

P e l l F r i s c h m a n n

Eastleigh Court, Warminster

Transport Statement

March 2026

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1 Introduction

1.1 Instruction

- 1.1.1 Pell Frischmann has been commissioned by Kindred Living Project to prepare a Transport Statement (TS) in support of a planning application that comprises the change of use of Eastleigh Court and the former Eastleigh Court Stables (together 'the Site') from office and residential use to short-stay visitor accommodation with the ability to host a limited number of special events. . The Planning Authority and Local Highway Authority for the proposed development is Wiltshire Council (WC)

1.2 Preapplication Feedback

- 1.2.1 A pre application meeting was held with WC in November 2024. The full feedback is provided in **Appendix A** with the feedback in relation to transport and highway matters summarised below:
- There is a lack of detail on trip generation and parking;
 - There is a requirement to show the maximum number of guests and staff likely to be on site at any one time and details of the likely associated traffic movements;
 - Both entrances currently appear to have restricted visibility therefore visibility splays should be plotted on a plan; and,
 - The southern access is in a 30mph speed limit, but it is in close proximity to a derestricted 60mph limit and there is an expectation of higher speeds than 30pmh. Therefore 85th percentile speeds in the location of the southern entrance are required.
- 1.2.2 Accounting for the above this report provides the context of the proposed development, the proposed access strategy and the predicted vehicle trip generation for staff and guests.

1.3 Site Context

- 1.3.1 The development site is located on the western edge of the village of Bishopstrow in Wiltshire. The village is situated 2.6km south-east of the town of Warminster¹. The site location in the context of the wider highway network is identified in **Figure 1-1**.

¹ Measured from B3414 / Weymouth Street Junction to Eastleigh Court via the B3414 and Bishopstrow Road.

Figure 1-1: Site location within wider highway context



Source: © OpenStreetMap contributors with Pell Frischmann annotations

- 1.3.2 Eastleigh Court is a Grade II listed building surrounded by predominantly flat lawns with tree groups clustered in the corners and edges of the site. The site is currently split into two separate plots, one associated with Eastleigh Court and the other with the former Eastleigh Court Stables. The development proposals account for use of both Eastleigh Court and the former Eastleigh Court Stables, and propose the introduction of a shared access route to consolidate the two plots.
- 1.3.3 There are two existing vehicular access points into the site, both of which are direct accesses with a simple priority arrangement. The northern access is located immediately adjacent to 29 Bishopstrow Road and the southern access is located approximately 390m to the south, approximately adjacent to Public Right of Way (PROW) SVEN 4 running along Watery Lane.

1.4 Development Summary

- 1.4.1 The proposed development is for short-stay, visitor accommodation that has facilities to host a limited number of special events such as weddings for up to 120 guests. This includes refurbishment, adaptation and replacement of an existing ground floor extension at Eastleigh Court as well as a new Pavilion building, a new swimming pool, a new electrical substation and hard/soft landscaping enhancements. The planning application also proposes a change of use of Eastleigh Court and the former Eastleigh Court Stables (together “the Site”) from offices (Use Class: E) and residential (Use Class C3) respectively to short-stay accommodation with special events (Use Class: Sui Generis).
- 1.4.2 Access to the site will be retained in its current configuration, utilising two existing junctions - one located to the north of Eastleigh Court and one to the south. Both points of access are to include inward opening automatic gates set back into the site. While no further physical changes are proposed to the junction layouts, a one-way circulation system will be introduced to enhance operational efficiency. Under this arrangement, vehicles will enter the site via the northern access and exit via the southern access, supporting improved site management.
- 1.4.3 An extract of the proposed site layout is included in **Figure 1-2** and is included in full in **Appendix B**.

Figure 1-2: Site layout



Source: Olley and Saunders Garden Design Drawing AND-401.1

1.5 Report Structure

1.5.1 This Transport Statement has been prepared to provide the transport and highway context of the scheme proposals and account for the pre application feedback provided by WC. Following this introductory chapter, this report is structured as follows:

- Section 2: Policy – reviews relevant national and local policy;
- Section 3: Existing Situation – summarises the local transport and highway context and provides a review of nearby road collisions;
- Section 4: Development Proposals – outlines the development proposal for the Site including the proposed site access arrangements;
- Section 5: Trip Forecasts – provides the trip attraction summary for the proposed scheme; and.
- Section 6: Conclusion – provides a summary and conclusions to the report.

2 Policy

2.1 Introduction

2.1.1 This section of the TS summarises the traffic and transportation policy context within which the Proposed Development has been considered. It highlights integrated transport planning policies at the national and local levels, including:

- National Planning Policy Framework (NPPF) (December 2024, updated February 2025)
- Wiltshire Development Plan, Wiltshire Core Strategy (Adopted 2015)
- Wiltshire Design Guide SPD (2024)
- Wiltshire Local Transport Plan 3 (LTP3) (2011 – 2026)
- Wiltshire Local Transport Plan 4 (LTP4) (Emerging 2025–2038)

2.2 National Policy

National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework is a governmental planning policy document which outlines how planning policies should be applied. The latest version of the Framework was published in December 2024 and last updated in February 2025, replacing the previous edition of the NPPF.

2.2.2 The NPPF acts as guidance for local councils on defining their own neighbourhood and local plans, and this approach allows specific needs and priorities to be delivered (subject to individual communities and neighbourhoods).

2.2.3 The underlining focus of the NPPF is to promote ‘sustainable development’ which is summarised as ‘meeting the needs of the present without compromising the ability of future generations to meet their own needs’ (p.5).

2.2.4 The delivery of sustainable developments can be achieved through three objectives (p.5) as highlighted in the NPPF. These are:

- Economic objectives;
- Social objectives; and,
- Environmental objectives.

2.2.5 Chapter 9 of the NPPF primarily focuses on the promotion of sustainable transport - paragraph 109 (p.31) states that:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”

2.2.6 Furthermore, paragraph 115 (p.33) states that when considering development proposals:

“It should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

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

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

2.2.7 Paragraph 116 (p.33) 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, following mitigation, would be severe, taking into account all reasonable future scenarios.”

2.2.8 Within this context, paragraph 117 notes that:

“Applications for development should:

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

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

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

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

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

2.2.9 Paragraph 118 states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

2.3 Local Policy Guidance

Wiltshire Development Plan, Wiltshire Core Strategy (Adopted 2015)

2.3.1 The Core Strategy of the Wiltshire Development Plan, adopted in January 2015, provides a planning policy framework for delivering sustainable development in Wiltshire up to 2026.

2.3.2 For delivering sustainable development across Wiltshire, the Core Strategy details area strategies for individual settlements within the county. Core Policy 1 'Settlement Strategy' identifies the following four tiers of settlements:

- Principal Settlements
- Market Towns
- Local Service Centres
- Large and Small Villages

2.3.3 Core Policy 1 identifies Warminster as a market town capable of supporting development, stating that:

"Outside the Principal Settlements, Market Towns are defined as settlements that have the ability to support sustainable patterns of living in Wiltshire through their current levels of facilities, services and employment opportunities.

Market Towns have the potential for significant development that will increase the jobs and homes in each town in order to help sustain and where necessary enhance their services and facilities and promote better levels of self containment and viable sustainable communities.

The Market Towns are: Amesbury, Bradford on Avon, Calne, Corsham, Devizes, Malmesbury, Marlborough, Melksham, Tidworth and Ludgershall, Warminster, Westbury, and Royal Wootton Bassett."

2.3.4 Chapter 5 of the Core Strategy, details specific strategies for individual areas of Wiltshire including the town of Warminster.

2.3.5 Paragraph 5.157 sets out the strategy for the Warminster area:

"The strategy for Warminster is to increase the level of employment, town centre retail and service provision, along with residential development, as part of sustainable growth. New employment development in Warminster supports the overall strategy of concentrating on accessible locations within the A350 corridor. The strategy will respond to the Community Area's location (in full or part) within a nationally designated landscape. In the Warminster Community Area this includes the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty. It will deliver, within the overall objective of conserving the designated landscape, a modest and sustainable level of development."

2.3.6 Paragraph 5.158 details specific issues to be addressed for Warminster including utilising housing and employment growth to facilitate the improvement of community facilities and ensuring developments do not adversely affect wildlife and Special Areas of Conservation.

2.3.7 The issues identified shape the vision for Warminster. Paragraph 5.159 outlines how Warminster will change by 2026 including the sustainable growth of employment opportunities and housing to improve the self-containment of the town.

2.3.8 Core Policy 40 addresses hotels, bed and breakfasts, guest houses and conference facilities, stating that:

"Proposals for new hotels, bed and breakfasts, guesthouses or conference facilities, together with the sensitive extension, upgrading and intensification of existing tourism accommodation facilities will be supported within:

i. Principal Settlements and Market Towns

ii. Local Service Centres, and Large and Small Villages where the proposals are of an appropriate scale and character within the context of the immediate surroundings and the settlement as a whole

iii. Outside the settlements above, proposals that involve the conservation of buildings that for contextual, architectural or historic reasons should be retained and otherwise would not be.

In all cases it must be demonstrated that proposals will:

iv. not have a detrimental impact on the vitality of the town centre

v. avoid unacceptable traffic generation.

Proposals for the change of use of existing bed spaces provided in hotels or public houses or conference facilities to alternative uses will be resisted, unless it can be clearly demonstrated there is no longer a need for such a facility in either its current use or in any other form of tourism, leisure, arts, entertainment or cultural use.”

2.3.9 In regards to the impact of development on the transport network, Core Policy 62 states that:

“Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated.”

Wiltshire Design Guide SPD (2024)

2.3.10 The Wiltshire Design Guide (2024) is a Supplementary Planning Document (SPD) that expands upon Core Policy 57 of the Wiltshire Core Strategy, requiring high-quality design and place-shaping across all development types. Although primarily aimed at major housing and mixed-use schemes, the guide applies to all scales of development. The guide is structured around the ten design characteristics from the National Design Guide and is underpinned by three strategic themes: health and wellbeing, sustainability and climate resilience, and delivering the right development in the right place.

2.3.11 The guide encourages developments to respond to existing desire lines, ensuring that routes are safe, direct, and well-lit, with natural surveillance and clear wayfinding. In terms of vehicle access and servicing, the guide expects layouts to accommodate visitor parking, service vehicle turning, and drop-off areas without compromising the character of the site.

2.3.12 The guide aligns with Wiltshire’s climate strategy by promoting low-carbon transport solutions, including electric vehicle infrastructure, cycle storage, and passive design measures that reduce the need for travel. These principles support the inclusion of EV charging points, secure cycle storage, and sustainable access strategies for Eastleigh Court.

Wiltshire Local Transport Plan 3 (LTP3) (2011 – 2026)

2.3.13 The Wiltshire LTP3 sets out a long-term transport strategy for the County for the period from April 2011 to March 2026.

2.3.14 The Plan details the Council’s transport goals and objectives, as well as the overall vision for Wiltshire:

“To develop a transport system which helps support economic growth across Wiltshire’s communities, giving choice and opportunity for people to safely access essential services. Transport solutions will be sensitive to the built and natural environment, with a particular emphasis on the need to reduce carbon emissions.”

- 2.3.15 In addition to the Core Strategy, the LTP3 is also comprised of a number of supporting strategies, one of which is focussed on cycling.
- 2.3.16 The Cycling Strategy outlines the Council's approach to encouraging cycling across Wiltshire. Appendix 4 of the Cycling Strategy sets out cycle parking standards. Whilst there are no specific standards for the type of event venue proposed, for comparable land uses such as hotels (Use Class C1), the strategy presents the following requirement:

C1 Hotels including hotels, boarding and guest houses.	Principle Settlements and Market Towns	1 covered cycle space per 10 employees + 1 cycle space per 20 bedrooms
	All other areas	1 covered cycle space per 12 employees + visitor spaces on merit

- 2.3.17 The strategy recommends the provision of 1 covered cycle space per 12 employees in rural areas, with visitor spaces to be determined on merit. Based on the proposed staffing level of up to 13 event staff, the minimum requirement equates to two covered cycle spaces. The proposed provision of eight cycle parking spaces exceeds this requirement and allows for both staff and guest use.
- 2.3.18 The LTP3 is also supported by a Car Parking Strategy. The strategy addresses managing the parking in Wiltshire effectively in terms of supply, charging, and enforcement. Appendix C of the strategy sets out maximum parking standards for several land uses. However, there are no specific parking standards applicable to the proposed land use type. As such, it is proposed that car parking will be provided based on the expected operational needs of the venue, as detailed in Section 4.7.

Wiltshire Local Transport Plan 4 (LTP4) (Emerging 2025–2038)

- 2.3.19 The fourth Wiltshire Local Transport Plan (LTP4) was endorsed at full council on March 11th 2025.
- 2.3.20 The draft Core Strategy of the LTP4 sets out the Council's strategic objectives and policies for transport across Wiltshire. The LTP4 will supersede the current LTP3, advancing the goals and strategic transport objectives set out in the LTP3, particularly in regard to active travel and public transport.
- 2.3.21 The plan details policies to target the reduction of unnecessary travel especially by private car, shift travel to more sustainable modes of transport, improve vehicle efficiency by moving to low and zero emission vehicles, and other measures to support the delivery of detailed policies.
- 2.3.22 In addition to the Core Strategy, the LTP4 includes a number of sub-strategies. There are four county-wide sub strategies, one of which is focused on parking. This sub-strategy sets out the policies for parking across Wiltshire, directing the management of parking for a period up to 2038.
- 2.3.23 The strategy acknowledges that in rural areas many people have to rely on cars, necessitating an adequate provision of parking, particularly for blue badge holders.

3 Baseline Conditions

3.1 Introduction

- 3.1.1 The following section of this report provides a summary of the Site, the local highway network and associated area context.

3.2 Eastleigh Court Extant Use

- 3.2.1 Eastleigh Court is currently Land Use Class E, Office, providing approximately 1,245 sqm of internal floor area across four floors (including basement) within the Grade II listed building. This office use is relevant when considering transport impacts, as office operations typically generate weekday traffic associated with staff commuting and occasional visitors. While the majority of office-related trips occur during the working week and are therefore unlikely to coincide with event weekend peaks, the proposed change of use will replace an existing trip-generating land use rather than introducing traffic to a previously undeveloped site. Later sections of this report will summarise forecast event-related trips against the office use to provide a robust understanding of net impact, acknowledging the difference in trip patterns between the two uses.

3.3 The Former Eastleigh Court Stables Extant Use

- 3.3.1 The existing use of the former Eastleigh Court Stables is a dwelling (Use Class C3), and this application seeks to change the use to short-stay visitor accommodation use under Sui Generis. No physical alterations are proposed to the former Eastleigh Court Stables as part of this application.

3.4 Local Highway Network

A36

- 3.4.1 The A36 is a major trunk road located south of Warminster and is the principal route from Bath to the central south coast. To the east it begins at the junction with the A35 in Totton, near Southampton and to the west it begins on the western outskirts of Bath at a junction with the A4. On route it passes through, or in proximity to, Bath, Warminster, Frome, Salisbury, and Totton.
- 3.4.2 Locally the road bypasses Warminster routing south of the city on a broadly east-west alignment before realigning towards the north on the western side of Warminster. The Warminster bypass extends around the town along with nearby villages of Bishopstrow and Norton Bavant. The historic route of the A36 through these areas has been reclassified as the B3414.
- 3.4.3 In proximity of Warminster the A36 is accessed in four locations, to the northwest at the A36 / A350 Bath Road roundabout, to the west via the Cley Hill Roundabout, to the south via the A36 / Deverill Road roundabout and to the east via the Cotley Hill Roundabout. Of these the latter two junctions are the closest to the site, situated approximately 4km and 3.5km from it respectively.
- 3.4.4 Locally the bypass is a single carriageway road with lanes in both directions. It is subject to the National Speed Limit with the junctions along its length lit and the links between junction generally unlit.

B3414 Boreham Road

- 3.4.5 Bishopstrow Road is situated north of Eastleigh Court and is accessed via a mini roundabout junction with Boreham Road being the major arm and Bishopstrow Road being the minor arm.

- 3.4.6 The B3414 is the former route of the A36 through Warminster. The road begins at the northwest corner of the Warminster bypass, at a roundabout where it intersects with the A36 and the A350. From this point, it heads into Warminster along Bath Road winding through the streets of the town centre. After passing through the Market Place, south of Warminster Station, the road enters the suburb of Woodcock and exits the town along Boreham Road. Beyond Boreham, it passes through open countryside, roughly following the alignment of the valley of the River Wylye before ending at the Cotley Hill Roundabout.
- 3.4.7 Junctions along the B3414 are, for the most part, a combination of priority arrangements and mini roundabouts with a single signalised junction within the town centre. The majority of the side roads facilitate access to the residential suburbs that flank the B3414 albeit within the town centre this changes to providing access to business premises, the central retail park and Warminster Railway Station.
- 3.4.8 Through the town it is a two-way single carriageway road with lanes in both directions. It follows a broadly northwest -southeast alignment and is subject to a 30mph speed limit. Within the urban part of the town it is street lit.

Bishopstrow Road

- 3.4.9 Bishopstrow Road is located immediately east of the site and follows a broadly north - south alignment through the village of Bishopstrow. At its northern extent it connects to the B3414 via a three-arm mini roundabout and at its southern extent it transitions into High Street as it passes through the village of Sutton Veny. Approximately 440m south of the B3414 Bishopstrow Road facilitates access to Eastleigh Court via a simple priority junction and again approximately 390m further south.
- 3.4.10 On approach to the village from the south Bishopstrow Road benefits from a gateway feature at the transition from the national speed limit to the 30mph speed limit that remains in place throughout the village. The gateway feature includes 30mph signs on grey backing plates with a "Please drive carefully" instruction to motorists underneath. The gateway also includes high conspicuity road surfacing and painted speed roundels reinforcing the 30mph speed limit. Closer to the heart of the village further traffic calming features are also present. This including 'SLOW' road markings and a solar powered vehicle actuated speed sign that flashes up vehicle speeds. 'SLOW' road markings are also provided on the approach to the village from the north with these supplemented by red warning signs confirming the potential for children crossing within Bishopstrow.
- 3.4.11 From its junction with the B3414 Bishopstrow Road has a posted speed limit of 30 mph with this increasing to the national speed limit in a southbound direction from a point approximately 40m south of the southern access to Eastleigh Court. Lighting is present through built up areas with lamps generally mounted on telegraph poles.

3.5 Non-motorised User Access

Walking

- 3.5.1 The proposed development benefits from access to existing pedestrian infrastructure along Bishopstrow Road which runs along the eastern side of the site. The footway on the western side of Bishopstrow Road starts approximately 225m south of the northern site access and provides a continuous connection between the site and the B3414, Boreham Road. A footway is also present on the eastern side of the carriageway in proximity of the northern access albeit this is only present between the Bishopstrow Road / Cobbett Rise junction and 29 Bishopstrow Road. These footways provide access to the nearest bus stops.

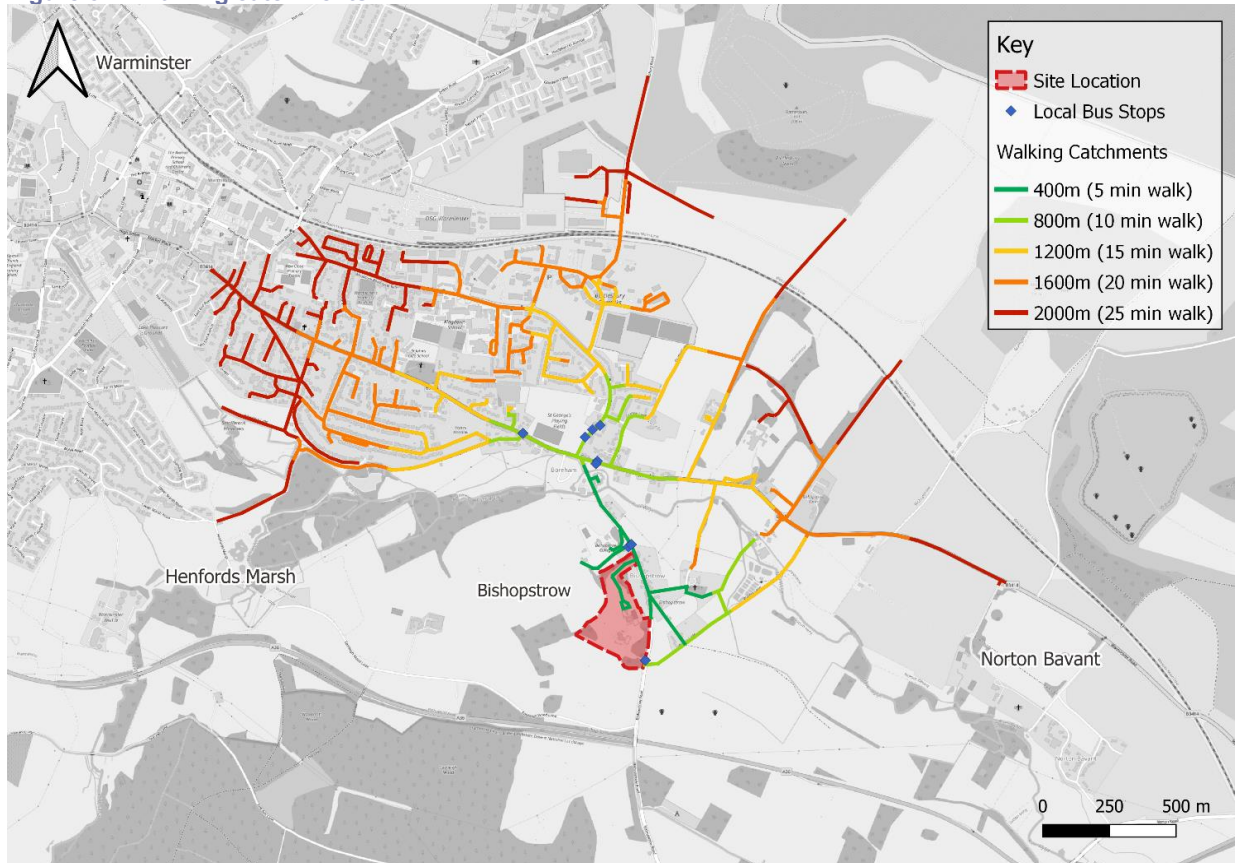
- 3.5.2 To the north, Bishopstrow Road connects with Boreham Road. The latter includes footpaths on both sides of the carriageway with this providing connectivity to a pair of bus stops located approximately 55m east of the Boreham Road / Bishopstrow road mini-roundabout junction and a further bus stop located approximately 240m west of the junction - adjacent to Smallbrook Lane.
- 3.5.3 Routing east on Boreham Road, the footway on the southern side of the carriageway terminates approximately 120m east of the mini roundabout junction. However, the provision on the northern side of the carriageway is maintained up to the Cotley Hill Roundabout, approximately 3.1km to the east, after which it proceeds towards Heytesbury.
- 3.5.4 Routing west along the B3414, continuous footways are provided on both sides of the carriageway connecting the site to the centre of Warminster as well as the closet railway station. Boreham Road benefits from the provision of a number of formal pedestrian crossing points between Bishopstrow Road and the town centre, the closets of which is a dropped kerb crossing with tactile paving, and a central pedestrian refuge, located approximately 35m west of the Bishopstrow Road / Boreham Road mini-roundabout. This is supplement by zebra crossings located at intervals of approximately 750m, 920m, and 1.6km west of the mini roundabout. The latter of these facilitates enables pedestrian connectivity toward Warminster Railway Station. Zebra crossings are provided on Station Road approximately 133m south of the station, facilitating east-west connectivity, and directly outside the station.
- 3.5.5 The Chartered Institute for Highways and Transportation (CIHT) document 'Providing for Journeys on Foot' states at paragraph 1.12 that: "walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile" The document also provides suggested acceptable walking distances for a range of destinations. Those suggested walking distances have been reproduced in **Table 3-1**.

Table 3-1: CIHT suggested acceptable walking distances

Distance category	Town centres (m)	Commuting / school / sightseeing (m)	Elsewhere
Desired	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

- 3.5.6 **Figure 3-1** illustrates the identified walking catchments up to 2000m walking distance (25-minute walk time) from the site.

