

Technical Note

Project: Chipphenham Pit Stop

Subject: Chipphenham Pit Stop

Client:	M T Barnsley Ltd		
Project No:	10224	Version:	B
Document Ref:	10224-0-TP-TN-0001	Author:	VB
Date:	August 2026	Approved:	DRT

I Introduction

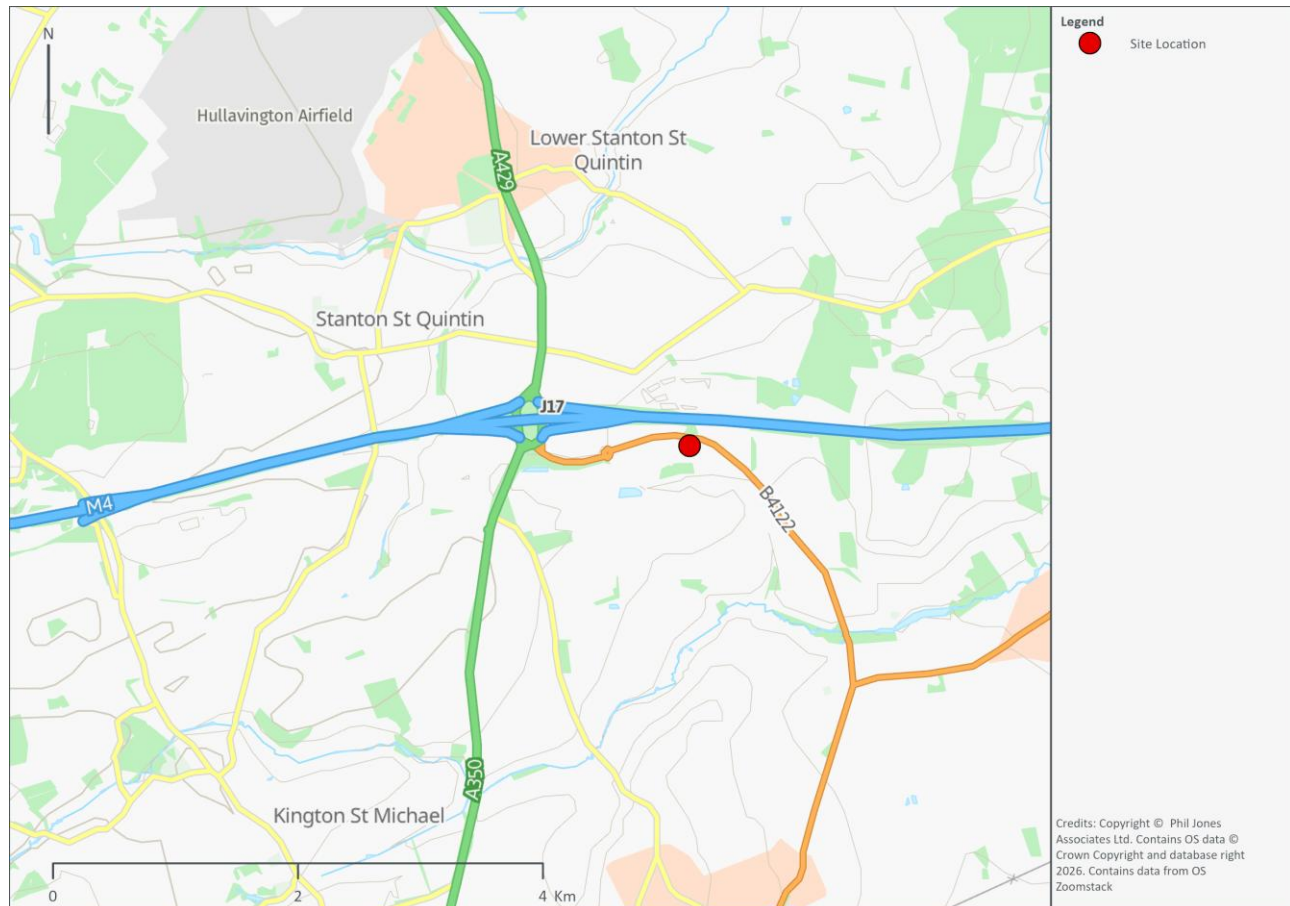
- 1.1.1 PJA have been appointed by M T Barnsley Ltd. to provide transport advice regarding a planning application for additional HGV parking for the Chipphenham Pit Stop on land adjacent to the site at Draycott Cerne, Chipphenham, SN15 5LH. PJA (previously KTC) has previously provided advice regarding the expansion of Chipphenham Pit Stop and enhanced facilities, and a separate application for a lorry servicing area.

