

Cereal Partners UK

New Factory Building Response Note

SLR Project No.: 416.066631.00001

26 February 2026

Revision: 1

RE: RESPONSE NOTE - PL/2025/09391

1.0 Introduction

- 1.1 SLR Consulting Ltd have been commissioned by Cereal Partners UK (CPUT) to provide transport and access advice in relation to a proposed extension to CPUT's facilities in Staverton, Trowbridge in Wiltshire.
- 1.2 The planning application associated with these proposals (Application reference: PL/2025/09391) considers:

"Construction of new factory building (use class b2) and associated works/infrastructure (2no.silos)"
- 1.3 SLR produced a Transport Statement dated 2nd of December 2025, in support of this application.
- 1.4 The Wiltshire Highways Department provided comments on the Transport Statement in Comment No: WC-26-01-360517 dated 16th of January 2025. A complete version of this Comment note is provided as **Appendix A**.
- 1.5 The content of the Highways comments were generally positive, ultimately concluding that the proposals do not meet the threshold for highways refusal, as defined in the National Planning Policy Framework (NPPF). However, the officer has outlined some areas that require additional information in order to satisfy the concerns they have raised.
- 1.6 This note provides a response to each of the items within the Highways comment that were considered to require additional details by the officer, and provides some additional clarifications on points made by the officer where relevant, including:
 - the officer's reference to 'the significant increase in overall traffic using the delivery access'
 - the mention by the officer that 'there are regular instances where large vehicles overhang the highway'

- the request for further information related to the 'delivery vehicle types/sizes'
- the request for further information related to how deliveries are managed and coordinated on site.

1.7 It is expected that this Response Note is read in conjunction with the December 2025 Transport Statement as some references are made to tables and details that were established in that document.

1.8 The items this note will address are as follows:

- **Section 2: Traffic Impact**
 - The comment related to the "significant increase" in overall traffic using the delivery access;
 - The comment related to "regular instances of overhang" occurring on the site access;
- **Section 3: Site Access:**
 - Providing details on the delivery vehicles used by CPUK;
 - Demonstrating that these vehicles are able to access the site via the weighbridge access without issue;
 - Providing details on the scheduling of vehicles used by CPUK; and
 - Demonstrating that future demand at the weighbridge access will be able to be processed without conflict.

2.0 Traffic Impact

Officer Comment

2.1 In their response, the officer has indicated:

"The Transport Statement concludes that the additional level of traffic is not considered significant, with particular reference to the peak highway periods. This is a view that I concur with in respect to the peak highway periods, as the additional traffic in these periods could not be considered to have a severe impact on the capacity of nearby junctions. However, the significant increase in overall traffic using the delivery access does pose some initial concerns, as it is noted that there are regular instances where large vehicles overhang the highway and ultimately obstruct the signal-controlled junction."

Response

Increase in Traffic

2.2 As stated by the officer, the impact of the site in the peak hours of traffic is not considered to be significant. This is noted.



- 2.3 However, the officer indicates the view that the increase in traffic at the delivery access (referred to as the site's weighbridge access) is significant.
- 2.4 SLR does not consider that the predicted increase in traffic at the weighbridge is significant. The existing average arrivals into the weighbridge access, and the future deliveries with the extension are detailed in Table 5-1 and Table 5-5 of the Transport Statement respectively. The total daily and hourly traffic increases resulting from the proposed development are highlighted in **Table 2-1** below.

Table 2-1: Daily Trip Generation (Weighbridge Access) (Existing and Proposed)

Daily	Arrival	Departure	Two-way
Existing	32	32	64
Proposed	53	53	106
Average per Hour	Arrival	Departure	Two-way
Existing	1	1	3
Proposed	2	2	5

*Any errors are resulting from rounding

- 2.5 As shown in **Table 2-1**, on average per hour, across the day, the number of two-way trips into and from the delivery access is expected to increase by 2 trips per hour. This is equivalent to one new trip every 30 minutes (Based on the existing 24-hour delivery schedule during weekdays). This is not considered to represent a significant increase in delivery traffic, or an increase that would lead to operational or safety issues on the local road network, as is clarified in this note.

Vehicle Overhang

- 2.6 Further to this, the officer has also noted:
- “regular instances where large vehicles overhang the highway”.*
- 2.7 As part of the preparation of the Transport Statement, SLR commissioned a Manual Classified Count (MCC) Survey that was undertaken on 25th of February 2025. This survey placed a camera to record traffic at the site delivery access. During the recording occurring between 07:00-19:00, there were no recorded instances of delivery vehicle overhanging the highway. Based on the evidence provided by this recording, it is unlikely that large vehicles at the delivery access overhanging the highway is a regular occurrence.
- 2.8 Further clarification on the capabilities of the weighbridge access, and how it is managed are provided in **Section 3** below.