Figure 3-1: Walking catchments



Source: © OpenStreetMap contributors with Pell Frischmann annotations

3.5.7 It can be seen from **Figure 3-1** that the site is well-connected within Bishopstrow village, and that continuous footway provision is available between the site and much of eastern Warminster. This facilitating access to local amenities, public transport and off-site hotels. As identified above the walking route between the site and town includes several bus stops, further facilitating non-car-based travel for both guests arriving at the train station and staff.

Cycling

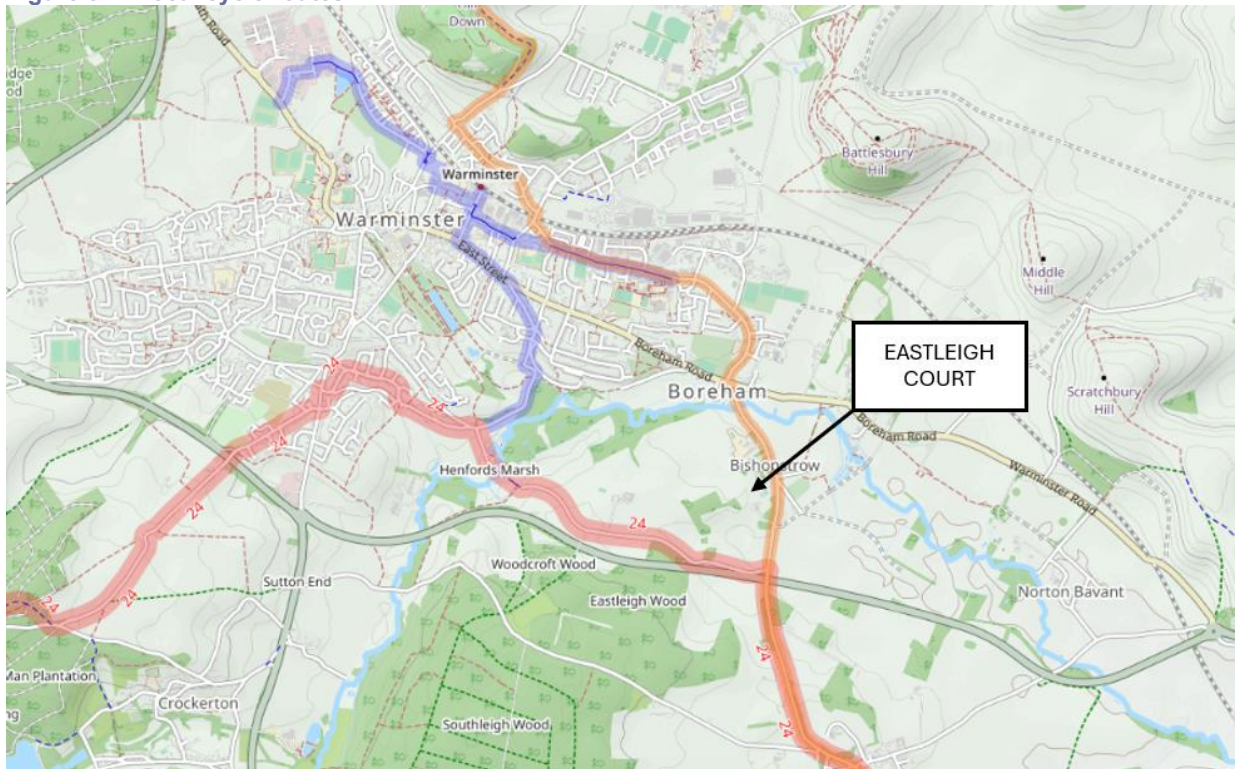
3.5.8 Cyclists, expected to mainly be staff, are well catered for locally being able to travel between Warminster and Eastleigh Court via Borham Road / Bishopstrow Road to the north. Locally both of these roads have posted speed limits of 30mph which is conducive for cyclists. Those attending the site from further afield also benefit from access to National Route 24 (NR24), with its nearest access point located approximately 250m south of the southern site access and its alignment following Eastleigh Wood Lane through Henfords Marsh and onwards in a northwest direction towards Frome.

3.5.9 The nearest local cycle route connects to NR24 at the Smallbrook Lane / Henfords Marsh priority junction approximately 1.9km west of Bishopstrow Road. The local cycle route passes through Warminster starting at Furnax Lane to the northwest and continuing along Portway Lane, The Avenue, Station Road, East Street, and finally Smallbrook Lane. This route offers a mix of urban and scenic sections passing by key locations such as Warminster Train Station and the main high street within the town.

3.5.10 Cyclists using NR24 to access the site are required to travel a relatively short distance north, approximately 650m, along Bishopstrow Road from Eastleigh Wood Lane to enter the site via the existing northern access. Of this route the first 220m, a straight section of carriageway, is located within a national speed limit, with the limit reducing to 30mph thereafter.

- 3.5.11 NR24 runs from Bath through Radstock, Frome, Warminster and Salisbury to join with National Route 23 at Eastleigh in Hampshire. **Figure 3-2** identifies Eastleigh Court in the context of available local cycle routes.

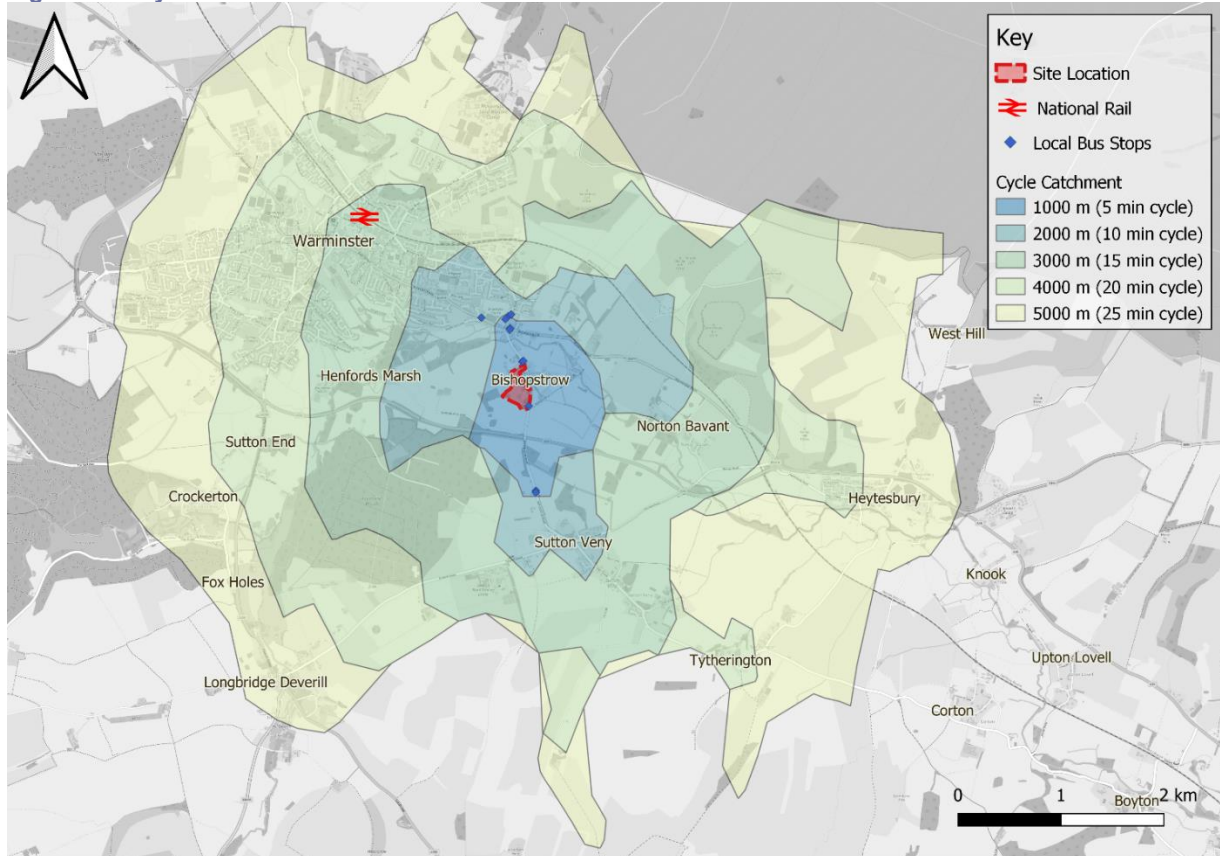
Figure 3-2: Local cycle routes



Source: © OpenCycleMap contributors with Pell Frischmann annotations

- 3.5.12 National and local policy encourages sustainable development and a shift away from private car use. However, there are no specific recommended maximum cycle distances for access to services / leisure facilities stated within the NPPF or local planning policy.
- 3.5.13 It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point, it indicates that an acceptable distance for general trips by bicycle is considered to be up to 5km (5000m), but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by bicycle.
- 3.5.14 **Figure 3-3** demonstrates the cycle catchment up to 5000m cycle distance (25-minute cycle time) from the site.

Figure 3-3: Cycle catchment



Source: © OpenCycleMap contributors with Pell Frischmann annotations

3.5.15 It can be seen from **Figure 3-3** that multiple local destinations, outside Bishopstrow, are accessible from the site in addition to majority of Warminster's urban environment to the northwest. It is therefore evident that the site is accessible by active modes of travel, both locally and in relation to the wider network. The availability of these routes presents a real opportunity for site users, particularly staff, to travel by cycle not only for short local trips but also for staff commuting from the wider area when accounting for the opportunity to combine rail and cycling.

3.6 Public Transport

Bus

3.6.1 The nearest pair of bus stops to the site are located on Bishopstrow Road, in the immediate vicinity of the northern site access - the bus stops are identified as 'Eastleigh Stables'. There is also a further northbound bus stop located in the immediate vicinity of the southern access to the site. The northbound stop in proximity to the northern access consists of a flag and timetable information mounted to a telegraph pole. The remaining two local stops are 'request stops' whereby patrons are required to flag the driver down - this is typical of village settings.

3.6.2 Bus stops are also situated on Boreham Road, approximately 55m east of the Boreham Road / Bishopstrow Road mini roundabout junction - the bus stops are identified as 'Bishopstrow Road'. Both stops consist of a post and flag arrangement with timetable information. The stop on the southern side of the carriageway also benefits from a bus layby. The walking distance between these stops and the northern site access is approximately 500m, a 7 minute walk, and can be accessed using the footway on the western side of Bishopstrow Road in combination with the footways on either side of Boreham Road.

3.6.3 Local bus routes include the 24, 55, 56, 57/57A and D1 and **Table 3-2: Summary of bus services** provides a summary of these services.

Table 3-2: Summary of bus services

Service	Destinations	Monday - Friday	Saturdays	Sundays
24	Salisbury - Frome	1 service per 2 hours 07:00–19:50	1 service per 2 hours 07:27–16:10	No services
55	Kingston Deverill - Devizes	1 service per day (Thursdays only) 09:20–14:35	No services	No services
56	Salisbury - Warminster	1 service per day (Tuesdays and Fridays only) 09:05–15:00	1 service per day 09:05–15:00	No services
57	Warminster – Deverills – Mere	3 services per day 09:00–13:52	No services	No services
57A	Warminster – Sutton Veny – Mere – Gillingham	3 services per day 08:45–15:05	Limited service 09:55–14:30	No services
D1	Bath - Warminster	1 service per hour 05:10–23:15	1 service per hour 05:10–23:15	1 service per hour 05:10–23:15

- 3.6.4 It can be seen from the table above that local bus service provision not only facilitates connectivity through Warminster but provides access to Salisbury, Frome, Chitterne, Kingston Deverill, Devizes, and Bath.

Rail

- 3.6.5 The closest railway station is Warminster Railway Station which is located approximately 2.7km northwest of the proposed development site. This is accessible via a 6 minute taxi ride, 33 minute walk or a 8 minute bicycle ride, routing along the B3414 and Bishopstrow Road. This putting the development within easy access of the station.
- 3.6.6 Warminster Railway Station is operated by Great Western Railway (GWR) and is a main station on the Wessex Main Line, with regular services to Bristol, Cardiff, Southampton, and Portsmouth. The station generally has an hourly service in each direction. Warminster Station also provides direct services to London Waterloo and alternative connections via Salisbury or Westbury, offering convenient access for guests traveling from the capital. Typical journey times to London are approximately 2 hours, with services running throughout the day.
- 3.6.7 The station car park is predominantly located to the north of the rail line which is accessible via Station Road. There is a small amount of parking provided in front of the main station access. Station car parking consists of 112 car parking spaces, of which 4 spaces are designated as accessible. There are 8 Sheffield cycle stands, 16 spaces, located in a covered shelter in the car park at the front of the station that can be accessed via Burrough Fields.
- 3.6.8 The station benefits from the inclusion of a bus stop, immediately south of the main entrance, consisting of a post and flag arrangement and bus stop road markings. The bus stop is currently served by routes 23, 24, 53 and 265. Route 24 stops at the bus stops located on Boreham Road approximately 500m from the northern site access.

3.7 Collision Data

- 3.7.1 A road traffic collision review has been undertaken using data obtained from the publicly available Crashmap and Bikedata databases which utilises official data published by the Department for Transport as submitted to them by the police forces. The review considers the most recent five-year period available, with this covering the period 2020-2024 (inclusive). The extent of the study area covers from

the B3414 / Bishopstrow Road junction, north of the proposed development, to a point approximately 560m south of the southern site access. A map showing the extent of the collision study area and the location of the collisions within the study period is included in **Figure 3-4**.

Figure 3-4: Collision locations by severity



Source: © OpenStreetMap contributors with Pell Frischmann annotations

3.7.2 It can be seen from **Figure 3-4** that a single collision occurred within the study area between 2020 and 2024 (inclusive). A review of the STATS 19 collision characteristics has been undertaken with the results summarised below:

- Collision data report 2020540591820: The collision occurred on Bishopstrow Road immediately north of the junction leading to Coopers Botton Campsite (BA12 7BN) on junction on 18.01.2020. The posted speed limit for this section of the Bishopstrow Road was 60 mph. The collision occurred at 09:14 in daylight hours. The weather was recorded as fine, and the road surface was frosty / icy. The incident involved a single car travelling from the south to the north that skidded whilst travelling ahead. The skid resulted in the car exiting the carriageway and the offside hitting a tree. The injuries sustained were recorded as being slight in severity.

3.7.3 The review undertaken confirms that the recorded collision was due to weather related factors and also confirms that no collisions occurred in close proximity to the site accesses. This indicates that people are currently travelling past the site with adequate due care and attention.

3.7.4 Based on the local collision characteristics it is proposed that no further collision analysis is required.

4 Proposed Development

4.1 Scale of Development

- 4.1.1 The venue and gathering space will provide capacity to accommodate up to 120 guests. The guest accommodation will be offered for booking as part of an event and will allow up to a total of 56 guests to stay overnight in 24 bedrooms split across Eastleigh Court and the former Eastleigh Court Stables. The schedule of accommodation is as follows:

The Former Eastleigh Court Stables (existing)

- 7 x double bedrooms sleeping 2 adults per room
- 1 x twin room sleeping 2 adults
- 1 x bunk room sleeping 8 children or 8 adults

Eastleigh Court

- 14 x double bedrooms sleeping 2 adults per room
- 1 x bunk room sleeping 4 children or 4 adults

- 4.1.2 A summary of the development proposals is as follows:

- Refurbishment and alterations to existing Grade 2 listed Eastleigh Court;
- New extension to Eastleigh Court;
- New pavilion including an events space with a capacity for 120 people;
- Landscaped space for a temporary marquee with up to 120 seated dining covers;
- Re-landscaping and restoration of the estate, including new paths, planting, hard and soft landscaping;
- A new electrical substation; and,
- Inclusion of the existing former Eastleigh Court Stables accommodation within the development (no physical works to the stables proposed).

- 4.1.3 A total of 77 on-site car parking spaces, including the existing spaces at the former Eastleigh Court Stables, and 8 cycle parking spaces will be provided for staff, contractors and guests.

- 4.1.4 To further reduce private car dependency and support sustainable travel, Kindred Living Project propose offering to arrange a bus shuttle service between the property to both Warminster train station and other local hotels or short-stay accommodation where guests may be staying. This will be in partnership with a local shuttle bus provider. The take up of the service will be at the discretion of guests. Details of the service and how to book will be provided at the point of booking and also in the arrival pack given to staying guests. This service will help to minimise car parking demand and reduce traffic movements through Bishopstrow.

4.2 Events

- 4.2.1 The proposed development at Eastleigh Court accommodates a range of event types, varying in scale and guest numbers. These include:

- Stay Type A (small-scale gatherings, holidays, and micro weddings with up to 60 guests),
- Stay Type B (small to medium weddings and celebrations with up to 90 guests), and;
- Stay Type C (maximum capacity weddings and events with up to 120 guests).

- 4.2.2 The number of Type B and Type C events will be capped at a combined total of 20 events per annum. Stay Type C represents the realistic worst-case scenario in terms of transport impact. It involves up to

120 guests, with up to 56 overnight guests and 64 day guests, and full use of the facilities including the pavilion.

- 4.2.3 The accommodation schedule confirms that the site comprises a total of 56 bed spaces across Eastleigh Court and the former Eastleigh Court Stables. For the purposes of this TS, a worst-case scenario has been assumed in which all 56 bed spaces are occupied by adults. This approach reflects the potential for adult guests to generate vehicle trips and require on-site parking provision, thereby ensuring that the assessment captures the maximum likely transport demand associated with overnight stays.
- 4.2.4 Accounting for the above, this TS focuses on Stay Type C events to ensure that the analysis captures the highest potential demand for vehicle movements and parking.
- 4.2.5 It is also noted that large corporate daytime events, where all attendees arrive and depart on the same day, are not part of the venue's operational model. The minimum booking period is three nights, and the target market is focused on luxury short-stay accommodation with occasional celebrations such as weddings and private gatherings. As such, this TS does not consider single-day corporate events.

4.3 Site Access

- 4.3.1 Existing access to the site is via two junctions, one to the north of Eastleigh Court and one to the south. **Figure 4-1** and **Figure 4-2** show the two access points as recorded in 2024 and 2023 respectively.

Figure 4-1: Existing northern site access



Source: © 2024 Google. Image captured March 2024.

Figure 4-2: Existing southern site access



Source: © 2024 Google. Image captured May 2023.

- 4.3.2 The historic entrance to the site is via the northern access and the proposal seeks to reinstate this as part of a new one-way system. The proposed access strategy will see all visitors, staff and service/refuse collection vehicles access the site from the north and exiting the site from the south.
- 4.3.3 This approach seeks to minimise the amount of internal visitor traffic passing the court and more significantly it will also reduce the number of inbound vehicle movements passing through the full extent of Bishopstrow. This including guests arriving by taxi or shuttle bus from Warminster train station, or arriving by car from other local accommodation (such as Bishopstrow Hotel), or further afield.
- 4.3.4 The rationale for delivering a one-way system not only relates to the desire to limit the number of vehicles passing through Bishopstrow on event days but is also linked to highway safety. This is explored in more detail over the following sections of this report.
- 4.3.5 In addition to the physical access arrangements, an Operational Management Plan (OMP) has been prepared by Kindred Living Project to support the scheme planning application, including various traffic and parking management measures.

4.4 Site Access Visibility Assessment

- 4.4.1 As identified in Section 1, the pre-application feedback has raised concerns regarding achievable visibility at both existing accesses, and whilst the collision analysis confirms that there have been no incidents at the accesses in the five-year period considered, a review of access visibility has been undertaken.
- 4.4.2 The posted speed limit in proximity to the northern access is 30mph, requiring the access junction to include visibility splays of 2.4m 'x' distance and 43m 'y' distance in accordance with the guidance provided in Manual for Streets (MfS). The current arrangements are such that a visibility splay of 2.4m x 19m can be achieved to the north of the access and 2.4m x 23m to the south. The visibility splay to the north of the site access is currently compromised by the location of a retaining wall (associated with the Court) to the rear of the existing 1.3m wide footway. The visibility splay to the south of the access is compromised by a boundary wall associated with Old Bishopstrow House.
- 4.4.3 The posted speed limit in proximity to the southern access is also 30mph, requiring junctions to include visibility splays of 2.4m 'x' distance and 43m 'y' distance - Drawing 109934-PEF-XX-XX-DR-C-000002 included in **Appendix C** confirms that this is achievable.

- 4.4.4 Approximately 40m south of the access there is a change in the posted speed limit increasing to 60mph. Visibility splay requirements for a national speed limit road of this nature are 2.4m 'x' distance by 202m 'y' distance in accordance with (MfS) Drawing 109934-PEF-XX-XX-DR-C-000002 included in **Appendix C** confirms that this is achievable.
- 4.4.5 The current arrangements are such that a visibility splay of 2.4m x 70m can be achieved to the north, when accounting for the existing road markings that bring the give way line further into the running carriageway, and a visibility splay of 2.4m x 202m can be achieved to the south, as confirmed in Drawing 109934-PEF-XX-XX-DR-C-000002 included in **Appendix C**.
- 4.4.6 Notwithstanding the above, and in line with WC's requirements, to confirm the current vehicle speeds along the site frontage 7-day speed surveys were undertaken on Bishopstrow Road on the approaches to both existing accesses, beginning 5th February 2025. The surveys were undertaken by independent survey company Citisense and the results are included in **Appendix D**.
- 4.4.7 The 85th percentile vehicle speeds recorded at the survey locations are summarised in **Table 4-1**.

Table 4-1: Traffic Survey – Recorded vehicle speeds

Site No.	Direction	85 %Percentile Speed	MfS Minimum 'Y' Distance
Northern Access	Northbound	31.7 mph	45m
Northern Access	Southbound	34.7 mph	52m
Southern Access	Northbound	37.4 mph	73m
Southern Access	Southbound	40.7 mph	83m

- 4.4.8 The results of the speed surveys confirm that on approach to the northern access 85th percentile vehicles were recorded as being above the prescribed speed limit of 30mph in both a northbound and southbound direction. The results also confirm that on approach to the southern access 85th percentile vehicles were recorded as being above the posted speed limit of 30mph. In relation to the southern access, the recorded speeds indicate that drivers are reducing their speed having left the national speed limit section of Bishopstrow Road, albeit not in line with the posted speed limit, and that vehicles travelling in southbound direction are prematurely increasing their speed on approach to the change in speed limit.
- 4.4.9 Whilst it can be seen that the northern access does not achieve visibility splays in line with the guidance in MfS, this is overcome by implementing the proposed one-way system which removes the requirement for vehicles to exit the site via this route.
- 4.4.10 When **Table 4-1** is read in conjunction with Drawing 109934-PEF-XX-XX-DR-C-000002, it can be seen that while northbound vehicles are recorded as travelling above the posted 30mph speed limit, a visibility splay of 2.4m x 202m can be achieved to the south along the kerbline. This comfortably exceeds the required stopping sight distance for the recorded speed and presents no visibility constraint in this direction.
- 4.4.11 For vehicles travelling southbound (approaching from the north), the recorded 85th percentile speed is 40.7mph, which exceeds the posted 30mph limit. This reflects an existing enforcement issue rather than a deficiency in the proposed access design. Based on the recorded speed, the typical visibility splay requirement would be 2.4m x 83m, the maximum achievable visibility splay along the kerbline from the existing access is 2.4m x 70m.

- 4.4.12 The critical movement from the site is the right turn onto Bishopstrow Road, which requires visibility of southbound vehicles approaching from the north. In this context, a further visibility assessment has been undertaken, measuring the Y distance to the centreline of the southbound lane — the point at which an approaching vehicle would first become visible to a driver at the site access. This assessment confirms that a visibility splay of 2.4m x 89m can be achieved, which exceeds the required stopping sight distance of 83m for the recorded 85th percentile speed of 40.7 mph. This approach is consistent with guidance in Manual for Streets, which allows visibility to be measured to the centreline where appropriate, particularly on wider roads or where the opposing lane is the relevant one for the critical movement. In this case, the likelihood of vehicles overtaking in the vicinity of the access is very low due to the horizontal curvature of the road, reinforcing the suitability of measuring to the centreline. Furthermore, the site's use as offices has the potential to generate a greater level of traffic to that forecast for the proposed development, as discussed in Section 5, this indicating that the existing access arrangements remain appropriate.
- 4.4.13 To further support and encourage compliance with the posted speed limit, it is proposed to introduce SLOW road markings on Bishopstrow Road approximately 89 metres north of the site access. This location corresponds with the point at which a southbound vehicle would first become visible to a driver exiting the site, based on the visibility splay assessment. The markings will serve as a visual prompt for drivers to reduce their speed, reinforcing the existing speed limit and enhancing safety at the existing junction for Eastleigh Court.
- 4.4.14 Drawing 109934-PEF-XX-XX-DR-C-000002, included in **Appendix C**, provides the achievable visibility plays based on the recorded speeds at the proposed exit to the site as well as the location of the proposed 'SLOW' road markings.
- 4.4.15 Taking into account the results of the speed surveys, the visibility splay analysis presented above, the proposed introduction of SLOW road markings, and the implementation of a one-way circulation system through the site, it has been demonstrated that the proposed access arrangements are appropriate. These measures collectively address visibility and speed-related concerns, and as such, no further interventions to reduce vehicle speeds are considered necessary as part of the proposed development.

