



Chaldicott Barns Northern Expansion, Semley

Transport Assessment

September 2026

Chaldicotts Limited



**COMMERCIAL DEVELOPMENT
CHALDICOTT BARNs NORTHERN EXPANSION
SEMLEY**

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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COMMERCIAL DEVELOPMENT CHALDICOTT BARNS NORTHERN EXPANSION SEMLEY

TRANSPORT ASSESSMENT

Contents

1.	INTRODUCTION	2
2.	PLANNING POLICY	4
3.	BREEAM REQUIREMENTS	10
4.	EXISTING CONDITIONS.....	12
5.	PROPOSED DEVELOPMENT	16
6.	ACCESS ARRANGEMENT AND INTERNAL REVIEW	17
7.	TRAFFIC GENERATION	23
8.	HIGHWAY IMPACT.....	27
9.	SUMMARY AND CONCLUSION	30

Figures

Figure 1 – Site Location

Figure 2 – Site Context

Figure 3 – Unnamed Road/A350 Junction (Source: Google)

Figure 4 – Collision Data (Source: MAVRIC)

Figure 5 – 20-minute Cycle Isochrone Map

Figure 6 – Tokes Lane Emergency Access (Source: Google Maps)

Figure 7 – Internal Access Route

Figure 8 – Chaldicott Barns Site Access 2026 AM Data Distributions

Figure 9 – Chaldicott Barns Site Access 2026 PM Data Distributions

Tables

Table 1 – Industrial Unit TRICS Outputs

Table 2 – Chaldicott Barns Site Access Turning Count Data

Table 3 – A350/Unnamed Road Junction Turning Count Data

Appendices

Appendix A – Proposed Site Layout

Appendix B – Swept Path Analysis: 16.5m HGV

Appendix C – Internal Visibility Splays

Appendix D – Swept Path Analysis: Large Family Car

Appendix E – Swept Path Analysis: Car Parking Spaces

Appendix F – Swept Path Analysis: Refuse and Fire Vehicles

Appendix G – Industrial Unit TRICS Data

Appendix H – MCC Survey Data

- 1.6 Since the initial change of use consent, there have been a range of further minor approvals, primarily relating to the extension of existing building footprints, and the expansion and improvement of parking facilities, and a select number of applications relating to erections of further B2 general industrial units.
- 1.7 Paul Basham Associates have also prepared a Travel Plan (TP) in support of the application which should be read in conjunction with this report.
- 1.8 In support of this application, a site visit was conducted in May 2026 and Manual Classified Count (MCC) surveys were undertaken for both the existing site access to the Chaldicott Barns site and the junction to the west of the site with the A350. These are discussed in more detail later in the report.
- 1.9 The remainder of this report will review the current planning policy, existing conditions of the local area, local collision data records, set out the development proposals including parking provisions, demonstrate the access arrangements and internal movements and identify the likely highway impact.

2. PLANNING POLICY

2.1 The proposed development and supplementary reports have been prepared in accordance with national, regional and local policy, including:

- National Planning Policy Framework (NPPF) August 2026;
- Wiltshire Local Transport Plan 4 (LTP4) (2025);
- The Wiltshire Core Strategy (2015);

National Planning Policy Framework (NPPF)

2.2 The NPPF (August 2026) sets out the government's policies for plan-making and for making decisions on developments in England. The most recent August 2026 version replaces the previous December 2024 version. Designed to make the planning system less complex and more accessible, the NPPF gives greater responsibility to Local Authorities, and ensures the planning system helps '*contribute to the achievement of sustainable development, by managing the use and development of land in the long-terms public interest*'. As defined in NPPF Annex B: Glossary, a Transport Statement / Transport Assessment is '*A comprehensive and systematic process that considers and sets out transport issues relating to a proposed development, in the context of the vision for the scheme. It identifies measures required to support alternatives to the car such as walking, wheeling, cycling and public transport, and to promote accessibility and safety, together with measures that will be needed to deal with the anticipated transport impacts of the development*'. The following NPPF paragraphs are relevant to the proposed development:

S5: Principle of development outside of settlements

1. Only certain forms of development should be approved outside settlements, as set out in the following list. These should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework:
 - a. Development for: agriculture, horticulture and forestry; outdoor sport and recreation; allotments; cemeteries and burial grounds; mineral extraction and processing; engineering operations and infrastructure (including for transport, energy, water and telecommunications); roadside facilities in accordance with policy TR5; national defence and security; or which is solely for nature conservation, restoration and/or enhancement;
 - c. The reuse, extension, alteration or replacement of an existing building, provided that the existing building is of permanent and substantial construction, is lawful in planning terms, and any extension or alteration will not result in a disproportionate increase in size compared to the existing building. In the case of proposals for a replacement building, it should be for the same use and not disproportionately larger than the one it replaces;
 - d. The redevelopment of previously developed land (including a material change of use to residential or mixed-use including residential)

DP3: Key principles for well-designed places

2. To create well-designed places, development proposals should also reflect relevant aspects of the following principles, as appropriate to the nature of the development and its location:
 - d. Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport.

TR1: Vision-led approach to planning for transport

1. Sustainable transport should be considered from the earliest stages of plan making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plans strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:
 - a. Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils. This is so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take opportunities for prioritising and maximising sustainable movement across the area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvements Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed;
 - b. Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The Connectivity Tool should be used to inform the assessment and selection of sites for development alongside other relevant quantitative or qualitative evidence;
 - c. Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
 - d. Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure; and
2. Spatial development strategies and local plans may set thresholds for what constitutes a significant amount of movement arising from new development, based on the circumstances of their areas, for the purposes of applying policies TR3 and TR6.

TR2: Local Parking Standards

1. Development Plans should set local parking standards for residential and non-residential development, across the plan area or for specific sites or sub-areas, in a way which aligns with the transport vision for the plan and opportunities to promote sustainable transport.

TR3: Locating development in sustainable locations

1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:
 - a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;
 - b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;
 - c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;
 - d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and
 - e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.
2. The Connectivity Tool should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.

TR4: Street design, access and parking

1. To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:
 - a. Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;
 - b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;
 - c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:
 - i. Minimise the scope for conflict between pedestrians, cyclists and vehicles;
 - ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and
 - iii. Avoid unnecessary street clutter.
 - d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and
 - e. Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.
2. The principles set out in national design guidance should be used to inform how this policy is applied.

TR6: Assessing transport impacts

1. Development proposals that are likely to generate significant amounts of movement should be supported by:
 - a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and
 - b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.
2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).
3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).
4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

Wiltshire Local Transport Plan 4 (LTP4) March 2025

- 2.3 The fourth WC Local Transport Plan (LTP) was adopted in March 2025. It sets out Wiltshire's Strategic transport objectives, setting out a range of overarching aims, as well as specific policies in order to achieve their long-term vision of *"a safe and connected transport system which protects the county's unique built, natural and historic environment, making this accessible for all, supports economic growth across Wiltshire's communities and contributes to a low carbon future."*
- 2.4 These objectives predate the latest version of the NPPF, which was published in August 2026. However, this Wiltshire LTP remains current policy and many of the objectives and themes presented within it are included within the latest NPPF document. Therefore, these objectives must be considered alongside this 2026 edition.
- 2.5 LTP4 sets out policy based on four key areas:

Key Policy Areas

- Avoid (A): Avoid unnecessary travel – giving people the choice to reduce the number and length of car trips needed through promoting digital connectivity, locating services, jobs and other destinations within closer reach and combining journeys.
- Shift (S): Shift to more sustainable modes of transport – providing better and more accessible options for travel via active travel, public and shared transport.
- Improve (I): Improve vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.
- Support (SU): Support and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

(Wiltshire Council LTP4 Executive Summary pg. 5)

- 2.6 Of the policies set out within WC's LTP4, the following are most relevant to, and have informed the writing of, this TA:
- Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most.
 - Policy SU1: Empower People with the Skills, Knowledge and motivation they need to safely access more sustainable and healthier transport.
- 2.7 Part of the range of policy documents produced alongside WC's LTP4 includes the Rural Areas sub-strategy. This sets out 6 specific objectives to support the delivery of WC's LTP4 in rural areas:
- Objective 1 - To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.
 - Objective 2 - To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.

- Objective 3 - To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.
- Objective 4 - To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations
- Objective 5 - To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.
- Objective 6 - To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.

The Wiltshire Core Strategy (2015)

2.8 The Wiltshire Core Strategy (2015) is the latest available strategic planning policy for Wiltshire and covers the period up to 2026. Whilst it is noted that this is now the current year, there is no updated strategy to consider at present, albeit a new local plan is being prepared as of August 2026.

2.9 There are a number of key principles which underpin the strategy to help build more resilient communities. These include, but are not limited to:

- *Providing for the most sustainable pattern of development that minimises the need to travel and maximises the potential to use sustainable transport;*
- *Working towards lowering Wiltshire's carbon footprint through the appropriate location of development; and*
- *Protecting and planning for the enhancement of the natural, historic and built environments, including maintaining, enhancing and expanding Wiltshire's network of green infrastructure to support the health and wellbeing of communities.*

2.10 In order to deliver the vision for Wiltshire, six strategic objectives have been developed. Strategic objective 6 – 'ensuring that adequate infrastructure is in place to support our communities', places emphasis on ensuring that essential infrastructure is delivered as required by Core Policy 3 – Infrastructure Requirements. Of particular relevance to this TA are the following policies:

Core Policy 60: Sustainable Transport

The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

This will be achieved by:

- i planning developments in accessible locations

- ii promoting sustainable transport alternatives to the use of the private car
- iii maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community
- iv promoting appropriate demand management measures
- v influencing the routing of freight within and through the county
- vi assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.

(Wiltshire Core Strategy pg. 295)

Core Policy 61: Transport and new development

New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

As part of a required transport assessment, the following must be demonstrated:

- i That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:
 - a. Visually impaired and other disabled people
 - b. Pedestrians
 - c. Cyclists
 - d. Public transport
 - e. Goods vehicles
 - f. Powered two-wheelers
 - g. Private cars.
- ii That the proposal is capable of being served by safe access to the highway network.
- iii That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.

Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

(Wiltshire Core Strategy pg. 296)

3. BREEAM REQUIREMENTS

- 3.1 This section of the TA confirms how criteria within the BREEAM New Construction Version 7 have been met for TRA 01 and TRA 02 chapters. Overall, a total of 8 credits out of a possible 12 are sought under TRA 01 and TRA 02.

Criteria TRA 01

- 3.2 Under TRA 01: Transport Assessment and Travel Plan, 2 credits are sought for the preparation of this TA and the submission of the accompanying TP which is written with support and input from the client. These reports promote the sustainable and active travel opportunities associated with the site, and identify measures, targets and a monitoring plan to reduce the impact of the commercial development on the local road network.
- 3.3 In relation to TRA 01, the accessibility of the site would need to be calculated using the Accessibility Index calculator. However, this credit is not targeted given the unique rural location of the site and that it meets the needs of the end user given their business operations.
- 3.4 Therefore, in accordance with TRA 01, this TA includes the following:
- Existing and future travel patterns of the site
 - The local cycling environment
 - Disabled access
 - Current cyclist facilities

Criteria TRA 02

- 3.5 Under TRA 02 a total of 6 credits are sought. These are sought under Assessment Options (AO):
- AO 4
 - 1 Credit - EV charging infrastructure requirements apply exclusively to the parking spaces associated with the assessed building. At least 30% of total parking spaces must have EV charging infrastructure comprising:
 - **At least 10% active EV charging:** A minimum of 10% of the total parking spaces must have fully operational EV charging points providing a minimum capacity of 7 kW.
 - **Remaining 20% as passive EV charging:** The remainder of the 30% requirement must have the necessary infrastructure (e.g., cable routes, electrical supply) to support future demand.
 - 22 active and 17 passive EV spaces are proposed.

- AO 5
 - Set up a car sharing group or facility to facilitate and encourage building users to car share
 - Raise awareness of the sharing scheme with marketing and communication materials.
 - Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development.
 - Locate priority parking spaces nearest the development entrance used by the sharing scheme participants (1 Credit)
- AO 7
 - Install compliant cycle storage spaces to meet the minimum levels set out in Table Table 7.8 as detailed within the BREEAM V7 manual (1 space per 10 staff) (1 Credit)

3.6 The BREEAM consultant on the project also identifies that credits are sought for new enhanced amenity and a bike repair station. Further details on these credits are given within their documents.

4. EXISTING CONDITIONS

Site and Surroundings

- 4.1 The wider Chaldicott Barns site covers approximately 64.63 acres (26.15 hectares) in total and was formerly used as a dairy farm, before being converted into a strategically important multi-use employment site. The application site, extending to 4.57 acres (1.85 hectares), previously consisted of woodland but this has been cleared via a felling licence as a consequence of ash die back. The application site location is such that it is bordered by open storage commercial uses to the north, woodland to the east and west and the remainder of the Business Park to the south. In terms of its strategic location, the site is situated 950m from the A350. The application site and its surroundings are demonstrated in Error! Reference source not found..

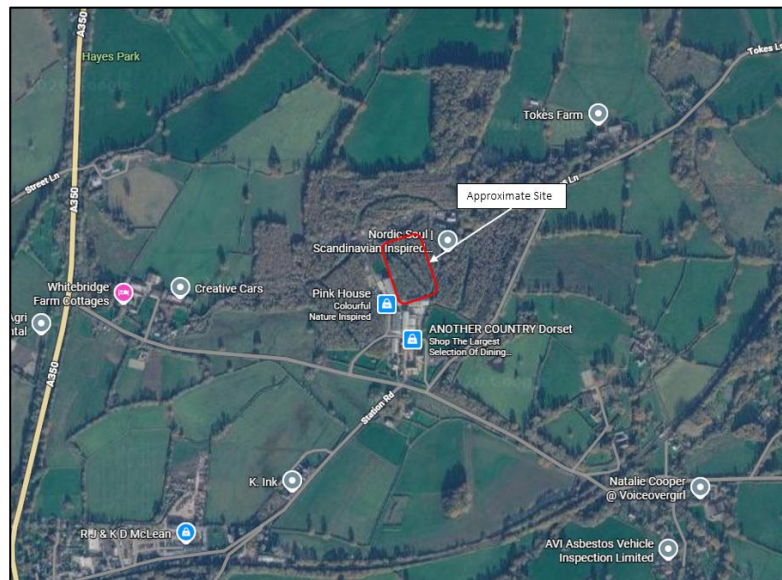


Figure 2: Site Context

Local Road Network

- 4.2 The site forms part of the wider Chaldicott Barns business park, for which access fronts onto an unnamed road. Whilst there are three access locations for the wider site, the western access (also known as Chaldicott Barns Entrance 1) would provide the vehicular access to the proposed unit. The unnamed road conditions and the existing western access are shown in **Photographs 1** and **2**.



Photograph 1: Unnamed Road Conditions



Photograph 2: Chaldicott Barns Entrance 1

- 4.3 The unnamed road, which runs east to west from the village of Semley to the A350, is subject to the national speed limit (60mph) and measures c. 5m in width at the location of the Chaldicott Barns Entrance 1 access to the site, which is sufficient (in accordance with Manual for Streets (MfS) design guidance) to accommodate a car and an HGV simultaneously.
- 4.4 The unnamed road adjoins to the A350 to the west of the site access in the form of a priority junction, before which the speed limit reduces to 50mph. The junction is sufficiently wide enough to accommodate HGV manoeuvres, with large corner radii and a width of circa 45m at the 'give-way' markings. The existing conditions of this junction are shown in **Figure 3**.