3.0 Site Access

Officer Response

3.1 The officer has indicated:

“No details have been provided about how the site manages such deliveries, nor whether drivers call ahead or have scheduled arrival times to prevent backing up on the highway. Additionally, the details of the extra vehicles required for the proposed development have not been specified, i.e., the type/size of the vehicles required, this information is necessary.

Therefore, I seek additional information as to the proposed delivery vehicle types/sizes and full details on how deliveries are managed and coordinated on site. It is essential that deliveries avoid obstructing the running highway and signal control junction and this information is required to demonstrate that this will be avoided at all times.”

Response

Types and sizes of vehicles operating at the CPUK Factory

3.2 Using information provided by CPUK, the factory operates with the following vehicles for deliveries;

- Curtain Sided Vehicles;
- Grain Trailers; and
- Food grade tankers.

3.3 CPUK have indicated that the dimensions for trailers are 44ft (13.4m) in length. The food grade tankers are slightly longer, and with unit attached are measured to be approx. 54ft long (16.5m). A vehicle of 16.5m in length is consistent with the vehicle used for the swept path assessment presented in Appendix B of the Transport Statement.

Operation of the Existing Access

3.4 Although demonstrated within the MCC footage (discussed in **section 2**) additional vehicle tracking drawings have been produced of the delivery vehicles outlined in **Paragraph 3.2**.

3.5 These drawings detail how the delivery vehicles used by CPUK at the site are able to enter into the weighbridge access without overhanging the highway. The drawings also demonstrate that it is possible for one vehicle to be processed on the weighbridge and another to wait within the access's bellmouth, without overhanging the highway, as long as this vehicle comes from the north. The access cannot accommodate a second vehicle if this second vehicle comes from the south. Observations at the access suggest a 75%/25% split between north and south respectively. The rest of this note details how an occurrence of 2 vehicles arriving together can be avoided and managed if it occurs.

3.6 Full drawings are provided as **Appendix B**.



Scheduling of vehicles operating at the CPUK Factory

- 3.7 Using information provided by CPUK, the proposed factory will operate with the following rules for deliveries:
- No deliveries on Sundays;
 - Minimal deliveries on Saturdays;
 - All deliveries must have a booking slot before arriving on site;
 - This ensures all required deliveries can be spread throughout the day; and
 - Deliveries that arrive on site are processed in at the security gate/weighbridge before proceeding to the loading point to complete their delivery.
- 3.8 CPUK have also indicated that, the opening of the new factory building would be accompanied by a new way of processing delivery vehicles at the site delivery access to further minimise any potential conflict with traffic.
- 3.9 This new process to be introduced is as follows: if more than one delivery vehicle arrives at the gate, for example if a vehicle arrives earlier or later than their agreed booking slot, then to ensure no obstruction can occur on the highway, the first vehicle will be brought off the weighbridge and into the west yard of the site, where processing will continue. The second vehicle will continue onto the now free weighbridge to be processed.
- 3.10 The scheduling rules outlined above show that even in the rare occasion when more than one delivery vehicle would seek access to the site, these vehicles could be accommodated without any obstruction to traffic on the B3105.

Existing and Future Processing / Scheduling

- 3.11 The MCC footage discussed in **Section 2** presents an occurrence when two delivery vehicles arrive at the delivery access in close succession, providing the opportunity to measure the minimum processing time at the weighbridge. In the survey footage, at 12:34:51, an HGV arrives for processing at the weighbridge access. Following this, another HGV arrives at 12:35:44 and proceeds to wait within the access's bellmouth. This second HGV then proceeds into the weighbridge at 12:36:26. Based on this it is estimated that processing a vehicle takes a minimum of one minute and 35 seconds. Because the future extension is a continuation of the existing use, it is not expected that the processing time for delivery vehicles will change.
- 3.12 In order to understand how this relates to the existing scheduling, a review of the weighbridge gatehouse data, provided in **Appendix C**, has been undertaken. This review has calculated the average time for a new HGV to arrive for processing throughout the average weekday. This test only bases its estimate on weekday deliveries as deliveries are more frequent at this time, therefore providing a more robust assessment.
- 3.13 Based on this assessment the average gap between HGVs is approximately 31 minutes. With the proposed extension, and assuming an average of one new arrival every hour (see



Table 2-1), it is calculated that the average gap between HGVs would drop to one arrival every 21 minutes if distributed evenly. This amount of time is more than sufficient time to process arriving vehicles without conflict.

