



Proposed Development at Middle Green Lane

Dauntsey, Chippenham, Wiltshire

Transport Statement

Report for

Flower & Hayes Developments

April 2016

Hydrock reference: 161289-HYD-RP-TP-4001-P1



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1.0 INTRODUCTION AND SUMMARY OF CONSULTATION

1.1 Introduction

- 1.1.1 This Transport Statement (TS) has been produced by Hydrock Consultants Ltd on behalf of the applicant, Flower & Hayes Developments. It is submitted in support of an Outline planning application that seeks planning consent for the erection of 15 residential units and one 2000sqft employment unit at Middle Green Lane, Dauntsey, Chippenham, Wiltshire.
- 1.1.2 The TS has been prepared in accordance with industry standards and best practice. It sets out the transport issues relating to the development site (existing conditions) and provides details of the development proposals; including issues associated with accessibility and connectivity, an assessment of the traffic predicted to be generated by the development and the corresponding traffic impact on the surrounding local highway network.

1.2 Background

- 1.2.1 The site is presently a vacant plot to the rear of an existing residential development by the same applicant. This application will form Phase 2 of Great Middle Green Farm.
- 1.2.2 In reviewing the planning history, there have been a number of planning applications submitted in association with the site for the provision of employment units. No highways concerns were raised in the previous applications.

2.0 SITE DESCRIPTION AND EXISTING CONDITIONS

2.1 Site Location and General Description

- 2.1.1 The application site is located in the centre of the village of Dauntsey, near Chippenham, Wiltshire. Dauntsey has a resident population of approximately 580 at the 2011 Census. The village is located approximately 12km northeast of Chippenham and 15km west of Swindon; to the north of the M4 motorway.
- 2.1.2 Dauntsey has a collection of local facilities, these are detailed further in **Section 3**.
- 2.1.3 The application site itself is bounded to the west and northeast by open fields, to the southeast by the adjoining Phase 1 residential development and to the southwest by Great Middle Green farm.
- 2.1.4 The location of the application site is shown in **Figure 2.1** below.



Figure 2.1: Site Location Plan

2.2 Existing Site Use and Traffic Conditions

- 2.2.1 The site is currently unoccupied land. The existing farm buildings shown in **Figure 2.1** were demolished as part of Phase 1 of the development.

2.3 Local Highway Network

- 2.3.1 The existing local highway conditions in the immediate vicinity of the site are summarised in **Table 2.1** below. This section has been informed by a site visit undertaken on 26th March 2015.



Table 2.1: Summary of Local Highway Network

Location	The Green	Middle Green Lane
Road Type	Spine road through village; predominantly single carriageway	No-through residential street
Carriageway width	Typically 5.0 – 5.2m	5.5m
Alignment	East / West	North/South
Speed Limit	30mph	30mph
Footways	Intermittent along the northern edge of the carriageway; typically 2.0m	Typically 2.2m, either side of carriageway
Crossings	No formal crossings	No formal crossings
Features	Some carriageway lighting near Middle Green Lane; no formal parking arrangements but evidence of parking adjacent to residential areas on the northern edge of the carriageway.	Some carriageway lighting; dropped kerbs at junction of Middle Green Lane and The Green

2.3.2 Middle Green Lane is a new road built to serve Phase 1 of the development. It follows the alignment of the original farm access; however the access onto The Green has been widened and improved to provide appropriate visibility splays of 2.4m x 43m in either direction, as per *Manual for Streets* guidance.

2.3.3 The Green is the spine road through the village, with the majority of the village development being sited either side of the road. Footways are intermittent, but are present outside residential developments and the school.

2.4 Existing Vehicular Access

2.4.1 Existing access to the site is derived from The Green.

2.5 Strategic Road Network (SRN)

2.5.1 The SRN in the vicinity of the site is summarised in **Table 2.2** below.

Table 2.2: Summary of Strategic Road Network

Location	Nearest Junction	Distance to junction	Alignment	Provides for journeys to...
M4 Motorway	Junction 17	11km	E-W	Wales, Bristol, Chippenham, Swindon, Reading, London

2.6 Highway Safety

The latest three years accident data have been requested for the area surrounding the site. No collisions have been reported in the vicinity of the site, or indeed Dauntsey village in the preceding three years.



3.0 ACCESSIBILITY TO THE SITE BY NON-CAR MODES OF TRAVEL

3.1 Existing Local Services and Facilities

- 3.1.1 *Manual for Streets* (paragraph 4.4.1) states that ‘walkable neighbourhoods’ are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas which residents may access comfortably on foot. The expired PPG13 – Transport stated that walking offers the greatest potential to replace short car trips, particularly for journeys under 2km. Whilst PPG13 has been superseded by the National Planning Policy Framework (NPPF), the NPPF contains no guidance on walking or cycling distances and therefore reference to PPG13 is still considered appropriate in this regard.
- 3.1.2 The distances to a range of services and facilities (taken from the centre of the site and provided as actual walking distances), as outlined in **Table 3.2** below, are within the recommended distance that *Manual for Streets* states is ‘walkable’, and well within the 2km distance that PPG13 indicated has the potential for walking to replace short car trips:

Table 3.1: Local Services and Facilities in context with the Proposed Development Site

Facilities	Distance from site (m)	Approximate journey time on foot ⁽¹⁾	Approximate journey time by bicycle ⁽²⁾
Bus Stop	270	3 min 20 sec	<1 min
Brinkworth Earl Danby's CE Primary School	350	4 min 20 sec	1 min 05 sec
Dauntsey Farm Shop	1200	15 min	3 min 45 sec
Church (St. James the Great)	2100	26 min 15 sec	6 min 30 sec

¹ Based on walking speed of 80m/minute, taken from ‘Providing for Journeys on Foot’, IHT

² Based on cycling speed of 320m/minute (19.2kph), taken from Cycling England Design Guide

3.2 Pedestrian Accessibility

- 3.2.1 A summary of the pedestrian infrastructure in the immediate vicinity of the site is provided in **Table 3.2** and **Table 3.3** below:

Table 3.2: Summary of Pedestrian Infrastructure – Typical Characteristics

Location	Footways			Street Lighting	Crossing Provision
	Location	Min width	Max width		
Middle Green Lane	Either side	2.2m	2.2m	Yes	Dropped kerbs at The Green
The Green	Intermittent – northern side only	-	2.0m	No	-

Table 3.3: Summary of Pedestrian Infrastructure – Junction Provision

Location	Junction Type	Dropped Kerbs	Tactile Paving	Raised Table	Pedestrian Island/Build-out	Parking Restrictions	Comments
Middle Green Lane / The Green	Priority T-Junction	Yes	-	-	-	-	



3.3 Cycle Accessibility

- 3.3.1 PPG13 stated that cycling has the potential for substituting short car trips, particularly those under 5km. As outlined in **Table 3.2** above, there are a number of local services and facilities that are located within a 5km catchment of the application site. Therefore, it is considered that cycling presents a viable alternative for travel to and from the site to local services and facilities, other than by car.

