

**South Gloucestershire Council New
Local Plan
Site Submission Form
(Regulation 18 Topic Paper 2024)**



GUIDANCE ON COMPLETING THIS FORM

Please return this form if you are suggesting a site to be considered in the South Gloucestershire Local Plan 2025. Previously submitted sites are available to view on an online map at: www.southglos.gov.uk/callforsites

For each site please complete a separate form and provide a map that clearly and accurately identifies the site boundary.

Completed forms and site location plans should be emailed to: policy.consultation@southglos.gov.uk.

Identifying a potential site does not infer that the council in any way supports the development of the site. Sites will be assessed through the plan making process and will be subject to normal planning procedures.

The information collected as part this consultation will also be used by the council in accordance with the data protection principles in the Data Protection Act 1998. The purpose for collecting this data is: to assist in plan making; and to contact you, if necessary, regarding the planning consultation process. Some of the data may be made public as it will form part of the evidence base used to inform the creation of planning policy documents. The above purposes may require public disclosure of any data received on the response form, in accordance with the Freedom of Information Act 2000.

The purpose for holding your personal information is to assist in preparing development plan documents and supporting supplementary planning guidance and advice; and to contact you, if necessary, regarding the planning consultation process relating to their preparation. In order to provide the above service we may share your information with the following:

- Other South Gloucestershire Council departments
- External consultants working on behalf of South Gloucestershire Council
- Other Local Planning Authorities (LPAs)
- Other groups preparing statutory development plans relevant to South Gloucestershire

Please follow the link to our [Privacy Policy](#) and [Data Protection Policy](#) to find out more.

1. CALL FOR SITES SUBMISSION CHECK LIST

In order for South Gloucestershire Council to accept Call for Site submissions please ensure the boxes below are ticked to confirm the documents which are being sent for each separate site.

Please note that your submission including any supporting information will be published. We will undertake a redaction process to ensure that sensitive information is removed, however if you are aware of any sensitive information in your supporting documents, please do make us aware.

REQUIRED DOCUMENTS

- ☒ Completed Call for Sites Application form
- ☒ Site Map with a clear line boundary to outline the site promoted for development
- ☒ Proof of Land ownership/Proof of support from Landowner **(This was provided in the Feb 24 submission)**

ADDITIONAL DOCUMENTS

Please indicate below any additional supporting documents you are submitting alongside the required documents. You can also indicate where useful information can be found in these documents when filling out the other sections of the form below.

- ☐ ☒ Transport Study **(This was provided in the Feb 24 submission)**
- ☐ Ecological Study
- ☐ Landscape Assessment
- ☐ Greenbelt Assessment
- ☐ Viability Statement
- ☐ Housing Market Report
- ☐ Heritage Statement
- ☐ Vision Document
- ☐ Air Quality Report
- ☐ Noise Report
- ☐ Design Panel Review
- ☐ Delivery Statement
- ☐ Utilities Report
- ☐ Contamination Report
- ☐ Water Report
- ☐ Flood Report
- ☐ Archaeology Report
- ☐ Pre-App Response
- ☐ ☒ Other (Please state) **All Detailed HHF Redline Map Separate Fields**

CALL FOR SITES OUTSIDE OF CONSULTATION PERIODS

Promoters wishing to submit call for sites outside of a formal consultation period or to submit additional technical information to support their existing call for sites should contact our Planning Policy Team using the details below. We will confirm if we are able to accept the submission. If so, there will be a charge of £290 plus VAT.

Completed forms and supporting documents should be emailed to: policy.consultation@southglos.gov.uk.

2. HAS THE SITE PREVIOUSLY BEEN SUBMITTED TO THE COUNCIL?

Previously submitted sites are available to view on the online map accessible from: www.southglos.gov.uk/callforsites (Click on the site to see the site reference number and information previously submitted).

Date of submission

Thursday 12 September 2024 (Previous submission February 2024)

		Please enter the relevant Site Reference number from www.southglos.gov.uk/callforsites
Has this site previously been submitted?	Yes / No	SG095

If the site has already been submitted, how does the information provided in this form change the information you have previously provided to us?

Our Aims

As stated in our earlier submission in February 2024, the Station proposals form the main opportunity for residential development on the Hill House Farm (HHF) land. Not only does a station within easy walking/cycle distance of the site boost the site's sustainable travel credentials, the station scheme comes with some widening of Station Rd which further enhances access to the HHF land. This plus the agreement with SGC (see transport report and SGC/HHF heads of terms submitted in Feb 2024) to access the site via spurs from the new station carpark access road further affirm the sites feasibility and long-term sustainability for development.

Our aim is to develop fields 3, 2 and 1, with a combination of Housing, to include social housing, Community facilities such as multi use health centre (Doctors, Dentist etc.) School, multi-use community facility, retail and employment. Open spaces, Cycle paths and walkways linking to existing walkways and cycle paths to the North and South of Charfield. The project is to be phased over a five and ten-year period. Phase one is to start on field three with 240 homes moving on to field 2 and ending on field 1 with a further 210 and the community facilities. As well as the documents we submitted in Feb 2024, we must also direct you to the SGC planning documents for Charfield station and the station carpark that clarifies and further supports access as stated above.

Sustainable Transport Provision

Another area of concern is the M5 Jct.14 and the SRN capacity seen as a constraint to growth within Charfield. Discussions with a number of highways/transport professionals and with Highways England the consensus is that the SGC capacity figure is very conservative and errs heavily on the side of caution.

Although it has been muted that there are plans to improve M5 Jct.14 there does not appear to be any information regarding this in the public domain. Nothing to indicate this on the SGC, WECA or Highways England web sites.

The only way we see to reduce the congestion caused by the M5 Jct14 is to reduce traffic. Our aim is to have a vision led sustainable development with low vehicular external trip generation.

The new Charfield railway station, planned to open in 2027, is expected to reduce congestion on the local highway network improving transport links to Bristol, Filton Enterprise Area, Yate and Gloucester suitable for commuting and leisure journeys.

This supports our vision for a residential development with a low external trip generation and promotes the opportunity for future residents to travel sustainably. We also, as previously stated above, plan to have an enhanced pedestrian and cycle access to the rest of Charfield to promote active travel journeys within Charfield, the concept of a 15minute neighbourhood.

Our development is within a short walking/Cycling distance to the new station which we believe will encourage residents to use the station for commuting and leisure journeys. The site is also a short walk to Wotton Road where there are frequent existing bus services for travel to the wider area including Thornbury, Yate, Dursley and Wotton Under Edge.

As the station is expected to serve surrounding villages/towns of Charfield there is an opportunity for the bus service to be further improved by increasing frequency and reliability to further encourage residents to use the services, thus further reducing vehicular trips on the local highway.

As previously stated above, in our vision we plan for provision of on-site day-to-day facilities to consider the entire Charfield settlement as a 15- minute neighbourhood including education provision, local retail shops and health facilities to meet the future demand and support internalisation of trips.

**We will now require proof of landownership or confirmation from the landowner that they support development of their land as outlined under section 1*

3. YOUR DETAILS

Name

Company/Organisation
(if applicable)

Address

Telephone

Email

Status (please tick all that apply)

Owner of (all or part of) the site ☐ Land Agent ☐
Planning Consultant ☐ Developer ☐
Amenity/ Community Group ☐ Local Resident ☐
Registered Social Housing Provider ☐
Other (please specify) ☒

Appointed Representative of all Land Owners

If acting on behalf of
Landowner / developer
please provide client name and
address details:

I (or my client)...

Is sole owner of the site ☐ Owns part of the site ☒
Do not own (or hold any legal interest in) the site whatsoever ☐

If you are not the owner, or
own only part
of the site, do you know who
owns the site
or the remainder of it (please
provide
details)?

Does the owner (or other
owner(s)) support your
proposals for the site?

Yes ☒ No ☐

4. SITE DETAILS

Site Address (including postcode where applicable)

Hill House Farm, Station Road, Charfield, South Glos. GL12 8SY

Site Area (Hectares)(if known)

Fields 1,2 & 3 – 36.8 Hectares Approx
Field 4 - 7.6 Hectares Approx
Field 5 - 8.1 Hectares Approx,
Total all fields 52.38 Hectares Approx.

Current land use(s)

Semi Agricultural

Adjacent land use(s)

Railway Line and Housing

Relevant planning history (if known)

No formal application has been made as yet

Please tick box to confirm you have provided a site plan [X]

5. POTENTIAL USES & CAPACITY

Suggested uses (please tick all that apply and where mixed use indicate % of overall site for each use)

USE		Capacity (number of units) and indication of possible residential tenures, types and housing for different groups
Residential	Phase 1 & 2 (Fields 1, 2 & 3)	to include 240 + 210 residential homes comprising of 5% approx. Self-build, 35% affordable, and multiuse community facilities (catering for Doctor & Dental surgery, Veterinary Surgery, School and nature trail, enhanced Cycle and pedestrian paths retail and employment) 2 – to -6 year plan
Residential – Self-Build and Custom-Build		As stated above we are making provision for 5% residential self- build.
Gypsy and Travellers / Travelling Showpeople sites		Gypsy/Travelling Show-people sites and Solar Farms are being considered for inclusion for fields 4 and 5 In the 6 to 10 year plan

USE		Specify (Wind, Solar, Other)
Renewable Energy		Our aim is to make the whole development (all properties) as eco-friendly as possible and cost effective to run. To include solar and consideration being given to other resources.

USE		Floorspace (m ²) / number of floors/pitches / notes
Office, research & development, light industrial (B1)		Specific detail to be included at planning stage.
General industrial (B2) / warehousing (B8)		Specific detail to be included at planning stage.
Sports / leisure (please specify)		Specific detail to be included at planning stage.
Retail		Specific detail to be included at planning stage.

Other (please specify)		Specific detail to be included at planning stage.
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Additional notes about potential uses:

6. SITE SUITABILITY ISSUES

Question		Further details including details of further studies undertaken / mitigation proposed
Does the site have any physical constraints (e.g. topography, access, severe slope, vegetation cover etc.)?	Yes /No	Transport Access Report Submitted February 2024
Is the site subject to flooding?	Yes/ No	As previously stated, the Little River Avon is a stream that runs along the fields from north to south which is within a flood zone but there is no history of regular flooding. However, in the site design, consideration is being given to this changing in the future and any development will be clear of the flood zone and thus any potential future flooding.
Is the site affected by 'bad neighbour' uses (e.g. power lines, railway lines, major highways, heavy industry)?	Yes/ No	As previously stated, the railway line runs along station road, opposite to Hill House Farm Land. This has not been an issue with the existing houses along Station Road, however this is also being taken into consideration in the Design Access report being developed.
Is there a possibility that the site is contaminated?	Yes /No	As previously stated, various reports and investigations carried out over a number of years have not identified any contamination issues. Also, recent investigations and reports undertaken by South Glos. Council for the development of the station carpark on HHF land didn't reveal any land contamination issues.
Can satisfactory vehicular access to the site be achieved?	Yes/ No	Yes, this is confirmed in the transport access report and the Heads of Terms between Hill House Farm and SGC confirming access via spurs from the station carpark access
Has the Highways Agency been consulted?	Yes / No	
Is the site subject to any other key constraints?	Yes /No	

UTILITIES / INFRASTRUCTURE PROVISION

Please tell us which of the following utilities are available to the site

Mains water supply	[X]	Mains sewerage	[X]
Electrical supply	[X]	Gas supply	[X]
Landline telephone	[X]	Broadband internet	[X]
Other (please specify below)	[]		

Please provide any other relevant information relating to site suitability issues:

Since our submission in February 2024, we have had a major rethink due to issues such as the M5 Jct. 14 and concerns regarding the increase of car use due to the increase of the local population. With this in mind we have and are looking at ways to encourage people out of their cars and on to public transport. Our sites proximity to the station would we believe be an encouragement to house owners to use the station for commuting and leisure travel. There is also a number of bus routes that could be used, all be it this is an area that we believe needs to be reviewed and improved to reduce the impact of M5 Jct.14 log jams.

7. SITE AVAILABILITY ISSUES

Question		Comments/further details
Are there any legal/ownership constraints on the site that might prohibit or delay development of the site (e.g. ransom strip/covenants)?	Yes/No	As previously stated in February 2024 submission, there is an overage agreement in place for Field No. 1, however it is would not prohibit or cause development delay.
Must land off-site be acquired to develop the site?	Yes/No	An arrangement can be in place to allow extra vehicular access from Field 1 through an existing development direct on to Wotton Road, through a Joint Venture, currently in negotiation.
Are there any current uses which need to be relocated?	Yes/No	
Is the site owned by a developer or is the owner willing to sell?	Yes/No	As previously stated in February 2024 submission, the land owner is in discussion with a national developer. A Joint Venture is likely to emerge as the way forward for all the land.

Estimated delivery rate: When do you think the site would come forward for development? (Where a development will be phased over more than one period please indicate this)

Within the next 5 years	6-10 years	11-20 years
Phase 1 & 2	Phase 2 +	

Do you have any information to support when the site will come forward and its phasing? Please consider suitability, achievability and constraints.

Currently work in progress

8. SITE ACHIEVABILITY ISSUES

Question		Comments/further details
Are there any known significant abnormal development costs (e.g. contamination remediation, demolition, access etc.)? If yes, please specify.	Yes/No	

Does the site require significant new infrastructure investment to be suitable for development? If yes, please specify.	Yes/No	
Are there any issues that may influence the economic viability, delivery rates or timing of the development? If yes, please specify.	Yes/No	
Has a viability assessment / financial appraisal of the scheme been undertaken?	Yes/No	Currently work in progress and thus far looks very positive
Have any design work studies been undertaken?	Yes/No	Currently work in progress

9. ADDITIONAL COMMENTS

If necessary, please continue on a separate sheet and attach to this form.