Figure 3: Unnamed Road/A350 Junction (Source: Google)

Strategic Road Network

- 4.5 As aforementioned, the site access is situated circa 950m east of the A350. The A350 is a key route in the local area given that it connects to the A35 to the south and to the A303 (and beyond to the M4) to the north. The location of the site therefore in relation to the strategic road network supports the land

uses sought through this application and will ensure there is minimal impact through neighbouring rural villages by HGVs.

Collision Data

- 4.6 Personal Injury Accident (PIA) data has been obtained for the latest available 5-year period from the DfT's Mapping Application for Visualising Road Injury Casualties (MAVRIC) to identify if there are any existing safety concerns on the local or strategic road network that should be considered by the proposed development. The data has therefore been obtained for the 5-year period between 1st January 2021 and 31st December 2025 and is shown in **Figure 4**.

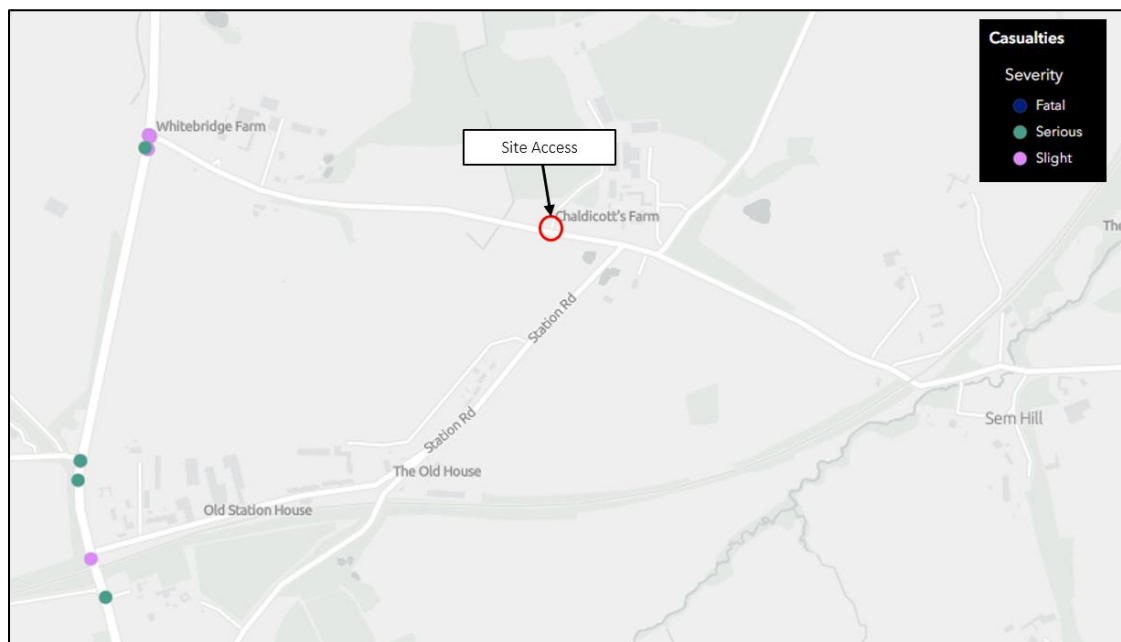


Figure 4: Collision Data (Source: MAVRIC)

- 4.7 The results presented in **Figure 4** show that there have been no incidents recorded at the site access junction or within the village of Semley within this period. At the junction of the unnamed road and the A350, 3no. incidents have been recorded; of which 2no. were classed as 'slight' in nature and 1no. classed as 'serious'.
- 4.8 Whilst any accident is regrettable, a total of 3 incidents at a junction of an A-road, which typically experiences high levels of traffic, across a 5-year period does not suggest that there is any existing highway safety concern that could be exacerbated by the development proposals or presents a safety concern for future site users. Therefore, the scheme is in accordance with Policy TR6 (3 & 4) of the NPPF in regard to highway safety.

Local Accessibility

- 4.9 The nature of the site and the context in which it lies must be taken into consideration. Therefore, being a business park with a primary focus on manufacturing located in the rural extents of Wiltshire, there are limited opportunities in relation to sustainable travel opportunities.
- 4.10 That said, the site is located within a 20-minute cycle of a number of residential villages, including Semley, Motcombe, East Knoyle and Shaftesbury, as shown in **Figure 5**. Opportunities to encourage cycling as a primary mode of transport for site users is therefore not unrealistic and will be accompanied by a range of hard and soft BREEAM compliant measures to encourage cycling, as set out in **Chapters 3**.

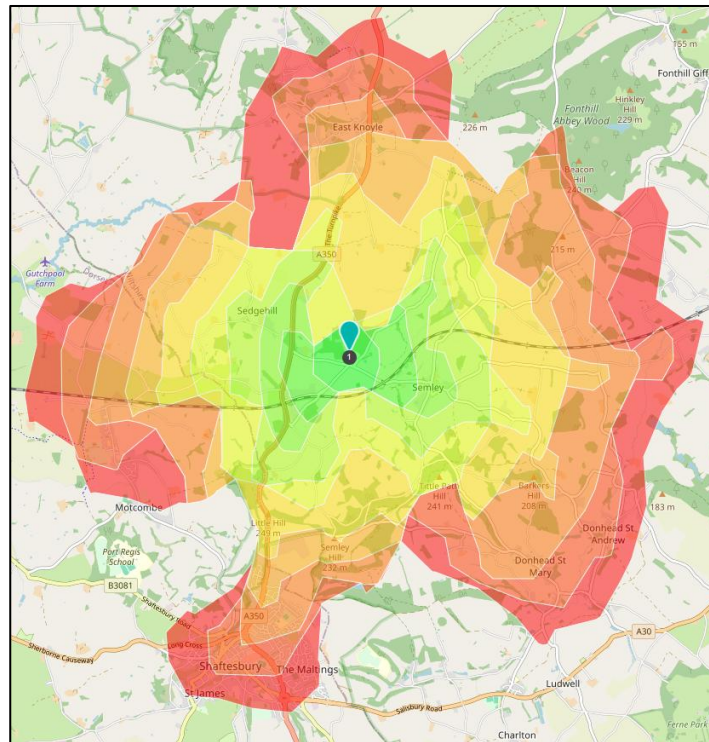


Figure 5: 20-minute Cycle Isochrone Map

- 4.11 In addition, there are opportunities to encourage car sharing amongst employees. This extends to not only those associated with the proposed site itself, but also as part of the wider business park. Opportunities to increase the level of car sharing primarily amongst employees are set out within the accompanying TP.

5. PROPOSED DEVELOPMENT

- 5.1 The application seeks full planning consent for a single building of gross floor area (GFA) totalling 7,448sqm. This building will predominately be used within the planning use classes B2, with ancillary uses falling within use classes Eg(ii) and B8.
- 5.2 The site layout shown in **Appendix A** demonstrates that this new building will be located to the northeast of the existing industrial units.
- 5.3 The intended future occupier of the proposed unit already operates on the wider Chaldicott Barns site. The proposed new unit will serve (at its peak operation) 240 new members of staff across a 24hr period. It is anticipated that these 240 members of staff will work in shifts, with an expected pattern of three 8-hour shifts over this 24-hour period. This would result in a maximum of 80 staff on site at any one time (except for brief shift change-over periods). The shift patterns are anticipated to be 08:00-16:00, 16:00-00:00 and 00:00-08:00, therefore the majority of staff will avoid the traditional network peak periods for commuting.
- 5.4 As is the case presently, it is anticipated that all of these staff will be from the wider locality and within 50 miles commuting circumference.

6. ACCESS ARRANGEMENT AND INTERNAL REVIEW

Chaldicott Barns Junction

- 6.1 The site will be accessed via Chaldicott Barns Entrance 1, which currently provides the principle access to the wider Business Park. The access is provided in the form of a simple bellmouth junction with an access road, measuring c.7m in width. Visibility from the site access is clear of obstruction, with vegetation maintained to below 600mm in height or outside the visibility splays altogether.
- 6.2 The existing visibility from the Chaldicott Barns/unnamed road junction is shown in **Photographs 3** and **4**, with the internal access road shown in **Photograph 5**.



Photograph 3: Primary Direction Visibility



Photograph 4: Secondary Direction Visibility



Photograph 5: Internal Access Road

- 6.3 Given this access currently serves a range of businesses the access is wide and suitable to accommodate a range of large vehicles. The largest vehicle anticipated to access the proposed new unit is a 16.5m

fully articulated HGV which is typical of the site's existing user requirements. Therefore, no vehicle tracking has been undertaken of Chaldicott Barns entrance 1.

Emergency Access

- 6.4 Emergency access to the site is provided via two priority junctions from Tokes Lane to the east of the site. The first of these is located c.10m north of the junction between Tokes Lane and the unnamed link road, and is shown in **Figure 6**, with the second a further c90m north of this junction. This access is currently gated and a mechanism to manage movements into the site from Tokes Lane will remain in place to ensure this is only used in case of emergency where the main access to the site is not available. A further access from the unnamed road via the retail entrance to the wider site can also act as a further emergency access should this ever be required.



Figure 6: Tokes Lane Emergency Access (source: Google Maps)

Internal Routing

- 6.5 Within the wider site boundary, the access road that runs through the Business Park maintains a width of circa c.7m. The road routes round to the left (west of the site) and extends from the existing bellmouth entrance via the unnamed road through to the northern extent of the Business Park, where a dog agility/training area, is accessed as well as other industrial/commercial uses in the north and northeast that exist as part of the wider site. The existing conditions of the route are shown in **Photographs 7 and 8**.



Photograph 7: Internal Route Traversing Left



Photograph 8: Internal Road Past Niwaki

- 6.6 Tracking has been undertaken to demonstrate that even with vehicles in the parking along the existing business units (**Photograph 7**), HGV access is not restricted. This is included in **Appendix B**.

Internal Site Access

- 6.7 As shown on the site layout included in **Appendix A**, the access to the new unit would primarily be achieved to the west of the building, with vehicles heading north past Unit 16 before entering the site via a new access to the immediate south of the dog training centre. The route from the highway to the site is illustrated in **Figure 7**. The access from the internal road network of Chaldicott Barns into the application site is proposed in the form of a bellmouth junction, with 11m radii and a width of 18.7m. This access road then continues east towards the unit with width of 7.3-7.6m, before passing through the security access gate to the further industrial/commercial area to the north. This design considers the existing arrangement and access requirements for Niwaki (building 15 & 16), whilst also ensuring safe and suitable access is provided for the new units. Tracking of the access is included in **Appendix B**.



Figure 7: Internal Access Route

- 6.8 Visibility from this access has been demonstrated to 18m, to accord with a 15mph design speed. Given the existing characteristics of this area, this is considered suitable. Internal visibility splays are shown in **Appendix C**.

Internal Layout

- 6.9 The internal access road continues past the unit, along its northern, and eastern boundary, before widening to form a large turning area and terminating along the east of the building. This access road narrows to 5.5m. Swept path analysis of a car traversing along the internal roads as well as turning and exiting the site can be seen in **Appendix D**.

HGV Access

- 6.10 There are three loading bays attached to the building, which will be served by a 16.5m articulated vehicle. Two of these are on the building's northwestern boundary, adjacent to one another, with the third being located on the southeastern corner, and is accessed via the aforementioned internal road that runs along the building's northern and eastern boundaries. The location of these loading bays can be seen on the site plan attached in **Appendix A**.

- 6.11 Swept path analysis has been undertaken demonstrating a 16.5m HGV accessing the site and utilising the internal access roads to reverse into each loading bay and exit in forward gear. At the northern loading bays that are adjacent to one another, this swept path analysis also demonstrates that a HGV can access each bay when the other is occupied. It should be noted that to access the northernmost bay, an HGV would be required to first pass by the loading bay, turn at the turning head and then approach the loading bay from the east. Given that this section of the access road only serves the turning head and one additional loading bay, this manoeuvre will be achievable and will not impact the day-to-day operation of the site.
- 6.12 This swept path analysis demonstrating the access arrangement for a 16.5m articulated vehicle is included in **Appendix B**.

Parking Proposals

Car Parking

- 6.13 The scheme proposes 128 parking spaces, at various locations around the site. The locations of these parking spaces can be seen within the site plan in **Appendix A**. Of these 128 parking spaces, 6 are for disabled users.
- 6.14 These 128 spaces will also include 22 Electric Vehicle (EV) charging spaces and 9 Dedicated Car Sharing Spaces, in line with BREAAAM Criteria TRA 02; infrastructure capacity for a further 17 EV points is also to be provided for.
- 6.15 Given that the maximum number of staff onsite at any one time is 80 (barring brief periods of shift changeover), this 128 parking spaces is adequate to accommodate the parking demand for the scheme, especially given Wiltshire Council's Parking Standards in their 2015 Car Parking Strategy Document state that non-residential developments have maximum parking standards rather than minimum. There may be some level of disruption within the car park during shift changeover, but this will be contained within the red line of the site and therefore will not disrupt the operation of the local road network.
- 6.16 Swept path analysis demonstrating a car accessing a selection of these spaces has also been conducted, with this attached in **Appendix E**.

Cycle Parking and Facilities

- 6.17 The site proposes 18 secure cycle parking spaces, with 4 of these also being equipped with electric bike charging points. Given that the maximum number of staff on site at any one time will be 80 (with the potential there may be additional staff at shift changeover) this cycle parking provision meets the level

set out within BREEAM Criteria TRA A07 of 1 parking space for every 10 member of staff, encouraging future employees to travel to the site via bicycle.

- 6.18 As highlighted in **Chapter 3**, existing BREEAM Compliant cycle facilities are provided on the wider Chaldicott Barns site including showers and changing facilities, Future users of the site will have access to these facilities and be made aware that they are available. A bike repair station will also be provided, with basic tools to further support users of the site who choose to cycle.
- 6.19 These facilities will be promoted and staff will be supported through the use of these facilities, with the measures proposed to support this outlined in the accompanying TP.

Fire and Refuse Access

- 6.20 Bin collection will take place on the building's central eastern flank, adjacent to the southern loading bay with a row of bins shown on **Appendix A**, indicating the bin collection point location. A refuse vehicle will utilise the same route to access this bin collection point as the HGV would use to access the southern loading bay. Similarly, it will also turn on site at the southeasterly turning point before exiting the site in forward gear. Given the location of these bins right by the turning area and loading bay, any future refuse collection drag distances will be minimised to be below the maximum 10m for EuroBins.
- 6.21 Swept path analysis of a refuse vehicle undertaking this manoeuvre can be seen in **Appendix F**.
- 6.22 A fire tender will be able to access all corners of the building by utilising the road around the building's western, northern and eastern perimeter. Swept path analysis of a fire tender utilising these perimeter roads and turning on site has been conducted and can also be seen in **Appendix F**. Additionally, in order to ensure that the southeastern corner of the unit can be accessed by a fire hose, a fire tender will be able to park in the hardstanding associated with the unit directly southwest of the new unit and utilise a stepped access between the two sites.