4.5 AutoTrack Appraisal

Internal Roads

- 4.5.1 A vehicle swept path analysis has been undertaken at both the northern site access, the entry to the one-way system, and at the southern exit of the one-way system. The vehicle tracking has been undertaken using a fire tender and an 11.2m refuse vehicle (RCV) – the largest vehicle expected to access the site. The results of the swept path analysis have been included in **Appendix E**.
- 4.5.2 It can be seen from Drawing 109934-PEF-XX-XX-DR-C-000003 and Drawing 109934-PEF-XX-XX-DR-C-000006 that both an RCV and Fire Tender can access the site from the north and south, being able to fully clear the Bishopstrow Road before the internal driveway tapers down.
- 4.5.3 It can be seen from Drawing 109934-PEF-XX-XX-DR-C-000009 and Drawing 109934-PEF-XX-XX-DR-C-000012 that both an RCV and Fire Tender can exit the site in both a northbound and southbound direction. The vehicle tracking demonstrates some centreline oversweep on Bishopstrow Road. However, this is not unusual for HGV vehicles, and it is expected that drivers will wait within the site until the main road is clear before performing an exit manoeuvre. It should also be noted that under the site's office use and residential use at the former Eastleigh Court Stables, service vehicles such as refuse collection vehicles would have accessed the site via the same junctions, confirming that the proposed arrangements do not introduce a new operational constraint compared to historic conditions.

- 4.5.4 The internal road network is designed based on the tracking requirements of the largest vehicles expected to access the site with confirmation this widening is appropriate to accommodate relevant vehicles identified in drawing 109934-PEF-XX-XX-DR-C-001002 and 109934-PEF-XX-XX-DR-C-001006. As part of the access strategy the inbound driveway is to include passing places, with these to be used in the unlikely event of an emergency situation arising.

Parking areas

- 4.5.5 In addition to tracking the internal access roads, the proposed parking areas have been assessed to confirm that vehicles can manoeuvre into and out of the most constrained spaces. This appraisal was carried out using a large car, with the results presented in Drawings 109934-PEF-XX-XX-DR-C-0000012 and 109934-PEF-XX-XX-DR-C-0000012 located in **Appendix E**. These drawings demonstrate that the proposed parking areas can accommodate the manoeuvring requirements of cars entering and exiting the spaces.

4.6 Refuse Collection

- 4.6.1 The operational waste strategy for the development has accounted for feedback received during the community consultation. Specifically, concerns were raised regarding noise associated with bottle disposal late at night. To address this, a dedicated bin store will be provided within the pavilion building to minimise the need for waste to be moved across the site during sensitive hours.
- 4.6.2 The internal bin store will accommodate one 1100L bin for general waste and two 240L bins for recycling and food waste. It is located at the rear of the pavilion, adjacent to the bar store. The store is accessible both internally and externally, ensuring that bins do not need to be wheeled through the building and allowing for efficient and discreet waste handling. Refuse collection will take place from the car park north of the pavilion on collection days.
- 4.6.3 RCVs will draw up alongside either the Pavilion waste storage area or the external bin store proposed to the north of Eastleigh Court on waste collection days so the waste can be transferred to the RCV. The location of staging areas for the bins means that refuse collection technicians will not be required to transfer the bins more than 30m and the RCV will not be required to reverse more than 12m. Waste collection activities will also be undertaken outside peak event times.

4.7 Parking Requirements

- 4.7.1 There are no specific parking standards for the proposed land use type within Wiltshire's current parking guidance document – Wiltshire Car Parking Strategy. Therefore, it is proposed that car parking will be provided based on the expected operational requirements of the venue whilst also accounting for its geographic location and access to public transport.

Guest Car Parking

- 4.7.2 The Pavillion will provide capacity to accommodate up to 120 guests. Guest accommodation will be provided in 24 bedrooms, dispersed across the former Eastleigh Court Stables and Eastleigh Court, accommodating up to 56 guests. It is anticipated that these will generally be in use the day preceding an event and the day after the event as there is proposed to be a minimum booking stay of 3 nights. It is very likely that family members will car share and it is therefore considered reasonable to assume a minimum vehicle occupancy of up to 2 persons per double bedroom, up to 4 persons in the Stables bunk room and up to 4 persons in the Eastleigh Court bunk room. Based on this level of vehicle occupancy the parking demand for guests staying at the former Eastleigh Court Stables and the Court is 28 spaces. It should be noted that the existing parking at the former Eastleigh Court Stables form a part of the overall proposed parking provision for the development.

- 4.7.3 In terms of day guests it is very likely that there will be a high level of car sharing between family members and friends and it is therefore considered reasonable to assume that each car is likely to accommodate a minimum of 3 guests. When allowing for the overnight guests there will be capacity for up to 64 day guests who could potentially travel to the site by car. This is likely to be a robust figure given the potential for people to use the shuttle bus service to be provided between Warminster Railway Station and Eastleigh Court, the accessibility of the site by public transport and that some guests will be staying in other off-site local accommodation, such as Bishopstow Hotel, and could use taxis to access the site. Based on this level of vehicle occupancy the parking demand for day guests is 22 spaces (rounded up). Taking into account parking demand for both overnight and day guests this would result in a requirement for the provision of 50 spaces in total for guests across the former Stables and Court.

Wedding / Event Staff Parking

- 4.7.4 Based on the client's experience at other venues, a wedding / event will be supported by 13 event staff disaggregated as follows:

- Chefs x 3
- Kitchen Porter x 1
- Waiting Staff x 4
- Bartenders / Barback x 4
- Manager x 1

- 4.7.5 Assuming a staff vehicle occupancy of 1 person per vehicle, the resulting demand for staff parking is 13 vehicles.

Contractor Parking

- 4.7.6 The majority of contractors are expected to be on site on the days preceding guest arrival and following a wedding / event and as such they will have access to the main parking facilities as well as some of the staff parking areas. Contractor numbers are expected to be lower than guest numbers and therefore the proposed parking provisions identified above will be able to accommodate the parking requirements of non-event day contractors.

- 4.7.7 Notwithstanding the above, some contractors will be required on site on the day of an event and therefore an allowance for their parking requirements has also been made. It is anticipated that there will be a maximum of 12 event day contractors on site and these are disaggregated as follows:

- Celebrant x1
- Photographers x 2
- Videographer x2
- Entertainment / Band x 6
- AV engineer x 1

- 4.7.8 Assuming a contractor vehicle occupancy of 1 person per vehicle the resulting demand for contractor parking is 12 vehicles.

- 4.7.9 Should it be determined that an occasional maximum-capacity event requires more staff or contractors than the allocated parking can accommodate, the accompanying OMP, prepared by Kindred Living Project, confirms that staff and contractors will be notified in advance that they will be required to car-share.

Parking Sensitivity Test – Reduced Overnight Occupancy

- 4.7.10 An additional “reduced overnight occupancy” sensitivity test has also been assessed. This scenario assumes that 75% of the on-site bedspaces are occupied, resulting in approximately 42 overnight guests rather than the full 56-guest capacity. As the venue can accommodate a total of 120 guests, this scenario would therefore allow for an increase in the number of day-guests to approximately 78, compared with 64 day-guests under the full-occupancy scenario.
- 4.7.11 Applying the vehicle occupancy assumptions used - 2 adults per overnight vehicle and 3 day-guests per car - overnight guest parking demand would reduce from 28 vehicles to approximately 22 vehicles, while day-guest parking demand would increase from 22 vehicles to approximately 26 vehicles.
- 4.7.12 The net effect of this scenario is a slight reduction in total guest parking demand, with combined overnight and day-guest parking requiring approximately 48 spaces, compared with 50 spaces under the full-occupancy scenario. This confirms that guest-related parking demand is accommodated within the proposed 77-space provision, and that the development maintains adequate on-site parking capacity across both full and reduced overnight occupancy profiles considered.

4.8 Parking Provision for Disabled Users and Electric Vehicles

Disabled Spaces

- 4.8.1 Wiltshire Council's Car Parking Strategy requires that designated parking spaces for disabled users be provided in accordance with current best practice. While the strategy does not specify a fixed percentage, national guidance such as BS8300 and Building Regulations Part M typically recommends a minimum of one disabled space or 5% of the total parking capacity, whichever is greater. For a development providing 77 parking spaces, this equates to a minimum of four disabled spaces. The proposed provision of 5 disabled spaces exceeds this guidance and supports inclusive design.

Electric Vehicle Charging Spaces

- 4.8.2 Although the Wiltshire Parking Strategy does not currently set a specific requirement for electric vehicle (EV) charging infrastructure for this category of development. However, national guidance - including Building Regulations and Department for Transport recommendations - suggests that new developments should provide at least one EV charging point per five parking spaces. This equates to a 20% provision. The proposed allocation of 20% EV charging spaces (approximately 15 spaces) is therefore consistent with national expectations and supports the promotion of sustainable travel.

Cycle and Motorcycle Parking Provision

- 4.8.3 Wiltshire Council's Local Transport Plan Cycling Strategy does not provide specific cycle or motorcycle parking standards for wedding and events venues. However, a review of comparable land uses—such as hotels (Use Class C1)—indicates a requirement of 1 covered cycle space per 12 employees in rural areas, with visitor spaces to be determined on merit. Applying this standard to the proposed development at Eastleigh Court, which will employ up to 13 event staff, results in a requirement for 2 covered cycle parking spaces for staff. Given the nature of the development and the potential for occasional visitor cycling, it is proposed to provide a total of 8 cycle parking spaces, exceeding the minimum requirement and allowing for both staff and guest use. These spaces will be located in a safe, secure, and overlooked position, in accordance with Wiltshire Council's quality standards for cycle parking.
- 4.8.4 While no specific motorcycle parking standard is provided, it is proposed that motorcycle parking will be accommodated within the standard car parking bays, which are of sufficient size to allow for safe mounting and dismounting.

Parking Summary

4.8.5 The proposed volume of parking spaces to be provided is 77 spaces. The schedule of parking provision is as follows:

- Overnight guest standard parking spaces = 21 spaces
- Overnight guest disabled spaces = 2 space
- Overnight guest electric vehicle charging spaces = 5 spaces

- Day guest standard parking spaces = 17 spaces
- Day guest disabled spaces = 1 spaces
- Day guest electric vehicle charging spaces = 6 spaces

- Staff standard spaces = 10 spaces
- Staff disabled spaces = 1 space
- Staff electric vehicles charging spaces = 2 spaces

- Contractor standard spaces = 9 spaces
- Contractor disabled spaces = 1 space
- Contractor electric vehicles charging spaces = 2 spaces

- Staff / guest cycle parking spaces = 8 spaces

4.8.6 The development proposes to provide 77 parking spaces, exceeding the calculated requirement of 75 spaces. This residual capacity offers a degree of operational flexibility, during peak arrival periods associated with maximum capacity events. By providing additional spaces beyond the baseline requirement, the design reduces the likelihood of guests circulating within the site in search of a space.

4.9 Travel Plan

4.9.1 A Travel Plan has been prepared to accompany this TS and forms part of the full planning application submission. Accounting for the nature of the proposed development, along with its setting, the Travel Plan is predominantly focused on staff travel. However, the Travel Plan includes commitment to providing guest information that encourages arrival by sustainable modes but where guests do drive, they will be encouraged to car share where possible.

5 Trip Forecasts

5.1 Introduction

- 5.1.1 The proposed scheme provides capacity to accommodate up to a combined 120 overnight / day guests supported by approximately 13 event staff and 12 event day contractors for the largest Type C events.
- 5.1.2 Stay Type C events are typically expected to occur over weekends, with guests arriving on Friday afternoon and departing on Sunday morning. However, it is also feasible that such events could be scheduled during weekdays.
- 5.1.3 The following section of the report provides worst-case trip forecasts for a Stay Type C event, whereby guests who are staying in the on-site accommodation arrive on the day before the event in the PM and depart on the day following the event in the AM and the remaining guests, event day contractors and staff arrive / depart on the day of the event.
- 5.1.4 Whilst the majority of contractors are expected to be on site on the days preceding guest arrival and post event, consideration has also been given to those contractors who will attend the site on the day of the wedding / event e.g. the celebrant, photographers and the entertainment.

5.2 Trip Profiles – Proposed Use

Guests Staying on Site

- 5.2.1 Eastleigh Court accommodates up to 32 guests across 15 bedrooms, comprising:
- 14 double rooms, each with 2 adults, generating 14 vehicles (assuming one vehicle per room).
 - 1 bunk room, accommodating 4 adults, generating 2 vehicles (assuming two vehicles per four adults).
- 5.2.2 This results in a total of 16 vehicles associated with guest stays. Based on the minimum 3 night booking guests are expected to either arrive on site on the Thursday afternoon and depart on Sunday morning, or arrive on the Friday afternoon and depart on the Monday morning generating:
- 16 arrival trips on either Thursday or Friday.
 - 16 departure trips on Sunday or Monday.
- 5.2.3 The former Eastleigh Court Stables accommodates up to 24 guests across 9 bedrooms, comprising:
- 7 double rooms, each with 2 adults, generating 7 vehicles (assuming one vehicle per room).
 - 1 twin room, with 2 adults, generating 1 vehicle.
 - 1 bunk room, accommodating 8 adults, generating 4 vehicles (assuming two adults per vehicle).
- 5.2.4 This results in a total of 12 vehicles associated with guest stays.
- 5.2.5 Guests are expected to either arrive on site on the Thursday afternoon and depart on Sunday morning, or arrive on the Friday afternoon and depart on the Monday morning generating:
- 12 arrival trips on either Thursday or Friday.
 - 12 departure trips on Sunday or Monday.

- 5.2.6 The following table summarises the total number of trips associated with guests staying on site at Eastleigh Court and the former Eastleigh Court Stables, based on a worst-case scenario, Type C event, where all available accommodation is assumed to be fully occupied. The figures reflect maximum anticipated occupancy levels, corresponding vehicle requirements, and the timing of arrivals and departures over a typical weekend stay.

Table 5-1: Weekend Guest Trip Generation – Eastleigh Court and Former Eastleigh Court Stables Accommodation

Thursday / Friday PM			Sunday / Monday AM		
Arrivals	Departures	Totals	Arrivals	Departures	Totals
28	0	28	0	28	28
Daily Total Vehicle Movements = 28					

- 5.2.7 As guests of this category will not arrive on the day of an event, they do not contribute to the worst-case vehicle trip generation scenario considered.

Guests staying off site travelling by private vehicle

- 5.2.8 Guests not staying on site, travelling by car with 3 person vehicle occupancy – 64 guests. This equates to 21 vehicle arrivals and 21 vehicle departures per day.

Table 5-2: Trip generation – guests staying off site travelling by private vehicle

Saturday AM			Saturday PM		
Arrivals	Departures	Total	Arrivals	Departures	Total
21	0	21	0	21	21
Daily Total Vehicle Movements = 42					

- 5.2.9 It should be noted that guests arriving / departing on the day of an event will do so across a staggered period, with this likely focused over the hour preceding an event commencing and across a number of hours following the peak event activity, therefore the findings above are considered robust.

Event Day Staff

- 5.2.10 13 staff are required for an event. Given the nature of the development it is anticipated that some staff will be drawn from local population centres and therefore it is reasonable to assume that some staff will travel by modes other than the private car or travel together in the same vehicle. However, to consider a worst-case scenario it has been assumed that all staff do travel by car and that there is a minimum staff vehicle occupancy of 1 person per vehicle.

Table 5-3: Trip generation – event day staff travelling by private vehicle

Saturday AM			Saturday PM		
Arrivals	Departures	Total	Arrivals	Departures	Total
13	0	13	0	13	13
Daily Total Vehicle Movements = 26					

- 5.2.11 It should be noted that the majority of staff will arrive in the hours preceding event day guest arrival and that they will also depart the venue in a staggered manner i.e. catering staff will leave the venue once the final service has been completed, as will waiting staff. These portions of the staff are anticipated to largely depart before an event has concluded and before guests are anticipated to leave.

Contractors

- 5.2.12 Whilst it is anticipated that many of the contractors will access the site on days pre and post event, some will attend site for the day e.g. the wedding photographers and the entertainment/band. Whilst it is anticipated that there will be an element of car sharing, particularly the band/entertainment, a worst-case scenario whereby all contractors travel individually has been considered. As such it is anticipated that there will be up to 12 contractor vehicles on site in the worst-case scenario with 5 contractor vehicles arriving prior to the event commencing and a further 7 vehicles arriving after the ceremony.

Table 5-4: Trip generation – event day contractors travelling by private vehicle

Saturday AM			Saturday PM		
Arrivals	Departures	Total	Arrivals	Departures	Total
5	0	5	7	12	19
Daily Total Vehicle Movements = 24					

Proposed Development Trip Summary

- 5.2.13 Overall trips to the Site will be staggered throughout any given day. For example, on an event day the majority of staff arrivals (kitchen and waiting staff) can be expected before the arrival of guests.
- 5.2.14 It is expected that contractor arrivals and departures will be staggered with the celebrant and photographers likely to arrive alongside the event day guests and the band / entertainment arriving following the ceremony.
- 5.2.15 Accounting for the likely pattern of staff, contractor and day guest arrivals and departures it is envisaged that the greatest volume of trips will occur when guests who are not staying in the on-site accommodation, and contractors arrive. This equating to a maximum forecast of 26 vehicle arrivals (21 day guest vehicles and 5 contractor vehicles) which, based on a worst-case scenario, could occur over a one hour period preceding the wedding ceremony / event commencement.
- 5.2.16 When considered as a flat profile this equates to approximately 1 vehicle movement roughly every two minutes for the hour period preceding an event. This is not considered to be a significant volume of traffic and will not have a significant impact on the operation of the local highway.
- 5.2.17 Guest departures will be staggered over a number of hours following the event and will have a lesser impact than arrivals.

5.3 Trip Profiles – Extant Office Use

- 5.3.1 Eastleigh Court currently has an office land use class, providing approximately 1,245 sqm of internal floor area. In order to consider the potential trip generation for the extant land use a TRICs trip generation exercise has been undertaken for 'office use' using edge of town sites. A summary of the peak hour and daily trip generation is provided in **Table 5-5: Office trip generation** with the full results presented in **Appendix F**.

Table 5-5: Office trip generation

Period	Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
0800-0900	1.462	0.216	1.678	18	3	21
0900-1000	1.469	0.254	1.723	18	3	22
1700-1800	0.104	1.529	1.633	1	19	20
Daily	5.98	5.982	11.962	75	75	150

- 5.3.2** Based on TRICS data for office sites, the existing use is forecast to generate 150 two-way vehicle movements per day, with 75 arrivals and 75 departures. The hourly profile confirms that there is an AM peak between 08:00–09:00 (21 trips) and 09:00–10:00 (22 trips), reflecting typical commuter patterns. The PM peak occurs between 17:00–18:00 (20 trips). Outside these periods, trip activity is relatively low, with minimal movements during the evening and no overnight traffic. This pattern is characteristic of office operations, where traffic demand is concentrated during weekday peak hours.

5.4 Trip Comparison Between Proposed Use and Extant Use

- 5.4.1** The proposed development will replace an existing trip-generating land use, rather than introducing traffic to a previously undeveloped site. A comparison of daily trip generation shows that the extant office use generates more vehicle movements per day than the proposed wedding/events venue under the worst-case assumptions:

- Office use: Generates 150 two-way vehicle movements per weekday (75 arrivals and 75 departures), concentrated during commuter peak hours.
- Proposed event use: Generates a maximum of 92 two-way vehicle movements on an event day (42 off-site guest trips, 26 staff trips, 24 contractor trips), plus 28 movements on the day preceding the event associated with the on-site guests.

- 5.4.2 Whilst acknowledging that the timing of trips for the above land-uses differs - the office use concentrates movements during weekday commuter peaks, whereas the events venue shifts activity to off-peak periods and weekends - the above demonstrates that there would be a daily reduction of 58 vehicle movements on the event day compared to the office use, and a reduction of 122 movements on the day preceding an event when only guests staying on site arrive.

5.5 Trip Generation Sensitivity Test – Reduced Overnight Occupancy

- 5.5.1 The venue is proposed to operate as luxury short-stay accommodation with occasional celebrations, where guests are typically hosted across multiple days. Given the nature of the accommodation and the exclusivity associated with hosted celebrations, it is expected that demand for onsite bedrooms will be high, with the majority of guests opting to stay on site during events, leading to full occupancy. On this basis, the full-occupancy scenario set out in the preceding sections is considered the most realistic operating profile for events. Notwithstanding this, a sensitivity test has been undertaken to assess a reduced overnight occupancy scenario ensuring a robust appraisal of potential trip demand.

- 5.5.2 The sensitivity test undertaken assesses an alternative occupancy profile in which 75% of the onsite bedspaces are occupied, resulting in approximately 42 overnight guests rather than the full 56-guest capacity. Under this scenario, the number of day-guests increases correspondingly, while the total combined maximum of 120 guests remains unchanged.

- 5.5.3 The previously identified assumptions regarding vehicle occupancy have been maintained and applied as follows:

- Overnight guest vehicle occupancy: 2 adults per vehicle.
- Day-guest vehicle occupancy: 3 guests per vehicle.

- 5.5.4 Applying these assumptions, the sensitivity scenario results in:

- 42 overnight guests → 21 overnight vehicles.
- 78 day-guests → 26 day-guest vehicles.

- 5.5.5 This results in a total of 47 guest vehicles, compared with 50 vehicles under the expected full-occupancy scenario.

Guests Staying on Site – 75% Occupancy Scenario

- 5.5.6 A combined total of 42 overnight guests are assumed to stay across Eastleigh Court and the former Eastleigh Court Stables. Based on the same occupancy and vehicle assumptions as the worst assessment, this results in 21 overnight vehicles making arrivals and departures on days either side of the event.

Table 5-6: Weekend Guest Trip Generation – Eastleigh Court and Former Eastleigh Court Stables Accommodation (75% overnight occupancy scenario)

Thursday / Friday PM			Sunday / Monday AM		
Arrivals	Departures	Totals	Arrivals	Departures	Totals
21	0	21	0	21	21
Daily Total Vehicle Movements = 21					

- 5.5.7 As with the full-occupancy scenario, overnight guest trips do not occur on the event day and therefore do not contribute to the event-day peak.

Guests Staying Off Site Travelling by Private Vehicle

- 5.5.8 With 42 guests staying onsite, a total of 78 guests could attend as day-guests. Assuming a 3-person car occupancy, this equates to 26 day-guest vehicles arriving and departing on the event day.

Table 5-7: Guests staying off site travelling by private vehicle (75% overnight occupancy scenario)

Thursday / Friday PM			Sunday / Monday AM		
Arrivals	Departures	Totals	Arrivals	Departures	Totals
26	0	26	0	26	26
Daily Total Vehicle Movements = 52					

- 5.5.9 It should be noted that guests arriving / departing on the day of an event will do so across a staggered period, with this likely focused over the hour preceding an event commencing and across a number of hours following the peak event activity, therefore the findings above are considered robust.

Event Day Staff

- 5.5.1 No changes apply to the event day staff assumptions in this sensitivity test. A total of 13 staff vehicles are accounted for as a worst-case scenario.

Table 5-8: Trip generation – event day staff travelling by private vehicle

Saturday AM			Saturday PM		
Arrivals	Departures	Total	Arrivals	Departures	Total
13	0	13	0	13	13
Daily Total Vehicle Movements = 26					

Contractors

- 5.5.2 No changes apply to the contractor assumptions in this sensitivity test. Up to 12 contractor vehicles are accounted for as a worst-case scenario.