- 3.14 It is noted that in the Transport Statement (Table 5-5), the maximum number of arrivals could be expected to increase to nine HGVs in total during peak use. Using the booking system available to the site, a vehicle is likely to be scheduled approximately every seven minutes. With a minimum processing time of a one minute and 35 seconds, the site would be able to process each vehicle without requiring an HGV to wait within the access's bellmouth.
- 3.15 In any case, if two vehicles were to arrive together, the new process to be introduced on the site would allow for the first vehicle to enter the site, making it possible to move a second vehicle onto the weighbridge to prevent any risks of blocking of the main road.
- 3.16 In summary:
- The deliveries at the site are managed through a booking system, and there will be measures in place to make sure that in rare cases where delivery vehicles do not adhere to their booked arrival slot, two vehicles can be accommodated without impacting the public highway.
 - The proposed development will lead to a small number of additional deliveries both on average and in the peak, and lead to a maximum expected total number of deliveries that can be processed easily within a 1-hour period (arrival rate of 1 every 7 minutes and observed processing time of 1min 35sec per vehicle).
- 3.17 Therefore, there are multiple systems to ensure that obstructions on the main road can be avoided at all times.

4.0 Summary and Conclusion

Summary

- 4.1 SLR Consulting Ltd have been commissioned by Cereal Partners UK (CPUT) to provide transport and access advice in relation to a proposed extension to CPUT's facilities in Staverton, Trowbridge in Wiltshire (Application reference: PL/2025/09391) .
- 4.2 Dated 16th of January 2025, Wiltshire Highways Department provided comments on the Transport Statement in Comment No: WC-26-01-360517. A full extract of this Comment note is provided as **Appendix A**.
- 4.3 This response note has provided additional details to satisfy the request for further information from the officer, as follows:
- The increase in traffic resulting from the proposed extension cannot be considered severe.
 - The increase in delivery vehicles accessing the site is not considered significant.



- The video evidence available to SLR indicates that delivery vehicles at the factory access do not regularly overhang into the main road.
- The types of vehicles operated by CPUK is provided.
- Swept path drawings (see **Appendix B**) are provided that evidence how delivery vehicles can be accommodated within the delivery access.
- The new process for managing deliveries at the factory once the proposed extension open is set out and shows how CPUK can prevent any delivery vehicles overhanging the highway; and
- The scheduling of delivery vehicle arrivals by CPUK now and in the future is provided and it is demonstrated that future delivery levels will be able to be accommodated at the delivery access.

Conclusions

- 4.4 As acknowledged by the highways officer, the proposals, in traffic terms, do not meet the threshold for a highway refusal, as defined in the National Planning Policy Framework. This note has provided further details requested by the officer and demonstrates that the future delivery vehicles can be accommodated at the delivery access without the risk of vehicles overhanging the highway.
- 4.5 On that basis, there are not reasons for the proposed development to be refused on highway grounds.



Appendix A



Comment Number 1
WC-26-01-360517

Text 1

I note the proposals seek a new B2 factory building for use in connection with the existing food production operation on the wider site. The proposed building consists of 2,400m2 of gross floor space and will require an additional 50 members of staff, working on a shift basis.

The Cereal Partners UK site is a long established operator on this site. The proposals do not include any access alterations, with the existing separate staff and delivery accesses being retained as existing. Additionally, no new car parking spaces are proposed, with 154 spaces available within the site.

The submission includes a Transport Statement, which aims to demonstrate the impact of the proposed development on the local highway network. ATC surveys have been carried out at the existing access points to establish baseline traffic data. This shows that the delivery access experiences 64 two-way trips, with 7 in the AM peak and 2 in the PM peak. Using the ATC data, a trip rate has been derived for the proposed development and this states that the delivery access would attract an additional 42 two-way trips daily, with an additional 5 in the AM peak and 1 in the PM peak. It should be noted that the site accepts deliveries over a 24 hour period.

In terms of the staff access, this has recorded a total of 254 two-way trips over 24 hours, with 28 trips in the AM peak and 56 in the PM peak. The derived trip rates anticipate up to an additional 64 staff trips per day, with 7 of these in the AM peak and 14 in the PM peak.

The Transport Statement concludes that the additional level of traffic is not considered significant, with particular reference to the peak highway periods. This is a view that I concur with in respect to the peak highway periods, as the additional traffic in these periods could not be considered to have a severe impact on the capacity of nearby junctions. However, the significant increase in overall traffic using the delivery access does pose some initial concerns, as it is noted that there are regular instances where large vehicles overhang the highway and ultimately obstruct the signal-controlled junction. No details have been provided about how the site manages such deliveries, nor whether drivers call ahead or have scheduled arrival times to prevent backing up on the highway. Additionally, the details of the extra vehicles required for the proposed development have not been specified, i.e., the type/size of the vehicles required, this information is necessary.