3.4 Public Transport

Bus Services

- 3.4.1 The proposed development site is integrated into the bus service network and there are bus stops located in close proximity to the site. These include the bus stop located on The Green, approximately 270m away, and bus stops on Church Lane, approximately 550m from the site.
- 3.4.2 The bus stop on The Green is a simple flag-and-pole structure, located to the north of the carriageway. An additional bus cage outside the primary school indicates a secondary bus stop approximately 120m to the west of the flag-and-pole structure.
- 3.4.3 The bus stop on Church lane is another simple flag-and-pole structure with a wooden bench and litter bin. The waiting area to the east of the carriageway with this structure is clearly marked, with buses in the opposite direction (northbound) being hailed from the verge opposite.
- 3.4.4 A bookable 'taxi buzz' service operates at intervals throughout the day through Connect2Wiltshire. Patrons wishing to use the service must phone to book the service and alight at the chosen bus stop. This operates between Dauntsey and Royal Wootton Bassett up to 6 times per day.
- 3.4.5 Journey times to Chippenham are approximately 35 minutes and approximately 45 minutes to Swindon (Fridays only). Linked transport options are available in Chippenham and Swindon, with rail links to Bristol and London.
- 3.4.6 A summary of the local bus services is provided in **Table 3.4**, and the bus timetables are included in **Appendix A**.

Table 3.4: Summary of Bus Service Timetables

Bus Stop	Route	Operator	Mon- Fri	Evenings	Saturday	Sunday	First Bus	Last Bus
			Approximate Bus Frequency					
The Green	91 Malmesbury • Dauntsey • Chippenham	APL Travel	4/day in either direction	-	4/day in either direction	-	07.45	17.04
Church Lane	60 Sutton Benger • Dauntsey • Swindon	APL Travel	1 service per week on Fridays	-	-	-	09.55	-

3.5 Accessibility Summary

- 3.5.1 The site is located close to existing transport infrastructure and bus services. Linked transport options are available in Chippenham and Swindon, with rail links to Bristol and London.



- 3.5.2 There are a number of village facilities located within comfortable walking/cycling distance of the development site. Linked trips on foot, by cycle and by bus are equally reasonable transport options to the wider area.
- 3.5.3 Consequently, it is considered that there are good opportunities for residents and visitors associated with the proposed development to be able to travel by sustainable modes of transport.



4.0 DEVELOPMENT PROPOSALS

4.1 Details of Planning Application

- 4.1.1 The planning application seeks Outline planning consent for the erection of 15 dwellings and an employment unit on land at Middle Green Lane, Dauntsey, Chippenham, Wiltshire. The proposed layout of the site is shown on the **Phase 2 Housing Layout** (drawing ref: **1543/02** prepared by SBD Architects), and attached as **Appendix B**.

4.2 Proposed Pedestrian, Cycle and Vehicular Access

Vehicle Access

- 4.2.1 The access will be a continuation of the extant estate road ('Middle Green Lane') which formed the link into Phase 1 of the development from The Green.
- 4.2.2 The road is 5.5m wide up to the commencement of the residential development; thereafter the road becomes a shared surface and narrows to 3.5m. However, full 5.5m access is still available in an overrun area for vehicles requiring the wider access. A passing place / layby exists immediately to the north of the narrowed area to allow for passing traffic.
- 4.2.3 The shared surface road continues into a turning head which itself gives access to the individual garages and driveways of the dwellings.
- 4.2.4 The vehicle access to the site at the junction of The Green and Middle Green Lane is shown in drawing **161289-HYD-DR-TP-1000**, in **Appendix C** to the rear of this report.

Pedestrian and Cycle Access

- 4.2.5 A 2.0m wide footway exists to the right and left of Middle Green Lane. This will be continued along to the Phase 2 entrance where after the footway will continue along the left hand side of the carriageway. This is also a shared space, allowing for pedestrian movement across the carriageway.

4.3 Parking Policy

- 4.3.1 Guidance on parking standards for new residential development is provided within the Wiltshire Local Transport Plan 3 (2011 – 2026), in the Car Parking Strategy SPD.

Car Parking

- 4.3.2 According to the CPS, Dauntsey is classed as 'Band 4 – small towns and villages (including rural areas)' and is subject to the relevant minimum parking standards for allocated residential parking, as laid out in **Table 4.2**.

Table 4.1: Minimum Parking Standards for Residential Parking

Dwelling	Parking Space(s)
2 Bed Dwelling	2 car spaces



3 Bed Dwelling	2 car spaces
-----------------------	--------------

- 4.3.3 According to the CPS, visitor parking should be provided based on 0.2 spaces for each dwelling.
- 4.3.4 Using the above as guidance, the proposed development should incorporate 30 private spaces with an additional 3 for visitors.
- 4.3.5 For employment parking, category B1 business and B2 general industry, for buildings <235m², the standards of one parking space per 30m² applies. The proposed employment unit is 185m², which would equate to the provision of 6 spaces.

Cycle Parking

- 4.3.6 For cycling, a separate document (LTP3 Cycling Strategy) states that residential cycle parking should be in an internal area or within a covered, lockable enclosure (garage, shed). At least 1 covered spaces per bedroom should be provided.
- 4.3.7 For the employment unit, 1 cycle space per 10 employees should be provided.

Motorcycle Parking

- 4.3.8 The LTP3 Powered Two-Wheeler Parking SPD states that there are no specific standards for residential developments. It is expected that residents would use a proportion of their car parking spaces for powered two-wheelers.
- 4.3.9 For the employment unit, 1 space per 20 spaces should be provided, or if fewer than 10 car parking spaces are provided, it is expected that motorcyclists would use car parking spaces with no additional security measures required.