Table 5-9: Trip generation – event day contractors travelling by private vehicle

Saturday AM			Saturday PM		
Arrivals	Departures	Total	Arrivals	Departures	Total
5	0	5	7	12	19
Daily Total Vehicle Movements = 24					

Sensitivity Scenario Trip Summary

- 5.5.3 Under the reduced overnight occupancy scenario, the distribution of arrivals and departures follows the same broad pattern identified for the full-occupancy assessment, with the majority of staff and contractor arrivals occurring prior to guest arrival, and all movements spread across the event day in a staggered manner. As overnight guests arrive and depart on the days either side of the event, they do not contribute to peak-hour activity on the event day itself. The sensitivity scenario results in an increase in the number of day-guests, with 78 guests attending the venue on the event day, equating to 26 vehicles based on the 3 per car assumption. As with the core scenario, these day-guest arrivals will typically occur during the hour preceding the ceremony, while departures will be dispersed across a number of hours after the event concludes.
- 5.5.4 When combined with the assumed 13 staff vehicles and up to 12 contractor vehicles, the sensitivity test identifies a maximum of 31 vehicle arrivals occurring within the busiest hour before the ceremony (comprising 26 day-guest vehicles and 5 contractor vehicles). This represents an uplift of five arrivals compared with the worst-case scenario. The total vehicle arrivals therefore equating to approximately one vehicle every two minutes. This is not considered significant when considering the potential impact upon the operation of the highway. Contractor departures will continue to occur in a staggered pattern, with photographers and celebrant movements aligning with guest arrival times and entertainment providers departing later in the evening.
- 5.5.5 Across the full day, the sensitivity scenario generates a total of 102 two-way vehicle movements, comprising 52 movements from day-guests, 26 from staff and 24 from contractors. This represents a modest increase compared to the full-occupancy scenario and the overall volume of movements remains notably below the 150 daily two-way trips associated with the extant office use. Importantly, trip activity for the proposed development continues to fall outside weekday commuter peak periods and remains focused within off-peak and weekend periods.
- 5.5.6 In summary, the sensitivity test confirms that even with a reduced proportion of overnight guests and a corresponding increase in day-guest trips, the development continues to generate a proportionally low level of traffic. The increase in day-guest vehicle arrivals does not materially alter the conclusions of the assessment, and the volume and distribution of trips remain within the capacity of the local highway network and the proposed site access arrangements.

5.6 Trip Summary

- 5.6.1 In summary, the proposed development is expected to generate fewer daily vehicle movements than the extant office use. While the office use typically results in 150 two-way trips per weekday, the proposed events venue generates a lower number of trips, even under worst-case assumptions. Additionally, the timing of trip activity differs - the office use concentrates movements during weekday commuter peaks, whereas the events venue shifts activity to off-peak periods and weekends. Although arrivals for the events venue may be concentrated within a short window - particularly in the hour preceding an event - the volume of traffic, at approximately one vehicle every two minutes, is not considered significant and is unlikely to adversely affect the operation of the local highway network.
- 5.6.2 A sensitivity test of a 75% overnight occupancy scenario, requested through consultee comments, confirms that this alternative profile does not increase overall trip generation or peak-hour movements. While Scenario B transfers a proportion of overnight guests into day-guest arrivals, this results in only a modest increase in day-guest arrivals and a corresponding reduction in overnight guest trips. The resulting total number of vehicle movements remains marginally below that of the full-occupancy scenario, confirming that the access arrangements and parking provision are robust across both scenarios.

- 5.6.3 It is also important to note that the proposed venue incorporates measures to manage arrivals and departures effectively, including a one-way circulation system and a shuttle bus service linking Warminster Station. These initiatives, combined with the provision of suitable on-site parking spaces will accommodate demand without overspill onto the external highway or excessive internal circulation.
- 5.6.4 The reduced overnight occupancy sensitivity test also confirms that the development remains acceptable from a transport and highway perspective. Under this scenario, 42 overnight guests would generate 21 vehicle arrivals and departures on the days either side of an event, while the number of day-guests increases to 78, resulting in 26 day-guest vehicles arriving on the event day. This uplift generates a maximum of 31 vehicle arrivals in the busiest hour before a ceremony, compared to 26 vehicles in the full-occupancy scenario, equating to roughly one vehicle movement every two minutes. This marginal increase does not materially alter the assessment findings, and the total number of event-day movements remains well below the 150 two-way daily trips associated with the extant office use.

6 Summary and Conclusion

6.1 Summary

- 6.1.1 Pell Frischmann has been commissioned by Kindred Living Project to prepare a Transport Statement to support a planning application for the conversion of the existing office use (Use Class E) at Eastleigh Court and former Eastleigh Court Stables, Wiltshire, to deliver short stay accommodation with ancillary facilities for hosting celebrations and events including weddings.
- 6.1.2 The site currently benefits from two existing accesses connecting to Bishopstrow Road. The proposed access strategy reinstates the northern access as the primary entry point and introduces a one-way system through the site. This approach reduces internal traffic passing the Court and significantly limits inbound vehicle movements through Bishopstrow. The rationale for the one-way system is twofold: minimising traffic impact on Bishopstrow and enhancing highway safety.
- 6.1.3 Pre-application feedback raised concerns about achievable visibility at both accesses. Collision analysis confirms that no incidents have occurred in proximity to the site for the most recent five years for which collision data is available. At the northern access, the existing junction visibility splay are constrained by boundary walls. However, this is mitigated by the one-way system, which removes the need for vehicles to exit the northern access. At the southern access, the posted speed limit is 30mph, increasing to 60mph approximately 40m south of the junction. Through junction visibility splay analysis, based on recorded vehicle speeds, it has been demonstrated that the necessary junction visibility splays can be provided.
- 6.1.4 The proposed development does not fall under a specific land use category within Wiltshire Council's Car Parking Strategy. As such, parking provision has been determined based on operational requirements, site context, and accessibility. The Pavilion events space will accommodate up to 120 guests, with overnight accommodation for 56 guests across 24 bedrooms. Assuming typical car occupancy rate - two persons per bedroom and higher occupancy in bunk rooms - the parking demand for overnight guests is 28 spaces. For day guests, accounting for car sharing, public transport access, and the provision of a shuttle bus from Warminster Station, a further 22 spaces are required. This results in a total guest parking requirement of 50 spaces.
- 6.1.5 In addition, 13 staff members are expected to support each event, generating a demand for 13 staff parking spaces. A further 12 spaces are allocated for event-day contractors. The total proposed parking provision of 77 spaces will therefore accommodate calculated demand. In line with best practice, over 5% of spaces will be reserved for disabled users, and at least 20% will be equipped with EV charging infrastructure. Eight secure cycle parking spaces are proposed for staff and guest use, and it is expected that motorcycle parking will be accommodated within standard bays.
- 6.1.6 The operational waste strategy for the development has accounted for feedback received during the community consultation. Therefore a dedicated bin store will be provided within the pavilion building to minimise the need for event waste to be moved across the site during sensitive hours.
- 6.1.7 A vehicle swept path analysis has been undertaken at both the northern site access, the entry to the one-way system, and at the southern exit of the one-way system as well as along the internal roads. This confirming that the range of vehicles expected to utilise them including, a refuse collection vehicle and fire tender, can do so. In addition to tracking the internal access roads, the proposed parking areas have been assessed to confirm that vehicles can manoeuvre into and out of the most constrained spaces.

- 6.1.8 A trip generation exercise has been undertaken to assess the potential traffic impact of the proposed development. Based on expected arrival and departure patterns for staff, guests, and contractors attending a wedding or event, a maximum hourly trip forecast of up to 26 two-way vehicle movements within a single hour prior to the event start is identified. While this represents the busiest period, actual arrivals and departures are expected to be more staggered. The maximum number of hourly trips is considered to be relatively low, with on average one vehicle movement every two minutes for a one hour period.
- 6.1.9 Across the full day, the proposed development is forecast to generate a maximum of 92 two-way vehicle movements, which is notably lower than the extant office use, estimated to generate up to 150 two-way movements per weekday, including 22 trips during the AM peak and 20 trips during the PM peak, coinciding with typical commuter periods. In contrast, the proposed development moves activity to off-peak times and weekends. Overall, the scale and timing of trip generation associated with the proposed use is not expected to result in a significant impact on highway operation.
- 6.1.10 In addition to the core worst-case assessment, a sensitivity test was undertaken to consider a reduced overnight occupancy scenario. This resulted in a modest increase in day-guest vehicle arrivals but did not materially alter the scale of traffic movements. The sensitivity test confirms that the resulting traffic levels remain low, with forecast vehicle movements comfortably accommodated within the surrounding highway network.

6.2 Conclusion

- 6.2.1 In light of findings of this Transport Statement and the policy context against which it has been prepared it is concluded that the development is acceptable from a traffic and transport perspective.

Appendix A – Pre-application Feedback



Gerald Eve LLP
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W1T 3JJ

Development Services
Wiltshire Council
Tel: 0300 456 0114
Email: developmentmanagement@wiltshire.gov.uk
www.wiltshire.gov.uk

24 January 2025

Dear Sir/Madam,

Application No: ENQ/2024/01094

Application Type: Pre-Application enquiry

Proposal Development proposals for the repair, extension and enhancement of Eastleigh Court for use as a commercial rental business along with the erection of two new buildings to provide the additional events space and facilities required at Eastleigh Court, Bishopstrow, Warminster, BA12 9HW. Please refer to Gerald Eve letter.

Site Address EASTLEIGH COURT, BISHOPSTROW, WARMINSTER, BA12 9HW

I refer to your pre-application enquiry in relation to the above. In response to your enquiry I hope that you will find the following information helpful.

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

Proposal and Site Context

This pre-application seeks preliminary officer planning advice in respect of development proposals for the repair, extension and enhancement of Eastleigh Court for use as a commercial rental business along with the erection of two new buildings to provide an additional events space (for weddings and private/corporate functions and spa facilities).

The site comprises Eastleigh Court and grounds which covers an area of approximately 3.8 hectares and was previously a National Trust property before being sold privately. Eastleigh Court is a Grade II Listed former country house constructed in the 1830s and was previously used as office accommodation but is now vacant.

It is located within the Bishopstrow Conservation Area and within the historic medieval core of Bishopstrow for archaeological purposes.

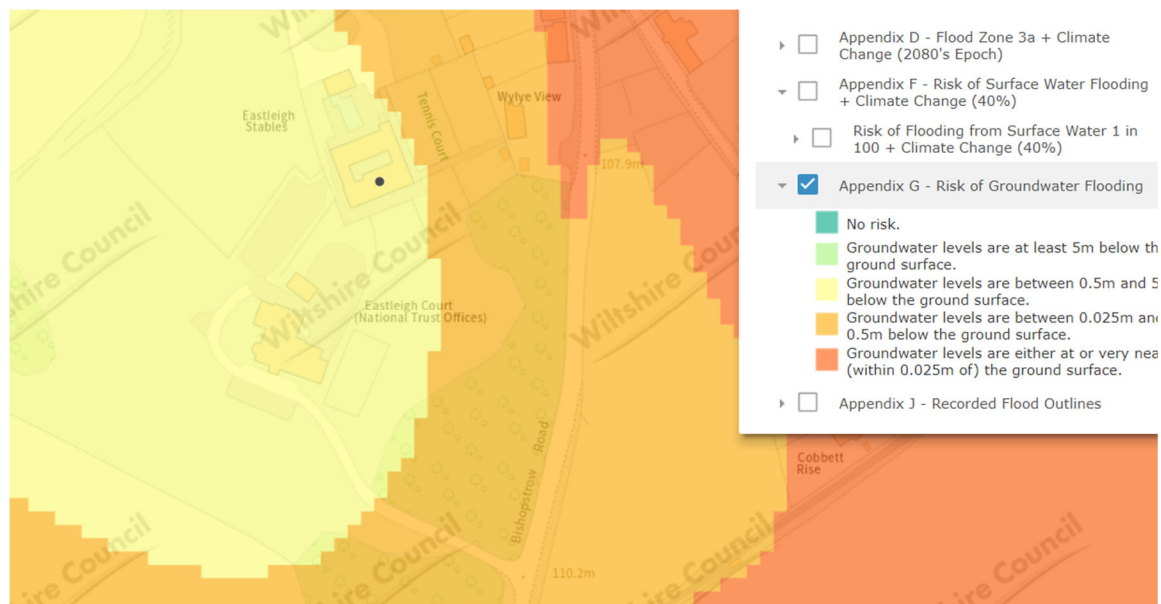
The Site is located to the southwest of Bishopstrow, approximately 0.8km southeast of the Warminster. It is located within the open countryside outside any settlement boundary. The Site is 0.3km north of the Cranborne Chase and the West Wiltshire Downs National Landscape and 0.4km

northeast from Ancient Scheduled Woodland of Bluebell Wood. It is within a Special Landscape Area of Salisbury Plain. The site is located on Grade 2 Agricultural Land and within the Salisbury Plain and West Wiltshire Downs Countryside Character Area.

It is located within The Salisbury Plain Special Protection Area bufferzone for recreational impact on rare bird species. It is located within the Hampshire River Avon Special Area of Conservation for phosphates. There is recent data suggesting a number of different bat species use the site for roosting.

The site is accessed by a private drive off Bishopstrow Road to the East and there are no Public Rights of Way on site.

The site is located within floodzone 1 with no evidence of surface water flooding. The Council's Strategic Flood Risk Assessment (SFRA) shows that it is located in area of medium risk of ground water flooding with medium to high risk of ground water flooding on the eastern third of the site shown by the snip below:



Summary of Officer View

The proposal is considered to have merit and in order to receive potentially favourable consideration, outstanding issues need to be addressed. This response identifies the issues that need to be addressed.

Planning History:

W/89/00423/FUL – Change of use of Eastleigh Court to offices and company training centre - Approved with Conditions

W/89/00989/FUL – Change of use of area indicated from offices to caretakers flat and construction staircase extension – Approved with Conditions

W/89/00990/LBC – Proposed staircase extension giving access to caretakers flat and minor internal alterations – Approved

W/90/01708/FUL – Change of use caretakers first floor flat to be used as additional office space within the existing office – Approved

W/91/00174/FUL – Construction of external timber built store extension of the car park and insertion of four roof lights and one window – Approved

W/91/00175/LBC – Construction of external timber built store extension to the car park and insertion of four roof lights and one new window – Approved

W/91/00899/TCA – Cutting down and tree surgery – Approved

W/94/00860/FUL – Ground floor office extension – Approved with Conditions

W/94/00859/LBC – Ground floor office extension – Approved with Conditions

W/96/00014/LBC – Internal Alterations and insertion of casement window – Approved

W/12/00724/FUL – Change of use from commercial to domestic dwelling – Approved with Conditions

15/05736/FUL – Change of use from commercial to domestic dwelling – Approved with Conditions

15/05992/LBC – Change of use from commercial to domestic dwelling – Approved with Conditions

17/04066/FUL – Demolition of single storey flat roof extension, construction of a new single storey and two storey extension with associated works – Approved with Conditions

17/04747/LBC – Demolition of single storey flat roof extension, construction of a new single storey and two storey extension with associated works – Approved with Conditions

18/06999/FUL – Change of use from commercial to domestic dwelling – Approved with Conditions

18/07241/LBC – Internal alterations to facilitate change of use from commercial to domestic dwelling – Approved with Conditions.

20/06499/FUL – Demolition of single storey flat roof extension, construction of a new single storey and two storey extension with associated works. Approved.

20/07096/LBC - Demolition of single storey flat roof extension, construction of a new single storey and two storey extension with associated works. Approved.

2023/00280 - Change of use to a dwelling to include demolition of single storey flat roof extension, construction of a new single storey and two storey extension (as approved under 20/06499/FUL and 20/07096/LBC) with ancillary accommodation. Withdrawn.

2023/00272 - Change of use to a dwelling to include demolition of single storey flat roof extension, construction of a new single storey and two storey extension (as approved under 20/06499/FUL and 20/07096/LBC) with ancillary accommodation. Withdrawn.

2023/08631 (LBC) Change of use to a dwelling to include demolition of single storey flat roof extension, construction of a new single storey and two storey extension (as approved under 20/06499/FUL and 20/07096/LBC) with ancillary accommodation. (resubmission of PL/2023/00280)

2023/08405 (FUL) Change of use to a dwelling to include demolition of single storey flat roof extension, construction of a new single storey and two storey extension (as approved under 20/06499/FUL and 20/07096/LBC) with ancillary accommodation. (resubmission)

PL/2023/08632 (LBC) Demolition of single storey flat roof extension, construction of a new single storey and two storey extension with associated works

PL/2023/08458 (FUL) Demolition of single storey flat roof extension, construction of a new single storey and two storey extension with associated works

Policies

National Context:

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

Planning (Listed Buildings and Conservation Areas) Act 1990

Local Context:

Wiltshire Core Strategy (WCS) adopted 2015

Core Policy 1 – Settlement Strategy

Core Policy 2 – Delivery Strategy

Core Policy 39 – Tourist Development

Core Policy 40 – Hotels, Bed & Breakfasts, Guest Houses and Conference Facilities

Core Policy 41 – Sustainable Construction and Low Carbon Energy

Core Policy 50 – Biodiversity and Geodiversity

Core Policy 57 – Ensuring High Quality Design and Place Shaping

Core Policy 58 – Ensuring the Conservation of the Historic Environment

Core Policy 60 – Sustainable Transport

Core Policy 61 – Transport and Development

Core Policy 62 – Development Impacts on the Transport Network

Core Policy 64 – Demand Management

Core Policy 67 – Flood Risk and Drainage

Core Policy 69 – River Avon SAC

Wiltshire Local Transport Plan 2011- 2026

Cranborne Chase Management Plan

Historic England Advice Note 2

Key Issues

- Principle of development
- Impact on the scale and character of the area
- Impact on the significance of heritage assets, such as listed buildings/conservation areas/archaeology
- Impact on neighbour amenity
- Impact on Biodiversity
- Highway matters – including road safety /Parking
- Drainage (SuDs for major developments)

Assessment

Principle of development

The existing lawful use is as offices and the site was previously used as office accommodation but is now vacant and has been for some time. The planning history shows that applications for permission to change the property back to residential use have been granted but these have not been implemented. As such the existing use for the purposes of planning assessment is office accommodation, with the unimplemented residential consent holding weight as a material consideration.

The proposal is for the change of use of the site for short-stay accommodation comprising 16no. double bedrooms with en-suites and conference facilities with an extension at ground floor level and two ancillary outbuildings for an outdoor event space and a spa building respectively together with associated works and landscaping.

The site is located to the east of bishopstrow, which is identified by Core Policy 1 of the Wiltshire Core Strategy as a small village. The site is located outside the former settlement boundary in the former North Wiltshire Local Plan. Core Policy 2 sets out:

Proposals for development at the Small Villages will be supported where they seek to meet housing needs of settlements or provide employment, services and facilities provided that the development:

i) Respects the existing character and form of the settlement

ii) Does not elongate the village or impose development in sensitive landscape areas iii) Does not consolidate an existing sporadic loose knit areas of development related to the settlement.

The proposal is essentially a change of use that will create employment, provide services and facilities. Whilst the site is currently vacant. It is considered that the proposal respects character and form of the settlement, does not elongate the village or impose development in a sensitive location. It is considered that the location of the proposal at the site is considered to be acceptable in principal subject to compliance with the other policies contained within the Development Plan

On this basis the principle policy against which this application is to be assessed is Core Policy 40 (Hotels, bed and breakfasts, guest houses and conference facilities) alongside CP39 (tourist development) and CP48 (Supporting Rural life).

CP39 (Tourist development) requires that outside principal settlements and market towns, tourist and visitor facilities should be located in or close to local service centres and where practicable be located in in existing or replacement buildings. This policy requires any proposal to protect landscapes, provide adequate facilities and enhance enjoyment of a particular countryside attraction. The scale design the use of the proposal should be compatible with the wider landscape setting and should not detract from the character appearance of the landscape or settlement and should not be detrimental to the residential amenities of the area. The building needs to be served by adequate access and infrastructure with reasonable access to local services and local employment base.

CP40 (Hotels, bed and breakfasts, guest houses and conference facilities) states that such proposals together with sensitive extension will be supported outside settlements where proposals involve the conservation of buildings that for contextual, architectural or historic reasons should be retained and otherwise would not be providing that the proposal would not have a detrimental impact on the vitality of the town centre and it would avoid unacceptable traffic generation.

CP48 (Supporting Rural Life) allows for the conversion and reuse of rural buildings for employment and tourism uses provided that the building is structurally sound and capable of conversion without major rebuilding and with only necessary extension or modification which preserves the character of the original building. The policy requires that the use should not detract from the character appearance of the landscape and where the conversion or re use of a heritage asset would lead to its viable long term safeguarding. Again this policy requires any proposal would not be detrimental to residential amenity and would have adequate access and infrastructure with access to local services.

The proposed site is 800m from the settlement boundary of the Market Town of Warminster located in an existing vacant designated heritage asset within 300m of the national Landscape area of

Cranbourne chase as a countryside attraction. The building appears structurally sound and capable of conversion, and it is considered possible that such a conversion would reuse and conserve a heritage asset which should be retained for its historic and architectural interest and, moreover could lead to its viable long term safeguarding; sufficient evidence of this would be required to support any application.

The proposal includes a modest ground floor extension to replace an existing dilapidated conservatory and 2 modest outbuildings to provide adequate ancillary facilities to the main tourism use. It is possible that the proposal can be designed in such a way that preserves the character and appearance of the building, its setting and the sensitive landscape that surrounds it. This was evident from the detailed pre-app information and meeting with the architects and project team.

The site is set sufficiently far enough away from neighbouring occupiers and the proposed additions are sufficiently modest so as to be unlikely to result in any insurmountable harm to existing levels of residential amenity.

The site is served by an existing access and infrastructure within close proximity to Warminster which contains a variety of local services and offers a local employment base. The proposal is unlikely to have a detrimental impact on the town centre however evidence of this would need to be provided at application stage along with marketing evidence to demonstrate that the office use is no longer a viable option for the site.

Subject to this information being provided, it is considered that the proposed use is acceptable in principle. Detailed consideration of the technical aspects is set out in the following sections.

Heritage

From the point of view of the historic environment the main statutory tests are set out within the Planning (Listed Building and Conservation Areas) Act 1990. Sections 16 (LBC) and 66 (PP) require that special regard be given to the desirability of preserving or enhancing listed buildings, their settings or any features of special architectural or historic interest which they possess.

Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 also requires the Council to pay special attention to the desirability of preserving or enhancing the character or appearance of designated Conservation Areas.

The NPPF outlines government policy, including its policy in respect of the historic environment. Section 16 of the NPPF 'Conserving and enhancing the historic environment' sets out the Government's high-level policies concerning heritage and sustainable development. The NPPF requires a balanced approach with any harm which would be caused being weighed against the potential public benefits which might be achieved. It also requires local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and of new development making a positive contribution to local character and distinctiveness.

National Planning Practice Guidance provides guidance on interpreting the NPPF.

The Council's Core Strategy Policy CP58 'Ensuring the conservation of the historic environment' requires that "designated heritage assets and their settings will be conserved, and where appropriate enhanced, in a manner appropriate to their significance."

Wiltshire Council's Core Strategy Policy CP57 'Ensuring high quality design and place shaping': A high standard of design is required in all new developments, including extensions, alterations, and

changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality.

Historic England Advice Note 2 – Making changes to Heritage Assets illustrates the application of policies set out in the NPPF in determining applications for PP and LBC.

Archaeology

The site is located within the historic medieval core of Bishopstrow, while Eastleigh Court itself is a Grade II Listed Building. It is advised that any future planning application is accompanied by a review of archaeological potential within the heritage statement. This should assess all known heritage assets located within the site and up to 500 metres from its boundaries, assess the potential for as yet unrecorded sub-surface archaeological features to survive within the footprint of the proposed extensions and new buildings and to assess the likely impacts of the proposed development upon such features. This will enable our Assistant County Archaeologist to provide a fully-informed opinion on the need for any further archaeological work that may be required in order to mitigate any such impacts. If you have any queries in regard to this advice, then please contact the Assistant County Archaeologist directly.

