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New Commercial Building (Use Classes E(g)(Offices), B2 (General Industrial) and B8 (Storage and Distribution))

Copse Drove Dairy, Copse Drove, Ogbourne St George Marlborough SN8 1RW

1.0 Introduction

1.1 This Transport Statement has been prepared in support of a planning application submission to Wiltshire Council as Local Planning Authority for the construction of a commercial building extending to approximately 1,979 sqm for flexible employment purposes falling within Use Classes E(g)(Offices), B2 (General Industrial) and B8 (Storage and Distribution) at Copse Drove Dairy, Copse Drove, Ogbourne St George, Marlborough, Wiltshire, SN8 1RW. The location of the site is shown below.



1.2 The purpose of this Statement is to:

- Describe the site location and surrounding highway network;
- Assess the accessibility of the site;
- Review the existing access arrangements;
- Consider the likely transport and highway impacts associated with the proposals;
- Demonstrate that the development would not result in any unacceptable highway safety impacts; and
- Demonstrate compliance with national and local transport planning policies.

1.3 The site forms part of the wider Copse Drove Dairy complex located to the east of Ogbourne St George and accessed via Copse Drove. The site currently comprises an established agricultural and commercial complex with existing large-scale agricultural buildings and hardstanding areas.

1.4 The proposals comprise: A commercial building with a gross external floor area of approximately 1,979 sqm to provide flexible Class E(g), B2 and B8 accommodation.

1.5 The proposals represent the continued diversification and modernisation of the existing agricultural holding and commercial operation at Copse Drove Dairy.

2.0 Site Location and Existing Conditions

2.1 The application site is located approximately 0.6km east of Ogbourne St George within rural Wiltshire. The site lies within the North Wessex Downs National Landscape and is positioned to the east of the A346 strategic road corridor.

2.2 The wider area is characterised by a mixture of agricultural land, farmsteads and dispersed rural development. Marlborough is located approximately 6km to the south and provides a wide range of services, employment opportunities and strategic transport connections.

3.0 Existing Highway Network

3.1 Copse Drove is a rural road serving the agricultural and commercial properties in the locality. The road is lightly trafficked and predominantly rural in character.

3.2. The route currently accommodates agricultural vehicles, commercial vehicles, delivery traffic and general vehicular movements associated with the established farming operation and existing commercial uses within the wider complex.

3.3. The site benefits from direct connectivity to the A346, which forms the principal north-south route through the area linking Marlborough, Burbage and Swindon.

3.4 The A346 provides onward connectivity to the strategic highway network including Junction 15 of the M4 motorway. The site is therefore well positioned to accommodate commercial and agricultural vehicle movements.

3.5 Around 480m west of the site is the A346 which is the main road between the Market Town of Marlborough, which is 5.8km to the south of the site, and the M4 and Swindon, which are 6.5km and 12.5km respectively north of the site

3.6 The Planning, Design and Access Statement previously submitted for the site confirms that the accessibility of the location to the A346 and wider strategic highway network was a significant factor in supporting commercial activity at the site.

4.0 Existing Access Arrangements

4.1 The site is served from an established vehicular access onto Copse Drove. In the form of a simple T junction. Copse Drove at this point has a road width of between 5.5m and 6.0m but does not benefit from pedestrian footways or street lighting.

4.2 Within the vicinity of the site, Copse Drove is derestricted, therefore cars vans and motorbikes are subject to a 60mph speed limit. All goods vehicles, buses and coaches, and cars (& vans) towing are subject to a 50mph speed limit.

The access has historically served:

- Dairy farming operations;
- Agricultural buildings;
- Large agricultural machinery;
- HGV movements;
- Existing employment uses; and
- General servicing activity.

4.3 The access therefore already operates in a manner suitable for large vehicles and commercial traffic associated with rural employment activity.

4.4 Wiltshire Council has previously accepted the suitability of the access arrangements in relation to adjacent employment development proposals at the site under applications PL/2022/07247 and PL/2025/04393.

4.5 The Officer Delegated Report for application PL/2025/04393 confirmed that the access currently serves the wider farm complex and adjacent employment uses and was considered adequate by the Highway Authority.

4.6 No alterations to the existing access arrangements are proposed as part of the development as visibility splays of 2.4m by 215.0m are available at the site access, which are commensurate with the posted speed limit on Copse Drove.

