

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

Land North of Towcester Road, Trowbridge

Transport Statement

June 2026

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1 Introduction

1.1 Overview

- 1.1.1 Pell Frischmann (PF) has been commissioned by LNT Care Developments Ltd (LNT) to prepare a Transport Statement (TS) in support of a planning application for a new Care Home Development on Land North of Towcester Road, Trowbridge ("the site").
- 1.1.2 The development proposals involve constructing a new 66-bed care home and associated infrastructure within a disused car park, located to the north of Towcester Road and south of the A363 Bradley Road.
- 1.1.3 This TS sets out the existing surrounding area and highway conditions as well as the type and scale of the proposed development. This TS also presents the traffic generation associated with the proposed development to consider whether there will be any significant adverse impacts on the surrounding highway network.

1.2 Report Structure

- 1.2.1 This Transport Statement will be structured as follows:
 - **Section 2** sets out the relevant local, regional, and national policy guidance associated with care home developments;
 - **Section 3** describes the existing conditions at the site and examines the existing highway conditions within the vicinity of the site;
 - **Section 4** sets out the development proposals including a detailed description of the site layout and its future operation;
 - **Section 5** provides a forecast of the likely trip generated associated with the proposed development and provides a comparison to the trip generation previously consented for the site;
 - **Section 6** summarises and concludes the report.

2 Policy Review

2.1 Overview

2.1.1 This section sets out the overarching national, regional, and local policies that are relevant to the proposed development:

- National Planning Policy Framework (NPPF);
- Wiltshire Local Plan – Core Strategy Development Plan 2015-2026; and,
- Wiltshire Council Local Transport Plan 4 (LTP4) 2025.

2.2 National Policy

National Planning Policy Framework (NPPF)

2.2.1 The Government's National Planning Policy Framework (NPPF) replaced the majority of previous Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG) documents on 27th March 2012 and was most recently updated in February 2025. It sets out the Government's planning policies for England, with relevance to plan making and individual decisions, and how these policies should be applied.

2.2.2 The NPPF defines the delivery of sustainable development through three objectives:

- an economic objective;
- a social objective; and
- an environmental objective.

2.2.3 These objectives should be delivered through the preparation and implementation of plans and the application of the policies in the NPPF; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

2.2.4 Chapter 9 of the NPPF relates to the promotion of sustainable transport through development. Paragraph 109 states that: "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- *making transport considerations an important part of early engagement with local communities;*
- *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- *understanding and addressing the potential impacts of development on transport networks;*
- *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;*
- *the likely impacts of development on transport networks can be addressed;*
- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

- 2.2.5 Within the context of these objectives, paragraph 110 notes that “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes”.
- 2.2.6 Paragraph 115 states that: “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- *sustainable transport modes are prioritised taking account of the vision for the Site, the type of development and its location;*
 - *safe and suitable access to the Site can be achieved for all users;*
 - *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*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach”.*
- 2.2.7 Paragraph 116 notes that “Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios.”
- 2.2.8 Within this context, paragraph 117 notes that: “*applications for development should:*
- *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;*
 - *address the needs of people with disability and reduced mobility in relation to all modes of transport;*
 - *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;*
 - *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*
- 2.2.9 Paragraph 118 states that: “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application of should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

2.3 Regional & Local Policy

Wiltshire Local Plan – Core Strategy Development Plan 2015 – 2026

- 2.3.1 The Wiltshire Core Strategy Development Plan, adopted in 2015, establishes the key strategic planning policies for the area over the period to 2026. While the Council is currently preparing a new Local Plan, the Core Strategy will remain the primary document for guiding development until a replacement plan is adopted.
- 2.3.2 Wiltshire Council’s spatial vision is to “*have stronger, more resilient communities based on a sustainable pattern of development.*” This will be delivered through the following strategic objectives:
- **“Strategic Objective 1 – Delivering a thriving economy;**
 - **Strategic Objective 2 – Addressing climate change;**
 - **Strategic Objective 3 – Providing everyone with access to a decent, affordable home;**

- **Strategic Objective 4** – *Helping to build resilient communities;*
- **Strategic Objective 5** – *Protecting and enhancing the natural, historic and built environment; and,*
- **Strategic Objective 6** – *Ensuring that adequate infrastructure is in place to support our communities.”*

2.3.3 The Local Plan sets out several key policies relating to the each of the strategic objectives. Those that are particularly related to the proposed development are discussed further below.

2.3.4 In terms of delivering Strategic Objective 3; Core Policy 46: Meeting the needs of Wiltshire’s vulnerable and older people, demonstrates that *“the provision of sufficient new accommodation for Wiltshire’s older people will be supported, including: nursing accommodation, residential homes; and extra-care facilities.”*

2.3.5 Moreover, from a transport perspective; Core Policy 60: Sustainable transport, emphasises the need to reduce travel by private car which will be achieved by *“planning developments in accessible locations and promoting sustainable alternatives to the use of the private car.”*

2.3.6 Based on the above, the proposed development aligns well with the relevant objectives by addressing a growing need for specialist accommodation, delivering a building designed specifically for elderly residents with complex health and social care needs, and locating a facility where staff and visitors can access local public transport connections, providing access to services and amenities further afield.

Wiltshire Council Local Transport Plan 4 (LTP4) 2025

2.3.7 Wiltshire Council’s fourth Local Transport Plan (LTP4) was adopted in March 2025 and sets out the Council’s transport ambition for the next decade, including their vision to provide *“a safe and connected transport system which protects the county’s unique built, natural and historic environment making this accessible for all, supports sustainable economic growth across Wiltshire’s communities and contributes to a low carbon future.”*

2.3.8 The LTP4 sets out a range of policies under key themes of **‘Avoid unnecessary travel’**, **‘Shift to more sustainable modes of transport’**, **‘Improve vehicle, fuel, and network efficiency’** and **‘Support and enable delivery of Avoid, Shift, and Improve policy areas’**. Overall, the proposed development strongly aligns with these themes as it supports a shift towards sustainable travel by enabling access via walking, cycling and public transport for staff and visitors, while typically generating low levels of resident travel.

