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**Proposed Refurbishment of the Existing Seven Stars Public House including New Guest Rooms, Beer Garden, Ancillary Yoga Barn, Staf Flat and Additional car Parking
The Seven Stars, Gores Road, Bottlesford SN9 6LW**

Introduction

This Transport Statement has been produced in support of a planning application submission to Wiltshire Council as Local Planning Authority (LPA) for alterations and extensions to the existing Seven Stars Public House at Gores Road, Bottlesford. The location of the site is shown below.



The proposals comprise of:

- Extension and reconfiguration of the public house
- Provision of guest accommodation (Buildings A & B)
- Ancillary uses including restaurant, yoga barn, and associated facilities
- Reconfiguration and expansion of on-site car parking

This Highway Assessment considers:

- Existing highway and transport conditions
- Site accessibility
- Traffic generation and impact
- Car parking provision and policy compliance

2. Site Location and Context

The application site is located in the rural settlement of Bottlesford within Wiltshire, accessed directly from Gores Lane, a lightly trafficked rural road connecting to the wider local highway network.

To the east is the village of Pewsey whilst to the south is Manningford with its Trout Fishery and beyond that is the village of Upavon. To the west lies the market Town of Devizes.

2.1 Site Layout

The submitted concept layout shows a well-contained site with internal circulation and defined land uses consisting of:

- Two guest accommodation blocks
- Main pub and restaurant
- An ancillary leisure use
- Defined parking areas (total 39 spaces)
- Dedicated delivery area

This is illustrated on drawing 2601/3_101 P1 included as [Appendix 1](#) to this Statement.

3. Highway Network

3.1 Local Highway Characteristics

Gores Lane is a narrow rural lane with low traffic speeds and volumes, and this is discussed in more detail below. Whilst the road is subject to a 30mph speed limit, recorded speeds are in fact less than the posted speed limit. The road does not have any dedicated pedestrian footways or street lighting but a review of the accident history for the area has shown that within the last 5 years there have been no accidents that have resulted in injury on Gores Lane or its associated junctions, which would suggest that the road is operating in a safe and efficient manner.

3.2 Traffic Survey Data (ATC)

In order to ascertain the actual traffic speeds and volumes using this section of Gores Lane, an Automatic Traffic Count (ATC) survey was undertaken between the dates of 10–16 March 2026.

ATC equipment was installed within the vicinity of the site accesses and left in situ for a 7 day period. The table below gives a summary of the recorded traffic speeds and volumes, whilst the survey data is included as [Appendix 2](#) to this Statement.

Gores Lane Percentile Traffic Survey						
Average Speed mph		85 th percentile Speed mph		Traffic Volume		
Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Combined
22.1	22.2	27.2	27.4	182	212	394

The survey confirms that the road accommodates very little traffic, and the recorded data is mainly localised traffic as the pub was closed from the duration of the traffic survey.

Generally, a single carriageway highway with passing places such as this is deemed to operate comfortably with combined hourly flows of 200 vehicles per hour, whereas Gores Lane currently accommodates less than 400 vehicles per day.

The surrounding highway network operates well within capacity and has substantial ability to accommodate additional traffic associated with the development.

4. Access and Visibility

Based on the recorded 85th percentile speeds shown within the table above, visibility splays of 2.4m by 36.0m and 37.0m would be required. Drawing numbered NJC-001 is included as [Appendix 3](#) to this Statement which shows the existing western access with the appropriate visibility splays.

All land required to achieve these splays is either contained within the extent of the public highway, or within land under the control of the applicant.

5. Accessibility

5.1 Pedestrian Access

The area has limited formal pedestrian infrastructure which is typical of rural location and local walking trips are likely to be from Bottlesford residents. The site does however provide adequate on-site pedestrian paths that give safe internal pedestrian routes.

Gores Road is well served by a network of public footpaths however as Footpath NNEW5 runs along the eastern boundary of the site and continues north to connect with WBOR19 at Woodborough. Opposite the NNEW5 travels south and connects with the NNEW17 which then travels east.

To the west the BEEC1 travels north whilst the NNEW4 travels south to Hilcot. All these paths then travel onwards to the wider public footpath network and accommodate a range of leisure walkers from further afield.

5.2 Cycle Access

The site is located within a rural area that offers:

- Rural roads suitable for recreational cycling
- Low traffic volumes enhance cyclist safety

The National Cycle Route Network offers two routes within close proximity to the site, Route 4 runs between London and Fishguard in Wales and is accessible either from the two northern Public Footpaths or the adjoining Highway. Route 45 is also accessible from the north, and this runs between Salisbury and Chester.

The site is therefore well served by cyclist facilities for both local and wider reaching destinations.

5.3 Public Transport

The site has limited public transport options with the nearest limited bus provision being within Bottlesford whilst the nearest rail station is located in Pewsey (approx. 5–6 km) which offers services to London Paddington and Exeter St Davids. The station would be accessible by taxi services so could potentially be used by guests staying at the venue and travelling using these transport modes.

Whilst the site is primarily car-based, it is consistent with rural policy expectations.

