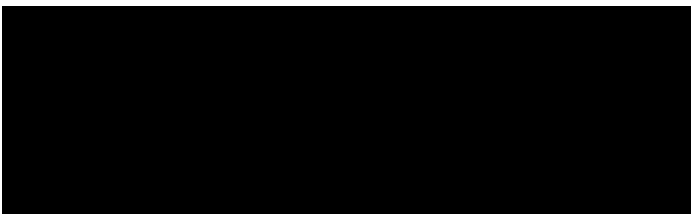




TRANSPORT STATEMENT
Wood Farm, Menmarsh Road,
Worminghall, HP18 9UP

Prepared for: Mr N Hanson
Ref: 001_8230329_AD_Transport_Statement
Issue 1: 14 June 2023



Document History

| Issue | Date | Description | Prepared By | Checked By |
|-------|-----------|-----------------------|-------------|------------|
| 1 | 14 Jun 23 | First Issue to Client | I Kalaras | J Birch |
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Glanville

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1.0 Introduction

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Mr N Hanson, to accompany a Class Q application for the conversion of an existing agricultural barn to residential use. The barn is located at Wood Farm, and lies to the immediate north of Joshua Farm, Menmarsh Road, Worminghall, HP18 9UP.
- 1.2 This report describes the existing situation and development proposals, including access arrangements, car and cycle parking, servicing / refuse collection, sustainability / accessibility, road safety, traffic generation and highway impact.
- 1.3 The report has been prepared in accordance with Central Government policies set out in the National Planning Policy Framework (NPPF) and in line with Planning Practice Guidance, Travel Plans, Transport Assessments and Statements (March 2014).

2.0 Site Description

- 2.1 The site is located approximately 2.5km to the northwest of the village of Worminghall in Buckinghamshire. It is bound to the north, east and west by agricultural land and to the south by farm buildings at Joshua Farm. A location plan is contained in Appendix A.
- 2.2 The site is part of Wood Farm and currently comprises a single-storey flat-roofed barn located just to the north of Joshua Farm, which has most recently been in use as a storage facility for straw, timber and poultry manure. The existing site layout is provided at Appendix B.
- 2.3 The site connects to Joshua Farm via an access track, which in turn connects to a shared access road leading from Joshua Farm to Menmarsh Road. The section of access track between Joshua Farm and the site serves the barn, as well as occasional movements associated with vehicles accessing bird feeders.

Planning History

- 2.4 Joshua Farm just to the south of the site has a notable recent planning history.
- 2.5 On 16 September 2022, Prior Approval (ref. 22/02299/COUAF) was granted for the Class R conversion of two agricultural buildings to Class E g (iii) and on 13 March 2023, Prior Approval (ref. 23/00240/COUAR) was granted for the Class Q conversion of two agricultural buildings to residential usage. The planning consents are provided at Appendix C.
- 2.6 The Class R Prior Approval application was accompanied by a Transport Statement undertaken by The Transportation Consultancy (report ref. 210635), which demonstrated that:
- the access road off Menmarsh Road provides sufficient width for two car vehicles to pass each other. In case that two HGVs meet at the existing access point as one entering the site from Menmarsh Road and the other exiting the site, the latter one can give way to the former, given the excellent forward visibility of the access road, minimising waiting on Menmarsh Road;
- excellent visibility is achievable from the access onto Menmarsh Road, with 215m achievable in both directions upon egress; and
- the proposals would add 16 additional vehicle trips over the course of a day in a worst-case scenario which equates to less than one additional vehicle per hour over the course of the day. Hence, there would be minimal impact on the local highway network.
- 2.7 As part of the Class Q Prior Approval application, the Local Highway Authority confirmed that the existing shared access is suitable to serve a modest residential development and would not require any upgrades and the Local Highway Authority had no objection to either the Class Q or Class R proposals.

Local Highway Network

- 2.8 Menmarsh Road is a single carriageway road subject to a 60mph speed limit, connecting Worminghall, to the east, with Mill Street and Stanton St John, to the west.
- 2.9 A review of the personal injury collision records on Crashmap for the latest 5-year period (2017-2021) shows that no collisions were recorded on Menmarsh Road in the vicinity of the site access. Therefore, it is considered that there are no pre-existing highway safety concerns in the vicinity of the site and the local highway network operates safely.

Accessibility

- 2.10 Menmarsh Road does not provide footways on either side of the carriageway and there are no dedicated cycle routes or related infrastructure. However, Menmarsh Road is a rural road and is relatively lightly trafficked.
- 2.11 The site is located approximately 2.5km away from the National Cycle Route 57 which runs in an east-west alignment from Chesham to Oxford, enabling residents of the proposed development to use this route as part of leisure trips, for example.
- 2.12 Islip railway station is located approximately 12.5km to the northwest of the site (15-minute drive) and is served by approximately one service per hour to Oxford and one service per hour to London Marylebone. The station has 23 car parking spaces, ticket machines, seating and shelters.
- 2.13 Haddenham and Thame Parkway is located approximately 14.0km east of the site (16-minute drive) and is served by three to four trains per hour to destinations including London, High Wycombe, Bicester and Birmingham. The station has 715 car parking spaces, a ticket office, ticket machines and sheltered waiting areas.
- 2.14 Whilst the rural nature of the site means that cars may be the primary mode of travel, walking and cycling may be a good option for residents wishing to undertake leisure trips, whilst public transport could be used as part of longer journeys from nearby railway stations.

3.0 Proposed Development

- 3.1 The proposals comprise the conversion of the existing barn into one 1-bed residential dwelling. The proposed site plan is provided at Appendix D.

Access Arrangements

- 3.2 Access to the site will continue as existing from Menmarsh Road via the existing shared access road with Joshua Farm. From the entrance to Joshua Farm, the access track travels east and north to serve the site. The Applicant is in the process of improving the existing access track between the entrance to Joshua Farm and the site to improve accessibility for cars accessing the site.
- 3.3 In its consultation response to the Class Q application, the Local Highway Authority confirmed that “ *visibility splays of 2.4m x 151m need to be achieved in both directions from the site access[with Menmarsh Road], commensurate with the speed limit of 60mph. I am satisfied that this level of visibility can be achieved in both directions*”. The visibility splay drawing at Appendix E confirms that 160m of visibility is achievable upon egress from the access, in excess of the required visibility.
- 3.4 The existing access arrangements were considered suitable to serve the previously consented developments and as there are no changes proposed to the access, the Local Highway Authority should have no objection in this regard, given the proposals will result in a very low number of additional vehicle movements (see Section 4).

Car Parking

- 3.5 According to the parking standards set out in Table 1 of Appendix B within the 2013 –2033 Vale of Aylesbury Local Plan (VALP), one-bedroom dwellings would need to provide an optimum of 1.5 spaces per unit. Appendix D shows that 1 parking space will be provided within the site. As demonstrated in Section 4, the proposed dwelling would result in 1 vehicle movement to and from the site during the AM and PM peak times, so the proposed 1 parking space would be sufficient.
- 3.6 Table 19 of Policy T8 –Electric Vehicle Parking within the VALP states that 1 electric vehicle charging point is required per house with garage or driveway. Therefore, the proposed parking space will be equipped with EV charging provision.

Cycle Parking

- 3.7 Table 3 of Appendix B within the VALP requires the provision of 1 secure cycle parking space per residential unit where no garage or other suitable accommodation is provided. As shown on Appendix D there is adequate space within the site curtilage to accommodate 1 secure cycle parking space.

Servicing / Refuse Collection

- 3.8 Refuse collection vehicles do not currently travel along the access road to Joshua Farm to collect domestic waste. Instead, this process is undertaken from the roadside of Menmarsh Road. Refuse collection for the proposed residential unit will be carried out as per the existing arrangements. The bins will need to be taken to Menmarsh Road on collection day so that they are easily accessible by refuse vehicles.
- 3.9 Deliveries for the proposed residential dwelling will take place within the site. As demonstrated at Appendix G, a home delivery vehicle will be able to travel along the access road between Joshua Farm and the site, reverse into the existing turning area to the south of the site, before exiting in a forward gear.