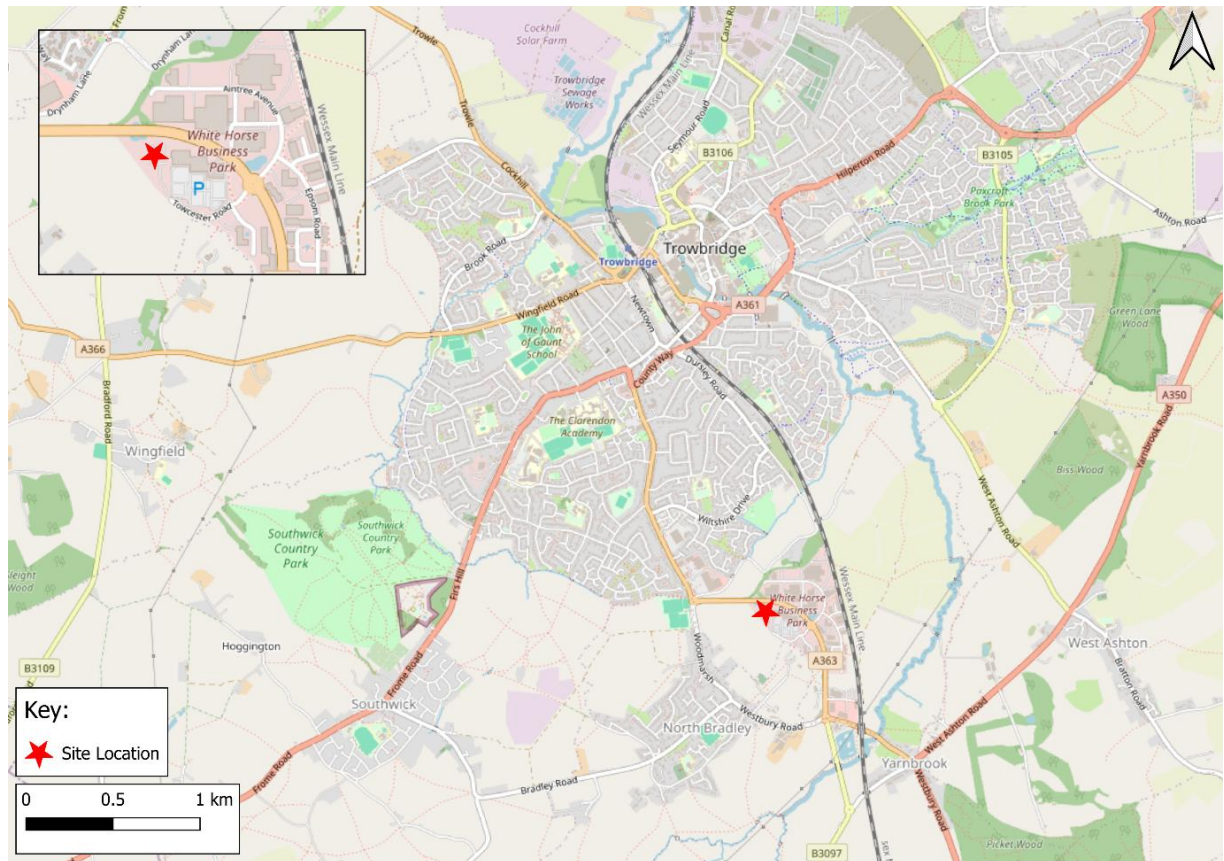
2.3.9 The development can also contribute to improve policy through safe and efficient access design, prioritising pedestrian safety and incorporating low-carbon measures such as EV charging. Finally, it supports sustainable growth and inclusive access by delivering essential social infrastructure, creating employment opportunities, and providing an environment that is accessible and responsive to the needs of older and mobility-impaired users.

3 Existing Conditions

3.1 Existing Site

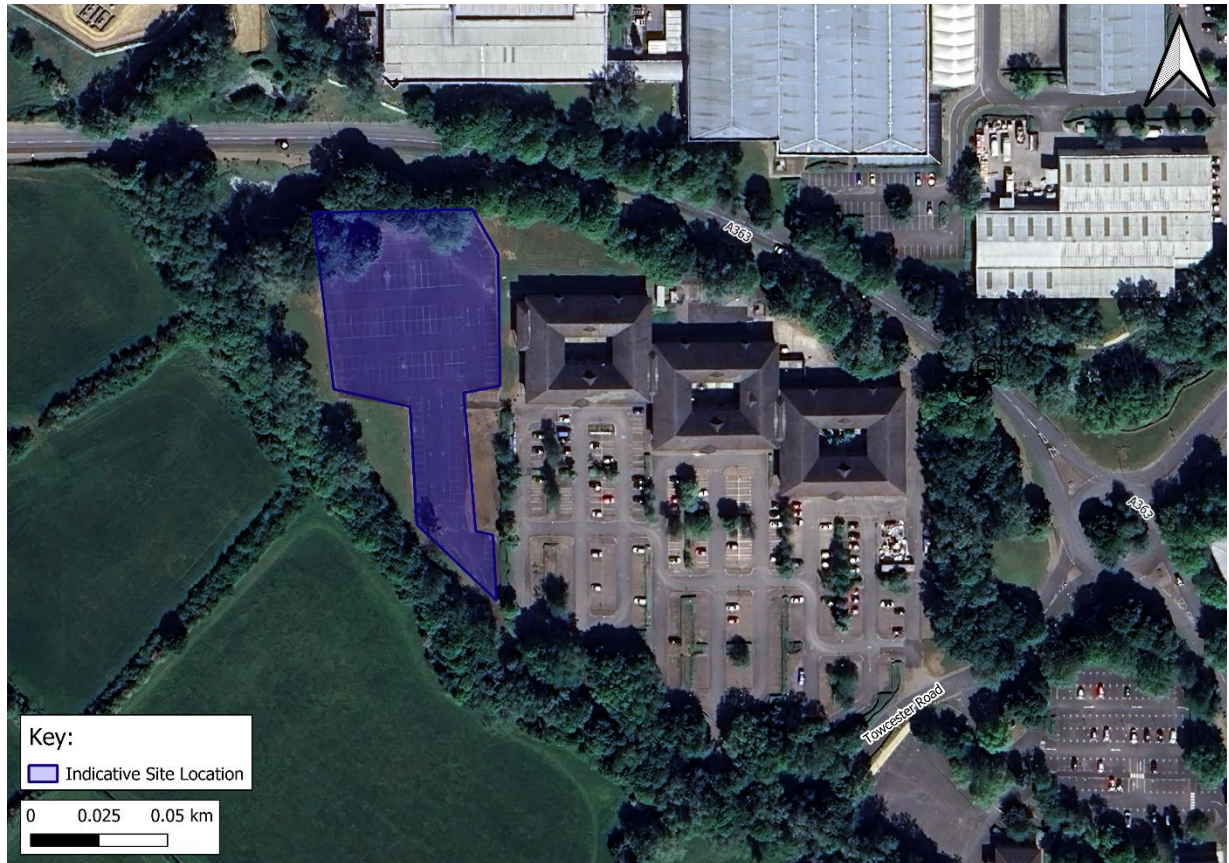
- 3.1.1 The site is proposed to be developed within an existing disused car park, approximately 2.0km south of Trowbridge, which is bound by Towcester Road to the south and the A363 Bradley Road to the north. The site location, in relation to the surrounding area is shown in Figure 3-1 below.