6. Development Proposals and Traffic Impact

6.1 Nature of Use

The proposals represent:

- Enhancement and diversification of an existing pub use
- Addition of low-intensity guest accommodation
- Ancillary leisure uses

6.2 Trip Generation

In order to assess the likely traffic impact that the development could generate, the TRICS database V8 has been interrogated.

The proposals include a pub with a floor area available to the public measuring 90sqm together with a restaurant with approximately 70 covers. A smaller private dining area will also be available together with a lounge area for staying guests to use during their stay within 12 proposed letting rooms .

In order to select suitable comparison sites from the TRICS database, the following criteria was utilised:

- Land Use – Hotel, Food and Drink
- Sub Use – Pub / Restaurant + Hotel
- Number of Bedrooms – 4 to 40
- Location – Freestanding and Neighbourhood Centre

The table below gives the TRICS trip rates together with the likely traffic impact from a pub / restaurant / Hotel with 12 letting rooms.

TRICS Trip Rate Pub / Restaurant + Hotel			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.023	0.250	0.273
PM Peak Hour	0.918	0.438	1.356
Daily Traffic	7.114	7.230	14.344
Vehicle Trip Generation Based on 12 Bedroom Pub / Restaurant / Hotel			
AM Peak Hour	0.28 (1)	3.00(0)	3
PM Peak Hour	11.02 (11)	5.25 (5)	16
Daily Traffic	85.4 (85)	86.8 (87)	172

From the above, it can be seen that the use now proposed is likely to generate around 3 movements in the conventional AM peak, 16 movements in the PM peak and around 172 two-way daily movements. The TRICS data is included as [Appendix 4](#) to this Statement.

7. Car Parking Provision

7.1 Proposed Parking

Parking requirements for development in Wiltshire is set out within the Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy document dated March 2011. Appendix C provides maximum car parking standards where it states that A3 Food and Drinks uses should have 1 space per 25sqm of food and drink area whilst Hotels should have 1 space per bedroom, plus an additional requirement for public facilities.

The scheme provides:

- 30 spaces (main car park)
- 10 additional spaces (secondary area)
- Total: 40 spaces

Secure and undercover cycle parking is also to be provided along with E Charging points.

The parking is currently provided within a layby on Gores Lane, and this will be retained and enhanced to provide 10 formal parking spaces.

The site benefited from an existing access to the west, and this currently serves a handful of spaces, however it is proposed to upgrade this access and for it to serve 30 spaces, giving an overall total of 40 spaces.

Given that the site will accommodate 12 letting rooms, it is likely that there will be some mixed use with patrons staying within the rooms also using the pub / restaurant facilities.

7.2 Policy Context – Parking

Wiltshire Council applies parking standards through:

- Wiltshire Core Strategy (Core Policy 64)
- Local Transport Plan (LTP3)
- Guidance aligned with Manual for Streets and NPPF

Key principles:

- Parking should be proportionate to demand
- Avoid under-provision in rural areas
- Allow flexibility for mixed-use and tourism

7.3 Compliance Assessment

The parking provision is appropriate because:

- Reflects multi-functional nature (pub + restaurant + accommodation)
- Accounts for rural car dependency
- Provides capacity for:
 - Staff
 - Guests

- Visitors
- Includes:
 - Segregation of parking areas
 - Safe internal circulation
 - Delivery/service provision

The provision of 40 spaces is therefore deemed to be appropriate for the mixed uses now proposed.

8. Planning Policy Context

8.1 National Policy

National Planning Policy Framework (August 2026)

The National Planning Policy Framework (NPPF), published in August 2026, sets out the Government's planning policies for England and provides the national policy context against which the transport and highway implications of development proposals should be assessed.

In transport terms, the NPPF continues to promote sustainable transport whilst recognising that opportunities to maximise sustainable transport solutions will vary between urban and rural areas. This is particularly relevant to the application site, which is an established public house and visitor destination within a rural location.

The NPPF requires development proposals to:

- promote sustainable transport having regard to the nature and location of the development;
- provide safe and suitable access for all users;
- appropriately address the transport implications arising from development;
- provide appropriate parking and servicing arrangements; and
- ensure that development does not give rise to unacceptable highway safety impacts.

Importantly, the NPPF maintains a high threshold for refusing development on transport grounds. Development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios.

The proposals comprise the refurbishment and enhancement of an established public house together with guest accommodation and ancillary uses. They do not therefore introduce an entirely new destination into the rural highway network but enhance and diversify an established use.

As demonstrated elsewhere within this Transport Statement, Gores Lane carries fewer than 400 vehicles per day, recorded vehicle speeds are below the posted 30mph speed limit, appropriate visibility splays can be achieved at the site access and there is no identified existing highway safety issue. The proposed development is forecast to generate only modest levels of additional traffic, which can readily be accommodated by the surrounding highway network.

The development also provides sufficient on-site car parking, secure and covered cycle parking and appropriate servicing arrangements. The proposals therefore provide a safe and suitable means of access and would not result in either an unacceptable highway safety impact or a severe residual cumulative impact upon the highway network.