As can be seen from all the above we have scaled the project down to two phases and only concentrating on fields 1, 2 + 3 which are identified on the red line site map accompanying the form.

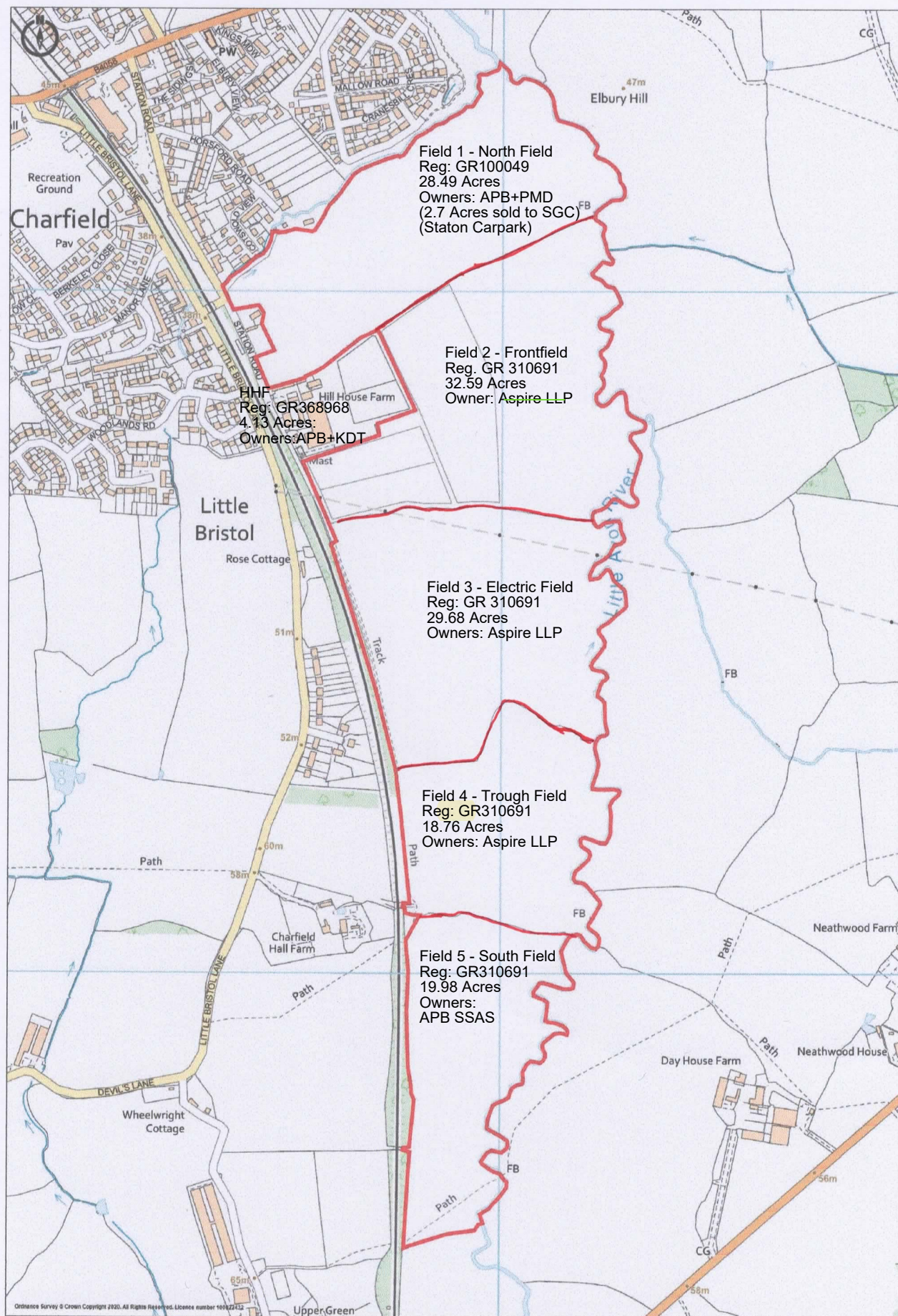
We have endeavoured to provide as much information as possible in the above sections and trust that this gives you all you require to progress our site to a preferred SGC site.

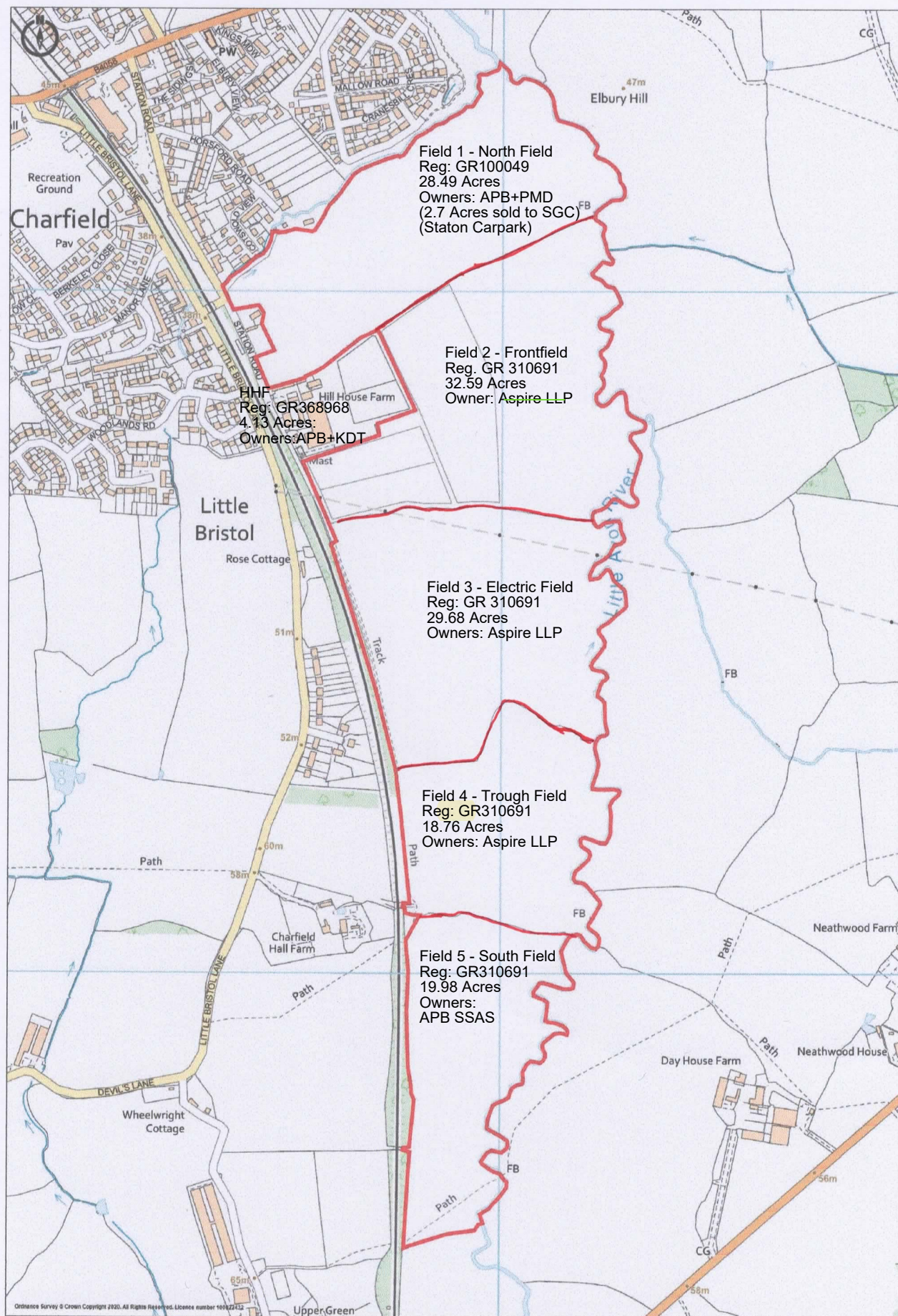
These are all the Attachments sent in to SGC at the February 2024 Call for Sites submission and as per the guidance we have not recent them.

- 1. Call for sites Response Form**
- 2. Highways Feasibility assessment**
- 3. Redline Map showing whole site and individual fields**
- 4. Title and plan for North Field;**
- 5. North Field SGC Transfer;**
- 6. North Field SGC HoT; - (Confirmation of AtA as it is ongoing)**
- 7. North Field Bennett Deed of Variation;**
- 8. Title and Plan for South Field;**
- 9. Transfer of part of South Field to AP Baker SSAS.**

Should for any reason you are unable to locate any of these documents please let me know and I will resend. This also applies if you require further clarification on anything contained in this form.

Completed forms, site location plans, Landownership proof and any supporting information should be emailed to:
policy.consultation@southglos.gov.uk.








Land at Hill House Farm, Charfield

Highways Feasibility Assessment – Phases 1 & 2

24-00969/TN/01

January 2024

DOCUMENT SIGNATURE AND MODIFICATION SHEET**Project Details**

Project Title:	Land at Hill House Farm, Charfield		
	24-00969	Document No:	TN/01
Client:	Mr A Baker		
-	Name	Signature	Date
Checked and Approved for Issue by	Mike Fuller		January 2024

Modification Details

Rev	Date	Description	Checked By

Issued By:

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APPENDICES

Appendix A – Charfield Station Planning Approved General Arrangement

Appendix B – TRICS Output

Appendix C – PICADY Output

1 INTRODUCTION

- 1.1.1 Corun Associates Ltd (Corun) has been instructed by Mr Adrian Baker to undertake a Transport Feasibility Assessment in support of the promotion of land at Hill House Farm in Charfield for development as part of a Call for Sites request from South Gloucestershire Council (SGC).
- 1.1.2 This highway feasibility assessment considers a mixed-use development comprising 120 dwellings and community facilities (school, doctor/dentist surgery and a veterinary surgery). It demonstrates that safe and suitable access can be achieved by vehicular and active travel modes and that there is sufficient capacity at the nearby Wotton Road junction with Station Road.

2 EXISTING CONDITIONS

2.1 Site Summary

- 2.1.1 The site comprises agricultural land associated with Hill House Farm in Charfield. It benefits from multiple existing points of access with Station Road, including the gated access to Urn Cottage.
- 2.1.2 The site location in the context of Charfield is shown on Figure 1. The promotion site boundary is shown indicatively in red.

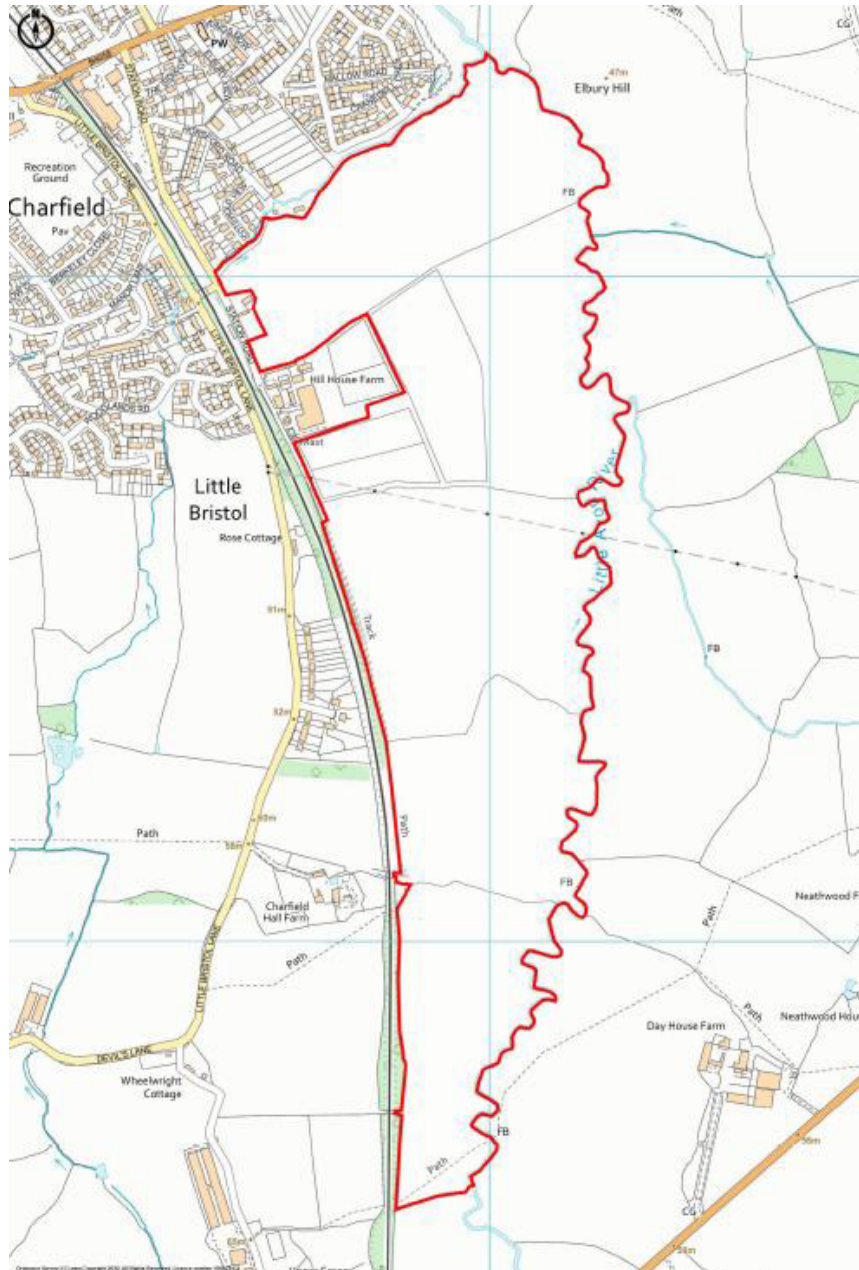


Figure 1: Site Location (not to scale) (Source: Ordnance Survey Promap)

2.2 Local Highway Network

Station Road

- 2.2.1 Station Road forms the minor arm of a simple priority junction with B4058 Wotton Road. It is street lit and subject to a 30mph speed limit. It is predominantly a residential access road, although it does have a Co-operative foodstore and industrial units close to its junction with Wotton Road.
- 2.2.2 Station Road carriageway is of variable width. The section between its junctions with Wotton Road and The Sidings is at least 6.1m wide which is wide enough for two large vehicles to pass given its straight alignment. The section between its junctions with The Sidings and Horsford Road is at least 5.8m wide which is wide enough for two cars to pass comfortably and larger vehicles such as refuse vehicles to pass each other at slow speeds. Between Horsford Road and No.9 Station Road, the carriageway width is typically 5.3m wide which is wide enough for a large vehicle to pass a car relatively comfortably. Beyond No.9 to the access to Urn Cottage, the carriageway is between 4 and 4.8m wide. 4.1m provides sufficient width for two cars to pass at slow speeds and from site observations it appears that this is possible with care thus the existing carriageway width assists with constraining vehicle speeds.
- 2.2.3 Figure 2 confirms Station Road carriageway widths based on 2019 Ordnance Survey mapping data.
- 2.2.4 Footways are provided to both sides of Station Road between the junction of Wotton Road and the co-operative foodstore. To the south of the co-op access, footway provision is provided to the east side of Station Road to just north of the access to Urn Cottage where it terminates.