7. TRAFFIC GENERATION

- 7.1 Due to the specialist nature of the intended future occupant of the proposed new unit on site and the fact they already occupy space within the wider Chaldicott Barns site, a first principles approach has been adopted to forecast the vehicle trip impact of the proposals using information from the client.

First Principles

- 7.2 As outlined previously, during peak operation there will be up to 240 members of staff associated with the proposed new unit. These staff members will operate across three shifts, with an even split of 80 staff members across shift patterns of 08:00-16:00, 16:00-00:00 and 00:00-08:00.
- 7.3 These shift patterns generally avoid the need for staff to travel to and from work during the network traffic peak periods of 08:00-09:00 and 17:00-18:00, with the only trips within either of these periods likely to be staff working the 00:00-08:00 shift leaving at the end of their shift between 08:00-09:00. If a worst-case scenario is accounted for where all members of staff drive to the site individually, this would mean a maximum of 80 vehicle trips would be generated by the development between 08:00-09:00.
- 7.4 For a robust assessment, if it is assumed that every member of staff drives to the site in a single occupancy vehicle there would be 160 vehicles associated with each shift changeover, with 80 arriving to start their shift and 80 departing at the end of their shift. Given the anticipated 50-mile radius of staff commuting distance, these trips are anticipated to occur solely in the hour before a shift begins and an hour after a shift ends. Therefore, the operation of the site would result in a maximum of 80 one-way vehicle trips between 07:00-08:00 (80 arriving), 08:00-09:00 (80 departing), 15:00-16:00 (80 arriving), 16:00-17:00 (80 departing), 23:00-00:00 (80 arriving) and 00:00-01:00 (80 departing).
- 7.5 The dispersal of these trips across a day means that the impact of the proposed development on the local highway network is anticipated to be negligible even in a worst-case scenario where every trip is undertaken by a single occupancy vehicle. However, this situation is highly unlikely to ever materialise as a result of measures proposed by the intended future occupier.
- 7.6 Given the rural nature of the site, the nearest railway stations are located in Tisbury (c.8km northeast from the site) and Gillingham (c.11.5km southwest), with both stations benefitting from a regular service to and from London Waterloo, Salisbury, Yeovil and Exeter. The client has confirmed that the intention is to provide a shuttle bus service to take staff members who travel by train to and from the site. This will reduce the number of private vehicle trips associated with the proposed development and more details of the operation of this service are included within the supporting Travel Plan. The client

is satisfied that this can be secured via a S106 agreement or similar mechanism, with a servicing plan to be provided at an appropriate stage.

- 7.7 It is also anticipated that staff will commute to the site from similar destinations given the specialist nature of the site. Car sharing will therefore be promoted for staff living in similar locations to further reduce single occupancy car trips associated with the site.
- 7.8 Information has also been provided by the intended future occupier regarding the vehicle trips generated by deliveries associated with the proposed development use. These are inconsistent on a daily basis, however across a week there is consistency with the type and number of delivery vehicles generated by the site. Across a week there is anticipated to be a total of 36 vehicle trips associated with deliveries, with 2 of these articulated lorries, 4 ridge lorries and the remaining 30 vans. This equates to an average of 5 trips per day across a 7-day week, with deliveries anticipated to occur outside of network peak periods.

TRICS

- 7.9 For the purposes of comparison, the industry standard TRICS database has been used to obtain a forecast trip rate for the proposed unit. Whilst the operation of the intended future occupier is known, the purpose of this comparison is to demonstrate the potential traffic generation of the proposed new unit were it not to be occupied by the intended future occupier.
- 7.10 Whilst the nodal split of the 7,448 sqm floorspace has been presented for the intended future occupier in **Table 1**, to assess the potential traffic generation of the proposed unit it is considered that the industrial unit parameter on TRICS is the most representative. Therefore, this is the use class that has been applied to the total 7,448sqm unit. The TRICS parameters selected are as follows:
- Land use – ‘Employment’ – ‘Industrial Unit’
 - 4,000-8,000sqm GFA
 - Weekday Survey Only
 - Location Type – ‘Edge of town’
- 7.11 The trip rates and resultant trip generation is set out in **Table 2**, with the full outputs attached as **Appendix G**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per 100sqm	1.216	0.204	0.079	0.904	9.355
Trip Generation (7,448sqm)	91	15	6	67	697

Table 1: Industrial Unit TRICS Outputs

- 7.12 As shown in **Table 1**, a 7,448sqm industrial unit on this site would be anticipated to generate 106 two-way vehicle trips in the AM peak, 73 in the PM peak and 697 across a day. These trip rates include for deliveries and servicing. From this, it is clear that the impact of the intended future occupier operating from the unit will be far less than an industrial unit of the same size.

8. HIGHWAY IMPACT

- 8.1 Despite the increase in floor area proposed through this application, as set out within this report, the majority of the commercial space is for industrial activities, and therefore doesn't correlate with a significant increase in vehicle traffic.
- 8.2 To evidence this, the proportionate impact of the proposed development has been considered on the local highway network, with a focus on the A350/unnamed road junction to the west of the site.
- 8.3 In order to understand the existing traffic generation of the various uses that utilises the western access of the Chaldicott Barns site and understand travel patterns, a turning count survey was undertaken at the site access. The survey was conducted on Thursday 14th May 2026 between the hours of 0700 – 1000 and 1600 – 1900. A summary of the number of vehicles surveyed on each link at the site access is presented in **Table 2**, with the full data included in **Appendix H**.

Arm	AM Peak Hour Flows in PCUs (0800 – 0900)	PM Peak Hour Flows in PCUs (1615 – 1715)
Unnamed Road (West)	212	141
Chaldicott Barns Entrance 1 (North)	62	53
Unnamed Road (East)	162	98

Table 2: Chaldicott Barns Site Access Turning Count Data

- 8.4 To assess the actual vehicle movements recorded arriving and departing Chaldicott Barns Entrance 1, the turning count data has been used to prepare a distribution diagram. This is shown below in **Figures 8 and 9** for the AM and PM data respectively.

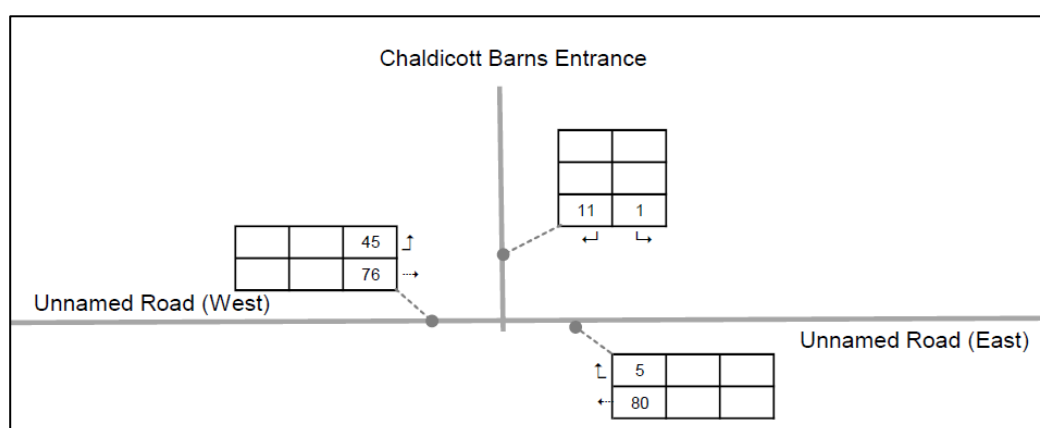


Figure 8: Chaldicott Barns Site Access 2026 AM Data Distributions

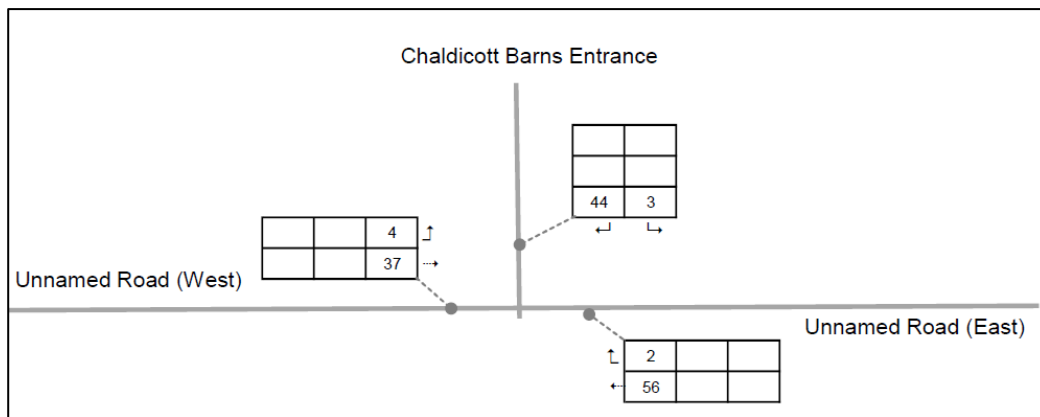


Figure 9: Chaldicott Barns Site Access 2026 PM Data Distributions

- 8.5 **Figures 8 and 9** show that the traffic flows through the junction are typically higher during the AM peak hour than the PM peak hour, which is to be expected given the nature of the area in general and specifically the uses on site are predominately commercial uses. The data also demonstrates that the AM peak hour for the site access is 08:00-09:00, with the PM peak 16:15-17:15.
- 8.6 The data presented in **Figure 8** also shows that circa 90% of traffic arrives to the site from the west, whilst 90% of traffic departing the site also travels to the west. In the PM (**Figure 9**), over 90% of traffic departs to the west, whilst the arrivals are a 66%/33% split between the west and east respectively.
- 8.7 With consideration to the above, it is not unreasonable to assume that the new staff associated with the proposed development site would route in a similar way to the existing traffic movements, and therefore that equates to the following:
- 72 arrivals from the west and 8 arrivals from the east in the AM peak period
 - 72 departures to the west and 8 departures to the east in the PM peak period
- 8.8 In order to avoid routing through the village of Semley, staff will also be encouraged to travel to and from work via the A350 so it is likely that closer to 100% of trips will come from and depart to the west. However, for the purposes of this assessment, the 90% figure has been used.
- 8.9 To identify the likely impact of these vehicle trips on the operation of the strategic road network, an assessment has been undertaken using turning count data obtained in May 2026 for the unnamed road/A350 priority junction. A summary of the data is presented in **Table 3**, with the full data included in **Appendix H**.

	AM Peak Hour Flows in PCUs (0800-0900)	PM Peak Hour Flows in PCUs (1700 – 1800)
A350/Unnamed Road	1,091	1,062

Table 3: A350/Unnamed Road Turning Count Data

- 8.10 These surveys show that in total two-way 1,091 vehicles pass through the A350/unnamed road in the AM peak and 1,062 in the PM peak. As outlined, the proposed development is anticipated to route 72 vehicle trips through this junction in the AM peak and none in the PM peak. Based on the survey data, 72 trips through this junction would represent only a 7% increase in vehicle trips at this junction in the AM peak, whilst there would be no impact in the PM peak. 72 trips through a strategic junction such as the one between the A350 and the unnamed road would not have a severe adverse impact as per Policy TR6 (Paragraph 4) of the NPPF.
- 8.11 Whilst the intended future occupier is known, even if the unit was to be occupied by a more generalised employment user, use as per the TRICS assessment outlined in Section 7, the proportional impact on the A350/unnamed road junction would be 9% in the AM peak and 6% in the PM peak when 90% of the trips are routed west from the site. This demonstrates that even if the intended future occupier did not occupy the site and the use was instead a more generic industrial unit that this would also not have a severe adverse impact as per the NPPF.

9. SUMMARY AND CONCLUSION

- 9.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Chaldicotts Limited to support a full planning application for the *'Erection of a building amounting to 7448sqm GIA (Use Classs B2) with associated facilities, access with security, parking, hard and soft landscaping, drainage and associated works'*.
- 9.2 This TA has been produced in accordance with the National Planning Policy Framework (NPPF) (August 2026), the Wiltshire Local Transport Plan 4 (LTP4) March 2025 and The Wiltshire Core Strategy (2015).
- 9.3 The criteria within the BREEAM New Construction Version 7 have been met for chapters TRA 01 and TRA 02, with a total of 8 credits out of a possible 12 sought for the proposed development.
- 9.4 The application site is located c. 1km west of the rural village of Semley and c. 950m east of the A350 and forms part of the wider Chaldicott Barns multi-use employment site. The application site measures approximately 4.71 acres (1.85) hectares and is bordered by woodland/commercial uses to the north, woodland to the east and west and the remainder of the business park to the south.
- 9.5 A review of PIA data obtained from MAVRIC did not identify any road safety patterns or concerns in the context of Policy TR6 (4) of the NPPF.
- 9.6 The site will be accessed via the existing western Chaldicott Barns Entrance 1. This is a simple bellmouth junction with an access road measuring c.7m in width which currently provides access to the existing Unit 9, as well as a number of other businesses on the Chaldicott Barns site.
- 9.7 Once on the Chaldicott Barns site, access to the application site is proposed in the form of a bellmouth junction with 11m radii and a width of 18.7m immediately south of the existing dog training centre. This access road then continues east towards the unit with width of 7.3-7.6m, before passing through the security access gate. This design considers the existing arrangement and access requirements for Niwaki, whilst also ensuring safe and suitable access is provided for the new unit. Visibility left out of the access has been demonstrated to accord with a 15mph design speed, whilst tracking has been demonstrated for an HGV, refuse vehicle and fire tender.
- 9.8 Within the internal layout of the site, vehicles associated with staff parking and deliveries and servicing will utilise different routes. This route is the same from the access to the proposed development site until the point at which there is an internal security gate. Vehicles associated with deliveries and servicing will enter through this gate and use an internal access road that continues past the unit along its northern and eastern boundary before widening to form a large turning servicing yard and turning

area. For staff parking there is a separate route that runs parallel to the delivery and servicing route that provides access to the parking to the east of the unit, as well as a parking area on the west of the unit that is accessed prior to the security gates. Vehicle tracking of cars, HGVs, refuse and fire vehicles has all been demonstrated for the internal layout of the site.