Figure 3-1: Site Location



- 3.1.2 For additional context, Figure 3-2 below provides an aerial view of the site.

Figure 3-2: Aerial View of the Proposed Development



3.2 Existing Local Highway Network

Towcester Road

- 3.2.1 The existing access serving the disused car park is via Towcester Road. Towcester Road is a single carriageway measuring approximately 6.5m wide and provides access to an existing residential and commercial development situated to the southwest of the A363 Bradley Road. The road is subject to a 30mph speed limit. As can be seen in Figure 3-2, the discussed car park is located at the end of Towcester Road and so to prevent access a barrier is currently provided.
- 3.2.2 A pedestrian footway is provided on the southern side of the carriageway, up to the priority junction with Newmarket Avenue. This connects in with existing footway provision on the roundabout with the A363 Bradley Road. Uncontrolled crossings with dropped kerbs are provided at the roundabout junction.
- 3.2.3 For reference, Figures 3-3 to 3-5 show images of Towcester Road, including the existing layout, pedestrian provision, as well as the existing condition of the proposed access to the care home development.

Figure 3-3: Access to Towcester Road & Pedestrian Provision



Figure 3-4: Pedestrian Provision on Towcester Road / Windsor Road



Figure 3-5: Existing Site Access Barrier on Towcester Road



A363 Bradley Road

- 3.2.4 The A363 Bradley Road is a single carriageway road that provides access to Trowbridge to the north of the site. The carriageway measures approximately 7.3m wide and is subject to a 40mph speed limit. Street lighting is provided on the northern side of the carriageway.
- 3.2.5 A pedestrian footway is provided on the southern side of the carriageway, measuring approximately 2.5m wide. This provides a pedestrian connection to local bus stops and also connects to the footway on Towcester Road via the uncontrolled crossing provided at the roundabout with the A363. However, as discussed further within Section 4, a pedestrian link will be constructed to the north of the site to provide direct access to the bus stops on the A363.
- 3.2.6 For reference, Figures 3-6 and 3-7 show the pedestrian and bus stop connections on A363 Bradley Road and identify the location in which the new pedestrian link is proposed to be constructed.

Figure 3-6: Bus Stop Provision on A363 Bradley Road



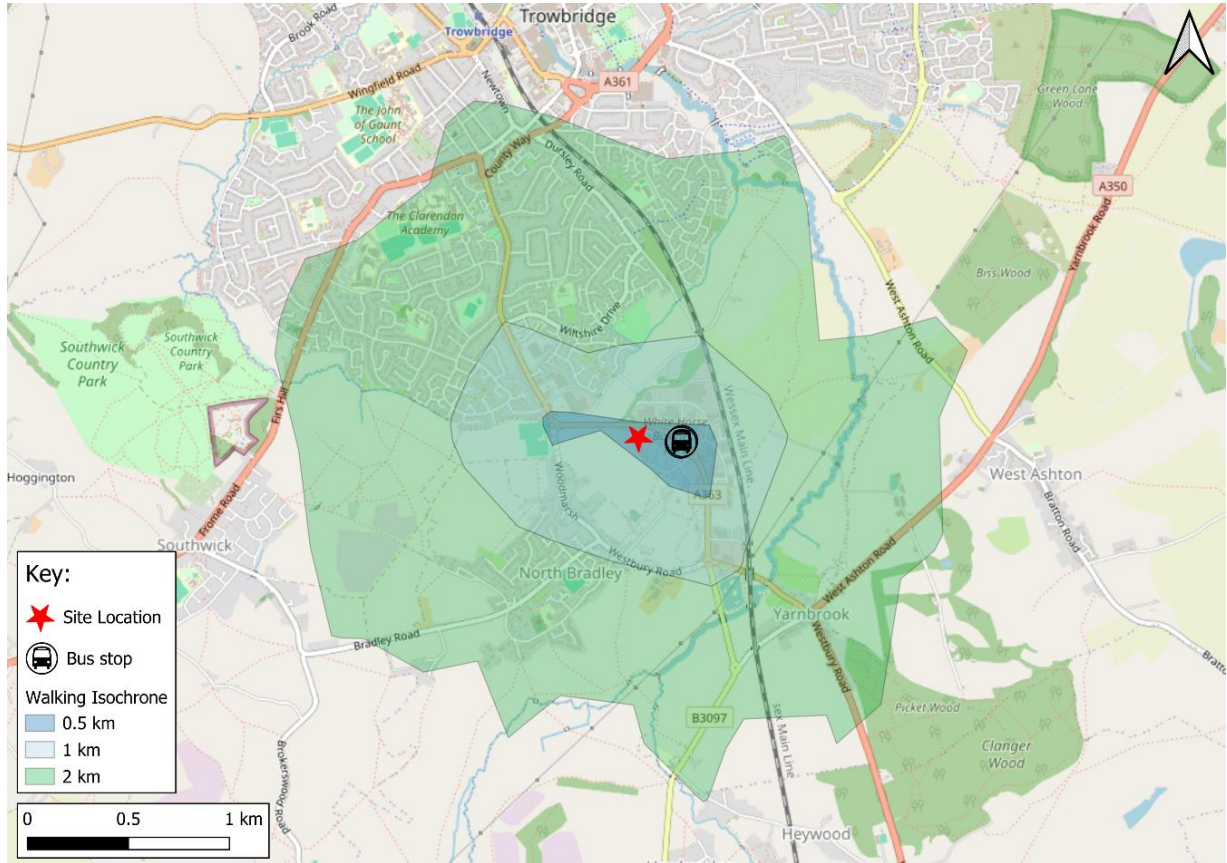
Figure 3-7: Location of Proposed Pedestrian Link to A363 Bradley Road



3.3 Existing Pedestrian Facilities

- 3.3.1 Figure 3-8 identifies a 2km walking catchment from the site, which is the preferred maximum distance for commuting on foot. This figure also includes bus stop locations to highlight stops nearby.