B4058 Wotton Road

- 2.2.5 The B4058 Wotton Road is the primary route through the village of Charfield. It runs in an east-west direction linking to Wotton-under-Edge in the east and Yate/ M5 in the west via a roundabout with the B4059.
- 2.2.6 Through the village it is street lit and subject to a 30mph speed limit. In the vicinity of its junction with Station Road there is a footway to the south side of the carriageway.



Figure 2: Station Road carriageway widths (not to scale) (Source: 2019 Ordnance Survey data)

Public Rights of Way

- 2.2.7 Five Public Rights of Way (PROW) cross the site.
- 2.2.8 PROW OCH/11/10 is a public footpath accessed from Station Road to the south of the access to Urn Cottage and runs in an east/west alignment. This public right of way will be diverted a small distance to the south as a result of the Charfield Station Development (see Chapter 3).
- 2.2.9 PROW OCH/21/10 continues south along the route of Station Road south of Urn Cottage. PROW OCH/22/20 is a public footpath which meets OCH/21/10 in the vicinity of Charfield Hall Farm and runs on an east-west alignment. PROW OCH/26/10 is a public footpath which crosses the extreme south of the site in a northeast to southwest alignment.

- 2.2.10 The routes of the PROWs as shown on South Gloucestershire Councils interactive Public Right of Way map are illustrated on Figure 3. At this stage it is considered all the existing PROWs are capable of being retained and integrated into a development proposal.



Figure 3: Existing Public Rights of Way (not to scale) (Source: Ordnance Survey data/SGC Public Right of Way Map)

2.3 Local Highway Safety

- 2.3.1 Corun have interrogated the CrashMap database for Personal Injury Collision (PIC) data in the vicinity of the site for the five-year period to end of 2022. This confirms that no recorded PICs have occurred on Station Road or at its junction with Wotton Road.

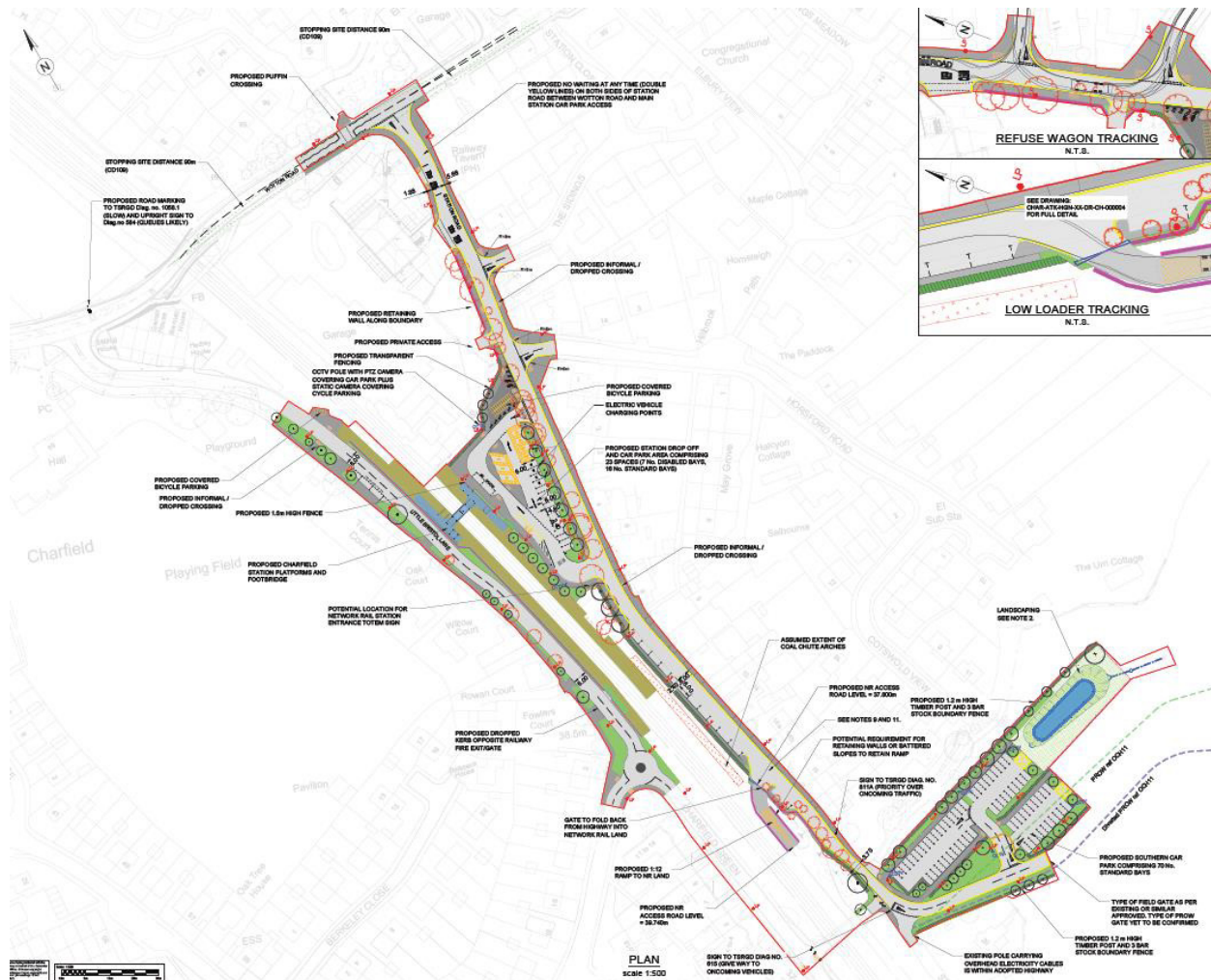
Highway Safety Conclusions

- 2.3.2 The existing PIC records suggest that there are no existing highway safety problems associated with its geometry. The development proposal is therefore not likely to have a material impact on the existing safety record associated with the local highway network.

3 COMMITTED DEVELOPMENTS

3.1 Charfield Rail Station

- 3.1.1 On 6th March 2023 planning consent (P22/05778/R3F) was granted for the installation of a two-platform rail station with car parks off Station Road and associated infrastructure improvements to Station Road, Wotton Road and Little Bristol Lane.
- 3.1.2 Of particular relevance to the promoted site are the infrastructure improvements to Station Road and the car park (known as the southern car park) containing 70 spaces. Further details relating to these elements are provided as follows:-
- (i) Works to widen Station Road where necessary to allow two cars to pass and to provide 2m wide footways to either side of the carriageway between Wotton Road and Station Forecourt;
 - (ii) Provision of a priority narrowing on Station Road immediately north of access to the southern car park;
 - (iii) Provision of two uncontrolled pedestrian crossings of Station Road, one immediately south of the station forecourt access and the other between The Sidings and Horsford Road;
 - (iv) Provision of a signal controlled (PUFFIN) crossing of Wotton Road linking to Longs View to replace existing uncontrolled crossing;
 - (v) Provision of 12 parallel parking spaces to the west side of Station Road, south of the Station Forecourt;
 - (vi) Narrowing of access to MJ Fews site to provide the improved footway as per (i);
 - (vii) Narrowing of The Sidings and Horsford Road junctions to 6m kerb radius to enhance facilities for pedestrians;
 - (viii) Closure of rail underpass to Little Bristol Road for public vehicles, retaining for pedestrian, cycle and emergency vehicle use only with retractable/removable bollards.
- 3.1.3 The planning approved General Arrangement for Charfield Station is included as Figure 4 and as **Appendix A**.
- 3.1.4 The southern car park is located on land within the promotion site. The land required to deliver the southern car park has now been purchased by SGC. As part of this agreement, the access road serving the car park will be built to an adoptable standard by SGC and rights of access to the promotion site (i.e. this site) for agricultural use or future development are provided.



4 SITE ACCESSIBILITY TO LOCAL FACILITIES

- 4.1.1 The site is adjacent to an established residential area and is in close proximity to services and facilities available within Charfield including a co-op, petrol filling station, public house, bus stops, village hall and café, which are all within a 1km walk from the centre of the northern section of the promotion site. Charfield Primary School and St Johns Church are located within a 1.2km walk from the centre of the northern section of the promotion site.
- 4.1.2 The northern section of the promotion site will be within a 500m walk of the consented Charfield Rail Station.
- 4.1.3 The nearest bus stops are located on Wotton Road within an 800m walk distance from the centre of the northern section of the development site. on the A4104 to the east of Pippin Drive. Both stops provide a flag printed timetable information and are served predominantly by the 60 Thornbury to Dursley service which runs every two hours. Additional services include the 84 to Wotton Under Edge and 85 to Yate.
- 4.1.4 The bus service provision, not atypical for a rural area, provides an opportunity to use alternative modes of travel to the private car for leisure, education and employment related trips.
- 4.1.5 The facilities and amenities within Charfield will be accessible on foot using existing footways or proposed/improved footways associated with the Charfield rail station consent. Cyclists will be accommodated on Station Road which is appropriate for use by cyclists given it is relatively lightly trafficked, street lit and subject to a 30mph speed limit.

5 DEVELOPMENT PROPOSAL

5.1 Proposed Development

- 5.1.1 The development proposal being considered as part of this highway feasibility assessment does not include for all of the promoted land illustrated by the red line boundary on Figure 1.
- 5.1.2 The development proposal being considered at this time represents phases 1 and 2 to the northern extents of the overall landholding. Phases 1 and 2 comprise a mixed-use development comprising 120 dwellings and community facilities (school and associated car park, doctor/dentist surgery and a veterinary surgery. An appropriate level of car (including EV charging) and cycle parking would be provided.

5.2 Access

- 5.2.1 The site benefits from two points of access with the eastern side of Station Road, to the north of Hill House Farm. These are shown on Figure 4. The northern access (left of Figure 4) is a gated access to Urn Cottage. This forms part of the promoters land holding but is envisaged to remain as existing. The southern access (middle of Figure 4) is a gated field access. As part of the Charfield rail station consent, the southern access will be improved to form the spine road to access the southern rail station car park.



Figure 4: Existing Site Access Arrangements (Google Maps)

- 5.2.2 The southern car park is located on land within the promotion site. The land required to deliver the southern car park has been purchased by SGC. As part of this agreement, the access road serving the car park will be built to an adoptable standard by SGC and rights of access to the promotion site (i.e. this site) for agricultural use or future development are provided.

- 5.2.3 Thus, safe and suitable access to the promoted development can be achieved from the southern car park spine road. Figure 5 shows the numerous access opportunities from either the phase 1 or phase 2 southern car park spine road. Given the extent of land available, appropriate geometry and junction visibility splays can be achieved.
- 5.2.4 A footway can be provided from the development access(es) to connect to the footways proposed as part of the southern car park and wider infrastructure improvement works associated with the Charfield rail station consent.
- 5.2.5 The public rights of way which run through the promoted site can be diverted to suit the proposed development and will be surfaced appropriately.