Built Form

Site and assets considered:

Eastleigh Court grade II GV

Detached house. Circa 1880. Flemish and English bond brick, tiled roof, grouped octagonal brick stacks. L-plan. C17 style. Two- storey, 5-windowed front; mullioned windows. Projecting porch to left of centre with Tudor-arched double doors with ornamental hinges, side lights, to either side is 3-light stone mullioned and transomed window to ground and first floor, over door is 5-light oriel on carved stone brackets, attic gables have 2-light ovolo- mullioned windows, saddleback coped verges. Range to right has two 3-light mullioned windows to ground and first floors. Left return has half octagonal 2-storey bay with cross windows to right, cross windows to centre and to left a projecting range with cross windows and 2-light mullioned window to attic gable. Right return has 4- light mullioned and transomed window with king mullion and cross window to first floor, 2-light mullioned window to attic. Rear has wooden cross windows in chamfered brick surrounds, wooden square bay to centre, lead rainwater heads and downpipes. Interior not accessible at time of survey (April 1985). An unaltered gentleman's residence, with good detail. Probably a rebuild of a house built on same site in 1830s, by Astley family.

Boundary post grade II lies to the east

18-19 Bishopstrow grade II lies to the north

20-21 Bishopstrow grade II lies to the north

Church of St Aldheim grade II* lies to the northeast

The building lies within the conservation area of Bishopstrow.

Paragraph 200 requires that applicants describe the significance of any heritage assets affected, including any contribution made by their setting. This should include sufficient information to provide a clear understanding of the significance of the heritage asset and its setting and the potential impact of any proposals on that significance. In this case, whilst the applications are accompanied by a "Design, Access and Heritage Statement" the document provides limited information about the building and only provides a limited objective assessment of the fabric affected, its date or significance or of the impact of the proposals and further information will be needed to meet the requirements of the NPPF.

The "Design and Heritage Statement" does provide sufficient information to understand the impact of the proposals and is proportionate to their scope. The requirements of the NPPF are therefore met in this respect.

Significance of assets and contribution of setting: The NPPF defines significance as the "value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting." Historic England assesses significance in a similar manner, referring to evidential, historic, aesthetic and communal values of a place.

In this case the significance of the building lies with its historic fabric, architecture and grounds - its form, layout and architectural expression/detailing and use of high-quality design materials which have significant aesthetic and architectural interest and which contribute to the character of the conservation area.

The submitted information has provided a good understanding of the building and the proposal is acceptable in principle for change of use. The following are comments from the Conservation Officer are important to take into account as there are positive elements to the scheme and negative elements.

- There is no objection in principle to the change of use.
- There is no objection in principle to the demolition of the 1990s extension and erection of the conservatory extension. The modern approach to the extension is acceptable.
- There is loss of historic fabric on the ground floor around the conservatory area and living room. This should be reconsidered and minimised.
- There is loss of principal walls and a staircase on the second floor, and this is harmful and should be reconsidered.
- The colour for the new conservatory should not contrast greatly with the existing building.
- The reinstatement of pathways and drives is welcomed.

Further detail should be provided for a planning application and should include:

- Show any proposed soil and vent pipes, ventilation or flues intended to go through the roof space on drawings
- Show any proposed mechanical ventilation to bathrooms on drawings.
- Where stack pipes go down through floors show where they are intended, and care should be taken not to damage tile floors or plaster covings. The coffered ceiling should be shown on plan and properly protected during building works if approval given.
- TV aerials should be shown
- Drawings should show the kitchen ventilation/ducts.
- Information on sound insulation should be provided.
- If floorboards are to be restored information on how this is to be carried out should be provided.
- There should be a door and window schedule with an existing photo of each and proposed to show how doors meet fire regulation and whether windows will meet building regulation approval for escape. Where historic doors are to be blocked up the door could be re-used on a new opening.
- Reinstatement of routes externally – show floor finishes.
- The new double doors on the first floor should be detailed and be solid timber.

- The existing partitions should show whether they are lath and plaster partitions or stud partitions. There is considerable alteration on the second floor that needs to be understood whether these are modern or historic partitions.
- Please provide details of car parking provision and division

The NPPF confirms that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). It makes clear that any harm to a designated heritage asset requires clear and convincing justification.

In this case the proposals will result in heritage benefits by virtue of the proposed investment in repair and upgrading/structural repair which will help to secure the future/stability of the building /via facilitating the optimum viable use. There are negative impacts in loss of historic fabric and floor plan and this should be minimized as it is harmful and will be measured against the benefits. The modern approach to the new conservatory is acceptable although as discussed below in the design section, a revised design to reduce the bulkiness should be considered. There is no objection in principle to an additional pool/spa building and event space.

Design & Landscape

Policy CP51 of the adopted WCS States that "proposals for development within or affecting an AONB shall demonstrate that they have taken account of the objectives, policies and actions set out in the relevant Management Plans for these areas". As such careful consideration must be given to the nature and scale of the proposed works.

The NPPF states in paragraph 182 that great weight should be given to conserving and enhancing landscape and scenic beauty in AONBs, which have the highest status of protection in relation to landscape and scenic beauty, and the extent of development within AONBs should be limited.

Core Policy 51 of the adopted Wiltshire Core Strategy states "great weight will be afforded to conserving and enhancing landscapes and scenic beauty".

Saved Policy C3 requires the landscape character of this area to be "conserved and enhanced and development will not be permitted which is considered to be detrimental to the high quality of these landscapes".

Core Policy 57 requires 'a high standard of design in all new developments. of particular relevance is paragraph (iii) which requires development to respond positively to the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines to effectively integrate the building into its setting'.

The NPPF states at paragraph 131 that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 135 states Planning ... decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 139 states that development that is not well designed should be refused.

The proposed design and landscape impact has been covered to an extent in the heritage section above. In terms of overall design as previously discussed there is some concern that the proposed extension while acceptable in principle is a bit clunky and taking its form from solely the bay windows as influence is a bit uncomfortable for such an approach while innovative and somewhat justified, fails to fully respond to the overall architectural proportions and rhythm of the wider elevations of the building. A contemporary approach is not discounted but if it is to be contemporary it should be clearly modern, contemporary with a nod to the influence of the wider building using high quality materials. Alternatively, if it is looking to complement and be subservient to the existing building and remain in keeping with and respectful to the historic interest of the existing building then it should reflect the existing elevations and proportions better.

At the moment the proposed extension seems to try and do both and sits quite clunkily in the middle of both and doesn't quite hit the high quality design that could be achieved. That said, the efforts to provide a good design response in this way are noted and the justification of the approach appreciated, however it needs a bit more work to better reflect the significance of the historic building and the local context within which it sits. The main concern is the bulky white frame utilised which draws the eye from the more subtle interesting details, whereas more of balance should be struck in my opinion.

With regard to the outbuildings, they should be of low scale and should not dominate the open character of the site. Indeed the landscape here is quite open and whilst traditionally would have been screened with trees, we would not want to see anything too big or bulky or eye catching. The principle of a wall here, be it crinklecrankle or other aesthetic approach is acceptable but it should assimilate into the landscaping acting as an acoustic and visual screen. A novel innovative approach to this screening would be acceptable provided it fits well within the local context, uses local materials, assimilates into the landscape through the use of appropriate materials, scale height bulk and proportions and dovetails well with a detailed robust landscaping plan. We would not want to see a pastiche style crinkle crankle wall but something that can build on the past and the historical nature of the estate while being modern innovative architecture of interest that would be a feature in itself. Replanting trees here would be acceptable and preferred and the details of these should be contained in a landscaping plan. The use of living walls, green sedum roofs and natural living retaining wall design should be included where possible. Local sustainable materials to ensure local distinctiveness is retained and to ensure the building integrates well into the site and locality is extremely important to achieve to ensure a high quality design and acceptable impact in landscaping terms. That's said, design is subjective and it is not the wish of the LPA to overly burden or determine the design response especially when the project has excellent potential and the design / project team are clearly high calibre. The LPA would be happy to respond to more detailed proposed

drawings at the appropriate time , preferably to be submitted within 3 months of the date of this pre-app response.

Details of bin storage, waste recycling and sustainable modes of travel such as provision for cycle parking are required.

Where possible the integration of low carbon energy and renewable technologies should be included as part of the design such as solar panels, ground or air source heatpumps, rainwater harvesting, maximisation of solar gain whilst ensuring appropriate heat control/ventilation is achieved for the hotter months and electric car charging points etc. The use of sustainable local materials is encouraged as is recycling schemes and details of waste minimisation. A sustainable energy strategy/energy statement would be very useful and please think about incorporating the embodied carbon of the scheme as well as carbon reduction technologies.

Residential Amenity

Core Policy 57 of The WCS states that applications for new development must be accompanied by appropriate information to demonstrate how the proposal will make a positive contribution to the character of Wiltshire through having regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution (e.g. light intrusion, noise, smoke, fumes, effluent, waste or litter).

The nearest residential dwellings are located more than 80m away and the proposal is unlikely to result in harm to residential amenity in terms of overbearing loss of light or loss of privacy. Noise may be a concern from events and guests so details of how the applicant intends to address this and limit disturbance should be supplied with any future application.

Land Stability

It is noted that there would be some earthworks required as part of the proposals. There is no specific policy in the WCS that addresses land stability specifically however the NPPF states at paragraph 180 (e) that planning decisions should contribute to and enhance the natural environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Paragraph 196 (a) states that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and 196 (c) says adequate site investigation information, prepared by a competent person, is available to inform these assessments. Paragraph 197 of the NPPF states where a site is affected by ... land stability issues, responsibility for securing a safe development rests with the developer and/or landowner. Any future application should include adequate site investigation information, prepared by a competent person to inform assessments of the stability and structural integrity of the proposal.

Ecology

CP50 of the WCS adopted 2015 states that "development proposals must demonstrate how they protect features of nature conservation and geological value as part of the design rationale. There is an expectation that such features shall be retained, buffered, and managed favourably in order to maintain their ecological value, connectivity and functionality in the long-term.

Where it has been demonstrated that such features cannot be retained, removal or damage shall only be acceptable in circumstances where the anticipated ecological impacts have been mitigated as far as possible and appropriate compensatory measures can be secured to ensure no net loss of

the local biodiversity resource, and secure the integrity of local ecological networks and provision of ecosystem services

There are mature trees on site and surrounding area. The site is surrounded by agricultural fields.

Salisbury Plain SPA

This application lies within the 6.4km buffer zone of the Salisbury Plain SPA and in light of the HRA for the Wiltshire Core Strategy and the HRA for the Wiltshire Housing Site Allocations Plan it is screened into Appropriate Assessment due to the potential impact of recreational pressure on stone curlew in combination with other plans and projects. That Appropriate Assessment reached a conclusion of no adverse effects on site integrity for development within 6.4km of the SPA boundary provided that the mitigation scheme continues to be implemented. Annual stone curlew monitoring and protection measures continue to be secured by the Council. In April 2023 Natural England (NE) confirmed that the 2018 Appropriate Assessment for Salisbury Plain continues to be supported by NE.

Hampshire River Avon SAC Catchment

This development falls within the catchment of the River Avon SAC and has potential to cause adverse effects alone or in combination with other developments through discharge of phosphorus in wastewater. Appropriate Assessment (AA) under Section 63 of the Habitats Regulations must be carried out by the relevant Competent Authority (the LPA) to determine the potential significant effects and the suitability of any measures proposed to avoid or mitigate those effects.

Sufficient information will need to be submitted to enable the AA to be undertaken, which must be completed by the relevant Competent Authority (the LPA) and the conclusion agreed with Natural England prior to the application being approved.

A phosphorous nutrient calculation and strategy are required which confirm how measures have been adopted to avoid and mitigate phosphorus burdens. Information on calculating the phosphorus budget can be found here: <https://www.wiltshire.gov.uk/planning-bio-phosphorous-nitrogenmitigation>

Other Protected Habitats and Species

The site supports several areas of woodland, all of which appear on the Natural England Priority Habitats Inventory, as Deciduous Woodland. Priority Habitats are protected through the planning process under Wiltshire Core Policy 50, requiring that these habitats are retained and enhanced wherever possible.

There is an existing building within the site, as well as dense vegetation which data confirms offers roosting potential for bats and birds and scope to support mammals and invertebrates. There are existing records for a wide variety of wildlife (some listed as being of national importance). Sufficient ecological surveys are required to determine if the proposal could result in adverse effects to wildlife species especially with regards to bats using the site for foraging and also using the existing building as a roost. The applicant should engage a suitably qualified ecologist to undertake this work and report on the findings. Please see the Wiltshire Council website for more information, at Biodiversity and development - Wiltshire Council

In carrying out its statutory function, the Local Planning Authority must be reasonably sure that protected habitats and species are not adversely affected by development. It is therefore vital that sufficient information is submitted in support of an application, to enable this. Information is expected to include report of comprehensive survey together with appropriate and sufficient mitigation to remove or at least substantially reduce any adverse effects that could occur as a result

of implementing the proposal.

Biodiversity Net Gain (BNG)

Biodiversity Net Gain is mandatory from 12th February 2024. It applies to most but not all development. If any future application at this site is NOT classed as a “householder application”, the development will likely be required to deliver BNG. Please see this link for further information. Understanding biodiversity net gain - GOV.UK (www.gov.uk)

In line with NPPF and with CP50, applications that do not fall into the category where BNG is required, must still ensure that no net loss of functional habitat for the benefit of wildlife in the local area will occur as a result of the proposed development. In addition, it is expected that gains for biodiversity, relevant to local habitats and wildlife populations will form part of the proposed development.

This pre application information aims to support the developer in preparing a planning application by identifying potential risks and opportunities. Officers of the council give advice based on their professional judgement in the current circumstances and their knowledge of policy framework.

Required ecological surveys and assessment of the development may identify additional risks and constraints which must also be addressed by the application. Please visit Wiltshire Council's web pages for further information regarding ecological survey requirements for support of a planning application at Biodiversity and development - Wiltshire Council.

PLEASE NOTE: Any Habitats Regulations Assessment required under Section 63 of the Habitats Regulations must be carried out by the relevant Competent Authority (the LPA), must be concluded favourably by the LPA and endorsed by Natural England in order for an application to be lawfully approved. This process must therefore be completed before a favourable determination of the application can be made.

Highways

Paragraph 114 (b) of the NPPF requires that in assessing... specific applications for development, it should be ensured that...safe and suitable access to the site can be achieved for all users.

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’.

Paragraph 116 (c) of the NPPF also states that ...applications for development should create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles.... and respond to local character and design standards.

CP57 (ix) of the WCS requires new development to ensure "that the public realm including new roads and other rights of way are designed to create places of character which are legible, safe and accessible..." and CP57 (xiv) requires development to meet "the requirements of CP61 (Transport and New Development)".

CP61(ii) of the Wiltshire Core Strategy requires new development to be “capable of being served by safe access to the highway network” and within the supporting text for CP61, the Council recognises that it is critically important for good planning and safe highway interests for new development to benefit from a suitable connection to the highway “that is safe for all road users”.

CP62 of the Wiltshire Core Strategy states that 'Outside of built-up areas, proposals that involve a new direct access onto the national primary route network will not be permitted in order to assist with traffic flow and reduce risk'

CP64 requires sufficient parking to be provided in new development in line with residential parking standards and requires a reduction in reliance on the use of the private car where possible.

The site is currently served by an existing access off Bishopstrow Road to the east via a private drive. The submission lacks detail in respect to the likely trip generation and parking requirements for the proposals. Any future submission needs to include details of the maximum number of guests and staff likely to be on site at any time and details of the likely traffic movements associated, including that of service vehicles.

The site currently benefits from two points of access, however, they both also appear to have restricted visibility. Visibility splays for both accesses should be plotted on plan. Whilst the Southern access is within the 30mph limit, it is in close proximity to the derestricted 60mph limit and officers expect vehicle speeds to be higher than 30mph. A speed survey to determine 85th percentile speeds in this location has been requested by the highways officer to inform any future application. A Transport Statement would also be required to support any future application.

Drainage

Policy CP67 of the WCS requires that all new development will include measures to reduce the rate of rainwater runoff and improve rainwater infiltration to soil and ground (sustainable urban drainage).

Paragraph 165 of the NPPF states that Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

Paragraph 173 of the NPPF states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.

Footnote 59 of paragraph 173 states that A site-specific flood risk assessment should be provided for all development in Flood Zones 2 and 3. In Flood Zone 1, an assessment should accompany all proposals involving: sites of 1 hectare or more; land which has been identified by the Environment Agency as having critical drainage problems; land identified in a strategic flood risk assessment as being at increased flood risk in future; or land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use.

Paragraph 175 of the NPPF confirms that Applications for some minor development and changes of use should not be subject to the sequential or exception tests but should still meet the requirements for site-specific flood risk assessments set out in footnote 59.

The site is located in flood zone 1 with no evidence of surface water flooding but there is evidence of groundwater flooding on the site medium to medium high risk. Overall, the site is shown to be at moderate cumulative risk of flooding in the future from all sources.

A site-specific Flood Risk Assessment (FRA) is required for this application. The site-specific FRA should demonstrate that the site is not adversely affected by flood risk from different sources, and how the flood risk from all sources will be managed without increasing flood risk to the development

itself or elsewhere. It should also outline the proposed drainage strategy for the site. The applicant is referred to the Environment Agency's advice on how to prepare an FRA as well as their standing advice for vulnerable developments.

The applicant should review all published Section 19 reports on historic flooding within Wiltshire, and incorporate these into their holistic assessment of flood risk, and historic flood events. These reports can be found on the council website

Drainage Strategy / Drainage Design

Based on BGS Mapping / Cranfield University Soils mapping, the site is indicated to be underlain by Freely draining slightly acid loamy soils; this indicates that subject to confirmation through soakaway testing in accordance with BRE 365, the site may be suitable to discharge of surface water via infiltration. The suitability of infiltration to dispose of surface water will need to be assessed by the applicant.

Based on DEFRA Magic Maps the site has been shown to not be in a Source Protection Zone.

The applicant should note that in all instances the preference should be to utilise blue-green SuDS which provide multi-faceted benefits to the site (in terms of water quantity, quality, amenity and biodiversity); for example, for attenuation features preference should be given to use of swales / ponds / detention basins (if technically feasible) instead of attenuation tanks. The applicant should adopt a holistic approach to planning the site, and sufficient space for SuDS features should be provided at an early stage in order to fulfil the requirements of NPPF; the LLFA will not accept statements that there is insufficient space for SuDS or that SuDS have not been utilised due to cost. Any proposals should be designed in accordance with the Non-statutory Technical Standards for Sustainable Drainage Systems and the latest SuDS Manual (C753).

The applicant should note the EA's updated climate change guidance (dated 27 May 2022) when preparing the Flood Risk Assessment / Drainage Strategy.

The developer should provide the following information as part of future planning applications:

Drainage Strategy

- Evidence that SuDS have been selected, wherever possible, to provide a wide range of benefits including amenity, biodiversity and maintaining water quality.
- Evidence that SuDS source control measures to manage water quantity and maintain water quality have been implemented wherever possible and throughout the management train so the development is not reliant upon large attenuation features close to the points of discharge.
- Existing greenfield runoff rates for the site.
- Post development runoff rates in accordance with Wiltshire Council's betterment policy:
 - o With regards the control of surface water discharges from new development, Wiltshire Council requires post development discharges from greenfield sites to provide 30% betterment over predevelopment discharges for all storm events between the 1 in 1year and 1 in 100year return period events.
 - o For greenfield development, the runoff volume from the development to any highway drain, sewer or surface water body in the 1 in 100 year, 6 hour rainfall event should never exceed the greenfield runoff volume for the same event.
- Evidence demonstrating how the surface water disposal hierarchy has been applied and how all other options have been exhausted. The hierarchy is set out below (as per the Sewerage Sector Guidance, paragraph C.3.12):
 - o Surface water runoff is collected for use.

- o Discharge into the ground via infiltration.
- o Discharge to a watercourse or other surface water body.
- o Discharge to surface water sewer or other drainage system, discharging to a watercourse or other surface water body.
- o Discharge to a combined sewer.
- The drainage strategy does not increase flood risk, as a result of catchment transfer.
- A detailed plan showing the existing drainage features on the site and how the proposed drainage strategy will be implemented.
- If infiltration is proposed, it is implemented in manner that does not create an offsite impact, particularly as there is groundwater flooding in the area.
- Surface water can be safely managed within the proposed development, up to and including a 1 in 100 year plus climate change event.
- Existing flood flow routes through the site have been maintained or where they will be affected, adequate measures to intercept and safely control flows through the site have been provided to ensure flood risk is not increased elsewhere.
- All proposed drainage features are outside flood zones 2 and 3 and where they are adjacent to an ordinary watercourse, they are not located within the EA surface water flood maps. Where drainage features are located adjacent to flood zones 2 and 3, they must be above the 1 in 100 year plus climate change flood level. This information can be provided by the EA.
- The strategy mimics the existing drainage characteristics of the site by retaining and utilising any existing drainage features.
- Measures to prevent pollution of the receiving groundwater and/or surface waters.
- A clearly labelled drainage layout plan showing the pipe networks and any attenuation ponds. The plan should show any pipe node numbers referred to within the drainage calculations.

Ground Investigations

- Geotechnical factual and interpretive reports, including infiltration tests in accordance with British Research Establishment (BRE) Digest 365 – Soakaway Design.
- Groundwater level monitoring (taking into account seasonal variations).
- The applicant is referred to Wiltshire Council's Surface Water Soakaway Guidance for the standards that must be met for planning approval and adoption of infiltration drainage features.

Detailed Drainage calculations

- Calculations and drawings for the drainage system design showing designated holding areas and conveyance routes based on no flooding on site for a 1 in 30 year plus climate change rainfall event.
- Calculations and drawings for the drainage system design showing designated holding areas and conveyance routes based on no flooding on site for a 1 in 100 year plus climate change rainfall event in respect to a building (including basement) or utility plant susceptible to water within the development.
- Calculations should include an allowance for increased surface water runoff, as a result of urban creep, in accordance with LASOO guidance.
- Hydraulic Models should set the MADD factor / additional storage volume factor to 0m³ / ha in order to prevent an overestimation of storage capacity in the proposed drainage network.
- If the drainage model includes runoff from the full site (both permeable and impermeable areas), the default Cv values of 0.75 (summer) and 0.84 (winter) may be used. If runoff is only included from impermeable catchment areas within the drainage model, a Cv value of 1 must be used.
- If attenuation tanks are proposed that an allowance for reduced attenuation volume due to silt ingress (as per Section 21.9.9 of the SuDS Manual CIRIA C753)

Design Drawings to be submitted for drainage:

- A plan showing the cross sections and design of any attenuation pond and its components.
- Drawings showing conveyance routes for flows exceeding the 1 in 100 year plus climate change rainfall event that minimise the risk to people and property.

Third party consent

- Consent for any outfalls from the proposed drainage systems into a public sewer or other drainage system not owned by the applicant.

Ownership and Management

- Details of how the proposed and existing drainage features on the site will be maintained and managed after completion with confirmation from the relevant authority that they will adopt any systems that are being offered for adoption.

Construction

- Adequate measures during construction to control pollution to existing watercourses and groundwater.
- A construction management plan.

Furthermore, given the proposals include spa facilities involving swimming pool, hot tub, plunge pool sauna and a steam room as to how the water used in these facilities will be cleaned and drained and avoid pollution of the wider water network should be provided. Details of plant machinery and any chemical storage should also be provided as part of any future application.

As referenced above the site is located in a special area of conservation relating to the Hampshire catchment of the River Avon and regard should be had to ensure the safe drainage of any wastewater.

Additional Information

Pre-application engagement with the Parish Council, the local division member and local community through public meetings / presentations and letter drop is strongly advisable. Perhaps a discount scheme for local residents could be considered.

In terms of deliverables, your attached document is a comprehensive list – I would add to this a bat survey, materials schedule, parking strategy, details of how guests/amenity will be managed depending on the type of event/number of guests length of stay etc

Whilst this list isn't exhaustive it is comprehensive and is enough to secure validation as far as I can tell. If however, during the course of any application additional information is required I am sure we can discuss that at that time and I would advise the client to keep a small budget back to accommodate any additional info/statements/ revised designs that may be required.