- 9.9 The scheme proposes 128 parking spaces, with 6 of these for disabled users. Given that the maximum number of staff onsite at any one time is 80 (barring brief periods of shift changeover), 128 parking spaces is considered adequate to accommodate the parking demand for the scheme, especially given Wiltshire Council's Parking Standards in their 2015 Car Parking Strategy Document state that non-residential developments have maximum parking standards rather than minimum.
- 9.10 The site proposes 18 secure cycle parking spaces, with 4 of these also being equipped with electric bike charging points. Given that the maximum number of staff being on site at any one time is 160 (at shift changeover, and is more commonly going to be 80), this cycle parking provision meets the level set out within BREEAM Criteria TRA A07 of 1 parking space for every 10 member of staff, encouraging future employees to travel to the site via bicycle.
- 9.11 Given the specialist nature of the intended future occupier and the fact they already operate from within the wider Chaldicott Barns site, a first principles approach to forecast traffic generation has been adopted. At peak operation the proposed unit will have up to 240 members of staff, with these split across three shifts. The shifts are anticipated to be 08:00-16:00, 16:00-00:00 and 00:00-08:00, with 80 members of staff on each shift. These shift patterns generally avoid the need for staff to travel to and from work during the network traffic peak periods of 08:00-09:00 and 17:00-18:00, with the only trips within either of these periods likely to be staff working the 00:00-08:00 shift leaving at the end of their shift between 08:00-09:00. If a worst-case scenario is accounted for where all members of staff drive to the site individually, this would mean a maximum of 80 vehicle trips would be generated by the development between 08:00-09:00.
- 9.12 Whilst the intended future occupier is known, for robustness, a vehicle trip rate has also been obtained using the TRICS database to understand the potential traffic generation of an industrial unit of this size. This showed that this would be forecast to generate a total of 106 vehicle trips in the AM peak and 73 in the PM peak. This demonstrates a slightly higher traffic impact to the intended future occupier in the AM peak, whilst the intended future occupier would generate no trips in the PM peak compared to 73 for a more generalised industrial unit of this scale. This highlights that the proposals would result in less of a traffic impact than a generic industrial unit of the same scale but also that the impact of an industrial unit of this scale would also be negligible on the local highway network.

- 9.13 As set out in more detail in the Travel Plan that should be read in conjunction with this TA, the intended future occupier will encourage car sharing for staff commuting from similar locations and a shuttle bus service to the local rail stations of Tisley and Gillingham will also be provided. Therefore, in reality, the number of vehicle trips associated with each shift should be far lower than 80.
- 9.14 There will also be vehicle trips generated by the proposed development associated with deliveries and servicing given the nature of the use. The number of trips generated will be inconsistent on a daily basis, however the intended future occupier has confirmed that across a week there are forecast to be a total of 36 vehicle trips associated with deliveries, with 2 of these articulated lorries, 4 ridge lorries and the remaining 30 vans. This equates to an average of 5 trips per day across a 7-day week, with deliveries anticipated to occur outside of network peak periods. Therefore, the impact of these trips on the local highway network will be negligible.
- 9.15 In order to assess the impact of the proposed development on the local highway network, MCC surveys were undertaken at the western Chaldicott Barns site access and the A350/Unnamed Road junction. The survey at the site access has been used to determine the existing trip distribution to and from the wider site to apply to the proposed application site. This showed that 90% of vehicles travel from the west to the site and again to the west from the site, therefore using the A350/unnamed Road junction. When this distribution is applied to the 80 members of staff that would travel within the network AM peak period (i.e. those leaving at the end of the 00:00-08:00 shift), this would route 72 vehicles through this junction.
- 9.16 The MCC survey at the A350/unnamed Road junction was used to understand the existing traffic conditions at this junction to determine the proportional impact of the proposed development. This survey showed that in the AM peak period a total of 1,091 vehicles passed through the junction. When the 72 trips from the proposed development are routed through this junction, this would represent a 7% increase in vehicle trips. In the PM peak the survey showed that 1,062 vehicles passed through the A350/unnamed road junction, whilst the shift patterns of the proposed development would mean that no vehicle trips would be produced between 17:00-18:00. As such, the proportional impact in the PM peak is 0%. An absolute maximum of 72 vehicle trips (likely to be less in reality due to car sharing and shuttle bus) through a strategic junction such as the A350/unnamed road junction would not have a severe adverse impact on the operation of the local highway network as per Policy TR6 (4) of the NPPF.
- 9.17 Therefore, we ask Wilshire Council to look favourably upon the proposed development in terms of highways, and particularly in reference to the NPPF (referenced Policies within TR1, TR3, TR4, TR6 and TR8, Wilshire Local Transport Plan 4 and The Wilshire Core Strategy.

Appendix A

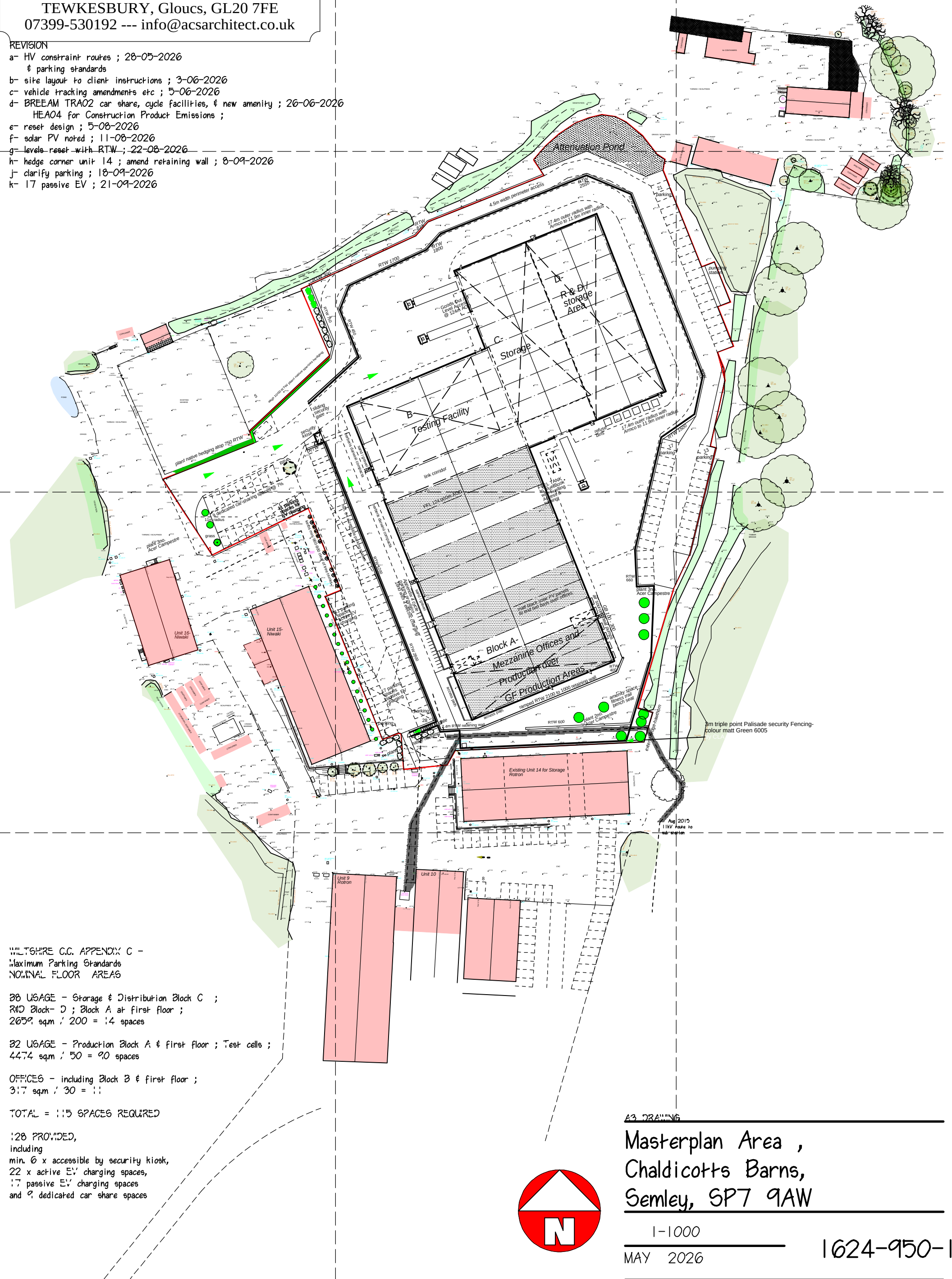


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REVISION

- a- HV constraint routes ; 28-05-2026
£ parking standards
- b- site layout to client instructions ; 3-06-2026
- c- vehicle tracking amendments etc ; 5-06-2026
- d- BREEAM TRA02 car share, cycle facilities, £ new amenity ; 26-06-2026
HEA04 for Construction Product Emissions ;
- e- reset design ; 5-08-2026
- f- solar PV noted ; 11-08-2026
- g- levels reset with RTW ; 22-08-2026
- h- hedge corner unit 14 ; amend retaining wall ; 8-09-2026
- j- clarify parking ; 18-09-2026
- k- 17 passive EV ; 21-09-2026



WILTSHIRE C.C. APPENDIX C -
Maximum Parking Standards
NOMINAL FLOOR AREAS

B8 USAGE - Storage & Distribution Block C ;
R&D Block- D ; Block A at first floor ;
2659 sqm / 200 = 14 spaces

B2 USAGE - Production Block A & first floor ; Test cells ;
4474 sqm / 50 = 90 spaces

OFFICES - including Block B & first floor ;
317 sqm / 30 = 11

TOTAL = 115 SPACES REQUIRED

128 PROVIDED,
including
min. 6 x accessible by security kiosk,
22 x active EV charging spaces,
17 passive EV charging spaces
and 9 dedicated car share spaces

A3 DRAWING

Masterplan Area ,
Chaldicotts Barns,
Semley, SP7 9AW

1:1000

MAY 2026

1624-950-1k

Appendix B

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4.1. Topographical Survey

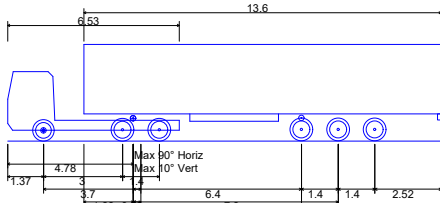
4.2. Site Layout

4.3. OS Mapping
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6. VEHICLES HAVE BEEN TRACKED WITH A FORWARD AND REVERSE SPEED OF 2.5MPH

KEY

Red Line Boundary

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE



P01	FIRST ISSUE	11.09.26	SJR	FWS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
11.09.26	SJR	FWS	-	
PBA Project Number		Scale	(AT A3)	
020.01075		1:1000		
PBA Drawing No:			Revision	
020.01075-0001			P01	