I note that there are some local objections to these proposals, with many of these citing concerns with traffic through Staverton Bridge and on New Terrace. Whilst these concerns are noted, as many of the objections highlight it is mainly the accumulated traffic volumes, vehicle speeds and substandard pedestrian provision along New Terrace that creates the safety concerns. The proposals subject to this application will attract additional traffic as noted, however, the issues highlighted are not of a direct and sole result of the CPUK site and given the scale and impact of the proposals in traffic terms, the concerns do not meet the threshold for a highway refusal, as defined in the National Planning Policy Framework.

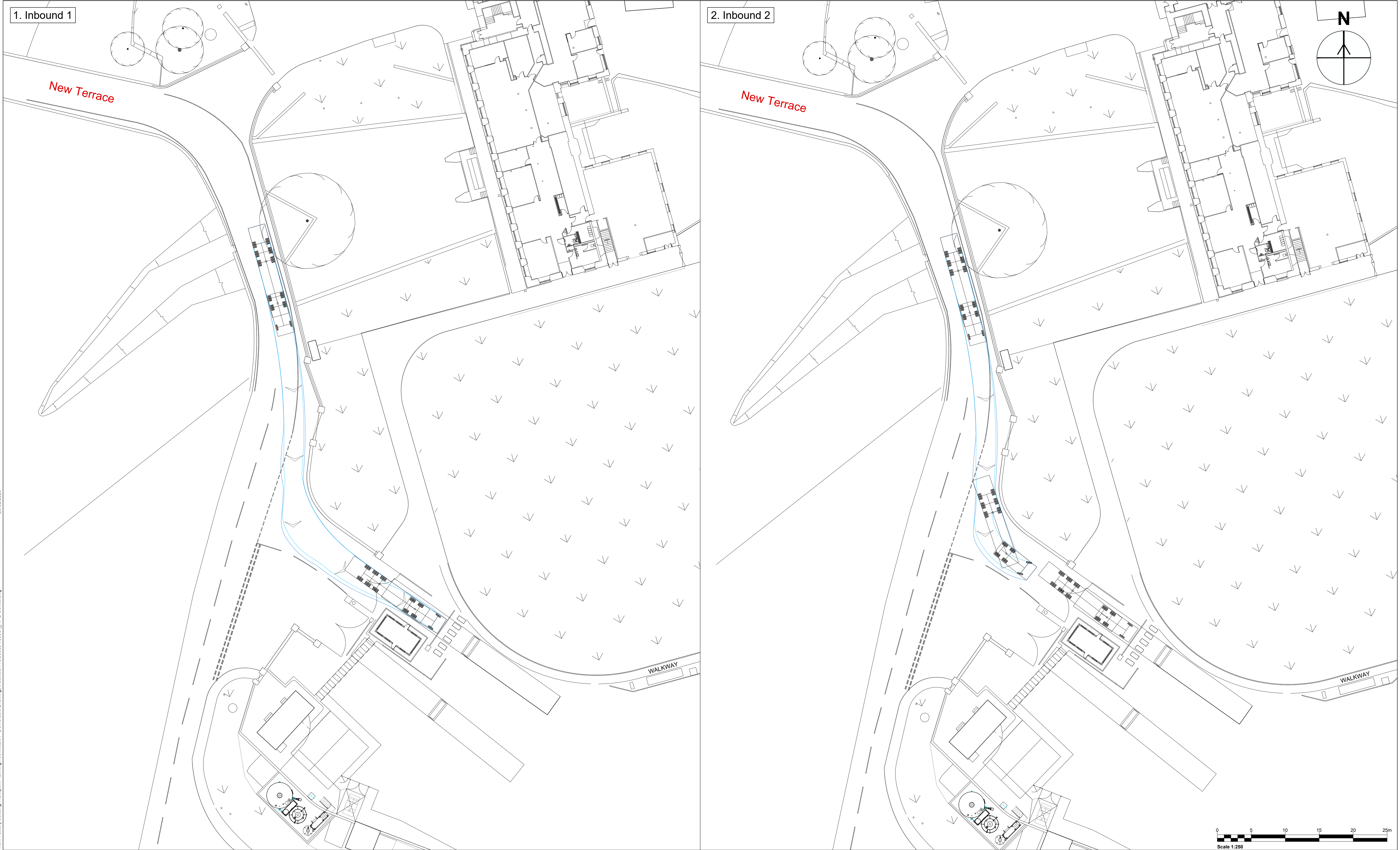
In terms of on site car parking, a total of 154 spaces are existing and these will be unaltered. The ATC data has been used to undertake a parking accumulation assessment and this concludes that, with the additional development, a maximum of 103 car parking spaces would be required. I am aware that the site currently employs around 200 staff working on a shift basis, however, the parking accumulation study is robust in terms of methodology and the car parking provision available also provides adequate capacity to accommodate shift change over period also. I am thus satisfied with the car parking provision as proposed.