Yours faithfully

Gen Collins
Principal Planning Officer
gen.collins@wiltshire.gov.uk

Appendix B - Proposed Site Layout



Scrub planting

Wildlife pond - liner pond

Fence - 0.6m height untreated metal estate railings

MOWN GRASS

FORMAL LAWN

EASTLEIGH COURT

MARQUEE TENT

KITCHEN TENT

Path - self-binding gravel

Driveway (section along blue dotted line) - existing tarmacadam drive to be tar & chipped to give "gravel effect"

Turnng circle - loose gravel chippings

Sub-station

Entrance gates - Painted metal automated double gates

Parapet retaining wall - 1.2m total height - parapet wall 0.5m ht. above finished ground at upper level Coping - 50mm thickness sawn stone coping

Bike park - 4 no. Sheffield bike stands for 8 no. bikes

Parking area - existing tarmac removed and replaced with loose gravel chippings

Air source heat pumps enclosed with 2.4m height acoustic barriers to the north and east of the heat pumps (acoustic barrier to be set 1m away from heat pumps)

Bin store - enclosed within 2.0m height vertical clad timber fence - 1.5m width gate for access

Existing landscaping (within purple dotted line)

Drive - loose gravel chippings surface finish laid over subbase

PARKING AREA

Mixed scrub planting planting on low bund

Reinforced grass parking bays - bays within tree RPA's to be laid on geo-cell subbase to reduce compaction and protect tree roots

Grass bunds - grass bunds seeded with wildflower seed ~1.5m at highest point

New mixed native hedge

Boundary fence - existing dilapidated fence replaced with new 1.5m height post & wire fence

Scrub planting

New tarmacadam passing bay

Tarmacadam drive - surface to remain unchanged

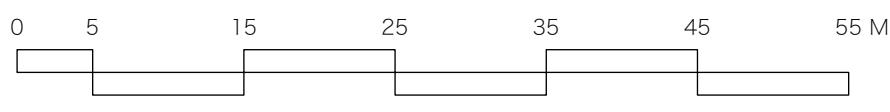
New tarmacadam passing bay

Entrance gates - Painted metal automated double gates

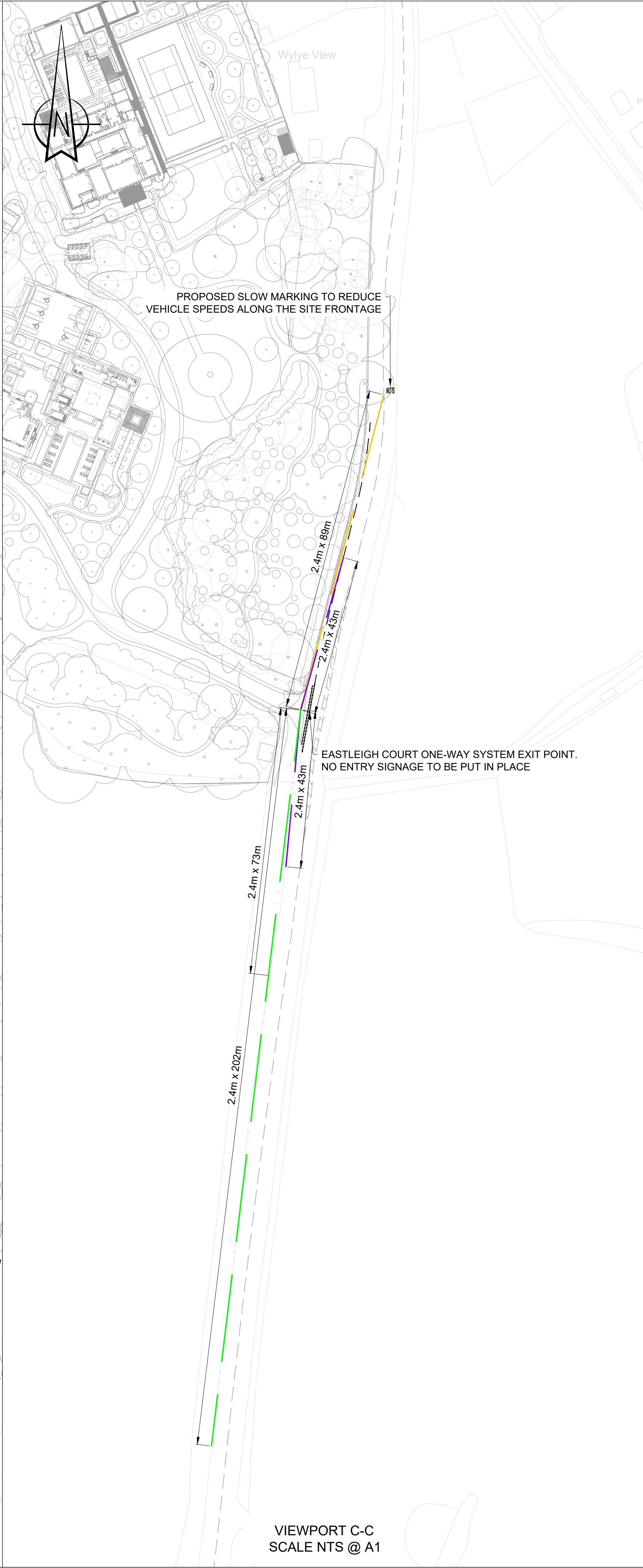
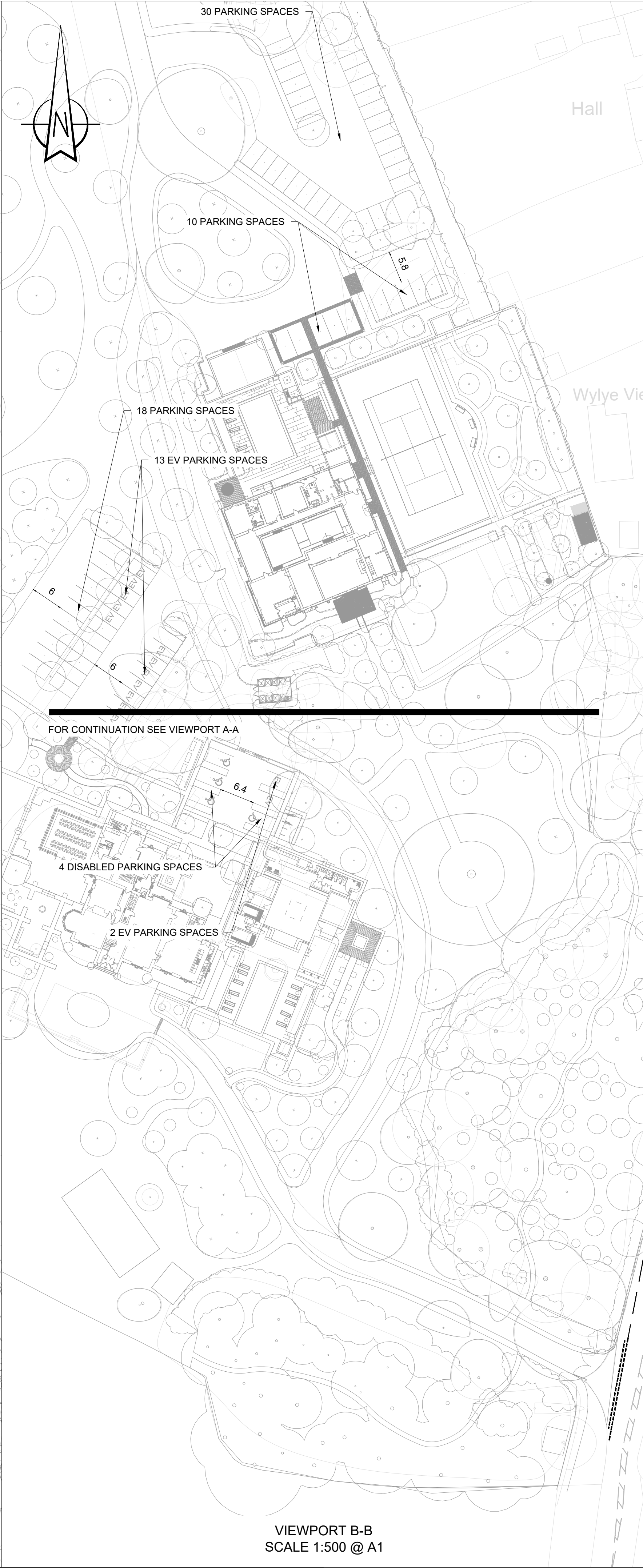
KEY

	EXISTING TREES		BRICK PAVERS		SANDSTONE PAVING		PERENNIAL & SHRUB PLANTING		GRASS MOWN
	PROPOSED TREES		STONE SETTS		GRAVEL or TAR & CHIP		HEDGE EXISTING OR PROPOSED		LONG GRASS or GRASS BANK

CLIENT: ANDERSON	DRAWING TITLE: OVERVIEW	PROJECT ADDRESS: EASTLEIGH COURT BISHOPSTROW BA12 9HW	SHEET SCALE: 1:500 @ A1	OLLEY & SAUNDERS GARDEN DESIGN GROVE WOOD FARINGDON, OXON M. 07837038327 E. edward@edollegardens.com
DRAWING NUMBER: AND-401.1	DATE: 17/02/2026			



Appendix C – Site Access Visibility Splay Analysis



NOTES:

- DO NOT SCALE FROM THIS DRAWING, WORK TO FIGURED DIMENSIONS ONLY.
- DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
- DRAWING IS BASED ON OS MAPPING AND TOPOGRAPHICAL SURVEY PROVIDED BY OTHERS AND PELL FRISCHMANN IS NOT LIABLE FOR ANY INACCURACIES.

KEY:

- PROPOSED KERBS
- PROPOSED ROADMARKINGS
- 2.4m x 43m JUNCTION VISIBILITY SPLAYS BASED ON EXISTING PRESCRIBED SPEED LIMIT OF 30mph
- 2.4m x 89m VISIBILITY SPLAY. THIS EXCEEDING THE MINIMUM JUNCTION VISIBILITY SPLAY OF 2.4m x 83m BASED ON RECORDED 85th PERCENTILE SPEED OF 40.7mph MEASURED TO THE EXISTING CENTRELINE
- 2.4m x 202m JUNCTION VISIBILITY SPLAYS BASED ON EXISTING PRESCRIBED SPEED LIMIT TO THE SOUTH OF THE JUNCTION - 30mph TRANSITIONING 60mph

P04	UPDATED TO SUIT NEW LAYOUT	EF	PW	LC	18.02.26
P03	UPDATED TO SUIT NEW LAYOUT	EF	PW	PW	31.10.25
P02	UPDATED TO SUIT NEW LAYOUT	EF	PW	PW	29.10.25
P01	FIRST ISSUE	EF	PW	PW	24.10.25
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann

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Telephone +44 (0)1392 444 345
Email: pfxeter@pellfrischmann.com

Client

EASTLEIGH COURT

Project

**EASTLEIGH COURT,
WARMINSTER**

Drawing Title

**PROPOSED ACCESS
ARRANGEMENTS &
VISIBILITY SPLAYS ANALYSIS**

	Name	Date	Scale	AS SHOWN @ A1
Drawn	EF	OCT 25	Status Code	S2
Designed	EF	OCT 25	Drawing Status	FOR INFORMATION
Checked	PW	OCT 25	Project No.	109934-PEF-XX-XX-DR-C-001001
Approved	PW	OCT 25	Revision	P04

Appendix D – Speed Survey Data

ATC Traffic Analysis Report

Author:

Citisense

Contract:

Pell Frischmann

Job Number:

PEL1038

Location:

Location 3

Road Name:

Bishopstrow Road MID-N

District:

Bishopstrow

Coordinates:

X 389354, Y 143666

Start Date:

05.02.2025

End Date:

11.02.2025

Speed Limit:

30 mph



Citisense carried out a 7-day ATC on Bishopstrow Road MID-N commencing the 05/02/25. The number of vehicles exceeding the speed limit of 30mph was 5045 which is 38.47% of the total vehicles recorded in both directions which was 13113.

Week Commencing

10 February 2025

03 February 2025

Compass direction

N1

S0

Class

1

2

3

4

5

6

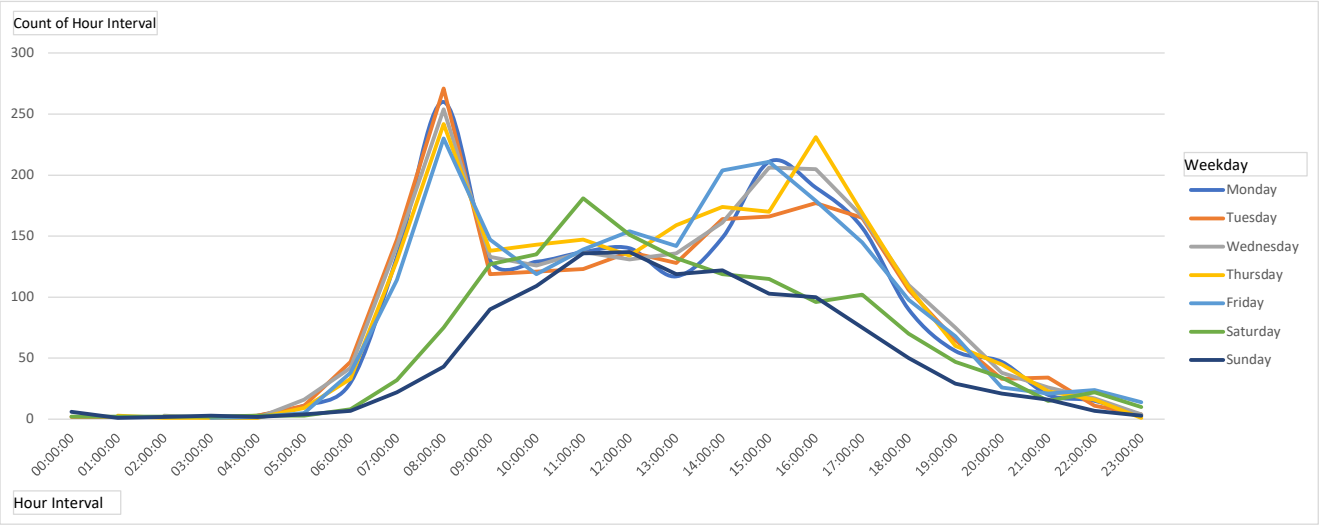
7

14

15

Total	Sum of % Over PSL	Sum of % Over ACPO	Sum of % Over DFT
13113	38.47%	9.18%	0.33%

Count of	Compass direc	Column Labels	
Row Labels	S0	N1	Grand Total
03 February 2025	4425	4620	9045
10 February 2025	1970	2098	4068
Grand Total	6395	6718	13113



Count of	Compass direction	Column Labels
Row Labels	S0	N1
Monday	975	1056
Tuesday	995	1042
Wednesday	1039	1094
Thursday	1057	1081
Friday	1031	1051
Saturday	713	772
Sunday	585	622
Grand Total	6395	6718

Average of Speed	Column Labels	
Row Labels	S0	N1
Monday	30.30	26.98
Tuesday	30.87	27.68
Wednesday	29.95	27.27
Thursday	30.45	27.87
Friday	30.41	27.54
Saturday	31.14	28.75
Sunday	29.71	26.26
Grand Total	30.41	27.51

% Over PSL	% Over ACPO	% Over DFT
38.47%	9.18%	0.33%

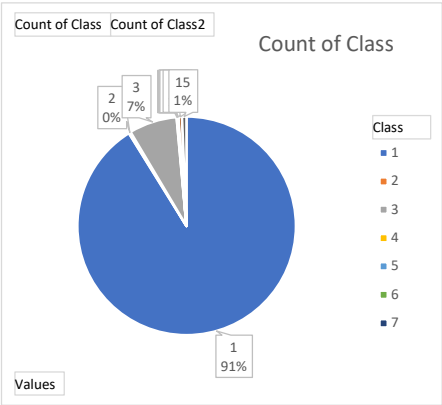
vehicles are travelling over posted speed limit (30mph)

vehicles are traveling 10% +2 over PSL (35mph)

vehicles are 15mph over PSL (45mph)



Row Labels	Count of Class	Count of Class2
1	11952	91.15%
2	39	0.30%
3	928	7.08%
4	12	0.09%
5	12	0.09%
6	5	0.04%
7	11	0.08%
14	68	0.52%
15	86	0.66%
Grand Total	13113	100.00%



Bishopstrow Road MID-N (30mph speed limit)							
Direction	Number of Vehicles	Average speed over 7 days	85 percentile speeds	Percentage of vehicles complying with the 30mph speed limit	Percentage of vehicles under enforcement threshold of 35mph	Percentage of vehicles complying with a proposed signed only 30mph speed limit	Percentage of vehicles complying with a proposed signed only 30mph speed limit
N1	6718	27.5mph	31.7mph	75% (5036)	95% (6385)	75% (5036)	75% (5036)
S0	6395	30.4mph	34.7mph	47.4% (3032)	86.4% (5524)	47.4% (3032)	47.4% (3032)

ATC Traffic Analysis Report

Author:	Citisense
Contract:	Pell Frischmann
Job Number:	PEL1038
Location:	Location 2
Road Name:	Bishopstrow Road MID-S
District:	Bishopstrow
Coordinates:	X 389344, Y 143531
Start Date:	05.02.2025
End Date:	11.02.2025
Speed Limit:	30 mph



Citisense carried out a 7-day ATC on Bishopstrow Road MID-S commencing the 05/02/25. The number of vehicles exceeding the speed limit of 30mph was 9230 which is 70.67% of the total vehicles recorded in both directions which was 13060.

Week Commencing

10 February 2025

03 February 2025

Compass direction

N1

S0

Class

1

2

3

4

5

6

7

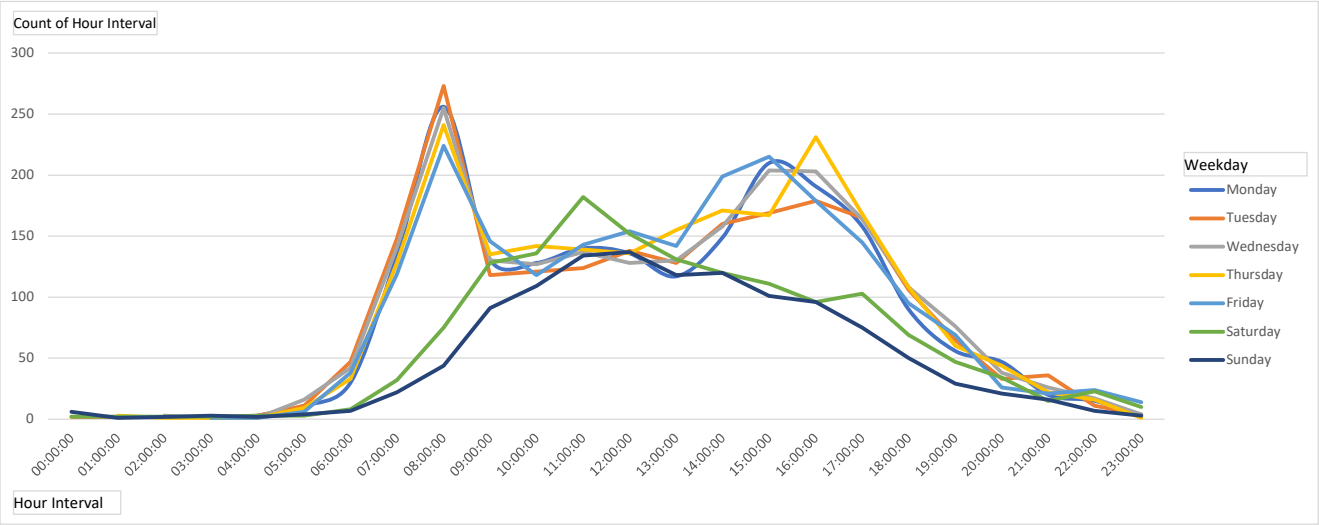
8

14

15

Total	Sum of % Over PSL	Sum of % Over ACPO	Sum of % Over DFT
13060	70.67%	37.28%	3.41%

Count of	Compass direc	Column Labels	
Row Labels	S0	N1	Grand Total
03 February 2025	4391	4597	8988
10 February 2025	1974	2098	4072
Grand Total	6365	6695	13060



Count of	Compass direction	Column Labels
Row Labels	S0	N1
Monday	974	1054
Tuesday	1000	1044
Wednesday	1026	1086
Thursday	1043	1069
Friday	1031	1049
Saturday	712	774
Sunday	579	619
Grand Total	6365	6695

Average of Speed	Column Labels	
Row Labels	S0	N1
Monday	35.06	31.10
Tuesday	35.45	31.72
Wednesday	34.77	31.96
Thursday	34.64	31.52
Friday	35.17	31.51
Saturday	35.65	32.28
Sunday	34.93	31.92
Grand Total	35.08	31.68

% Over PSL	% Over ACPO	% Over DFT
70.67%	37.28%	3.41%

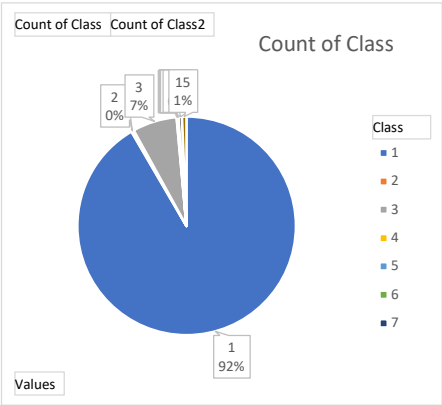
vehicles are travelling over posted speed limit (30mph)

vehicles are traveling 10% +2 over PSL (35mph)

vehicles are 15mph over PSL (45mph)

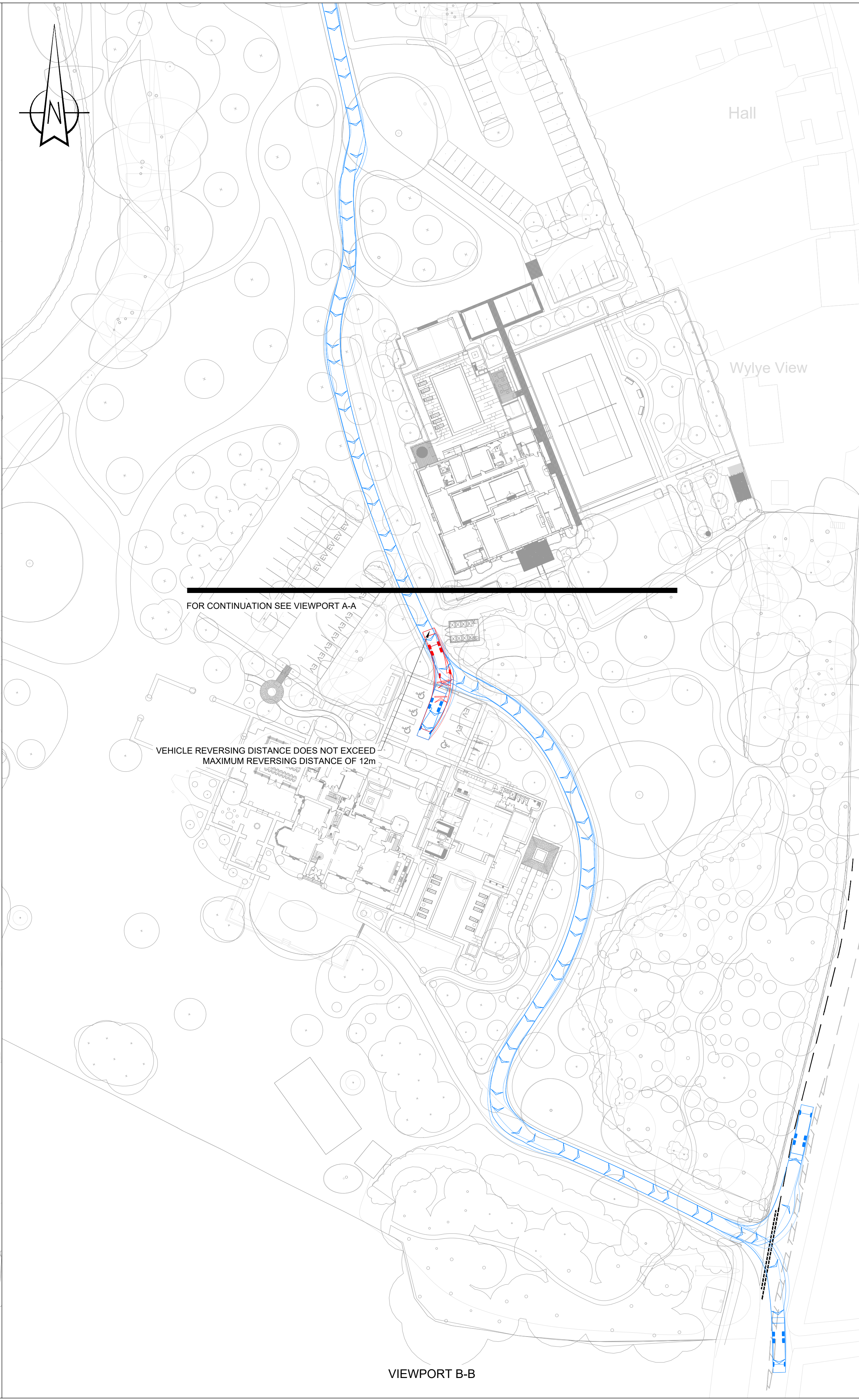


Row Labels	Count of Class	Count of Class2
1	11958	91.56%
2	51	0.39%
3	863	6.61%
4	11	0.08%
5	10	0.08%
6	3	0.02%
7	10	0.08%
8	2	0.02%
14	66	0.51%
15	86	0.66%
Grand Total	13060	100.00%