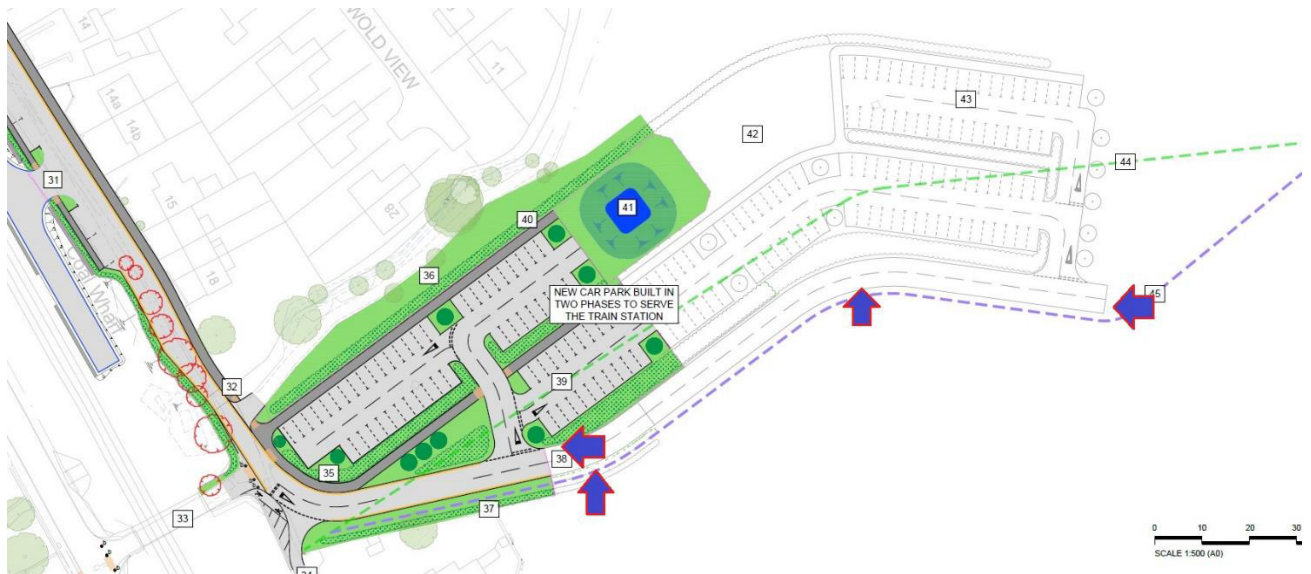


Figure 5: Proposed Site Access Opportunities

6 FORECAST TRIP GENERATION

6.1 Proposed Development Trip Generation

- 6.1.1 When considering a residential led development, it is generally accepted that the critical periods in terms of traffic impact on the adjacent highway network are the weekday morning and evening peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest.
- 6.1.2 It follows that should the impact of development traffic on the local road network be considered acceptable during these periods then it would also be acceptable during other, less busy, periods of the week.
- 6.1.3 This section sets out the forecast unrestrained vehicular trips for the potential development, prior to the impact of any residential travel plans.

6.2 Vehicular Trips - Residential

- 6.2.1 The forecast vehicular trip generation for the residential element of the proposal has been derived from residential trip rates agreed by both SGC and National Highways (NH) as part of the P19/2452/O Land South of Charfield Planning Application. The agreed trip rates were based on local surveys of the Farm Lees and Woodlands Road residential developments.
- 6.2.2 Table 6.1 sets out the agreed residential trip rates and resultant forecast vehicular trips. It indicates that a development of up to 120 dwellings in this location would be expected to generate 67 two-way vehicle trips in the AM peak hour and 74 two-way trips in the PM peak hour.

Time Period	Trip Rates (per dwelling)			Vehicular Trips (based on 120 dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	0.113	0.447	0.560	14	54	67*
PM Peak (17:00 - 18:00)	0.427	0.186	0.613	51	22	74*

Table 6.1 Forecast Residential Trip Rates and Vehicular Trips

**Summation due to Rounding*

- 6.2.3 It should be noted that although the forecast vehicular trip rates have been agreed, they are derived from local Charfield residential traffic surveys carried out prior to the reopening of Charfield Rail Station. It is probable that forecast vehicle trips from the residential element of the proposed development of the Hill House Farm site will be lower than the agreed weekday peak hour trip rates as some residents will choose to travel to work by rail when this opportunity is available.
- 6.2.4 Thus, the number of vehicles assessed associated with the residential element of this analysis can be considered to be a robust worst-case scenario.

6.3 Vehicular Trips – School

- 6.3.1 The type and size of the school would be determined through discussions with SGC. For the purposes of this assessment, vehicular trip rates have been derived from the TRICS 7.10.4 database for Primary Schools.
- 6.3.2 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:
- a) Sites located in the England and Wales excluding Greater London;
 - b) Sites located in Suburban, Edge of Town or Neighbourhood Centre areas;
 - c) Sites with between 100 and 300 pupils;
 - d) Population within one mile <10,000 people; and
 - e) Population within five miles <75,000 people.
- 6.3.3 The TRICS output report is contained in **Appendix B**.
- 6.3.4 The proposed type or size of school is not known at this stage. For the purposes of this assessment, a primary school has been assumed with 200 pupils, which is similar to the existing Charfield primary school.
- 6.3.5 Table 6.2 sets out the school trip rates and resultant forecast vehicular trips. It indicates that a development of a 200 pupil primary school in this location would be expected to attract 102 two-way vehicle trips in the AM peak hour and 13 two-way trips in the PM peak hour.

Time Period	Trip Rates (per pupil)			Vehicular Trips (based on 200 pupils)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	0.291	0.220	0.511	58	44	102
PM Peak (17:00 - 18:00)	0.013	0.052	0.065	3	10	13

Table 6.2 Forecast School Trip Rates and Vehicular Trips

6.4 Vehicular Trips – GP Surgeries

- 6.4.1 Vehicular trip rates have been derived from the TRICS 7.10.4 database for GP Surgeries.
- 6.4.2 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:
- f) Sites located in the England and Wales excluding Greater London;
 - g) Sites located in Suburban, Edge of Town or Neighbourhood Centre areas;
 - h) Sites with a GFA of between 200 and 600 sq.m;
 - i) Population within one mile <5,000 people; and
 - j) Population within five miles <50,000 people.
- 6.4.3 The TRICS output report is contained in **Appendix B**.

- 6.4.4 The proposed gross floor area (GFA) or number of doctors is not known at this stage. For the purposes of this assessment, GFA has been used and this has been approximated based on an average of the building footprints of The Chipping Surgery (approx. 474sq.m) and The Culverhay Surgery (approx. 304sq.m) in Wotton Under Edge. Thus, a GFA of 389 sq.m has been used.
- 6.4.5 Table 6.3 sets out the GP surgery trip rates and resultant forecast vehicular trips. It indicates that a development of a c.389 sq.m GFA GP Surgery in this location would be expected to attract 19 two-way vehicle trips in the AM peak hour and 10 two-way trips in the PM peak hour.

Time Period	Trip Rates (per 100 sq.m GFA)			Vehicular Trips (based on 389 sq.m GFA)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	2.595	2.249	4.844	10	9	19
PM Peak (17:00 - 18:00)	1.211	1.384	2.595	5	5	10

Table 6.3 Forecast GP Surgery Trip Rates and Vehicular Trips

6.5 Vehicular Trips –Dentist Surgery

- 6.5.1 Vehicular trip rates have been derived from the TRICS 7.10.4 database for Dental Surgeries.
- 6.5.2 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:
- Sites located in the England and Wales excluding Greater London;
 - Sites located in Suburban, Edge of Town or Neighbourhood Centre areas; and
 - Sites with a GFA of between 100 and 400 sq.m.
- 6.5.3 The TRICS output report is contained in **Appendix B**.
- 6.5.4 The proposed GFA of the dental surgery is not known at this stage. A GFA of 200sq.m has been assumed on the basis that dental surgeries are generally smaller than a GP practice.
- 6.5.5 Table 6.4 sets out the dental surgery trip rates and resultant forecast vehicular trips. It indicates that a development of a c.200 sq.m GFA dental surgery in this location would be expected to attract 14 two-way vehicle trips in the AM peak hour and 12 two-way trips in the PM peak hour.

Time Period	Trip Rates (per 100sq.m GFA)			Vehicular Trips (based on 200 sq.m GFA)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	5.797	1.159	6.956	12	2	14
PM Peak (17:00 - 18:00)	0.870	4.928	5.798	2	10	12

Table 6.4 Forecast Dental Surgery Trip Rates and Vehicular Trips

6.6 Vehicular Trips – Veterinary Surgery

- 6.6.1 Vehicular trip rates have been derived from the TRICS 7.10.4 database for Veterinary Surgeries.
- 6.6.2 Limited surveys are available within the TRICS database so all sites within England and Wales excluding Greater London were selected.
- 6.6.3 The TRICS output report is contained in **Appendix B**.
- 6.6.4 The proposed GFA of the veterinary surgery is not known at this stage. A GFA of 388 sq.m has been assumed being the average of the GFAs within the database for the selected parameters.
- 6.6.5 Table 6.5 sets out the veterinary surgery trip rates and resultant forecast vehicular trips. It indicates that a development of a c.388 sq.m GFA veterinary surgery in this location would be expected to attract 14 two-way vehicle trips in the AM peak hour and 15 two-way trips in the PM peak hour.

Time Period	Trip Rates (per 100sq.m GFA)			Vehicular Trips (based on 388 sq.m GFA)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00 - 09:00)	2.320	1.160	3.480	9	5	14*
PM Peak (17:00 - 18:00)	1.804	2.062	3.866	7	8	15

Table 6.5 Forecast Veterinary Surgery Trip Rates and Vehicular Trips

*Summation due to Rounding

6.7 Total Forecast Development Vehicular Trips

- 6.7.1 The forecast vehicle trips associated with the development of the site for 120 dwellings, a school, doctors surgery, dental surgery and vets practice is set out in Table 6.6.

	Time Period	Vehicular Trips		
		Arrivals	Departures	Two-way
120 Dwellings	AM Peak	14	54	67
	PM Peak	51	22	74
School	AM Peak	58	54	102
	PM Peak	3	10	13
Doctors Surgery	AM Peak	10	9	19
	PM Peak	5	5	10
Dental Surgery	AM Peak	12	2	14
	PM Peak	2	10	12
Veterinary Surgery	AM Peak	9	5	14
	PM Peak	7	8	15
Development Total	AM Peak	103	124	227
	PM Peak	68	55	123

Table 6.6 Forecast Development Vehicular Trips

- 6.7.2 Table 6.6 indicates that the development would be expected to generate around 227 and 123 two-way vehicle trips in the AM and PM peak hours respectively. In real terms this equates to between around three and four additional vehicle trips every minute during the AM peak hour and around two additional vehicle trips every minute during the PM peak hour.
- 6.7.3 The impact of the forecast vehicle trips on the efficient operation of the local highway network, and in particular the Wotton Road junction with Station Road are considered in Chapter 7.
- 6.7.4 The forecast traffic flows in Table 6.6 are considered to represent the worst-case scenario. The residential forecasts make no allowance for the reopening of the railway station and the non-residential elements make no allowance for linked trips (for example the school) or the transfer of trips from existing surgeries/schools to the proposed facilities.

6.8 Trip Distribution

- 6.8.1 For the purpose of the junction capacity testing set out within this assessment, development vehicular trips have been assigned onto Wotton Road on a pro-rata basis based on the 2022 Base Year Assessment from the Charfield Rail Station Transport Assessment. Further details of the trip distribution are provided in Chapter 7.

7 JUNCTION CAPACITY ASSESSMENT -WOTTON ROAD/STATION ROAD

7.1 Introduction

- 7.1.1 A junction capacity assessment has been carried out at the existing Station Road junction with Wotton Road to ensure that this junction is suitable to accommodate the additional vehicle trips arising from the development proposal.
- 7.1.2 The traffic impact assessment for the junction has been undertaken using the industry standard PICADY module within the TRL software package Junctions 9 which is considered an appropriate tool to assess the impact of the development at the junction. The same geometric parameters for the junction have been applied as used within the Charfield Rail Station Transport Assessment to provide consistency in interpreting results.
- 7.1.3 The following traffic flow scenarios have been assessed for the weekday AM and PM peak hours:-
- a) 2022 Base;
 - b) 2030 Base;
 - c) 2030 Base + Charfield Rail Station;
 - d) 2030 Base + Charfield Rail Station + Development.
- 7.1.4 The 2022 and 2030 Base scenarios have been used as per the Charfield Rail Station TA. The 2030 Base + Charfield Rail Station has also been used as per the Charfield Rail Station TA, using the scenario with the controlled pedestrian crossing on Wotton Road.

7.2 Station Road / Wotton Road

PICADY

- 7.2.1 The PICADY results summary is provided in Table 7.1, with the full model result outputs included in **Appendix B**.
- 7.2.2 Table 7.1 indicates that the junctions will operate well within capacity across all scenarios in both the AM and PM peak periods.
- 7.2.3 As a result of the addition of the development traffic there is forecast to be an additional single vehicle queuing on Station Road and also on the Wotton Road arm in the AM peak hour when waiting for a vehicle to turn right into Station Road compared to the 2030 Base + Charfield Station scenario.
- 7.2.4 As a result of the addition of the development there is forecast to be a maximum delay of 32.59 seconds per vehicle on the Station Road arm of the junction in the AM peak hour an increase of 15.29 seconds per vehicle compared to the 2030 Base + Charfield Station scenario.
- 7.2.5 In the PM peak hour there is forecast to be a maximum delay of 18.01 seconds per vehicle on the Station Road arm in the PM peak hour, an increase of 3.68 seconds per vehicle.

Time Period	Arm	2022 Base			2030 Base		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak	B-C	0.05	0	7.70	0.06	0	8.45
	B-A	0.06	0	15.32	0.06	0	15.79
	C-A	0.37	1	7.61	0.41	1	8.08
	C-B	0.38	0	7.87	0.42	0	8.43
PM Peak	B-C	0.03	0	6.96	0.04	0	7.17
	B-A	0.07	0	11.66	0.08	0	12.49
	C-A	0.32	1	6.84	0.35	1	7.15
	C-B	0.33	0	6.94	0.36	0	7.28
Time Period	Arm	2030 Base + Charfield Rail			2030 Base + Charfield Rail + Development		
		RFC	Mean Max Queue	Delay (s)	RFC	Mean Max Queue	Delay (s)
AM Peak	B-C	0.07	0	8.55	0.28	0	13.58
	B-A	0.13	0	17.30	0.47	1	32.59
	C-A	0.43	1	8.58	0.48	2	10.17
	C-B	0.44	0	9.17	0.52	0	11.79
PM Peak	B-C	0.07	0	7.84	0.14	0	8.89
	B-A	0.19	0	14.33	0.30	0	18.01
	C-A	0.36	1	7.43	0.40	1	8.27
	C-B	0.38	0	7.67	0.43	0	8.93

KEY:- Arm A = Wotton Rd (east). Arm B = Station Road. Arm C = Wotton Road (west).