2 Existing Site and Context

2.1 Local Highway Network

- 2.1.1 Chipphenham Pit Stop is a popular truck stop conveniently located on the B4122, less than 1km from M4 Junction 17 and the A350/A429. The location of the site can be seen in Figure 1 overleaf.
- 2.1.2 The site access is located on the south side of the B4122. A right-turning lane is provided for vehicles turning into the site from the B4122. The site access is well signed both off the B4122 junction and also off the motorway junction roundabout. There are no signs to the facility on the motorway.
- 2.1.3 The B4122 has a weight restriction to the east of the Pit Stop access. The sign on the B4122 opposite the site access indicates an 18T weight limit 1 mile ahead and directs Lyneham traffic to use the M4. This means that all Pit Stop HGV traffic passes through M4 J17.

Figure 1: Site location



2.2 Pit Stop Facilities

2.2.1 The Pit Stop site provides a variety of services, including 152 HGV parking bays available for overnight lorry parking, amenities for drivers, and a restaurant, bar and shop. Fuel is available for lorries, and 6 high-speed car electrical charging points have also been installed. A forest products company (A. W. Jenkinson) uses the site over the weekend to park its fleet of lorries, and the drivers park their cars on the site during the week when they are on the road with their lorries.

3 Proposals

3.1.1 A study undertaken for the Department for Transport (National Survey of Lorry Parking 2022: AECOM) identifies the South West as a region where lorry parking is at or exceeding capacity; therefore, any additional HGV parking will help relieve existing demand and capacity constraints.

3.1.2 The proposals are for a small extension to the site to provide additional HGV parking.

- 3.1.3 The proposed site layout, included in **Appendix A**, shows the configuration of the HGV parking layout for the additional land parcel. It shows that 20 additional spaces can be provided. Vehicle tracking is included in **Appendix B** demonstrates that an FTA 16.5m Articulated Vehicle can manoeuvre the end spaces.
- 3.1.4 The site will connect to the existing Chippenham Pit Stop at the southeast corner of the additional land parcel, south of the petrol filling station. No changes will be proposed to the main site access off the public highway.

4 Trip Generation

- 4.1.1 An Automated Traffic Count (ATC) was undertaken in March 2021 for the initial expansion of the pit stop (Ref. PL/2022/05313). Using the results of this ATC and the number of HGV parking spaces available at the time (91), an HGV trip rate can be calculated. The average weekday trip rates and trip generation are provided in Table 1 for the proposed development of 20 HGV spaces.

Table 1: Proposed development weekday HGV trip generation

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
00:00 – 01:00	0.015	0.018	0.033	0	0	1
01:00 – 02:00	0.020	0.018	0.037	0	0	1
02:00 – 03:00	0.024	0.013	0.037	0	0	1
03:00 – 04:00	0.031	0.040	0.070	1	1	1
04:00 – 05:00	0.095	0.088	0.182	2	2	4
05:00 – 06:00	0.189	0.224	0.413	4	4	8
06:00 – 07:00	0.279	0.316	0.596	6	6	12
07:00 – 08:00	0.356	0.310	0.666	7	6	13
08:00 – 09:00	0.237	0.180	0.418	5	4	8
09:00 – 10:00	0.202	0.224	0.426	4	4	9
10:00 – 11:00	0.288	0.277	0.565	6	6	11
11:00 – 12:00	0.213	0.264	0.477	4	5	10
12:00 – 13:00	0.244	0.292	0.536	5	6	11
13:00 – 14:00	0.207	0.279	0.486	4	6	10
14:00 – 15:00	0.233	0.303	0.536	5	6	11
15:00 – 16:00	0.257	0.305	0.563	5	6	11
16:00 – 17:00	0.255	0.295	0.549	5	6	11
17:00 – 18:00	0.215	0.277	0.492	4	6	10
18:00 – 19:00	0.112	0.119	0.231	2	2	5
19:00 – 20:00	0.059	0.073	0.132	1	1	3
20:00 – 21:00	0.051	0.037	0.088	1	1	2