I note that 20 cycle parking spaces are also available on site and again, this is considered sufficient to accommodate the proposals.

Therefore, I seek additional information as to the proposed delivery vehicle types/sizes and full details on how deliveries are managed and coordinated on site. It is essential that deliveries avoid obstructing the running highway and signal control junction and this information is required to demonstrated that this will be avoided at all times.

Appendix B







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Drawing Status & Suitability Code

DRAFT FOR DISCUSSION

Designed	Drawn	Checked	Authorised
LJ	LJ	TM	TM
Date	Date	Date	Date
25.02.26	25.02.26	25.02.26	25.02.26

Drawing Number

AT_B01

Client

Cereal Partners UK

Project

Cereal Partners UK New Factory Building

Drawing Title

Swept Path Analysis - 16.5m HGV Site Access

Scale	1:250	SLR Project No.	416.066631.00001
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Rev	Amendments	Date	By	Chk	Auth
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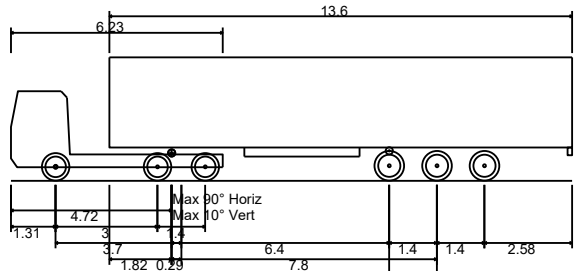
Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

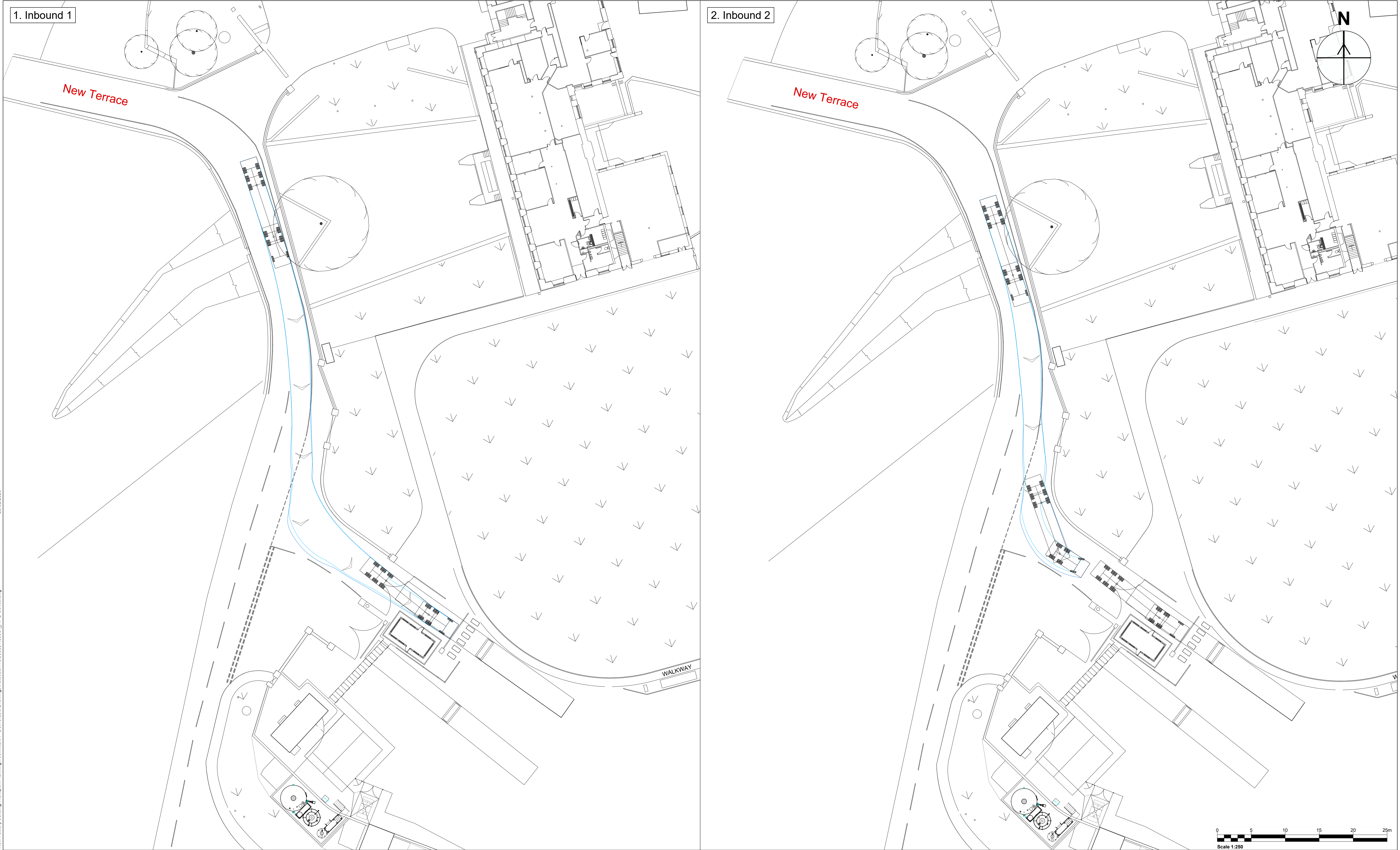
2. White lining is indicative only.