5.0 Accessibility

5.1 The site occupies a rural location associated with an existing agricultural enterprise.

5.2 Paragraph 89 of the National Planning Policy Framework recognises that rural business development may need to be located beyond existing settlements and in locations that are not well served by public transport. It further confirms that such development should not be refused where impacts on the highway network are acceptable.

5.3 The proposals are directly associated with an established rural agricultural and employment complex and are therefore appropriately located in functional and operational terms.

5.4 The development supports rural employment opportunities and agricultural diversification in accordance with national planning objectives.

6.0 Development Proposals

6.1 The proposals comprise the erection of a silage clamp together with a commercial building extending to approximately 1,979sqm.

6.2 The commercial floorspace is proposed to operate flexibly within:

- Class E(g);
- Class B2 (General Industrial); and

- Class B8 (Storage and Distribution).

6.3 The building would support a range of rural commercial and employment activities associated with small business, storage, distribution and light industrial uses.

6.4 The proposals would continue the established mixed agricultural and commercial character of the wider site.

7.0 Existing Traffic Generation and Highway Impact

7.1 Existing Lawful Use - The site currently forms part of an active agricultural holding and has historically generated substantial agricultural traffic including:

- Tractors;
- Silage vehicles;
- Agricultural machinery;
- Delivery vehicles;
- Livestock vehicles;
- Employee trips; and
- General servicing traffic.

7.2 The existing lawful agricultural use therefore already establishes a robust baseline level of vehicular activity.

7.2 Proposed Traffic Generation - The proposed commercial floorspace would generate vehicle movements associated with rural employment uses. However, the scale of traffic generation is not anticipated to result in any severe or unacceptable impacts upon the local highway network for the following reasons:

- The site already accommodates agricultural and commercial vehicle activity;
- The access is established and suitable for large vehicles;
- The surrounding highway network already accommodates agricultural and HGV traffic;
- The proposals would be dispersed across flexible employment uses;
- Peak hour traffic generation would be relatively modest in the context of the existing lawful agricultural use; and
- The A346 provides immediate strategic connectivity.

7.3 The previous planning approval for B8 employment use at the site demonstrates that Wiltshire Council has already accepted the principle of commercial vehicle activity associated with employment uses at this location.

7.4 Details of traffic movements associated with the former agricultural activities were presented to the LPA as part of application submission PL/2021/10148 when it was confirmed that the milk production necessitated intensive farming operations, which in turn generated both internal and external traffic movements. It was stated that Copse Drove Farm was disconnected from the main landholding and consisted of 168 acres. The running of a large dairy herd in this context, normally generated a greater number of internal movements which include the use of the Public Highway.

7.5 Copse Drove Dairy had been run as a commercial dairy and a typical operation from such a site would involve the milking of 350 head of cows, producing 3,500,000 litres of milk per annum. The Transport Statement submitted with a previous application demonstrated that the pre-existing agricultural use would generate 6,180 visits per year or the equivalent of 17 trips per day on average. These are one-way trips. With corresponding departures, this equated to 34 two-way movements per day and 12,360 two-way vehicle movements per year.

7.6 The HGV movements, including tractor and trailer movements, equate to six one-way HGV movements per day or 2,152 one-way movements per year. This is 12 daily and 4,304 annual two-way HGV movements per year.

8.0 Existing Traffic Generation and Highway Impact

8.1 In order to establish the likely traffic impact that the development could generate, the TRICS database V8 has been interrogated. In selecting suitable comparison sites, the following parameters have been used.

- Land Use – Employment – Business Park
- Size – 1500sqm to 4775sqm
- Date Range – 20/11/2015 to 09/05/2025
- Location – Edge of Town

Using the above parameters, the table below provides the TRICS trip rates together with the likely traffic impact that the development is likely to generate.

Business Park Trip Rates			
	Arrivals	Departures	Two-way Total
AM Peak (0800 – 0900)	1.393	0.194	1.587
PM Hour (1700 – 1800)	0.194	1.268	1.462
Daily Traffic	5.476	5.563	11.039
Traffic Impact based on 1979 sqm			
AM Peak (0800 – 0900)	27.6 (28)	3.84 (4)	32
PM Hour 1700 – 1800)	3.84 (4)	25.1 (25)	29
Daily Traffic	108	110	208

8.2 From the above, it can be seen that a mixed commercial use at this site could generate around 32 movements in the AM peak, 29 in the PM peak and a total of 208 two-way vehicle movements over a 12 hour working day.

8.3 An element of this number of movements would be replacing traffic associated with the current agricultural uses set out in Section 7 above.