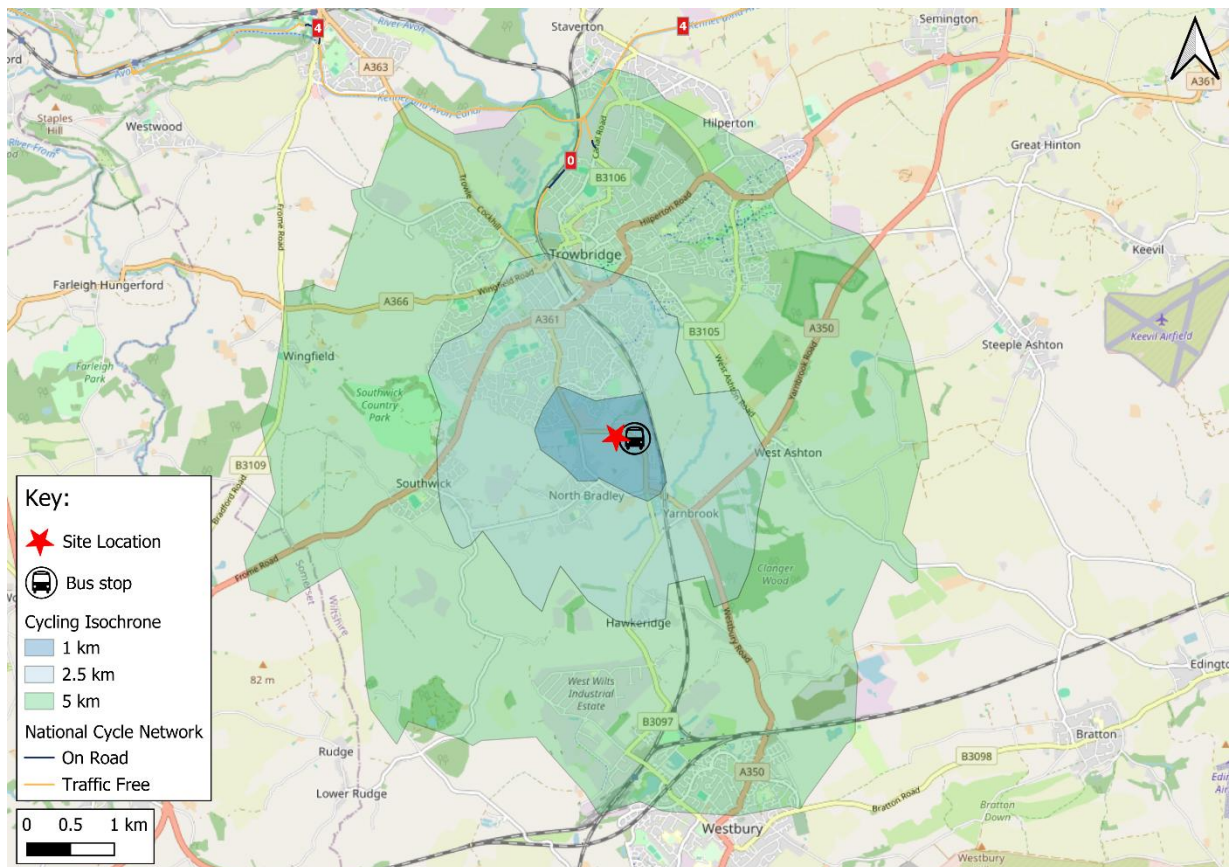
Figure 3-8: Walking Catchment



3.4 Existing Cycle Facilities

- 3.4.1 Figure 3-9 identifies a 5km cycling catchment from the site, which is the preferred maximum distance for commuting by bicycle.

Figure 3-9: Cycling Catchment



- 3.4.2 At present, dedicated cycle facilities are not provided outside the immediate vicinity of the site. Therefore, cyclists are expected to travel along the carriageway. Nonetheless, within the 5km catchment, cyclists are able to access Trowbridge and local bus and rail services for onward journeys. In addition, cyclists can access National Cycle Network (NCN) routes 0 and 4 from the site.

3.5 Existing Public Transport

Bus Accessibility

- 3.5.1 The nearest bus stops are located on the A363 Bradley Road, approximately 200m from the site's proposed pedestrian access. As mentioned previously, these bus stops are proposed to be accessed via a new pedestrian link constructed between the site and the A363.
- 3.5.2 The bus stops have each been provided with a flag, shelter, and timetable information. In addition, an uncontrolled crossing point with dropped kerbs is provided. In terms of services provision, these stops serve the 87, 87A, D1, and D1x. The details for each of these bus services is provided in Table 3-1 below.

Table 3-1: Summary of Bus Services

Service	Route	Time of Operation & Frequency		
		Monday to Friday	Saturday	Sunday
87	Market Place - Manvers House	08:50, 11:08, 13:23, 16:50, 17:28 5 services every weekday	08:53, 11:25, 13:30, 16:18 4 services every Saturday	No service
	Manvers House - Market place	08:11, 09:44, 12:15, 14:15 4 services every weekday	08:27, 09:37, 12:11, 14:15, 16:36 5 services every Saturday	No service

87A	Trowbridge - Devizes	07:12 1 service per weekday	No service	No service
	Devizes - Trowbridge	16:30 1 service per weekday	No service	No service
D1	Bath Bus Station - Warminster, Market Place	07:44 1 service per weekday	No service	No service
	Warminster, Market Place - Bath Bus Station	16:30, 17:35 2 service per weekday	No service	No service
D1x	Bath Bus Station - North Bradley, Manor Farm	No service	No service	08:12 1 service
	North Bradley, Manor Farm - Bath Bus Station	20:12 1 service	20:18 1 service	18:09 1 service

Rail Accessibility

- 3.5.3 The nearest railway station is Trowbridge Station, approximately 2km north of the site. The station can be accessed by sustainable modes of transport including by bicycle in 11 minutes, by bus in less than 30 minutes, and on foot in 45 minutes. A summary of the key destinations that can be reached by services travelling via this station is included in Table 3-2 below.