4.0 Traffic Generation / Highway Impact

Existing Traffic Generation

- 4.1 First-hand data has been provided by the Applicant in respect of existing vehicle movements to and from the site.
- 4.2 Given the seasonal nature of poultry farming, the traffic generation of the existing site will vary throughout the year, with up to 20 movements per day during peak periods, down to one movement per week at off-peak times. However, over the course of the year, there would typically be six vehicle movements per week, which would primarily comprise tractors travelling to drop-off or pick-up storage materials.

Proposed Traffic Generation

- 4.3 The TRICS database has been interrogated to determine the potential traffic generation of the development. The related output is provided at Appendix H. Trip rates for the proposed private dwelling were obtained from TRICS by applying the following selection parameters:

Land use: 03 –Residential, Category: A –Houses Privately Owned
Regions and areas in England excluding Greater London
Range: 1 to 100 units
Location: Suburban Area

- 4.4 Table 1 shows the trip rates for the AM and PM peak hours as well as throughout the day.

Table 1: Trip Rates –Houses Privately Owned

| Period | Trip Rates (per dwelling) | | |
|-----------------------|---------------------------|----------|-------|
| | Inbound | Outbound | Total |
| AM Peak (08:00-09:00) | 0.135 | 0.444 | 0.579 |
| PM Peak (17:00-18:00) | 0.370 | 0.182 | 0.552 |
| Daily | 2.441 | 2.567 | 5.008 |

- 4.5 Based on the table above, the proposed residential dwelling is anticipated to generate 1 vehicle trip during the AM peak and 1 vehicle trip during the PM peak, with a total of 5 vehicle movements expected over the course of a day.

Net Traffic Generation

- 4.6 There will typically be an increase in AM, PM and daily traffic generation associated with the proposed dwelling as the proposals will generate traffic every day compared to the ad-hoc movements currently made to and from the site.
- 4.7 However, notwithstanding the likely very modest increase in vehicle movements, the movements associated with the proposed residential usage will generate a different type of traffic to use the access track once the barn has been converted, with smaller cars accessing the site rather than the heavy tractors which currently use the track.

- 4.8 Given the minimal increase in traffic associated with the proposed development, it is considered that no upgrades should be required to the access road which leads from Joshua Farm to Menmarsh Road.
- 4.9 Increases in traffic of very modest magnitude envisaged will have no significant impact on the local road network in terms of either operational capacity or road safety. As such, the development proposals cannot be considered to result in a severe impact in the context of paragraph 111 of the National Planning Policy Framework.

5.0 Summary and Conclusions

Summary

- 5.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Mr N Hanson, to accompany a Class Q application for the conversion of an existing agricultural barn to residential use. The barn is located at Wood Farm, to the immediate north of Joshua Farm, Menmarsh Road, Worminghall, HP18 9UP.
- 5.2 The site is located approximately 2.5km to the northwest of the village of Worminghall in Buckinghamshire. It is bound to the north, east and west by agricultural land and to the south by farm buildings at Joshua Farm.
- 5.3 The existing site comprises a single-storey flat-roofed barn located just to the north of Joshua Farm, which has most recently been in use as a storage facility for straw, timber and poultry manure.
- 5.4 Two Prior Approval applications were granted planning permission for Joshua Farm just to the south of the site including the conversion of agricultural barns into Class E g (iii) and residential use.
- 5.5 The proposals comprise the conversion of the existing barn into one residential dwelling.
- 5.6 Safe access will be provided from Menmarsh Road via the existing shared access road with Joshua Farm and a private access track. The existing access track between Joshua Farm and the site is currently being improved to sufficiently allow private cars to enter and exit the site.
- 5.7 No collisions were recorded in the latest five-year period in the vicinity of the site and therefore the local highway network operates safely.
- 5.8 The proposed conversion will provide 1 car parking space and 1 secure cycle parking space on site, which complies with the VALP parking standards. The car parking space will be provided with electric vehicle charging infrastructure.
- 5.9 Refuse collection will take place from the roadside of Menmarsh Road as per the existing arrangements. Deliveries for the proposed private dwelling will be carried out within the site.
- 5.10 Although cars may be the primary mode of travel to and from the site, walking and cycling could be a good alternative for residents wishing to undertake leisure trips, whilst public transport could facilitate longer journeys from Thame & Haddenham Parkway railway station.
- 5.11 The existing agricultural use of the site would typically result in six movements per week over the course of the year. Those movements primarily comprise tractors travelling to drop-off or pick-up storage materials.

- 5.12 The proposed development would result in 1 vehicle trip during the AM peak and 1 vehicle trip during the PM peak with a total of 5 vehicle movements expected throughout the day. The proposals would not give rise to a significant number of additional vehicle movements and therefore it is considered that no further upgrades are required to the access road between Joshua Farm and Menmarsh Road.
- 5.13 Increases in traffic of very modest magnitude envisaged will have no significant impact on the local road network in terms of either operational capacity or road safety.

Conclusion

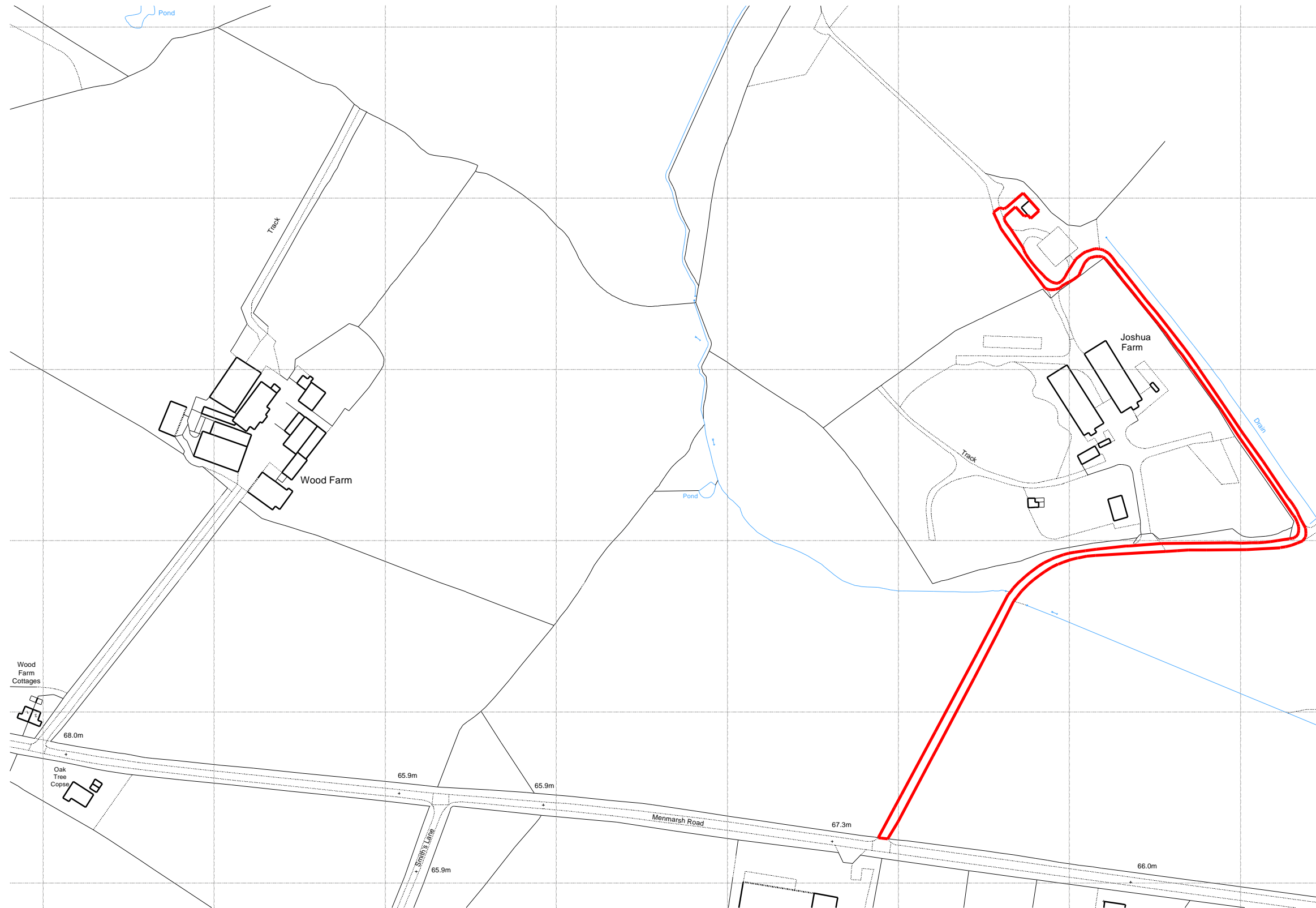
- 5.14 It is concluded that the proposed development is in accordance with the National Planning Policy Framework, which is in favour of sustainable development and advises that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.
- 5.15 In light of the evidence presented in this report, it is considered that the development's transport impacts cannot be regarded as either giving rise to an unacceptable impact on highway safety or a severe impact on the road network. Therefore, the local Highway Authority should be able to confirm that they would offer no objection to the proposals.