8.4 The proposals would continue to utilise the existing access arrangements with no material alterations required. The Highway Authority previously raised no objections to comparable commercial proposals at the site and given the established agricultural and commercial nature of the site, together with the suitability of the existing access arrangements, the proposals would not result in any unacceptable highway safety impacts. The TRICS data is included as [Appendix 1](#) to this Statement.

9.0 Parking, Servicing and Turning

9.1 The site benefits from extensive existing hardstanding areas associated with the agricultural complex which has historically accommodate the turning requirements of large articulated vehicles, tractor and trailer combinations and the like.

9.2 The proposals would provide sufficient operational space for:

- Staff parking;
- Visitor parking;
- Servicing activity;
- HGV manoeuvring; and
- Agricultural vehicle movements.

9.3 The use will be for a combination of Class E(g), B2 and B8 uses which would command a total of between 13 and 66 car parking spaces, based on current standards. In this case the layout provides a total of 40 parking spaces which is deemed to be acceptable.

9.4 The scale and configuration of the wider farm complex ensures that vehicles would be capable of entering and leaving the site in a safe and controlled manner. The proposals would therefore comply with standard highway safety and operational requirements.

10.0 Planning Policy Assessment

10.1 National Planning Policy Framework (December 2024)

10.1.1 Paragraph 116 of the NPPF states that 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.

10.1.2 The proposals would not give rise to severe residual cumulative impacts and would not result in unacceptable highway safety impacts.

10.1.3 Paragraph 88 of the NPPF supports the sustainable growth and expansion of all types of business in rural areas, including through diversification of agricultural businesses and the development of rural enterprises.

10.1.4 The proposals directly support these objectives through the continued diversification of an established agricultural holding.

10.1.5 Paragraph 89 further recognises that rural business development may need to be located beyond settlements and in locations not well served by public transport.

10.1.6 The proposals therefore accord with the overarching transport and economic objectives of the NPPF.

10.2 Wiltshire Core Strategy

10.2.1 Core Policy 34 – Additional Employment Land - Core Policy 34 supports development associated with sustainable farming, rural diversification and new or existing rural businesses. The proposals directly support rural business growth and agricultural diversification and therefore accord with this policy.

10.2.2 Core Policy 48 – Supporting Rural Life - Core Policy 48 supports the conversion and reuse of rural buildings for employment purposes where sites benefit from adequate access and infrastructure. The site benefits from an established access arrangement suitable for agricultural and commercial traffic and therefore complies with the objectives of the policy.

10.2.3 Core Policy 60 – Sustainable Transport - Core Policy 60 seeks to reduce the need to travel whilst recognising the functional needs of development. The proposals are appropriately located within an established rural employment and agricultural complex and are therefore consistent with the operational requirements of the use.

10.2.4 Core Policy 61 – Transport and New Development - Core Policy 61 requires developments to provide safe access to the highway network. The proposals would utilise an existing suitable access arrangement previously accepted by Wiltshire Council.

10.2.5 Core Policy 62 – Development Impacts on the Transport Network - Core Policy 62 requires developments to mitigate adverse transport impacts. The scale of development proposed would not materially prejudice highway safety or network operation and no mitigation measures are considered necessary.

11.0 Summary and Conclusion

11.1 This Transport Statement has been prepared in support of a planning application for a silage clamp and commercial building extending to approximately 1979 sqm for flexible Class E(g), B2 and B8 use at Copse Drove Dairy, Copse Drove, Ogbourne St George.

11.2 The assessment demonstrates that:

- The site benefits from an established and suitable vehicular access;
- The surrounding highway network is capable of accommodating the proposed development;
- The site already operates as an agricultural and commercial complex;
- The proposals would not result in severe highway impacts;
- The development would not prejudice highway safety; and
- The proposals accord with both national and local transport planning policies.

11.3 The proposals therefore represent a sustainable form of rural employment and agricultural development which is acceptable in transport and highway terms.