Legend:

Vehicle Detail:



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m





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DRAFT FOR DISCUSSION

Designed	Drawn	Checked	Authorised
LJ	LJ	TM	TM
Date	Date	Date	Date
25.02.26	25.02.26	25.02.26	25.02.26

Drawing Number

AT_B02

Client

Cereal Partners UK

Project

Cereal Partners UK New Factory Building

Drawing Title

Swept Path Analysis - 16.5m Tanker Site Access

Scale

1:250

SLR Project No.

416.066631.00001

Rev

Amendments

Date

By

Chk

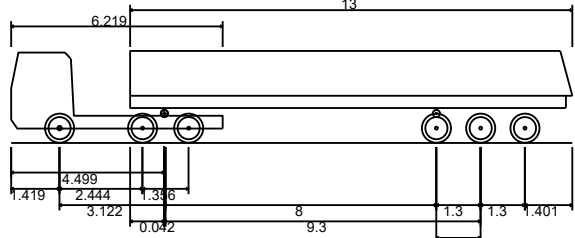
Auth

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Legend:

Vehicle Detail:



16.5m Food Grade Tanker	
Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	2.704m
Min Body Ground Clearance	0.419m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.670m

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Appendix C



EXISTING - AVERAGE TIME BETWEEN HGV ARRIVALS (HR:MIN)																																		
WK 1 MON	WK 1 TUE	WK 1 WED	WK 1 THU	WK 1 FRI	WK 1 SAT	WK 1 SUN	WK 2 MON	WK 2 TUE	WK 2 WED	WK 2 THU	WK 2 FRI	WK 2 SAT	WK 2 SUN	WK 3 MON	WK 3 TUE	WK 3 WED	WK 3 THU	WK 3 FRI	WK 3 SAT	WK 3 SUN	WK 4 MON	WK 4 TUE	WK 4 WED	WK 4 THU	WK 4 FRI	WK 4 SAT	WK 4 SUN	WK 5 MON	WK 5 TUE	WK 5 WED	WK 5 THU	WK 5 FRI	WK 5 SAT	WK 5 SUN
Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	
01:57	01:58	03:37	02:22	01:06	01:56	01:03	00:17	01:10	00:59	01:32	01:54	00:24	00:12	02:53	02:10	01:24	00:53	03:36	02:06	01:10	01:17	00:03	00:51	04:27	00:00	03:23	00:40	00:17	00:19	02:42	00:14	01:45	00:31	00:46
04:00	03:50	04:16	03:57	03:25	03:25	07:42	01:42	04:26	02:58	03:17	02:53	02:14	03:01	03:55	03:35	04:25	04:50	05:36	09:53	03:37	04:26	03:46	02:49	05:45	01:40	05:49	06:28	01:28	06:02	05:27	01:43	02:57	01:45	02:29
05:33	06:00	05:29	04:16	04:27	04:29	13:22	04:10	06:03	04:00	05:46	04:30	03:11	04:11	05:29	06:33	05:32	05:52	05:41	10:02	04:51	05:26	04:20	04:01	07:15	04:32	06:38	07:24	05:29	06:53	06:37	03:10	03:53	02:47	06:04
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13:11	11:22	09:17	09:46	09:20			09:47	09:31	08:26	08:47	08:53	20:35		09:01	09:35	09:48	09:09	12:36		09:26	09:29	08:49	08:52	09:21			08:38	09:09	09:12	08:31	07:56	16:28		
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14:45	13:00	09:33	10:20	10:02			09:58	10:15	08:43	08:52	09:33	23:20		09:37	10:07	10:13	10:01	13:48		09:58	09:41	08:54	08:52	09:25			08:41	09:10	09:33	08:59	08:20	19:44		
15:00	13:58	09:59	10:29	10:11			10:03	10:37	08:47	09:16	09:35	02:45		10:10	10:11	10:42	12:04	14:12		10:28	09:56	09:10	08:56	09:54			08:43	09:10	09:36	09:02	08:20	23:10		
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19:49	15:32	11:38	10:46	10:59			10:26	13:02	09:11	09:31	10:28			10:37	10:44	12:09	12:26	14:45		11:47	11:12	09:13	09:18	12:03			09:07	09:28	10:05	09:09	08:40			
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	20:13	13:19	11:06	12:24			13:11	15:17	10:24	10:17	11:20			12:21	12:53	16:16	13:33	16:31		13:38	12:04	09:50	10:51	15:05			09:55	09:47	11:11	09:29	09:46			
	00:40	13:33	11:16	12:40			13:57	15:31	10:54	10:37	11:43			12:45	13:41	19:10	14:30	18:32		14:07	12:15	10:13	11:12	16:13			10:00	09:47	11:12	09:38	09:49			
		13:34	11:25	12:47			14:02	17:01	12:36	11:12	11:57			12:58	13:47	20:56	15:12	20:35		14:18	13:01	10:42	11:49	17:43			10:33	10:03	11:33	09:44	10:01			
		14:04	11:51	13:26			14:23	18:34	12:45	11:23	12:23			13:40	15:11	00:40	15:59	00:35		14:31	13:31	12:07	12:35	18:35			11:02	10:12	11:33	10:11	11:12			
		14:16	12:26	13:28			15:32	19:55	13:52	11:42	12:39			14:13	15:25		00:30			14:36	14:18	12:15	12:43	00:37			11:19	10:18	11:44	10:39	11:53			
		15:03	12:56	13:45			16:06	21:08	14:03	11:47	12:40			14:27	15:31					16:09	14:54	12:26	12:45			12:09	10:21	11:46	10:50	12:18				
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		15:34	13:10	14:20			20:25		14:30	12:35	13:31			18:36	19:26					00:36	18:20	15:20	14:44			12:27	11:08	13:17	11:19	13:35				
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		16:13	14:01	14:22			23:34		16:55	12:50	14:00			00:32	00:33						19:33	16:36	15:38			12:37	11:42	13:52	12:12	15:36				
		16:41	14:15	1																														