Table 7.1: Summary of PICADY Assessments –Station Road/Wotton Road Junction

7.3 Summary

- 7.3.1 The results of the capacity assessment indicate that in all scenarios, the existing Station Road junction with Wotton Road is forecast to operate well within capacity with no significant queuing or delay predicted. It is considered that the junction is suitable to accommodate the forecast demand of the proposed development.

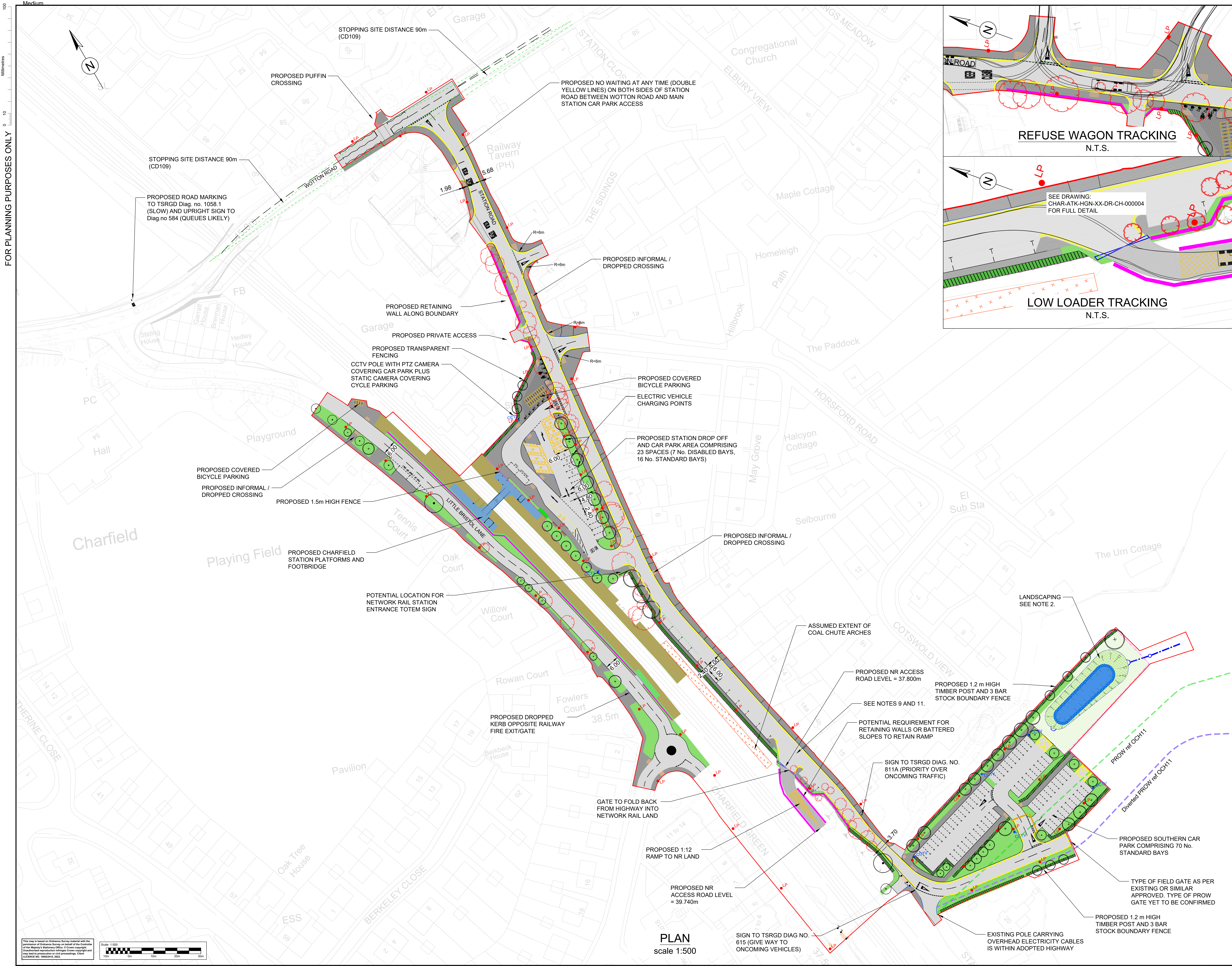
8 SUMMARY

8.1 Summary

- 8.1.1 Corun Associates Ltd (Corun) has been instructed by Mr Adrian Baker to undertake a Transport Feasibility Assessment in support of the promotion of land at Hill House Farm in Charfield for development as part of a Call for Sites request from South Gloucestershire Council (SGC).
- 8.1.2 This highway feasibility assessment considers a mixed-use development comprising 120 dwellings and community facilities (school and associated car park, doctor/dentist surgery and a veterinary surgery. This is referred to as phase 1 and 2 development of the site by the promoter, as subject to the appropriate assessments, the overall landholding is of sufficient size to accommodate further development.
- 8.1.3 It demonstrates that safe and suitable access can be achieved by vehicular and active travel modes and that there is sufficient capacity at the nearby Wotton Road junction with Station Road for the phase 1 and 2 development.

APPENDIX A

Charfield Station Planning Approved General Arrangement



- Notes

- This drawing shows the general layout of the proposed highway improvements and proposed car parks associated with the new Charfield Railway Station.
 - Refer to drawing no: CHAR-ATK-ELS-XX-DR-LL-000001 - CHAR-ATK-ELS-XX-DR-LL-000007 for proposed landscape details
 - Refer to drawing no: CHAR-ATK-HDG-XX-DR-CD-000001 for proposed drainage details
 - Site location including planning application boundary is shown on drawing no: CHAR-ATK-GEN-XX-DR-CH-000001
 - For further details relating to the proposed street lighting columns refer to the Street Lighting Layout drawing no: CHAR-ATK-HLG-XX-DR-EO-000001, CHAR-ATK-HLG-XX-DR-EO-000002, CHAR-ATK-HLG-XX-DR-EO-000003
 - Locations of proposed fixed CCTV camera locations on the southern station car park area are approximate only. Final locations and exact number of CCTV locations to be confirmed during detailed design stage.
 - Public Right of Way ref: OCH/11 is affected by the station development and requires diverting. The proposed diversion route is shown on this drawing
 - All proposed footways on public highway are Generally 2m wide.
 - The proposed Network Rail track access off Station Road has been located to avoid historic coal wharf structures and proposed Network Rail drainage infrastructure.
 - Swept path analysis shown on The Sidings and Horsford Road junctions was undertaken using a Refuse Truck (11.22m long)
 - Swept path analysis shown on the Network Rail track access point was undertaken using a 16.25m long Low Loader vehicle. See drawing: CHAR-ATK-HGN-XX-DR-CH-000004 for full details.

Legend

Carriageway / parking areas

Footway

Proposed Landscaping. See Note 2

Proposed tree / shrub

Existing tree retained

Low level planting

Tree to be felled

Parking bay ("EV" indicates electric vehicle charging provision)

Accessible parking bay

Bollard

Lighting Columns (See Note 5)

Potential CCTV locations. Final scheme to be developed at detailed design stage

Visibility plays to CD109 SSD shown.

Proposed Road sign

Proposed retaining wall

Proposed boundary fence/line

Proposed private field gate TBA with land owner

Proposed 2.4m high Network Rail double leaf gate (similar to existing gate)

Proposed Height restriction (double Leaf) barrier 2.3m high

Proposed Station Platform

Proposed Station footbridge/lifts/stairs

Existing PROW to be diverted

Proposed PROW diversion

Proposed dropped kerb

NR Station access gate

Parking bay summary

105 No. Parking spaces overall including:-

98 No. Stand off spaces (2 No. Electric Vehicle charging)

7 No. Disabled spaces (2 No. Electric Vehicle charging)

2 No. Taxi bays

1 No. Drop-off bay

Bicycle parking summary

48 cycle spaces (24 sheltered cycle hoops)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

Construction

(Enter "None" if applicable)

Maintenance / Cleaning

(Enter "None" if applicable)

Use

(Enter "None" if applicable)

Decommissioning / Demolition

(Enter "None" if applicable)

DESCRIPTION

MINOR TIE UPDATES

Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
S6	P02	BJ	SAL	KP	27/10/22

FENCING AND FORECAST JOURNALS UPDATED

Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
S6	P03	BJ	SAL	KP	15/11/22

TACTILES UPDATED

Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
S6	P04	BJ	SAL	KP	19/01/23

DESCRIPTIONS AND NOTES UPDATED

Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
S6	P05	BJ	SAL	KP	03/02/23

SCALE BAR AMENDED

Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
Status	P06	BJ	SAL	KP	28/02/23

Drawing Suitability

FOR PLANNING

Status

S6

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Drawing Number

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Volume

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- HGN

XX

- DR - CH - 000001

Location

Original Size

Scale

AS SHOWN

Project Ref No

1215697

Sheet

1 of 1

Rev

P06

APPENDIX B

TRICS Output

Calculation Reference: AUDIT-751101-240112-0119

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	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: Gross floor area
Actual Range: 215 to 363 (units: sqm)
Range Selected by User: 200 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 25/05/22

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:

Tuesday 1 days
Wednesday 1 days

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

Selected survey types:

Manual count 2 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:

Neighbourhood Centre (PPS6 Local Centre) 2

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:

Village 2

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 2 days - Selected
Servicing vehicles Excluded 7 days - Selected

Secondary Filtering selection:

Use Class:

E(e) 2 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:

1,000 or Less 1 days
1,001 to 5,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	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	1 days
1.6 to 2.0	1 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:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	ES-05-G-02 JUZIERS DRIVE EAST HOATHLY	MEDICAL CENTRE	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	215 sqm	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
2	LE-05-G-02 THE SANDS NEAR MELTON MOWBRAY LONG CLAWSON	GP SURGERY	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	363 sqm	
	Survey date: TUESDAY	29/11/16	Survey Type: MANUAL

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.

Corun Swansea Road Swansea

Licence No: 751101

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	289	0.865	2	289	0.000	2	289	0.865
08:00 - 09:00	2	289	2.595	2	289	2.249	2	289	4.844
09:00 - 10:00	2	289	3.287	2	289	3.287	2	289	6.574
10:00 - 11:00	2	289	4.325	2	289	4.152	2	289	8.477
11:00 - 12:00	2	289	3.979	2	289	4.152	2	289	8.131
12:00 - 13:00	2	289	2.768	2	289	2.941	2	289	5.709
13:00 - 14:00	2	289	2.422	2	289	3.114	2	289	5.536
14:00 - 15:00	2	289	2.941	2	289	1.903	2	289	4.844
15:00 - 16:00	2	289	1.730	2	289	1.903	2	289	3.633
16:00 - 17:00	2	289	2.422	2	289	2.422	2	289	4.844
17:00 - 18:00	2	289	1.211	2	289	1.384	2	289	2.595
18:00 - 19:00	2	289	0.692	2	289	1.903	2	289	2.595
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			29.237			29.410			58.647

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: 215 - 363 (units: sqm)
Survey date range: 01/01/15 - 25/05/22
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-751101-240112-0123

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : J - DENTAL SURGERY
TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	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: Gross floor area
 Actual Range: 120 to 225 (units: sqm)
 Range Selected by User: 100 to 400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 08/11/17

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 1 days
 Tuesday 1 days

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

Selected survey types:

Manual count 2 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) 1
 Neighbourhood Centre (PPS6 Local Centre) 1

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:

Residential Zone 2

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 X days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

E(e) 2 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:

20,001 to 25,000 1 days
 25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	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	2 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:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	GM-05-J-01	DENTAL SURGERY	GREATER MANCHESTER
	ROCH VALLEY WAY		
	ROCHDALE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	225 sqm	
	Survey date: TUESDAY	20/10/15	Survey Type: MANUAL
2	LS-05-J-01	DENTAL SURGERY	LEEDS
	BURLEY ROAD		
	LEEDS		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	120 sqm	
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL

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 05 - HEALTH/J - DENTAL SURGERY

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	173	1.449	2	173	0.000	2	173	1.449
08:00 - 09:00	2	173	5.797	2	173	1.159	2	173	6.956
09:00 - 10:00	2	173	4.928	2	173	4.058	2	173	8.986
10:00 - 11:00	2	173	5.217	2	173	5.797	2	173	11.014
11:00 - 12:00	2	173	3.768	2	173	4.058	2	173	7.826
12:00 - 13:00	2	173	3.188	2	173	4.348	2	173	7.536
13:00 - 14:00	2	173	2.899	2	173	2.029	2	173	4.928
14:00 - 15:00	2	173	3.478	2	173	3.478	2	173	6.956
15:00 - 16:00	2	173	4.638	2	173	4.058	2	173	8.696
16:00 - 17:00	2	173	1.739	2	173	4.058	2	173	5.797
17:00 - 18:00	2	173	0.870	2	173	4.928	2	173	5.798
18:00 - 19:00	2	173	0.000	2	173	0.000	2	173	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			37.971			37.971			75.942

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: 120 - 225 (units: sqm)
Survey date range: 01/01/15 - 08/11/17
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-751101-240112-0145

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : M - VETERINARY SURGERY
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	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: Gross floor area
 Actual Range: 280 to 496 (units: sqm)
 Range Selected by User: 201 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/21