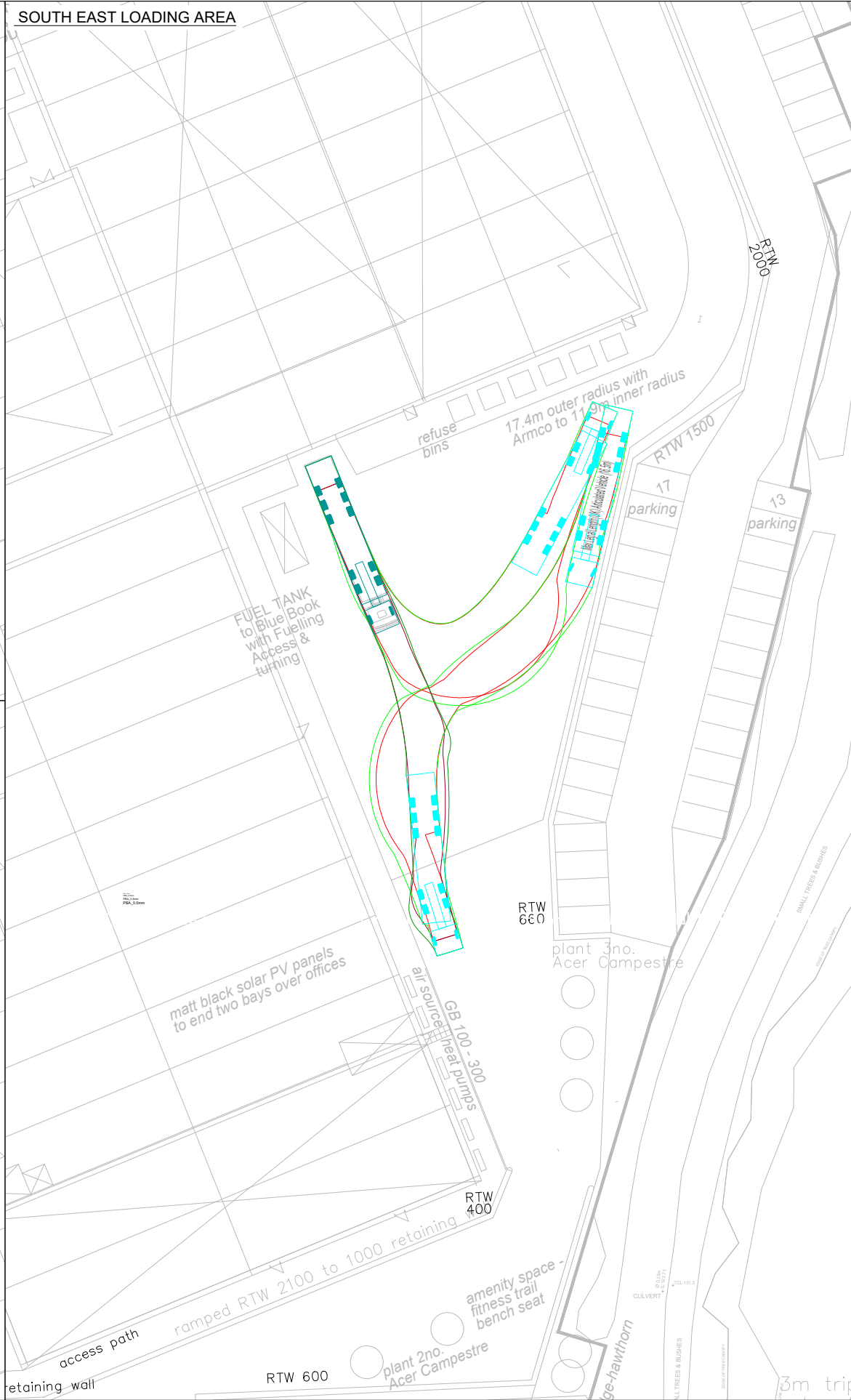
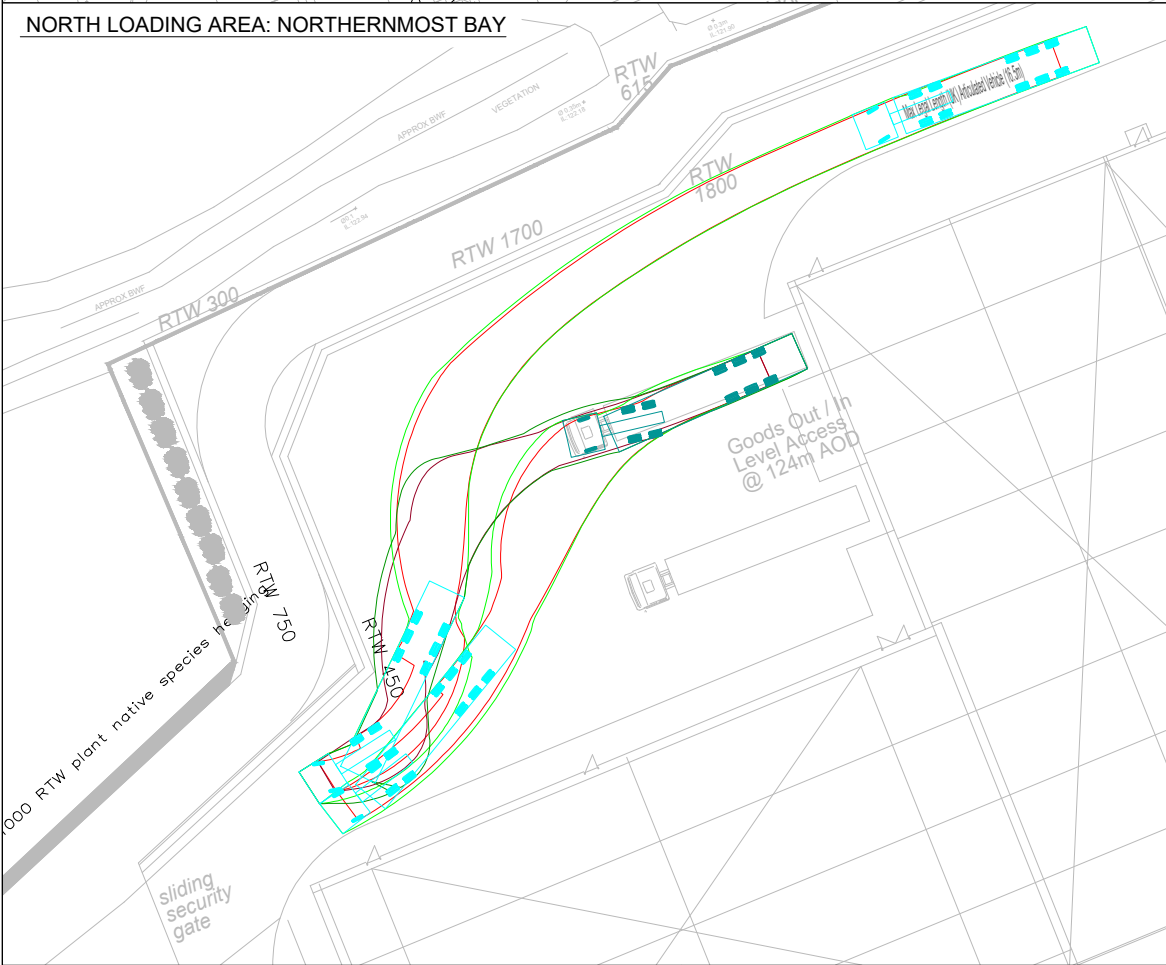
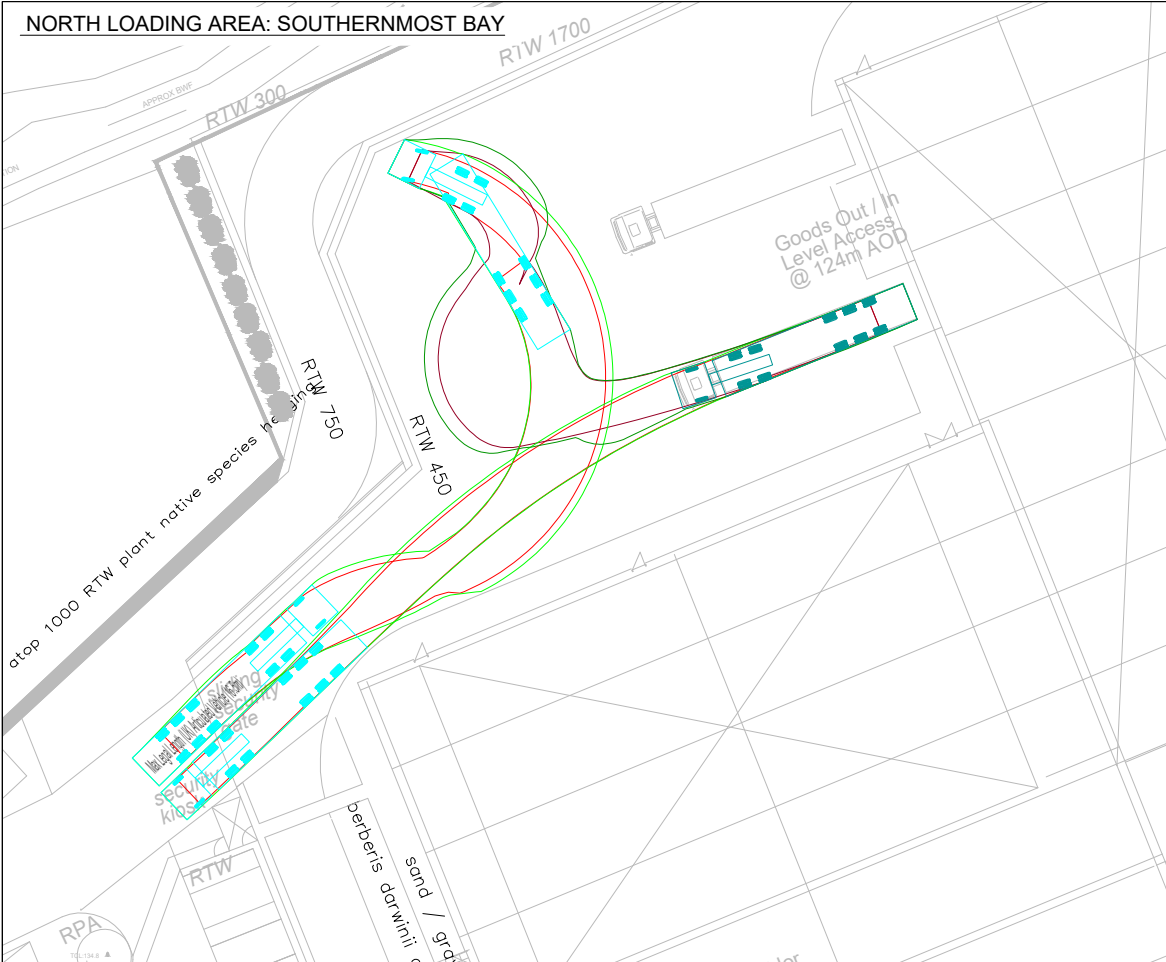
Project Name
CHALDICOTT BARNs NORTHERN EXPANSION

Project Phase
PRELIMINARY

Title
SWEPT PATH ANALYSIS:
16.5M HGV ACCESS &
TURNING ON SITE



Client
CHALDICOTTs LIMITED

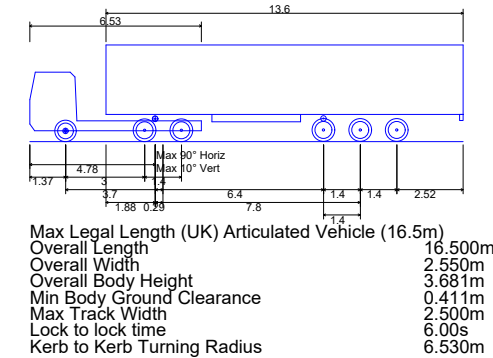


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VEHICLE PROFILE



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

1:500		0m 25m			
P01	FIRST ISSUE		11.09.26	SJR	FWS
Rev	Description		Date	By	App'd
Date Created	Drawn By		Approved By		Suitability Code
11.09.26	SJR		FWS		-
PBA Project Number			Scale		
020.01075			1:500 (AT A3)		
PBA Drawing No:				Revision	
020.01075-0002				P01	

Project Name	CHALDICOTT BARNs, NORTHERN EXTENSION
Project Phase	PRELIMINARY

Title	SWEPT PATH ANALYSIS: HGV LOADING BAYS
-------	--

paulbasham
associates

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client	CHALDICOTTs LIMITED
--------	---------------------

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4.1. Topographical Survey

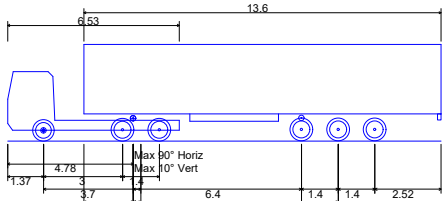
4.2. Site Layout

4.3. OS Mapping
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS “CONSTRUCTION”. PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. VEHICLES HAVE BEEN TRACKED WITH A FORWARD AND REVERSE SPEED OF 2.5MPH

KEY

Red Line Boundary

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

PRELIMINARY

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P01	FIRST ISSUE	11.09.26	SJR	FWS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
11.09.26	SJR	FWS	-	
PBA Project Number		Scale	(AT A3)	
020.01075		1:1000		
PBA Drawing No:			Revision	
020.01075-0008			P01	



Project Name
CHALDICOTT BARNs,
NORTHERN EXPANSION

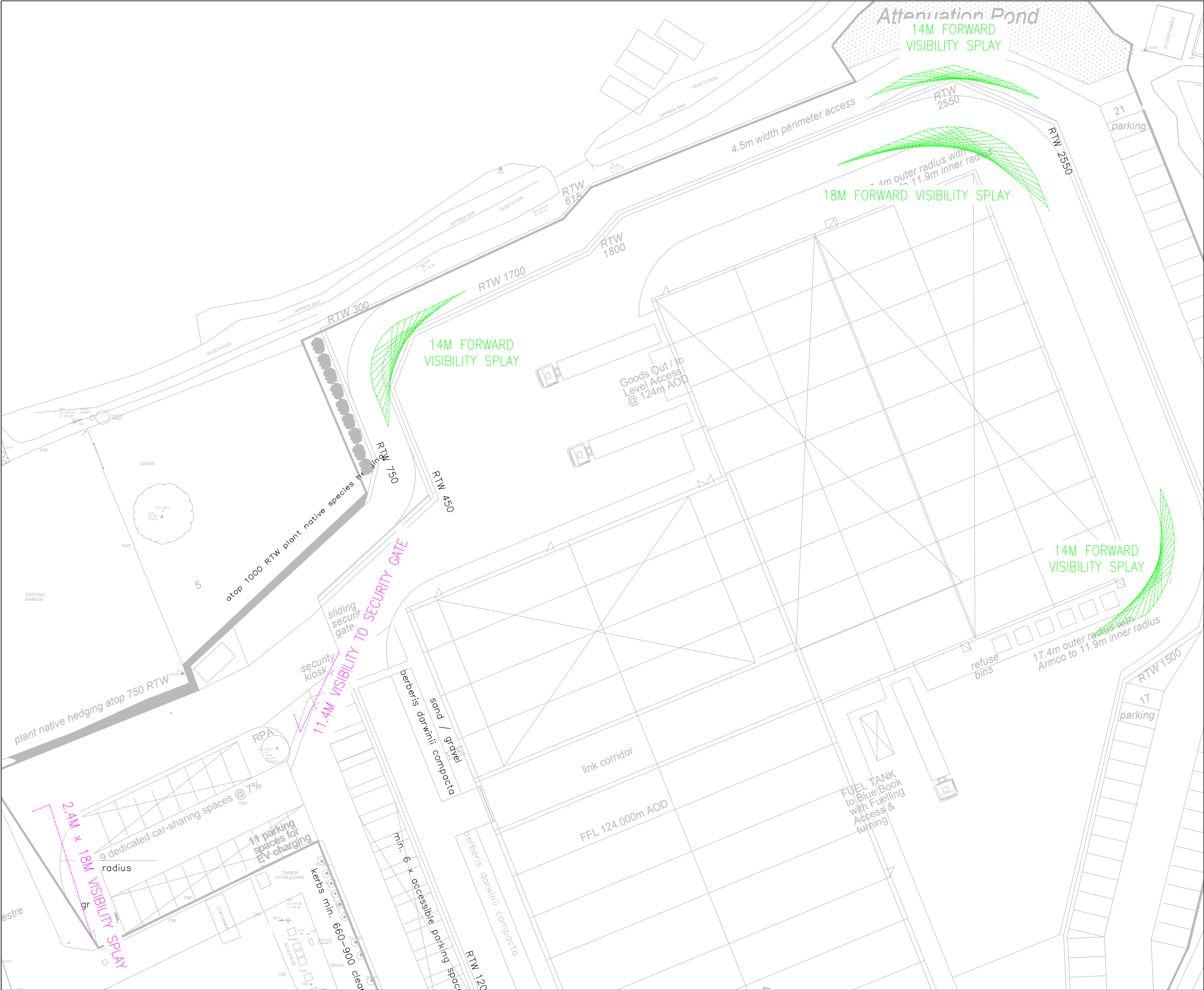
Project Phase
PRELIMINARY

Title
SWEPT PATH ANALYSIS:
16.5M HGV EXITING SITE



Client
CHALDICOTTS LIMITED

Appendix C



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- VISIBILITY SPLAYS HAVE BEEN DRAWN TO A SPEED OF EITHER 12MPH (14M) OR 16MPH (18M) IN LINE WITH MFS GUIDANCE



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

0m 25m
1:500

P01	FIRST ISSUE	11.09.26	SJR	FWS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
11.09.26	SJR	FWS	-	
PBA Project Number		Scale	(AT A3)	
020.01075		1:500		
PBA Drawing No:			Revision	
020.01075-0003			P01	

Project Name
CHALDICOTT BARNs,
NORTHERN EXPANSION

Project Phase
PRELIMINARY

Title
INTERNAL VISIBILITY SPLAYS

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Client
CHALDICOTTs LIMITED

Appendix D

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4.1. Topographical Survey

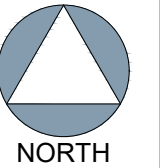
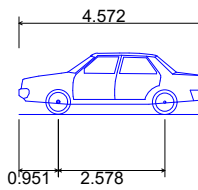
4.2. Site Layout

4.3. OS Mapping
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS “CONSTRUCTION”. PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. VEHICLES HAVE BEEN TRACKED WITH A FORWARD AND REVERSE SPEED OF 2.5MPH

KEY

Red Line Boundary

VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

PRELIMINARY

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P01	FIRST ISSUE	11.09.26	SJR	FWS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
11.09.26	SJR	FWS	-	
PBA Project Number		Scale	(AT A3)	
020.01075		1:1000		
PBA Drawing No:			Revision	
020.01075-0004			P01	



Project Name	Title	 Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client
CHALDICOTT BARNs, NORTHERN EXPANSION	SWEPT PATH ANALYSIS: CAR INTERNAL		CHALDICOTTs LIMITED
Project Phase			
PRELIMINARY			

Appendix E

PARKING EXAMPLE 1 (SCALE 1:1000)

This diagram illustrates a parking layout for a residential development. The layout includes several key features:

- Planting and Landscaping:** A "plant native hedging strip 750 RTW" is shown along the top boundary. A "grass" area is located near the center-left. A "plant 3m Acer Campestre" is indicated near the bottom-left. A "ramped RTW 2100 to 1000 retaining wall" is shown along the bottom-right boundary.
- Structures and Units:** Units 15-Niwaki and 16-Niwaki are shown on the left. A "link corridor" is located in the upper right. A "ramp 2100 to 1000 retaining wall" is shown on the right. A "ramp 2100 to 1000 retaining wall" is shown on the right. A "ramp 2100 to 1000 retaining wall" is shown on the right.
- Parking and Access:** A "parking" area is shown in the center. An "access path" is shown near the bottom-right. A "2.4m RTW retaining wall" is shown near the bottom-right. A "ramp 2100 to 1000 retaining wall" is shown on the right.
- Other Features:** A "plant 3m Acer Campestre" is indicated near the bottom-left. A "ramp 2100 to 1000 retaining wall" is shown on the right. A "ramp 2100 to 1000 retaining wall" is shown on the right.