Bishopstrow Road MID-S (30mph speed limit)							
Direction	Number of Vehicles	Average speed over 7 days	85 percentile speeds	Percentage of vehicles complying with the 30mph speed limit	Percentage of vehicles under enforcement threshold of 35mph	Percentage of vehicles complying with a proposed signed only 30mph speed limit	Percentage of vehicles complying with a proposed signed only 30mph speed limit
N1	6695	31.7mph	37.4mph	41.8% (2796)	73.8% (4939)	41.8% (2796)	41.8% (2796)
S0	6365	35.1mph	40.7mph	16.2% (1034)	51.1% (3252)	16.2% (1034)	16.2% (1034)

Appendix E – Vehicle Tracking

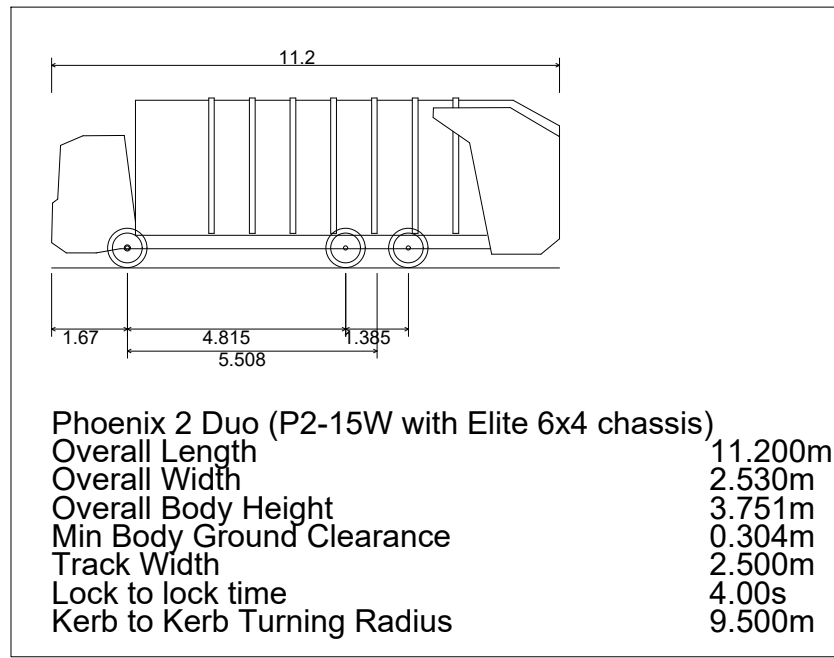
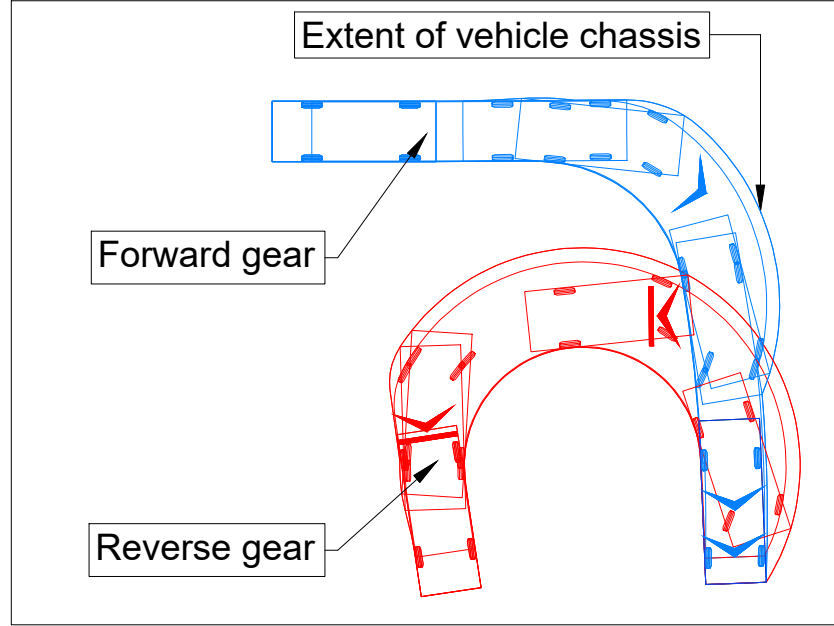


- NOTES:
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 - DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 - DRAWING IS BASED ON OS MAPPING AND TOPOGRAPHICAL SURVEY PROVIDED BY OTHERS AND PELL FRISCHMANN IS NOT LIABLE FOR ANY INACCURACIES.

KEY:

— PROPOSED KERBS

- - - PROPOSED ROADMARKINGS



P02	UPDATED TO SUIT NEW LAYOUT	EF	PW	LC	18.02.26
P01	FIRST ISSUE	EF	PW	PW	31.10.25
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann

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Email: pfxeter@pellfrischmann.com

Client

EASTLEIGH COURT

Project

**EASTLEIGH COURT,
WARMINSTER**

Drawing Title

**SWEPT PATH ANALYSIS
REFUSE VEHICLE
SHEET 1 OF 1**

Drawn	EF	Date	OCT 25	Scale	1:500 @ A1
Designed	-	Status Code	-	S2	
Checked	PW	OCT 25	Drawing Status	FOR INFORMATION	
Approved	PW	OCT 25	Project No.	109934-PEF-XX-XX-DR-C-001002	Revision
					P02

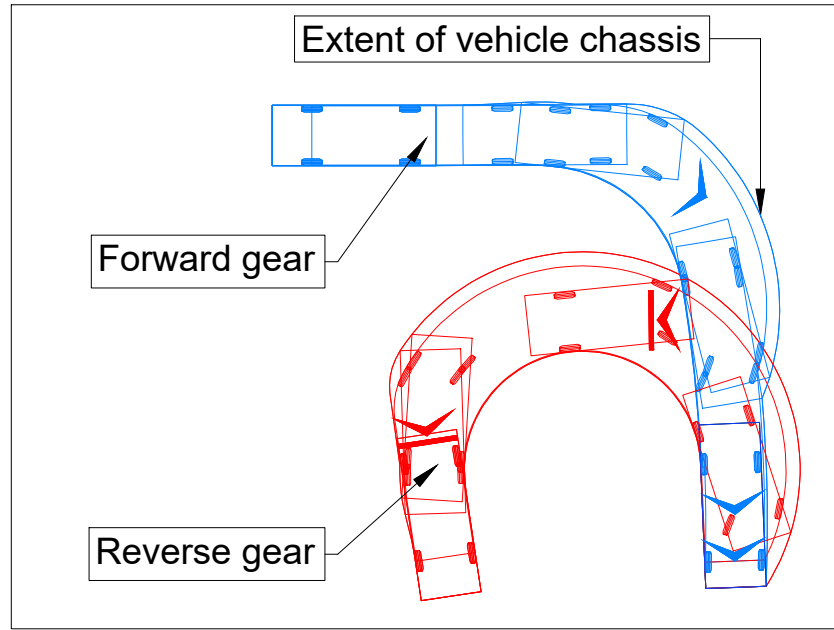


- NOTES:
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KEY:

— PROPOSED KERBS

- - - PROPOSED ROADMARKINGS



Large Car	4.988m
Overall Length	1.793m
Overall Width	1.502m
Overall Body Height	0.287m
Min Body Ground Clearance	1.700m
Track Width	4.00s
Lock to Lock Time	6.200m
Kerb to Kerb Turning Radius	

P02	UPDATED TO SUIT NEW LAYOUT	EF	PW	LC	18.02.26
P01	FIRST ISSUE	EF	PW	PW	31.10.25
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann

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Email: pfxeter@pellfrischmann.com

Client

EASTLEIGH COURT

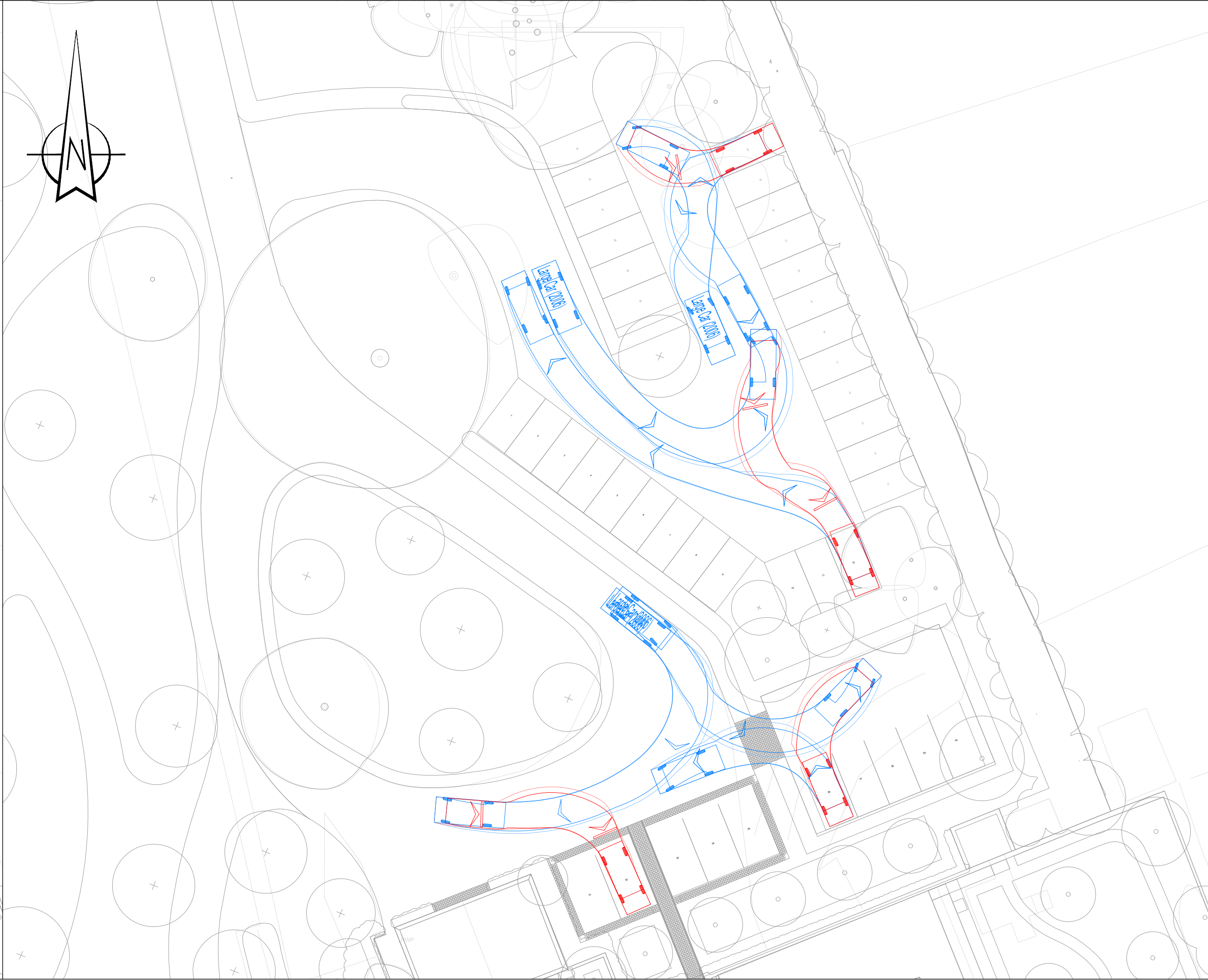
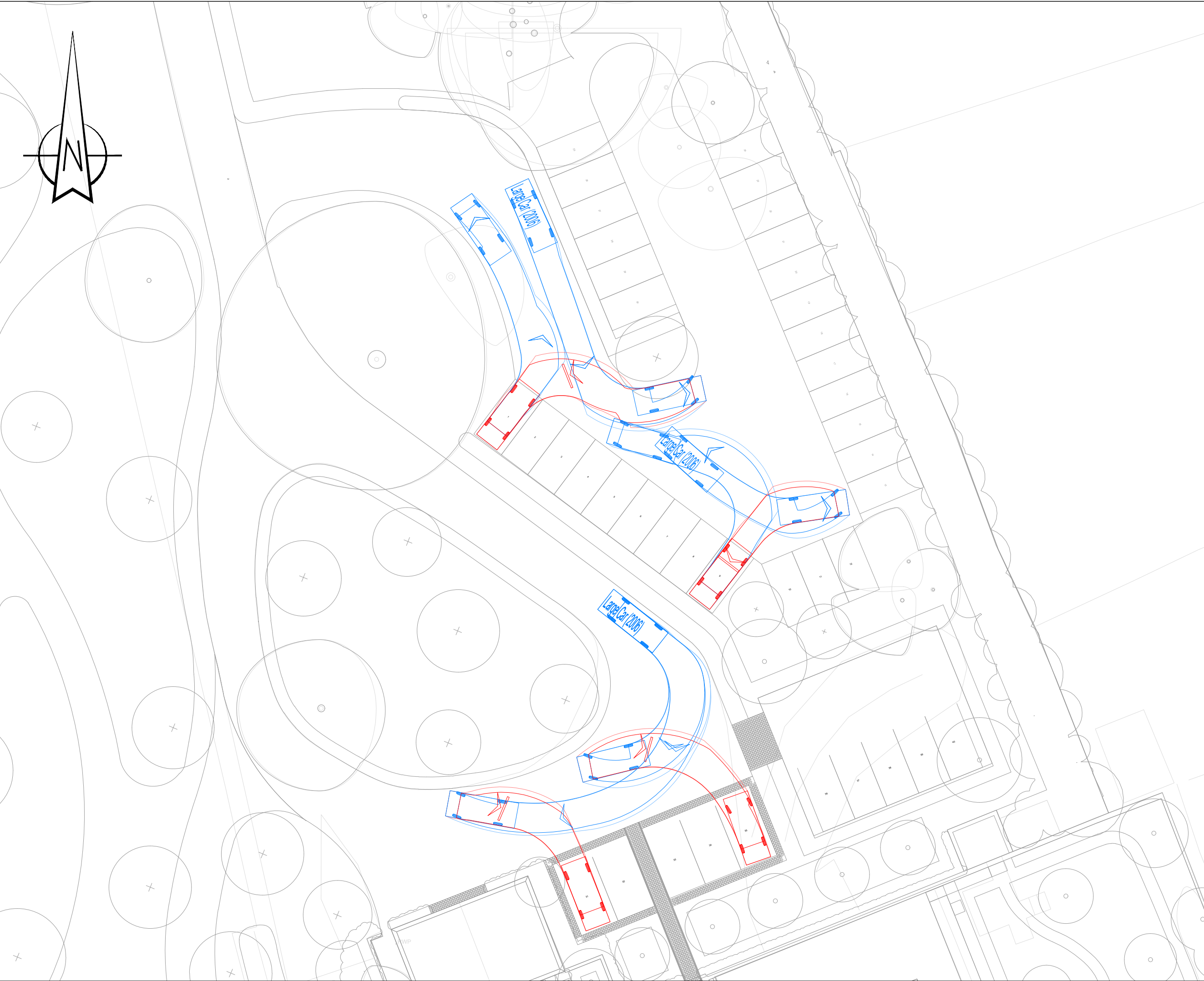
Project

EASTLEIGH COURT, WARMINSTER

Drawing Title

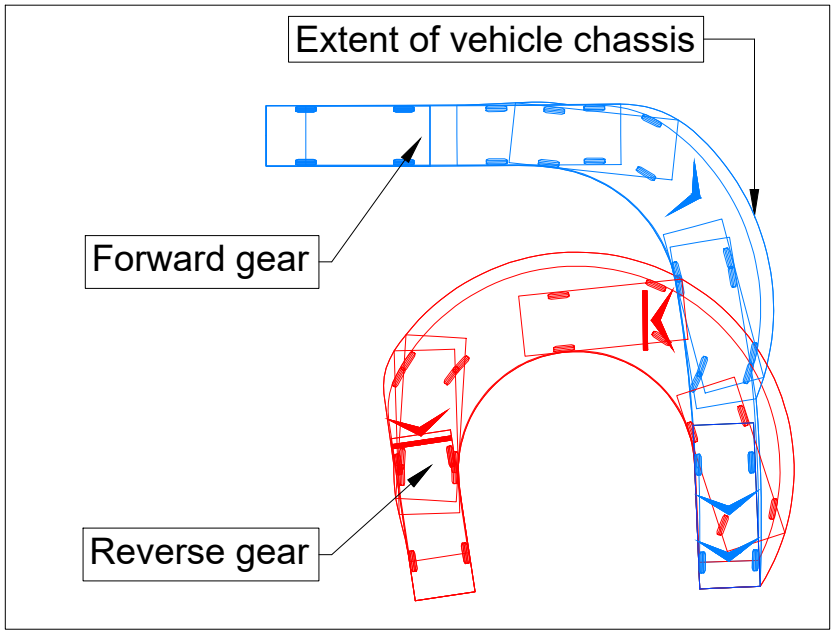
**SWEPT PATH ANALYSIS
LARGE CAR
SHEET 1 OF 3**

Drawn	EF	Date	OCT 25	Scale	1:500 @ A1
Designed	-	Status Code	-	S2	
Checked	PW	OCT 25	Drawing Status	FOR INFORMATION	
Approved	PW	OCT 25	Project No.	109934-PEF-XX-XX-DR-C-001003	Revision
					P02



- NOTES:
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KEY:



Large Car	4.988m
Overall Length	1.793m
Overall Width	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.200m

P02	UPDATED TO SUIT NEW LAYOUT	EF	PW	LC	18.02.26
P01	FIRST ISSUE	EF	PW	PW	31.10.25
REV	DESCRIPTION	DRN	CHK	APP	DATE

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Client

EASTLEIGH COURT

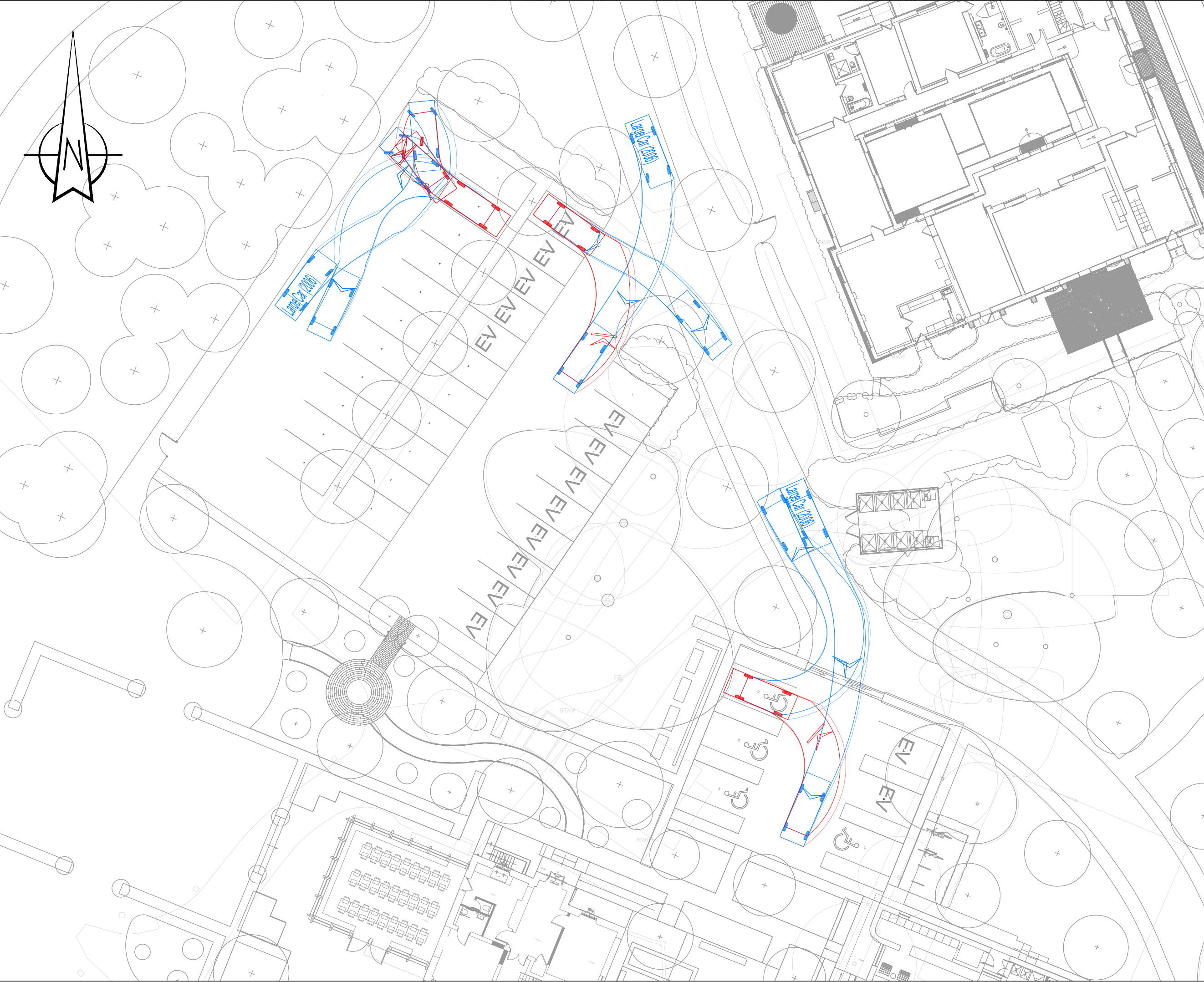
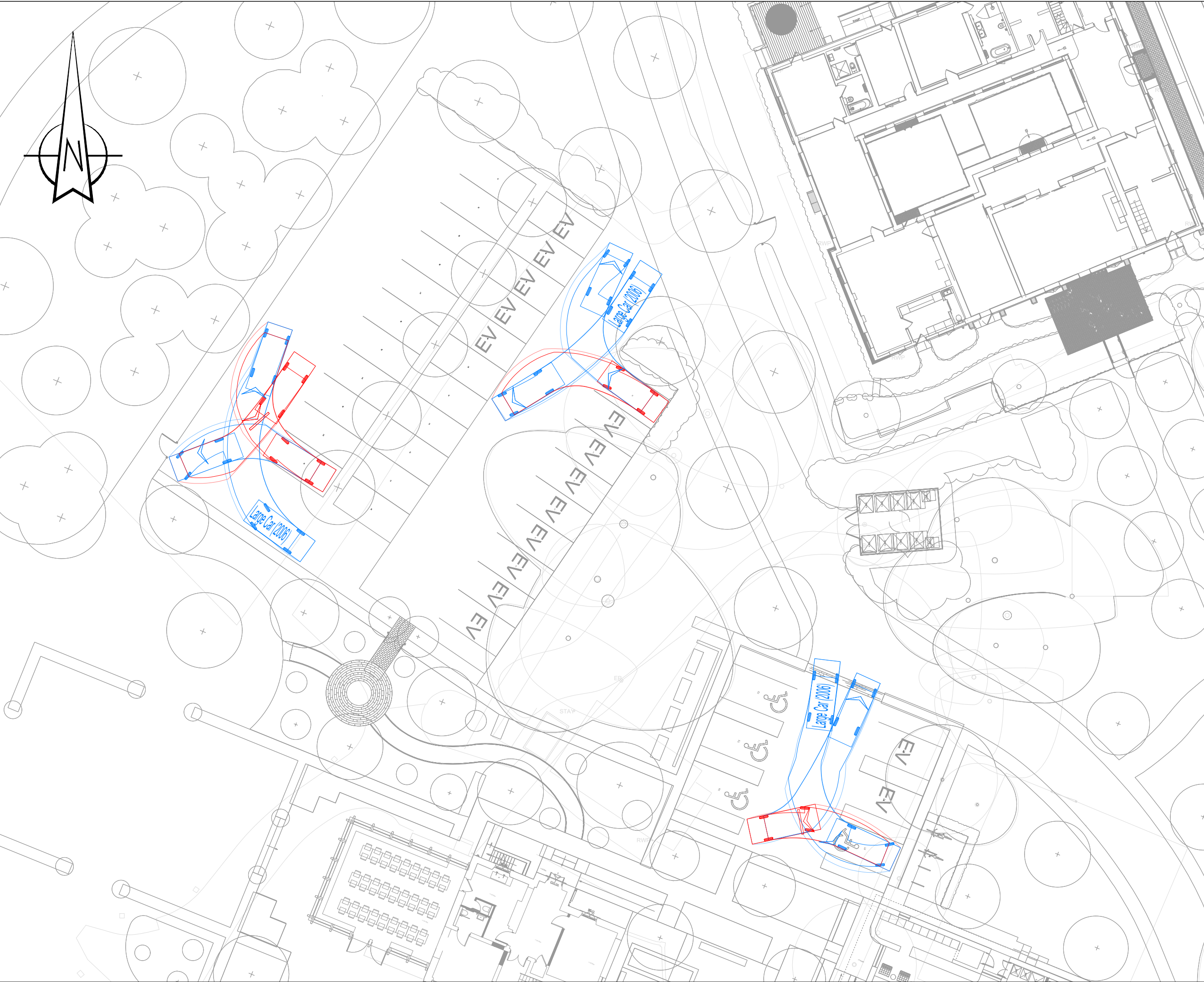
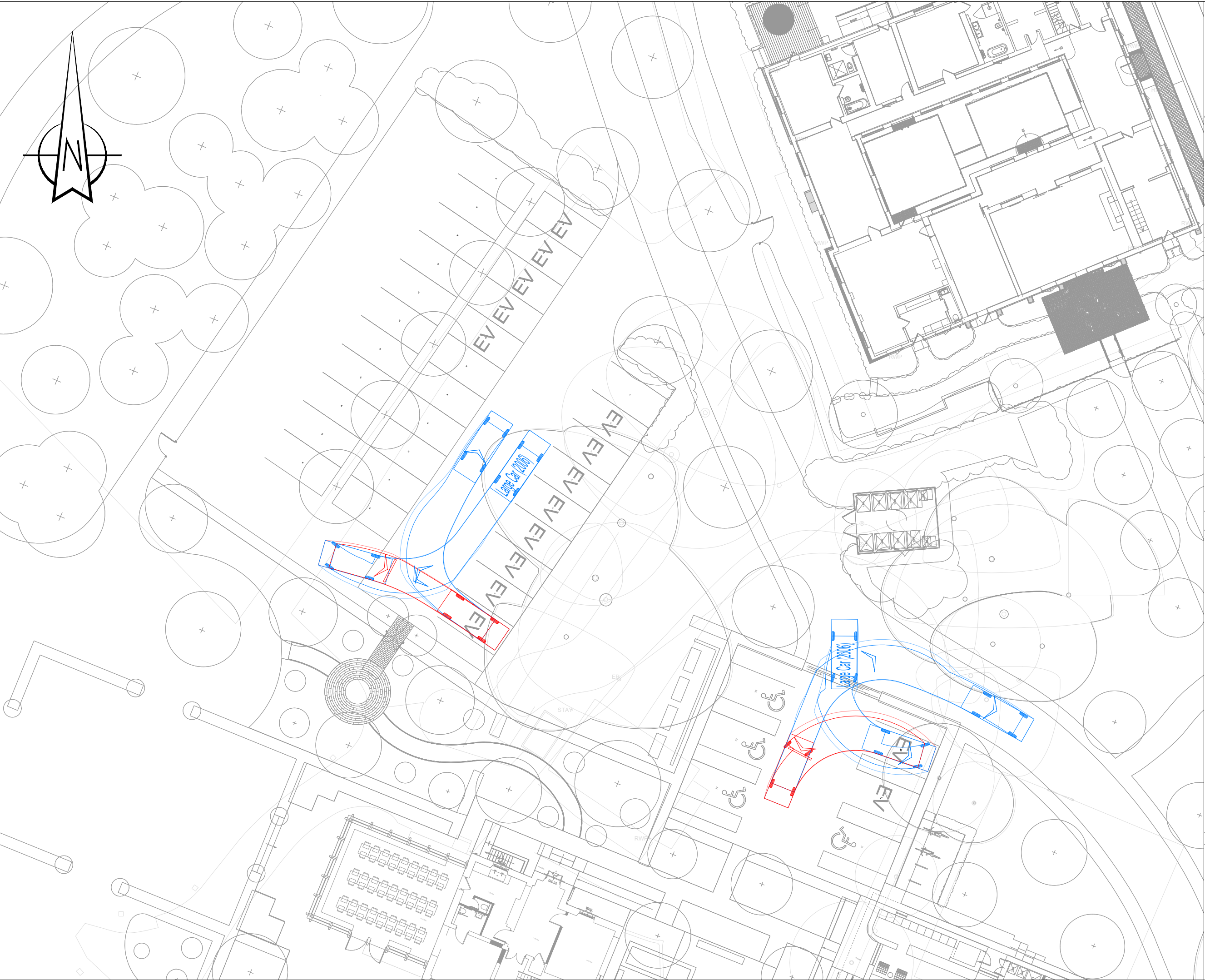
Project