Disabled Parking

- 4.3.10 As the development incorporates entirely off-road parking spaces, no specific provisions for blue badge holders would be made.

4.4 Proposed On-Site Parking Provision

- 4.4.1 The proposed parking provision, compliant with current policy, is as follows:

Car – 33 spaces in total, consisting of 30 residents' spaces and 3 visitor parking spaces. A car park with five spaces would be provided to serve the employment unit, with additional extant employment parking adjacent to the development.

Cycle – to take place within the curtilage of each property in the form of garden sheds and garages. Extant cycle parking is provided for the employment unit.

Motorcycle – No specific provision/within car parking spaces

4.5 Delivery / Servicing Vehicles

- 4.5.1 It is important that delivery and service vehicles will be able to serve the site and access all properties. Refuse vehicles would collect refuse from the individual properties. Adequate turning room is provided within the turning head to the north of the site. Drawings showing a



large refuse vehicle entering, turning and exiting the site are shown in drawing **161289-HYD-DR-TP-1200**, in **Appendix D**.

- 4.5.2 An emergency vehicle such as a fire appliance should be able to reach within 45m of every dwelling, as recommended in paragraph 6.7.2 of *Manual for Streets*. All properties can be reached from the public highway and therefore emergency vehicles would not be required to enter the site.



5.0 PEAK HOUR TRAFFIC GENERATION AND DISTRIBUTION

5.1 TRICS Analysis

- 5.1.1 The Trip Rate Information Computer System (TRICS 7.3.1) online database has been interrogated for residential sites with similar characteristics to the application site in terms of scale, location and surrounding population numbers.
- 5.1.2 TRICS is industry standard software, used to forecast trip rates likely to be generated by new development proposals. The TRICS database predicts the likely numbers of arrivals and departures by comparing the site with existing developments of a similar size and characteristics across the UK.

5.2 Current/Extant Traffic Generation

- 5.2.1 To estimate the current levels of traffic generated by the current use of the site, the TRICS category 03 – Residential/A – Houses Privately Owned has been used to derive appropriate trip rates.
- 5.2.2 The database has been further filtered in order to achieve the most realistic scenario from the most representative sites. The application site is located in a rural area, with access to footways and public transport; so it is considered that the trip rate is robust based on the selected filtration parameters.
- 5.2.3 Full TRICS outputs can be found in **Appendix E**.

Table 5.1: Residential Trip Generation – 15 dwellings

	Trip Rate (per dwelling)		Total Trips (15 dwellings)		Total 2-Way Trips
	ARRIVALS	DEPARTURES	ARRIVALS	DEPARTURES	
AM Peak (0800-0900)	0.152	0.455	3	7	10
PM Peak (1700-1800)	0.414	0.246	7	4	11

- 5.2.4 **Table 5.1** indicates that the residential trip generation could generate in the region of 10 two-way movements in the AM peak and 11 two-way movements in the PM peak. This translates to one vehicle movement approximately every five minutes in the AM and PM peaks.
- 5.2.5 For the employment unit, a similar exercise has been undertaken, with the trip generation laid out in **Table 5.2**. For the purposes of this assessment, the TRICS category 02/C – Employment – Industrial Unit has been used.

Table 5.2: Employment Trip Generation

	Trip Rate (per 100sqm)		Total Trips (185sqm)		Total 2-Way Trips
	ARRIVALS	DEPARTURES	ARRIVALS	DEPARTURES	
AM Peak (0800-0900)	1.363	0.043	3	1	4
PM Peak (1700-1800)	0.043	1.103	1	2	3

- 5.2.6 **Table 5.2** indicates that the employment trip generation could generate in the region of four two-way movements in the AM peak and three two-way movements in the PM peak. This translates to one vehicle movement approximately every 15-20 minutes in the AM and PM



peaks.

5.3 Trip Distribution

- 5.3.1 It is likely that the majority of traffic will turn right out of the development to access the facilities in Dauntsey or to connect to the B4069 road (Church Lane) which offers the most direct route to Chippenham and the M4.



6.0 TRANSPORT POLICY CONTEXT

6.1 Preface

- 6.1.1 New development should accord with national and local transport policies and government advice. Therefore, this section identifies the transport and highway Development Plan policies that are relevant in this case.

National Policy

- National Planning Policy Framework (2012)
- National Planning Practice Guidance (March 2014)

Local Policy

- Wiltshire Local Transport Plan (2011-2026)
- Wiltshire Core Strategy (Adopted January 2015)
 - CP 45: Meeting Wiltshire's Housing Needs
 - CP 60: Sustainable Transport
 - CP 61: Transport and Development
 - CP 63: Transport Strategies

- 6.1.2 It is considered that the development proposal accords with all relevant national and local transport related policies.



7.0 SUMMARY AND CONCLUSIONS

7.1 Summary

- 7.1.1 This Transport Statement has been prepared by Hydrock Consultants Ltd in support of an Outline application for 15 residential dwellings and an employment unit on land at Middle Green Lane, Dauntsey, Wiltshire.
- 7.1.2 This report has been prepared to provide the necessary information for the Local Highway and Planning Authorities to consider the merits of the development proposal in terms of its location, accessibility, highway safety and the impact of development traffic on the local and strategic highway network.

7.2 Conclusions

- 7.2.1 The site is considered to be in a location that would offer a range of travel choices for residents by various modes of transport for access everyday services and facilities.
- 7.2.2 In reviewing the details of the accident data, it is considered that there are no over-riding safety issues in the vicinity of the site that would be exacerbated by the proposed development. Safe and suitable access arrangements are proposed to serve the site from Middle Green Lane.
- 7.2.3 It is considered that the parking provision on site is in line with the Wiltshire LTP3 parking guidance and is suitable for the area given the opportunities for residents to use alternatives to car trips.
- 7.2.4 Plans included within this report demonstrate that the proposed site access junction is appropriate and can be negotiated by a large refuse collection vehicle entering the site, turning and exiting in a forward gear.
- 7.2.5 From the TRICS analysis, the development proposal is predicted to generate, on average, just 14 movements in the AM and PM peaks. This equates to approximately one vehicle movement every 4-5 minutes.
- 7.2.6 To summarise, in light of the assessment work and analysis within this report, it is considered that the development cannot be considered to have a severe detrimental impact upon the operation of the local highway network and in terms of accessibility, the development site is situated in a highly sustainable location that would allow residents to walk, cycle and use public transport to access every day services.