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
21:00 – 22:00	0.024	0.011	0.035	0	0	1
22:00 – 23:00	0.007	0.004	0.011	0	0	0
23:00 – 00:00	0.002	0.004	0.007	0	0	0
Total	3.615	3.971	7.587	72	79	152

- 4.1.2 The table above shows that during the peak periods, the development will generate 13 two-way HGV movements in the morning peak period (07:00 – 08:00) and 11 in the afternoon peak period (15:00 – 16:00). When distributed onto the major distributor network (M4, A350, and A329), these trips will unlikely be perceived.
- 4.1.3 However, most of these trips will likely already be on the network since HGVs will not be driving to/from the pit stop as a destination but as a stop on route to another destination for drivers' allotted driving time breaks or for a secure overnight stop. Secure overnight parking is a national issue, where goods and fuel are stolen <https://www.bbc.co.uk/news/articles/c0q9xkz387qo>

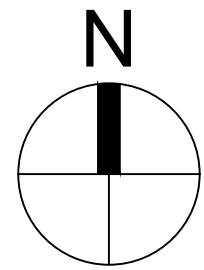
5 Conclusions

- 5.1.1 The proposals are for an additional 20 lorry parking spaces at Chippenham Pit Stop. Swept path plots demonstrate spaces can be accessed.
- 5.1.2 Whilst the development would give rise to a small number of HGV movements, these lorry movements are already on the wider road network, where drivers are required to take breaks after driving their allotted hours, so would be stopping either in other services, industrial estates or laybys.

Appendix A Proposed Site Layout



PLANNING



Project Title
Chippenham Pit Stop Lorry Park
Chippenham
Drawing Title
Site Plan
As Proposed

