

rappor



Manor Farm, Sopworth

Badminton Estate

Transport Statement
May 2026





Document Control

Job No.	260386	
Project Name	Manor Farm, Sopworth	
Document Title	Transport Statement	
Status	Issue 01	
Client	Badminton Estate	
	Name	Date
Prepared By	Jessica Steele	May 2026
Checked By	Grace Hancock	May 2026
Approved By	Mike Glaze	May 2026

Record of Issues

Issue	Date	Details	Made By

Rappor Consultants Ltd

A: Pressworks, 7-9 Ambrose Street, Cheltenham, Gloucestershire, GL50 3LH

W: www.rappor.co.uk

T: 01242 523696

E: hello@rappor.co.uk

© Rappor Consultants Limited. All rights reserved. The contents of this document must not be copied or reproduced in whole or in part without the written consent of Rappor Consultants Ltd and Badminton Estate.



Contents

1	Introduction	1
2	Relevant Transportation Planning Guidance	2
3	The Site and Adjacent Highway Network.....	8
4	Site Accessibility and Opportunities for Sustainable Travel	12
5	Development Proposals	16
6	Forecast Trip Generation.....	20
7	Summary and Conclusions.....	22

List of Figures and Tables

Figure 3.1	Wiltshire Council PRow Map Extract.....	9
Figure 3.2	CrashMap Extract.....	10
Table 3.1	5-Day Average Traffic Flows	11
Table 3.2	Recorded Vehicle Speeds.....	11
Figure 4.1	TravelTime Extract for Cycling.....	13
Figure 4.2	STRAVA Heatmap Extract.....	14
Table 6.1	Vehicle Trip Rates and Forecast Trip Attraction - Offices.....	20
Table 6.2	Vehicle Trip Rates and Forecast Trip Attraction – Light Industrial	21
Table 6.3	Net Vehicle Trip Attraction.....	21

Appendices

Appendix A – Site Location Plan / Proposed Site Plan
Appendix B – ATC Data
Appendix C – Bus Timetable
Appendix D – Access Arrangement and Visibility Drawing
Appendix E - Indicative Access Improvements
Appendix F – Highway Boundary Data
Appendix G – Swept Path Analysis
Appendix H – TRICS Data – Offices
Appendix I – TRICS Data – Light Industrial



1 Introduction

- 1.1 Rappor have been instructed by the Badminton Estate to prepare a Transport Statement (TS) in support of a Class R planning application concerning the change of use of three agricultural buildings to flexible commercial and light industrial use, falling within Use Class E, with ancillary storage at Manor Farm, Sopworth, Chippenham, SN14 6NL.
- 1.2 The buildings subject to this application consist of three modern agricultural barns, which are currently vacant, having fallen out of active agricultural use following the cessation of a farm tenancy in 2022. The Estate are now seeking to secure a commercial tenant for the buildings.

Scope of Assessment

- 1.3 This TS addresses the following transportation matters that are considered pertinent to the determination of the planning application:
 - a) Assessment of the site location and local highway network;
 - b) Review of local highway safety utilising Wiltshire Council (WC) collision data;
 - c) Compliance with national and local planning policy;
 - d) Review of site accessibility and opportunities for sustainable travel;
 - e) The provision of safe and suitable access to the local highway network;
 - f) A description of the development proposals, including access arrangements;
 - g) Suitability of the internal layout and parking provision, including swept path analysis; and
 - h) Forecast trip generation and predicted impact upon the operation of the local highway network.
- 1.4 This TS concludes that the proposed development, in highways and transportation terms, is acceptable and there are no highway reasons that should prevent the development from proceeding.

2 Relevant Transportation Planning Guidance

- 2.1 This section provides a review of the existing and emerging transport planning policies which are relevant to the development proposals.

National Policy / Guidance

- a) National Planning Policy Framework (December 2024, updated February 2025);
- b) Planning Practice Guidance: Travel Plans, Transport Assessments and Statements (March 2024);
- c) Manual for Streets (March 2007);
- d) Manual for Streets 2 (September 2010); and
- e) Decarbonising Transport: A Better, Greener Britain (DfT) (July 2021).

Local Policy / Guidance

- a) Wiltshire Core Strategy (January 2015);
- b) Wiltshire Local Plan Review (September 2023); and
- c) Wiltshire Local Transport Plan 4 (March 2025).

National Policy & Guidance

National Planning Policy Framework (December 2024, updated February 2025)

- 2.2 National planning policy is set out in the National Planning Policy Framework (NPPF) (December 2024, updated version February 2025). At the heart of the NPPF is a presumption in favour of sustainable development.
- 2.3 Paragraph 109 of the NPPF states:

“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.”*



2.4 Paragraph 110 states that “The planning system should actively manage patterns of growth in support of these objectives” [the objectives outlined in Paragraph 109]. “Significant development should be focused on location which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be take into account in both plan-making and decision-making.”

2.5 Paragraph 115 states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, 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.”*

2.6 Paragraph 116 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.”

2.7 Paragraph 117 states:

“Within this context, 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 services 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.*

2.8 Paragraph 118 of the NPPF states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan.”

- 2.9 It should also be noted that the NPPF states in ‘Annex 2: Glossary’ at Page 79 that sustainable transport modes are:

“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.”

National Planning Practice Guidance (March 2014)

- 2.10 The Government’s planning practice guidance to the NPPF was launched as a web-based resource by the Department for Communities and Local Government (DCLG) on 6th March 2014. Guidance on transport assessments falls within the category ‘Travel Plans, Transport Assessments and Statements’ (Reference ID: 42 Revision date: 06 03 2014).
- 2.11 Paragraph 002 (Reference ID: 42-002-20140306) states that Transport Assessments, Statements, and Travel Plans are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments that generate significant amounts of movements.
- 2.12 Paragraph 006 (Reference: ID: 42-006-20140306) of the guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- a) encouraging sustainable travel;*
- b) lessening traffic generation and its detrimental impacts;*
- c) reducing carbon emissions and climate impacts;*
- d) creating accessible, connected, inclusive communities;*
- e) improving health outcomes and quality of life;*
- f) improving road safety; and*
- g) reducing the need for new development to increase existing road capacity or provide new roads.”*

Manual for Streets (March 2007)

- 2.13 Manual for Streets (MfS) is a Department for Transport (DfT) publication which provides guidance for planning and designing new streets. It aims to increase the quality of life through good design, which creates more people-orientated streets. The guidance contains principles in the design of suitable pedestrian and cyclist facilities to encourage and facilitate travel via these modes. Making the local environment convenient and attractive to walk in can help prioritise walking and cycling and reduce reliance on motor transport.

Manual for Streets 2 (September 2010)

- 2.14 Manual for Streets 2 (MfS2) takes the principles set out in MfS and demonstrates through guidance and case studies on how they can be extended beyond residential streets to encompass both urban and rural situations. MfS2 does not supersede MfS, rather it explains how the principles of MfS can be applied more widely, exploring in greater detail how and where its key principles can be applied to busier streets and roads.



Decarbonising Transport: A Better, Greener Britain (DfT) (July 2021)

- 2.15 The UK Government's overarching strategy for decarbonising the transport sector is set out in the Department for Transport's (DfT) 2021 publication *Decarbonising Transport: A Better, Greener Britain*. This strategy outlines the commitment to achieving net zero emissions from all modes of transport by 2050. It builds upon the earlier 2020 document *Decarbonising Transport: Setting the Challenge*, which emphasised the need for a fundamental modal shift toward active and sustainable travel to meet long-term emissions targets.
- 2.16 The plan highlights the importance of making public transport a more affordable, reliable, and convenient alternative to car use, whilst positioning walking and cycling as the default options for short trips - and integrated components of longer journeys - by 2040. A key element of this transition includes widespread uptake of electric vehicles (EVs), in line with *The Road to Zero* (DfT, 2018). This sets out the phased approach to ending the sale of new petrol and diesel vehicles, now expected by 2035 (following an updated timeline announced in September 2023), with a goal for the entire road fleet to be zero-emission by 2050.

Local Policy & Guidance

Wiltshire Core Strategy (January 2015)

- 2.17 The Wiltshire Core Strategy (WCS) is the principal strategic planning document for Wiltshire and was adopted by Wiltshire Council in January 2015. It provides a spatial vision, strategic objectives, development strategy and overarching planning policies for the county up to 2026.
- 2.18 The strategy sets out a '*settlement hierarchy*' to focus development: Principal Settlements, Market Towns, Local Service Centres, Large Villages and Small Villages. This directs growth towards locations with better access to jobs, services and infrastructure.
- 2.19 The strategy sets out the following Core Policies in relation to transport and new development:

Core Policy 60: Sustainable Transport

- 2.20 Core Policy 60 aims to:

- a) Reduce the need to travel, particularly by private car;
- b) Support and encourage sustainable transport;
- c) Maintain and target investment in the local transport network;
- d) Promote demand management measures and influence freight routing; and
- e) Assess and mitigate transport impact of development.

Core Policy 61: Transport and New Development

- 2.21 This policy requires that new development:

- a) Is located and designed to reduce travel demand and encourage sustainable alternatives;
- b) Demonstrate considerations of all transport users;
- c) Can be safely served by the highway network;
- d) Provides safe loading/unloading facilities, where needed; and
- e) Contributes to sustainable transport improvements.

Core Policy 62: Development Impacts on the Transport Network

- 2.22 All new development must assess transport impacts and, where significant, submit a Transport Assessment.
- 2.23 Developers will be required to contribute to sustainable transport improvements based on the assessment and consider a range of measures to encourage sustainable travel behaviour.

Core Policy 63: Transport Strategies

- 2.24 Packages of integrate transport measures are to be identified in key towns to support sustainable growth, including walking and cycling improvements and public transport enhancements.

Wiltshire Local Plan Review (September 2023)

- 2.25 The Wiltshire Local Plan Review is the comprehensive update to the WCS and sets planning policy for Wiltshire for the period up to 2038.
- 2.26 The review is currently in the examination stage, with the first stage of hearings related to the Duty of Cooperate in June 2025. Following this, the second stage of hearings was set to begin in November 2025. The first stage of hearings in relation to the Duty to Cooperate were held on 24 June 2025. The Stage 2 hearings that were scheduled of November 2025 did not take place but were put on hold to enable further work to be carried out. Due the early stage reached in the preparation of the Local Plan the policies are afforded very limited weight.
- 2.27 The review is currently in the examination stage, with the first stage of hearings related to the Duty of Cooperate in June 2025. Following this, the second stage of hearings was set to begin in November 2025. The first stage of hearings in relation to the Duty to Cooperate were held on 24 June 2025. The Stage 2 hearings that were scheduled of November 2025 did not take place but were put on hold to enable further work to be carried out. Due the early stage reached in the preparation of the Local Plan the policies are afforded very limited weight.
- 2.28 Whilst the exact policy wording will be finalised through the examination process, the emerging Local Plan Review contains a series of policies and thematic areas that relate to transport and sustainable development:
- a) Sustainable development and access;
 - b) Transport and new development policies;
 - c) Demand management and movement;
 - d) Net zero, climate change and transport; and
 - e) Infrastructure delivery.