Table 3-2: Summary of Rail Services

Destination	Average Journey Length	Frequency		
		Monday to Friday	Saturday	Sunday
Gloucester	1 hour 45 mins	1 per hour	1 per hour	09:38 one train
Bristol Parkway	1 hour 6 mins	2 per hour	2 per hour	1 per hour after 09:38
Salisbury	38 mins	1 per hour after 09:54	2 per hour	1 per hour after 09:54
Westbury	7 mins	2 per hour	3 per hour	2 per hour after 09:48
Bristol temple meads	43 mins	3 per hour	3 per hour	1 per hour
Fareham	1 hour 33 mins	1 per hour	1 per hour	1 per hour after 09:54
Swindon	38 mins	1 every two hours	1 every two hours	1 every two hours
Weymouth	1 hour 42 mins	1 every two hours	1 per hour	09:48, 12:17, 14:05, 18:29, 21:30, 5 Services

3.6 Personal Injury Collision (PIC) Analysis

- 3.6.1 In order to assess whether there are any existing road safety issues, collision data for the surrounding highway network was obtained from CrashMap for a 5-year period between 1st January 2020 and 31st December 2024. A plan showing the extent of the area being considered and the location of the collisions that occurred during this time period is shown in Figure 3-10, with a summary of the PICs identified in Table 3-3.

Figure 3-10: PIC Analysis

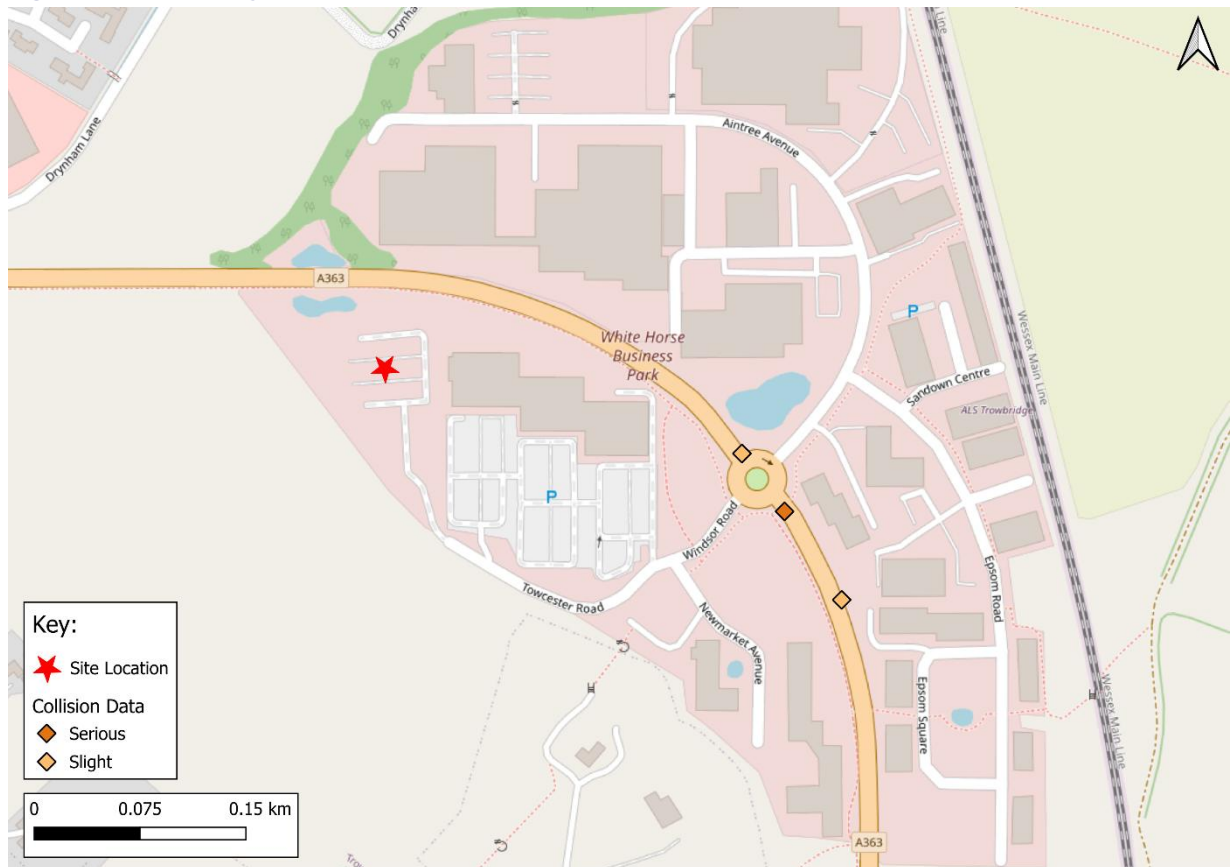


Table 3-2: PICs by Year and Severity

Severity	2020	2021	2022	2023	2024	Total
Slight	1	0	0	0	1	2
Serious	0	0	1	0	0	1
Fatal	0	0	0	0	0	0
Total	1	0	1	0	1	3

3.6.2 As can be seen in Figure 3-10 and Table 3-3 above, three collisions have occurred within the last five-year period; two of which were classified as slight, one was classified as serious. These collisions have occurred in separate locations and are not clustered. On this basis, there are no notable trends that suggest that the proposed development would have an impact on road safety.

4 Proposed Development

4.1 Development Proposals

- 4.1.1 The proposed development includes a 66-bed care home with pick-up / drop-off provision for ambulances, and 30 car parking spaces. This includes two disabled parking spaces (one of which includes EV provision), and five dedicated Electric Vehicle (EV) charging spaces. Eight cycle parking spaces and a dedicated pedestrian access route from the A363 Bradley Road are also proposed.
- 4.1.2 A copy of the site plan is included as **Appendix A** for reference, however an extract of this is provided in Figure 4-1 below.

Figure 4-1: Extract of Site Plan



4.2 Vehicle Access

- 4.2.1 Vehicular access to the site is proposed via Towcester Road, utilising the existing access. As mentioned in Section 3, it is anticipated that the existing barriers to the site will be removed in order to facilitate vehicular access from Towcester Road.

Vehicle Tracking

- 4.2.2 Vehicle tracking has been undertaken at the site access to ensure that both refuse and delivery vehicles can access, turn, and egress the site safely and in a forward gear. Drawings of this are included as **Appendix B** for reference.