Date
May 2026

Drawn
DM
Checked
MT

Scale
1:500 @ A1

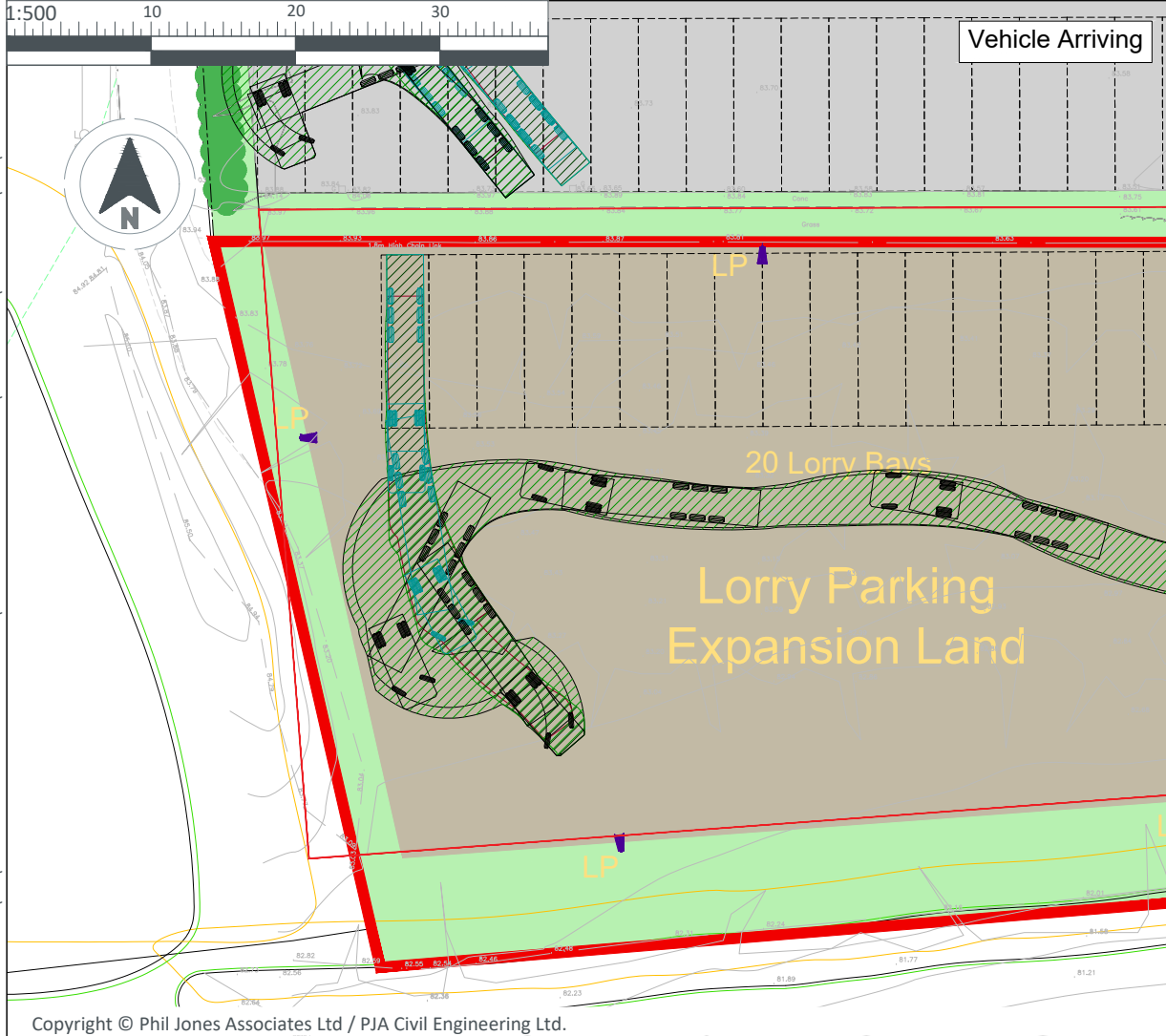
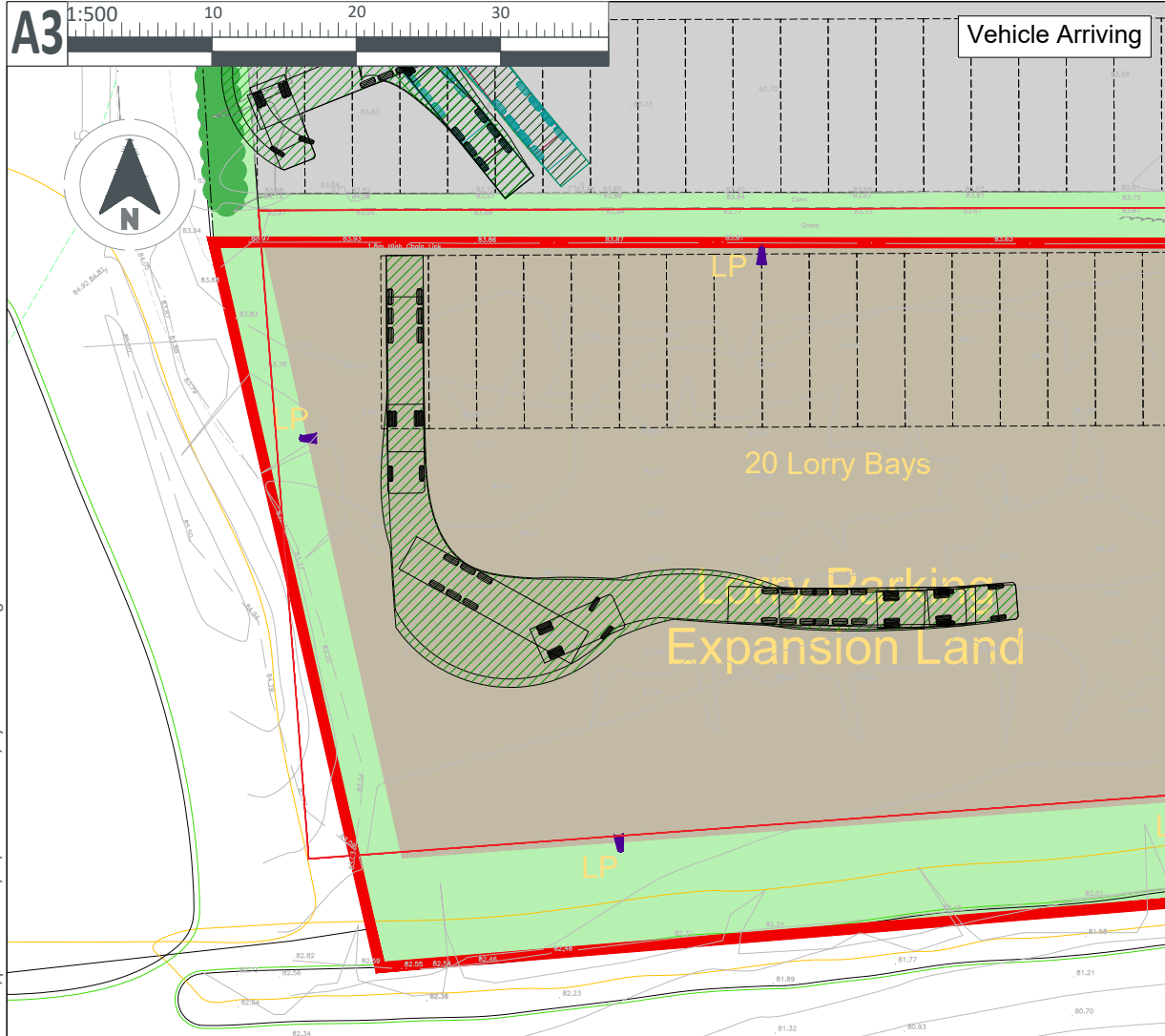
03/08/26	Updated following comments	DM	MT	c
29/07/26	Updated following ecology comments	DM	MT	B
18/05/26	Boundary updated	DM	MT	A
Date	Description	Drawn	Checked	Rev.