Wiltshire Local Transport Plan 4 (March 2025)

- 2.29 The Wiltshire LTP4 is the statutory strategic transport plan for WC covering the period 2025 – 2038. It replaces the previous LTP3 and sets out the vision, objectives, policies and delivery framework of all aspects of transport across the county. It is aligned with the Wiltshire Local Plan Review to ensure coordinated planning between land-use and transport policy.

2.30 The vision of the LTP4 is to establish a sustainable, resilient and integrated transport network for Wiltshire that meets the needs of residents and supports economic and community wellbeing. The plan recognises that transport needs vary across Wiltshire and it shall adopt a place-based approach to reflect the differences.

2.31 LTP4 sets out strategic outcomes that will guide transport planning and investment throughout Wiltshire. The strategic outcomes cover:

- a) Sustainable and inclusive travel;
- b) Integration with land use and growth;
- c) Network resilience and safety;
- d) Climate, environment and decarbonisation; and
- e) Rural transport challenges.

2.32 While the full LTP4 document includes detailed policies and sub-strategies, some of the key priorities relevant to new development and transport assessments include:

Accessibility and Active Travel

- a) Encourage development to support safe walking and cycling connections to local schools, shops, services and transport hubs; and
- b) Expect developments to consider and plan for active travel infrastructure enhancements where appropriate.

Public Transport Integration

- a) Promote better public transport availability, with an emphasis on bus services that can serve rural and small-town sites.

Network Impact and Mitigation

- a) Assess the transport impacts of new development on the highway network and identify measures to address adverse effects (e.g., junction improvements, traffic calming);
- b) Consider provision of travel planning to support behaviour change towards sustainable travel; and
- c) These outcomes support the assessment and mitigation requirements set out in national policy and the Wiltshire Local Plan.

3 The Site and Adjacent Highway Network

- 3.1 The application site is located off an Unnamed Road within the village of Sopworth in northwest Wiltshire, on the county's border with Gloucestershire. It is situated approximately 3km west of Sherston, 12km west of Malmesbury, and 15km northeast of Chipping Sodbury.
- 3.2 The application site currently comprises a number of agricultural barns, which previously accommodated part of Manor Farm. It is bound by agricultural land and associated buildings, beyond which lies the Unnamed access road.
- 3.3 The site benefits from an existing vehicular access to the east onto the Unnamed Road in the form of a simple priority junction.
- 3.4 The site location, its context and relationship with immediate adjoining areas is shown at **Appendix A**.

Local Highway Network

Unnamed Road

- 3.5 The Unnamed Road is a single carriageway two-way road, which is located to the east of the site. It routes on a broadly north to south alignment, where at its northern extent, it forms the minor arm of the junction with the A433, whilst at its southern extent, it becomes Sopworth Road which forms the minor arm of the junction with Sherston Road (B4040).
- 3.6 The Unnamed Road is subject to the National Speed Limit (60mph), however due to the rural nature of the road, vehicle speeds are lower. It is characterised as a rural road with no road markings or street lighting; however, it is typical of rural roads within Wiltshire, whereby the geometry of the carriageway controls vehicle speeds.
- 3.7 There is no footway provision along much of its length and operates as a shared surface for all users. However, from the existing site access, a footway is provided along the western side of the carriageway which routes north towards the existing bus stop and residential developments within Sopworth.
- 3.8 **Photographs 3.1** and **3.2** show the nature of the Unnamed Road at the existing site access.



Photograph 3.1 Unnamed Road from the site access looking southwards (April 2026)



Photograph 3.2 Unnamed Road from the site access looking northwards (April 2026)

Public Rights of Way (PRoW)

- 3.9 Inspection of WC's online mapping tool confirms that there are PRoW within the vicinity of the site which is shown below in **Figure 3.1**. The purple lines represent footpaths, and the site location is marked with a red star.

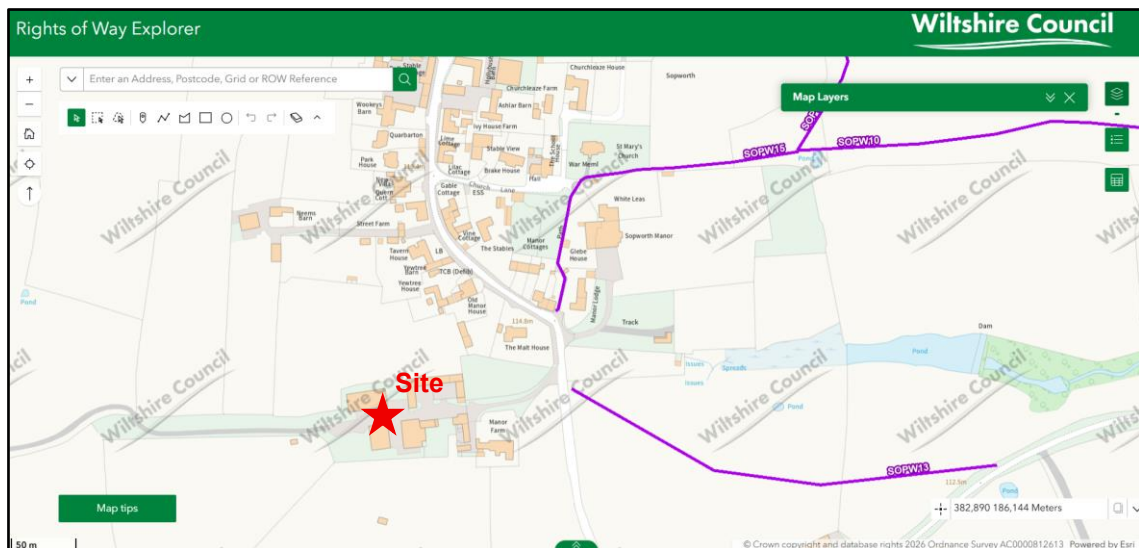


Figure 3.1 Wiltshire Council PRoW Map Extract

(Source: www.wiltshire.gov.uk/recreation-rights-of-way)

- 3.10 Whilst the site is not traversed nor immediately bound by PRoW, PRoW footpath 'SOPW13' is located to the west of the site. This footpath begins opposite the existing site access along the Unnamed Road and routes east approximately 340m before reaching another Unnamed Road. In addition, PRoW footpath 'SOPW15' is located to the northeast of the site. This footpath begins along the Unnamed Road and routes northeast before joining adjacent PRoW for routes further afield.

Highway Safety

- 3.11 Personal Injury Collision (PIC) data has been reviewed within the CrashMap Database (crashmap.co.uk) with records of collisions available up until December 2024. An extract of the study area is shown below in **Figure 3.2** with the site location marked by a red star.

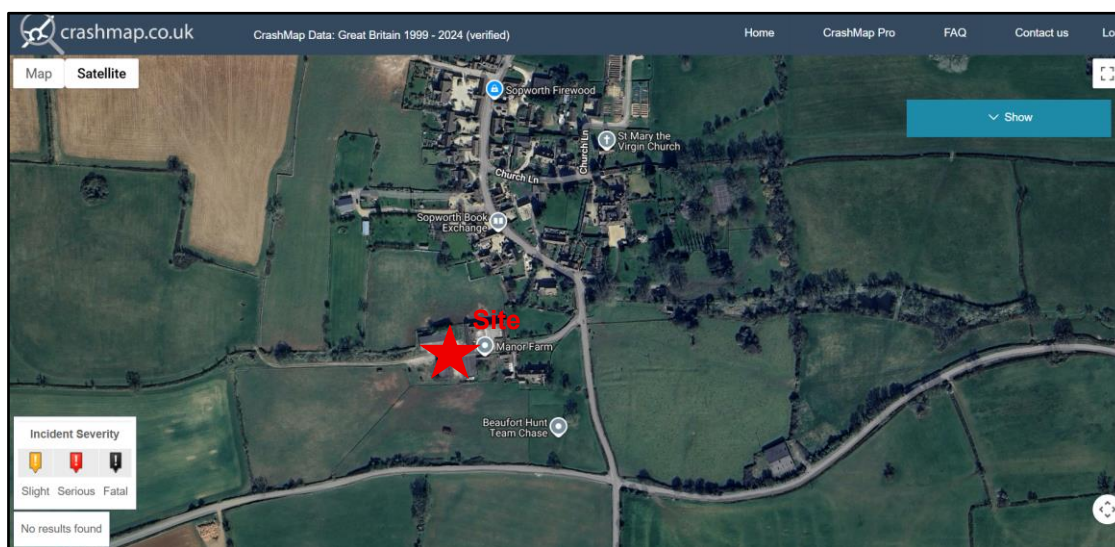


Figure 3.2 CrashMap Extract

(Source: www.crashmap.co.uk)

- 3.12 The review identified that within the most recent five-year period of PIC data, there have been no collisions recorded along the Unnamed Road or the surrounding roads within the vicinity of the site.
- 3.13 On the basis of the above, there are no existing highway safety issues within the vicinity of the site, and it is evident that there is not a presence of collisions that might otherwise be suggestive of a deficiency in the layout or geometry of the local highway network. Furthermore, there is no record of any clustering that would suggest there is an existing highway safety issue that could be exacerbated by the development proposals.

Existing Traffic Flows

- 3.14 To establish existing traffic flows and speeds, an Automatic Traffic Count (ATC) was undertaken on the Unnamed Road slightly south of the existing Manor Farm access, by Charge Surveys, an independent traffic surveyor, between Saturday 25th April 2026 and Friday 1st May 2026. The survey was undertaken during neutral traffic conditions and school term time.

- 3.15 The recorded weekday average traffic flows are summarised in **Table 3.1**, with the full survey results attached in **Appendix B**.

Time Period	Northbound	Southbound	Two-Way
AM Peak (08:00 – 09:00)	15	13	28
PM Peak (17:00 – 18:00)	16	15	31
Daily (07:00 – 19:00)	148	150	298

Table 3.1 5-Day Average Traffic Flows

- 3.16 As highlighted in **Table 3.1**, the Unnamed Road used to access Manor Farm currently records a five-day average of 28 vehicle trips in the AM network peak (08:00 – 09:00), 31 vehicle trips in the PM network peak (17:00 – 18:00) and 298 vehicle trips across a daily period (07:00 – 19:00).

- 3.17 **Table 3.2** sets out the 85th percentile and average speeds recorded by the ATC.

Direction	Average Speeds (mph)	85 th ile Speeds (mph)
Northbound	23.5	28.7
Southbound	22.7	28.1

Table 3.2 Recorded Vehicle Speeds

- 3.18 Recorded 85th percentile speeds have been utilised to assess the suitability of the proposed access later in this report.