PARKING EXAMPLE 2 (SCALE 1:1000)

Key features and labels on the plan include:

- plant native hedging atop 750 RTW
- atop 1000 RTW plant native hedging
- 11m
- grass
- security kiosk
- sliding security gate
- bridge over wall
- link corridor
- FFL 124.000m AOD
- Unit 15-Niwaki
- Unit 16-Niwaki
- access path
- ramped RTW 2100
- 2.4m RTW retaining wall
- Existing Unit 14 for Storage
- RTW 600
- RTW 1200
- RTW 2000
- RTW 2100
- RTW 2200
- RTW 2300
- RTW 2400
- RTW 2500
- RTW 2600
- RTW 2700
- RTW 2800
- RTW 2900
- RTW 3000
- RTW 3100
- RTW 3200
- RTW 3300
- RTW 3400
- RTW 3500
- RTW 3600
- RTW 3700
- RTW 3800
- RTW 3900
- RTW 4000
- RTW 4100
- RTW 4200
- RTW 4300
- RTW 4400
- RTW 4500
- RTW 4600
- RTW 4700
- RTW 4800
- RTW 4900
- RTW 5000
- RTW 5100
- RTW 5200
- RTW 5300
- RTW 5400
- RTW 5500
- RTW 5600
- RTW 5700
- RTW 5800
- RTW 5900
- RTW 6000
- RTW 6100
- RTW 6200
- RTW 6300
- RTW 6400
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- RTW 6900
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- RTW 7400
- RTW 7500
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- RTW 7700
- RTW 7800
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- RTW 8000
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- RTW 8800
- RTW 8900
- RTW 9000
- RTW 9100
- RTW 9200
- RTW 9300
- RTW 9400
- RTW 9500
- RTW 9600
- RTW 9700
- RTW 9800
- RTW 9900
- RTW 10000

[illegible]

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6. VEHICLES HAVE BEEN TRACKED WITH A FORWARD AND REVERSE SPEED OF 2.5MPH

A diagram of a car with three dimensions indicated by arrows and numbers. The top arrow shows the total length of the car as 4.572. The bottom left arrow shows the distance from the front wheel to the start of the door as 0.951. The bottom right arrow shows the length of the door as 2.578.



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

PRELIMINARY

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P01	FIRST ISSUE	07.09.26	SJR	FWS
Rev	Description	Date	By	App'
Date Created	Drawn By	Approved By	Suitability Code	
11.09.26	SJR	FWS	-	
PBA Project Number		Scale		
020.01075		AS SHOWN (AT A3)		
PBA Drawing No:			Revision	
020.01075-0005			P01	

Appendix F

GENERAL NOTES

- KEY**

VEHICLE PROFILE



PRELIMINARY

1:1000 0m 50m

FIRE TENDER ACCESS AND EGRESS

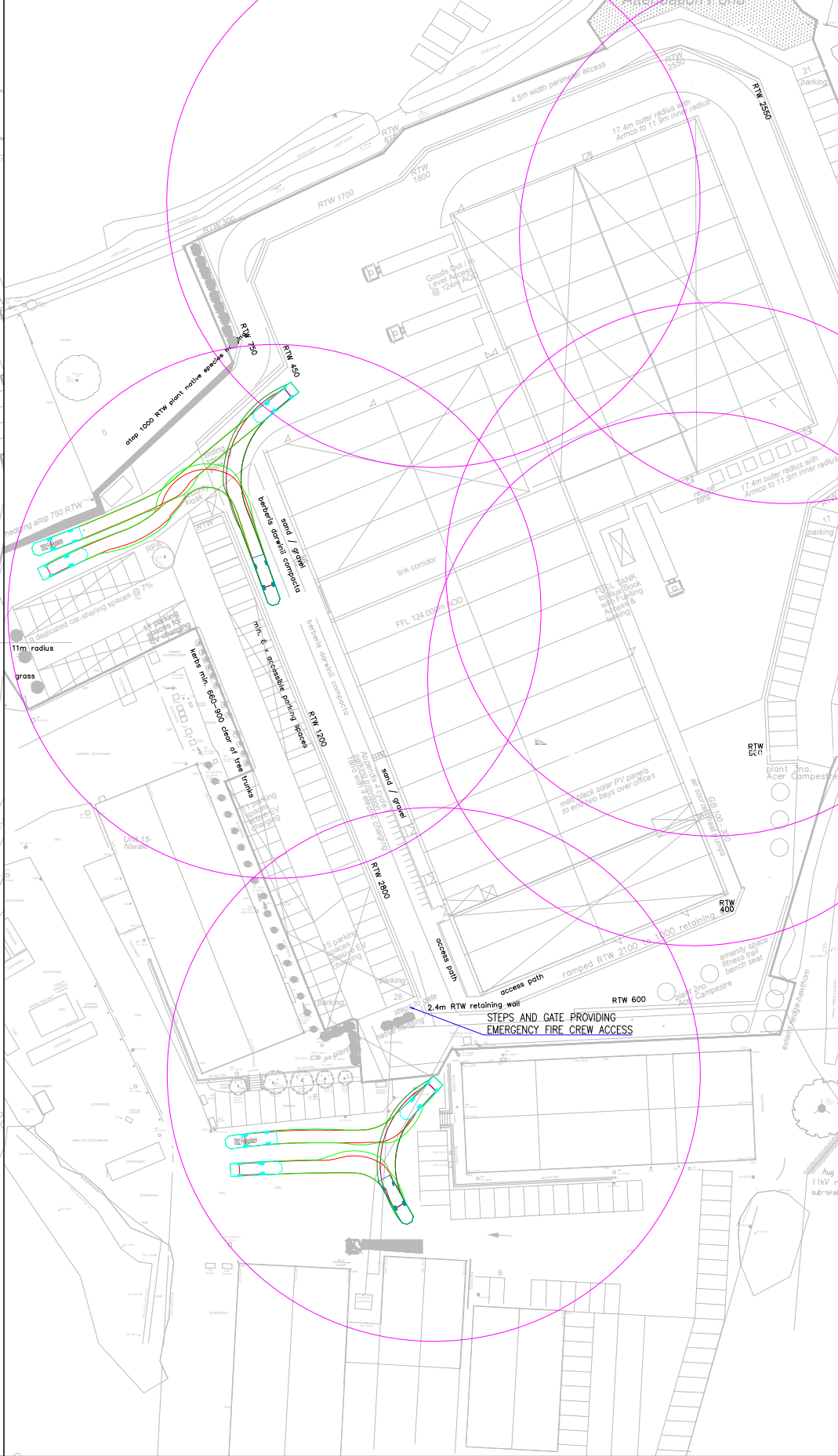


Project Name
CHALDICOTT BARNs,
NORTHERN EXPANSION

Project Phase
PRELIMINARY

Title
FIRE SERVICING
ARRANGEMENTS

ADDITIONAL FIRE ACCESS POINTS AND FIRE DISTANCES





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Client
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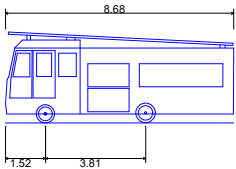
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- VEHICLES HAVE BEEN TRACKED WITH A FORWARD AND REVERSE SPEED OF 2.5MPH

KEY

- Red Line Boundary
- 45m Radius

VEHICLE PROFILE



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

PRELIMINARY

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1:1000 0m 50m

P01	FIRST ISSUE	11.09.26	SJR	FWS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
11.09.26	SJR	FWS	-	
PBA Project Number		Scale	(AT A3)	
020.01075		1:1000		
PBA Drawing No:			Revision	
020.01075-0007			P01	

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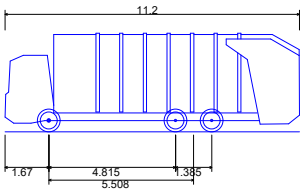
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4.3. OS Mapping
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6. VEHICLES HAVE BEEN TRACKED WITH A FORWARD AND REVERSE SPEED OF 2.5MPH

KEY

Red Line Boundary

VEHICLE PROFILE



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

PRELIMINARY

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P01	FIRST ISSUE	11.09.26	SJR	FWS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By		Suitability Code
11.09.26	SJR	FWS		-
PBA Project Number		Scale		
020.01075		1:1000 (AT A3)		
PBA Drawing No:				Revision
020.01075-0009				P01



Project Name

CHALDICOTT BARNs,
NORTHERN EXPANSION

Project Phase

PRELIMINARY

Title

REFUSE COLLECTION:
REFUSE VEHICLE EXITING
SITE

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Client

CHALDICOTTs LIMITED

Appendix G

Audit Code: 79dfec48-2007-4e65-9d67-f814d0a91e16

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	2 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
08	NORTH WEST		
	EC	CHESHIRE EAST	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day
	LT	LEITRIM	1 day
	RO	ROSCOMMON	1 day

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

Audit Code: 79dfec48-2007-4e65-9d67-f814d0a91e16

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:	4600 to 6658 (units:sqm)
Range Selected by User:	4000 to 8000 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	13/09/88 to 03/06/25

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:	
Monday	3 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:	
Manual count	7
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	7 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
Industrial Zone	3 days
No Sub Category	2 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 Unknown	7 days

Audit Code: 79dfec48-2007-4e65-9d67-f814d0a91e16

Secondary Filtering Selection:

Use Class:

Not Known

7 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:

0 - 2872

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
50,001 to 75,000	3 surveys
125,001 to 250,000	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	3 surveys
1.1 to 1.5	4 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: 79dfec48-2007-4e65-9d67-f814d0a91e16

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 7 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 7 surveys

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

COVID-19 Restrictions:

No

Audit Code: 79dfec48-2007-4e65-9d67-f814d0a91e16

1	CS-02-C-02	PHARMACEUTICAL MANUFACTURER	SLIGO
BALLYTIVNAN ROAD SLIGO BALLYTIVNAN Edge of Town Residential Zone Gross floor area: 6370.00 sqm Survey date: Wednesday 06/09/2023			
			Survey Type: Unknown
2	DC-02-C-05	ELECTRONICS CO.	DORSET
HAMPSHIRE ROAD WEYMOUTH GRANBY IND. ESTATE Edge of Town Industrial Zone Gross floor area: 4600.00 sqm Survey date: Thursday 11/10/2001			
			Survey Type: Unknown
3	DC-02-C-07	NEW LOOK	DORSET
MERCERY ROAD WEYMOUTH Edge of Town No Sub Category Gross floor area: 5467.00 sqm Survey date: Monday 07/07/2008			
			Survey Type: Unknown
4	EC-02-C-01	OFFICE FURNITURE	CHESHIRE EAST
BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK Edge of Town Development Zone Gross floor area: 6658.00 sqm Survey date: Monday 19/09/2016			
			Survey Type: Unknown
5	LT-02-C-01	MEDICAL PRODUCTS	LEITRIM
CASTLECARA ROAD CARRICK-ON-SHANNON DÚN RÍ Edge of Town No Sub Category Gross floor area: 5378.00 sqm Survey date: Monday 22/05/2017			
			Survey Type: Unknown
6	RO-02-C-02	METAL COMPANY	ROSCOMMON
MOYDRUM ROAD ATHLONE Edge of Town Industrial Zone Gross floor area: 5600.00 sqm Survey date: Friday 26/09/2014			
			Survey Type: Unknown
7	WM-02-C-03	INDUSTRIAL GLASS	WEST MIDLANDS
DOWNING STREET SMETHWICK Edge of Town Industrial Zone Gross floor area: 5070.00 sqm Survey date: Tuesday 06/11/2012			
			Survey Type: Unknown

Audit Code: 79dfec48-2007-4e65-9d67-f814d0a91e16

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

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	1	6370	0.078	0.016	0.094
06:00-07:00	1	6370	0.675	0.094	0.769
07:00-08:00	7	5592	0.823	0.133	0.956
08:00-09:00	7	5592	1.216	0.204	1.420
09:00-10:00	7	5592	0.309	0.125	0.434
10:00-11:00	7	5592	0.199	0.158	0.357
11:00-12:00	7	5592	0.143	0.151	0.294
12:00-13:00	7	5592	0.248	0.327	0.575
13:00-14:00	7	5592	0.335	0.307	0.642
14:00-15:00	7	5592	0.250	0.184	0.434
15:00-16:00	7	5592	0.235	0.404	0.639
16:00-17:00	7	5592	0.120	0.789	0.909
17:00-18:00	7	5592	0.079	0.904	0.983
18:00-19:00	7	5592	0.066	0.327	0.393
19:00-20:00	1	6370	0.126	0.126	0.252
20:00-21:00	1	6370	0.047	0.157	0.204
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.949	4.406	9.355

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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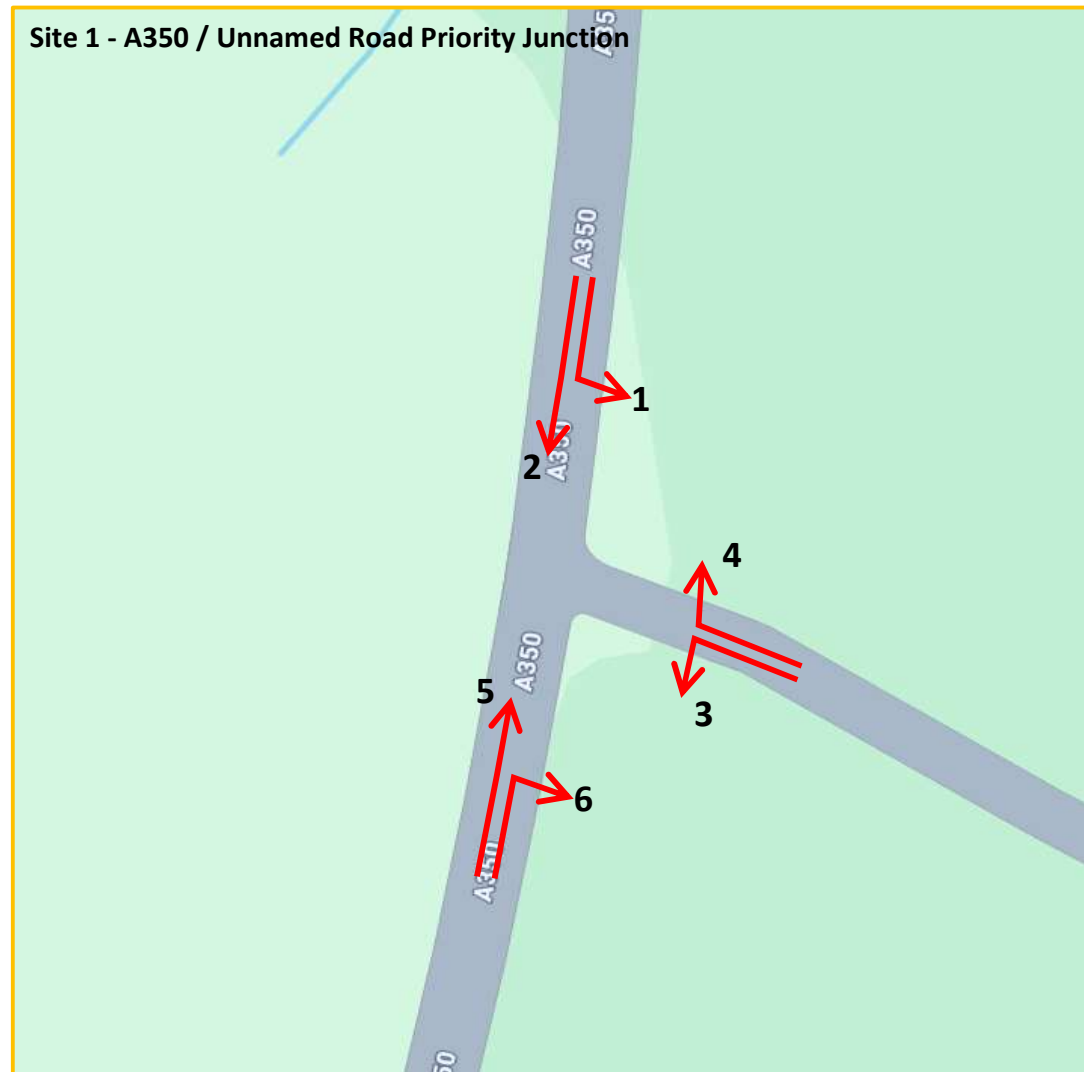
Audit Code: 79dfec48-2007-4e65-9d67-f814d0a91e16