APPENDIX A

BUS SERVICE TIMETABLES

91 Malmesbury - Great Somerford - Sutton Benger - Kington Langley - Chippenham

Faresaver



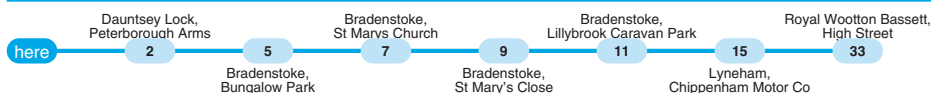
91 Chippenham - Kington Langley - Sutton Benger - Great Somerford - Malmesbury

Faresaver



TBB Dauntsey - Bradenstoke - Lyneham - Wootton Bassett Bookable Taxi Buzz

Connect2Wiltshire



The numbers circled indicate approximate timings in minutes from Dauntsey, The Green

Mondays to Fridays

Bus times as at 5th May 2016

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0642	TBB		0745	91	3,C,Sch	0846	TBB		1003	TBB		1217	TBB	6	1317	TBB	6
0745	91	C,SH	0747	TBB	6	0905	91	L	1125	91	C	1254	91	L	1447	91	1,2,5,C
															1704	91	L

Saturdays

Bus times as at 7th May 2016

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0642	TBB		0747	TBB	6	0905	91	L	1125	91	C	1315	91	4,C	1338	91	L
0745	91	C	0846	TBB		1003	TBB		1217	TBB	6	1317	TBB	6	1525	91	1,C
															1704	91	L

Sundays

No Service

Notes: Sch - Wiltshire School Days
SH - Wiltshire School Holidays

1 - does not serve Christian Malford, War Memorial
2 - does not serve Kington Langley, Hit Or Miss

3 - serves Chippenham, Hardenhuish School
4 - terminates at Bradenstoke, St Marys Church
5 - terminates at Chippenham, Hardenhuish School

6 - terminates at Lyneham, Chippenham Motor Co
C - towards Chippenham
L - towards Little Somerford

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 cost up to 25p, plus normal text messaging charge.
Normal mobile internet charges apply.

Code for this stop: wilatapj

NextBuses

Bus times by
mobile browser



91 Chippenham - Kington Langley - Sutton Benger - Great Somerford - Malmesbury

Faresaver



The numbers circled indicate approximate timings in minutes from Dauntsey Green, The Seat

Mondays to Fridays

Bus times as at 5th May 2016

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0905	91		1254	91		1541	91	Sch	1704	91	

Saturdays

Bus times as at 7th May 2016

Time	Service	Note	Time	Service	Note	Time	Service	Note
0905	91		1338	91		1704	91	

Sundays

No Service

Notes: Sch - Wiltshire School Days

Times shown in italics are approximate times

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 cost up to 25p, plus normal text messaging charge.
Normal mobile internet charges apply.

Code for this stop: wildtwmt

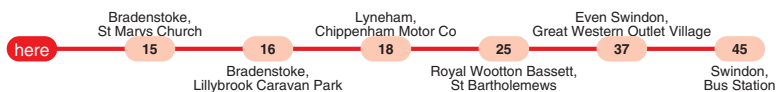
NextBuses

Bus times by
mobile browser



60 Sutton Benger- Swindon

APL Travel



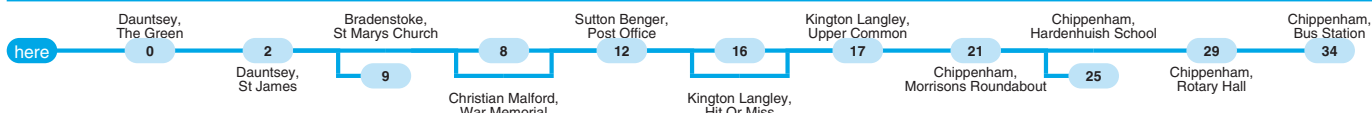
91 Malmesbury - Great Somerford - Sutton Benger - Kington Langley - Chippenham

APL Travel



91 Malmesbury - Great Somerford - Sutton Benger - Kington Langley - Chippenham

Faresaver



The numbers circled indicate approximate timings in minutes from Dauntsey Green, The Seat

Mondays to Fridays

Bus times as at 5th May 2016

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0850	91	AP	0955	60	F	1124	91	FAR	1446	91	1,2,4,FAR

Saturdays

Bus times as at 7th May 2016

Time	Service	Note	Time	Service	Note	Time	Service	Note
1124	91	FAR	1314	91	3,FAR	1524	91	1,FAR

Sundays

No Service

Notes: AP - APL Travel 1 - does not serve Christian Malford, War Memorial 3 - terminates at Bradenstoke, St Marys Church
 FAR - Faresaver 2 - does not serve Kington Langley, Hit Or Miss 4 - terminates at Chippenham, Hardenhuish School
 F - Fridays

Times shown in italics are approximate times

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 cost up to 25p, plus normal text messaging charge.
Normal mobile internet charges apply.