4 Site Accessibility and Opportunities for Sustainable Travel

- 4.1 When considering the overall sustainability of a site, with regards to highways, it is important to consider the available travel opportunities for future staff / visitors to travel to and from the application site in order to minimise the overall level of daily vehicular trips to and from the site.
- 4.2 However, the NPPF recognises that not all new developments can be situated in locations which can be readily accessed on foot, bicycle or by public transport. Paragraph 110 of the NPPF states that *“opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making”*. Paragraph 89 of the NPPF recognises that *“sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport.”*
- 4.3 It is therefore clear that the objectives of government in terms of planning policy are not to prevent all new development which is not located in urban areas. The NPPF recognises that local planning authorities must take a pragmatic view to new developments.
- 4.4 The provision of ‘rural’ employment will provide residents of the surrounding villages, such as Sherston, Luckington, Didmarton and Little Badminton, with an alternative employment location. This will provide the opportunity for residents to have employment closer to home rather than travelling to principal employment destinations such as Malmesbury, Chipping Sodbury, Yate and Chippenham.
- 4.5 In this context, the primary function of the proposed development is to support growing rural businesses which is likely to reduce vehicular mileage towards larger settlements located further afield and where network capacity is more constrained. Consequently, the proposals are considered sustainable in principle.

Walking and Cycling

- 4.6 MfS identifies walking as the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2km. This view is supported by the Department for Transport (DfT) National Travel Survey (NTS), which found that over the past six years 80% (2019), 82% (2020), 82% (2021), 83% (2022), 81% (2023) and 81% (2024) of trips under a mile (1.6km) are undertaken on foot (NTS0308a). It should be noted that the NTS for 2020 which was undertaken during the COVID-19 pandemic had less than half the response rate and experienced substantial missing data, the highway conditions could not be classed as ‘normal’ which is likely to have impacted on how people travel. However, the 2020 NTS journeys on foot under a mile is validated by the 2021 – 2024 NTS and the recorded number of trips in recent years demonstrates that the percentage of trips under a mile undertaken by foot is stable. The entirety of Sopworth is within these walking distances.
- 4.7 The Local Transport Note 1/20 (LTN 1/20): Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 2.2.2:
- “Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people”.*

- 4.8 Cycling has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five miles (8km) and trips of 30 - 40 mins are considered acceptable for commuting purposes. The NTS 2024 (Table NTS0303d) notes that the average cycle trip is approximately 3.3 miles (5.3km) whilst the growth of electric bikes is also increasing the propensity to cycle, the distances people are cycling and reducing journey times.

Existing Infrastructure

- 4.9 In terms of pedestrian infrastructure, footway provision is provided from the existing site access onto the Unnamed Road which routes northwards into the village of Sopworth. Therefore, journeys via foot can be undertaken, providing that staff live within the village.
- 4.10 Whilst there is a network of PRow within the vicinity of the site that links Sopworth to the wider countryside, the routes require users to travel through fields, away from maintained footpaths. Consequently, it is not likely that future staff and visitors of the application site would utilise these routes on a daily basis.
- 4.11 There are no designated cycleways or formal cycling infrastructure within the vicinity of the application site. However, the environs and topography of the surrounding area are considered suitable for cycling. The villages of Horton, Hawkesbury Upton, Didmarton, Badminton, Luckington and Sherston are within 8km of the site, as shown below in **Figure 4.1**, and therefore provides an opportunity for future staff to commute via bicycle if they live within this catchment area.

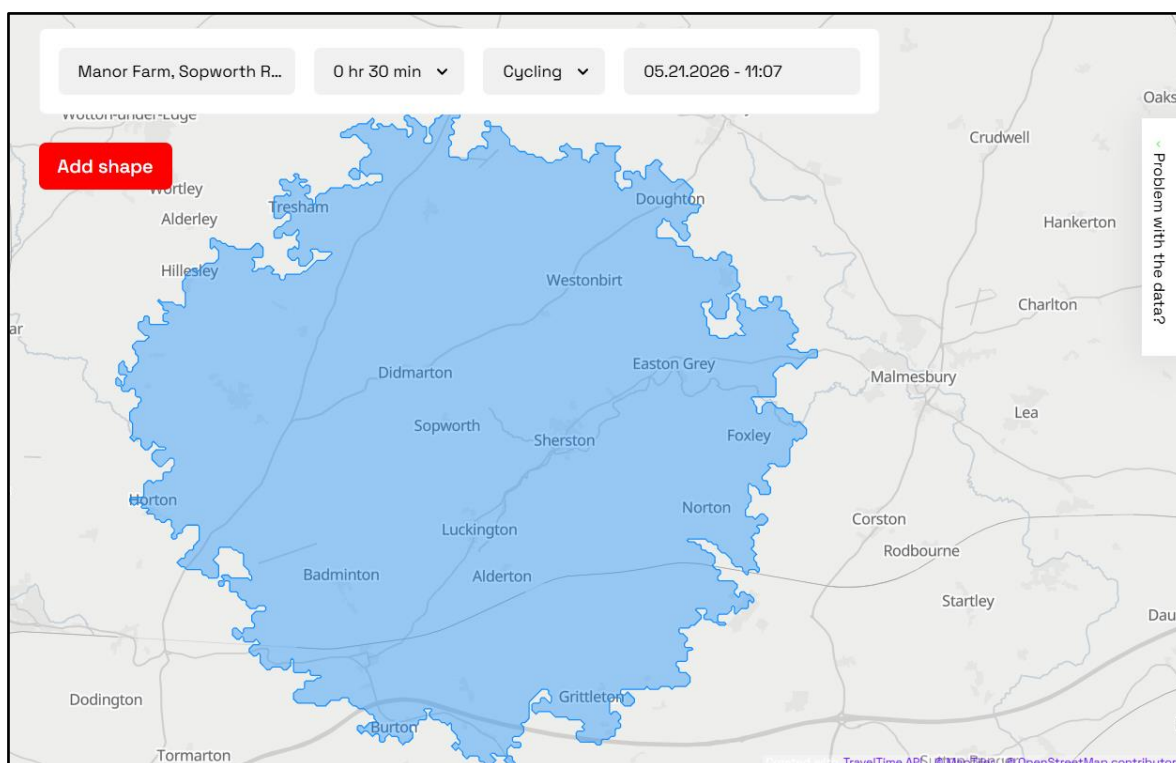


Figure 4.1 TravelTime Extract for Cycling

- 4.12 This is further supported by the relatively lightly trafficked and rural nature of the surrounding area and the absence of PICs that have occurred within the most recent five-year period, which indicate that existing conditions are safe for cyclists. Consequently, the proposed development would afford an opportunity for journeys via bike to be undertaken providing that staff and / or visitors live within a reasonable cycling distance.

STRAVA Heatmap

- 4.13 Further to the above, with reference to outputs available from the STRAVA sports and exercise application, it is possible to visually determine the extent that routes and roads are used by cyclists in the form of heatmaps. STRAVA is an internet service that tracks physical exercise, predominantly cycling and running, using GPS data.
- 4.14 The STRAVA heatmap indicates the more frequently used routes, by STRAVA users, on a red (frequently used) to blue (scarcely used) scale, as shown in **Figure 4.1**, where the location of the site is marked with the red star.

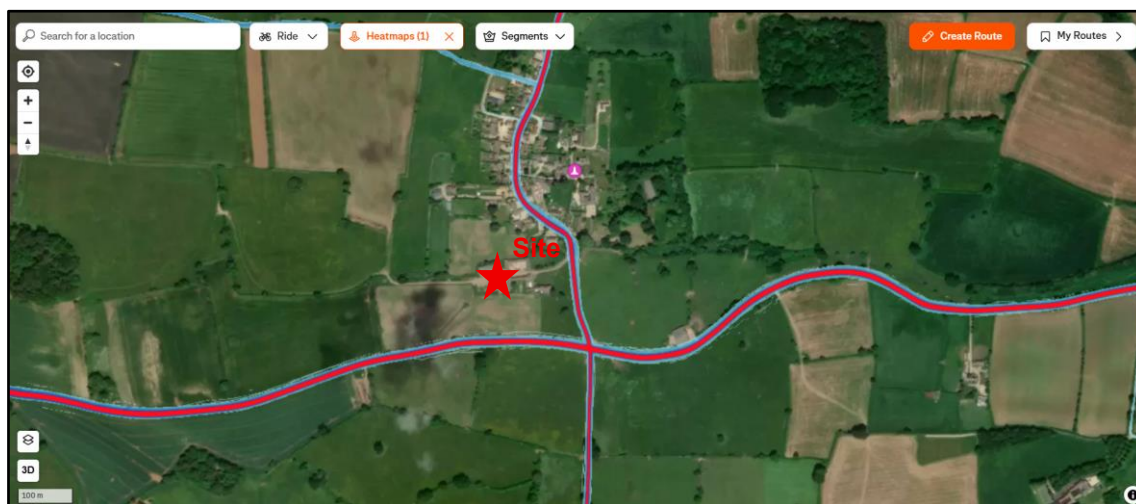


Figure 4.2 STRAVA Heatmap Extract

(Source: www.strava.com/maps/global-heatmap)

- 4.15 **Figure 4.2** confirms that the Unnamed Road to the east and south of the site is regularly used by cyclists. This demonstrates that the existing cycle facilities within Sopworth and beyond are frequently used and considered suitable by cyclists.

Public Transport

- 4.16 In reviewing the level of public transport provision, the nearest bus stop is the 'Telephone Box' stop which is situated along the Unnamed Road, approximately 260m to the north of the application site. The southeast bound stop operates as 'hail and ride' and provides access to the number 41 Coachstyle bus service.
- 4.17 The 41 Coachstyle bus service runs on Wiltshire school days only and offers one service per day at 08:15. The service routes from Yate to Chipping Sodbury, to Acton Turville, to Easton Grey, and to Malmesbury. Full timetable information is provided in **Appendix C**.



Summary

- 4.18 It is noted that opportunities for employees to access the site by walking, cycling, or public transport are limited due to the site's location. As a result, it is expected that some short car journeys from the surrounding areas will be necessary. However, this should not be critical to the review of the development by the local highway authority, in line with paragraph 89 and 110 of the NPPF, and the introduction of 'rural' employment opportunities in this location could reduce the propensity to travel.

5 Development Proposals

- 5.1 This TS is in support of a Class R planning application concerning the change of use of three agricultural buildings to flexible commercial and light industrial use, falling within Use Class E, with ancillary storage, at Manor Farm, Sopworth, Chippenham, SN14 6NL
- 5.2 The buildings subject to this application consist of three modern agricultural barns, which are currently vacant, having fallen out of active agricultural use following the cessation of a farm tenancy in 2022. The Estate are now seeking to secure a commercial tenant for the buildings.
- 5.3 The development proposals are illustrated on the proposed site layout provided at **Appendix A**.

Access Arrangements

- 5.4 Vehicular access to the application site will be via the existing priority junction onto the Unnamed Road. The drawing provided at **Appendix D** illustrates the access arrangements.
- 5.5 The proposed access improvements detailed in this section could be secured via an appropriately worded planning condition, to be implemented prior to the first occupation of the development.