Accordingly, the development is considered to accord with the transport objectives and decision-making requirements of the National Planning Policy Framework (August 2026).

8.2 Local Policy – Wiltshire

Wiltshire Core Strategy

Relevant policies include:

- Core Policy 60 – Sustainable Transport
 - Requires safe access and appropriate transport impacts
- Core Policy 61 – Transport and Development
 - Development should not adversely affect highway safety or capacity
- Core Policy 64 – Transport Strategy
 - Encourages appropriate parking provision and sustainable travel
- Core Policy 48 – Supporting Rural Life
 - Supports rural tourism and diversification

8.3 Policy Compliance Summary

The proposals:

- Maintain safe access arrangements
- Generate low levels of traffic
- Provide adequate parking
- Support rural economic activity
- Align with sustainable rural development principles

9 Servicing

The site will be serviced on a daily basis by a transit sized delivery vehicle, and a dedicated service area is shown at the front of the site on its eastern boundary.

Less frequent servicing will take place by a rigid chassis dray lorry as it does at present and thee currently wait on the highway at the front of the site when goods are being delivered and empty kegs are being loaded. Such a scenario will be maintained.

10. Conclusion

The Transport Statement demonstrates that:

- The site is located on a very lightly trafficked rural lane
- Existing traffic flows are extremely low (~400 vehicles/day)
- The development will generate minimal additional traffic
- The local highway network has significant spare capacity
- Parking provision (39 spaces) is appropriate and policy compliant
- No adverse impacts on:
 - Highway safety
 - Capacity
 - Operation

Overall Conclusion

The proposed refurbishment and extension of the Seven Stars Public House is acceptable in transport terms and fully compliant with National and Wiltshire planning policy.

Nick Culhane August 2026

Appendix 1

Proposed Site Plan

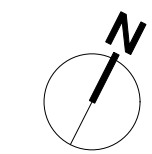


Key

1. Main Entrance
2. Pub
3. Kitchens
4. Restaurant
5. Dining Terrace
6. Courtyard Garden
7. Multi-purpose Space
8. Guest Rooms: East
9. Plant Room
10. Guest Rooms: West
11. Housekeeping & Plant
12. Yoga Barn
13. Parking - 30 Spaces
14. Parking - 10 Spaces
15. Deliveries & Refuse
16. Cart Shed
17. Play Area
18. Wessex Water property
19. 10m SSSI Protection Zone
20. Commemorative trees and plaque
21. EV Charger
22. Staff Cycle Parking
23. Guest Cycle Parking
24. Beer Garden
25. Existing Propane Tank
26. Air Source Heat Pump

Key to Elements

- 10m SSSI Protection Zone
- Permeable paving - Pedestrian
- Permeable paving - Car Park
- Soft Landscaping
- Proposed trees
- Existing trees retained



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Project : The Seven Stars
Gores Lane, Bottlesford
Extension and alterations

Date : August 2026

Contents: PROPOSED - Site Plan

Scale : 1:200

Size : 831 / 584

Drawing : 2601 / 3_101

P1

Appendix 2

Traffic Survey Data

Seven Stars, Bottlesford - ATC 1 - Unnamed Road

Produced by Streetwise Services Ltd.