Appendices

Appendix A
Location Plan



scale 1-2500



Class Q Application

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| Notes | no | date | revision |
| | | | |

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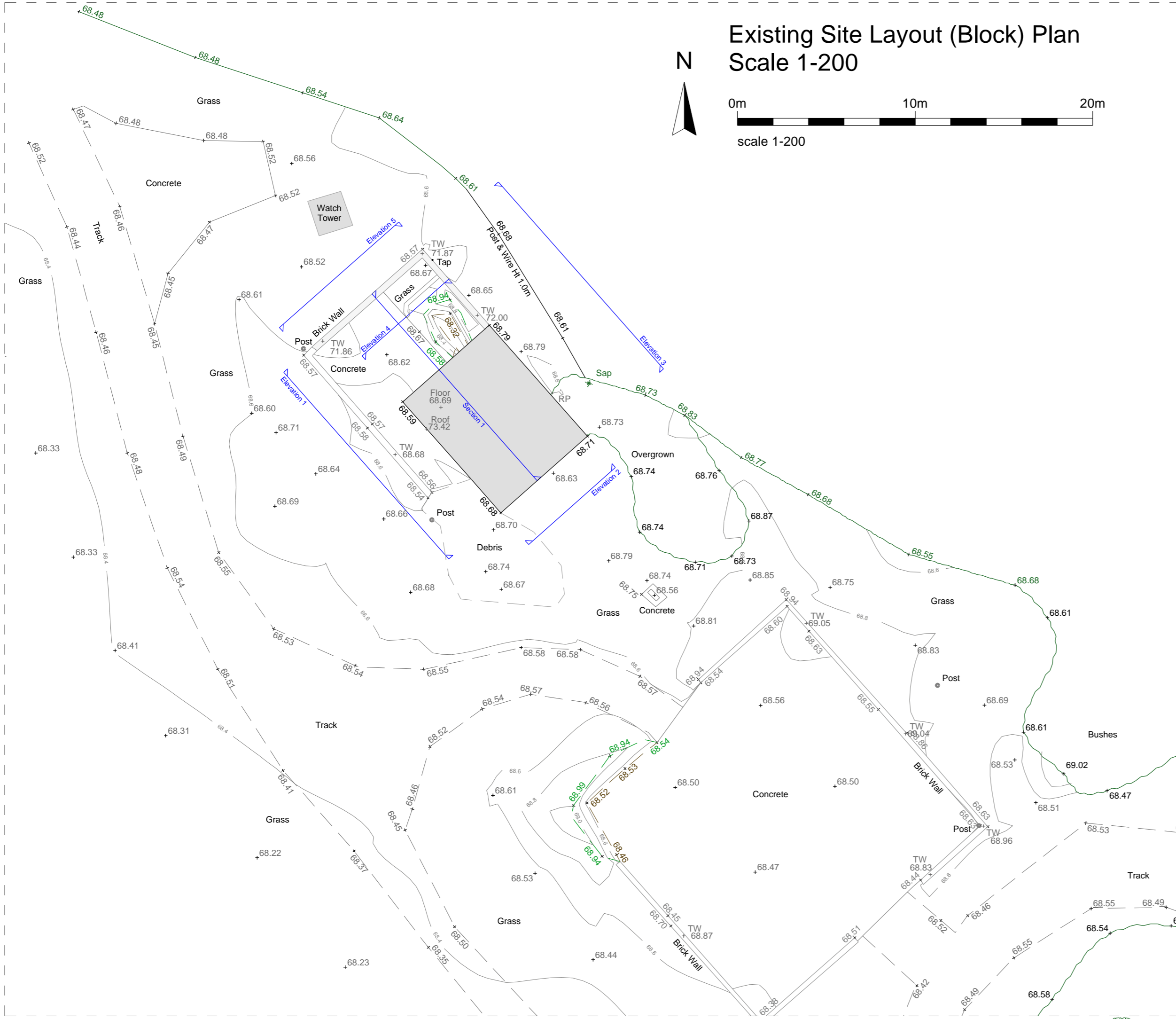
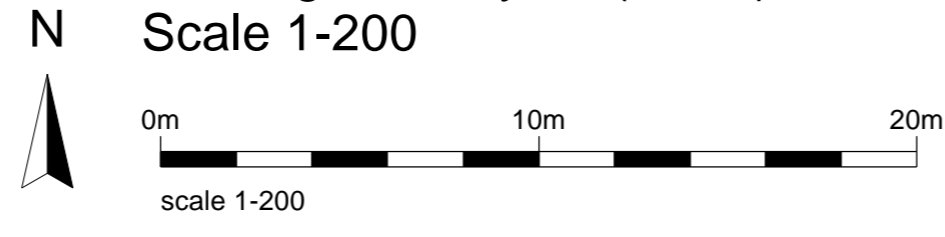
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| project Wood Farm, Menmarsh Road, Worminghall, HP18 9UP | |
| title Site Location Plan | |
| drawn AK | Project number 1357 |
| date 05/06/2023 | Drawing no 1357_CQ-1 |
| scale 1:2500 @ A3 | |

Appendix B
Existing Site Layout

Existing Site Layout (Block) Plan
Scale 1-500



Existing Site Layout (Block) Plan
Scale 1-200



Class Q Application

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Notes

no date revision



Project
Wood Farm, Menmarsh Road,
Worminghall, HP18 9UP

Title
Existing Site Layout (Block) Plan

drawn AK Project number
date 05/06/2023 1357

scale 1:500, 1:200 @ A1 Drawing no
1357_CQ-2

Appendix C

22/0299/COUAF & 23/00240/COUAR Consents

BUCKINGHAMSHIRE COUNCIL

**Town and Country Planning (General Permitted Development) (England) Order 2015
(as amended)**

22/02299/COUAF

Louise Gregory
Old Market Office
10 Risbygate Street
Bury St Edmunds
IP33 3AA

Mr Alan Bergin
Cotswold Farm
Standlake
Witney
OX29 7RB

Process set out by Part 3, Class R, of Schedule 2 of the Town and Country Planning
(General Permitted Development) (England) Order 2015

In accordance with section 60 (2B) and (2C) of the Town and Country Planning Act 1990 (as
amended by section 4 (1) of the Growth and Infrastructure Act 2013)

The local planning authority, hereby **GRANT PRIOR APPROVAL** for the proposed
development at the address shown below:-

Address of the proposed development:

Joshua Farm Menmarsh Road Worminghall Buckinghamshire HP18 9UP

Description/ Information provided of the proposed development:

Determination under Class R of Part 3 of Schedule 2 to the Town and Country Planning
(General Permitted Development) (England) Order 2015 (Amended) as to whether prior
approval is required in respect of transport and highways impacts, noise impacts,
contamination risks and flood risks for the change of use of 2 agricultural building to Class E
(Commercial, Business and Service) Use sub class g(iii)

Subject to the following condition(s):

- 1 The development hereby permitted shall begin before the expiration of threes years
from the date of this prior approval.