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:

Wednesday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 2 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:

Edge of Town Centre 1
 Edge of Town 1

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:

Residential Zone 2

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 1 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

E(e) 2 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:

20,001 to 25,000 2 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 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:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	WK-05-M-01	VETERINARY SURGERY	WARWICKSHIRE
	EDWARD STREET		
	NUNEATON		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	496 sqm	
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL
2	WL-05-M-01	VETERINARY SURGERY	WILTSHIRE
	STRATFORD ROAD		
	SALISBURY		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	280 sqm	
	Survey date: WEDNESDAY	17/11/21	Survey Type: MANUAL

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 05 - HEALTH/M - VETERINARY SURGERY
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	388	0.515	2	388	0.258	2	388	0.773
08:00 - 09:00	2	388	2.320	2	388	1.160	2	388	3.480
09:00 - 10:00	2	388	1.804	2	388	1.546	2	388	3.350
10:00 - 11:00	2	388	1.933	2	388	2.062	2	388	3.995
11:00 - 12:00	2	388	2.062	2	388	1.675	2	388	3.737
12:00 - 13:00	2	388	1.675	2	388	2.062	2	388	3.737
13:00 - 14:00	2	388	2.062	2	388	2.191	2	388	4.253
14:00 - 15:00	2	388	2.964	2	388	2.448	2	388	5.412
15:00 - 16:00	2	388	2.706	2	388	2.835	2	388	5.541
16:00 - 17:00	2	388	2.706	2	388	2.835	2	388	5.541
17:00 - 18:00	2	388	1.804	2	388	2.062	2	388	3.866
18:00 - 19:00	2	388	0.515	2	388	1.804	2	388	2.319
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			23.066			22.938			46.004

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:	280 - 496 (units: sqm)
Survey date range:	01/01/15 - 19/11/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-751101-240119-0151

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	1 days
	DV DEVON	1 days
	WL WILTSHIRE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	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: Number of pupils
 Actual Range: 70 to 440 (units:)
 Range Selected by User: 100 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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:

Wednesday 2 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 4 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) 1
 Neighbourhood Centre (PPS6 Local Centre) 3

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:

Residential Zone 1
 Village 3

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 8 days - Selected
 Servicing vehicles Excluded 15 days - Selected

Secondary Filtering selection:

Use Class:

F1(a) 4 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 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	2 days
25,001 to 50,000	1 days
50,001 to 75,000	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	1 days
1.1 to 1.5	2 days
1.6 to 2.0	1 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:

No	4 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CW-04-A-03 TREVERBYN RISE PENRYN	PRIMARY ACADEMY		CORNWALL
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 440 Survey date: THURSDAY 28/03/19 Survey Type: MANUAL			
2	DV-04-A-04 CHURCH LANE CHERITON BISHOP	PRIMARY SCHOOL		DEVON
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 85 Survey date: WEDNESDAY 12/07/17 Survey Type: MANUAL			
3	FU-04-A-01 A6 NEAR PENRITH CLIFTON	PRIMARY SCHOOL		WESTMORLAND & FURNESS
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 70 Survey date: FRIDAY 13/05/22 Survey Type: MANUAL			
4	WL-04-A-02 HIGH STREET ROWDE	C OF E PRIMARY ACADEMY		WILTSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 199 Survey date: WEDNESDAY 03/04/19 Survey Type: MANUAL			

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.

Corun Swansea Road Swansea

Licence No: 751101

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

TOTAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	4	199	0.063	4	199	0.030	4	199	0.093
08:00 - 09:00	4	199	0.291	4	199	0.220	4	199	0.511
09:00 - 10:00	4	199	0.048	4	199	0.049	4	199	0.097
10:00 - 11:00	4	199	0.023	4	199	0.024	4	199	0.047
11:00 - 12:00	4	199	0.029	4	199	0.030	4	199	0.059
12:00 - 13:00	4	199	0.028	4	199	0.025	4	199	0.053
13:00 - 14:00	4	199	0.029	4	199	0.029	4	199	0.058
14:00 - 15:00	4	199	0.052	4	199	0.047	4	199	0.099
15:00 - 16:00	4	199	0.165	4	199	0.202	4	199	0.367
16:00 - 17:00	4	199	0.067	4	199	0.094	4	199	0.161
17:00 - 18:00	3	198	0.013	3	198	0.052	3	198	0.065
18:00 - 19:00	3	198	0.000	3	198	0.017	3	198	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.808			0.819			1.627

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: 70 - 440 (units:)
 Survey date range: 01/01/15 - 15/11/22
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

APPENDIX C

PICADY Output

Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.1.7462 © Copyright TRL Limited, 2019									
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk									
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Filename: 150124 Site Access.j9

Path: C:\Users\lloyd\Corun Associates Ltd\Communication site - Documents\24-00969 - Hill House Farm, Charfield\Capacity Analysis\PICADY

Report generation date: 19/01/2024 10:14:58

- »2022 Base, AM
- »2022 Base, PM
- »2030 Base, AM
- »2030 Base, PM
- »2030 Base + Charfield Station, AM
- »2030 Base + Charfield Station, PM
- »2030 Base + Charfield Station + Hill House Farm, AM
- »2030 Base + Charfield Station + Hill House Farm, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2022 Base									
Stream B-C	D1	0.0	7.70	0.05	A	D2	0.0	6.96	0.03	A
Stream B-A		0.1	15.32	0.06	C		0.1	11.66	0.07	B
Stream C-A		1.1	7.61	0.37	A		0.9	6.84	0.32	A
Stream C-B		0.0	7.87	0.38	A		0.0	6.94	0.33	A
	2030 Base									
Stream B-C	D3	0.1	8.45	0.06	A	D4	0.0	7.17	0.04	A
Stream B-A		0.1	15.79	0.06	C		0.1	12.49	0.08	B
Stream C-A		1.3	8.08	0.41	A		1.0	7.15	0.35	A
Stream C-B		0.1	8.43	0.42	A		0.1	7.28	0.36	A
	2030 Base + Charfield Station									
Stream B-C	D5	0.1	8.55	0.07	A	D6	0.1	7.84	0.07	A
Stream B-A		0.1	17.30	0.13	C		0.2	14.33	0.19	B
Stream C-A		1.4	8.58	0.43	A		1.1	7.43	0.36	A
Stream C-B		0.1	9.17	0.44	A		0.1	7.67	0.38	A
	2030 Base + Charfield Station + Hill House Farm									
Stream B-C	D7	0.4	13.58	0.28	B	D8	0.2	8.89	0.14	A
Stream B-A		0.8	32.59	0.47	D		0.4	18.01	0.30	C
Stream C-A		1.6	10.17	0.48	B		1.2	8.27	0.40	A
Stream C-B		0.3	11.79	0.52	B		0.2	8.93	0.43	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	15/01/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LAPTOP-7PJKROJB\lloyd
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2030 Base	AM	ONE HOUR	07:45	09:15	15
D4	2030 Base	PM	ONE HOUR	16:45	18:15	15
D5	2030 Base + Charfield Station	AM	ONE HOUR	07:45	09:15	15
D6	2030 Base + Charfield Station	PM	ONE HOUR	16:45	18:15	15
D7	2030 Base + Charfield Station + Hill House Farm	AM	ONE HOUR	07:45	09:15	15
D8	2030 Base + Charfield Station + Hill House Farm	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B4058 East		Major
B	Station Road		Minor
C	B4058 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			180.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	4.80	3.00	3.00	3.00	✓	1.00	28	20

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
C	4.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	518	0.094	0.239	0.150	0.341
B-C	698	0.107	0.270	-	-
C-B	678	0.263	0.263	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	578	100.000
B		✓	34	100.000
C		✓	525	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	
C	60.00

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	13	565
	B	13	0	21
	C	505	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	8	3
	B	8	0	5
	C	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	7.70	0.0	A
B-A	0.06	15.32	0.1	C
C-A	0.37	7.61	1.1	A
C-B	0.38	7.87	0.0	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16		547	0.029	16	0.0	6.777	A
B-A	10		323	0.030	10	0.0	11.504	B
C-A	380	45.17	1547	0.246	378	0.6	6.106	A
C-B	15	45.17	59	0.255	15	0.0	6.246	A
A-B	10				10			
A-C	425				425			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19		523	0.036	19	0.0	7.135	A
B-A	12		292	0.040	12	0.0	12.849	B
C-A	454	53.94	1522	0.298	453	0.8	6.673	A
C-B	18	53.94	58	0.308	18	0.0	6.858	A
A-B	12				12			
A-C	508				508			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23		491	0.047	23	0.0	7.696	A
B-A	14		249	0.057	14	0.1	15.297	C
C-A	556	66.06	1488	0.374	555	1.1	7.604	A
C-B	22	66.06	58	0.382	22	0.0	7.868	A
A-B	14				14			
A-C	622				622			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23		491	0.047	23	0.0	7.699	A
B-A	14		249	0.057	14	0.1	15.316	C
C-A	556	66.06	1489	0.373	556	1.1	7.613	A
C-B	22	66.06	58	0.382	22	0.0	7.874	A
A-B	14				14			
A-C	622				622			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19		523	0.036	19	0.0	7.140	A
B-A	12		292	0.040	12	0.0	12.869	B
C-A	454	53.94	1523	0.298	455	0.8	6.687	A
C-B	18	53.94	59	0.307	18	0.0	6.871	A
A-B	12				12			
A-C	508				508			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16		546	0.029	16	0.0	6.787	A
B-A	10		322	0.030	10	0.0	11.527	B
C-A	380	45.17	1549	0.245	381	0.6	6.126	A
C-B	15	45.17	59	0.254	15	0.0	6.262	A
A-B	10				10			
A-C	425				425			

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	445	100.000
B		✓	36	100.000
C		✓	463	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	
C	60.00

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A	B	C	
	0	4	441	
	20	0	16	
	442	21	0	

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.96	0.0	A
B-A	0.07	11.66	0.1	B
C-A	0.32	6.84	0.9	A
C-B	0.33	6.94	0.0	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12		579	0.021	12	0.0	6.344	A
B-A	15		397	0.038	15	0.0	9.427	A
C-A	333	45.17	1568	0.212	331	0.5	5.679	A
C-B	16	45.17	71	0.222	16	0.0	5.704	A
A-B	3				3			
A-C	332				332			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14		561	0.026	14	0.0	6.587	A
B-A	18		369	0.049	18	0.1	10.256	B
C-A	397	53.94	1543	0.257	397	0.7	6.126	A
C-B	19	53.94	70	0.268	19	0.0	6.182	A
A-B	4				4			
A-C	396				396			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18		535	0.033	18	0.0	6.957	A
B-A	22		331	0.067	22	0.1	11.651	B
C-A	487	66.06	1509	0.322	486	0.9	6.837	A
C-B	23	66.06	69	0.333	23	0.0	6.941	A
A-B	4				4			
A-C	486				486			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18		535	0.033	18	0.0	6.958	A
B-A	22		331	0.067	22	0.1	11.661	B
C-A	487	66.06	1510	0.322	487	0.9	6.841	A
C-B	23	66.06	70	0.333	23	0.0	6.944	A
A-B	4				4			
A-C	486				486			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14		561	0.026	14	0.0	6.593	A
B-A	18		369	0.049	18	0.1	10.269	B
C-A	397	53.94	1544	0.257	398	0.7	6.134	A
C-B	19	53.94	71	0.267	19	0.0	6.189	A
A-B	4				4			
A-C	396				396			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12		579	0.021	12	0.0	6.348	A
B-A	15		396	0.038	15	0.0	9.447	A
C-A	333	45.17	1570	0.212	333	0.5	5.693	A
C-B	16	45.17	71	0.221	16	0.0	5.717	A
A-B	3				3			
A-C	332				332			

2030 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	629	100.000
B		✓	37	100.000
C		✓	572	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	
C	60.00

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A	B	C	
	0	14	615	
	14	0	23	
	550	22	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	8	3
	1	0	5
C	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.06	8.45	0.1	A
B-A	0.06	15.79	0.1	C
C-A	0.41	8.08	1.3	A
C-B	0.42	8.43	0.1	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17		509	0.034	17	0.0	7.315	A
B-A	10		328	0.032	10	0.0	11.317	B
C-A	414	45.17	1544	0.268	411	0.7	6.327	A
C-B	17	45.17	60	0.278	16	0.0	6.522	A
A-B	11				11			
A-C	463				463			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21		485	0.043	21	0.0	7.751	A
B-A	12		293	0.043	12	0.0	12.851	B
C-A	494	53.94	1518	0.326	494	0.9	6.978	A
C-B	20	53.94	59	0.335	20	0.0	7.230	A
A-B	13				13			
A-C	553				553			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25		451	0.056	25	0.1	8.447	A
B-A	15		243	0.063	15	0.1	15.767	C
C-A	606	66.06	1484	0.408	604	1.3	8.074	A
C-B	24	66.06	58	0.416	24	0.1	8.423	A
A-B	15				15			
A-C	677				677			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25		451	0.056	25	0.1	8.450	A
B-A	15		243	0.063	15	0.1	15.788	C
C-A	606	66.06	1485	0.408	606	1.3	8.085	A
C-B	24	66.06	58	0.415	24	0.1	8.429	A
A-B	15				15			
A-C	677				677			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21		485	0.043	21	0.0	7.755	A
B-A	12		292	0.043	13	0.0	12.878	B
C-A	494	53.94	1520	0.325	496	0.9	6.995	A
C-B	20	53.94	59	0.334	20	0.0	7.245	A
A-B	13				13			
A-C	553				553			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17		509	0.034	17	0.0	7.324	A
B-A	10		328	0.032	10	0.0	11.349	B
C-A	414	45.17	1546	0.268	415	0.7	6.351	A
C-B	17	45.17	60	0.277	17	0.0	6.540	A
A-B	11				11			
A-C	463				463			

