of the red line of the development. I note that all adjacent development sites are in common ownership and therefore development is expected to be harmonious, however, should the site to the northwest not come forward for development there is an expectation that the turning for plot 5 is provided.

Given the tight space a CEMP must be provided with detail of parking on-site and storage such that on street parking by visitors should remain at a minimum.

The site is accessible and is within a 10-to-15-minute walk of most town centre facilities.

Although bus services are a walk away there are options for walking and wheeling and cycle provisions near the site. Wiltshire Council is developing cycle routes for access from Wood Lane and it is expected that the development provides a contribution in provision of access or way-marking for these sustainable transport and active travel routes. This will improve connectivity to wider areas of Pewsham to service areas shopping and schools and will be a benefit to future occupiers of the development site.

It is therefore required for a Section 106 contribution and planning obligation to provide funds and with £1000 per dwelling a total of £5000 is required with this development.

I would recommend the following conditions.

No development shall commence on site (including any works of demolition), until a Construction Method Statement, which shall include the following:

- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- wheel washing facilities;
- measures to control the emission of dust and dirt during construction;
- a scheme for recycling/disposing of waste resulting from demolition and construction works; and
- measures for the protection of the natural environment.
- hours of construction, including deliveries;
- routing details and Banksman responsibilities to ensure in-time deliveries within a residential area

has been submitted to, and approved in writing by, the Local Planning Authority. The

approved Statement shall be complied with in full throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

No final surface materials shall be laid until the exact details of the surfacing material to be used for the parking area and the demarcation of the parking bays have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Should future development at 90-92 Wood Lane not come forward then any permission here granted should provide a suitable access, turning area and parking spaces in accordance with the details approved by the LPA. The areas shall be always maintained for those purposes thereafter.

REASON: To ensure that adequate provision is made for parking within the site in the interests of highway safety.

Informative

No construction / demolition vehicle access may be taken along CHIP101 without prior consultation with the Wiltshire Council Rights of Way Warden. Where appropriate any safety/mitigation/reinstatement measures must be approved by the Wiltshire Council Rights of Way Warden.

Reason: To ensure the public right of way remains available and convenient for public use.

No materials, plant, temporary structures, or excavations of any kind should be deposited / undertaken which obstruct or adversely affect the public right of way whilst development takes place.

Reason: To ensure the public right of way remains available and convenient for public use.

Informatives

The application involves an extension to the existing/creation of a new vehicle access/dropped kerb. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge, or other land forming part of the highway. Please contact our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application.

The existing adopted highway shall be stopped up and its use permanently established as private curtilage concurrently with the provision of the new access hereby approved being first brought into use. That stopping up shall take place in accordance with the approved details within one month of the completion of the development. Use our new online application form for stopping up orders - GOV.UK

REASON: In the interests of highway safety.

Regards

Ian Fry

If you have any queries regarding the above advice, please contact Ian Fry on 01225 771649, ian.fry@wiltshire.gov.uk

Appendix 2

90-92 Wood Lane - Highways Consultation Response

(<https://www.wiltshire.gov.uk/>)



Comment Highways Department's Comment

Planning Application

[PL/2025/04121](#)

[\(/pr/s/planning-...](/pr/s/planning-...)

Stance

No Objection - Subject to Condition

[Details \(?tabset-ae70b...](#)

[Files \(?tabset-ae70b=2\)](#)

▼ Information

Comment Name

Highways Department's Comment

Comment Number



WC-26-01-360404

Text



Highway Authority Comments

The Local Highway Authority has reviewed the submitted outline proposal, which reserves all matters except access. The following observations and requirements are noted:

Right of Way (CHIP101):

The revised plan correctly identifies the legal alignment of Public Right of Way CHIP101 along the northwest boundary of the site. The proposal indicates that the legal line of CHIP101 will be altered to connect with the access at Wood Lane.

This alteration must be legally secured through a Public Path Order, at the applicant's expense, prior to commencement of development. The applicant should liaise with the Rights of Way team to ensure compliance with statutory procedures.

Access Arrangements:

The proposed widened access is considered suitable to serve the number of dwellings indicated within the outline application.

Vehicle tracking diagrams have been provided and demonstrate that large vehicles, including refuse collection vehicles, can safely enter and exit the site.

Provision for cycle access is noted via the proposed tarmacked path along CHIP101, which will allow connection to the highway network.

Cycle storage and detailed arrangements will be addressed at the Reserved

Matters stage and must comply with the Council's minimum standards and follow guidance within LTN 1/20.

The site is accessible and is within a 10-to-15-minute walk of most town centre facilities. Although bus services are a walk away there are options for walking and wheeling and cycle provisions near the site. Wiltshire Council is developing cycle routes for access from Wood Lane and it is expected that the development provides a contribution in provision of access or way-marking for these sustainable transport and active travel routes. This will improve connectivity to wider areas of Pewsham to service areas shopping and schools and will be a benefit to future occupiers of the development site.

Relationship to Outline Application

PL/2025/08741:

The current proposal is dependent upon the approval of outline application PL/2025/08741.

Should PL/2025/08741 be refused, this application cannot proceed as the access arrangement is intrinsically linked to that scheme.

Therefore, determination of this application should reflect the outcome of PL/2025/08741.

Previous Permission (2022/00586):

The proposal does not comply with Condition 2 of the previously approved application (2022/00586) for the

erection of 5 dwellings at 90A Wood

Lane, Chippenham. However, that permission has now lapsed, and no approved access arrangement remains in force.

Recommended Planning Conditions

If the application is approved, the following conditions are recommended:

Access Construction:

No work shall commence on the development site until the access for PL/2025/08741 has been approved and carried out in accordance with a design and specification to be approved in writing with the Local Planning Authority and to be fully implemented to the satisfaction of the Local Planning Authority.

Reason: To secure a suitable access to the highway

Visibility Splays:

No dwelling shall be occupied until visibility splays of 2.4m x 43m have been provided at the site access. These splays shall be maintained free of obstruction above 0.6m in height at all times.

Public Right of Way Diversion:

The development shall not commence until the legal diversion of Public Right of Way CHIP101 has been completed and certified by the Local Highway Authority.

Cycle Parking:

Details of secure and covered cycle parking/storage shall be submitted and

approved at Reserved Matters stage and implemented prior to occupation.

Construction Traffic Management Plan (CTMP):

No development shall commence until a CTMP has been submitted to and approved by the Local Highway Authority. The CTMP shall include:

- Construction vehicle routing
- Parking and loading arrangements
- Wheel washing facilities
- Hours of operation

Surface Water Drainage:

Details of surface water drainage for the access road shall be submitted and approved prior to commencement to prevent water discharge onto the highway.

Informative

Date Created

The application involves an extension to the existing/creation of a new vehicle

access/dropped kerb. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath,

carriageway, verge or other land forming part of the highway. Please contact our

Vehicle Crossing Team on

vehicleaccess@wiltshire.gov.uk

(<mailto:vehicleaccess@wiltshire.gov.uk>)

and/or 01225 713352 or visit their Contact (<https://www.wiltshire.gov.uk/contact>) website at

Newsletter (<https://www.wiltshire.gov.uk/newsletter>)

<http://wiltshire.gov.uk/highways-streets>

Cookies (<https://www.wiltshire.gov.uk/cookies>)

(<http://wiltshire.gov.uk/highways>-

Copyright (<https://www.wiltshire.gov.uk/copyright>)

Privacy (<https://www.wiltshire.gov.uk/privacy>)

Data protection ([https://www.wiltshire.gov.uk/data-protection-foi-](https://www.wiltshire.gov.uk/data-protection-foi-data-protection)

subject to the above requirements and

Accessibility (<https://www.wiltshire.gov.uk/accessibility>)

conditions, the Local Highway Authority
raises no objection in principle to the
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proposed access arrangements as shown,
provided that:

The legal diversion of Public Right of Way
CHIP101 is completed prior to
development.

Detailed design matters, including cycle
storage and internal layout, are
addressed at Reserved Matters stage.
The outcome of PL/2025/08741 is
confirmed before this application is
progressed.

S106 Contributions

A recommendation for a Section 106
contribution and planning obligation to
provide funds for connections to
improved shared use path facilities
within Chippenham and Pewsham area
totalling £5000 (£1000/dwelling) is
required with this development.

Appendix 3

Highways Pre-application Consultation Response

Highway Development Control Consultation Response

Planning Application Ref: ENQ/2025/01230

Site Address: LEONORA HOME, WOOD LANE, CHIPPENHAM, SN15 3DY

Proposal: Redevelopment of existing care home including demolition to provide 34 no. apartments in 4 buildings with associated car parking and landscaping.

Date of Consultation Response: 18/08/2025

The above is a pre-app consultation for the demolition of an existing building utilised as a care home and the erection of four buildings to contain a total of 34 number flats. There is parking proposed for 32 spaces and an additional 2 number fully accessible parking spaces.

The location is in a residential area and the access from Wood Lane sites opposite a primary school. The access from London Road is an existing access through a gate and can accommodate a single vehicle.

The consultation shows a revised access from Wood Lane and indicates the alignment for the neighbouring site as the plans provided through the withdrawn application 2023/01228 rather than the permitted scheme 2022/00586. The correct alignment is shown in plan number 19.016-002a from the permitted scheme and has also been provided by Avec Design. The approved plan for 2022/00586 will therefore have to be revised, before construction, if this new alignment from Wood Lane is to be utilised with any future plan for the Leonora House site.

Using Wiltshire minimum parking standards, the quantum of spaces that this scheme should provide is 65 (including 6 visitor spaces). This is calculated from the following requirement:

Table 7.1 Minimum parking standards (allocated parking)

Bed	Minim
1	1
2 to	2
4+	3
Visitor parking	0.2 spaces per dwelling (unallocated)

7.4

Garages will only count as part of the allocated parking provision where they meet the minimum size requirement of 6m x 3m (internal dimensions). This is to ensure that there is sufficient room for an average sized family car, a cycle and some storage provision. Where these minimum size requirements are not met, the council will require design statements and/or transport assessments to demonstrate the need for such provision and/or to set-out the role of alternatives (e.g. car ports which are unlikely to be used for storage and could therefore count towards allocated parking provision).