Visibility Assessment

- 5.6 Any intensified vehicle access should be reviewed and justified as being safe and suitable, so that there will be no highway safety issue arising from its operation. As the proposed development will result in the use of an existing access, it is necessary to demonstrate that junction visibility is suitable
- 5.7 The existing agricultural access could accommodate unfettered use by vehicles associated with an agricultural use, such as tractors with trailers and HGVs. There are no restrictions on the use of the access and therefore during intensive periods of agricultural activity, the access could be subject to significant use, which cannot be controlled by the planning system. The removal of large vehicles associated with agricultural use should weigh in favour of the development, together with the improvements in visibility, which are set out below.
- 5.8 To determine the visibility splays required in each direction along the Unnamed Road from the proposed site access, the ATC data summarised in **Section 3** has been assessed and subsequent calculations have been made regarding the necessary stopping sight distances.
- 5.9 The 85th percentile speeds were recorded as 28.7mph northbound and 28.1mph southbound.
- 5.10 Paragraph 1.3.6 of MfS2 states that *“it is only where actual vehicle speeds are above 40mph for significant periods of the day that DMRB parameters for stopping sight distance (SSD) are recommended. Where speeds are lower, Manual for Streets (MfS) parameters are recommended”*.



5.11 As the average speeds are below 40mph, and design speeds, this being 85th percentile speeds, are below 37.3mph (60kph) in both directions, a deceleration rate of 3.68m/s has been used to calculate the SSD.

5.12 A 1.5 second reaction time has been applied, in accordance with MfS parameters.

5.13 Based on the assessment provided, the following parameters have been used:

To the south:

- a) 2.4m x 41.6m visibility splay (based on a recorded northbound 85th percentile speed of 28.7mph and a deceleration rate of 3.68m/s).

To the north:

- a) 2.4m x 40.3m visibility splay measured to the centreline (based on a recorded southbound 85th percentile speed of 28.1mph and a deceleration rate of 3.68m/s).

5.14 With regards to the 'X' distance, the standard 2.4m has been used.

5.15 Based on the recorded 85th percentile vehicle speeds and the parameters outlined above, the required junction visibility splays for the proposed site access have been calculated as 41.6m to the south and 40.3m to the north. The access visibility drawing provided in **Appendix D** demonstrates that these requirements can be achieved, ensuring safe access and egress from the site.

5.16 The visibility splay to the north has been measured to the carriageway centreline, reflecting local conditions. On-street parking and the horizontal alignment of the road limit overtaking, effectively constraining vehicles to the eastern side of the carriageway. As such, the centreline approach provides a realistic assessment of observed driving behaviour.

5.17 This is also considered appropriate in the local context due to the Unnamed Road being a relatively narrow lane and lightly trafficked. MfS2 states at paragraph 10.5.5 that measuring the visibility splay to the centreline can be appropriate, where overtaking is unlikely to take place. Given the nature of the Unnamed Road, overtaking is unlikely to take place and therefore a measurement to the centreline is appropriate, given that an existing access is being upgraded.

5.18 To ensure that the visibility splays are achievable, there are two potential access improvement options which could be pursued under permitted development, outside of this application. These are shown on the drawing at **Appendix E**, which include:

- a) Reducing the height of the existing wall to approximately 0.9m for the extent of the visibility splay; or
- b) Relocating the wall behind the adjacent tree to ensure the required visibility splay is achieved.

5.19 The existing tree to the south of the site is also proposed to be removed to ensure sufficient visibility, which will also be separate to this Class R application.

5.20 The visibility splays identified will therefore be wholly achievable within the extent of the application site and the publicly maintained highway. The highway boundary data is attached at **Appendix F**.

Swept Path Analysis

- 5.21 A swept path analysis is a technical assessment used to simulate and evaluate the movement and manoeuvrability of a vehicle within a specific area, ensuring that it can navigate the space safely and efficiently. In the context of this TS, the swept path analysis presented in **Appendix G** provide a detailed examination of how the proposed development can accommodate estate cars, Heavy Goods Vehicles (HGVs) and a fire appliance, and how these are able to safely access and egress the site.
- 5.22 For the HGVs, the largest vehicle anticipated to enter the site is a 10m rigid vehicle and the swept path analysis presented in **Appendix G** confirms this is able to safely access and egress the site.

Internal Site Layout & Parking

Refuse and Recycling Collection

- 5.23 The internal layout shall be designed to accommodate the typical servicing and delivery requirements for a commercial development. Refuse collection will take place on site from a refuse collection point via private refuse collection.

Fire Tender

- 5.24 The internal layout shall be designed in line with Building Regulations 2019 (amended 2025) Part B Requirement B5 to ensure a fire appliance can safely access the entirety of the development.

Car Parking

- 5.25 As per the Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy, Stand Alone Offices' require a maximum of one space per 30sq.m.
- 5.26 Given this is a Class R planning application, detailed parking arrangements are not included at this stage; however, the development will comply with the relevant WC parking standards and guidance as part of a future full planning application.

Accessible Parking

- 5.27 The Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy states *"Disabled people need special provision; new developments must therefore ensure that 'Blue Badge' holders have an adequate number of properly designed, conveniently located and reserved car parking spaces (in line with recognised national standards as a minimum)"*.
- 5.28 As per DfT Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, *"For car parks associated with newly built employment premises: 5% of the total parking capacity should be designated (to include both employees and visitors)"*.
- 5.29 Given this is a Class R planning application, detailed parking arrangements are not included at this stage; however, the development will comply with the relevant national accessible parking standards and guidance.



Cycle Parking

- 5.30 The Wiltshire Local Transport Plan Cycling Strategy confirms that developments should provide high quality cycle parking in all new developments.
- 5.31 WC set out cycle parking standards within the Wiltshire Local Transport Plan Cycling Strategy. It confirms that for 'B Business' land use, the following standards shall be met:
- a) 1 covered cycle space per 12 employees;
 - b) + 1 cycle space per 15 visitor parking spaces;
 - c) OR, where employee/visitor numbers cannot be estimated - 4 covered cycle spaces + 2 covered spaces for each 500sq.m above 1,000sq.m gross floor area.
- 5.32 Given this is a Class R planning application, detailed cycle parking arrangements are not included at this stage; however, the development will comply with the relevant WC cycle parking standards.

Electric Vehicle Charging

- 5.33 WC have set out within the WDG that *"developers should incorporate communal EV charging points within commercial, retail and office car parks, wherever possible"*.
- 5.34 In accordance with the technical guidance contained within Part S of the Building Regulations 2010 (revised for 2021), the development shall benefit from suitable EV charging infrastructure.

Summary

- 5.35 The proposed development will retain the existing vehicular access arrangements to the application site. These have been determined to be safe and suitable, in accordance with Paragraph 115 of the NPPF, to serve the proposed development.
- 5.36 Vehicular access will remain as per the existing arrangements served in the form of a priority junction from the Unnamed Road.
- 5.37 The level of car and cycle parking provision proposed on-site shall be suitable and in accordance with WC parking requirements.

6 Forecast Trip Generation

- 6.1 When considering an employment development, it is generally accepted that the critical periods in terms of traffic impact on the adjacent highway network are the weekday AM and PM peak hours, when traffic flows associated with the development combined with the traffic flows on the adjacent highway network are at their greatest.
- 6.2 It follows that should the impact of development traffic on the local road network be considered acceptable during these periods then it would also be acceptable during other, less busy periods.

Forecast Trip Generation – Office Space 404sq.m

- 6.3 In order to assess the trip attraction associated with the proposed office use, the TRICS 8.26.3 database has been interrogated, utilising the ‘*Employment – Office*’ category.
- 6.4 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:
- a) Sites located in the United Kingdom, excluding Greater London;
 - b) Sites up to 1,000sq.m;
 - c) Weekday surveys, when traffic flows are highest; and
 - d) Sites in edge of town and neighbourhood centre locations.
- 6.5 A summary of the calculated vehicular trip rates and forecast traffic attraction in relation to the office proposals is set out in **Table 6.1**, whilst a copy of the associated TRICS outputs provided in **Appendix H**.

Time Range	Trip Rate per 100sq.m			Vehicle Trips per 404sq.m		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
AM Peak 08:00-09:00	1.506	0.091	1.597	6	0	6
PM Peak 17:00-18:00	0.046	1.871	1.917	0	8	8

Table 6.1 Vehicle Trip Rates and Forecast Trip Attraction - Offices

- 6.6 **Table 6.1** indicates that the proposed office development could be associated with approximately six two-way vehicle trips in the AM peak period and eight two-way vehicle trips in the PM peak hours.

Forecast Trip Generation – Light Industrial 547sq.m

- 6.7 In order to assess the trip attraction associated with the proposed light industrial use, the TRICS 8.26.3 database has been interrogated, utilising the ‘*Employment – Industrial Unit*’ category.
- 6.8 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:
- a) Sites located in the United Kingdom, excluding Greater London;
 - b) Sites up to 1,000sq.m;
 - c) Weekday surveys, when traffic flows are highest; and
 - d) Sites in edge of town and neighbourhood centre locations.

- 6.9 A summary of the calculated vehicular trip rates and forecast traffic attraction in relation to the light industrial proposals is set out in **Table 6.2**, whilst a copy of the associated TRICS outputs provided in **Appendix I**.

Time Range	Trip Rate per 100sq.m			Vehicle Trips per 547sq.m		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
AM Peak 08:00-09:00	0.302	0.369	0.671	2	1	3
PM Peak 17:00-18:00	0.168	0.402	0.570	1	2	3

Table 6.2 Vehicle Trip Rates and Forecast Trip Attraction – Light Industrial

- 6.10 **Table 6.2** indicates that the proposed light industrial facility could be associated with approximately three two-way vehicle trips in both the AM and PM peak hours.

Net Trip Assessment

- 6.11 Based on the above forecast traffic attraction, **Table 6.3** below sets out the overall net-trip attraction that the site is expected to generate in the peak network hours.

Time Range	Two-Way Vehicle Trips		
	Office	Light Industrial	Total
AM Peak 08:00-09:00	6	3	9
PM Peak 17:00-18:00	8	3	11

Table 6.3 Net Vehicle Trip Attraction

- 6.12 **Table 6.3** indicates that the proposed development could be associated with approximately nine two-way vehicle trips in the AM peak period, and 11 two-way vehicle trips in the PM peak hours.
- 6.13 To note, the existing agricultural access could accommodate unfettered use by vehicles associated with an agricultural use, such as tractors with trailers and HGVs. There are no restrictions on the use of the access and therefore during intensive periods of agricultural activity, the access could be subject to significant use, which cannot be controlled by the planning system. The removal of large vehicles associated with agricultural use should weigh in favour of the development.

Summary

- 6.14 In the view of the potential trip attraction of the site, the traffic associated with the development proposal will not have a severe impact on the safety or operation on the local highway network, in accordance with paragraph 116 of the NPPF.