Code for this stop: wildwdgd

NextBuses

Bus times by
mobile browser



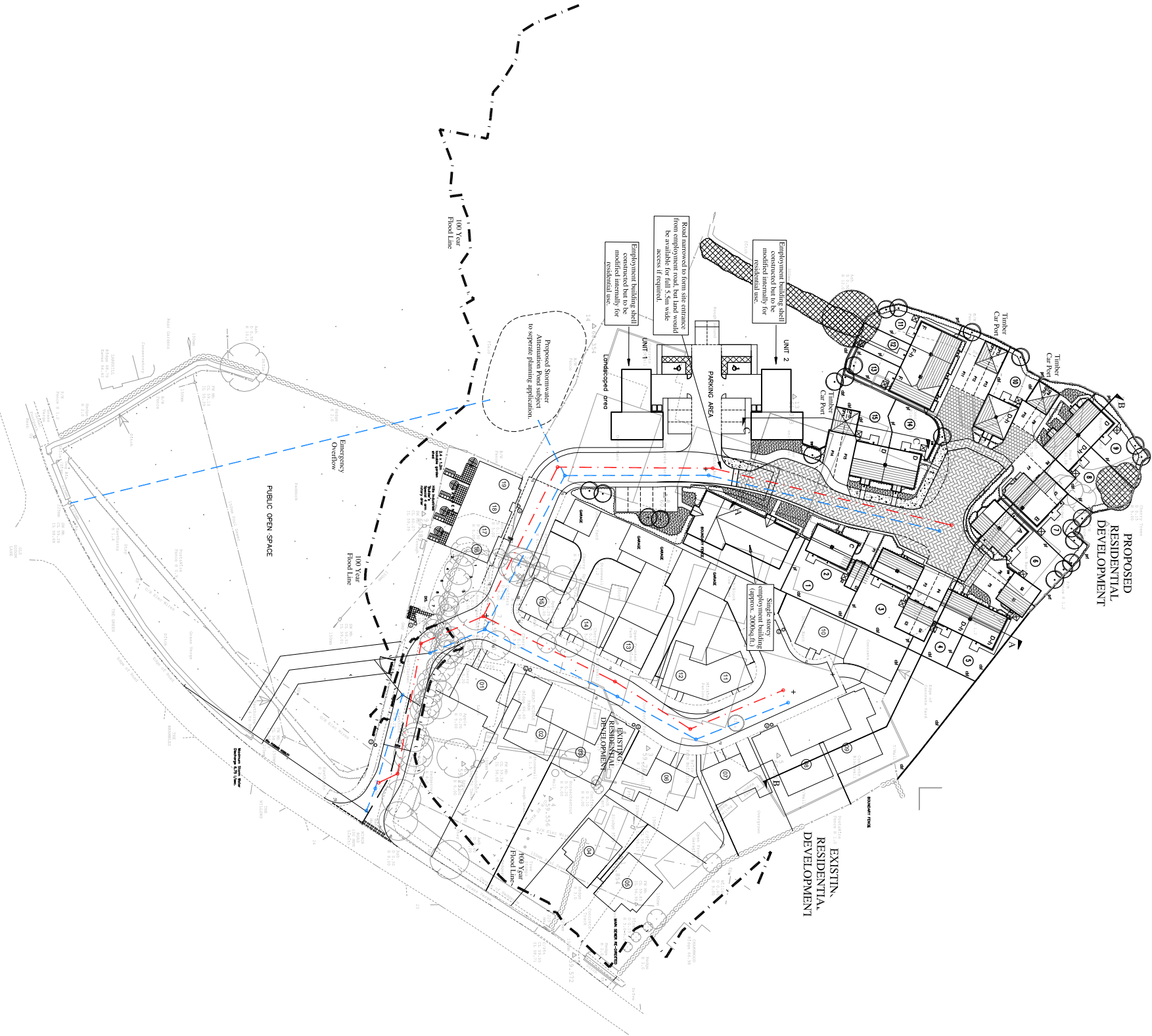


APPENDIX B

PHASE 2 HOUSING LAYOUT

DRAWING REF: 1543/02 PREPARED BY SBD ARCHITECTS

GREAT MIDDLE GREEN FARM, DAUNTSEY, WILTSHIRE



SCHEDULE OF ACCOMMODATION					Total
Code	Description	No.	Area sqft	Area sqft	
A	3 bed detached house	1	1200	1200	
B	3 bed detached house	1	1125	1125	
C	3 bed house	1	900	900	
D	3 bed house	7	855	5985	
E	3 bed corner house	2	950	1900	
F	2 bed house	3	850	2550	
Total		15		13660	

CAR PARKING SCHEDULE					Total
Pkt. No.	Bedrooms	Parking Space	Car Port	Geyge (6x3m interval dim)	
1	3	1		1	2
2	3	1			2
3	3	1		1	2
4	3	1		1	2
5	3	1		1	2
6	3	1		1	2
7	3	1			2
8	3	2		1	2
9	3	1			2
10	3	1		1	2
11	2	2			2
12	2	1		1	2
13	2	1		1	2
14	3	1		1	2
15	3	1		1	2
Visitor		3			3
Total		33			33

LEGEND
DRIVES & PARKING BAYS - BLACK BITUMAC WITH PCC EGGING
PRIVATE PATHS - GREY PCC PAVING SLABS 900x600mm.

- MATERIALS
ROOFS - INTERLOCKING CONCRETE TILES
WALLS - STONEMWORK
SCREENING
1800mm HIGH SCREEN WALL
1800mm HIGH PANEL FENCE
1800mm HIGH CLOSE BOARDED FENCE
1500mm HIGH POST & RAIL FENCE WITH WIRE MESH INFILL
PROPOSED SHRUBS & HEDGE PLANTING
PROPOSED TREE PLANTING
EXISTING TREE/HEDGE TO REMAIN
BLOCK PAVING TO HIGHWAY TO BE AGREED
BLOCK PAVING TO PRIVATE PARKING ACCESS TO BE AGREED
GRASSED AREA
HIGHWAY VERGE
BN STORE

Rev.C 15/02/13 Allotable allocation removed. Plots 4 & 5 omitted.d.j.c.
Rev.F 17/12/12 Reference to converted employment buildings removed from notes. d.j.c.
Rev.E 23/11/12 Layout revised to address new parking standards. Schedule of accommodation amended. Car parking schedule added.d.j.c.
Rev.D 19/09/12 More visitor parking added. Plots 7-10 & 14 omitted. d.j.c.
Rev.C 26/09/11 Lay-by added. 'r' type revised. House type substitution on plot 3. Allotable housing added. schedule of accommodation amended. d.j.c.
Rev.B 17/05/11 Site replanned. d.j.c.
Rev.A 21/03/11 Site replanned. d.j.c.

REVISIONS :
The Client shall retain the responsibility for the content of the drawings and shall be responsible for any errors or omissions. The Client shall be responsible for any errors or omissions made by other persons.

PROJECT : GREAT MIDDLE GREEN FARM
DAUNTSEY
WILTSHIRE

CLIENT : FLOWER & HAYES
DEVELOPMENTS

DRAWING : PHASE 2
HOUSING LAYOUT

DATE : JULY 2008
SCALE : 1:500 @ A1
DRAWN BY : J.R.B./D.J.C.