This reduction to 50% of the total number of car parking spaces required within the car parking strategy without any mitigation measures or justification for such a reduction would attract a potential highways objection on the highway grounds of failure to provide sufficient parking leading to displacement of cars onto the public highway where there is no capacity

to accommodate these extra cars. There is also some discrepancy within the Design and Access statement as the Access paragraph states 43 spaces are to be provided whereas the parking details and all the layout plans show 32 to 33 spaces total.

The two number accessible blue badge parking bays are located far from any of the residential buildings meaning they will be less desirable to use for drivers with limited mobility, it would be more advantageous to site accessible parking close to the residences.

There has been an offering of parking for 60 number cycles on site which may offer some alternatives to car travel from the site, however the storage should be LTN 1/20 compliant, and I would also expect to see secure cycle storage with sufficient space to store larger cycles such as electric trikes or cargos bikes. The type of storage offered is more suitable for cycle parking at a train station than secure lockable and accessible domestic storage.

The existing access from Wood Lane has a small section running from the rear of the footway for 8.5m that is titled to Wiltshire Council as owner under WT303031.

If the plan to make a single point of access from Wood Lane is followed, then stopping up orders will have to be followed to remove the vehicle accesses and return the kerbs to full height and associated re-surfacing of the footway.

There are existing improvements to the local cycling network being provided from Wood Lane and to connect with the London Road corridor. Therefore, a potential for S106 contributions to connect future residents with improved cycling offerings would be sought.

Should the sites be built out to the west of Leonora House then the shared access will see 34 cars utilising a shared access that enters the highway within traffic control measures and opposite a primary school putting additional traffic movements into an area where peak time traffic conflicts with young children walking to school. For this reason, the proposal may attract a highway objection on highway safety grounds as being contrary to CP 61 and NPPF 115, 116.

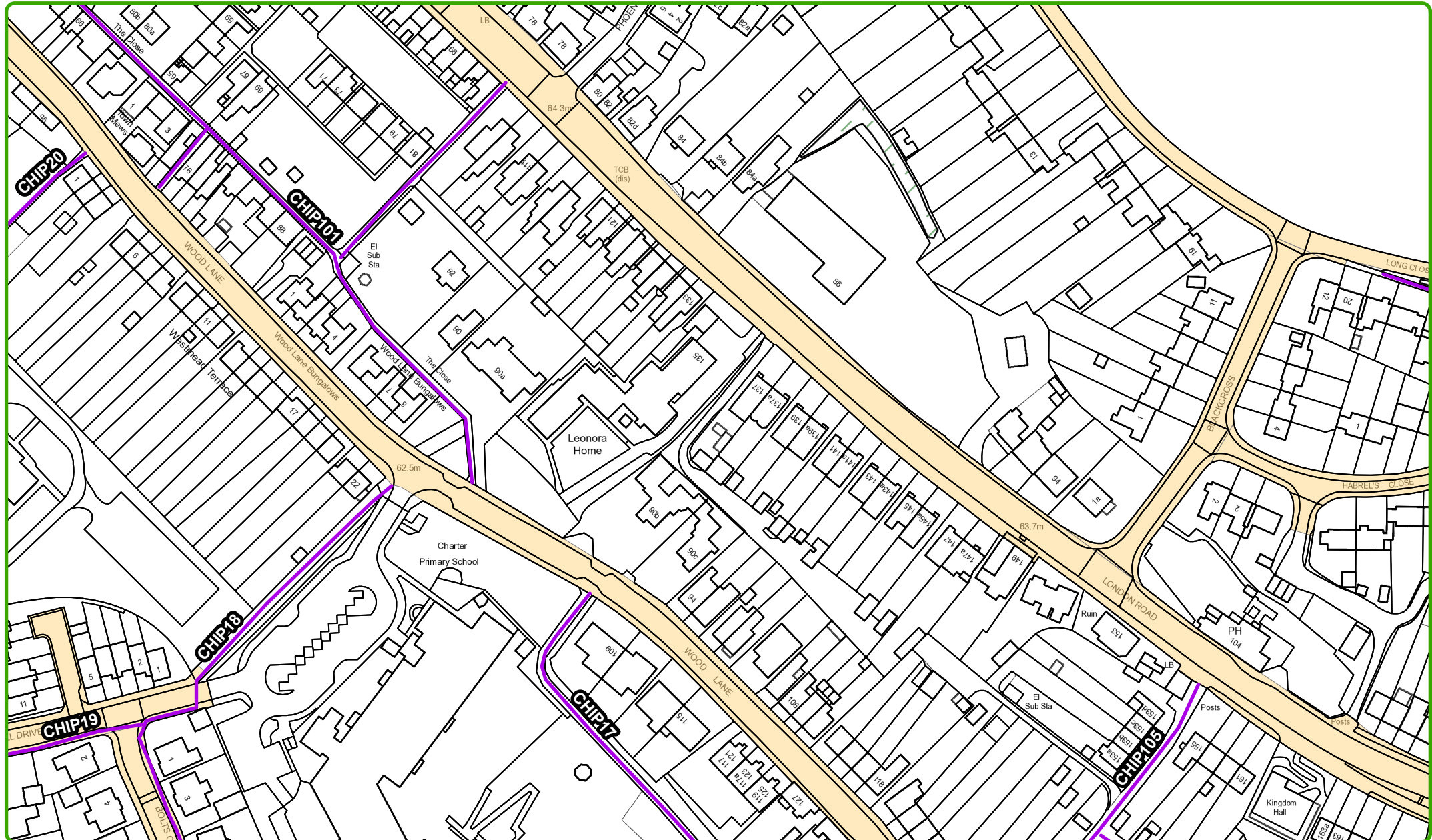
Ian Fry

If you have any queries regarding the above advice, please contact Ian Fry on 01225 771649, ian.fry@wiltshire.gov.uk

Appendix 4

Highway Ownership Records

Highways Plan London Road and Wood Lane, Chippenham



02/11/2021

Please Note

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

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N
1:1,500

Appendix 5

Personal Injury Collision Outputs

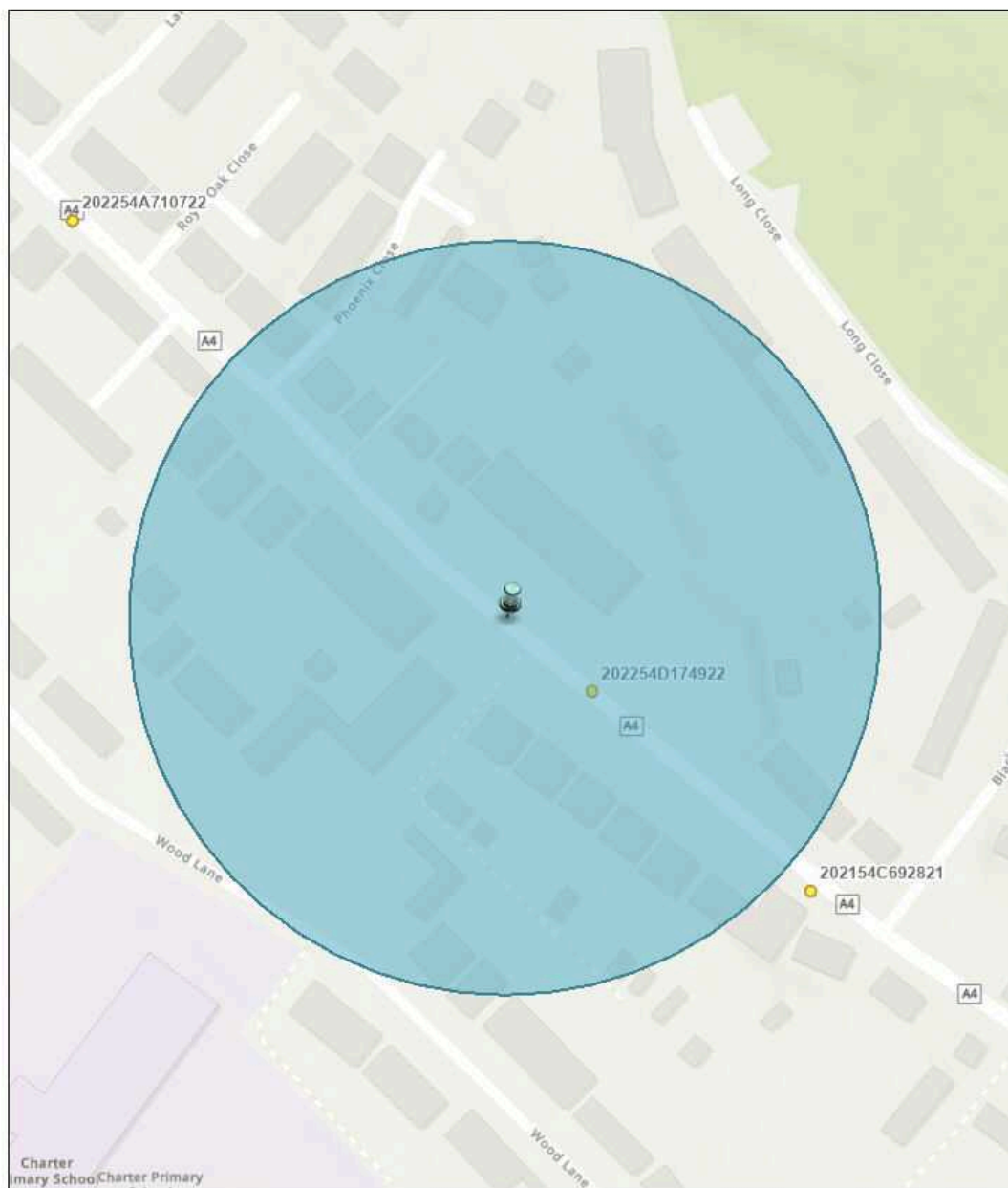


Crash Report

Area of Interest (AOI) Information

Area : 31,345.09 m²

Jan 20 2026 10:30:13 Greenwich Mean Time



Crashes

● Slight

Sources: Esri, Vantor, Airbus DS, USGS, NOAA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GDA, Geoland, FEMA, Intermap, and the GIS user community. Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Summary