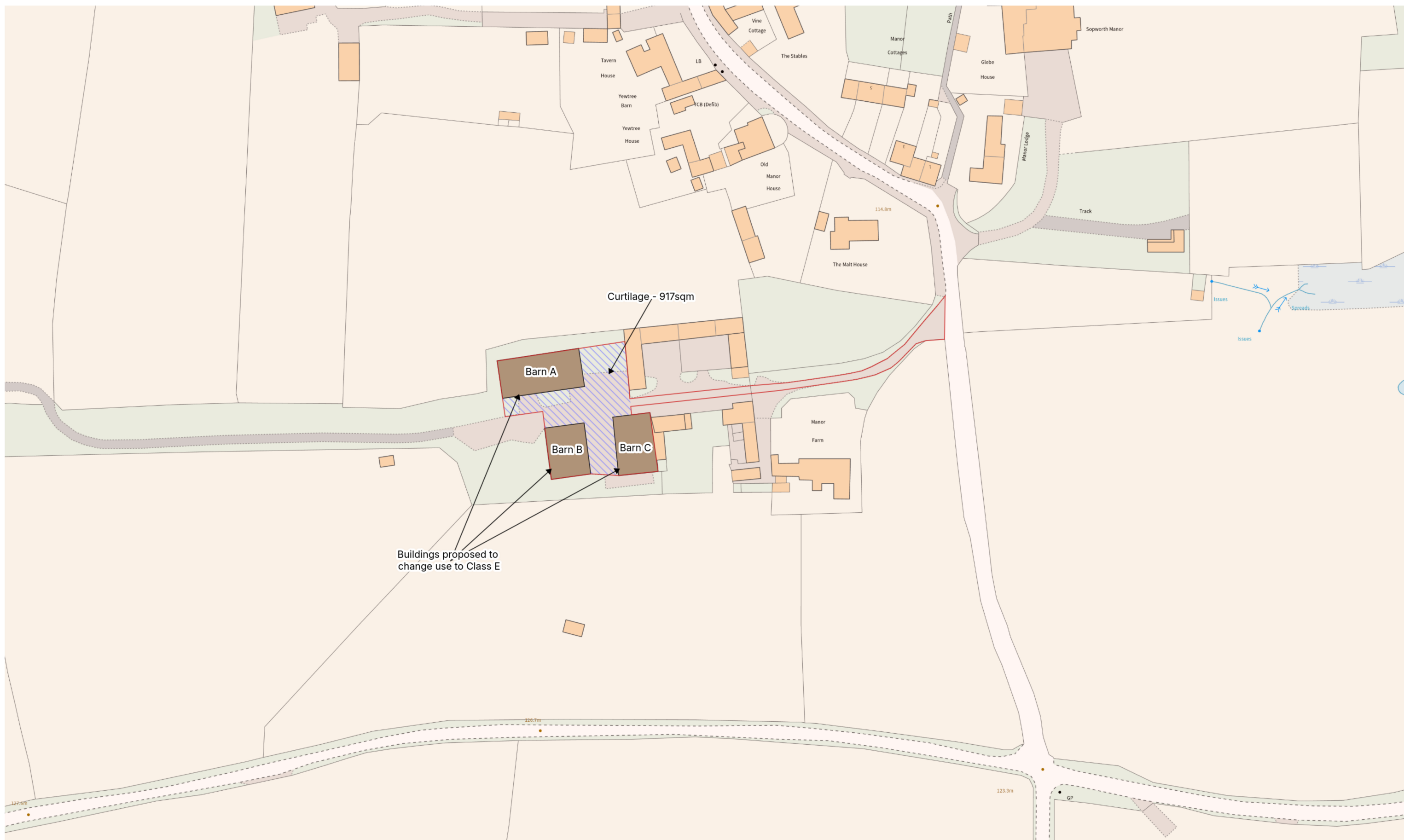


7 Summary and Conclusions

- 7.1 Rappor have been instructed by the Badminton Estate to prepare a TS in support of a Class R planning application concerning the change of use of three agricultural buildings to flexible commercial and light industrial use, falling within Use Class E, with ancillary storage at Manor Farm, Sopworth, Chippenham, SN14 6NL.
- 7.2 The TS has demonstrated the following:
- a) A review of the local highway network and collision data in the vicinity of the site indicates that there are no apparent problems in relation to the current operation or safety of the local highways;
 - b) The proposed access arrangements are considered to be safe and suitable to serve the development;
 - c) Proposed parking provision on-site is concluded to be satisfactory to serve the development, which will ensure that there is no overspill onto the local highway network; and
 - d) Forecast vehicle trip attraction is not considered to be significant.
- 7.3 Rappor concludes that the proposed development is suitable.



Appendix A – Site Location Plan / Proposed Site Plan





Appendix B – ATC Data

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m$ & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, $d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m$ & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m$ & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m, axles=3$ & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 5 & groups>2		
9	ART6	≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		Light
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m$ & axles=2		
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18$ & axles=2		

	Northbound	Southbound
Total	1109	1099
Mean Speed	23.5	22.7
85%	28.7	28.1



SITE: ATC - Manor Farm, Sopworth

LOCATION: Attached to signpost

GRID REFERENCE: 51.573463, -2.250023

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	25-Apr	26-Apr	27-Apr	28-Apr	29-Apr	30-Apr	01-May	1-5.	1-7.
Hour									
0000-0100	0	0	0	0	0	0	0	0	0
0100-0200	0	0	0	0	0	0	0	0	0
0200-0300	0	1	1	0	0	0	0	0.2	0.3
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	0	1	0	0	0.2	0.1
0500-0600	0	0	0	0	0	0	1	0.2	0.1
0600-0700	1	1	0	1	1	0	1	0.6	0.7
0700-0800	5	4	7	5	7	13	6	7.6	6.7
0800-0900	7	3	13	11	19	18	12	14.6	11.9
0900-1000	5	10	5	21	16	16	13	14.2	12.3
1000-1100	17	15	7	9	9	12	13	10	11.7
1100-1200	14	13	10	12	11	14	14	12.2	12.6
1200-1300	16	20	13	6	10	11	13	10.6	12.7
1300-1400	13	12	9	10	10	14	7	10	10.7
1400-1500	7	20	12	16	8	10	14	12	12.4
1500-1600	3	11	15	17	15	5	16	13.6	11.7
1600-1700	9	18	12	16	11	19	17	15	14.6
1700-1800	9	12	14	10	16	20	17	15.4	14
1800-1900	6	9	16	7	18	8	11	12	10.7
1900-2000	14	2	8	4	3	7	11	6.6	7
2000-2100	5	3	4	4	3	1	6	3.6	3.7
2100-2200	2	0	2	3	2	5	4	3.2	2.6
2200-2300	1	0	2	1	2	3	0	1.6	1.3
2300-2400	1	0	1	1	0	1	0	0.6	0.6
Totals									
07-19	111	147	133	140	150	160	153	147.2	142
06-22	133	153	147	152	159	173	175	161.2	156
06-00	135	153	150	154	161	177	175	163.4	157.9
00-00	135	154	151	154	162	177	176	164	158.4
AM Peak	1000	1000	800	900	800	800	1100		
	17	15	13	21	19	18	14		
PM Peak	1200	1400	1800	1500	1800	1700	1700		
	16	20	16	17	18	20	17		



SITE: ATC - Manor Farm, Sopworth

LOCATION: Attached to signpost

GRID REFERENCE: 51.573463, -2.250023

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	25-Apr	26-Apr	27-Apr	28-Apr	29-Apr	30-Apr	01-May	1-5.	1-7.
Hour									
0000-0100	0	0	0	0	0	0	0	0	0
0100-0200	0	0	0	0	0	0	0	0	0
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	0	0	0	0	0	0
0500-0600	0	0	0	1	0	1	0	0.4	0.3
0600-0700	0	0	3	0	2	5	3	2.6	1.9
0700-0800	5	4	12	11	7	10	14	10.8	9
0800-0900	11	6	11	14	12	16	10	12.6	11.4
0900-1000	16	15	13	9	14	15	17	13.6	14.1
1000-1100	11	16	13	12	10	10	8	10.6	11.4
1100-1200	12	15	12	6	15	12	6	10.2	11.1
1200-1300	15	21	14	18	12	22	17	16.6	17
1300-1400	11	12	8	18	9	10	17	12.4	12.1
1400-1500	9	8	9	12	11	11	15	11.6	10.7
1500-1600	15	17	14	17	9	13	8	12.2	13.3
1600-1700	10	12	12	16	13	15	15	14.2	13.3
1700-1800	10	6	11	12	13	21	15	14.4	12.6
1800-1900	6	9	6	12	10	13	12	10.6	9.7
1900-2000	4	2	1	2	8	7	4	4.4	4
2000-2100	1	5	4	2	2	4	1	2.6	2.7
2100-2200	1	1	0	1	1	2	4	1.6	1.4
2200-2300	0	2	0	1	1	0	1	0.6	0.7
2300-2400	0	0	0	0	0	0	1	0.2	0.1
Totals									
07-19	131	141	135	157	135	168	154	149.8	145.9
06-22	137	149	143	162	148	186	166	161	155.9
06-00	137	151	143	163	149	186	168	161.8	156.7
00-00	137	151	143	164	149	187	168	162.2	157
AM Peak	900	1000	1000	800	1100	800	900		
	16	16	13	14	15	16	17		
PM Peak	1500	1200	1500	1300	1700	1200	1300		
	15	21	14	18	13	22	17		



Survey Type: Automatic Traffic Counter

Location: Manor Farm Sopworth



Charge Surveys Ltd

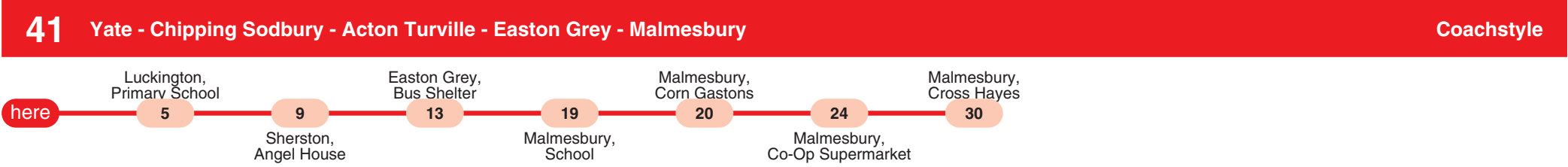
chargesurveys.co.uk





Appendix C – Bus Timetable

Bus departures from this stop
Sopworth
Telephone Box (SE-bound)



The numbers circled indicate approximate timings in minutes from Sopworth, Telephone Box

Mondays to Fridays

Bus times commencing 27th April 2026

TimeServiceNote
0815 41 Sch

Saturdays
No Service

Sundays
No Service

Notes: Sch - Wiltshire School Days

BY SMS

Bus times by
text message



Get the times of the next four buses
from this stop on your phone

Scan the QR code or send the stop code below to:

84268

Return texts are free, plus normal text messaging charge.
Normal mobile internet charges apply.