DRAWING NO.: 1543/02
REV. 6

FLOWER & HAYES DEVELOPMENTS

SIMONS BUILDINGS DESIGN
The Old Pump House
Rowlands Road
Wells, BA5 1TU
Tel: 01749 672680
Fax: 01749 672681
admin@simons-buildings.co.uk
R10.1.14

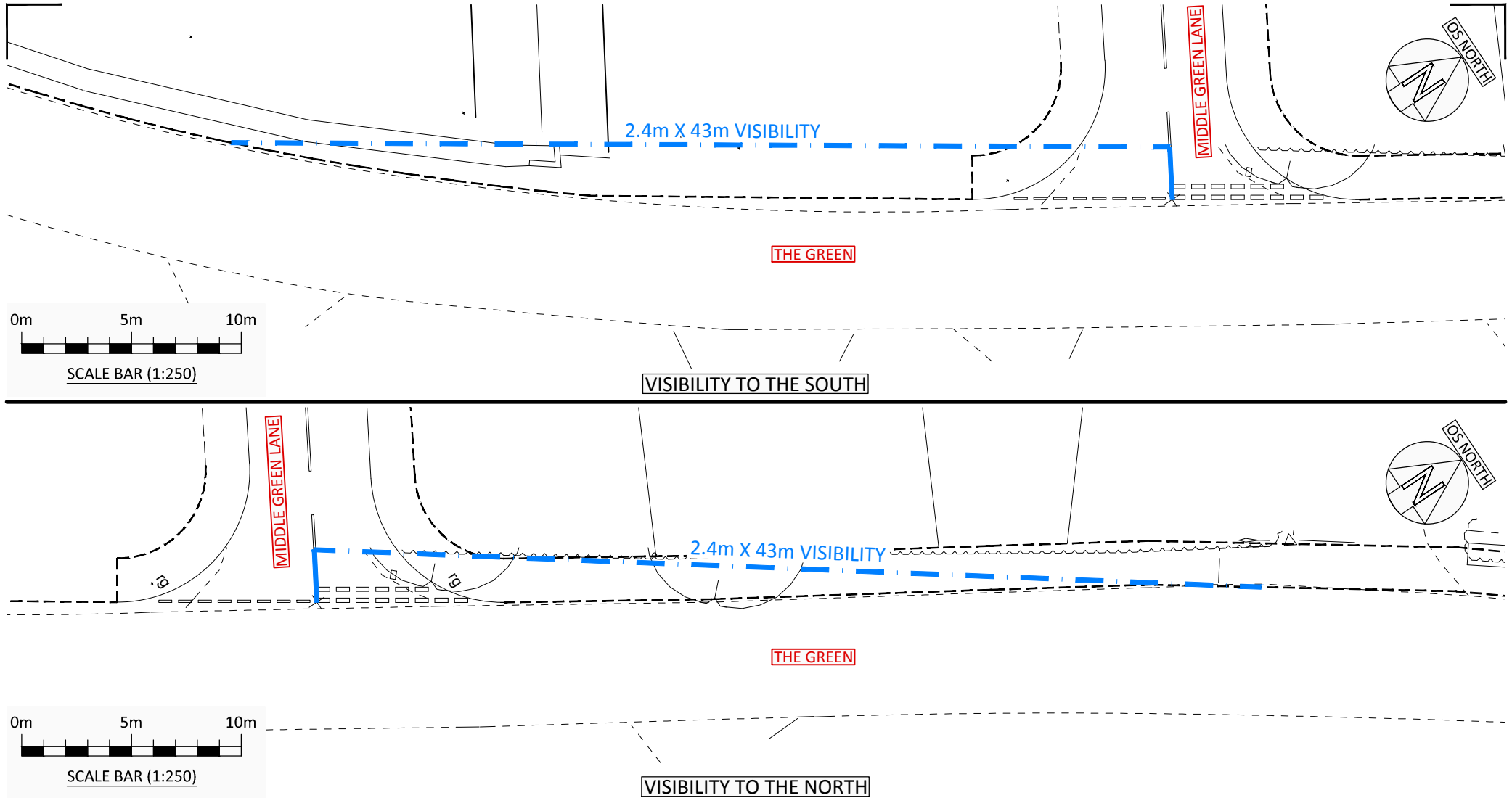
ARCHITECTS AND DEVELOPMENT CONSULTANTS



APPENDIX C

GENERAL ARRANGEMENT AND VISIBILITY

DRAWING REF: 161289-HYD-DR-TP-1000



NOTE

BASED UPON DRAWING TITLED
PHASE 2 HOUSING LAYOUT
DRAWING NUMBER 1543/02 REV G
DATED JULY 2008
PRODUCED BY
SIMMONS BUILDING DESIGN

Hydrock

Ash House, Cook Way, Taunton, TA2 6BJ
Tel: +44(0)1823 277613 Fax: +44(0)870 838 1078
or visit www.hydrock.com

Notes:
All dimensions are to be checked on site before the commencement of works.
Any discrepancies are to be reported to the Architect & Engineer for
verification. Figured dimensions only are to be taken from this drawing. This
drawing is to be read in conjunction with all relevant Engineers' and Service
Engineers' drawings and specifications. This drawing is copyright.

Rev	Date	Description	By	Ckd
-----	------	-------------	----	-----

Project: **MIDDLE GREEN LANE,
DAUNTSEY, CHIPPENHAM**

Client:

**FLOWER & HAYES
DEVELOPMENTS**

Drawing Title:

**EXISTING SITE ACCESS
VISIBILITY SPLAYS**

Project Number: **C161289**

Drawn: SCJ	Checked: AAA	Scale @ A4: 1:250	Drawn Date: 05/05/16	First Issue: 00/00/0000
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Drawing Status:	INFORMATION
Drawing No. 161289-HYD-DR-TP-1000	Revision P1.1