Parameter Summary:

Trip rate parameter range selected:	4000 - 8000 (units: sqm)
Survey date date range:	11/10/2001 - 06/09/2023
Number of weekdays (Monday-Friday):	7
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix H



Site 1 - A350 / Unnamed Road Priority Junction (07:00-10:00) AM Peak

MOVEMENT 1										MOVEMENT 2										MOVEMENT 3										MOVEMENT 4										MOVEMENT 5										MOVEMENT 6									
FROM A350 (NORTH)										FROM A350 (NORTH)										FROM UNNAMED ROAD (EAST)										FROM UNNAMED ROAD (EAST)										FROM A350 (SOUTH)										FROM A350 (SOUTH)									
LEFT TURN TO UNNAMED ROAD (EAST)										STRAIGHT AHEAD TO A350 (SOUTH)										LEFT TURN TO A350 (SOUTH)										RIGHT TURN TO A350 (NORTH)										STRAIGHT AHEAD TO A350 (NORTH)										STRAIGHT AHEAD TO UNNAMED ROAD (EAST)									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
0700-0715	4	1	0	1	0	0	0	6	7.30	45	26	0	12	1	0	0	0	84	100.60	1	0	0	0	0	0	0	0	1	1.00	4	0	0	0	0	0	0	0	4	4.00	72	21	1	3	1	0	0	0	98	103.40	6	1	0	0	0	0	0	0	7	7.00
0715-0730	3	3	1	0	0	0	0	7	7.50	49	27	1	5	0	0	0	0	82	89.00	3	0	0	0	0	0	0	0	3	3.00	3	0	0	0	0	0	0	0	3	3.00	65	18	3	2	0	0	0	0	88	92.10	2	4	1	0	0	0	0	0	7	7.50
0730-0745	3	1	0	0	0	0	0	4	4.00	60	24	0	4	0	0	0	0	88	93.20	3	1	0	0	0	0	0	0	4	4.00	2	1	0	0	0	0	0	0	3	3.00	79	27	6	5	0	0	0	0	117	126.50	9	6	1	0	0	0	0	0	16	16.50
0745-0800	6	2	0	1	0	0	0	9	10.30	85	22	3	6	0	0	0	0	116	125.30	6	2	0	0	0	0	0	0	8	8.00	1	1	0	0	0	0	0	0	2	2.00	64	26	5	4	0	0	0	0	99	106.70	12	4	0	0	0	0	0	0	16	16.00
0800-0815	13	1	1	0	0	0	0	15	15.50	59	26	1	5	1	0	0	0	92	100.00	9	5	1	1	1	0	0	0	17	19.80	8	0	1	0	1	0	0	0	10	11.50	84	25	4	5	0	0	0	0	118	126.50	11	3	0	0	0	0	0	0	14	14.00
0815-0830	9	0	0	0	0	0	0	9	9.00	78	30	0	3	0	0	0	0	111	114.90	1	5	1	0	0	1	0	0	8	7.90	5	0	0	0	0	0	0	0	5	5.00	74	20	4	5	0	0	0	0	103	111.50	13	1	0	0	0	0	0	0	14	14.00
0830-0845	11	1	0	0	0	0	0	12	12.00	69	22	3	5	0	0	0	0	99	107.00	12	2	0	0	0	0	0	0	14	14.00	9	1	0	0	0	0	0	0	10	10.00	67	24	4	3	1	0	0	0	99	105.90	20	3	0	0	0	0	0	0	23	23.00
0845-0900	21	3	0	0	0	0	0	24	24.00	79	24	7	2	0	0	0	0	112	118.10	11	1	0	0	0	0	0	0	12	12.00	10	0	0	0	0	0	0	0	10	10.00	61	12	2	4	1	0	0	0	80	87.20	12	1	0	0	0	0	0	0	13	13.00
0900-0915	8	4	0	0	0	0	0	12	12.00	58	20	5	8	0	0	0	0	91	103.90	6	1	0	0	0	0	0	0	7	7.00	9	2	0	1	0	0	0	0	12	13.30	49	11	0	5	1	0	0	0	66	73.50	8	0	0	0	0	0	0	0	8	8.00
0915-0930	7	2	1	0	0	0	0	10	10.50	54	18	3	8	0	1	0	0	84	95.30	6	3	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0	0.00	60	21	4	9	0	0	0	0	94	107.70	7	0	0	0	1	0	0	0	8	9.00
0930-0945	6	1	1	0	0	0	0	8	8.50	51	11	4	9	0	1	0	0	76	89.10	6	2	0	0	0	1	0	0	9	10.00	4	0	0	0	0	0	0	0	4	4.00	72	16	7	3	0	0	0	0	98	105.40	4	0	0	0	0	0	0	0	4	4.00
0945-1000	3	1	2	0	0	0	0	6	7.00	48	13	5	3	2	0	0	0	71	79.40	2	0	0	0	0	0	0	0	2	2.00	4	0	0	0	0	0	0	0	4	4.00	56	8	4	2	0	6	0	0	76	77.00	7	1	1	0	0	0	0	0	9	9.50
0700-1000	94	20	6	2	0	0	0	122	127.60	735	263	32	70	4	2	0	0	1106	1215.80	66	22	2	1	2	1	0	0	94	97.70	59	5	1	1	1	0	0	0	67	69.80	603	229	44	50	4	6	0	1136	1223.40	111	24	3	0	1	0	0	0	139	141.50	

	HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS														
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL										
0700-0800	16	7	1	2	0	0	0	26	29.10	239	99	4	27	1	0	0	370	408.10	13	3	0	0	0	0	0	16	16.00	10	2	0	0	0	0	0	12	12.00	280	92	15	14	1	0	0	402	428.70	29	15	2	0	0	0	0	46	47.00	940.90
0715-0815	25	7	2	1	0	0	0	35	37.30	253	99	5	20	1	0	0	378	407.50	21	8	1	1	1	0	0	32	34.80	14	2	1	0	1	0	0	18	19.50	292	96	18	16	0	0	0	422	451.80	34	17	2	0	0	0	0	53	54.00	1004.90
0730-0830	31	4	1	1	0	0	0	38	38.80	282	102	4	18	1	0	0	407	433.40	19	13	2	1	1	1	0	37	39.70	16	2	1	0	1	0	0	20	21.50	301	98	19	19	0	0	0	437	471.20	45	14	1	0	0	0	0	60	60.50	1065.10
0745-0845	39	4	1	1	0	0	0	45	46.80	291	100	7	19	1	0	0	418	447.20	28	14	2	1	1	1	0	47	49.70	23	2	1	0	1	0	0	27	28.50	289	95	17	17	1	0	0	419	450.60	56	11	0	0	0	0	0	67	67.00	1089.80
0800-0900	54	5	1	0	0	0	0	60	60.50	285	102	11	15	1	0	0	414	440.00	33	13	2	1	1	1	0	51	53.70	32	1	1	0	1	0	0	35	36.50	286	81	14	17	2	0	0	400	431.10	56	8	0	0	0	0	0	64	64.00	1085.80
0815-0915	49	8	0	0	0	0	0	57	57.00	284	96	15	18	0	0	0	413	443.90	30	9	1	0	0	0	1	41	40.90	33	3	0	1	0	0	0	37	38.30	251	67	10	17	3	0	0	348	378.10	53	5	0	0	0	0	0	58	58.00	1016.20
0830-0930	47	10	1	0	0	0	0	58	58.50	260	84	18	23	0	1	0	386	424.30	35	7	0	0	0	0	0	42	42.00	28	3	0	1	0	0	0	32	33.30	237	68	10	21	3	0	0	339	374.30	47	4	0	0	1	0	0	52	53.00	985.40
0845-0945	42	10	2	0	0	0	0	54	55.00	242	73	19	27	0	2	0	363	406.40	29	7	0	0	1	0	0	37	38.00	23	2	0	1	0	0	0	26	27.30	242	60	13	21	2	0	0	338	373.80	31	1	0	0	1	0	0	33	34.00	934.50
0900-1000	24	8	4	0	0	0	0	36	38.00	211	62	17	28	2	2	0	322	367.70	20	6	0	0	1	0	0	27	28.00	17	2	0	1	0	0	0	20	21.30	237	56	15	19	1	6	0	334	363.60	26	1	1	0	1	0	0	29	30.50	849.10

QUEUES - Site 1 - A350 / Unnamed Road Priority Junction
Queue Length Survey

Site 1 of 2
Unnamed Road (East)
A350 (South)

Date
Thursday 14th May 2026

Unnamed Road (East)

07:00 - 10:00 (Weekday AM Peak)

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	1	0
07:30	0	0
07:35	0	0
07:40	1	1
07:45	0	0
07:50	1	0
07:55	1	0
08:00	0	0
08:05	3	0
08:10	0	0
08:15	3	1
08:20	1	0
08:25	0	0
08:30	0	0
08:35	0	0
08:40	1	1
08:45	0	2
08:50	1	1
08:55	0	0
09:00	0	0
09:05	0	0
09:10	0	1
09:15	0	0
09:20	0	0
09:25	1	0
09:30	0	0
09:35	1	1
09:40	0	1
09:45	0	0
09:50	0	0
09:55	0	0
10:00	0	0

A350 (South)

07:00 - 10:00 (Weekday AM Peak)

TIME	RIGHT-TURN IN QUEUE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	1
07:35	0
07:40	0
07:45	1
07:50	0
07:55	0
08:00	0
08:05	1
08:10	0
08:15	0
08:20	0
08:25	0
08:30	0
08:35	0
08:40	0
08:45	0
08:50	0
08:55	0
09:00	0
09:05	0
09:10	0
09:15	0
09:20	0
09:25	0
09:30	0
09:35	0
09:40	0
09:45	0
09:50	2
09:55	0
10:00	0

Unnamed Road (East)

16:00 - 19:00 (Weekday PM Peak)

TIME	INSIDE QUEUE LANE	OUTSIDE QUEUE LANE
16:05	0	0
16:10	2	0
16:15	0	0
16:20	0	0
16:25	1	1
16:30	0	0
16:35	1	2
16:40	0	1
16:45	1	1
16:50	0	0
16:55	0	0
17:00	0	0
17:05	1	1
17:10	0	1
17:15	0	0
17:20	0	2
17:25	0	0
17:30	0	0
17:35	0	0
17:40	0	1
17:45	0	1
17:50	0	0
17:55	0	0
18:00	0	1
18:05	0	0
18:10	0	0
18:15	0	0
18:20	0	0
18:25	0	1
18:30	0	0
18:35	0	1
18:40	0	0

A350 (South)

16:00 - 19:00 (Weekday PM Peak)

TIME	RIGHT-TURN IN QUEUE LANE
16:05	1
16:10	0
16:15	0
16:20	0
16:25	0
16:30	0
16:35	0
16:40	0
16:45	0
16:50	0
16:55	0
17:00	0
17:05	0
17:10	0
17:15	0
17:20	0
17:25	0
17:30	0
17:35	0
17:40	0
17:45	0
17:50	0
17:55	1
18:00	0
18:05	0
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0

18:45	0	1
18:50	0	0
18:55	0	0
19:00	0	0

18:45	0
18:50	0
18:55	0
19:00	1

Site 2 - Unnamed Road / Chaldicott Barns Entrance 1 Priority Junction (07:00-10:00) AM Peak

MOVEMENT 7									
FROM UNNAMED ROAD (WEST)									
LEFT TURN TO CHALDICOTT BARN'S ENTRANCE 1 (NORTH)									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
0700-0715	6	1	0	0	0	0	7	7.00	
0715-0730	1	3	0	0	0	0	4	4.00	
0730-0745	9	2	0	0	0	0	11	11.00	
0745-0800	11	3	0	0	0	0	14	14.00	
0800-0815	9	1	0	0	0	0	10	10.00	
0815-0830	8	1	0	0	0	0	9	9.00	
0830-0845	9	1	0	0	0	0	10	10.00	
0845-0900	15	1	0	0	0	0	16	16.00	
0900-0915	10	2	0	0	0	0	12	12.00	
0915-0930	5	0	0	0	0	0	5	5.00	
0930-0945	5	0	0	0	0	0	5	5.00	
0945-1000	0	1	0	0	0	0	1	1.00	
0700-1000	88	16	0	0	0	0	104	104.00	

MOVEMENT 8									
FROM UNNAMED ROAD (WEST)									
STRAIGHT AHEAD TO UNNAMED ROAD (EAST)									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
3	1	0	1	0	0	0	5	6.30	
6	3	0	0	0	0	0	9	9.00	
5	4	2	0	0	0	0	11	12.00	
10	2	0	1	0	0	0	13	14.30	
13	2	1	0	0	0	0	16	16.50	
16	1	1	0	0	0	0	18	18.50	
23	3	0	0	0	0	0	26	26.00	
12	3	0	0	0	0	0	15	15.00	
10	2	0	0	0	0	0	12	12.00	
8	2	1	0	1	0	0	12	13.50	
3	1	1	0	0	0	0	5	5.50	
0	1	3	0	0	0	0	13	14.50	
118	25	9	2	1	0	0	155	163.10	

MOVEMENT 9									
FROM CHALDICOTT BARN'S ENTRANCE 1 (NORTH)									
LEFT TURN TO UNNAMED ROAD (EAST)									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
0	0	0	0	0	0	0	0	0.00	
0	0	0	0	0	0	0	0	0.00	
0	1	0	0	0	0	0	1	1.00	
0	0	1	0	0	0	0	1	1.50	
0	0	0	0	0	0	0	0	0.00	
0	0	0	0	0	0	0	0	0.00	
1	0	0	0	0	0	0	1	1.00	
0	0	0	0	0	0	0	0	0.00	
1	0	0	0	0	0	0	1	1.00	
0	2	0	0	0	0	0	2	2.00	
0	0	0	0	0	0	0	0	0.00	
0	0	0	0	0	0	0	0	0.00	
2	3	1	0	0	0	0	6	6.50	

MOVEMENT 10									
FROM CHALDICOTT BARN'S ENTRANCE 1 (NORTH)									
RIGHT TURN TO UNNAMED ROAD (WEST)									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
0	0	0	0	0	0	0	0	0.00	
0	0	0	0	0	0	0	0	0.00	
1	1	0	0	0	0	0	2	2.00	
2	1	0	0	0	0	0	3	3.00	
0	4	1	1	0	0	0	6	7.80	
1	0	0	0	0	0	0	1	1.00	
1	0	0	0	0	0	0	1	1.00	
1	0	0	0	0	0	0	1	1.00	
3	3	0	0	0	0	0	6	6.00	
1	0	0	0	0	0	0	1	1.00	
0	0	0	0	0	0	0	0	0.00	
6	0	0	0	0	0	0	1	1.00	
11	9	1	1	0	0	0	22	23.80	