Reason: To comply with the requirements of Class R of Part 3 of Schedule 2 of the
Town and Country Planning General Permitted Development Order (England)
(Amendment) Order 2021.

- 2 The development shall not be occupied until new means of access has been
constructed in general accordance with the submitted drawings and constructed in
accordance with the Buckinghamshire Council guide note 'Commercial Vehicle
Access within the Public Highway'.

Reason: In order to minimise danger, obstruction and inconvenience to users of the
highway and of the development.

- 3 The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway and to accord with policies T6 and T8 of the Vale of Aylesbury Local Plan (Adopted) 2021 and the National Planning Policy Framework 2021.

- 4 No other part of the development shall be occupied until the existing access track has been resurfaced in a hard bound material and widened to 5.5m in general accordance with the approved drawings.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

- 5 Prior to the first occupation of the development minimum vehicular visibility splays of 151m from 2.4m back from the edge of the carriageway to both the west and east of the access shall be provided in accordance with the approved plans and the visibility splays shall be kept clear from any obstruction between 0.6m and 2.0m above ground level.

Reason: To provide adequate visibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

- 6 The building(s) subject to this prior approval shall only be used for purposes within Use Class Eg(iii) of The Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: In order to ensure the existing highway network is capable of accommodating the development and to allow the Local Planning Authority to reassess highways impacts prior to any future changes in accordance with Policies T1 and T4 of VALP and the NPPF.

- 7 The development hereby permitted shall be carried out in accordance with the details contained in the planning application hereby approved and drawing numbers:

Documents/drawings received:

100_02 Site Location & Block Plan.

Transport Statement by The Transport Consultancy.

HM Land Registry Plan BM165466.

210635-02 Vehicle tracking plan by The Transport Consultancy.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the details considered by the local planning authority.

Informative(s)

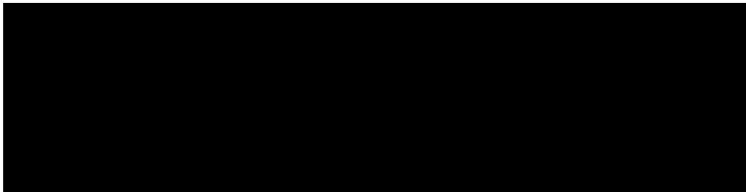
- The development hereby permitted shall be carried out in accordance with the details provided in the application referred to unless the local planning authority and the developer agree otherwise in writing.
- The applicant is reminded that this prior approval does not give authorisation to access land and buildings that not within the ownership of the applicant. Separate consents from the owner(s) may be required before any works are carried out.

- The applicant is advised that the off-site works will need to be constructed under a Section 184 of the Highways Act legal agreement. This Small Works Agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 3 weeks is required to process the agreement following the receipt by the Highway Authority of a written request. Please contact Development Management at the following address for information:-

Development Management
6th Floor, County Hall,
Walton Street, Aylesbury,
Buckinghamshire,
HP20 1UY

Telephone: 0845 2302882
Email: highwaysdm@buckinghamshire.gov.uk

- No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.
- It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.



Steve Bambrick
Service Director Planning and Environment
On behalf of the Council
16th September 2022

BUCKINGHAMSHIRE COUNCIL

**Town and Country Planning (General Permitted Development) (England) Order 2015
(as amended)**

23/00240/COUAR

Louise Gregory
Old Market Office
10 Risbygate
Bury St Edmunds
IP33 3AA

Mr Alan Bergin
Costwold Far
Standlake
Witney
OX29 7RB

Process set out by Part 3, Class Q, of Schedule 2 of the Town and Country Planning
(General Permitted Development) (England) Order 2015 (as amended)

In accordance with section 60 (2B) and (2C) of the Town and Country Planning Act 1990 (as
amended by section 4 (1) of the Growth and Infrastructure Act 2013)

The local planning authority, hereby **GRANT PRIOR APPROVAL** for the proposed
development at the address shown below:-

Address of the proposed development:

Joshua Farm Menmarsh Road Worminghall Buckinghamshire HP18 9UP

Description/Information provided of the proposed development:

Determination as to whether prior approval is required in respect of transport & highway
impact, noise, contamination risk, flooding and locational considerations for the conversion of
two agricultural buildings into 2 dwellinghouses (Class Q(a)) and in relation to design and
external appearance of the building (Class Q(b))

Subject to the following condition(s):

- 1 The change of use as shown on drawings 000_01, 100_01 and 100_01 received on
25.01.2023 shall be implemented and works completed within three years of the date
of this prior approval.

Reason: To accord with the requirement set out in Class Q, Q.2 (3), Part 3 to Schedule 2 of
the Town and Country Planning (General Permitted Development) (England) Order
2015 (as amended).

- 2 Details of the parking and manoeuvring including electric vehicle spaces shall be
submitted to and approved by the Local Planning Authority, and activities associated
with the use hereby permitted within this planning application shall not be brought into
operation until the approved parking scheme has been implemented. The approved
parking scheme shall be retained thereafter. For the avoidance of doubt, two EV

charging points must be provided (one per dwelling) and an additional two parking spaces must be provided (one per dwelling).

Reason: To enable vehicles to draw off, park, and turn clear of the highway to minimise danger, obstruction, and inconvenience to users of the adjoining highway and to ensure adequate provision is made for electric vehicles to accord with the NPPF and Policies T6 and T8 of the Vale of Aylesbury Local Plan.

- 3 Prior to the occupation of the development minimum vehicular visibility splays of 151m from 2.4m back from the edge of the carriageway from both sides of the existing access onto Menmarsh Road shall be provided in accordance with details to be submitted to and approved by the Local Planning Authority and the visibility splays shall be kept clear from any obstruction between 0.6m and 2.0m above ground level.

Reason: To provide adequate visibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

Informative(s)

- 1 It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.
- 2 No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.
- 3 If during development works contamination is encountered which has not been previously identified please contact the Environmental Health department immediately at envhealthav@buckinghamshire.gov.uk. Works must cease on site until an appropriate remediation scheme is submitted to and agreed in writing by the local planning authority. Failure to remediate site contamination during development could result in serious long-term health impacts to future users of the development.