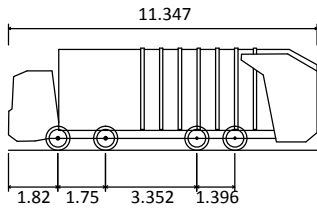


APPENDIX D

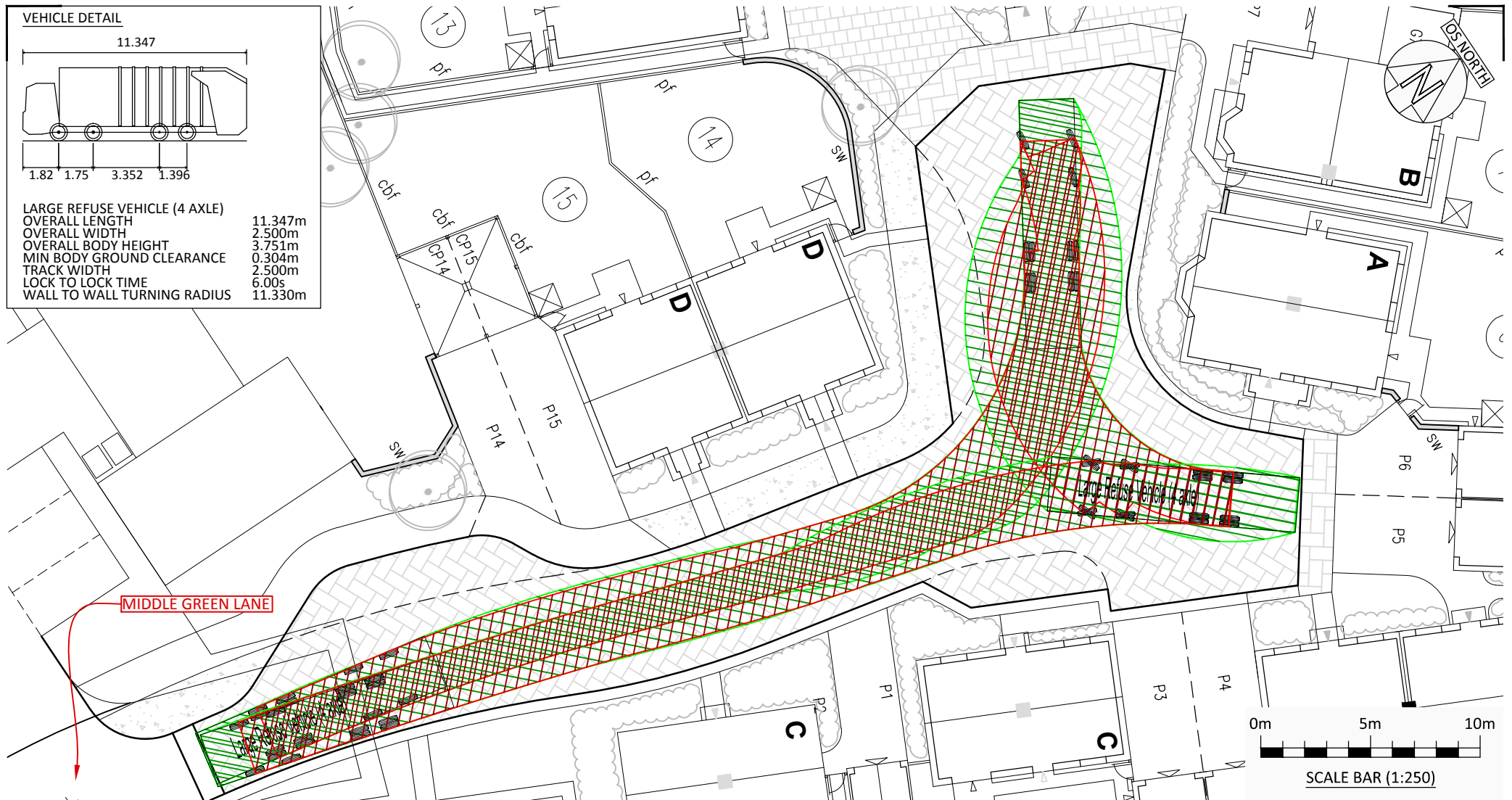
SITE LAYOUT VEHICLE TRACKING

DRAWING REF: 161289-HYD-DR-TP-1200

VEHICLE DETAIL



LARGE REFUSE VEHICLE (4 AXLE)
 OVERALL LENGTH 11.347m
 OVERALL WIDTH 2.500m
 OVERALL BODY HEIGHT 3.751m
 MIN BODY GROUND CLEARANCE 0.304m
 TRACK WIDTH 2.500m
 LOCK TO LOCK TIME 6.00s
 WALL TO WALL TURNING RADIUS 11.330m



MIDDLE GREEN LANE

NOTE

BASED UPON DRAWING TITLED
 PHASE 2 HOUSING LAYOUT
 DRAWING NUMBER 1543/02 REV G
 DATED JULY 2008
 PRODUCED BY
 SIMMONS BUILDING DESIGN

Hydrock

Ash House, Cook Way, Taunton, TA2 6BJ
 Tel: +44(0)1823 277613 Fax: +44(0)870 838 1078
 or visit www.hydrock.com

Notes:
 All dimensions are to be checked on site before the commencement of works.
 Any discrepancies are to be reported to the Architect & Engineer for
 verification. Figured dimensions only are to be taken from this drawing.
 This drawing is to be read in conjunction with all relevant Engineers' and Service
 Engineers' drawings and specifications. This drawing is copyright.

Rev	Date	Description	By	Ckd

Project:

MIDDLE GREEN LANE,
 DAUNTSEY, CHIPPENHAM

Client:

FLOWER & HAYES
 DEVELOPMENTS

Drawing Title:

SWEPT PATH ANALYSIS
 PLAN

Project Number: C161289

Drawn:	Checked:	Scale @ A4:	Drawn Date:	First Issue:
SCJ	AAA	1:250	05/05/16	00/00/0000

Drawing Status:	INFORMATION
Drawing No. 161289-HYD-DR-TP-1200	Revision P1.1



APPENDIX D

TRICS OUTPUTS

Calculation Reference: AUDIT-540501-160505-0514

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

Filtering Stage 2 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: Gross floor area
 Actual Range: 2491 to 11375 (units: sqm)
 Range Selected by User: 300 to 43325 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 19/10/15

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
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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:

Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	1

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:

Village	1
Out of Town	1

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.

Filtering Stage 3 selection:

Use Class:

B1	1 days
B2	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	1 days
1.6 to 2.0	1 days

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.

Travel Plan:

Yes	1 days
No	1 days

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.