Code for this stop: wiladpda

NextBuses

Bus times by
mobile browser





Appendix D – Access Arrangement & Visibility Drawing



- Notes:**
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 2. The red line boundary has been shown as most accurately achievable based on the information and plans provided by the Client / Project Team. This red line boundary shown within this drawing should be confirmed and agreed by the Client prior to submission as part of any planning application. The applicant should undertake legal, and title checks to ensure that the red line is accurate. Rappor will not accept any liability for any inaccuracies in the red line boundary.
 3. The topographical survey was received from Pinpoint Mapping, drawing number T_PLPM1760_S1, dated May 2026.
 4. Highway boundary information has been provided by Wiltshire Council, 10/04/2026, and has been overlaid by Rappor onto the Ordnance Survey on a best fit basis. The applicant should undertake legal, and title checks to ensure that the highway boundary is accurate. Rappor will not accept any liability for any inaccuracies in the highway boundary.
 5. Ordnance Survey, (c) Crown Copyright 2026. All rights reserved. Licence AC0000808122.
 6. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
 7. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
 8. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

- Key:**
- Indicative Site Boundary
 - Adopted Highway Boundary
 - 2.4m x 40.3m Visibility Splay measured to centre line to account for southbound speeds of 28.1mph
 - 2.4m x 41.6m Visibility Splay to account for northbound speeds of 28.7mph

P01	15.05.26	First Issue	SB	MG	MG
Rev	Date	Details	By	Chkd	Appd

rappor

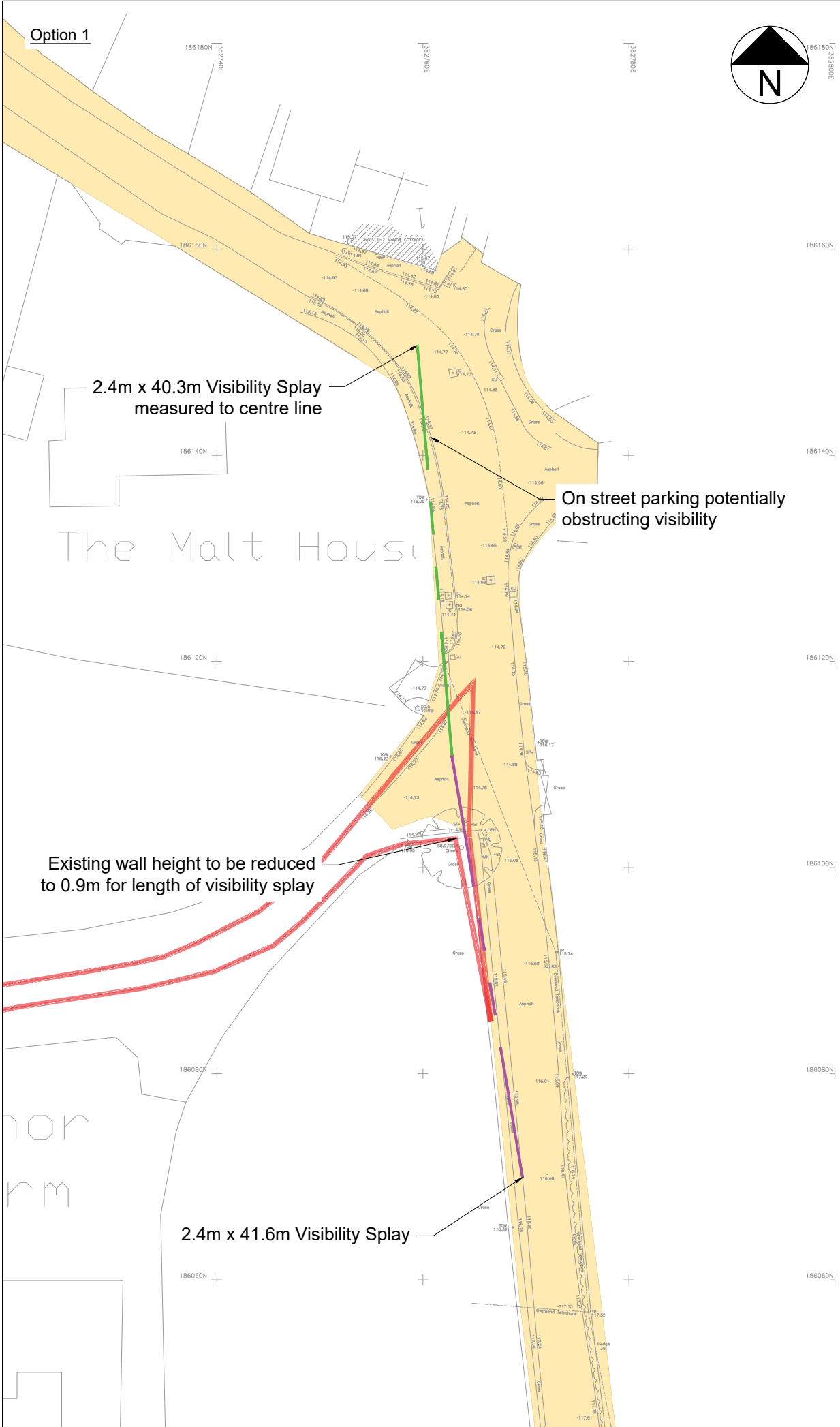


rappor.co.uk

CLIENT:	Badminton Estate				
PROJECT:	Manor Farm, Sopworth				
TITLE:	Access Visibility Assessment				
STATUS:	For Information				Scale @ A3 1:500
DRAWING NO:	260386-RAP-XX-XX-DR-TP-3000				REVISION: P01



Appendix E – Indicative Access Improvements



- Notes:**
- Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 - The red line boundary has been shown as most accurately achievable based on the information and plans provided by the Client / Project Team. This red line boundary shown within this drawing should be confirmed and agreed by the Client prior to submission as part of any planning application. The applicant should undertake legal, and title checks to ensure that the red line is accurate. Rappor will not accept any liability for any inaccuracies in the red line boundary.
 - The topographical survey was received from Pinpoint Mapping, drawing number T_PLPM1760_S1, dated May 2026.
 - Highway boundary information has been provided by Wiltshire Council, 10/04/2026, and has been overlaid by Rappor onto the Ordnance Survey on a best fit basis. The applicant should undertake legal, and title checks to ensure that the highway boundary is accurate. Rappor will not accept any liability for any inaccuracies in the highway boundary.
 - Ordnance Survey, (c) Crown Copyright 2026. All rights reserved. Licence AC0000808122.
 - Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
 - The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
 - Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

- Key:**
- Indicative Site Boundary
 - Adopted Highway Boundary
 - 2.4m x 40.3m Visibility Splay measured to centre line to account for southbound speeds of 28.1mph
 - 2.4m x 41.6m Visibility Splay to account for northbound speeds of 28.7mph