Name	Count	Area(m²)	Length(m)
Crashes	1	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year
1	None	Slight	Police officer attended crash scene	December 15, 2022	2022

#	Number_of_vehicles	Number_of_casualties	Easting	Northing	Highway_Authority
1	2	2	392639	172662	Wiltshire

#	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit
1	U	Fine without high winds	Single carriageway	Wet or Damp	30

#	Light_conditions	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle
1	Darkness: street lights present and lit	Unknown	No physical crossing facility within 50 metres	0	0

#	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty	Involved_car
1	0	0	0	0	1

#	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control
1	0	0	0	Wiltshire	Give way or uncontrolled

#	Is_Provisional	Is_Amended	Web_Link	Count
1	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=202254D174922	1

Report produced from CrashMap Pro

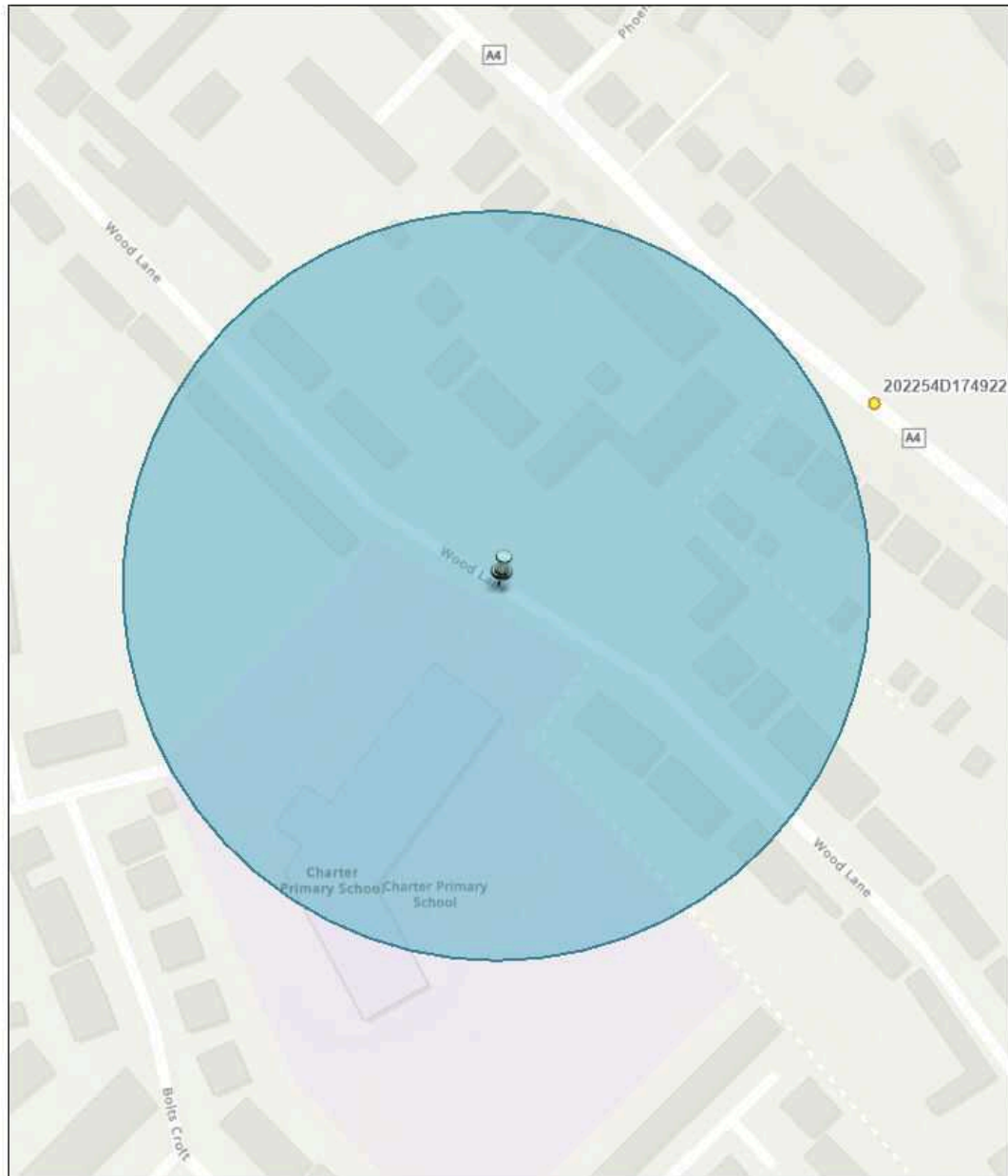


Crash Report

Area of Interest (AOI) Information

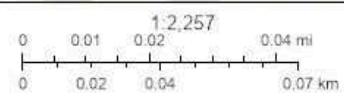
Area : 31,345.09 m²

Jan 20 2026 10:32:06 Greenwich Mean Time



Crashes

● Slight



Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatasystemen, Rijkswaterstaat, GDA, Geoland, FEMA, Intermap, and the GIS user community. Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Summary

Name	Count	Area(m²)	Length(m)
Crashes	0	N/A	N/A

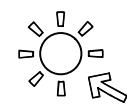
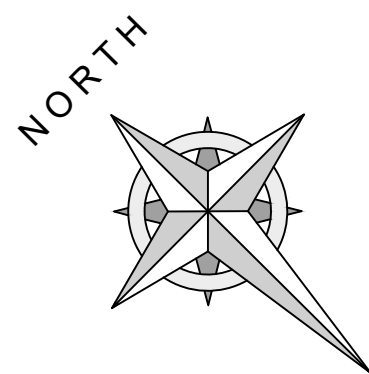
Report produced from CrashMap Pro

Appendix 6

Proposed Site Layout Plan

SCHEDULE OF ACCOMMODATION

BLOCK A					
G.I.A.	388m2				
TYPE		SIZE	Person	Balcony	No
2 bed flat	70m2	3		yes	4no
1 bed flat	50m2	2		no	2no
					6no
BLOCK B					
G.I.A.	600m2				
TYPE		SIZE	Person	Balcony	No
1 bed flat	50m2	2		Juliet	3no
2 bed flat	62m2	3		Juliet	6no
					9no
BLOCK C					
G.I.A.	600m2				
TYPE		SIZE	Person	Balcony	No
1 bed flat	50m2	2		Juliet	3no
2 bed flat	62m2	3		Juliet	6no
					9no
BLOCK D					
G.I.A.	220m2				
TYPE		SIZE	Person	Balcony	No
1 bed flat	51m2	2		Juliet	1no
2 bed flat	65m2	3		yes	2no
					3no
BLOCK E					
G.I.A.	122m2				
TYPE		SIZE	Person	Balcony	No
2 bed flat	61m2	3			4no
				TOTAL	31no



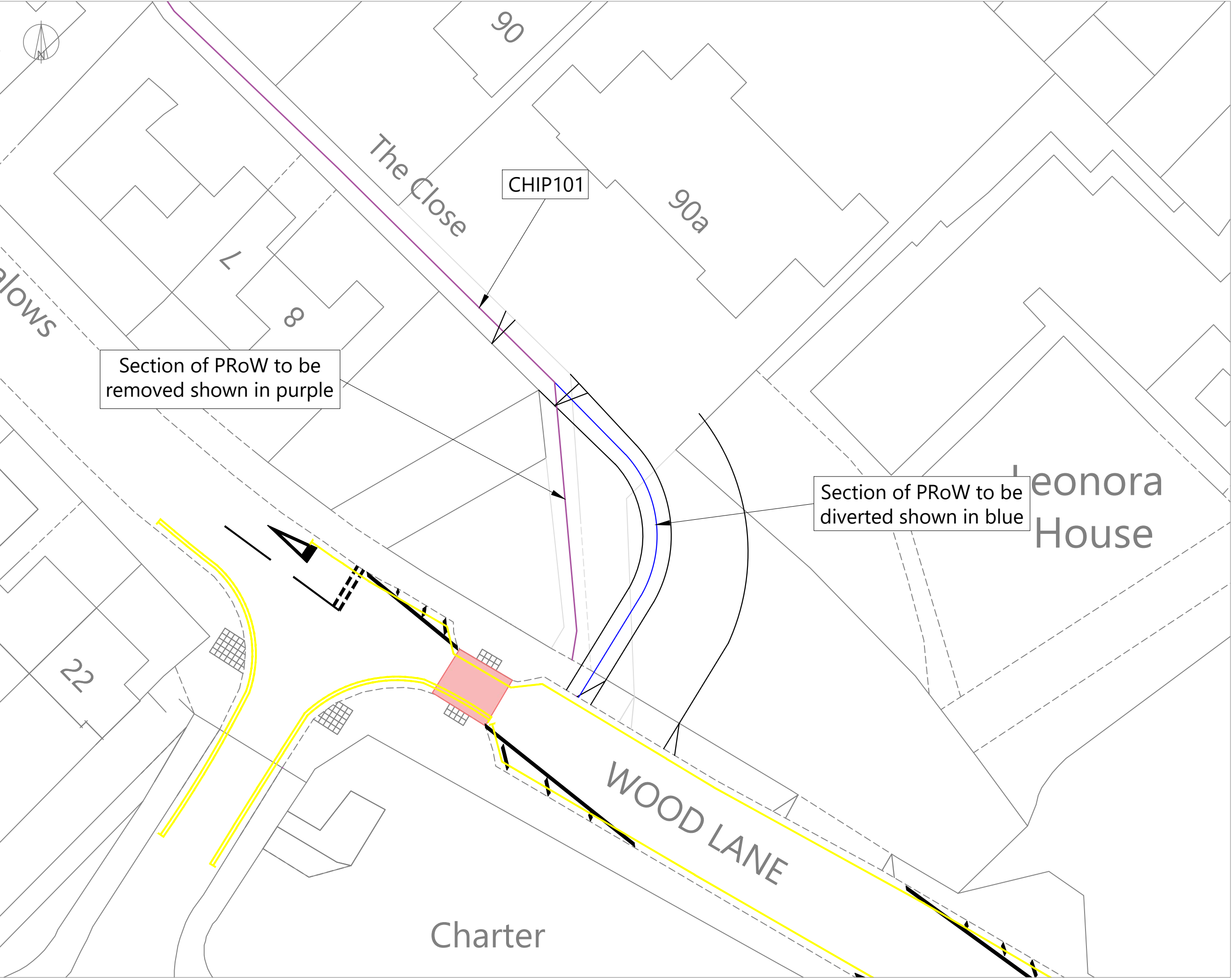
Legend

- Existing boundary hedge retained
- Line of Care Home to be demolished
- Cycle storage
60 Bike spaces
- Refuse and recycling store
Private collection
- Bioretention cell with Suds
Planting and vegetation
- 1000mm high railings
- 1200mm high Natural stone wall
- Permeable block paving
- Permeable tarmac
- Cable route provided to all parking spaces for future provision of EV charging

Avec Design.