MOVEMENT 11									
FROM UNNAMED ROAD (EAST)									
STRAIGHT AHEAD TO UNNAMED ROAD (WEST)									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
3	0	0	0	0	0	0	3	3.00	
4	0	0	0	0	0	0	4	4.00	
4	0	0	0	0	0	0	4	4.00	
4	1	0	0	0	0	0	5	5.00	
16	2	1	0	2	0	0	21	23.50	
5	4	1	0	0	0	1	11	10.90	
25	1	0	0	0	0	0	26	26.00	
17	0	0	1	0	0	0	18	19.30	
10	1	0	0	0	0	0	11	11.00	
4	3	0	0	0	0	0	7	7.00	
8	1	0	0	1	0	0	10	11.00	
6	0	0	0	0	0	0	6	6.00	
106	13	2	1	3	1	0	126	130.70	

MOVEMENT 12									
FROM UNNAMED ROAD (EAST)									
RIGHT TURN TO CHALDICOTT BARN'S ENTRANCE 1 (NORTH)									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
1	0	0	0	0	0	0	1	1.00	17.30
1	0	0	0	0	0	0	1	1.00	18.00
0	0	0	0	0	0	0	0	0.00	30.00
2	1	0	0	0	0	0	3	3.00	40.80
1	0	0	0	0	0	0	1	1.00	58.80
2	0	0	0	0	0	0	2	2.00	41.40
1	0	0	0	0	0	0	1	1.00	65.00
1	0	0	0	0	0	0	1	1.00	52.30
0	0	0	0	0	0	0	0	0.00	42.00
0	1	0	0	0	0	0	1	1.00	29.50
0	0	0	0	0	0	0	0	0.00	21.50
0	0	0	0	0	0	0	0	0.00	22.50
9	2	0	0	0	0	0	11	11.00	439.10

0700-0800	HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										106.10															
	27	9	0	0	0	0	0	36	36.00	34	10	2	2	0	0	0	38	41.60	0	1	1	0	0	0	0	0	3	2	0	0	0	0	5	5.00	15	1	0	0	0	0		0	16	16.00	4	1	0	0	0	0	0	5	5.00			
0715-0815	30	9	0	0	0	0	0	39	39.00	44	11	3	1	0	0	0	49	51.80	0	1	1	0	0	0	0	0	3	6	1	1	0	0	0	11	12.80	28	3	1	0	2	0	0	34	36.50	4	1	0	0	0	0	0	5	5.00			
0730-0830	37	7	0	0	0	0	0	44	44.00	44	11	3	1	0	0	0	50	51.80	4	4	6	5	1	0	0	0	28	7	2	0	2	2	1	41	43.40	29	7	2	0	2	2	1	41	43.40	5	1	0	0	0	0	0	6	6.00			
0745-0845	37	6	0	0	0	0	0	43	43.00	42	9	2	1	1	0	0	73	75.30	1	0	1	0	0	0	0	0	2	2	5.00	44	6	1	1	0	0	0	11	12.80	50	6	2	0	2	2	1	63	65.40	6	1	0	0	0	0	0	7	7.00
0800-0900	41	4	0	0	0	0	0	45	45.00	64	9	2	2	0	0	0	75	76.00	1	0	0	0	0	0	0	0	1	1.00	3	4	1	1	0	0	0	9	9.00	63	7	2	1	2	1	0	76	79.70	5	0	0	0	0	0	0	5	5.00	
0815-0915	42	5	0	0	0	0	0	47	47.00	61	9	1	1	0	0	0	71	71.50	2	0	0	0	0	0	0	0	2	2.00	6	3	0	0	0	0	9	9.00	57	6	1	1	0	1	0	66	67.20	4	0	0	0	0	0	0	4	4.00		
0830-0930	39	4	0	0	0	0	0	43	43.00	53	10	1	0	1	0	0	65	66.50	2	2	2	0	0	0	0	0	4	4.00	6	3	0	0	0	0	9	9.00	56	5	0	1	0	0	0	62	63.30	2	1	0	0	0	0	0	3	3.00		
0845-0945	35	3	0	0	0	0	0	38	38.00	33	8	2	0	1	0	0	44	46.00	1	2	0	0	0	0	0	0	3	3.00	5	3	0	0	0	0	8	8.00	39	5	0	1	1	0	0	46	48.30	1	1	0	0	0	0	0	2	2.00		
0900-1000	26	3	0	0	0	0	0	23	23.00	30	6	5	0	1	0	0	42	45.50	1	2	0	0	0	0	0	0	3	3.00	5	3	0	0	0	0	8	8.00	28	5	0	0	1	0	0	34	35.00	0	1	0	0	0	0	0	1	1.00		

Site 2 - Unnamed Road / Chaldicott Barns Entrance 1 Priority Junction (16:00-19:00) PM Peak																																																													
MOVEMENT 7										MOVEMENT 8										MOVEMENT 9										MOVEMENT 10										MOVEMENT 11										MOVEMENT 12											
FROM UNNAMED ROAD (WEST)										FROM UNNAMED ROAD (WEST)										FROM CHALDICOTT BARNs ENTRANCE 1 (NORTH)										FROM CHALDICOTT BARNs ENTRANCE 1 (NORTH)										FROM UNNAMED ROAD (EAST)										FROM UNNAMED ROAD (EAST)											
LEFT TURN TO										STRAIGHT AHEAD TO										LEFT TURN TO										RIGHT TURN TO										STRAIGHT AHEAD TO										RIGHT TURN TO											
CHALDICOTT BARNs ENTRANCE 1 (NORTH)										UNNAMED ROAD (EAST)										UNNAMED ROAD (EAST)										UNNAMED ROAD (WEST)										UNNAMED ROAD (WEST)										CHALDICOTT BARNs ENTRANCE 1 (NORTH)											
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL													
1600-1615	1	2	0	0	0	0	0	3	3.00		9	1	0	0	0	0	0	10	10.00		0	0	0	0	0	0	0	0	0.00		5	3	0	0	0	0	0	8	8.00		12	0	0	0	0	1	0	13	14.00		0	0	0	0	0	0	0	0	0.00		35.00
1615-1630	1	0	0	0	0	0	0	1	1.00		8	2	0	0	0	0	0	10	10.00		0	1	0	0	0	0	0	1	1.00		2	0	0	0	0	0	0	2	2.00		22	4	0	0	0	0	0	26	26.00		0	0	0	0	0	0	0	0	0.00		40.00
1630-1645	0	0	0	0	0	0	0	0	0.00		11	0	0	0	0	0	0	11	11.00		0	0	0	0	0	0	0	0	0.00		6	0	1	0	0	0	0	7	7.50		10	3	0	0	0	0	13	13.00		1	0	0	0	0	0	0	1	1.00		32.50	
1645-1700	1	0	0	0	0	0	0	1	1.00		7	0	0	0	0	0	0	7	7.00		0	0	0	0	0	0	0	0	0.00		5	1	0	0	0	0	0	6	6.00		8	0	0	0	0	0	0	8	8.00		1	0	0	0	0	0	0	1	1.00		23.00
1700-1715	1	1	0	0	0	0	0	2	2.00		9	0	0	0	0	0	0	9	9.00		2	0	0	0	0	0	0	2	2.00		28	0	0	0	0	0	0	28	28.00		9	0	0	0	0	0	0	9	9.00		0	0	0	0	0	0	0	0	0.00		50.00
1715-1730	1	0	0	0	0	0	0	1	1.00		11	0	0	0	0	0	0	11	11.00		2	0	0	0	0	0	0	2	2.00		7	1	0	0	0	0	0	8	8.00		8	0	0	0	1	0	0	9	10.00		0	0	0	0	0	0	0	0	0.00		32.00
1730-1745	0	0	0	0	0	0	0	0	0.00		9	0	0	0	0	0	0	9	9.00		0	0	0	0	0	0	0	0	0.00		2	0	0	0	0	0	0	2	2.00		5	0	0	0	0	0	0	5	5.00		1	0	0	0	0	0	0	1	1.00		17.00
1745-1800	1	0	0	0	0	0	0	1	1.00		10	0	0	0	0	0	0	10	10.00		0	0	0	0	0	0	0	0	0.00		6	1	1	0	0	0	0	8	8.50		7	0	0	0	0	0	0	7	7.00		0	0	0	0	0	0	0	0	0.00		26.50
1800-1815	0	0	0	0	0	0	0	0	0.00		2	1	0	0	0	0	0	3	3.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		5	4	0	0	0	0	0	9	9.00		0	0	0	0	0	0	0	0	0.00		12.00
1815-1830	0	0	0	0	0	0	0	0	0.00		5	0	0	0	0	0	0	5	5.00		0	0	0	0	0	0	0	0	0.00		1	0	0	0	0	0	0	1	1.00		8	0	0	0	0	0	0	8	8.00		0	0	0	0	0	0	0	0	0.00		14.00
1830-1845	0	0	0	0	0	0	0	0	0.00		8	0	0	1	0	0	0	9	10.30		1	0	0	0	0	0	0	1	1.00		2	0	0	0	0	0	0	2	2.00		2	1	0	0	0	0	3	3.00		0	0	0	0	0	0	0	0	0.00		16.30	
1845-1900	0	0	0	0	0	0	0	0	0.00		5	0	0	0	0	0	0	5	5.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		6	0	0	0	0	0	0	6	6.00		0	0	0	0	0	0	0	0	0.00		11.00
1600-1900	6	3	0	0	0	0	0	9	9.00		94	4	0	1	0	0	0	99	100.30		5	1	0	0	0	0	0	6	6.00		64	6	2	0	0	0	72	73.00		102	12	0	0	2	0	0	116	118.00		3	0	0	0	0	0	0	3	3.00		309.30	

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS													
1600-1700	3	2	0	0	0	0	0	5	5.00	35	3	0	0	0	0	38	38.00	0	1	0	0	0	0	1	1.00	18	4	1	0	0	0	0	23	23.50	52	7	0	0	1	0	0	60	61.00	2	0	0	0	0	0	0	2	2.00	130.50
1615-1715	3	1	0	0	0	0	0	4	4.00	35	2	0	0	0	0	37	37.00	2	1	0	0	0	0	3	3.00	41	1	1	0	0	0	0	43	43.50	49	7	0	0	0	0	56	56.00	2	0	0	0	0	0	0	2	2.00	145.50	
1630-1730	3	1	0	0	0	0	0	4	4.00	38	0	0	0	0	0	38	38.00	4	0	0	0	0	0	4	4.00	46	2	1	0	0	0	0	49	49.50	35	3	0	0	1	0	0	39	40.00	2	0	0	0	0	0	0	2	2.00	137.50
1645-1745	3	1	0	0	0	0	0	4	4.00	36	0	0	0	0	0	36	36.00	4	0	0	0	0	0	4	4.00	42	2	0	0	0	0	0	44	44.00	30	0	0	0	1	0	0	31	32.00	2	0	0	0	0	0	0	2	2.00	122.00
1700-1800	3	1	0	0	0	0	0	4	4.00	39	0	0	0	0	0	39	39.00	4	0	0	0	0	0	4	4.00	43	2	1	0	0	0	0	46	46.50	29	0	0	0	1	0	0	30	31.00	1	0	0	0	0	0	0	1	1.00	125.50
1715-1815	2	0	0	0	0	0	0	2	2.00	32	1	0	0	0	0	33	33.00	2	0	0	0	0	0	2	2.00	15	2	1	0	0	0	0	18	18.50	25	4	0	0	1	0	0	30	31.00	1	0	0	0	0	0	0	1	1.00	87.50
1730-1830	1	0	0	0	0	0	0	1	1.00	26	1	0	0	0	0	27	27.00	0	0	0	0	0	0	0	0.00	9	1	1	0	0	0	0	11	11.50	25	4	0	0	0	0	0	29	29.00	1	0	0	0	0	0	0	1	1.00	69.50
1745-1845	1	0	0	0	0	0	0	1	1.00	25	1	0	1	0	0	27	28.30	1	0	0	0	0	0	1	1.00	9	1	1	0	0	0	0	11	11.50	22	5	0	0	0	0	0	27	27.00	0	0	0	0	0	0	0	0	0.00	68.80
1800-1900	0	0	0	0	0	0	0	0	0.00	20	1	0	1	0	0	22	23.30	1	0	0	0	0	0	1	1.00	3	0	0	0	0	0	0	3	3.00	21	5	0	0	0	0	0	26	26.00	0	0	0	3	0	0	0	0	0.00	53.30

QUEUES - Site 2 - Unnamed Road / Chaldicott Barns Priority Junction
Queue Length Survey

Site 2 of 2
Chaldicott Barns Entrance 1 (North)
Unnamed Road (East)

Date
Thursday 14th May 2026

**Chaldicott Barns Entrance 1
(North)**

Unnamed Road (East)

07:00 - 10:00 (Weekday AM Peak)

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE QUEUE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	0
07:35	0
07:40	0
07:45	1
07:50	0
07:55	0
08:00	0
08:05	0
08:10	0
08:15	1
08:20	0
08:25	0
08:30	0
08:35	0
08:40	0
08:45	0
08:50	0
08:55	1
09:00	0
09:05	1
09:10	0
09:15	0
09:20	0
09:25	0
09:30	0
09:35	0
09:40	0
09:45	0
09:50	0
09:55	0
10:00	0

TIME	RIGHT-TURN IN QUEUE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	0
07:35	0
07:40	0
07:45	0
07:50	0
07:55	0
08:00	0
08:05	0
08:10	0
08:15	0
08:20	0
08:25	0
08:30	0
08:35	0
08:40	0
08:45	0
08:50	0
08:55	0
09:00	0
09:05	0
09:10	0
09:15	0
09:20	0
09:25	0
09:30	0
09:35	0
09:40	0
09:45	0
09:50	0
09:55	0
10:00	0

**Chaldicott Barns Entrance 1
(North)**

Unnamed Road (East)

16:00 - 19:00 (Weekday PM Peak)

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE QUEUE LANE
16:05	0
16:10	0
16:15	0
16:20	0
16:25	0
16:30	0
16:35	0
16:40	0
16:45	0
16:50	0
16:55	1
17:00	0
17:05	0
17:10	1
17:15	0
17:20	0
17:25	0
17:30	0
17:35	0
17:40	0
17:45	0
17:50	0
17:55	0
18:00	1
18:05	0
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0
18:45	0
18:50	0
18:55	0
19:00	0

TIME	RIGHT-TURN IN QUEUE LANE
16:05	0
16:10	0
16:15	0
16:20	0
16:25	0
16:30	0
16:35	0
16:40	0
16:45	0
16:50	0
16:55	0
17:00	0
17:05	0
17:10	0
17:15	0
17:20	0
17:25	0
17:30	0
17:35	0
17:40	0
17:45	0
17:50	0
17:55	0
18:00	0
18:05	0
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0
18:45	0
18:50	0
18:55	0
19:00	0