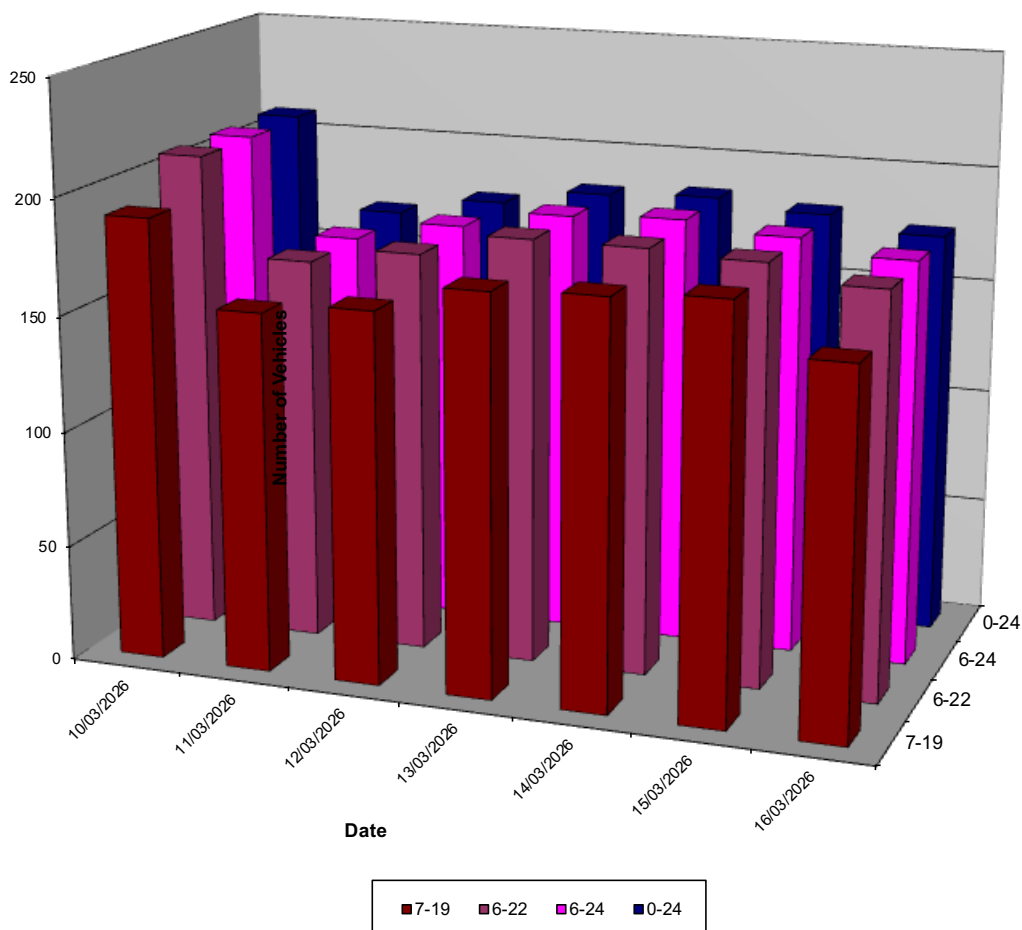
Channel - Eastbound

Vehicle Flow

Hour	Min	10/03/2026 Tuesday	11/03/2026 Wednesday	12/03/2026 Thursday	13/03/2026 Friday	14/03/2026 Saturday	15/03/2026 Sunday	16/03/2026 Monday	5 Day Ave	7 Day Ave
0	0	0	0	0	0	0	0	0	-	-
1	0	0	0	0	0	0	0	0	-	-
2	0	0	0	0	0	0	0	0	-	-
3	0	0	0	0	0	0	0	0	-	-
4	0	0	1	0	0	0	0	0	1	1
5	0	1	1	1	0	0	0	0	1	1
6	0	4	5	5	3	0	0	6	5	5
7	0	16	13	11	13	9	6	15	14	12
8	0	22	20	22	28	19	32	19	22	23
9	0	21	23	19	20	14	14	12	19	18
10	0	22	13	16	16	26	25	14	16	19
11	0	25	12	8	12	16	14	15	14	15
12	0	11	11	12	12	16	23	9	11	13
13	0	18	12	14	10	18	17	8	12	14
14	0	19	13	13	19	23	19	11	15	17
15	0	13	18	18	17	11	9	16	16	15
16	0	9	10	15	8	10	11	14	11	11
17	0	9	9	8	8	7	5	13	9	8
18	0	6	1	4	9	5	2	10	6	5
19	0	6	1	5	3	6	2	6	4	4
20	0	3	2	2	5	1	1	6	4	3
21	0	4	3	1	0	2	1	0	3	2
22	0	0	0	1	0	0	0	1	1	1
23	0	0	0	1	0	2	0	0	1	2

Hour	7-19	191	155	160	172	174	177	156	167	169
Ranges:	6-22	208	166	173	183	183	181	174	181	181
	6-24	208	166	175	183	185	181	175	181	182
	0-24	209	168	176	183	185	181	175	182	182

Vehicle Flow (Channel 1)