4.3 Pedestrian Access

- 4.3.1 As mentioned previously, a dedicated pedestrian access route will be constructed between the proposed development and the A363 Bradley Road. This access route will connect to the existing pedestrian footway provided on the A363 Bradley Road, providing a more direct route to the bus stops located near to the site. The location of this access is identified in Section 3, and shown in more detail in Figure 4-1 above, for reference.

4.4 Parking

Parking Standards

- 4.4.1 In terms of parking provision, the site will include 30 car parking spaces, of which five are designated for EV charging, and two for disabled use (one of which includes EV provision). Eight cycle parking spaces are also proposed.
- 4.4.2 A review of both the Wiltshire LTP 2011 – 2026 Car Parking Strategy and Cycle Strategy has been undertaken to ensure that the site complies with the local authority's parking requirements. It must be noted that whilst the Council has since adopted a Parking Sub-Strategy as part of LTP4, this refers to Council-owned parking only in terms of overall provision, charges, and resident permits.
- 4.4.3 In accordance with the LTP Car Parking and Cycle Strategies, Table 4-1 summarises the standards relating to nursing homes under the use-class, C2: Residential Institutions. It must also be noted that this sets out the maximum standards for car parking, and the minimum standards for cycle parking.

Table 4-1: Wiltshire Local Transport Plan (2011-2026) Car Parking Strategy

Strategy	Use Class	Land Use	Standard
Car Parking Strategy (Maximum)	C2: Residential Institutions	Nursing Homes	1 per 4 beds + 1 per 2 members of staff
Cycle Strategy (Minimum)	C2: Residential Institutions	Residential schools and colleges, hospitals and convalescent / nursing homes	Principal Settlements and Market Towns: 1 covered cycle space per 10 employees + 1 visitor space per 15 beds

- 4.4.4 Based on the standard of one car parking space per four beds, a maximum of 17 spaces is recommended. However, the care home will support 50-60 jobs, with a maximum of 24 members of staff being on site at one time and so an additional 12 spaces are required for staff parking. This means a total of 29 spaces are recommended for the development.
- 4.4.5 In terms of disabled parking provision, Wiltshire's LTP Car Parking Strategy does not provide specific disabled parking standards for C2 land use. However, as noted previously the site will provide 2 disabled parking spaces, one which included EV charging provision.
- 4.4.6 With regards to cycle parking, three spaces are required to cater for the maximum number of employees on site at one time, which is 24. With regards to visitor spaces, one space for every 15 beds equates to a minimum of five spaces, therefore requiring a total of eight spaces as a minimum.

- 4.4.7 Based on the information provided in Table 4-1 above, it can be concluded that the proposed parking provision complies with the LTP Car Parking and Cycle Strategies.

Clarification of Car Parking Obligations

- 4.4.8 It should be noted that a query was raised within a pre-application response, dated 2023, as to whether the application site is subject to any car parking obligation associated with the residential conversions at Pavilions Court.
- 4.4.9 However, as confirmed by the seller, B.P. Estates, no such obligation exists. Under the established leasehold structure, the application site lies within the F4/F5 leasehold and has not been assigned any parking obligation in connection with Pavilions Court.
- 4.4.10 Furthermore, the site is physically separate from the residential parking areas associated with Pavilions Court, with no shared parking provision and independent access arrangements.
- 4.4.11 Accordingly, the proposed development will not result in any loss of parking provision for residents of Pavilions Court.
- 4.4.12 A separate Parking Note, prepared by B.P. Estates, is provided as **Appendix C** for reference and to support the above conclusions.

5 Trip Generation

5.1 Overview

- 5.1.1 This section provides information on the anticipated traffic flows that are likely to be associated with the proposed development.

5.2 Proposed Trip Generation

- 5.2.1 As part of this application, a trip generation assessment has been carried out using the industry-standard Trip Rate Information Computer System (TRICS) database. The trip rates and generations have been derived based on the number of residents within the care home, which is assumed to be 66 based on the number of beds.
- 5.2.2 The proposed vehicle trip generation for the AM and PM peak hours (07:00-08:00) and (16:00-17:00) is outlined in Table 5-1 below.

Table 5-1: Vehicle Trip Generation

Time Period	Vehicle Trip Generation		
	Arrivals	Departures	Totals
AM Peak	8	3	11
PM Peak	5	8	13

- 5.2.3 As can be seen in Table 5-1, the total number of vehicular trips in the AM peak is **11**, and the total number of trips in the PM peak is **13**. As such, the level of trip generation associated with these proposals is minimal and will therefore not have a notable impact on the operation of the surrounding highway network. A full breakdown of the TRICs outputs is provided in **Appendix D** for reference.

6 Summary and Conclusions

- 6.1.1 This Transport Statement has been prepared by Pell Frischmann on behalf of LNT Care Developments Ltd to support a planning application for the construction of a new care home on Land North of Towcester Road, Trowbridge.
- 6.1.2 The site is proposed to include a 66-bed care home, a designated pick-up / drop-off area for ambulances, as well as 30 parking spaces. This includes two disabled spaces (one with EV charging provision) and five EV charging spaces. Eight cycle parking spaces are also proposed.
- 6.1.3 The site is proposed to be accessed via the existing access on Towcester Road.
- 6.1.4 A pedestrian footway is provided on the southern side of the A363 Bradley Road. Development proposals include the provision of a new pedestrian link, connecting to this existing footway. Bus stops are within a suitable walking distance of the site, and both bus and rail services are available on weekdays and weekends.
- 6.1.5 Personal injury collision records for the local highway network have been reviewed, with two categorised as slight and one as serious within the 5-year study period. As such, it can be concluded that the number of collisions is not expected to be exacerbated by the development proposals.
- 6.1.6 With regards to trip generation, it is expected that the site will generate a modest number of trips and will therefore not have a notable impact on the surrounding local highway network.

Appendix A - Site Layout Plan



BOUNDARY LINES

PROPOSED DEVELOPMENT AREA

SURFACE TYPE

TARMAC ENTRANCE ROAD & CAR PARK

TARMAC FOOTPATH

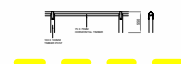
BLOCK PAVED ENTRANCE

RESIN PAVING

BOUNDARY TREATMENTS TBC



1800H RAILINGS



550H TIMBER KNEE RAIL

*All proposed levels shown are indicative and subject to variation of up to $\pm 500\text{mm}$ during detailed design and construction.
*All landscaping shown on this drawing is indicative only. For accurate and up-to-date landscaping design, refer to the most recent revision of the approved landscaping scheme or drawings prepared by the appointed landscape architect.