LIST OF SITES relevant to selection parameters

1	NY-02-C-01	FOOD PRODUCTION	NORTH YORKSHIRE
	FEARBY ROAD		
	MASHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	2491 sqm	
	Survey date: TUESDAY	23/09/08	Survey Type: MANUAL
2	WS-02-C-02	AVIATION COMPANY	WEST SUSSEX
	MAYDWELL AVENUE		
	SLINFOLD		
	NEAR HORSHAM		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	11375 sqm	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
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	1	11375	0.149	1	11375	0.044	1	11375	0.193
07:00 - 08:00	2	6933	0.469	2	6933	0.050	2	6933	0.519
08:00 - 09:00	2	6933	1.363	2	6933	0.043	2	6933	1.406
09:00 - 10:00	2	6933	0.173	2	6933	0.058	2	6933	0.231
10:00 - 11:00	2	6933	0.130	2	6933	0.108	2	6933	0.238
11:00 - 12:00	2	6933	0.050	2	6933	0.072	2	6933	0.122
12:00 - 13:00	2	6933	0.123	2	6933	0.216	2	6933	0.339
13:00 - 14:00	2	6933	0.115	2	6933	0.087	2	6933	0.202
14:00 - 15:00	2	6933	0.144	2	6933	0.115	2	6933	0.259
15:00 - 16:00	2	6933	0.058	2	6933	0.188	2	6933	0.246
16:00 - 17:00	2	6933	0.101	2	6933	0.382	2	6933	0.483
17:00 - 18:00	2	6933	0.043	2	6933	1.103	2	6933	1.146
18:00 - 19:00	2	6933	0.087	2	6933	0.426	2	6933	0.513
19:00 - 20:00	1	11375	0.044	1	11375	0.132	1	11375	0.176
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.049			3.024			6.073

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.

Parameter summary

Trip rate parameter range selected: 2491 - 11375 (units: sqm)
 Survey date range: 01/01/08 - 19/10/15
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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.

Calculation Reference: AUDIT-540501-160505-0519

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
09	NORTH	
	CB CUMBRIA	1 days
12	CONNAUGHT	
	RO ROSCOMMON	2 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	3 days

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

Filtering Stage 2 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: Number of dwellings
 Actual Range: 7 to 83 (units:)
 Range Selected by User: 4 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/15

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	2 days
Wednesday	2 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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	13
--------------	----

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7
No Sub Category	6

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.

Filtering Stage 3 selection:

Use Class:

C3

13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000

6 days

5,001 to 10,000

3 days

10,001 to 15,000

4 days

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

Population within 5 miles:

5,000 or Less

3 days

5,001 to 25,000

5 days

25,001 to 50,000

5 days

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

Car ownership within 5 miles:

0.6 to 1.0

4 days

1.1 to 1.5

9 days

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.

Travel Plan:

No

13 days

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.

LIST OF SITES relevant to selection parameters

1	CB-03-A-04 SEMI DETACHED MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town No Sub Category Total Number of dwellings: 82 Survey date: FRIDAY 24/04/09	CUMBRIA	Survey Type: MANUAL
2	CV-03-A-01 DETACHED DUBLIN ROAD CAVAN Edge of Town No Sub Category Total Number of dwellings: 37 Survey date: TUESDAY 18/12/12	CAVAN	Survey Type: MANUAL
3	DN-03-A-02 DETACHED GLENFIN ROAD BALLYBOFEY Edge of Town Residential Zone Total Number of dwellings: 7 Survey date: THURSDAY 05/09/13	DONEGAL	Survey Type: MANUAL
4	DN-03-A-03 DETACHED/SEMI-DETACHED THE GRANGE GLENCAR IRISH LETTERKENNY Edge of Town Residential Zone Total Number of dwellings: 50 Survey date: MONDAY 01/09/14	DONEGAL	Survey Type: MANUAL
5	DN-03-A-04 SEMI-DETACHED GORTLEE ROAD GORTLEE LETTERKENNY Edge of Town Residential Zone Total Number of dwellings: 83 Survey date: FRIDAY 26/09/14	DONEGAL	Survey Type: MANUAL
6	NF-03-A-03 DETACHED HOUSES HALING WAY THETFORD Edge of Town Residential Zone Total Number of dwellings: 10 Survey date: WEDNESDAY 16/09/15	NORFOLK	Survey Type: MANUAL
7	NY-03-A-05 HOUSES AND FLATS BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: MONDAY 22/09/08	NORTH YORKSHIRE	Survey Type: MANUAL
8	NY-03-A-07 DETACHED & SEMI DET. CRAVEN WAY BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: 23 Survey date: TUESDAY 18/10/11	NORTH YORKSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
10	RO-03-A-01	MIXED HOUSES		ROSCOMMON
	GALWAY ROAD			
	ROSCOMMON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	80		
	Survey date: THURSDAY	07/05/09		Survey Type: MANUAL
11	RO-03-A-03	DETACHED HOUSES		ROSCOMMON
	N61			
	GREATMEADOW			
	BOYLE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	23		
	Survey date: THURSDAY	25/09/14		Survey Type: MANUAL
12	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
13	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	17		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	13	43	0.068	13	43	0.204	13	43	0.272
08:00 - 09:00	13	43	0.152	13	43	0.455	13	43	0.607
09:00 - 10:00	13	43	0.207	13	43	0.261	13	43	0.468
10:00 - 11:00	13	43	0.152	13	43	0.168	13	43	0.320
11:00 - 12:00	13	43	0.188	13	43	0.200	13	43	0.388
12:00 - 13:00	13	43	0.237	13	43	0.221	13	43	0.458
13:00 - 14:00	13	43	0.270	13	43	0.277	13	43	0.547
14:00 - 15:00	13	43	0.270	13	43	0.279	13	43	0.549
15:00 - 16:00	13	43	0.330	13	43	0.271	13	43	0.601
16:00 - 17:00	13	43	0.380	13	43	0.254	13	43	0.634
17:00 - 18:00	13	43	0.414	13	43	0.246	13	43	0.660
18:00 - 19:00	13	43	0.371	13	43	0.241	13	43	0.612
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.039			3.077			6.116

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.

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.

Parameter summary

Trip rate parameter range selected: 7 - 83 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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.