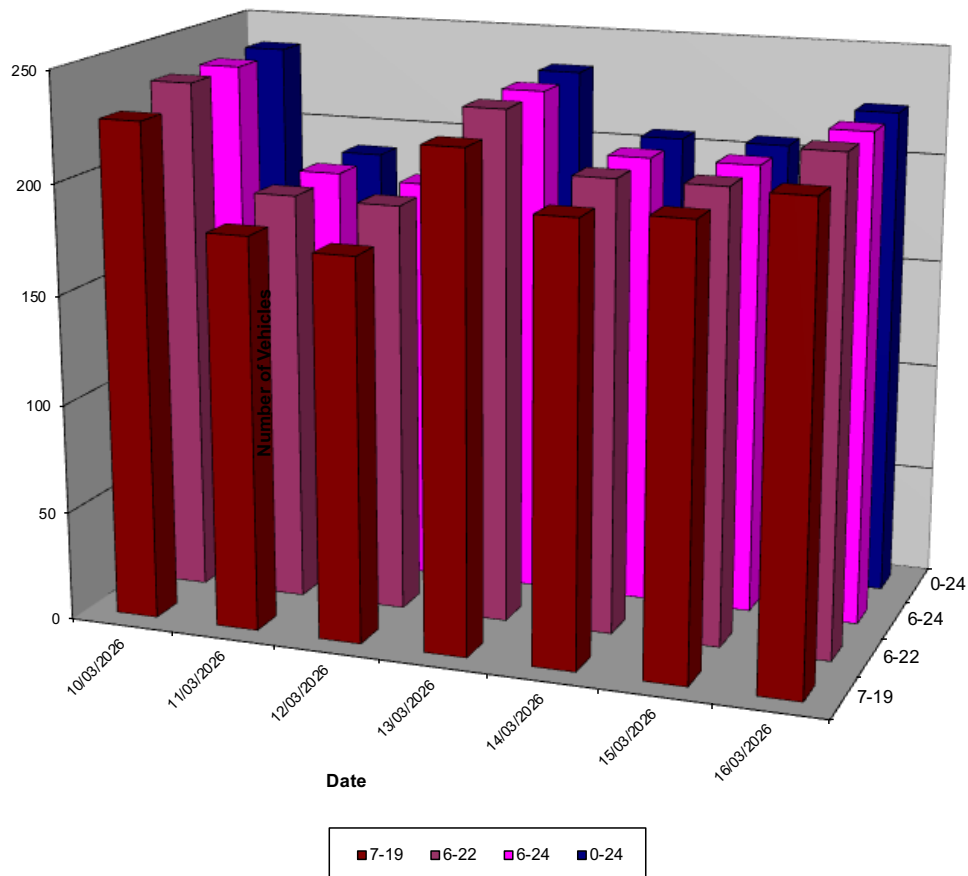


Channel - Westbound

Vehicle Flow

Hour	Min	10/03/2026 Tuesday	11/03/2026 Wednesday	12/03/2026 Thursday	13/03/2026 Friday	14/03/2026 Saturday	15/03/2026 Sunday	16/03/2026 Monday	5 Day Ave	7 Day Ave
0	0	0	0	0	1	0	0	0	1	1
1	0	0	0	0	0	0	0	0	-	-
2	0	0	0	0	0	0	0	0	-	-
3	0	0	0	0	0	0	0	0	-	-
4	0	0	0	0	0	0	0	0	-	-
5	0	1	0	0	0	0	0	0	1	1
6	0	2	3	3	2	1	0	1	2	2
7	0	13	6	7	7	2	2	9	8	7
8	0	21	7	17	19	16	11	10	15	14
9	0	14	16	14	20	16	12	10	15	15
10	0	14	16	12	12	23	14	15	14	15
11	0	18	20	11	18	27	16	17	17	18
12	0	16	15	11	18	23	41	21	16	21
13	0	26	16	12	14	8	24	12	16	16
14	0	19	14	15	19	16	19	20	17	17
15	0	18	21	15	31	15	31	26	22	22
16	0	24	16	24	16	13	13	19	20	18
17	0	23	19	22	30	17	10	25	24	21
18	0	18	7	8	15	16	6	17	13	12
19	0	3	7	7	6	7	3	14	7	7
20	0	3	4	7	3	1	3	5	4	4
21	0	3	1	2	2	2	1	3	2	2
22	0	1	0	0	1	3	0	0	1	2
23	0	0	1	0	0	0	0	0	1	1
Hour	7-19	227	180	175	225	199	202	215	204	203
Ranges:	6-22	236	188	187	233	206	206	224	214	211
	6-24	236	189	187	233	206	206	224	214	212
	0-24	237	189	187	234	206	206	224	214	212

Vehicle Flow (Channel 2)



Seven Stars, Bottlesford - ATC 1 - Unnamed Road

Produced by Streetwise Services Ltd.



Channel - Eastbound

Average Speed

Hour	Min	10/03/2026 Tuesday	11/03/2026 Wednesday	12/03/2026 Thursday	13/03/2026 Friday	14/03/2026 Saturday	15/03/2026 Sunday	16/03/2026 Monday
0	0	-	-	-	-	-	-	-
1	0	-	-	-	-	-	-	-
2	0	-	-	-	-	-	-	-
3	0	-	-	-	-	-	-	-
4	0	-	11.9	-	-	-	-	-
5	0	25.8	27.5	29.9	-	-	-	-
6	0	18.2	24.8	32.3	18.1	-	-	21.5
7	0	25.9	22.9	26.1	22.8	20.8	19.2	26.4
8	0	22.0	21.6	22.9	21.6	26.3	22.5	24.4
9	0	20.6	21.1	23.1	22.1	20.7	21.1	23.3
10	0	20.6	22.2	22.7	19.8	18.7	18.2	20.6
11	0	20.7	21.8	20.7	22.0	20.1	19.3	23.6
12	0	17.6	20.9	20.8	21.3	19.5	20.2	23.3
13	0	21.8	19.8	21.3	20.8	21.2	21.8	22.5
14	0	18.6	21.8	23.8	22.6	18.1	22.1	21.1
15	0	21.9	22.6	25.1	20.8	22.3	22.5	20.5
16	0	19.0	22.7	25.3	23.0	24.4	25.7	24.4
17	0	23.9	18.4	22.9	24.4	22.7	23.4	23.6
18	0	25.1	19.1	23.2	24.6	20.6	24.3	22.9
19	0	26.4	29.4	25.8	27.8	28.6	18.2	28.6
20	0	20.8	33.3	24.3	20.4	30.5	20.2	23.4
21	0	27.1	30.5	15.2	-	19.7	26.9	-
22	0	-	-	19.4	-	-	-	27.3
23	0	-	-	13.1	-	20.3	-	-