**ANGUS MEEK
ARCHITECTS**

Cedar Yard, 290A Gloucester Road, Bristol, BS7 8PD
T 0117 942 82 86 E architecture@angusmeek.co.uk

Project No.	Drawing No.	Rev.
2890	P01	C

Appendix B Vehicle Tracking Drawings



CDM Note

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

Notes

1. Do not scale from this drawing.
2. All dimensions in metres unless stated otherwise.
3. This drawing is based on topographical survey (D&H Surveys, April 2022) and Angus Meek Architects drawing 2890 P01_C - Site Plan Proposed.
4. This drawing is not to be reproduced in any part or form without consent of PJA Civil Engineering Ltd. All copyright reserved.
5. The purpose of this drawing is to demonstrate that a FTA 16.5m Articulated Vehicle can manoeuvre the end spaces.

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

P3	06.08.26	Layout updated	VB	DRT	DRT
P2	24.04.26	Minor amendment	VB	DRT	DRT
P1	08.04.26	First issue	VB	DRT	DRT
Rev	Date	Revision Note	Drw	Chk	App

PJA

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Client
M T Barnsley Ltd

Project
Chippenham Pit Stop

Title
Vehicle Tracking: FTA 16.5m Articulated Vehicle

Drawing Issue Status
For Planning

PJA Ref	Scale @ A3	Date
10224	1:250	08/04/2026
Drawing No.		Revision
10224-0-TP-DR-0003		P3
Primary Contact		
bristol@pja.co.uk		