**EASTLEIGH COURT,
WARMINSTER**

Drawing Title

**SWEPT PATH ANALYSIS
LARGE CAR
SHEET 2 OF 3**

Drawn	Name	Date	Scale	1:250 @ A1
Designed	EF	OCT 25	Status Code	S2
Checked	PW	OCT 25	Drawing Status	FOR INFORMATION
Approved	PW	OCT 25	Project No.	109934-PEF-XX-XX-DR-C-001004
			Revision	P02



NOTES:

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KEY:

Extent of vehicle chassis

Forward gear

Reverse gear

Large Car

Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.200m

P02	UPDATED TO SUIT NEW LAYOUT	EF	PW	LC	18.02.26
P01	FIRST ISSUE	EF	PW	PW	31.10.25
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann

BURRATOR HOUSE, PENINSULA PARK, RYDON LANE, EXETER EX2 7NT

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Client

EASTLEIGH COURT

Project

EASTLEIGH COURT, WARMINSTER

Drawing Title

SWEPT PATH ANALYSIS

LARGE CAR

SHEET 3 OF 3

Drawn	EF	Date	OCT 25	Scale	1:250 @ A1	
Designed	-	-	-	Status Code	S2	
Checked	PW	OCT 25	-	Drawing Status	FOR INFORMATION	
Approved	PW	OCT 25	-	-	-	
Project No.	109934-PEF-XX-XX-DR-C-001005				Revision	P02



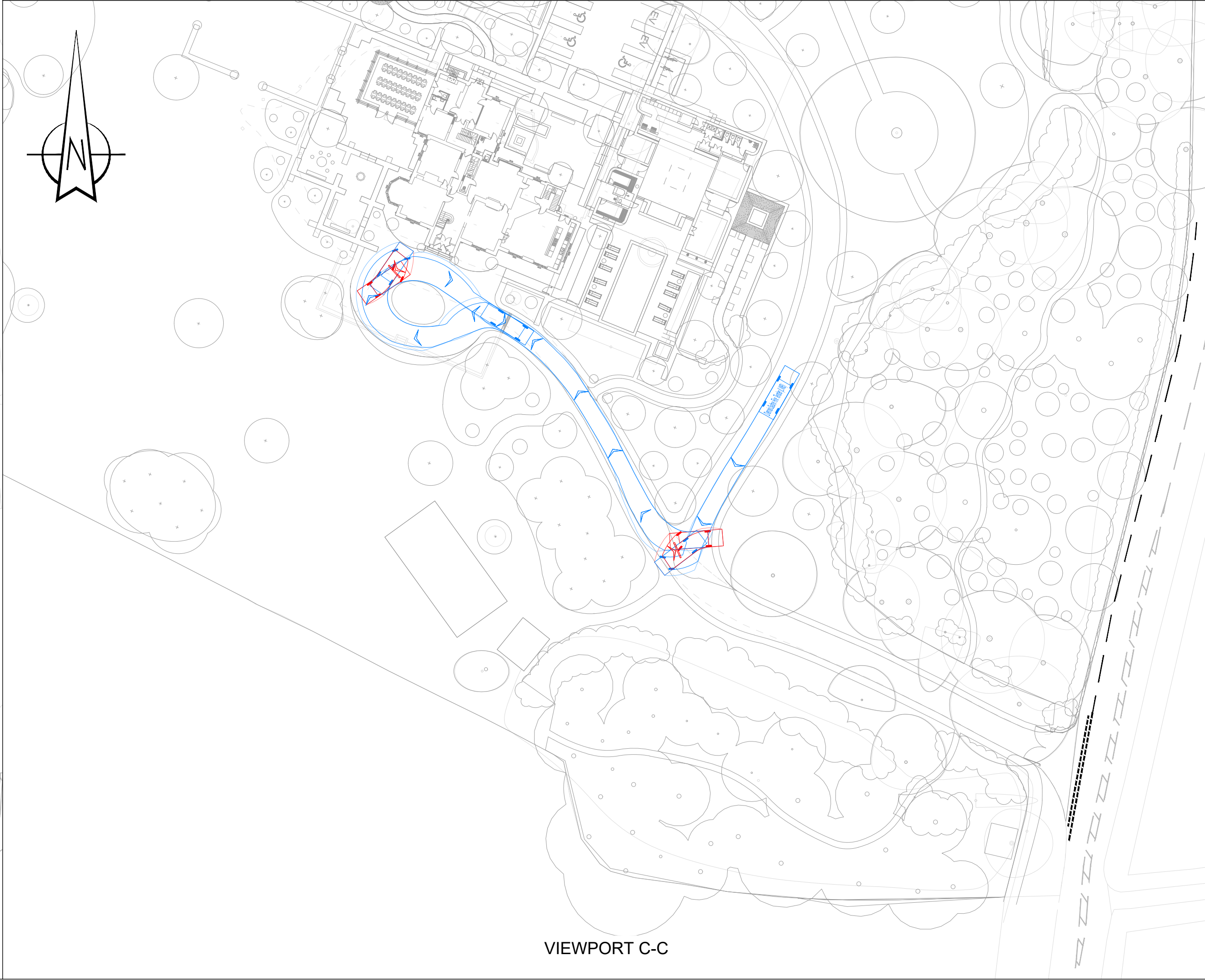
FOR CONTINUATION SEE VIEWPORT B-B

VIEWPORT A-A



FOR CONTINUATION SEE VIEWPORT A-A

VIEWPORT B-B



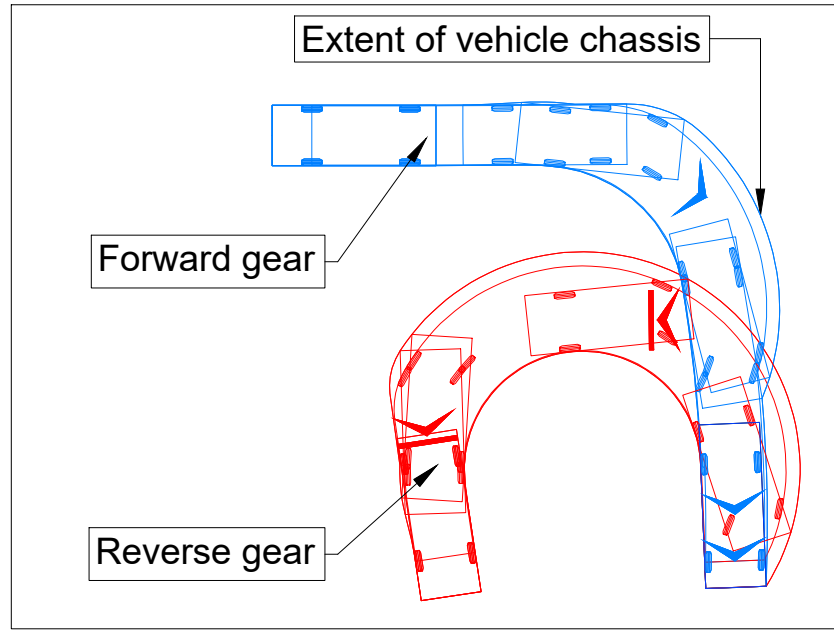
VIEWPORT C-C

- NOTES:
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 - DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
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KEY:

— PROPOSED KERBS

- - - PROPOSED ROADMARKINGS



7.7	
1.382	4.2
Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

4.988	
0.89	2.87
Large Car	
Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.200m

P02	UPDATED TO SUIT NEW LAYOUT	EF	PW	LC	18.02.26
P01	FIRST ISSUE	EF	PW	PW	31.10.25
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann

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Client

EASTLEIGH COURT

Project

EASTLEIGH COURT,
WARMINSTER

Drawing Title

SWEPT PATH ANALYSIS
FIRE TENDER
SHEET 1 OF 1

Drawn	Name	Date	Scale	1:500 @ A1
Designed	EF	OCT 25	Status Code	S2
Checked	PW	OCT 25	Drawing Status	FOR INFORMATION
Approved	PW	OCT 25	Project No.	109934-PEF-XX-XX-DR-C-001006
			Revision	P02

Appendix F – TRICS Outputs Office

Audit Code: 267f9285-1900-46a6-ae11-e3c9452f7859

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 day
14	LEINSTER		
	LU	LOUTH	1 day
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	1 day
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 day

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



Audit Code: 267f9285-1900-46a6-ae11-e3c9452f7859

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:	GFA
Actual Range:	118 to 175000 (units:sqm)
Range Selected by User:	500 to 2500 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 27/06/24

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	2 days

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

Selected survey types:

Manual count	8
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	8 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:

Commercial Zone	2 days
Development Zone	1 days
Industrial Zone	2 days
No Sub Category	2 days
Residential Zone	1 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	4 days
Servicing vehicles Included	4 days

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Secondary Filtering Selection:

Use Class:

N/A	1 surveys
Not Known	7 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:

0 - 0

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	2 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	4 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: 267f9285-1900-46a6-ae11-e3c9452f7859

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 8 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 8 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:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 267f9285-1900-46a6-ae11-e3c9452f7859

LIST OF SITES relevant to selection parameters:

Site 1:	AK-02-A-01	Gross floor area:	1230 sqm
Development Name:	OFFICES	Number of employees:	2 EMPLOY
Location:	CASTLEFORD	Number of employees:	115.00
Postcode:	WF10 5TG	Survey Date:	23/05/2017
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 2:	AN-02-A-06	Gross floor area:	2217 sqm
Development Name:	SPORTS ADMINISTRATION	Number of employees:	1 EMPLOY
Location:	BELFAST	Number of employees:	82.00
Postcode:	BT9 5LA	Survey Date:	20/11/2018
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	CV-02-A-01	Gross floor area:	2000 sqm
Development Name:	OFFICES	Number of employees:	1 EMPLOY
Location:	CAVAN	Number of employees:	35.00
Postcode:	H12 PD82	Survey Date:	25/10/2022
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 4:	LN-02-A-01	Gross floor area:	2114 sqm
Development Name:	OFFICES	Number of employees:	36 EMPLOY
Location:	LOUTH	Number of employees:	92.00
Postcode:	LN11 0LS	Survey Date:	29/04/2024
Main Location Type:	Edge of Town	Survey Day:	Monday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 5:	LU-02-A-01	Gross floor area:	2052 sqm
Development Name:	BETTING HEADQUARTERS	Number of employees:	1 EMPLOY
Location:	DUNDALK	Number of employees:	203.00
Postcode:	A91 HF99	Survey Date:	09/11/2020
Main Location Type:	Edge of Town	Survey Day:	Monday
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 6:	NF-02-A-04	Gross floor area:	500 sqm
Development Name:	BUILDING CONSULTANT	Number of employees:	1 EMPLOY
Location:	NORWICH	Number of employees:	33.00
Postcode:	NR4 6DN	Survey Date:	13/11/2019
Main Location Type:	Edge of Town	Survey Day:	Wednesday
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 7:	WK-02-A-03	Gross floor area:	796 sqm
Development Name:	ENGINEERING CONSULTANTS	Number of employees:	1 EMPLOY
Location:	WARWICK	Number of employees:	63.00
Postcode:	CV34 5XH	Survey Date:	23/11/2022
Main Location Type:	Edge of Town	Survey Day:	Wednesday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 8:	WL-02-A-01	Gross floor area:	2500 sqm
Development Name:	PET INSURANCE COMPANY	Number of employees:	2 EMPLOY
Location:	AMESBURY	Number of employees:	223.00
Postcode:	SP4 7QA	Survey Date:	18/09/2018
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub Location Type:	Development Zone		
PTAL:	n/a		

Audit Code: 267f9285-1900-46a6-ae11-e3c9452f7859

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	8	1676	0.522	0.097	0.619
08:00-09:00	8	1676	1.462	0.216	1.678
09:00-10:00	8	1676	1.469	0.254	1.723
10:00-11:00	8	1676	0.455	0.157	0.612
11:00-12:00	8	1676	0.201	0.276	0.477
12:00-13:00	8	1676	0.276	0.574	0.850
13:00-14:00	8	1676	0.612	0.410	1.022
14:00-15:00	8	1676	0.373	0.283	0.656
15:00-16:00	8	1676	0.231	0.492	0.723
16:00-17:00	8	1676	0.209	1.119	1.328
17:00-18:00	8	1676	0.104	1.529	1.633
18:00-19:00	7	1740	0.066	0.575	0.641
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.980	5.982	11.962

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: 267f9285-1900-46a6-ae11-e3c9452f7859

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	23/05/2017 - 29/04/2024
Number of weekdays (Monday-Friday):	8
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: 267f9285-1900-46a6-ae11-e3c9452f7859

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	8	1676	0.015	0.000	0.015
08:00-09:00	8	1676	0.082	0.000	0.082
09:00-10:00	8	1676	0.022	0.000	0.022
10:00-11:00	8	1676	0.015	0.007	0.022
11:00-12:00	8	1676	0.000	0.000	0.000
12:00-13:00	8	1676	0.015	0.030	0.045
13:00-14:00	8	1676	0.030	0.022	0.052
14:00-15:00	8	1676	0.030	0.015	0.045
15:00-16:00	8	1676	0.000	0.022	0.022
16:00-17:00	8	1676	0.007	0.022	0.029
17:00-18:00	8	1676	0.000	0.067	0.067
18:00-19:00	7	1740	0.000	0.016	0.016
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.216	0.201	0.417

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: 267f9285-1900-46a6-ae11-e3c9452f7859

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	18/09/2018 - 29/04/2024
Number of weekdays (Monday-Friday):	6
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: 267f9285-1900-46a6-ae11-e3c9452f7859

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	8	1676	0.015	0.000	0.015
08:00-09:00	8	1676	0.022	0.000	0.022
09:00-10:00	8	1676	0.000	0.000	0.000
10:00-11:00	8	1676	0.000	0.000	0.000
11:00-12:00	8	1676	0.000	0.000	0.000
12:00-13:00	8	1676	0.000	0.000	0.000
13:00-14:00	8	1676	0.000	0.000	0.000
14:00-15:00	8	1676	0.000	0.000	0.000
15:00-16:00	8	1676	0.000	0.045	0.045
16:00-17:00	8	1676	0.000	0.037	0.037
17:00-18:00	8	1676	0.000	0.007	0.007
18:00-19:00	7	1740	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:			0.037	0.089	0.126

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: 267f9285-1900-46a6-ae11-e3c9452f7859

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	20/11/2018 - 20/11/2018
Number of weekdays (Monday-Friday):	1
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: 267f9285-1900-46a6-ae11-e3c9452f7859

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	8	1676	0.000	0.000	0.000
08:00-09:00	8	1676	0.000	0.000	0.000
09:00-10:00	8	1676	0.000	0.000	0.000
10:00-11:00	8	1676	0.007	0.000	0.007
11:00-12:00	8	1676	0.015	0.022	0.037
12:00-13:00	8	1676	0.007	0.007	0.014
13:00-14:00	8	1676	0.000	0.000	0.000
14:00-15:00	8	1676	0.007	0.000	0.007
15:00-16:00	8	1676	0.000	0.000	0.000
16:00-17:00	8	1676	0.000	0.000	0.000
17:00-18:00	8	1676	0.007	0.007	0.014
18:00-19:00	7	1740	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:			0.043	0.036	0.079

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: 267f9285-1900-46a6-ae11-e3c9452f7859

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	18/09/2018 - 09/11/2020
Number of weekdays (Monday-Friday):	3
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: 267f9285-1900-46a6-ae11-e3c9452f7859

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	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	8	1676	0.000	0.000	0.000
08:00-09:00	8	1676	0.022	0.022	0.044
09:00-10:00	8	1676	0.000	0.000	0.000
10:00-11:00	8	1676	0.000	0.007	0.007
11:00-12:00	8	1676	0.007	0.000	0.007
12:00-13:00	8	1676	0.000	0.000	0.000
13:00-14:00	8	1676	0.000	0.000	0.000
14:00-15:00	8	1676	0.007	0.007	0.014
15:00-16:00	8	1676	0.000	0.000	0.000
16:00-17:00	8	1676	0.007	0.000	0.007
17:00-18:00	8	1676	0.015	0.022	0.037
18:00-19:00	7	1740	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:			0.058	0.058	0.116

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: 267f9285-1900-46a6-ae11-e3c9452f7859

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	23/05/2017 - 29/04/2024
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: 267f9285-1900-46a6-ae11-e3c9452f7859

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	8	1676	0.492	0.089	0.581
08:00-09:00	8	1676	1.402	0.186	1.588
09:00-10:00	8	1676	1.395	0.179	1.574
10:00-11:00	8	1676	0.358	0.097	0.455
11:00-12:00	8	1676	0.119	0.209	0.328
12:00-13:00	8	1676	0.216	0.500	0.716
13:00-14:00	8	1676	0.597	0.388	0.985
14:00-15:00	8	1676	0.336	0.246	0.582
15:00-16:00	8	1676	0.194	0.395	0.589
16:00-17:00	8	1676	0.179	1.037	1.216
17:00-18:00	8	1676	0.075	1.469	1.544
18:00-19:00	7	1740	0.066	0.567	0.633
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.429	5.362	10.791

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: 267f9285-1900-46a6-ae11-e3c9452f7859

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	23/05/2017 - 29/04/2024
Number of weekdays (Monday-Friday):	8
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: 267f9285-1900-46a6-ae11-e3c9452f7859

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	8	1676	0.015	0.007	0.022
08:00-09:00	8	1676	0.015	0.007	0.022
09:00-10:00	8	1676	0.075	0.075	0.150
10:00-11:00	8	1676	0.089	0.052	0.141
11:00-12:00	8	1676	0.060	0.045	0.105
12:00-13:00	8	1676	0.052	0.067	0.119
13:00-14:00	8	1676	0.015	0.022	0.037
14:00-15:00	8	1676	0.022	0.022	0.044
15:00-16:00	8	1676	0.037	0.052	0.089
16:00-17:00	8	1676	0.022	0.045	0.067
17:00-18:00	8	1676	0.007	0.022	0.029
18:00-19:00	7	1740	0.000	0.008	0.008
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.409	0.424	0.833

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: 267f9285-1900-46a6-ae11-e3c9452f7859

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	23/05/2017 - 29/04/2024
Number of weekdays (Monday-Friday):	8
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: 267f9285-1900-46a6-ae11-e3c9452f7859

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Motorcycles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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	8	1676	0.000	0.000	0.000
08:00-09:00	8	1676	0.000	0.000	0.000
09:00-10:00	8	1676	0.000	0.000	0.000
10:00-11:00	8	1676	0.000	0.000	0.000
11:00-12:00	8	1676	0.000	0.000	0.000
12:00-13:00	8	1676	0.000	0.000	0.000
13:00-14:00	8	1676	0.000	0.000	0.000
14:00-15:00	8	1676	0.000	0.000	0.000
15:00-16:00	8	1676	0.000	0.000	0.000
16:00-17:00	8	1676	0.000	0.000	0.000
17:00-18:00	8	1676	0.000	0.000	0.000
18:00-19:00	7	1740	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:			0.000	0.000	0.000

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: 267f9285-1900-46a6-ae11-e3c9452f7859

Parameter Summary:

Trip rate parameter range selected:	500 - 2500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