P01	15.05.26	First Issue	SB	MG	MG
Rev	Date	Details	By	Chkd	Appd

rappor

rappor.co.uk

CLIENT: Badminton Estate

PROJECT: Manor Farm, Sopworth

TITLE: Indicative Access Improvements

STATUS: For Information

DRAWING NO: 260386-RAP-XX-XX-DR-TP-3001

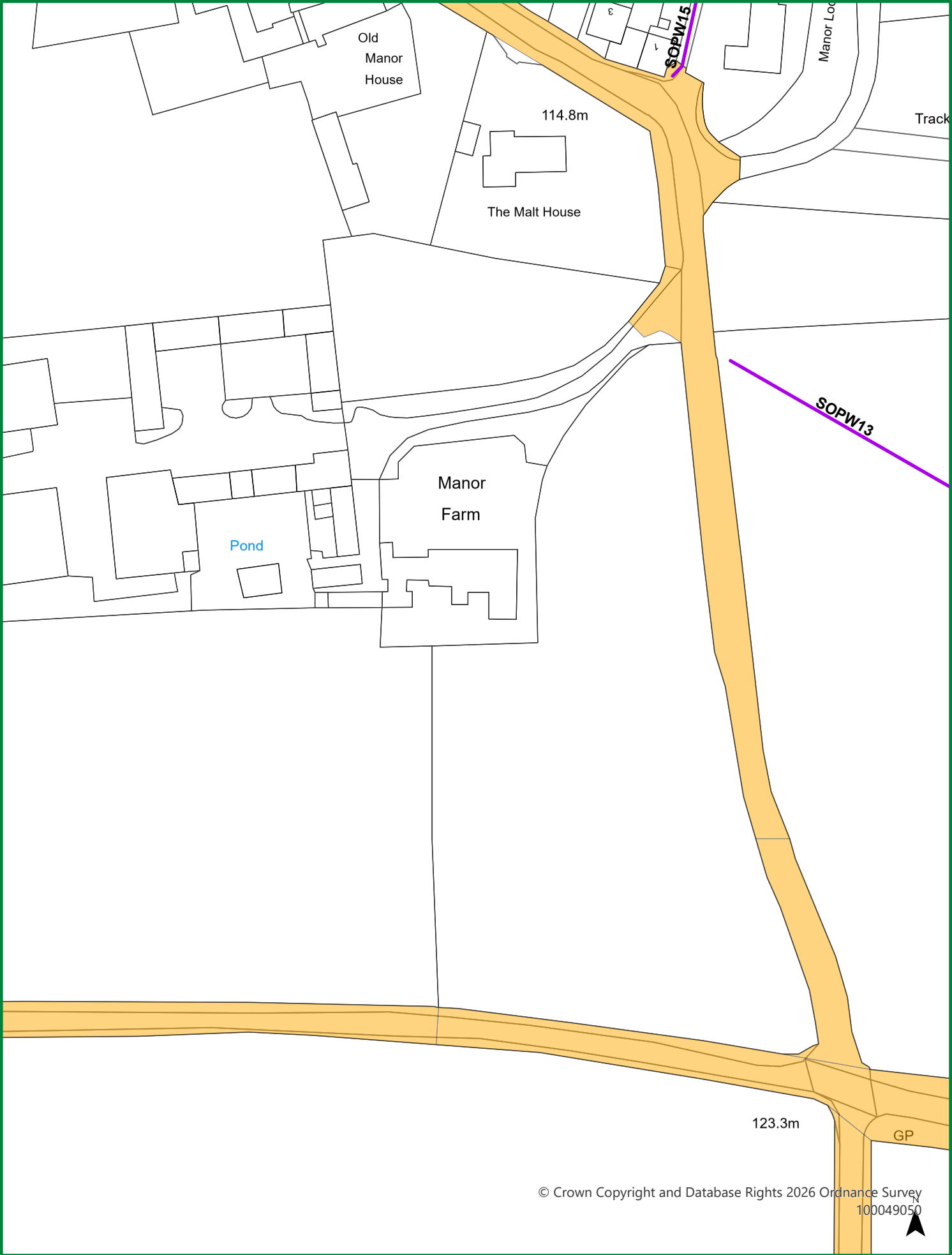
REVISION: P01

Scale @ A3 1:500



Appendix F – Highway Boundary Data

Highways Plan Manor Farm, Sopworth, Chippenham



10/04/2026
1:1,000

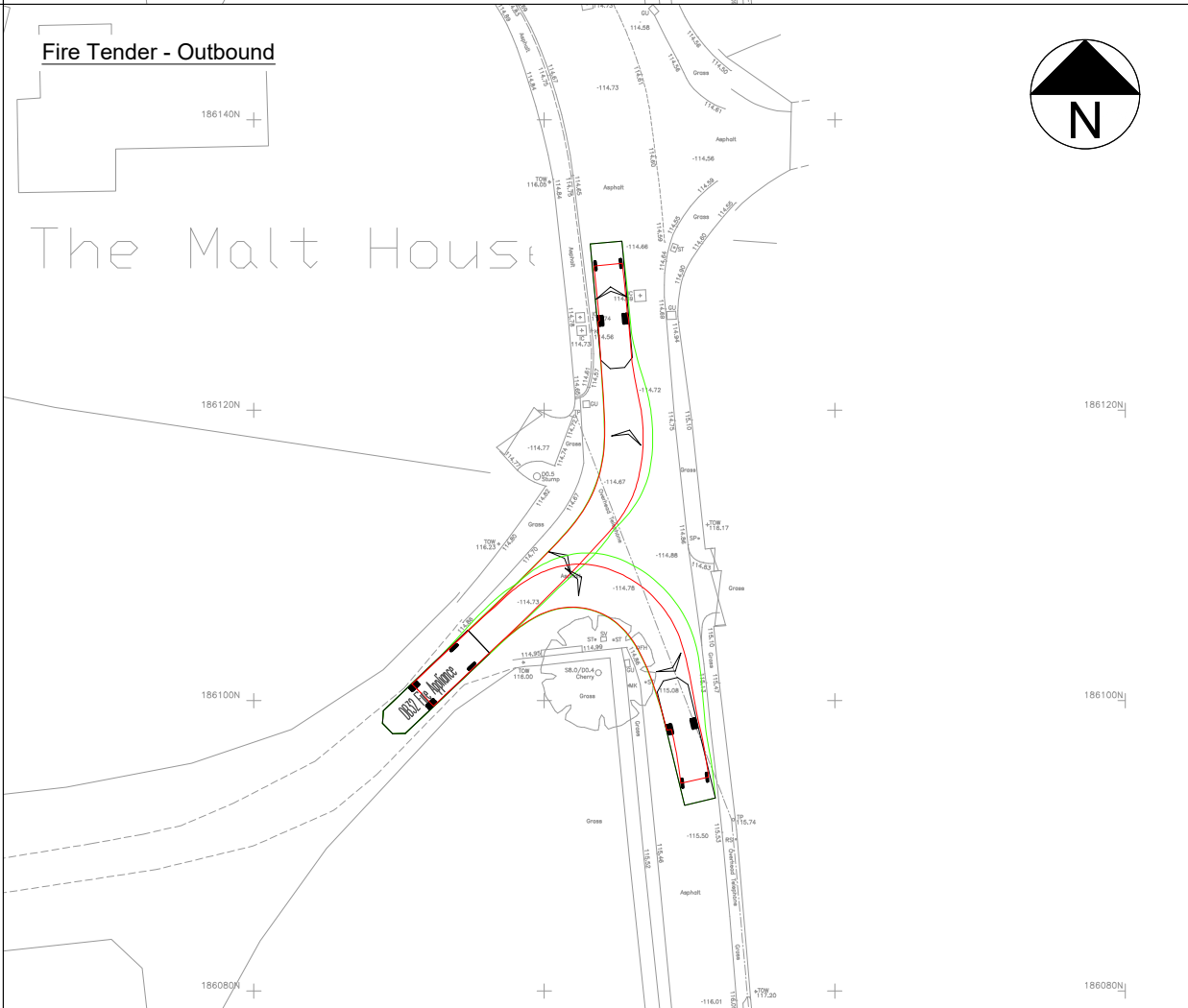
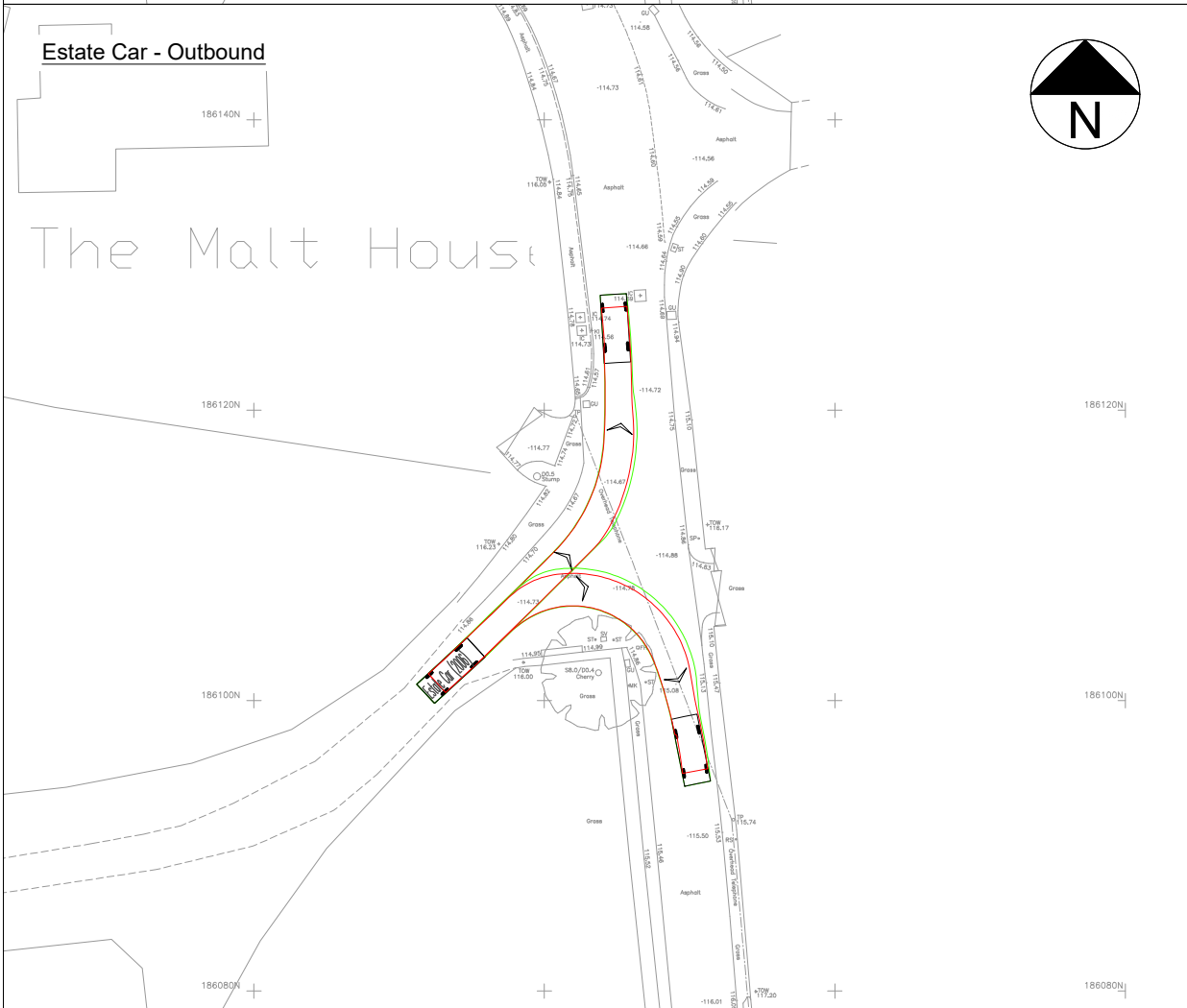
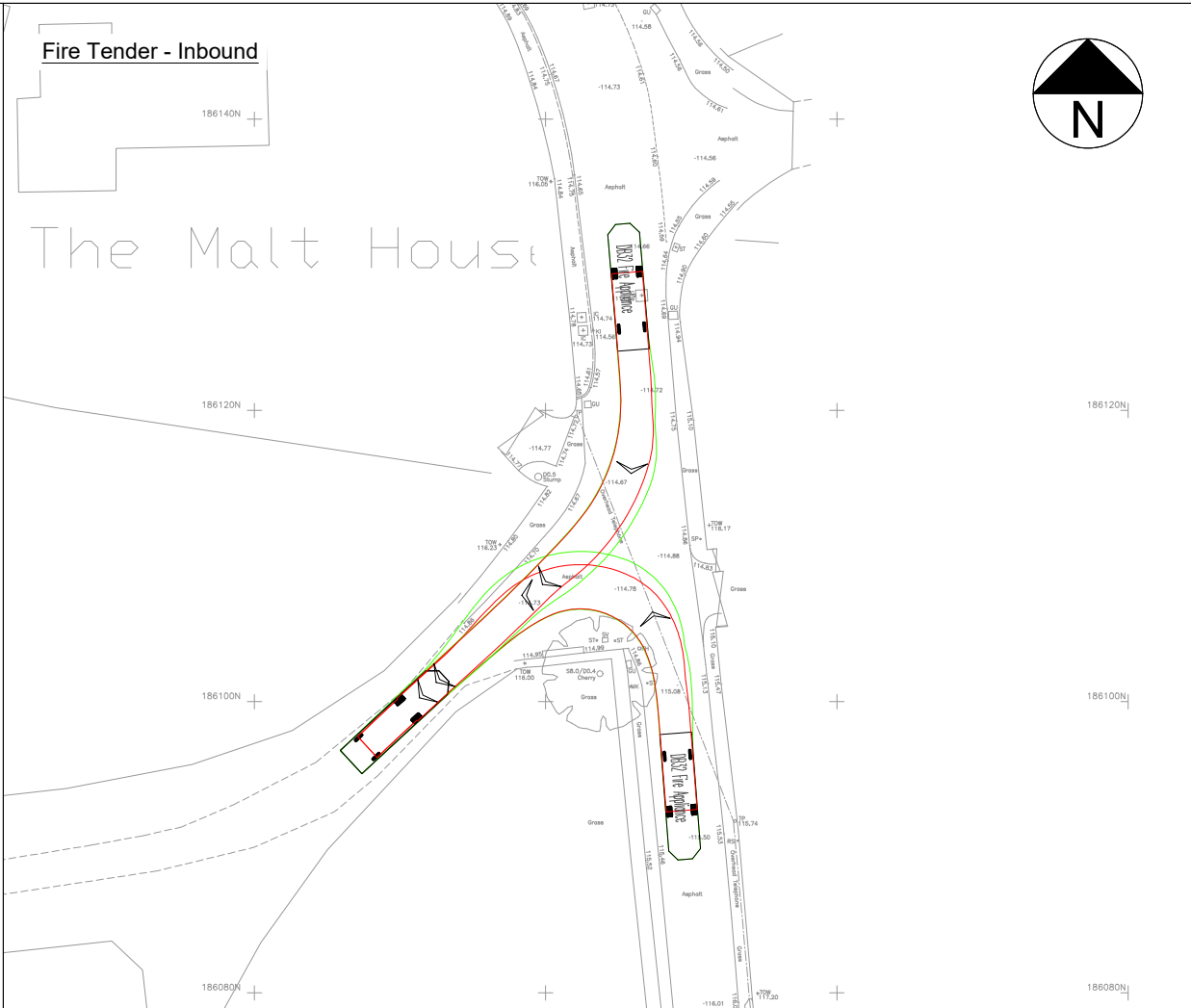
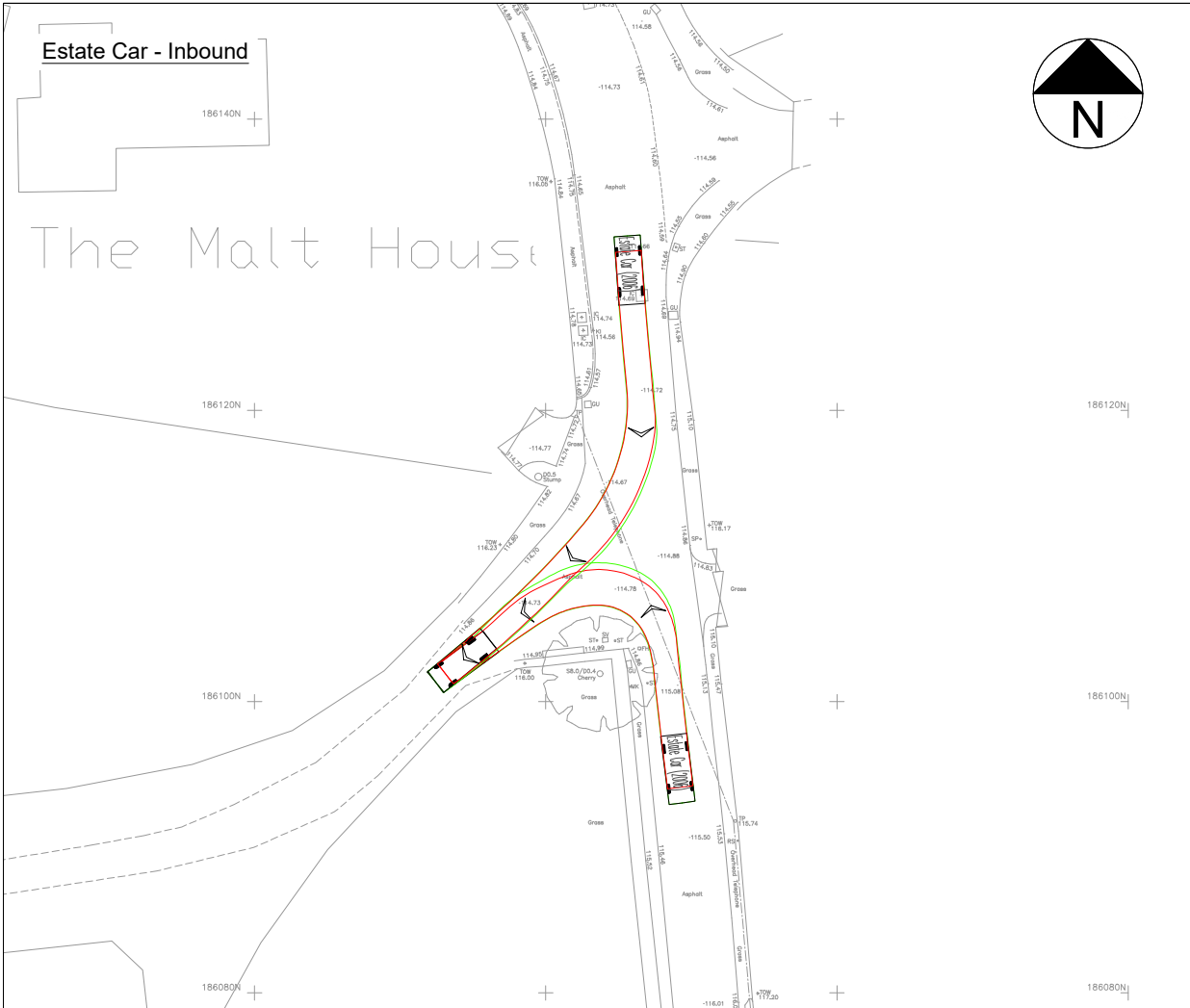
Please Note
The highway extent shown on this plan has been prepared for the property named above.
The extent shown cannot be relied upon for any highways that do not abut or serve the property.