2030 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	485	100.000
B		✓	39	100.000
C		✓	505	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	
C	60.00

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	4	481
	B	22	0	17
	C	482	23	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	1
	0	0	0
	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.04	7.17	0.0	A
B-A	0.08	12.49	0.1	B
C-A	0.35	7.15	1.0	A
C-B	0.36	7.28	0.1	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13		570	0.022	13	0.0	6.464	A
B-A	17		385	0.043	16	0.0	9.775	A
C-A	363	45.17	1567	0.232	361	0.6	5.824	A
C-B	17	45.17	72	0.242	17	0.0	5.863	A
A-B	3				3			
A-C	362				362			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15		549	0.028	15	0.0	6.740	A
B-A	20		354	0.056	20	0.1	10.761	B
C-A	433	53.94	1541	0.281	433	0.7	6.327	A
C-B	21	53.94	71	0.292	21	0.0	6.401	A
A-B	4				4			
A-C	432				432			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19		521	0.036	19	0.0	7.166	A
B-A	24		313	0.077	24	0.1	12.472	B
C-A	531	66.06	1507	0.352	530	1.0	7.142	A
C-B	25	66.06	70	0.362	25	0.1	7.276	A
A-B	4				4			
A-C	530				530			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19		521	0.036	19	0.0	7.167	A
B-A	24		313	0.078	24	0.1	12.487	B
C-A	531	66.06	1508	0.352	531	1.0	7.149	A
C-B	25	66.06	70	0.362	25	0.1	7.279	A
A-B	4				4			
A-C	530				530			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15		549	0.028	15	0.0	6.743	A
B-A	20		354	0.056	20	0.1	10.777	B
C-A	433	53.94	1542	0.281	434	0.8	6.339	A
C-B	21	53.94	71	0.291	21	0.0	6.412	A
A-B	4				4			
A-C	432				432			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13		569	0.022	13	0.0	6.470	A
B-A	17		384	0.043	17	0.0	9.798	A
C-A	363	45.17	1568	0.231	364	0.6	5.842	A
C-B	17	45.17	72	0.241	17	0.0	5.880	A
A-B	3				3			
A-C	362				362			

2030 Base + Charfield Station, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 Base + Charfield Station	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	661	100.000
B		✓	58	100.000
C		✓	589	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	
C	60.00

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A	B	C
	0	45	616
	28	0	30
	551	38	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	8	3
	1	0	5
C	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.07	8.55	0.1	A
B-A	0.13	17.30	0.1	C
C-A	0.43	8.58	1.4	A
C-B	0.44	9.17	0.1	A
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23		520	0.043	22	0.0	7.234	A
B-A	21		329	0.063	21	0.1	11.663	B
C-A	415	45.17	1480	0.280	412	0.7	6.632	A
C-B	29	45.17	96	0.298	28	0.1	6.929	A
A-B	34				34			
A-C	464				464			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27		493	0.055	27	0.1	7.724	A
B-A	25		291	0.086	25	0.1	13.516	B
C-A	495	53.94	1454	0.341	494	1.0	7.353	A
C-B	34	53.94	96	0.358	34	0.1	7.756	A
A-B	40				40			
A-C	554				554			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33		455	0.073	33	0.1	8.539	A
B-A	31		239	0.128	30	0.1	17.251	C
C-A	607	66.06	1417	0.428	605	1.4	8.582	A
C-B	42	66.06	95	0.442	42	0.1	9.169	A
A-B	50				50			
A-C	678				678			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33		454	0.073	33	0.1	8.545	A
B-A	31		239	0.128	31	0.1	17.305	C
C-A	607	66.06	1419	0.428	607	1.4	8.584	A
C-B	42	66.06	95	0.440	42	0.1	9.159	A
A-B	50				50			
A-C	678				678			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27		493	0.055	27	0.1	7.734	A
B-A	25		291	0.086	25	0.1	13.572	B
C-A	495	53.94	1456	0.340	497	1.0	7.362	A
C-B	34	53.94	96	0.356	34	0.1	7.757	A
A-B	40				40			
A-C	554				554			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	23		520	0.043	23	0.0	7.247	A
B-A	21		328	0.064	21	0.1	11.713	B
C-A	415	45.17	1483	0.280	416	0.7	6.648	A
C-B	29	45.17	97	0.296	29	0.1	6.938	A
A-B	34				34			
A-C	464				464			

2030 Base + Charfield Station, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 Base + Charfield Station	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	507	100.000
B		✓	85	100.000
C		✓	517	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	
C	60.00

Origin-Destination Data

Demand (Veh/hr)

From	To			
	A	B	C	
	0	25	482	
	52	0	33	
	483	34	0	

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.07	7.84	0.1	A
B-A	0.19	14.33	0.2	B
C-A	0.36	7.43	1.1	A
C-B	0.38	7.67	0.1	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25		553	0.045	25	0.0	6.814	A
B-A	39		384	0.102	39	0.1	10.421	B
C-A	364	45.17	1521	0.239	361	0.6	6.010	A
C-B	26	45.17	100	0.255	25	0.0	6.094	A
A-B	19				19			
A-C	363				363			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30		530	0.056	30	0.1	7.201	A
B-A	47		352	0.133	47	0.2	11.780	B
C-A	434	53.94	1495	0.290	434	0.8	6.549	A
C-B	31	53.94	100	0.307	31	0.1	6.690	A
A-B	22				22			
A-C	433				433			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36		496	0.073	36	0.1	7.833	A
B-A	57		309	0.186	57	0.2	14.284	B
C-A	532	66.06	1460	0.364	531	1.1	7.430	A
C-B	37	66.06	99	0.380	37	0.1	7.668	A
A-B	28				28			
A-C	531				531			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36		496	0.073	36	0.1	7.839	A
B-A	57		308	0.186	57	0.2	14.332	B
C-A	532	66.06	1461	0.364	532	1.1	7.432	A
C-B	37	66.06	99	0.379	37	0.1	7.666	A
A-B	28				28			
A-C	531				531			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30		529	0.056	30	0.1	7.211	A
B-A	47		352	0.133	47	0.2	11.825	B
C-A	434	53.94	1496	0.290	435	0.8	6.556	A
C-B	31	53.94	100	0.306	31	0.1	6.692	A
A-B	22				22			
A-C	433				433			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25		552	0.045	25	0.0	6.827	A
B-A	39		383	0.102	39	0.1	10.471	B
C-A	364	45.17	1523	0.239	364	0.6	6.023	A
C-B	26	45.17	101	0.254	26	0.0	6.103	A
A-B	19				19			
A-C	363				363			

2030 Base + Charfield Station + Hill House Farm, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030 Base + Charfield Station + Hill House Farm	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	715	100.000
B		✓	182	100.000
C		✓	638	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	
C	60.00

Origin-Destination Data

Demand (Veh/hr)

	To		
	A	B	C
From	A	0	99
	B	87	0
	C	551	87

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	8	3
	B	1	0	5
	C	3	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.28	13.58	0.4	B
B-A	0.47	32.59	0.8	D
C-A	0.48	10.17	1.6	B
C-B	0.52	11.79	0.3	B
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72		492	0.145	71	0.2	8.537	A
B-A	65		310	0.211	64	0.3	14.612	B
C-A	415	45.17	1326	0.313	412	0.8	7.513	A
C-B	65	45.17	183	0.358	65	0.1	8.258	A
A-B	75				75			
A-C	464				464			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85		450	0.190	85	0.2	9.847	A
B-A	78		267	0.293	78	0.4	18.972	C
C-A	495	53.94	1296	0.382	494	1.1	8.445	A
C-B	78	53.94	184	0.425	78	0.2	9.504	A
A-B	89				89			
A-C	554				554			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105		373	0.281	104	0.4	13.359	B
B-A	96		206	0.464	94	0.8	31.606	D
C-A	607	66.06	1251	0.485	605	1.6	10.118	B
C-B	96	66.06	185	0.517	95	0.3	11.722	B
A-B	109				109			
A-C	678				678			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105		370	0.283	105	0.4	13.578	B
B-A	96		206	0.465	96	0.8	32.588	D
C-A	607	66.06	1251	0.485	607	1.6	10.171	B
C-B	96	66.06	186	0.516	96	0.3	11.791	B
A-B	109				109			
A-C	678				678			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85		448	0.191	86	0.2	9.968	A
B-A	78		266	0.294	80	0.4	19.479	C
C-A	495	53.94	1300	0.381	497	1.1	8.418	A
C-B	78	53.94	186	0.420	79	0.2	9.440	A
A-B	89				89			
A-C	554				554			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72		490	0.146	72	0.2	8.606	A
B-A	65		309	0.212	66	0.3	14.861	B
C-A	415	45.17	1331	0.312	416	0.8	7.495	A
C-B	65	45.17	186	0.353	66	0.1	8.212	A
A-B	75				75			
A-C	464				464			

2030 Base + Charfield Station + Hill House Farm, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030 Base + Charfield Station + Hill House Farm	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	541	100.000
B		✓	140	100.000
C		✓	551	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A	
B	
C	60.00

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	59	482
	B	79	0	61
	C	483	68	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	1
	0	0	0
	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.14	8.89	0.2	A
B-A	0.30	18.01	0.4	C
C-A	0.40	8.27	1.2	A
C-B	0.43	8.93	0.2	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46		546	0.084	46	0.1	7.186	A
B-A	59		368	0.162	59	0.2	11.620	B
C-A	364	45.17	1403	0.259	361	0.6	6.545	A
C-B	51	45.17	174	0.293	51	0.1	6.807	A
A-B	44				44			
A-C	363				363			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55		518	0.106	55	0.1	7.775	A
B-A	71		334	0.213	71	0.3	13.659	B
C-A	434	53.94	1375	0.316	433	0.8	7.188	A
C-B	61	53.94	174	0.351	61	0.1	7.594	A
A-B	53				53			
A-C	433				433			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67		473	0.142	67	0.2	8.870	A
B-A	87		287	0.303	86	0.4	17.878	C
C-A	532	66.06	1337	0.398	530	1.2	8.274	A
C-B	75	66.06	174	0.431	75	0.2	8.930	A
A-B	65				65			
A-C	531				531			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67		472	0.142	67	0.2	8.893	A
B-A	87		287	0.303	87	0.4	18.007	C
C-A	532	66.06	1339	0.397	532	1.2	8.262	A
C-B	75	66.06	174	0.429	75	0.2	8.903	A
A-B	65				65			
A-C	531				531			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	55		517	0.106	55	0.1	7.800	A
B-A	71		334	0.213	72	0.3	13.777	B
C-A	434	53.94	1378	0.315	436	0.8	7.183	A
C-B	61	53.94	175	0.349	61	0.1	7.580	A
A-B	53				53			
A-C	433				433			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	46		545	0.084	46	0.1	7.212	A
B-A	59		367	0.162	60	0.2	11.723	B
C-A	364	45.17	1406	0.259	364	0.6	6.545	A
C-B	51	45.17	176	0.291	51	0.1	6.795	A
A-B	44				44			
A-C	363				363			

AMENDED HEADS OF TERMS

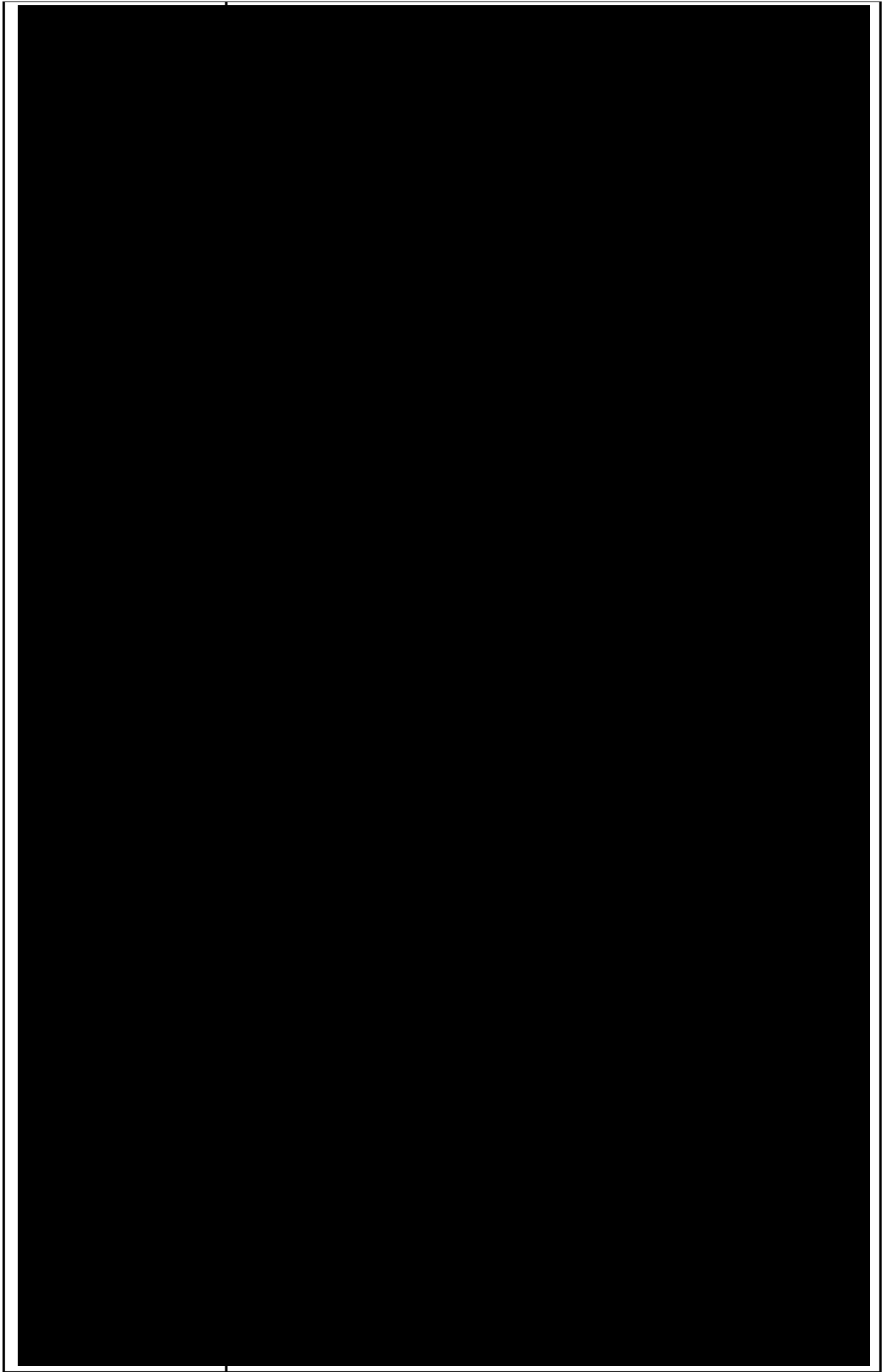
Following discussions between George Kousouros, Kevin O'Connor & Richard Dalby
on Tuesday 28th June 2022