Appendix 7

Proposed Site Access Arrangements and Supporting Drawings – Wood Lane



NOTES:

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Based on Architect's proposed site layout plan reference 19.016 - 002B received 23.10.2025

A	Updated Site Plan	JT	23.10.25
ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:

90A WOOD LANE, CHIPPENHAM

CLIENT:

HORIZON CONSTRUCTION

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
25167	03	1:250

SHEET NUMBER:

SHEET NUMBER 1 OF 1

SCALE BAR:

0m 5m 10m

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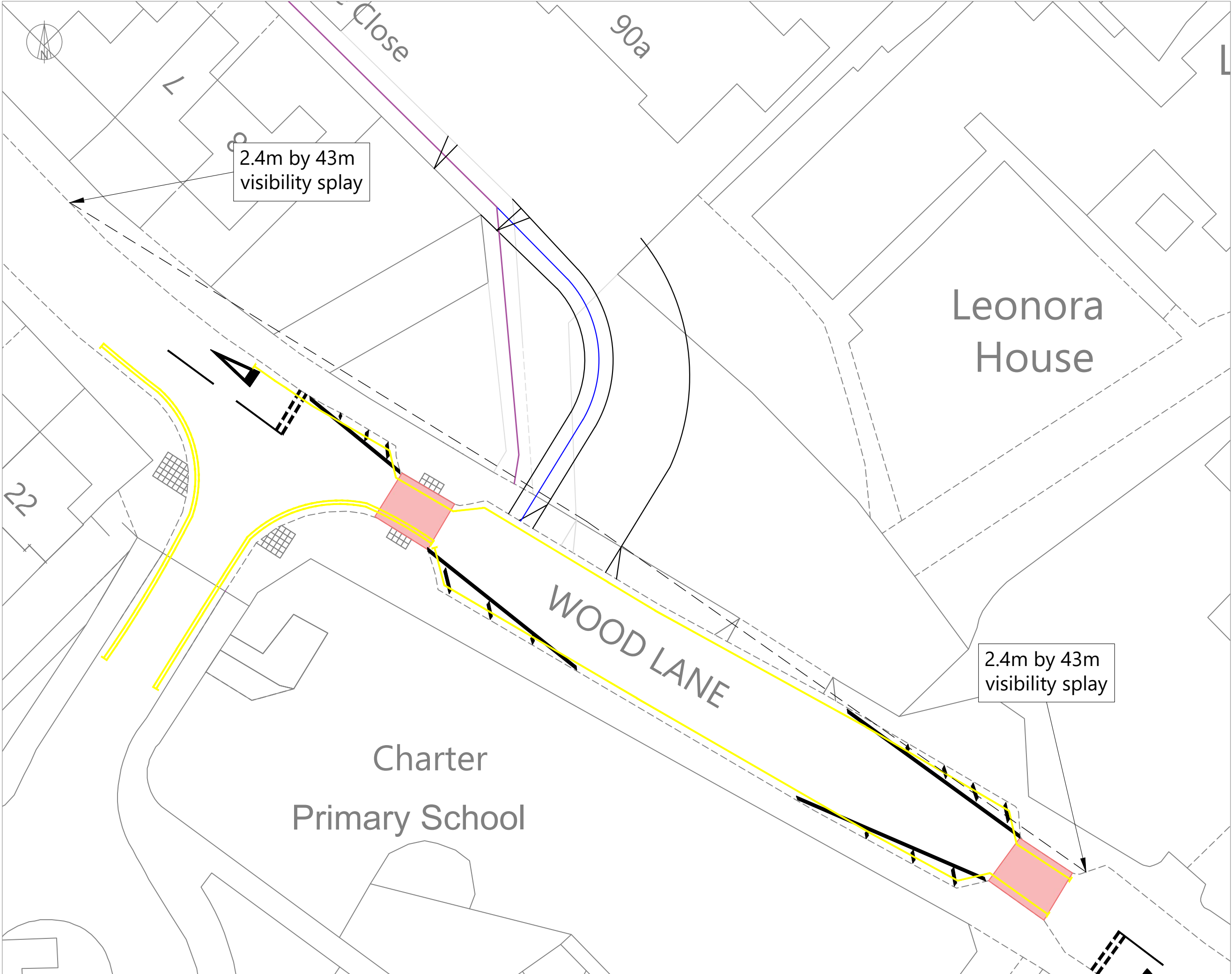
First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

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TITLE:

MODIFICATIONS TO PRoW ROUTE
CHIP101

DATE:	DRAWN BY:	CHECKED:
21/10/2025	JT	FB



NOTES:

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Based on Architect's proposed site layout plan reference 19.016 - 002B received 23.10.2025

A	Updated Site Plan	JT	23.10.25
ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:

90A WOOD LANE,
CHIPPENHAM

CLIENT:

HORIZON CONSTRUCTION

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
25167	02	1:250

SHEET NUMBER:

SHEET NUMBER 1 OF 1

SCALE BAR:

0m 5m 10m

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TITLE:

PROPOSED SITE ACCESS
ARRANGEMENT VISIBILITY SPLAYS

DATE:	DRAWN BY:	CHECKED:
21/10/2025	JT	FB



NOTES:

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Based on Architect's proposed site layout plan reference 19.016 - 002B received 21.10.2025

ISSUE	REASON FOR REVISION	BY	DATE

Fire Rescue Unit
meters

Width	: 2.50	Lock to Lock Time	: 6.0
Track	: 2.50	Steering Angle	: 34.3

PROJECT:

**90A WOOD LANE,
CHIPPENHAM**

CLIENT:

HORIZON CONSTRUCTION

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
25167	TR01	1:250

SHEET NUMBER:

SHEET NUMBER 1 OF 1

SCALE BAR:

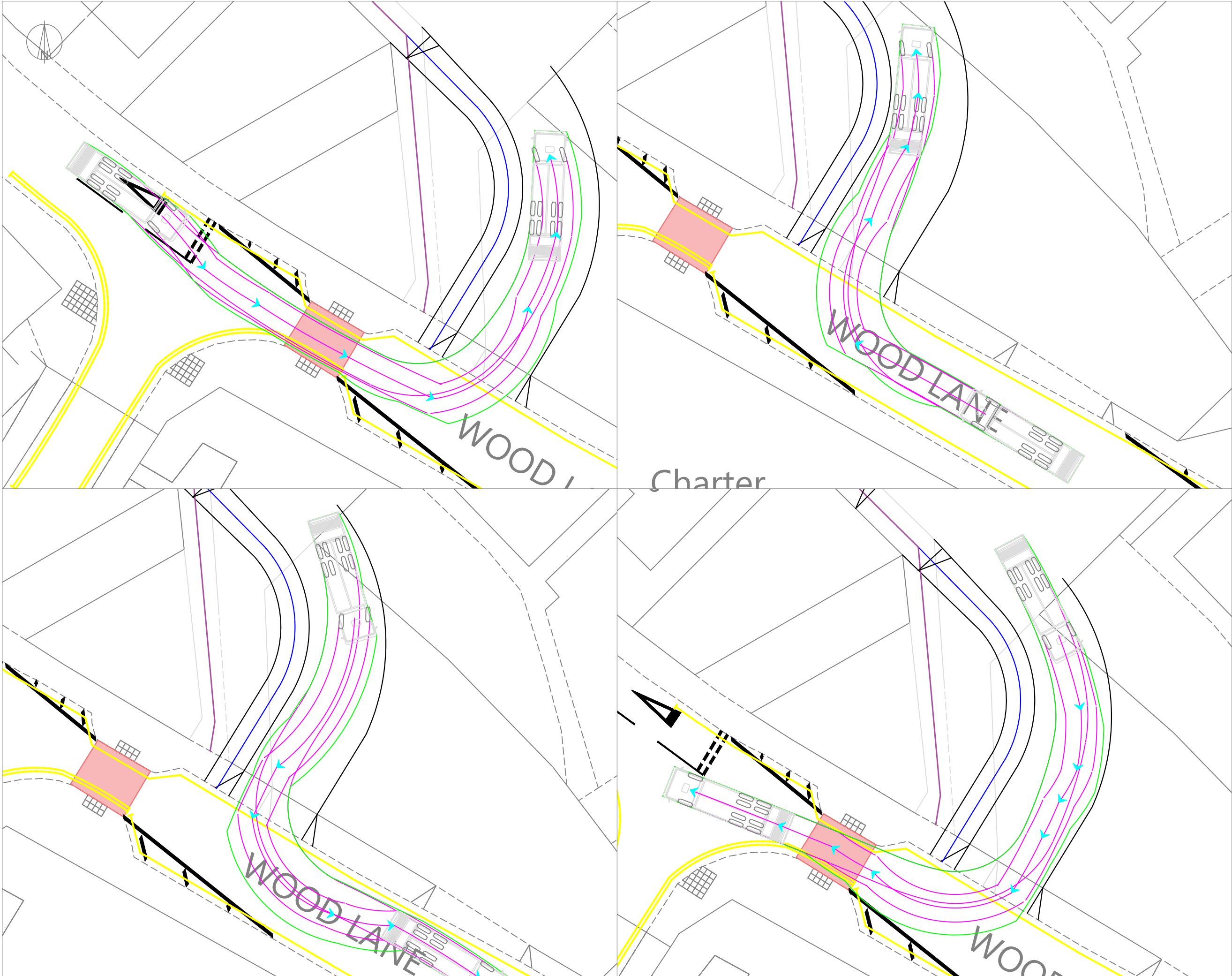
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Bristol BS1 5NL
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TITLE:

**FIRE APPLIANCE (SITE ACCESS)
SWEEP PATH ANALYSIS**

DATE:	DRAWN BY:	CHECKED:
21/10/2025	JT	FB



NOTES:

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Based on Architect's proposed site layout plan reference 19.016 - 002B received 21.10.2025

ISSUE	REASON FOR REVISION	BY	DATE

9.15

1.674.539.15

Dennis Eagle OL 19N 2014

Width : 2.25 meters

Track : 2.25

Lock to Lock Time : 6.0

Steering Angle : 34.9

PROJECT:
90A WOOD LANE,
CHIPPENHAM

CLIENT:
HORIZON CONSTRUCTION

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
25167	TR03	1:250

SHEET NUMBER:
SHEET NUMBER 1 OF 1

SCALE BAR:
0m5m10m

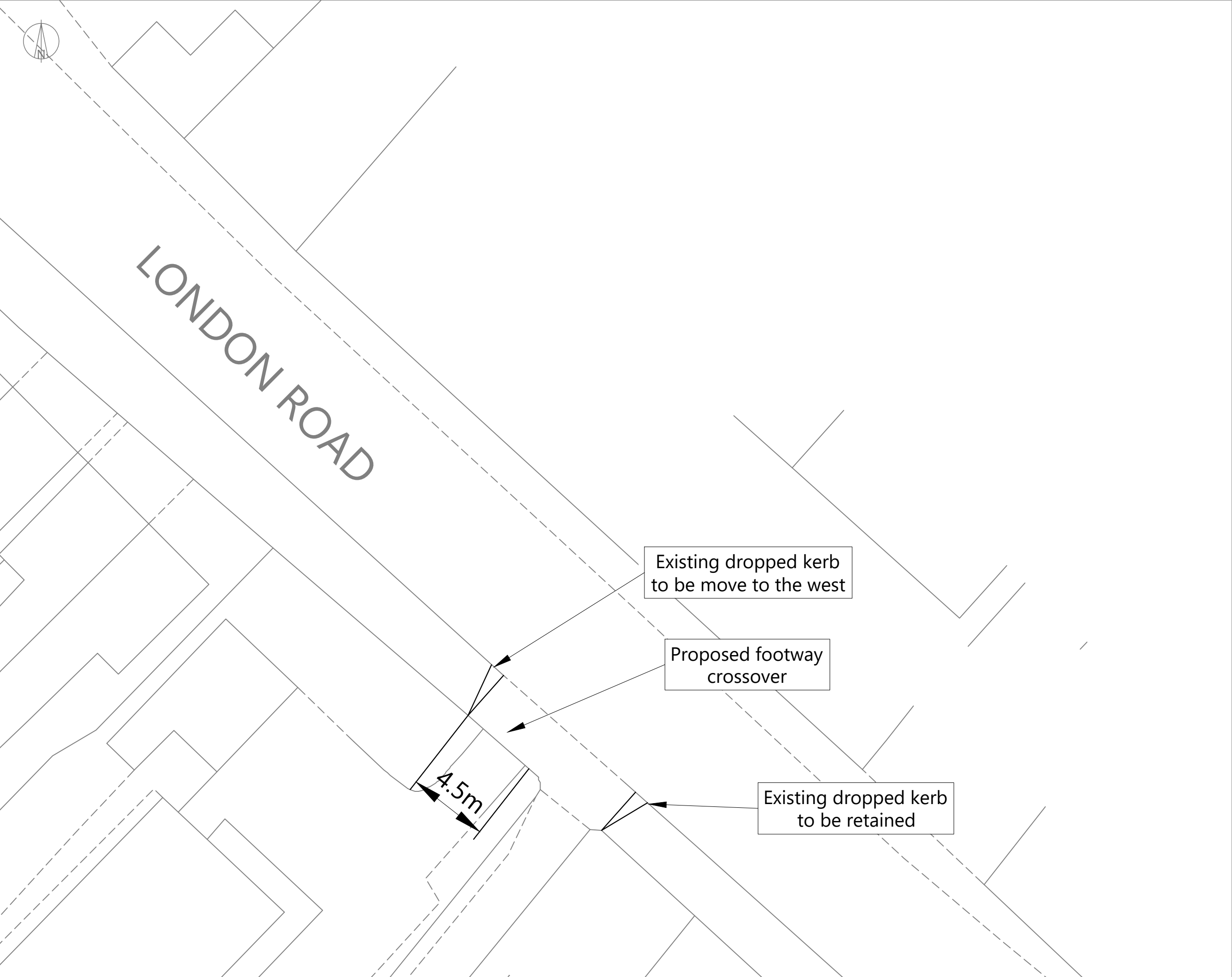
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TITLE:
REFUSE VEHICLE (SITE ACCESS)
SWEEP PATH ANALYSIS

DATE:	DRAWN BY:	CHECKED:
25/11/2025	JT	AH

Appendix 8

Proposed Site Access Arrangements and Supporting Drawings – London Road



NOTES:

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Based on Architect's Proposed Site Layout, drawing ref: 2316 - 003D, received 19.01.2026

A	Updated Site Layout Received	JT	27.01.26
ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:

LEONORA HOUSE,
CHIPPENHAM

CLIENT:

HORIZON CONSTRUCTION

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
25170	01	1:200

SHEET NUMBER:

SHEET NUMBER 1 OF 1

SCALE BAR:

0m 5m 10m

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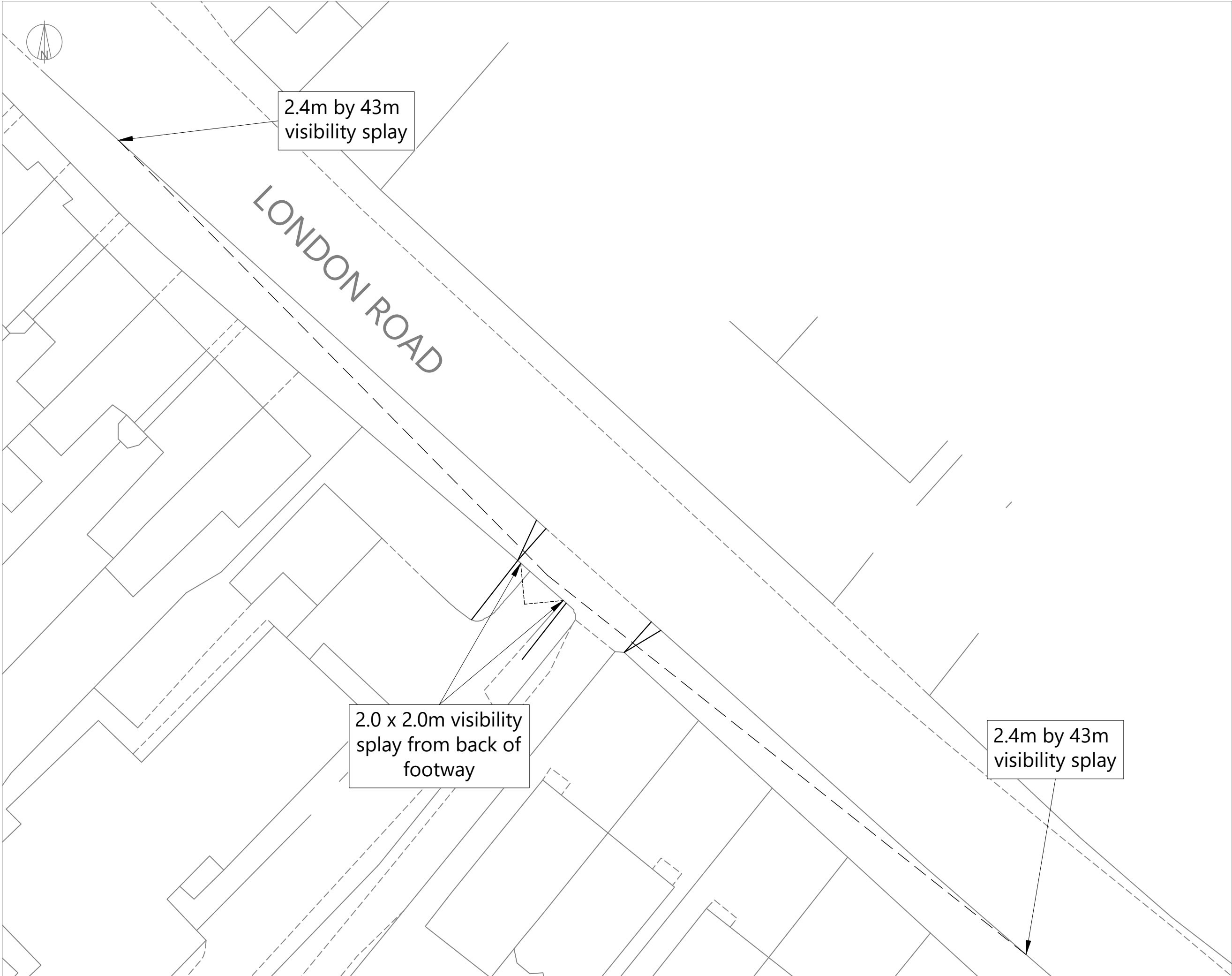
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Bristol BS1 5NL
01179 349 121

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TITLE:

PROPOSED SITE ACCESS -
LONDON ROAD

DATE:	DRAWN BY:	CHECKED:
19/01/26	JT	DC



NOTES:

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Based on Architect's Proposed Site Layout, drawing ref: 2316 - 003D, received 19.01.2026

A	Updated Site Layout Received	JT	27.01.26
ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:

LEONORA HOUSE,
CHIPPENHAM

CLIENT:

HORIZON CONSTRUCTION

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
25170	02	1:250

SHEET NUMBER:

SHEET NUMBER 1 OF 1

SCALE BAR:

0m 5m 10m

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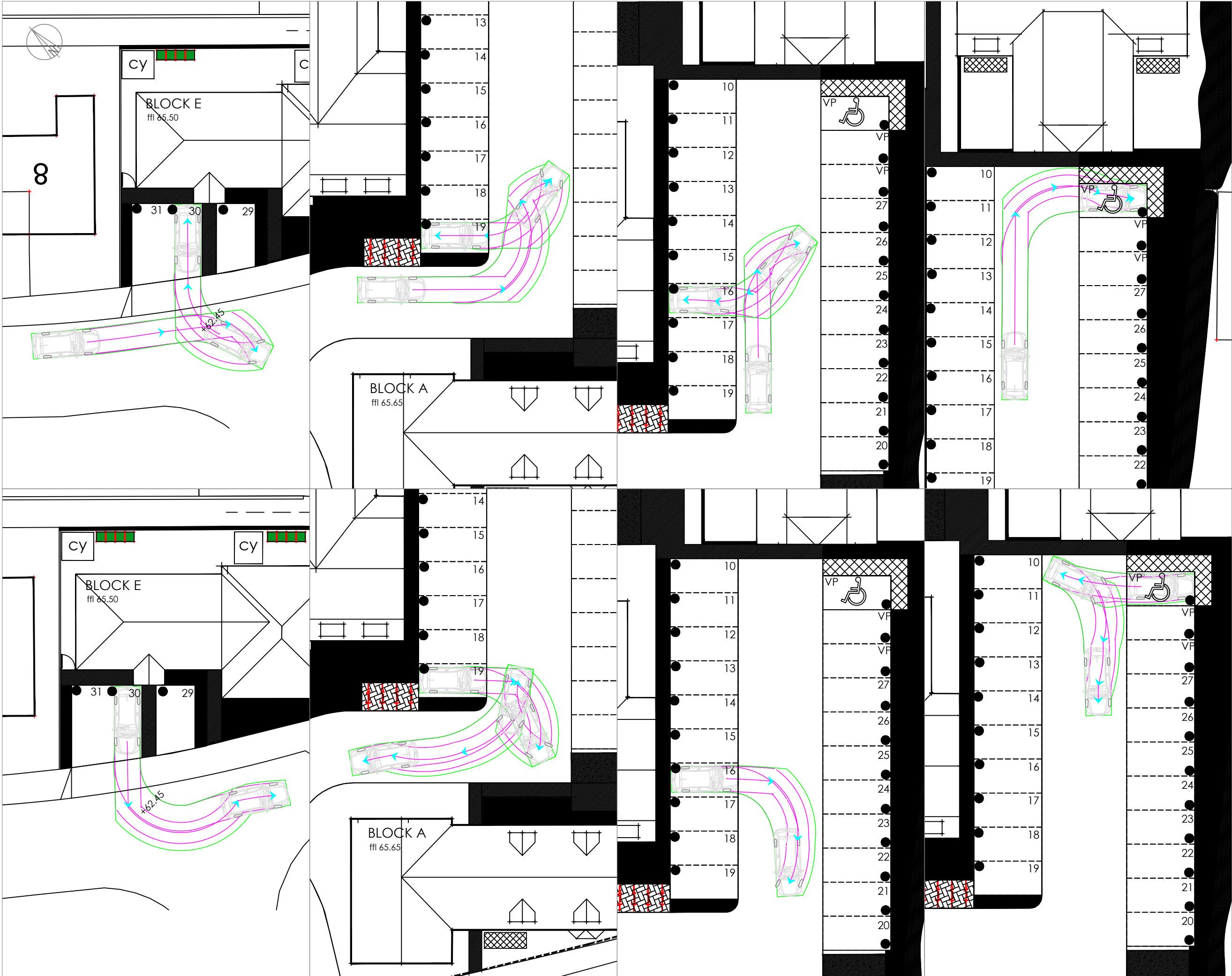
TITLE:

PROPOSED SITE ACCESS -
LONDON ROAD VISIBILITY SPLAYS

DATE:	DRAWN BY:	CHECKED:
21/01/26	JT	DC

Appendix 9

Swept Path Analysis



NOTES:

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Based on Architect's Proposed Site Layout, drawing ref: 2316 - 003D, received 19.01.2026

B	Updated Site Layout	JT	27.01.26
A	Updated Site Layout	JT	21.01.26
ISSUE	REASON FOR REVISION	BY	DATE

4800

900 2900

SDV

Width : 1800

Track : 1800

Lock to Lock Time : 6.0

Steering Angle : 37.8

mm

PROJECT:

LEONORA HOUSE, CHIPPENHAM

CLIENT:

HORIZON CONSTRUCTION

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
25170	TR01	1:250

SHEET NUMBER:

SHEET NUMBER 1 OF 2

SCALE BAR:

0m 5m 10m

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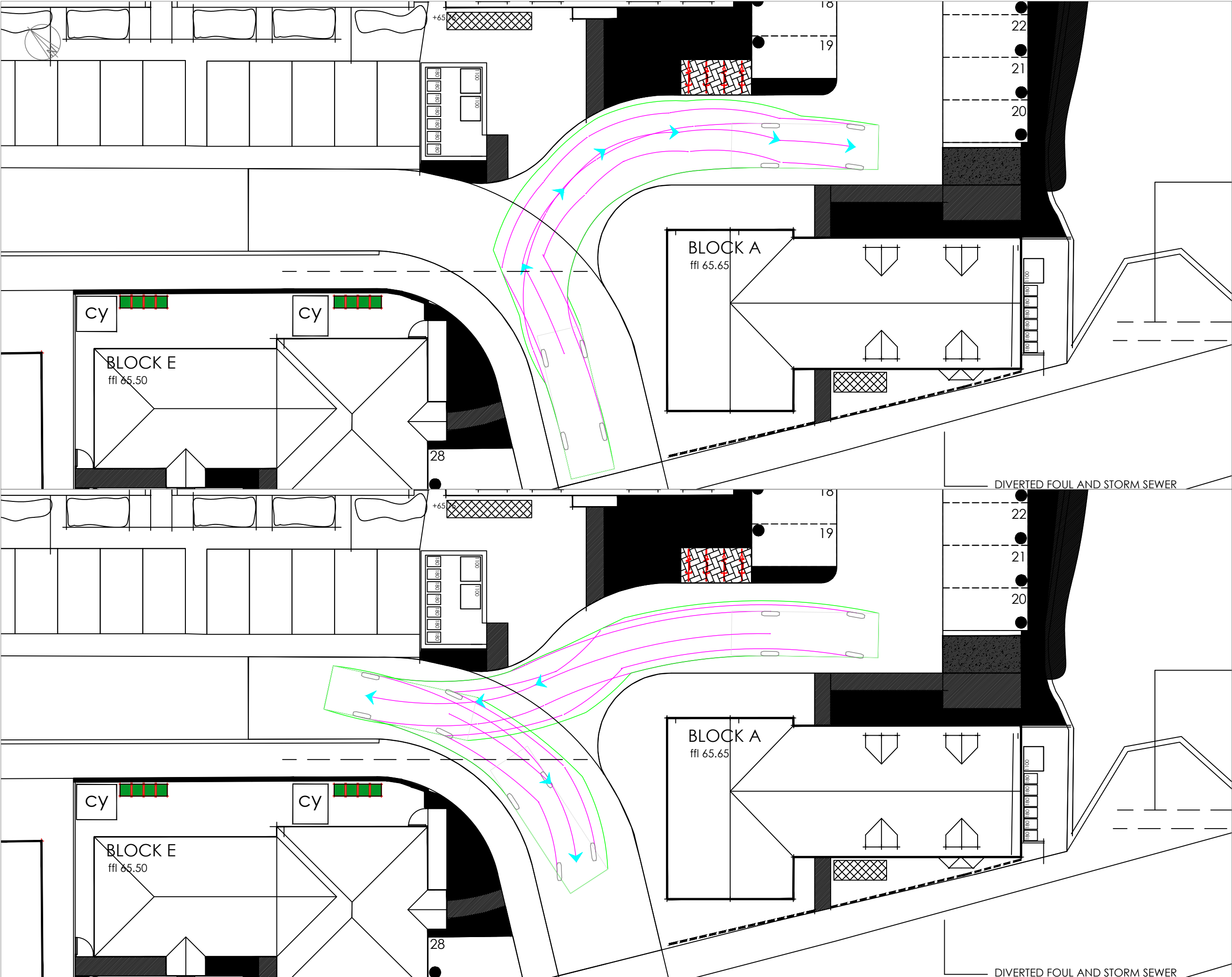
01179 349 121

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TITLE:

CAR SWEPT PATH ANALYSIS

DATE:	DRAWN BY:	CHECKED:
15/01/26	JT	FB



NOTES:

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Based on Architect's Proposed Site Layout, drawing ref: 2316 - 003D, received 19.01.2026

A	Updated Site Layout Received	JT	27.01.26
ISSUE	REASON FOR REVISION	BY	DATE

8290

1320 4790

Fire Rescue Unit

Width	: 2500 mm	Lock to Lock Time	: 6.0
Track	: 2500	Steering Angle	: 34.3

PROJECT:

**LEONORA HOUSE,
CHIPPENHAM**

CLIENT:

HORIZON CONSTRUCTION

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
25170	TR02	1:200

SHEET NUMBER:

SHEET NUMBER 1 OF 1

SCALE BAR:

0m 5m 10m

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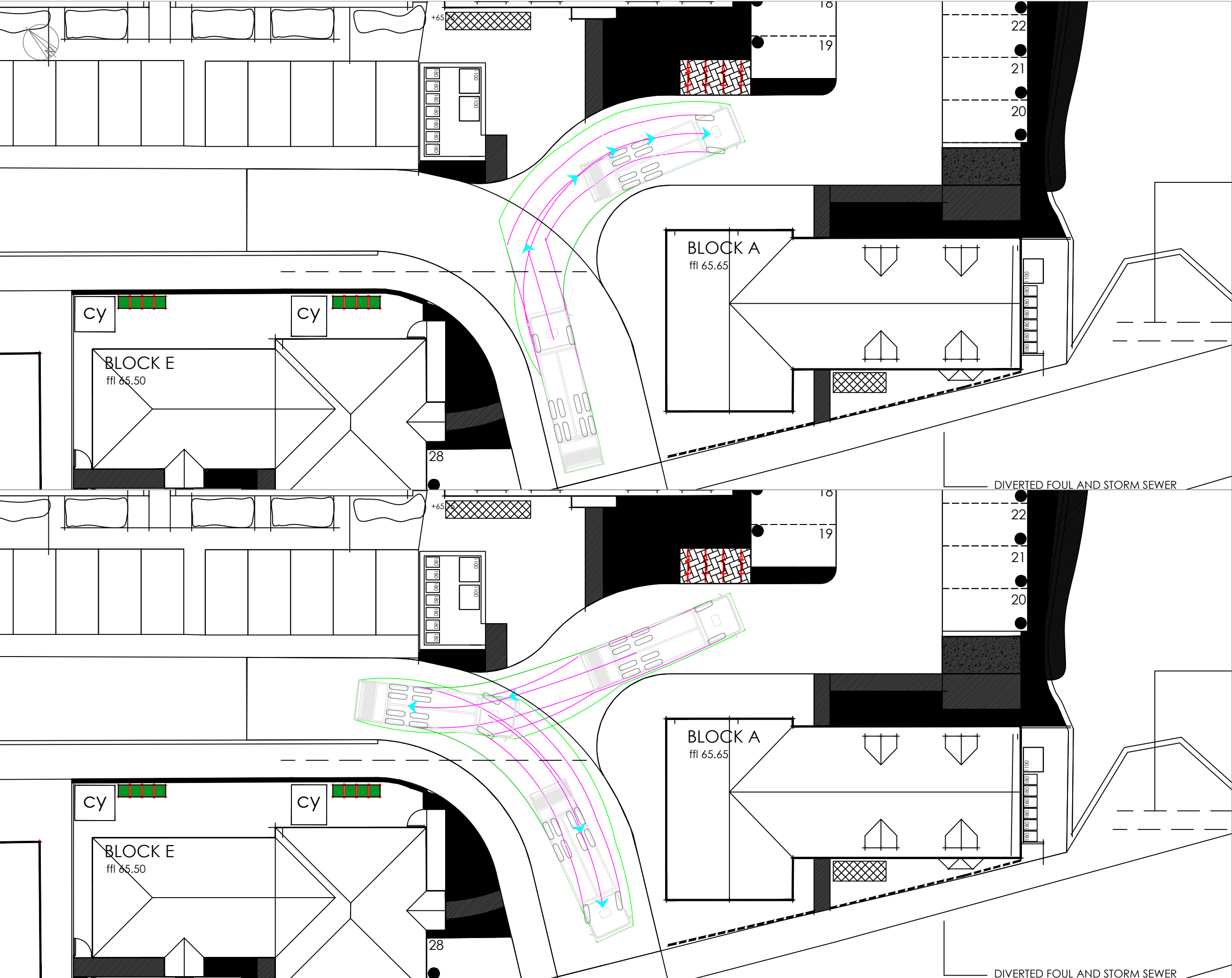
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Bristol BS1 5NL
01179 349 121

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TITLE:

**FIRE APPLIANCE
SWEEP PATH ANALYSIS**

DATE:	DRAWN BY:	CHECKED:
21/01/26	JT	DC



NOTES:

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Based on Architect's Proposed Site Layout, drawing ref: 2316 - 003D, received 19.01.2026

A	Updated Site Layout Received	JT	27.01.26
ISSUE	REASON FOR REVISION	BY	DATE

9150

1665 4525

Dennis Eagle OL 19N 2014

mm

Width : 2250

Track : 2250

Lock to Lock Time : 6.0

Steering Angle : 34.9

PROJECT:

**LEONORA HOUSE,
CHIPPENHAM**

CLIENT:

HORIZON CONSTRUCTION

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
25170	TR03	1:200

SHEET NUMBER:

SHEET NUMBER 1 OF 1

SCALE BAR:

0m 5m 10m

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TITLE:

**REFUSE VEHICLE
SWEEP PATH ANALYSIS**

DATE:	DRAWN BY:	CHECKED:
21/01/26	JT	DC

Appendix 10

TRICS Outputs

Audit Code: e52a18fd-0d54-4aa3-bc93-8fceeb9271da

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: D - AFFORDABLE/LOCAL AUTHORITY FLATS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	WF	WALTHAM FOREST	1 day
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
	NG	NOTTINGHAM	1 day

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

Audit Code: e52a18fd-0d54-4aa3-bc93-8fcee9271da

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:	DWELLS
Actual Range:	22 to 40 (units:DWELLS)
Range Selected by User:	20 to 40 (units:DWELLS)
Parking Spaces Range:	4 - 399

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	22/05/15 to 22/05/25

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	1 days
Thursday	2 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	5
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 Centre	1 days
Suburban Area	4 days

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:

Residential Zone	5 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 Included	2 days
Servicing vehicles Unknown	3 days

Audit Code: e52a18fd-0d54-4aa3-bc93-8fcee9271da

Secondary Filtering Selection:

Use Class:

C3	5 surveys
----	-----------

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:

3896 - 7820

Population within 1 mile:

15,001 to 20,000	1 surveys
25,001 to 50,000	3 surveys
50,001 to 100,000	1 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	3 surveys
250,001 to 500,000	1 surveys
500,001 or More	1 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	3 surveys
1.1 to 1.5	2 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: e52a18fd-0d54-4aa3-bc93-8fcee9271da

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	5 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:

6a - Excellent	1 surveys
No PTAL Present	4 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: e52a18fd-0d54-4aa3-bc93-8fcee9271da

1	GS-03-D-01	BLOCKS OF FLATS	GLOUCESTERSHIRE
SAINT STEPHEN'S ROAD CHELTENHAM SPA Suburban Area Residential Zone Site area: 0.5099999904632568 hect Survey date: Thursday 04/05/2023			
Survey Type: Manual			
2	GS-03-D-02	BLOCKS OF FLATS	GLOUCESTERSHIRE
PRINCESS ELIZABETH WAY CHELTENHAM SPA Suburban Area Residential Zone Site area: 0.25999999046325684 hect Survey date: Thursday 04/05/2023			
Survey Type: Manual			
3	LN-03-D-02	FLATS	LINCOLNSHIRE
ADDISON DRIVE LINCOLN Suburban Area Residential Zone Site area: 0.3100000023841858 hect Survey date: Wednesday 01/07/2015			
Survey Type: Manual			
4	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM
WATCOMBE ROAD NOTTINGHAM CARRINGTON Suburban Area Residential Zone Site area: 0.18000000715255737 hect Survey date: Tuesday 23/06/2015			
Survey Type: Manual			
5	WF-03-D-01	BLOCK OF FLATS	WALTHAM FOREST
ORFORD ROAD WALTHAMSTOW Edge of Town Centre Residential Zone Site area: 0.2800000011920929 hect Survey date: Monday 09/10/2023			
Survey Type: Manual			

Audit Code: e52a18fd-0d54-4aa3-bc93-8fcee9271da

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	5	27	0.059	0.104	0.163
08:00-09:00	5	27	0.044	0.096	0.140
09:00-10:00	5	27	0.126	0.119	0.245
10:00-11:00	5	27	0.074	0.111	0.185
11:00-12:00	5	27	0.126	0.111	0.237
12:00-13:00	5	27	0.059	0.044	0.103
13:00-14:00	5	27	0.074	0.089	0.163
14:00-15:00	5	27	0.111	0.096	0.207
15:00-16:00	5	27	0.126	0.133	0.259
16:00-17:00	5	27	0.170	0.111	0.281
17:00-18:00	5	27	0.141	0.119	0.260
18:00-19:00	5	27	0.059	0.052	0.111
19:00-20:00	1	24	0.042	0.000	0.042
20:00-21:00	1	24	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.211	1.185	2.396

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: e52a18fd-0d54-4aa3-bc93-8fcee9271da

Parameter Summary:

Trip rate parameter range selected:	20 - 40 (units: DWELLS)
Survey date date range:	23/06/2015 - 09/10/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

Audit Code: e52a18fd-0d54-4aa3-bc93-8fcee9271da

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	5	27	0.089	0.252	0.341
08:00-09:00	5	27	0.156	0.541	0.697
09:00-10:00	5	27	0.200	0.304	0.504
10:00-11:00	5	27	0.163	0.222	0.385
11:00-12:00	5	27	0.200	0.222	0.422
12:00-13:00	5	27	0.230	0.185	0.415
13:00-14:00	5	27	0.178	0.244	0.422
14:00-15:00	5	27	0.311	0.281	0.592
15:00-16:00	5	27	0.481	0.385	0.866
16:00-17:00	5	27	0.437	0.163	0.600
17:00-18:00	5	27	0.326	0.289	0.615
18:00-19:00	5	27	0.252	0.148	0.400
19:00-20:00	1	24	0.208	0.042	0.250
20:00-21:00	1	24	0.125	0.000	0.125
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.356	3.278	6.634

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: e52a18fd-0d54-4aa3-bc93-8fcee9271da

Parameter Summary:

Trip rate parameter range selected:	20 - 40 (units: DWELLS)
Survey date date range:	23/06/2015 - 09/10/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

Audit Code: e52a18fd-0d54-4aa3-bc93-8fcee9271da

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	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	5	27	0.000	0.015	0.015
08:00-09:00	5	27	0.007	0.037	0.044
09:00-10:00	5	27	0.007	0.007	0.014
10:00-11:00	5	27	0.000	0.007	0.007
11:00-12:00	5	27	0.000	0.000	0.000
12:00-13:00	5	27	0.000	0.000	0.000
13:00-14:00	5	27	0.007	0.007	0.014
14:00-15:00	5	27	0.000	0.007	0.007
15:00-16:00	5	27	0.015	0.015	0.030
16:00-17:00	5	27	0.022	0.015	0.037
17:00-18:00	5	27	0.015	0.022	0.037
18:00-19:00	5	27	0.030	0.000	0.030
19:00-20:00	1	24	0.000	0.000	0.000
20:00-21:00	1	24	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.103	0.132	0.235

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.