Hour	10-12	20.7	22.0	22.0	20.7	19.2	18.6	22.1
Ranges:	14-16	19.9	22.2	24.6	21.7	19.4	22.2	20.8
	0-24	21.5	21.9	23.5	21.9	21.2	21.3	23.3

7 Day Ave 22.1

Channel - Eastbound

85th Percentile

Hour	Min	10/03/2026 Tuesday	11/03/2026 Wednesday	12/03/2026 Thursday	13/03/2026 Friday	14/03/2026 Saturday	15/03/2026 Sunday	16/03/2026 Monday
0	0	-	-	-	-	-	-	-
1	0	-	-	-	-	-	-	-
2	0	-	-	-	-	-	-	-
3	0	-	-	-	-	-	-	-
4	0	-	11.9	-	-	-	-	-
5	0	25.8	27.5	29.9	-	-	-	-
6	0	23.4	28.2	36.0	18.7	-	-	24.8
7	0	29.4	28.2	28.7	28.9	25.9	26.4	30.0
8	0	26.0	26.8	27.1	24.7	31.9	27.2	28.1
9	0	25.7	24.3	25.4	26.7	26.6	25.8	24.7
10	0	24.8	26.4	26.9	25.3	23.4	25.8	23.9
11	0	23.4	28.0	26.1	25.6	27.0	22.5	26.8
12	0	23.0	24.0	24.9	25.3	24.1	25.7	27.1
13	0	26.1	24.4	24.0	25.5	25.6	25.6	24.6
14	0	23.9	28.4	30.7	28.6	25.9	24.3	26.1
15	0	26.6	26.9	29.3	26.9	25.1	26.3	24.6
16	0	24.0	26.1	27.9	26.0	27.5	31.0	30.5
17	0	27.5	23.2	25.7	27.5	25.8	25.5	27.0
18	0	28.6	19.1	30.1	27.4	23.3	24.4	27.5
19	0	29.1	29.4	31.5	28.6	32.8	19.6	30.2
20	0	26.8	39.6	24.5	23.6	30.5	20.2	26.5
21	0	30.6	31.3	15.2	-	21.1	26.9	-
22	0	-	-	19.4	-	-	-	27.3
23	0	-	-	13.1	-	21.1	-	-

Hour	10-12	24.2	26.8	26.8	25.3	24.1	25.2	25.7
Ranges:	14-16	25.4	28.2	30.2	28.5	25.6	24.6	25.7
	0-24	26.8	27.2	28.3	26.7	27.1	26.1	28.0

7 Day Ave 27.2

Channel - Westbound

Average Speed

Hour	Min	10/03/2026 Tuesday	11/03/2026 Wednesday	12/03/2026 Thursday	13/03/2026 Friday	14/03/2026 Saturday	15/03/2026 Sunday	16/03/2026 Monday
0	0	-	-	-	18.1	-	-	-
1	0	-	-	-	-	-	-	-
2	0	-	-	-	-	-	-	-
3	0	-	-	-	-	-	-	-
4	0	-	-	-	-	-	-	-
5	0	26.8	-	-	-	-	-	-
6	0	16.7	21.9	26.0	25.1	22.1	-	20.3
7	0	23.8	24.3	24.4	23.7	22.3	24.3	23.0
8	0	22.2	22.1	20.6	23.0	24.4	23.1	24.0
9	0	22.4	19.9	22.5	20.9	24.2	21.8	24.0
10	0	21.5	21.0	20.4	23.3	19.6	20.3	19.9
11	0	20.5	20.3	21.6	24.7	21.7	21.1	22.0
12	0	21.0	24.0	21.1	19.8	20.9	19.4	22.5
13	0	21.0	20.1	20.9	21.4	22.6	21.3	24.3
14	0	20.8	21.8	21.0	20.7	20.6	20.1	23.0
15	0	22.9	21.0	25.6	24.0	24.7	23.2	22.7
16	0	21.9	22.7	20.5	23.8	24.8	22.4	18.6
17	0	23.9	18.3	24.3	22.3	23.2	22.3	22.2
18	0	22.5	20.9	23.8	24.1	26.6	25.9	23.4
19	0	24.3	27.4	24.4	23.3	22.0	26.0	26.6
20	0	24.9	29.4	27.6	29.0	21.5	25.8	31.0
21	0	26.2	22.4	29.1	29.9	29.8	28.5	29.3
22	0	18.8	-	-	16.9	29.5	-	-
23	0	-	21.7	-	-	-	-	-

Hour	10-12	21.0	20.6	21.0	24.1	20.8	20.7	21.0
Ranges:	14-16	21.8	21.3	23.3	22.7	22.6	22.0	22.8
	0-24	22.1	21.5	22.6	22.7	22.9	21.6	22.3