REVISIONS

LNT Construction

Unit 2, Helios 47, Isabella Road, Garforth, Leeds, LS25 2DY
Tel: 0113 385 3850

PROJECT

LAND OFF TOWCESTER ROAD
TROWBRIDGE
BA14 0FY

TITLE

WIP SITE PLAN

SCALE

As indicated @ A2

DATE

12/05/2026 08:34:15

DRAWING NUMBER

BA14 0FY - WIP-01

DRAWN

AOA

REVIEWED

L-JL

STATUS

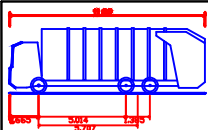
FOR INFORMATION ONLY

REVISION

WIP SITE PLAN

1 : 500

Appendix B - Vehicle Tracking



Phoenix 2 Duo Recycler (P2-15V with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.750m
Overall Body Height 2.750m
Min Body Ground Clearance 0.300m
Track Width 2.750m
Lock to lock time 2.00s
Kerb to Kerb Turning Radius 11.550m

P01	-	RW	RW	JG	AL	27.05.26
REV	DESCRIPTION	DRN	DES	CHK	APP	DATE

Drawing Status				FOR ISSUE	
		Name	Date	Status Code	
Drawn		R.WALKER	27.05.26	S3	
Designed		R.WALKER	27.05.26	Scale	
Eng Chk		J GREEN	27.05.26	1:500	
Approved		A LECHMERE	27.05.26	Revision	
				P01	

Drawing No.
111142 - PEF - XX - 03 - DSK - H - 00001

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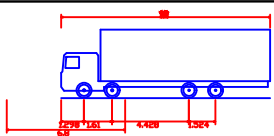
LNT

Project

LAND NORTH OF TOWCESTER ROAD
TROWBRIDGE

Drawing Title

VEHICLE TRACKING - REFUSE
SITE ACCESS



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.950m
Min Body Ground Clearance 0.415m
Track Width 2.471m
Lock to lock time 6.005
Kerb to Kerb Turning Radius 11.900m

P01	-	RW	RW	JG	AL	27.05.26
REV	DESCRIPTION	DRN	DES	CHK	APP	DATE

Drawing Status			FOR ISSUE	
	Name	Date		
Drawn	R.WALKER	27.05.26	S3	
Designed	R.WALKER	27.05.26	Scale 1:500	
Eng Chk	J GREEN	27.05.26	Revision	
Approved	A LECHMERE	27.05.26	P01	

Drawing No.
111142 - PEF - XX - 03 - DSK - H - 00002

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Architect/Client/Contractor
LNT

Project
**LAND NORTH OF TOWCESTER ROAD
TROWBRIDGE**

Drawing Title
**VEHICLE TRACKING - RIGID
SITE ACCESS**

Appendix C – Parking Note

NOTE ON CAR PARKING OBLIGATIONS

West Pavilions Court, White Horse Business Park, Trowbridge, BA14 0FY

Prepared by: B.P. Estates Ltd.

Date: June 2026

1. Purpose of this Note

1.1 This note is provided by B.P. Estates, the freehold owner of White Horse Business Park, to clarify the car parking obligations applying to the application site and to address a query raised in the pre-application response dated 2023, in which the highways officer queried whether the application site carries a parking obligation in connection with the residential conversions at Pavilions Court.

1.2 In summary, the application site carries no parking obligation in connection with the Pavilions Court residential conversions. The parking for those conversions is provided entirely on the F1, F2 and F3 leaseholds and is physically separated from the application site.

2. Background: The Zone F Leasehold Structure

2.1 The application site forms part of the wider Zone F landholding at White Horse Business Park. Zone F originally comprised a single landholding held under one head lease, which included the Pavilions office buildings (subsequently converted to residential use) and the surrounding car parking and land.

2.2 The original head lease on Zone F was negotiated for surrender during 2017 and replaced with four new separate long leases, completed in January 2018, over the following plots:

- F1 Pavilion Court building and associated parking
- F2 Pavilion Court building and associated parking
- F3 Pavilion Court building and associated parking
- F4 The remaining land including the application site (subsequently to be subdivided into F4 and F5)

2.3 This restructuring was deliberately designed so that each leasehold would be self-contained, with each of F1, F2 and F3 carrying its own car parking provision to serve the respective building. The F4 leasehold, which contains the application site, was not assigned any parking obligation in connection with the buildings on F1, F2 or F3.

2.4 The car parking associated with the Pavilions Court residential conversions therefore sits entirely within the F1, F2 and F3 leaseholds. This is confirmed by the decision for planning reference 19/04320/DOC, which clearly shows the parking as being on the F1, F2 and F3 land only. The application site forms no part of that provision.

3. Physical Separation

3.1 In addition to the leasehold structure described above, the application site is physically separated from the residential parking areas on F1, F2 and F3. There is no vehicular connection between the application site and the parking courts serving the residential apartments. Access to the application site is gained separately via Towcester Road to the south.

3.2 The proposed care home development will therefore have no effect on the parking available to Pavilions Court residents.

4. Confirmation

4.1 B.P. Estates confirms that the application site carries no parking obligation in connection with the Pavilions Court residential conversions. The parking for those conversions is provided in full within the F1, F2 and F3 leaseholds and is both legally and physically separate from the application site. We are happy to provide any further information or documentation in support of this position if required by the Local Planning Authority.