FUTURE ESTIMATE - AVERAGE TIME BETWEEN HGV ARRIVALS (HR:MIN) - (EXISTING + ONE NEW ARRIVAL EVERY HOUR)																																		
WK 1 MON	WK 1 TUE	WK 1 WED	WK 1 THU	WK 1 FRI	WK 1 SAT	WK 1 SUN	WK 2 MON	WK 2 TUE	WK 2 WED	WK 2 THU	WK 2 FRI	WK 2 SAT	WK 2 SUN	WK 3 MON	WK 3 TUE	WK 3 WED	WK 3 THU	WK 3 FRI	WK 3 SAT	WK 3 SUN	WK 4 MON	WK 4 TUE	WK 4 WED	WK 4 THU	WK 4 FRI	WK 4 SAT	WK 4 SUN	WK 5 MON	WK 5 TUE	WK 5 WED	WK 5 THU	WK 5 FRI	WK 5 SAT	WK 5 SUN
Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	Time IN (Hr Min)	
00:00	00:00	00:00	00:00	00:00	01:00	01:03	00:00	00:00	00:00	00:00	00:00	00:24	00:12	00:00	00:00	00:00	00:00	00:00	00:00	01:10	00:00	00:00	00:00	00:00	00:00	01:00	00:40	00:00	00:00	00:00	00:00	00:31	00:46	
01:00	01:00	01:00	01:00	01:00	01:56	07:42	00:17	01:00	00:59	01:00	01:00	01:00	03:01	01:00	01:00	01:00	00:53	01:00	02:00	03:37	01:00	00:03	00:51	01:00	00:00	02:00	06:28	00:17	00:19	01:00	00:14	01:00	02:29	
01:57	01:58	02:00	02:00	01:06	02:00	13:22	01:00	01:10	01:00	01:32	01:54	02:00	04:11	02:00	02:00	01:24	01:00	02:00	02:06	04:51	01:17	01:00	01:00	02:00	01:00	03:00	07:24	01:00	01:00	02:00	01:00	01:45	06:04	
02:00	02:00	03:00	02:22	02:00	03:00	14:57	01:42	02:00	02:00	02:00	02:00	02:14	06:31	02:53	02:10	02:00	02:00	03:00	03:00	06:51	02:00	02:00	02:00	03:00	01:40	03:23	07:27	01:28	02:00	02:42	01:43	02:00	07:04	
03:00	03:00	03:37	03:00	03:00	03:25	16:37	02:00	03:00	02:58	03:00	02:53	03:00	07:48	03:00	03:00	03:00	03:36	04:00	07:43	03:00	03:00	02:49	04:00	02:00	04:00	11:33	02:00	03:00	03:00	02:00	02:57	02:47	07:52	
04:00	03:50	04:16	03:57	03:25	04:00	23:48	03:00	04:00	03:00	03:17	03:00	03:11	08:25	03:55	03:35	04:00	04:00	04:00	05:00	08:11	04:00	03:46	03:00	04:27	03:00	05:00	14:27	03:00	04:00	03:00	03:00	03:00	08:34	
04:00	04:00	04:37	04:00	04:00	04:29	04:33	04:00	04:26	04:00	04:00	04:00	10:01	04:00	04:00	04:25	04:50	05:00	06:00	12:24	04:26	04:00	04:00	05:00	04:00	05:49	16:13	04:00	05:00	04:00	03:10	03:53	04:00	10:25	