7 Day Ave	22.3
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Channel - Westbound

85th Percentile

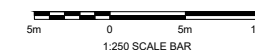
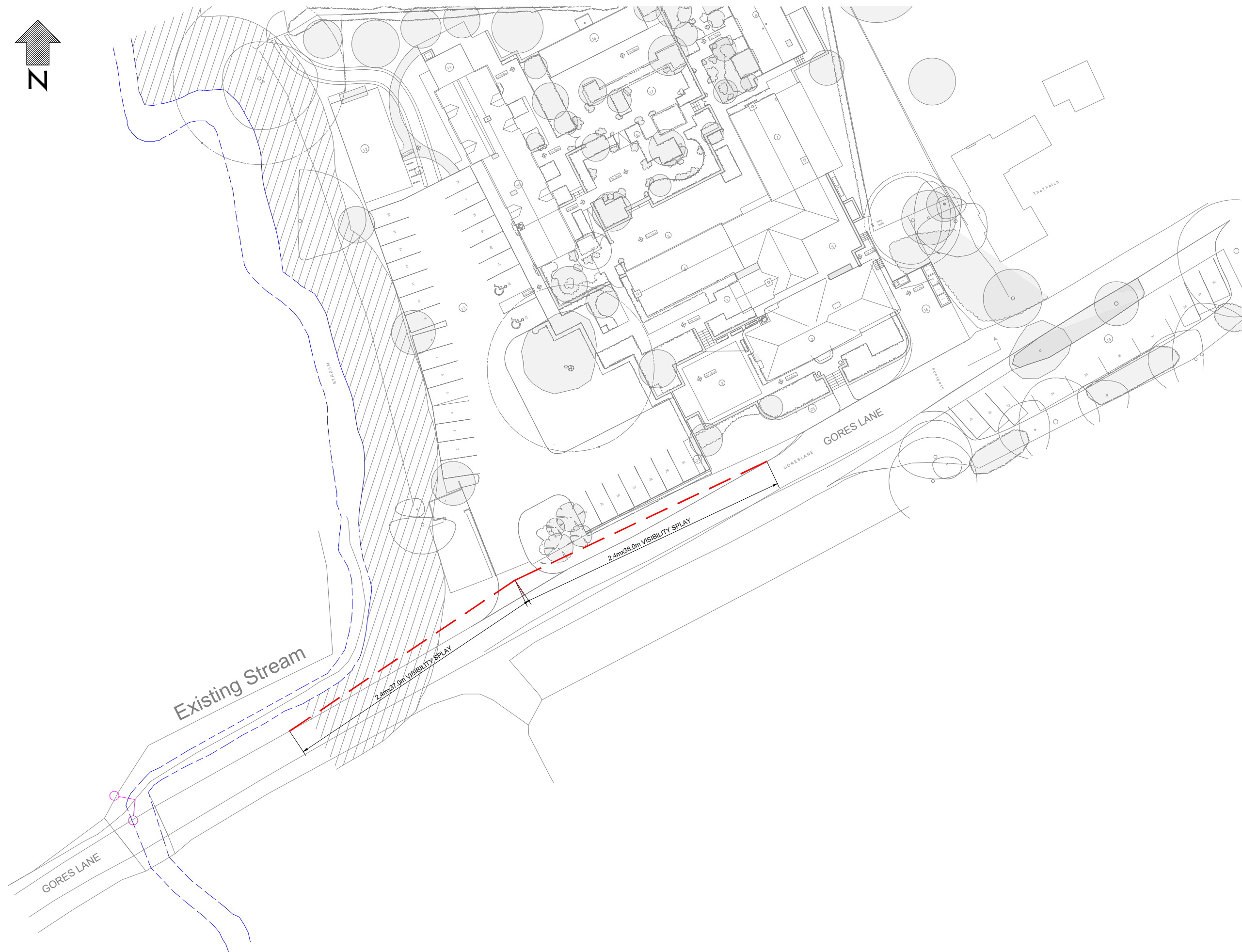
Hour	Min	10/03/2026 Tuesday	11/03/2026 Wednesday	12/03/2026 Thursday	13/03/2026 Friday	14/03/2026 Saturday	15/03/2026 Sunday	16/03/2026 Monday
0	0	-	-	-	18.1	-	-	-
1	0	-	-	-	-	-	-	-
2	0	-	-	-	-	-	-	-
3	0	-	-	-	-	-	-	-
4	0	-	-	-	-	-	-	-
5	0	26.8	-	-	-	-	-	-
6	0	22.9	22.0	27.0	25.6	22.1	-	20.3
7	0	27.0	25.9	26.2	25.5	22.4	27.3	25.9
8	0	26.7	26.5	27.1	26.8	31.1	23.1	26.9
9	0	25.4	24.3	27.6	23.5	27.1	28.7	26.6
10	0	25.6	23.6	26.2	26.2	25.5	27.4	26.7
11	0	24.5	26.2	25.6	27.8	28.7	23.5	25.0
12	0	25.4	29.1	26.2	24.7	25.9	23.4	26.7
13	0	25.5	25.1	25.9	27.5	27.5	24.6	29.3
14	0	24.8	25.1	26.8	24.7	26.0	26.0	26.9
15	0	28.9	25.9	28.8	30.1	28.4	26.3	26.3
16	0	27.2	25.9	24.8	26.5	27.1	26.8	23.4
17	0	27.9	23.7	30.6	27.3	27.8	25.9	26.8
18	0	26.0	26.2	29.5	26.8	28.9	29.9	27.5
19	0	27.6	30.0	28.8	25.7	27.1	28.1	31.9
20	0	25.9	40.8	33.6	32.0	21.5	29.5	33.0
21	0	30.4	22.4	35.0	33.9	30.9	28.5	31.4
22	0	18.8	-	-	16.9	36.8	-	-
23	0	-	21.7	-	-	-	-	-