Nick Culhane July 2026

Appendix 1

TRICS Data

Audit Code: d7a7e436-accd-4a89-8d42-a8be893419ac

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: B - BUSINESS PARK

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 day
03	SOUTH WEST		
	WG	WOKINGHAM	1 day
04	EAST ANGLIA		
	DV	DEVON	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SM	SOMERSET	1 day
10	WALES		
	NF	NORFOLK	1 day
	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
	YORKSHIRE & NORTH LINCOLNSHIRE		
	YO	YORK	1 day
	WALES		
	CF	CARDIFF	1 day

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

Audit Code: d7a7e436-accd-4a89-8d42-a8be893419ac**Primary Filtering Selection:**

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	1500 to 4775 (units:sqm)
Range Selected by User:	1500 to 4775 (units:sqm)
Parking Spaces Range:	7 - 4167

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	03/02/87 to 24/11/25

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	3 days
Monday	1 days
Thursday	1 days
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	8
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	8 days
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	2 days
Development Zone	1 days
Industrial Zone	3 days
No Sub Category	1 days
Residential Zone	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	3 days
Servicing vehicles Unknown	3 days

Audit Code: d7a7e436-accd-4a89-8d42-a8be893419ac

Secondary Filtering Selection:

Use Class:

Not Known	8 surveys
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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:

300 - 3083

Population within 1 mile:

10,001 to 15,000	3 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	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	4 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	2 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	6 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: d7a7e436-accd-4a89-8d42-a8be893419ac

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 8 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 8 surveys

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

COVID-19 Restrictions:

No

Audit Code: d7a7e436-accd-4a89-8d42-a8be893419ac

LIST OF SITES relevant to selection parameters:

Site 1:	CF-02-B-06	Gross floor area:	1642.00 sqm
Development Name:	BUSINESS PARK	Survey Date:	12/03/2018
Location:	CARDIFF	Survey Day:	Monday
Postcode:	CF23 8RP		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 2:	DV-02-B-01	Gross floor area:	1500.00 sqm
Development Name:	BUSINESS PARK	Survey Date:	05/07/2017
Location:	EXETER	Survey Day:	Wednesday
Postcode:	EX2 8PF		
Main Location Type:	Edge of Town		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 3:	EX-02-B-01	Gross floor area:	2900.00 sqm
Development Name:	BUSINESS PARK	Survey Date:	18/05/2018
Location:	COLCHESTER	Survey Day:	Friday
Postcode:	CO4 9XP		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 4:	NF-02-B-03	Gross floor area:	2634.00 sqm
Development Name:	BUSINESS PARK	Survey Date:	15/09/2022
Location:	NORWICH	Survey Day:	Thursday
Postcode:	NR1 1DL		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	NY-02-B-02	Gross floor area:	3150.00 sqm
Development Name:	BUSINESS PARK	Survey Date:	06/06/2023
Location:	SELBY	Survey Day:	Tuesday
Postcode:	YO8 8RY		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 6:	SM-02-B-01	Gross floor area:	3100.00 sqm
Development Name:	BUSINESS PARK	Survey Date:	09/05/2025
Location:	TAUNTON	Survey Day:	Friday
Postcode:	TA1 2PX		
Main Location Type:	Edge of Town		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 7:	WG-02-B-02	Gross floor area:	4775.00 sqm
Development Name:	BUSINESS PARK	Survey Date:	20/11/2015
Location:	READING	Survey Day:	Friday
Postcode:	RG41 5RB		
Main Location Type:	Edge of Town		
Sub Location Type:	Development Zone		
PTAL:	n/a		
Site 8:	YO-02-B-01	Gross floor area:	1900.00 sqm
Development Name:	BUSINESS PARK	Survey Date:	17/09/2024
Location:	YORK	Survey Day:	Tuesday
Postcode:	YO30 4RB		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Audit Code: d7a7e436-accd-4a89-8d42-a8be893419ac

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Period	Trips per 100 sqm GFA		
	Inbound	Outbound	Total
08:00-09:00	1.393	0.194	1.587
17:00-18:00	0.194	1.268	1.462

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	8	2700	0.569	0.097	0.666
08:00-09:00	8	2700	1.393	0.194	1.587
09:00-10:00	8	2700	0.620	0.310	0.930
10:00-11:00	8	2700	0.426	0.352	0.778
11:00-12:00	8	2700	0.398	0.356	0.754
12:00-13:00	8	2700	0.366	0.565	0.931
13:00-14:00	8	2700	0.454	0.435	0.889
14:00-15:00	8	2700	0.389	0.500	0.889
15:00-16:00	8	2700	0.278	0.472	0.750
16:00-17:00	8	2700	0.324	0.792	1.116
17:00-18:00	8	2700	0.194	1.268	1.462
18:00-19:00	8	2700	0.065	0.222	0.287
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.476	5.563	11.039

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: d7a7e436-accd-4a89-8d42-a8be893419ac

Parameter Summary:

Trip rate parameter range selected:	1500 - 4775 (units: sqm)
Survey date date range:	20/11/2015 - 09/05/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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