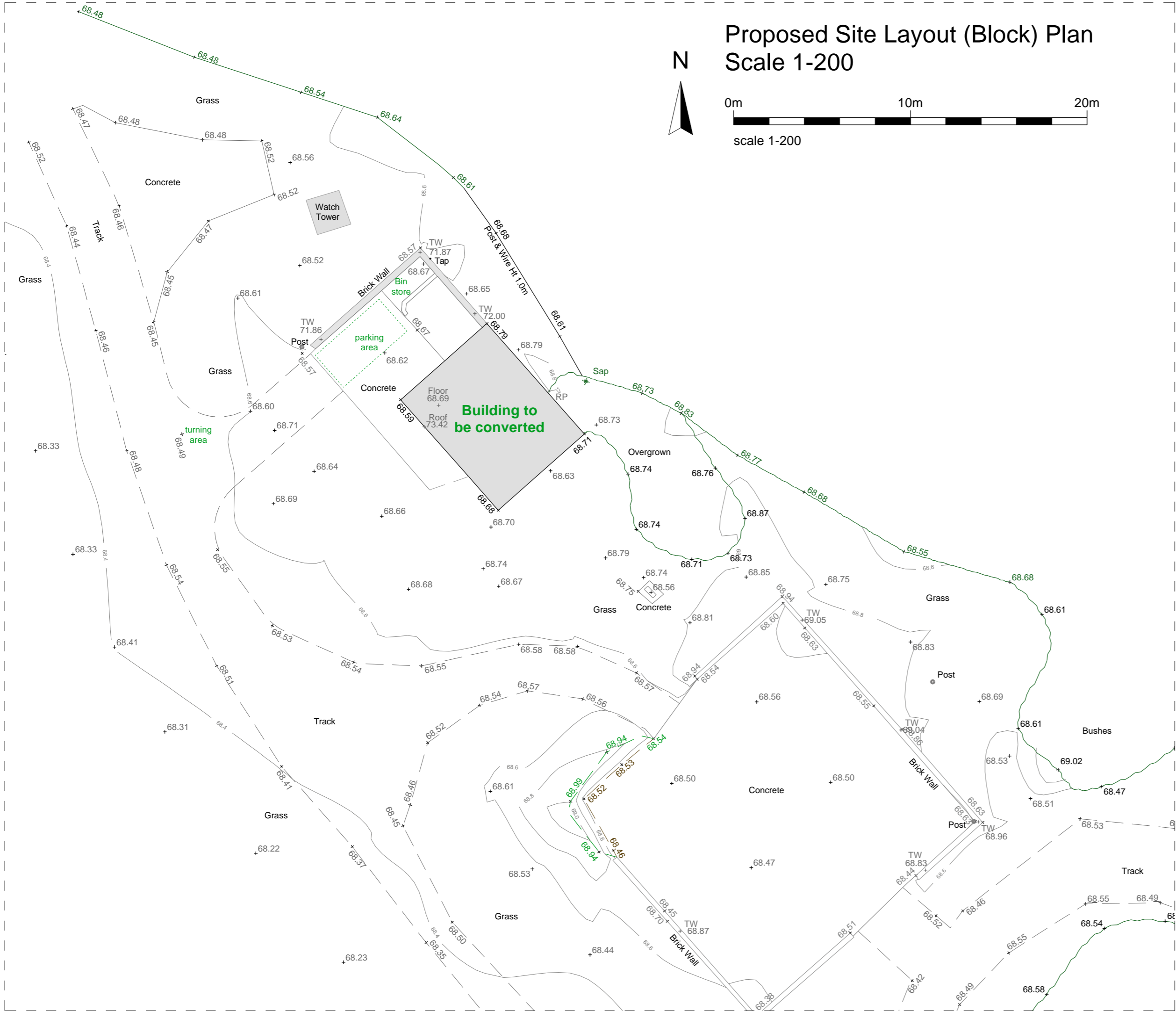
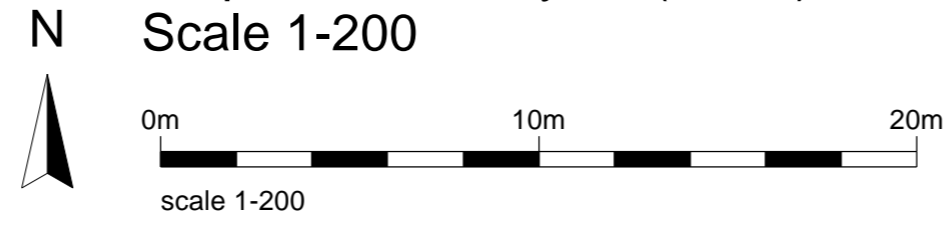
Steve Bambrick
Service Director Planning and Environment
On behalf of the Council
13th March 2023

Appendix D
Proposed Site Plan

Proposed Site Layout (Block) Plan Scale 1-500



Proposed Site Layout (Block) Plan Scale 1-200



Class Q Application

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Notes

| no | date | revision |
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Wood Farm, Menmarsh Road,
Worminghall, HP18 9UP

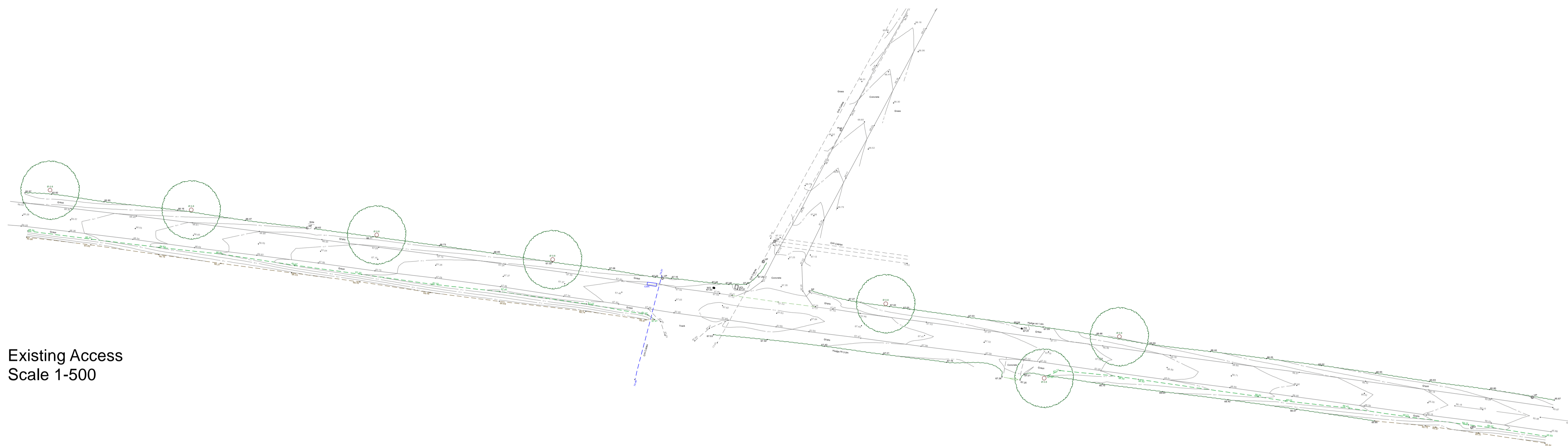
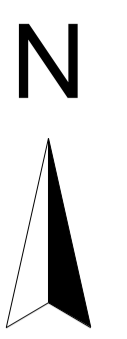
Proposed Site Layout (Block) Plan