© Crown Copyright and Database Rights 2026 Ordnance Survey Licence No AC0000812613. © Bluesky International Ltd and Getmapping Plc 2026

Wiltshire Council



Appendix G – Swept Path Analysis



- Notes:**
- Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 - The topographical survey was received from Pinpoint Mapping, drawing number T_PLPM1760_S1, dated May 2026.
 - Ordnance Survey, (c) Crown Copyright 2026. All rights reserved. Licence AC0000808122.
 - Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
 - The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
 - Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

Vehicle Profile

DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

Estate Car (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

P01	15.05.26	First Issue	SB	-	-
Rev	Date	Details	By	Chkd	Appd

rappor



rappor.co.uk

CLIENT:	Badminton Estate				
PROJECT:	Manor Farm, Sopworth				
TITLE:	Swept Path Analysis Existing Access Estate Car & Fire Tender				
STATUS:	For Information				Scale @ A3 1:500
DRAWING NO:	260386-RAP-XX-XX-DR-TP-4000				REVISION: P01



Appendix H – TRICS Data - Offices

Audit Code: dbf8e134-7e35-4dc1-a3f3-594890451abf

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE
	NF	NORFOLK
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM

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

Audit Code: dbf8e134-7e35-4dc1-a3f3-594890451abf

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:	270 to 796 (units:sqm)
Range Selected by User:	118 to 1000 (units:sqm)
Parking Spaces Range:	0 - 1471

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 24/09/25

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

Selected survey days:

Tuesday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	4
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	3 days
Neighbourhood Centre	1 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	1 days
Development Zone	1 days
High Street	1 days
Industrial 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 Included	3 days
Servicing vehicles Unknown	1 days

Audit Code: dbf8e134-7e35-4dc1-a3f3-594890451abf

Secondary Filtering Selection:

Use Class:

Not Known	4 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:

350 - 2307

Population within 1 mile:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.6 to 2.0	1 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: dbf8e134-7e35-4dc1-a3f3-594890451abf

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 4 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 4 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: dbf8e134-7e35-4dc1-a3f3-594890451abf

1 LISBURN ROAD BELFAST BALMORAL Neighbourhood Centre High Street Gross floor area: 270.00 sqm Survey date: Tuesday 11/10/2016	AN-02-A-05	OFFICES	ANTRIM	Survey Type: Manual
2 CHARLES BABBAGE ROAD CAMBRIDGE Edge of Town Development Zone Gross floor area: 625.00 sqm Survey date: Wednesday 04/12/2024	CA-02-A-03	OFFICES	CAMBRIDGESHIRE	Survey Type: Manual
3 WHITING ROAD NORWICH Edge of Town Commercial Zone Gross floor area: 500.00 sqm Survey date: Wednesday 13/11/2019	NF-02-A-04	BUILDING CONSULTANT	NORFOLK	Survey Type: Manual
4 BUDBROOKE ROAD WARWICK Edge of Town Industrial Zone Gross floor area: 796.00 sqm Survey date: Wednesday 23/11/2022	WK-02-A-03	ENGINEERING CONSULTANTS	WARWICKSHIRE	Survey Type: Manual

Audit Code: dbf8e134-7e35-4dc1-a3f3-594890451abf

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	4	548	1.324	0.046	1.370
08:00-09:00	4	548	1.506	0.091	1.597
09:00-10:00	4	548	1.050	0.274	1.324
10:00-11:00	4	548	0.137	0.091	0.228
11:00-12:00	4	548	0.274	0.319	0.593
12:00-13:00	4	548	0.319	0.593	0.912
13:00-14:00	4	548	0.274	0.091	0.365
14:00-15:00	4	548	0.137	0.137	0.274
15:00-16:00	4	548	0.183	0.274	0.457
16:00-17:00	4	548	0.091	0.822	0.913
17:00-18:00	4	548	0.046	1.871	1.917
18:00-19:00	4	548	0.046	0.502	0.548
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.387	5.111	10.498

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: dbf8e134-7e35-4dc1-a3f3-594890451abf

Parameter Summary:

Trip rate parameter range selected:	118 - 1000 (units: sqm)
Survey date date range:	11/10/2016 - 04/12/2024
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.



Appendix I – TRICS Data – Light Industrial

Audit Code: 72fa7281-7067-48a2-aeaf-793548f3cde3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT
Category: C - INDUSTRIAL UNIT
Selected Vehicle Type: Total Vehicles

Selected regions and areas:

08	NORTH WEST		
	LC	LANCASHIRE	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
13	MUNSTER		
	KE	KERRY	1 day
14	LEINSTER		
	WC	WICKLOW	1 day

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

Audit Code: 72fa7281-7067-48a2-aeaf-793548f3cde3

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:	150 to 968 (units:sqm)
Range Selected by User:	150 to 1000 (units:sqm)
Parking Spaces Range:	3 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 03/06/25

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

Selected survey days:

Friday	1 days
Monday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4
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	3 days
Neighbourhood Centre	1 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:

Industrial Zone	3 days
Village	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 Unknown	4 days
----------------------------	--------

Audit Code: 72fa7281-7067-48a2-aeaf-793548f3cde3

Secondary Filtering Selection:

Use Class:

Not Known	4 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:

75 - 1497

Population within 1 mile:

1,001 to 5,000	2 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	1 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: 72fa7281-7067-48a2-aeaf-793548f3cde3

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 4 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 4 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 72fa7281-7067-48a2-aeaf-793548f3cde3

1	CU-02-C-01	STEEL FABRICATION	CUMBERLAND
BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Gross floor area: 715.00 sqm Survey date: Friday 15/10/2021			
			Survey Type: Unknown
2	KE-02-C-01	PRINT & GRAPHIC DESIGN	KERRY
WOODLANDS ROAD KILLARNEY Edge of Town Industrial Zone Gross floor area: 600.00 sqm Survey date: Thursday 17/10/2019			
			Survey Type: Unknown
3	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Gross floor area: 700.00 sqm Survey date: Thursday 21/04/2022			
			Survey Type: Unknown
4	WC-02-C-01	FOAM INSULATION	WICKLOW
CHARVEY LANE RÁTHNEW COMMONS Neighbourhood Centre Village Gross floor area: 968.00 sqm Survey date:			
			Survey Type: Unknown

Audit Code: 72fa7281-7067-48a2-aeaf-793548f3cde3

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	1	700	0.000	0.000	0.000
06:00-07:00	1	700	0.429	0.143	0.572
07:00-08:00	4	746	0.335	0.067	0.402
08:00-09:00	4	746	0.335	0.201	0.536
09:00-10:00	4	746	0.335	0.302	0.637
10:00-11:00	4	746	0.503	0.369	0.872
11:00-12:00	4	746	0.302	0.369	0.671
12:00-13:00	4	746	0.335	0.335	0.670
13:00-14:00	4	746	0.335	0.335	0.670
14:00-15:00	4	746	0.402	0.369	0.771
15:00-16:00	4	746	0.436	0.536	0.972
16:00-17:00	4	746	0.168	0.335	0.503
17:00-18:00	4	746	0.168	0.402	0.570
18:00-19:00	4	746	0.034	0.101	0.135
19:00-20:00	1	700	0.000	0.143	0.143
20:00-21:00	1	700	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.117	4.007	8.124

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 72fa7281-7067-48a2-aeaf-793548f3cde3

Parameter Summary:

Trip rate parameter range selected:	150 - 1000 (units: sqm)
Survey date date range:	28/05/2018 - 21/04/2022
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

rappor



Rappor Consultants Ltd

www.rappor.co.uk

Cheltenham
Bedford
Cambridge
Birmingham
Bristol
Exeter
Hereford
London
Manchester
Leeds