05:00	05:00	05:16	04:16	04:27	05:00		04:10	05:00	04:00	05:00	04:30	04:48	11:23	05:00	05:00	05:00	05:36	07:00	15:48	05:00	04:20	04:01	05:45	04:32	06:00	18:55	05:00	06:00	05:27	04:00	04:00	04:12	11:12	
05:33	06:00	05:29	05:00	05:00	05:17		05:00	06:00	04:16	05:46	05:00	05:00	13:11	05:29	06:00	05:32	05:52	05:41	08:00	17:23	05:26	05:00	05:00	06:00	06:38	22:17	05:29	06:02	06:00	04:18	05:00	05:00	12:04	
05:50	06:00	05:41	05:44	05:34	06:00		05:29	06:03	05:00	06:00	05:26	06:00	15:47	05:55	06:33	05:53	06:00	06:00	09:00	19:47	05:47	06:00	05:28	07:00	05:24	06:59	23:15	05:44	06:53	06:37	05:00	05:30	06:00	12:13
05:56	06:45	06:41	06:00	05:52	06:54		05:42	06:36	05:30	06:11	06:00	06:54	17:13	06:00	06:50	06:00	06:36	07:00	09:53	02:04	06:00	06:55	06:00	07:15	06:00	07:00	02:30	06:00	07:00	07:00	05:53	06:00	06:29	15:00
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07:00	07:36	07:25	08:01	06:53	08:44		07:42	07:56	07:04	07:10	07:44	07:58	01:37	07:19	07:32	07:48	07:24	07:59	11:00		07:47	07:42	07:31	07:49	07:13	10:00		07:00	07:13	07:33	07:00	07:00	01:27	
07:55	08:00	07:45	08:01	07:00	08:44		07:43	07:56	07:15	07:43	07:44	08:00		07:33	07:32	07:54	07:27	08:00	12:00		07:54	07:44	07:37	07:54	07:24	11:00		07:29	07:21	07:43	07:03	07:11	08:06	
07:56	08:31	07:46	08:03	07:27	09:00		07:46	07:59	07:18	07:48	07:47	09:00		07:42	07:50	07:54	07:38	08:19	13:00		07:54	07:44	07:43	07:58	07:45	12:00		07:37	07:27	07:45	07:06	07:22	08:26	
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08:33	08:47	08:02	08:29	07:50	11:00		07:52	08:14	07:50	08:03	08:00	10:14		08:00	08:00	08:00	07:43	08:32	14:00		08:00	08:00	07:49	08:00	07:51	13:14		07:51	07:34	07:54	07:19	07:26	09:00	
08:56	08:48	08:15	08:33	07:54	11:14		07:58	08:30	08:00	08:17	08:05	11:00		08:08	08:09	08:29	07:44	08:34	18:58		08:14	08:03	08:00	08:02	07:57	13:45		07:58	07:40	08:00	07:26	07:30	09:33	
08:5																																		





Making Sustainability Happen