drawn AK Project number

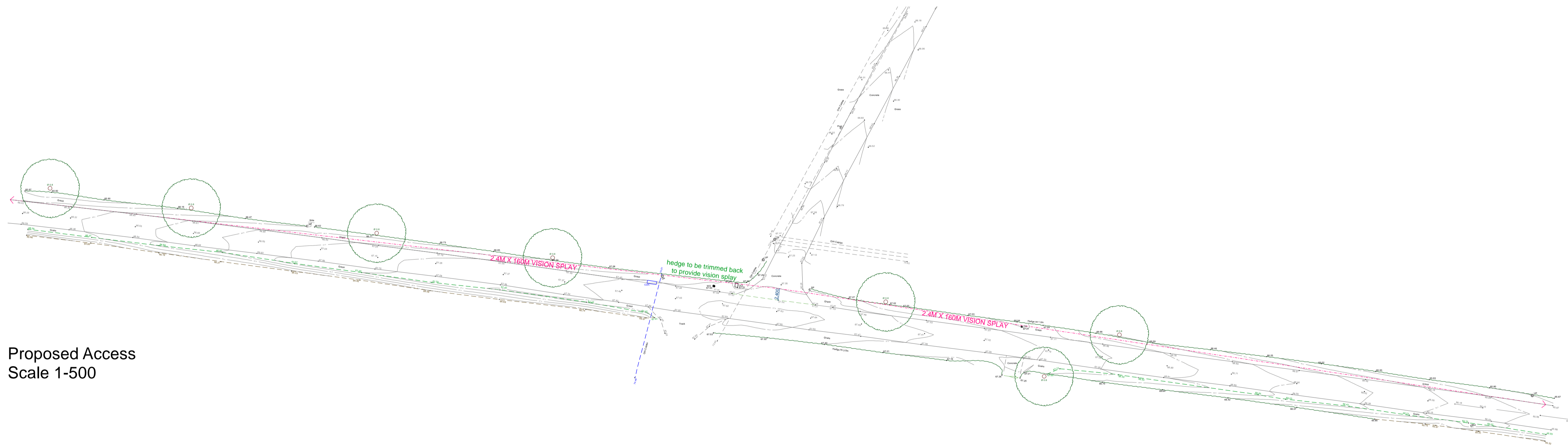
date 05/06/2023 1357

scale 1:200, 1:500 @ A1 Drawing no 1357_CQ-3

Appendix E
Shared Access Visibility Splays



Existing Access
Scale 1-500



Proposed Access
Scale 1-500

| | | | |
|-------|----|------|----------|
| Notes | no | date | revision |
| | | | |

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Class Q Application

| | | |
|---------|---|----------------|
| project | Wood Farm, Menmarsh Road, Worminghall, HP18 9UP | |
| title | Existing and Proposed Access | |
| drawn | AK | Project number |
| date | 05/06/2023 | 1357 |
| scale | 1:500 @ A1 | Drawing no |
| | | 1357_CQ-4 |

Appendix F

23/00240/COUAR Highways Consultation Response



Directorate for Planning Growth & Sustainability
Buckinghamshire Council,
Walton Street Offices,
Walton Street,
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Development Management
(Aylesbury Area)
Planning, Growth & Sustainability
Buckinghamshire Council

16/02/2023

FAO Dayna Simmons

Application Number: 23/00240/COUAR
Proposal: Determination as to whether prior approval is required in respect of transport & highway impact, noise, contamination risk, flooding and locational considerations for the conversion of two agricultural buildings into 2 dwellinghouses (Class Q(a)) and in relation to design and external appearance of the building (Class Q(b))
Location: Joshua Farm, Menmarsh Road, Worminghall, Buckinghamshire HP18 9UP

Thank you for your letter with regard to the above planning application.

I previously commented on this application on the 2nd February 2023. In my comments, I asked for the vehicular access and access track to be upgraded, for two parking spaces to be added to the site and for each new dwelling to be provided with an EV charging point. Since then, additional information has been submitted on the 6th February 2023 in the form of a Traffic Assessment.

In this assessment, the applicant details the existing trip generation of the existing poultry barns. It is stated that there are 64 two-way trips per week across the two barns/sheds with a part specialist (vet, manager, nutritionist etc) being the most frequent visitor at 8 trips per day. I am satisfied with the information that has been provided by the applicant as it accords with that submitted under application no. 22/02299/COUAF (for the conversion of the same agricultural buildings). Given that the number of trips generated by the existing poultry barns per day is broadly equivalent to that of two dwellings, I accept that in this instance access upgrades would not be justifiable or proportionate. Nonetheless, I would still expect two additional parking spaces to be added on the site (one for each dwelling) and for ev charging points to be added at each dwelling. I will condition these aspects below.

Summary

Therefore, taking the above into consideration the Highway Authority has no objections subject to the following conditions:

Condition 1: Prior to the occupation of the development minimum vehicular visibility splays of 151m from 2.4m back from the edge of the carriageway from both sides of the existing access onto Menmarsh Road shall be provided in accordance with details to be submitted to and approved by the Local Planning Authority and the visibility splays shall be kept clear from any obstruction between 0.6m and 2.0m above ground level.

Reason: To provide adequate visibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

Condition 2: Details of the parking and manoeuvring including electric vehicle spaces shall be submitted to and approved by the Local Planning Authority, and activities associated with the use hereby permitted within this planning application shall not be brought into operation until the approved parking scheme has been implemented. The approved parking scheme shall be retained thereafter. For the avoidance of doubt, two EV charging points must be provided (one per dwelling) and an additional two parking spaces must be provided (one per dwelling).

Reason: To enable vehicles to draw off, park, and turn clear of the highway to minimise danger, obstruction, and inconvenience to users of the adjoining highway and to ensure adequate provision is made for electric vehicles to accord with the NPPF and Policies T6 and T8 of the Vale of Aylesbury Local Plan.

Informatives

It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.

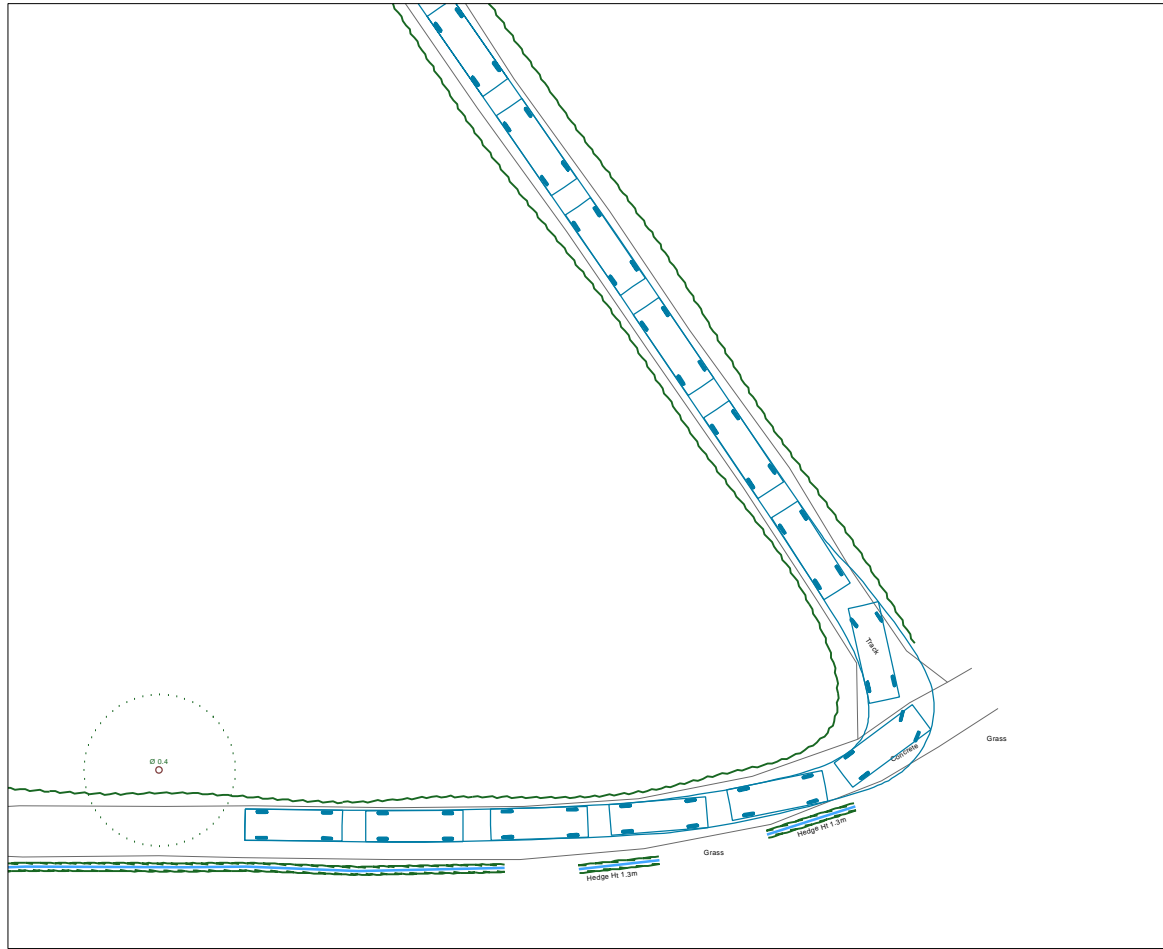
No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.