B.P. Estates Ltd

Date: June 2026

Appendix D – TRICS Outputs

Audit Code: a54c7972-3abd-407d-a489-208c12b83e2b

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH
Category: F - CARE HOME (ELDERLY RESIDENTIAL)
Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX
	WS	WEST SUSSEX
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE
	NN	NORTH NORTHAMPTONSHIRE
06	WEST MIDLANDS	
	SH	SHROPSHIRE
	WM	WEST MIDLANDS
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS	KIRKLEES
	NY	NORTH YORKSHIRE
08	NORTH WEST	
	MS	MERSEYSIDE
09	NORTH	
	TW	TYNE & WEAR
10	WALES	
	NW	NEWPORT
11	SCOTLAND	
	EB	CITY OF EDINBURGH
	FA	FALKIRK

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

Audit Code: a54c7972-3abd-407d-a489-208c12b83e2b

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:	RESIDE
Actual Range:	50 to 99 (units:RESIDE)
Range Selected by User:	50 to 120 (units:RESIDE)
Parking Spaces Range:	3 - 68

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	22/04/15 to 22/04/25

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	2 days
Saturday	1 days
Sunday	3 days
Thursday	1 days
Tuesday	2 days
Wednesday	3 days

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

Selected survey types:

Manual count	13
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
Edge of Town Centre	3 days
Neighbourhood Centre	2 days
Suburban Area	5 days

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

Selected Location Sub Categories:

No Sub Category	3 days
Residential Zone	9 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 Excluded	1 days
Servicing vehicles Included	7 days
Servicing vehicles Unknown	5 days

Audit Code: a54c7972-3abd-407d-a489-208c12b83e2b

Secondary Filtering Selection:

Use Class:

C2	13 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:

641 - 9627

Population within 1 mile:

10,001 to 15,000	3 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	5 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:

100,001 to 125,000	1 surveys
125,001 to 250,000	3 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	4 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	2 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	5 surveys
1.1 to 1.5	8 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: a54c7972-3abd-407d-a489-208c12b83e2b

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 13 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 13 surveys

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

COVID-19 Restrictions:

No

Audit Code: a54c7972-3abd-407d-a489-208c12b83e2b

1	EB-05-F-01	NURSING HOME	CITY OF EDINBURGH
CRAIGHOUSE TERRACE EDINBURGH Suburban Area Residential Zone Number of residents: 56.00 RESIDE Survey date: Saturday 19/03/2016			
			Survey Type: Manual
2	ES-05-F-02	CARE HOME	EAST SUSSEX
BATTLE ROAD HAILSHAM Edge of Town Centre Residential Zone Number of residents: 69.00 RESIDE Survey date: Wednesday 13/07/2016			
			Survey Type: Manual
3	FA-05-F-01	NURSING HOME	FALKIRK
BROWN STREET FALKIRK CAMELON Neighbourhood Centre Residential Zone Number of residents: 56.00 RESIDE Survey date: Wednesday 20/04/2022			
			Survey Type: Manual
4	KS-05-F-01	CARE HOME	KIRKLEES
SERPENTINE ROAD CLECKHEATON Edge of Town Centre No Sub Category Number of residents: 82.00 RESIDE Survey date: Tuesday 22/04/2025			
			Survey Type: Manual
5	LN-05-F-02	CARE HOME	LINCOLNSHIRE
ELM DRIVE LOUTH Edge of Town Residential Zone Number of residents: 86.00 RESIDE Survey date:			
			Survey Type: Manual
6	MS-05-F-01	NURSING HOME	MERSEYSIDE
VICTORIA STREET NEAR SAINT HELENS RAINFORD Neighbourhood Centre Village Number of residents: 50.00 RESIDE Survey date: Friday 15/09/2023			
			Survey Type: Manual
7	NN-05-F-01	NURSING HOME	NORTH NORTHAMPTONSHIRE
MALHAM DRIVE KETTERING Edge of Town No Sub Category Number of residents: 60.00 RESIDE Survey date: Monday 13/06/2022			
			Survey Type: Manual
8	NW-05-F-01	NURSING HOME	NEWPORT
GOLDCROFT COMMON NEAR NEWPORT CAERLEON Edge of Town Centre			

Audit Code: a54c7972-3abd-407d-a489-208c12b83e2b

No Sub Category

Number of residents: 54.00 RESIDE

Survey date: Wednesday 12/10/2022

Survey Type: Manual

9 NY-05-F-06 CARE HOME NORTH YORKSHIRE
HAMBLETON GROVE
KNARESBOROUGH
Suburban Area
Residential Zone
Number of residents: 75.00 RESIDE
Survey date: Monday 19/06/2023

Survey Type: Manual

10 SH-05-F-01 CARE HOME SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY
Suburban Area
Residential Zone
Number of residents: 54.00 RESIDE
Survey date:

Survey Type: Manual

11 TW-05-F-03 NURSING HOME TYNE & WEAR
MOORE STREET
GATESHEAD
FELLING SHORE
Suburban Area
Residential Zone
Number of residents: 52.00 RESIDE
Survey date: Thursday 02/05/2019

Survey Type: Manual

12 WM-05-F-01 NURSING HOME WEST MIDLANDS
NEARHILL ROAD
BIRMINGHAM
Edge of Town
Residential Zone
Number of residents: 65.00 RESIDE
Survey date:

Survey Type: Manual

13 WS-05-F-02 NURSING HOME WEST SUSSEX
WYKEHAM ROAD
WORTHING
Suburban Area
Residential Zone
Number of residents: 54.00 RESIDE
Survey date: Tuesday 17/05/2022

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CS-05-F-01 27-04-2015	27-04-2015	IRELAND
DO-05-F-01 20-06-2015	20-06-2015	IRELAND
EN-05-F-02 17-11-2016	17-11-2016	LONDON
IS-05-F-01 05-11-2019	05-11-2019	LONDON
KI-05-F-01 05-11-2019	05-11-2019	LONDON
WX-05-F-01 20-04-2023	20-04-2023	IRELAND

Audit Code: a54c7972-3abd-407d-a489-208c12b83e2b

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Total Vehicles

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	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	13	63	0.116	0.054	0.170
08:00-09:00	13	63	0.077	0.059	0.136
09:00-10:00	13	63	0.066	0.042	0.108
10:00-11:00	13	63	0.076	0.065	0.141
11:00-12:00	13	63	0.058	0.054	0.112
12:00-13:00	13	63	0.049	0.074	0.123
13:00-14:00	13	63	0.087	0.073	0.160
14:00-15:00	13	63	0.089	0.080	0.169
15:00-16:00	13	63	0.074	0.117	0.191
16:00-17:00	13	63	0.048	0.074	0.122
17:00-18:00	13	63	0.048	0.062	0.110
18:00-19:00	13	63	0.046	0.053	0.099
19:00-20:00	12	61	0.063	0.079	0.142
20:00-21:00	12	61	0.019	0.038	0.057
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.916	0.924	1.840

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: a54c7972-3abd-407d-a489-208c12b83e2b

Parameter Summary:

Trip rate parameter range selected:	50 - 120 (units: RESIDE)
Survey date date range:	08/11/2015 - 22/04/2025
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	1
Number of Sundays:	3
Surveys automatically removed from selection:	6
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.