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Audit Code: e52a18fd-0d54-4aa3-bc93-8fcee9271da

Parameter Summary:

Trip rate parameter range selected:	20 - 40 (units: DWELLS)
Survey date date range:	01/07/2015 - 09/10/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

Audit Code: e52a18fd-0d54-4aa3-bc93-8fcee9271da

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	5	27	0.015	0.044	0.059
08:00-09:00	5	27	0.089	0.296	0.385
09:00-10:00	5	27	0.044	0.111	0.155
10:00-11:00	5	27	0.052	0.052	0.104
11:00-12:00	5	27	0.044	0.089	0.133
12:00-13:00	5	27	0.126	0.081	0.207
13:00-14:00	5	27	0.067	0.119	0.186
14:00-15:00	5	27	0.148	0.126	0.274
15:00-16:00	5	27	0.215	0.178	0.393
16:00-17:00	5	27	0.067	0.022	0.089
17:00-18:00	5	27	0.111	0.089	0.200
18:00-19:00	5	27	0.081	0.067	0.148
19:00-20:00	1	24	0.083	0.042	0.125
20:00-21:00	1	24	0.125	0.000	0.125
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.267	1.316	2.583

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.

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Audit Code: e52a18fd-0d54-4aa3-bc93-8fcee9271da

Parameter Summary:

Trip rate parameter range selected:	20 - 40 (units: DWELLS)
Survey date date range:	23/06/2015 - 09/10/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

Audit Code: e52a18fd-0d54-4aa3-bc93-8fcee9271da

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	5	27	0.000	0.030	0.030
08:00-09:00	5	27	0.000	0.067	0.067
09:00-10:00	5	27	0.015	0.037	0.052
10:00-11:00	5	27	0.007	0.015	0.022
11:00-12:00	5	27	0.015	0.007	0.022
12:00-13:00	5	27	0.007	0.052	0.059
13:00-14:00	5	27	0.022	0.022	0.044
14:00-15:00	5	27	0.015	0.015	0.030
15:00-16:00	5	27	0.037	0.007	0.044
16:00-17:00	5	27	0.104	0.000	0.104
17:00-18:00	5	27	0.044	0.007	0.051
18:00-19:00	5	27	0.067	0.000	0.067
19:00-20:00	1	24	0.083	0.000	0.083
20:00-21:00	1	24	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.416	0.259	0.675

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.

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Audit Code: e52a18fd-0d54-4aa3-bc93-8fcee9271da

Parameter Summary:

Trip rate parameter range selected:	20 - 40 (units: DWELLS)
Survey date range:	23/06/2015 - 09/10/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 66f3dd40-af42-4db8-acec-a64ef7a8812a

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: P - ASSISTED LIVING

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	WS	WEST SUSSEX
04	EAST ANGLIA	
	NF	NORFOLK
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK	WAKEFIELD
	NY	NORTH YORKSHIRE
09	NORTH	
	TW	TYNE & WEAR

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

Audit Code: 66f3dd40-af42-4db8-acec-a64ef7a8812a

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:	DWELLS
Actual Range:	40 to 58 (units:DWELLS)
Range Selected by User:	40 to 58 (units:DWELLS)
Parking Spaces Range:	9 - 59

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	14/03/19 to 05/06/25

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	1 days
Thursday	1 days
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:	
Manual count	5
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:	
Suburban Area	5 days

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:	
Residential Zone	5 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	1 days
Servicing vehicles Included	4 days

Audit Code: 66f3dd40-af42-4db8-acec-a64ef7a8812a

Secondary Filtering Selection:

Use Class:

C3	5 surveys
----	-----------

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:

1440 - 6382

Population within 1 mile:

10,001 to 15,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	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	2 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys
500,001 or More	1 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	2 surveys
1.1 to 1.5	3 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: 66f3dd40-af42-4db8-acec-a64ef7a8812a

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 5 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 5 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

1	AK-03-P-01	ASSISTED LIVING	WAKEFIELD
HALL ROAD WAKEFIELD LUPSET Suburban Area Residential Zone Site area: 0.5 hect Survey date: Tuesday 22/04/2025			
Survey Type: Manual			
2	NF-03-P-02	ASSISTED LIVING	NORFOLK
LAKENFIELDS NORWICH LAKENHAM Suburban Area Residential Zone Site area: 0.7099999785423279 hect Survey date: Friday 22/11/2019			
Survey Type: Manual			
3	NY-03-P-01	ASSISTED LIVING	NORTH YORKSHIRE
FENNELL GROVE RIPON Suburban Area Residential Zone Site area: 0.5199999809265137 hect Survey date: Tuesday 24/05/2022			
Survey Type: Manual			
4	TW-03-P-01	ASSISTED LIVING	TYNE & WEAR
KENTON ROAD NEWCASTLE UPON TYNE Suburban Area Residential Zone Site area: 1.100000023841858 hect Survey date: Thursday 07/10/2021			
Survey Type: Manual			
5	WS-03-P-01	ASSISTED LIVING	WEST SUSSEX
DURRINGTON LANE WORTHING Suburban Area Residential Zone Site area: 0.75 hect Survey date: Wednesday 18/05/2022			
Survey Type: Manual			

Audit Code: 66f3dd40-af42-4db8-acec-a64ef7a8812a

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	5	44	0.083	0.041	0.124
08:00-09:00	5	44	0.083	0.050	0.133
09:00-10:00	5	44	0.170	0.174	0.344
10:00-11:00	5	44	0.183	0.170	0.353
11:00-12:00	5	44	0.170	0.156	0.326
12:00-13:00	5	44	0.142	0.161	0.303
13:00-14:00	5	44	0.170	0.165	0.335
14:00-15:00	5	44	0.119	0.156	0.275
15:00-16:00	5	44	0.092	0.087	0.179
16:00-17:00	5	44	0.128	0.147	0.275
17:00-18:00	5	44	0.092	0.124	0.216
18:00-19:00	5	44	0.037	0.018	0.055
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.469	1.449	2.918

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.

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Audit Code: 66f3dd40-af42-4db8-acec-a64ef7a8812a

Parameter Summary:

Trip rate parameter range selected:	40 - 58 (units: DWELLS)
Survey date date range:	22/11/2019 - 22/04/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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Audit Code: 66f3dd40-af42-4db8-acec-a64ef7a8812a

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	5	44	0.106	0.050	0.156
08:00-09:00	5	44	0.110	0.069	0.179
09:00-10:00	5	44	0.216	0.211	0.427
10:00-11:00	5	44	0.234	0.252	0.486
11:00-12:00	5	44	0.234	0.239	0.473
12:00-13:00	5	44	0.202	0.225	0.427
13:00-14:00	5	44	0.225	0.243	0.468
14:00-15:00	5	44	0.170	0.220	0.390
15:00-16:00	5	44	0.161	0.138	0.299
16:00-17:00	5	44	0.183	0.188	0.371
17:00-18:00	5	44	0.115	0.156	0.271
18:00-19:00	5	44	0.060	0.023	0.083
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.016	2.014	4.030

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.

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Audit Code: 66f3dd40-af42-4db8-acec-a64ef7a8812a

Parameter Summary:

Trip rate parameter range selected:	40 - 58 (units: DWELLS)
Survey date range:	22/11/2019 - 22/04/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 66f3dd40-af42-4db8-acec-a64ef7a8812a

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	5	44	0.009	0.005	0.014
08:00-09:00	5	44	0.005	0.000	0.005
09:00-10:00	5	44	0.000	0.000	0.000
10:00-11:00	5	44	0.000	0.000	0.000
11:00-12:00	5	44	0.005	0.000	0.005
12:00-13:00	5	44	0.000	0.000	0.000
13:00-14:00	5	44	0.000	0.009	0.009
14:00-15:00	5	44	0.000	0.000	0.000
15:00-16:00	5	44	0.000	0.000	0.000
16:00-17:00	5	44	0.000	0.000	0.000
17:00-18:00	5	44	0.000	0.000	0.000
18:00-19:00	5	44	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.019	0.014	0.033

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: 66f3dd40-af42-4db8-acec-a64ef7a8812a

Parameter Summary:

Trip rate parameter range selected:	40 - 58 (units: DWELLS)
Survey date date range:	22/11/2019 - 24/05/2022
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

Audit Code: 66f3dd40-af42-4db8-acec-a64ef7a8812a

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	5	44	0.005	0.005	0.010
08:00-09:00	5	44	0.014	0.014	0.028
09:00-10:00	5	44	0.023	0.009	0.032
10:00-11:00	5	44	0.028	0.028	0.056
11:00-12:00	5	44	0.032	0.037	0.069
12:00-13:00	5	44	0.028	0.023	0.051
13:00-14:00	5	44	0.018	0.041	0.059
14:00-15:00	5	44	0.018	0.014	0.032
15:00-16:00	5	44	0.050	0.037	0.087
16:00-17:00	5	44	0.018	0.023	0.041
17:00-18:00	5	44	0.018	0.032	0.050
18:00-19:00	5	44	0.018	0.005	0.023
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.270	0.268	0.538

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: 66f3dd40-af42-4db8-acec-a64ef7a8812a

Parameter Summary:

Trip rate parameter range selected:	40 - 58 (units: DWELLS)
Survey date range:	22/11/2019 - 22/04/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 66f3dd40-af42-4db8-acec-a64ef7a8812a

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	5	44	0.009	0.000	0.009
08:00-09:00	5	44	0.005	0.005	0.010
09:00-10:00	5	44	0.009	0.014	0.023
10:00-11:00	5	44	0.000	0.009	0.009
11:00-12:00	5	44	0.000	0.005	0.005
12:00-13:00	5	44	0.000	0.000	0.000
13:00-14:00	5	44	0.005	0.000	0.005
14:00-15:00	5	44	0.014	0.018	0.032
15:00-16:00	5	44	0.009	0.000	0.009
16:00-17:00	5	44	0.005	0.000	0.005
17:00-18:00	5	44	0.000	0.000	0.000
18:00-19:00	5	44	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.056	0.051	0.107

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: 66f3dd40-af42-4db8-acec-a64ef7a8812a

Parameter Summary:

Trip rate parameter range selected:	40 - 58 (units: DWELLS)
Survey date date range:	07/10/2021 - 22/04/2025
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.