Yours sincerely

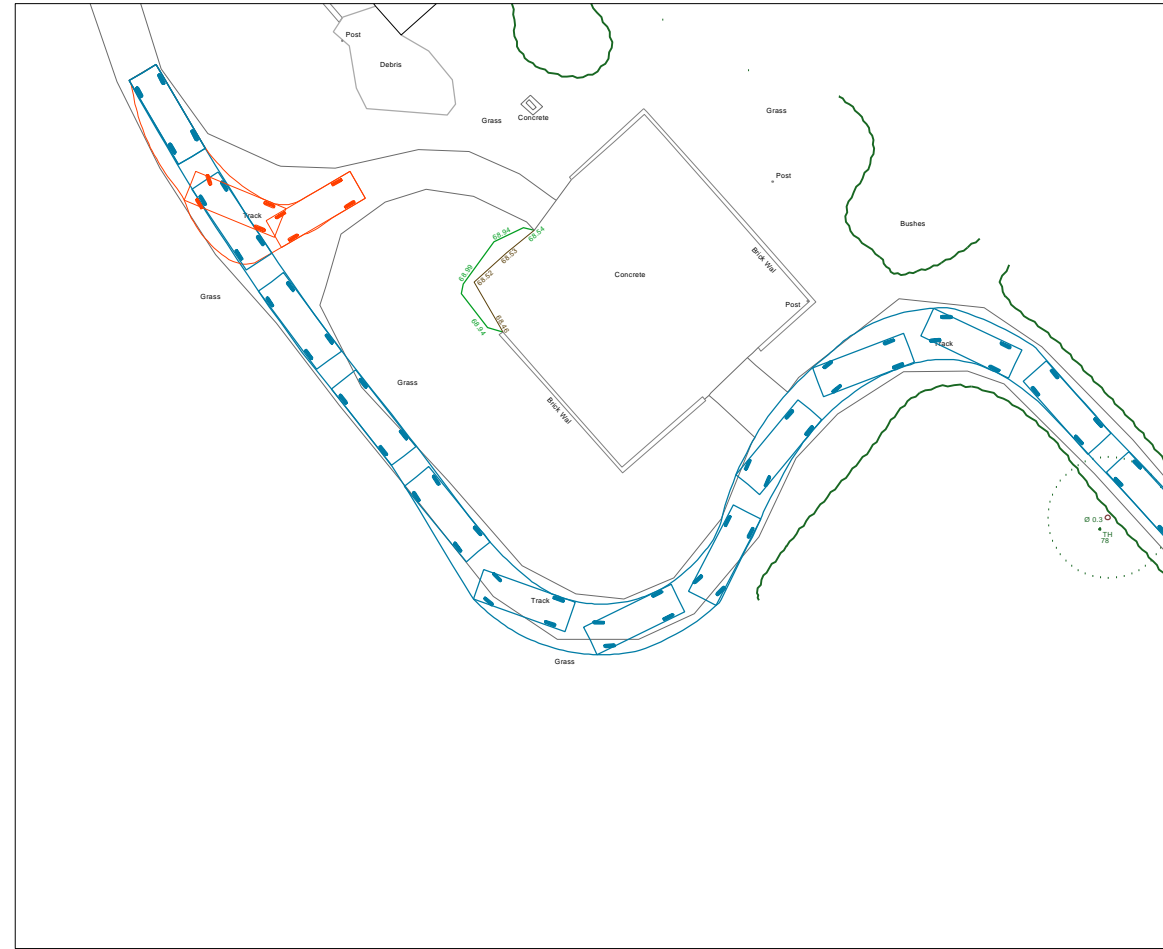
Matthew Raven
Highways Development Management
Planning Growth & Sustainability

Appendix G

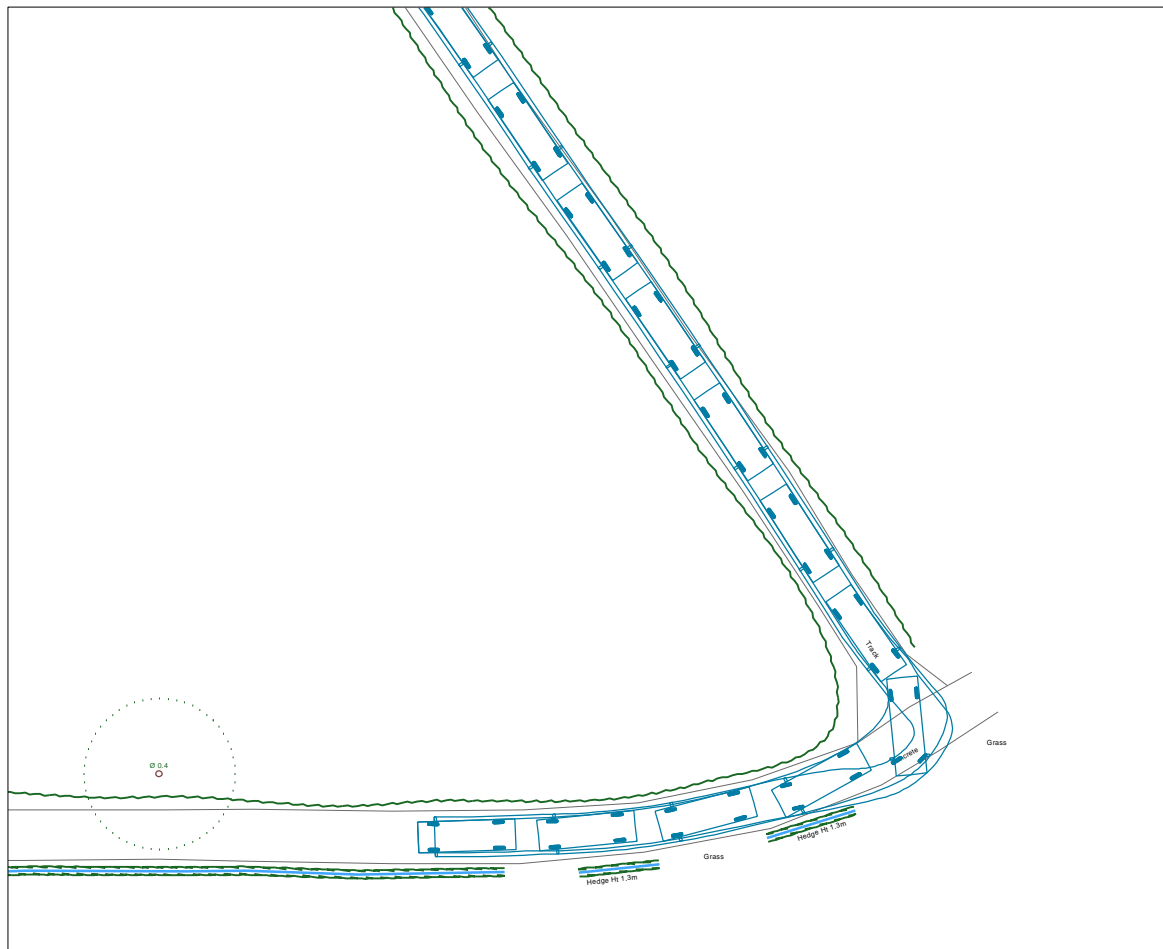
Home Delivery Vehicle –Swept Path Analysis



LEFT-TURN - ENTRY



TURNING AREA - ENTRY



RIGHT-TURN - EXIT



TURNING AREA - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: JC Emmett drawing no. 1357_CQ-3

KEY



Home delivery vehicle - forward gear



Home delivery vehicle - reverse gear



| Rev. | Description | Date | Chkd |
|------|-------------|------|------|
|------|-------------|------|------|