Hour	10-12	25.5	25.1	25.7	27.3	28.0	25.5	25.2
Ranges:	14-16	26.6	25.8	28.4	28.4	28.3	26.1	26.9
	0-24	26.7	27.6	27.7	27.0	28.4	26.0	27.5

7 Day Ave	27.4
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Appendix 3

Access and Visibility



Client



Project

THE SEVEN STARTS
GORES LANE

Drawing Title

ACCESS AND VISIBILITY

Drawing Status

FOR INFORMATION

Date
APR 2026

Scale
1:250

Size
A1

Drawing No.
NJC-001

Rev
A

Appendix 4

TRICS Data

Audit Code: 02b22294-a52c-4f52-ae53-c0c15a485d12

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: H - PUB/RES + HOTEL

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

06	WEST MIDLANDS	
	WO	WORCESTERSHIRE 1 day
08	NORTH WEST	
	LC	LANCASHIRE 1 day
11	SCOTLAND	
	AS	ABERDEENSHIRE 1 day

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

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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:	BEDRMS
Actual Range:	4 to 40 (units:BEDRMS)
Range Selected by User:	3 to 133 (units:BEDRMS)
Parking Spaces Range:	0 - 260

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	08/05/92 to 10/05/25

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
Sunday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	3
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:

Free Standing	1 days
Neighbourhood Centre	2 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:

Development Zone	1 days
No Sub Category	1 days
Village	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	3 days
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Audit Code: 02b22294-a52c-4f52-ae53-c0c15a485d12

Secondary Filtering Selection:

Use Class:

N/A

3 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:

250 - 600

Population within 1 mile:

1,000 or Less

1 surveys

1,001 to 5,000

1 surveys

5,001 to 10,000

1 surveys

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

Population within 5 miles:

125,001 to 250,000

1 surveys

25,001 to 50,000

1 surveys

75,001 to 100,000

1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5

2 surveys

1.6 to 2.0

1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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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 3 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 3 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 02b22294-a52c-4f52-ae53-c0c15a485d12

LIST OF SITES relevant to selection parameters:

Site 1:	AS-06-H-01	Number of bedrooms:	40.00 BEDRMS
Development Name:	PUB/RES+P.INN	Survey Date:	14/09/1999
Location:	PORTLETHEN	Survey Day:	Tuesday
Postcode:	AB12 4QS		
Main Location Type:	Free Standing		
Sub Location Type:	Development Zone		
PTAL:	n/a		
Site 2:	LC-06-H-04	Number of bedrooms:	4.00 BEDRMS
Development Name:	PUB/RESTAURANT & HOTEL	Survey Date:	23/11/2018
Location:	NEAR CHORLEY	Survey Day:	Friday
Postcode:	PR7 5NP		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 3:	WO-06-H-01	Number of bedrooms:	29.00 BEDRMS
Development Name:	THE SWAN	Survey Date:	15/02/2002
Location:	NEAR BROMSGROVE	Survey Day:	Friday
Postcode:	B61 7ET		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	No Sub Category		
PTAL:	n/a		

Audit Code: 02b22294-a52c-4f52-ae53-c0c15a485d12

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL

Total Vehicles

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Period	Trips per 1 BEDRMS BEDRMS		
	Inbound	Outbound	Total
08:00-09:00	0.023	0.250	0.273
17:00-18:00	0.918	0.438	1.356

Time Range	No. Days	Ave. BEDRMS	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	2	22	0.114	0.250	0.364
08:00-09:00	2	22	0.023	0.250	0.273
09:00-10:00	2	22	0.364	0.295	0.659
10:00-11:00	2	22	0.136	0.182	0.318
11:00-12:00	3	24	0.397	0.356	0.753
12:00-13:00	3	24	0.849	0.315	1.164
13:00-14:00	3	24	0.575	0.616	1.191
14:00-15:00	3	24	0.521	0.699	1.220
15:00-16:00	3	24	0.384	0.521	0.905
16:00-17:00	3	24	0.685	0.603	1.288
17:00-18:00	3	24	0.918	0.438	1.356
18:00-19:00	3	24	0.630	0.658	1.288
19:00-20:00	3	24	0.589	0.644	1.233
20:00-21:00	3	24	0.438	0.630	1.068
21:00-22:00	3	24	0.288	0.438	0.726
22:00-23:00	2	34	0.203	0.232	0.435
23:00-00:00	1	29	0.000	0.103	0.103
Total Rates:			7.114	7.230	14.344

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: 02b22294-a52c-4f52-ae53-c0c15a485d12

Parameter Summary:

Trip rate parameter range selected:	3 - 133 (units: BEDRMS)
Survey date date range:	14/09/1999 - 23/11/2018
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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