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Client :
Family Hanson

Project :
**Joshua Farm, Menmarsh Road,
Worminghall, HP18 9UP**

Title :
**Swept Path Analysis
Home Delivery Vehicle**

Project Engineer : T. Hart Scale : 1:500 @ A3
Project Director : J. Birch Date : June 2023

Status : **PRELIMINARY**

| | | |
|-------------|--------------|-----|
| Drawing No. | 8230329/6201 | Rev |
|-------------|--------------|-----|

Appendix H

TRICS Output

Calculation Reference: AUDIT-225601-230607-0635

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | HC HAMPSHIRE | 1 days |
| | KC KENT | 1 days |
| 03 | SOUTH WEST | |
| | DV DEVON | 1 days |
| | SD SWINDON | 1 days |
| | TB TORBAY | 1 days |
| 04 | EAST ANGLIA | |
| | NF NORFOLK | 1 days |
| | PB PETERBOROUGH | 1 days |
| | SF SUFFOLK | 1 days |
| 06 | WEST MIDLANDS | |
| | WK WARWICKSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | NY NORTH YORKSHIRE | 1 days |
| 08 | NORTH WEST | |
| | AC CHESHIRE WEST & CHESTER | 1 days |
| 09 | NORTH | |
| | DH DURHAM | 1 days |

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

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: No of Dwellings
 Actual Range: 10 to 73 (units:)
 Range Selected by User: 1 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

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 | 2 days |
| Tuesday | 3 days |
| Wednesday | 3 days |
| Thursday | 4 days |

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

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 12 days |
| Directional ATC Count | 0 days |

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:

| | |
|------------------------------------|----|
| Suburban Area (PPS6 Out of Centre) | 12 |
|------------------------------------|----|

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

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 Vehicles Counts:

| | |
|-----------------------------|--------------------|
| Servicing vehicles Included | 5 days - Selected |
| Servicing vehicles Excluded | 11 days - Selected |

Secondary Filtering selection:

Use Class:

| | |
|----|---------|
| C3 | 12 days |
|----|---------|

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:

All Surveys Included

Population within 1 mile:

| | |
|------------------|--------|
| 5,001 to 10,000 | 5 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 2 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 3 days |

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

Population within 5 miles:

| | |
|--------------------|--------|
| 5,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 1 days |
| 50,001 to 75,000 | 2 days |
| 75,001 to 100,000 | 2 days |
| 125,001 to 250,000 | 5 days |
| 250,001 to 500,000 | 1 days |

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 | 4 days |
| 1.1 to 1.5 | 8 days |

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.

Travel Plan:

| | |
|-----|--------|
| Yes | 3 days |
| No | 9 days |

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 | 12 days |
|-----------------|---------|

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

| | | | | |
|---|------------------------------------|--------------------------|----------|-------------------------|
| 1 | AC-03-A-04 | TOWN HOUSES | | CHESHIRE WEST & CHESTER |
| | LONDON ROAD | | | |
| | NORTHWICH | | | |
| | LEFTWICH | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total No of Dwellings: | | 24 | |
| | Survey date: | THURSDAY | 06/06/19 | Survey Type: MANUAL |
| 2 | DH-03-A-01 | SEMI DETACHED | | DURHAM |
| | GREENFIELDS ROAD | | | |
| | BISHOP AUCKLAND | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total No of Dwellings: | | 50 | |
| | Survey date: | TUESDAY | 28/03/17 | Survey Type: MANUAL |
| 3 | DV-03-A-03 | TERRACED & SEMI DETACHED | | DEVON |
| | LOWER BRAND LANE | | | |
| | HONITON | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total No of Dwellings: | | 70 | |
| | Survey date: | MONDAY | 28/09/15 | Survey Type: MANUAL |
| 4 | HC-03-A-23 | HOUSES & FLATS | | HAMPSHIRE |
| | CANADA WAY | | | |
| | LIPHOOK | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total No of Dwellings: | | 62 | |
| | Survey date: | TUESDAY | 19/11/19 | Survey Type: MANUAL |
| 5 | KC-03-A-03 | MIXED HOUSES & FLATS | | KENT |
| | HYPHE ROAD | | | |
| | ASHFORD | | | |
| | WILLESBOROUGH | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total No of Dwellings: | | 51 | |
| | Survey date: | THURSDAY | 14/07/16 | Survey Type: MANUAL |
| 6 | NF-03-A-51 | SEMI -DETACHED | | NORFOLK |
| | CITY ROAD | | | |
| | NORWICH | | | |
| | LAKENHAM | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total No of Dwellings: | | 34 | |
| | Survey date: | TUESDAY | 13/09/22 | Survey Type: MANUAL |
| 7 | NY-03-A-13 | TERRACED HOUSES | | NORTH YORKSHIRE |
| | CATTERICK ROAD | | | |
| | CATTERICK GARRISON | | | |
| | OLD HOSPITAL COMPOUND | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total No of Dwellings: | | 10 | |
| | Survey date: | WEDNESDAY | 10/05/17 | Survey Type: MANUAL |
| 8 | PB-03-A-04 | DETACHED HOUSES | | PETERBOROUGH |
| | EASTFIELD ROAD | | | |
| | PETERBOROUGH | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total No of Dwellings: | | 28 | |
| | Survey date: | MONDAY | 17/10/16 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|--|-----------------|--|--------------|
| 9 | SD-03-A-01 HEADLANDS GROVE SWINDON | SEMI DETACHED | | SWINDON |
| | Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: THURSDAY 22/09/16 | | | |
| 10 | SF-03-A-07 FOXHALL ROAD IPSWICH | MIXED HOUSES | | SUFFOLK |
| | Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 Survey date: THURSDAY 09/05/19 | | | |
| 11 | TB-03-A-01 BRONSHILL ROAD TORQUAY | TERRACED HOUSES | | TORBAY |
| | Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15 | | | |
| 12 | WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE | DETACHED HOUSES | | WARWICKSHIRE |
| | Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19 | | | |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 12 | 41 | 0.067 | 12 | 41 | 0.297 | 12 | 41 | 0.364 |
| 08:00 - 09:00 | 12 | 41 | 0.135 | 12 | 41 | 0.444 | 12 | 41 | 0.579 |
| 09:00 - 10:00 | 12 | 41 | 0.176 | 12 | 41 | 0.190 | 12 | 41 | 0.366 |
| 10:00 - 11:00 | 12 | 41 | 0.133 | 12 | 41 | 0.178 | 12 | 41 | 0.311 |
| 11:00 - 12:00 | 12 | 41 | 0.151 | 12 | 41 | 0.157 | 12 | 41 | 0.308 |
| 12:00 - 13:00 | 12 | 41 | 0.182 | 12 | 41 | 0.170 | 12 | 41 | 0.352 |
| 13:00 - 14:00 | 12 | 41 | 0.176 | 12 | 41 | 0.186 | 12 | 41 | 0.362 |
| 14:00 - 15:00 | 12 | 41 | 0.178 | 12 | 41 | 0.225 | 12 | 41 | 0.403 |
| 15:00 - 16:00 | 12 | 41 | 0.286 | 12 | 41 | 0.217 | 12 | 41 | 0.503 |
| 16:00 - 17:00 | 12 | 41 | 0.331 | 12 | 41 | 0.168 | 12 | 41 | 0.499 |
| 17:00 - 18:00 | 12 | 41 | 0.370 | 12 | 41 | 0.182 | 12 | 41 | 0.552 |
| 18:00 - 19:00 | 12 | 41 | 0.256 | 12 | 41 | 0.153 | 12 | 41 | 0.409 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.441 | | | 2.567 | | | 5.008 |

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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Parameter summary

Trip rate parameter range selected: 10 - 73 (units:)
 Survey date range: 01/01/15 - 09/11/22
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 0

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



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