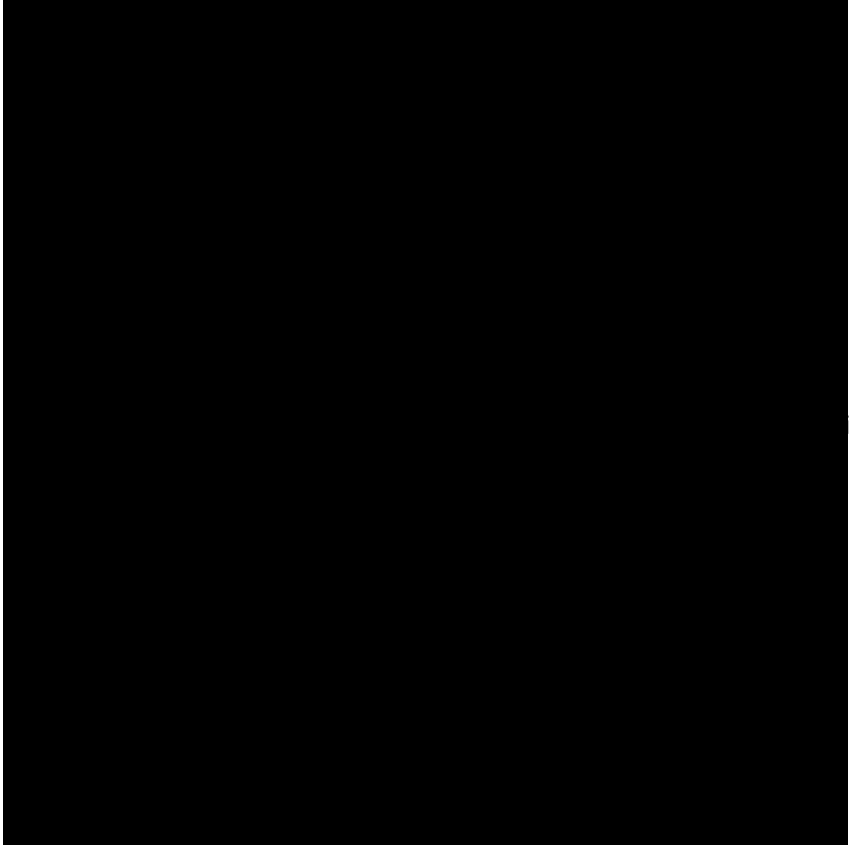
Private & Confidential

Subject to Contract & Council Approval

Property	North Field, (Part), Hill House Farm, Station Road, Charfield, South Gloucestershire. Approximately 1.13 hectares, (2.79 acres) or thereabouts as outlined in red on the attached plan. (To include Phases I & II Station Car Park).
Interest to be acquire	Freehold with vacant possession
Permitted Uses	New car park to be exclusively used for the parking of vehicles to serve the proposed Charfield Railway Station and associated uses including a storm water attenuation pond, landscaping, screening, highway works and access road. The Council or their consultants to have unfettered use of the land for the purposes of running and operating a station car park including the right to grant licences, operational leases and management agreements to 'rail partners' for the purpose of operating a car park, (Permitted Disposal's).
Access Road	<p>Access and egress to and from the car park will be from a new Access Road on the southern boundary as shown on the plans ('the Access Road').</p> <p>The Council will, within 2 years of the release of funding for the construction of the Access Road and Car Park, (Full Business Case stage) and subject to receiving Planning Approval, commence the construction of the new Phase I Access Road which will be constructed to an adoptable standard.</p> <p>The Council will initially construct the Access Road to serve Phase I of the car park to an adoptable standard and, (if the rail service expands sufficiently), may extend the Access Road to Phase II at some point in the future.</p> <p>The Seller will be granted rights, (subject to obtaining planning approval), to extend the Access Road from Phase I for the purposes of constructing a spur road, (of the same specification and adoptable standard), into their retained land at a location to be chosen by the Seller and at its 'own' cost.</p>

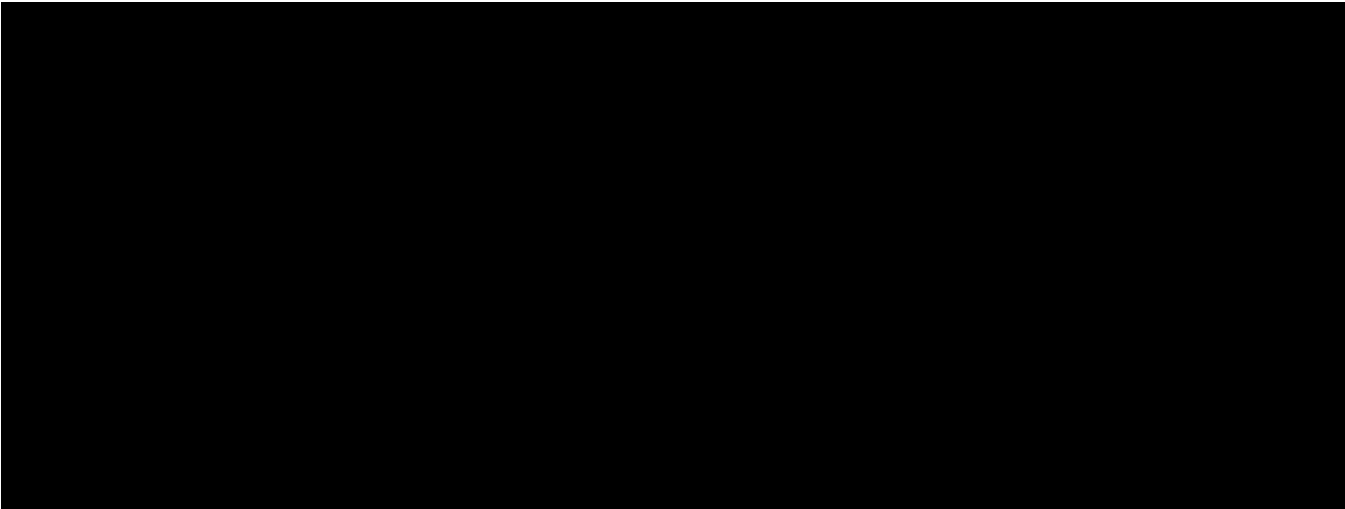
	<p>The Seller will have rights reserved over the Access Road to pass and repass with or without vehicles for the purposes of the use of the retained land for agricultural use or future development.</p> <p>The Council will ensure that the access to the property known as Urn Cottage will be unaffected and adequate space is left between the site boundary and the watercourse.</p> <p>The Council will covenant with the Seller to keep any boundary features in good repair and any hedges or other flora suitably maintained and trimmed.</p>
Boundary Maintenance	<p>The Council will be granted permanent access rights over the Seller's retained land for the purposes of maintaining the boundary screening to the car park provided that the Council will only access the Seller's retained land at reasonable hours of the day and upon reasonable notice to the Seller and the Council will make good any damage caused to the Seller's retained land immediately.</p>
Sellers Title	<p>The Seller will deduce title to the Property and will transfer the land with vacant possession.</p>
Pre-emption	<p>Subject to solicitors' agreement including suitable notice provisions, triggers and excepted and permitted disposals for the unfettered and proper operation of the station car park, the Council will enter into a 25-year pre-emption agreement giving the Seller and their successors in title the right to Purchase the Property should the Council wish to sell the Property or any part of it.</p> <p>The purchase price will be the open market value of the land at the date of disposal for agricultural use without any hope value attached to it. The Open Market Value will be determined by the average of 3 valuations carried out by valuers with more than 5 years of experience of valuing agricultural land and who have applicable knowledge of the local area.,</p> <p>Dispute resolution to be available to both parties in the case of dispute.</p>



	
Professional Fees	<p>The Council will pay the Seller's reasonable legal, surveyor's and agent's fees subject to an agreed cap.</p> <p>The Seller will, before incurring professional fees, confirm the level these fees and provide evidence of fee quotes and ultimately, statements of work carried out/incurred.</p> <p>The Council will provide a costs undertaking to the Seller's solicitor for the Seller's legal, surveyor's and agent's fees as soon as reasonably possible.</p>
Conditions	<p>The transaction is subject to the following.</p> <ul style="list-style-type: none"> • Contract. • The Council's requisite legal due diligence. • Necessary Council approvals. • Vacant Possession on completion. • Satisfactory site surveys and ground investigations.
Final Approvals	<p>This offer is made subject to all necessary Council approvals and the Council reserves the right to withdraw this offer at any time prior to the exchange of contracts.</p>
Solicitors	Council's Solicitor:

	<div>██████████</div> <div>██████████</div> <div>██</div> <div>████████████████</div> <div>██████████████████</div> <div>██████████</div> <div>██████████</div> <div>■ ████████████████████</div> <div>■ ████████████████████</div> <div>■ ████████████████████</div> <div>■ ██</div> <div> </div> <div>██████████████████</div> <div>██████████████████</div> <div>██████████</div> <div>██████████████████████████████████████</div> <div>██████████████████</div> <div>██████████████████</div> <div>██████████</div> <div>██████████████</div> <div>■ ████████████████████</div> <div>■ ████████████████████</div> <div>██</div>
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The site area and plans attached may be subject to further minor amendments and relate to the latest mater plan attached to the Public Consultation.



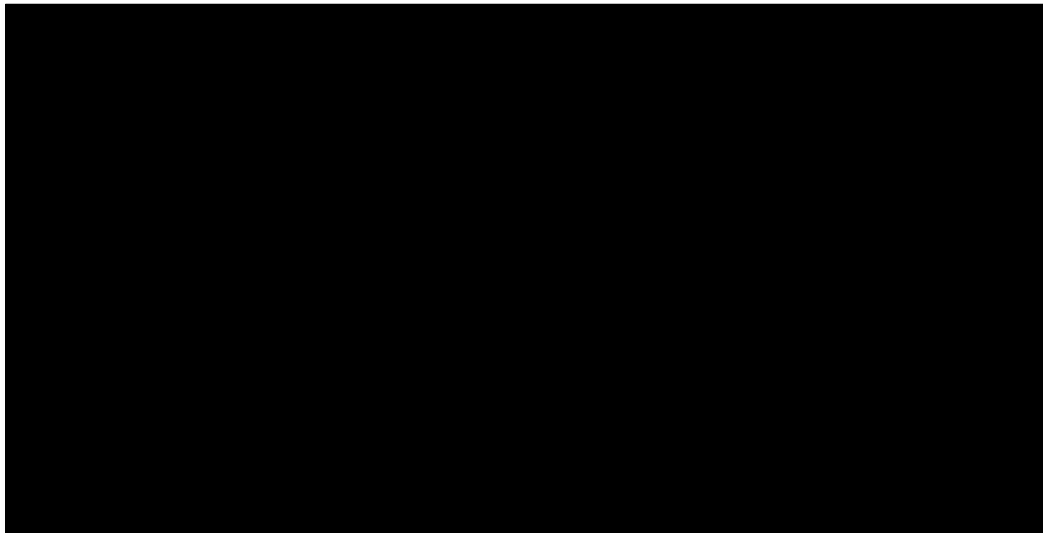
THIS DEED PROVIDES:

1

Definitions and interpretation

Definitions

In this Deed:



1.2

Interpretation

1.2.1 Where any party to this Deed for the time being comprises two or more persons, obligations expressed or implied to be made by or with that party are deemed to be made by or with the persons comprising that party jointly and severally.

We certify that this is a true and
complete copy of the original

Loxley... *Loxley*

Date... *19-18*

1.2.2 Words that indicate one gender include all other genders, words that indicate the singular include the plural and vice versa and words that indicate persons shall be interpreted as extending to a corporate body or a partnership and vice versa.

1.2.3 References to any numbered clause without any further description shall be interpreted as a reference to the clause to this Deed numbered in that manner.

1.2.4 The clause and schedule headings do not form part of this Deed and shall be ignored in its construction.

1.2.5 Unless expressly stated to the contrary, any reference to a specific statute includes any statutory extension or modification, amendment, consolidation or re-enactment of that statute and any regulations or orders made under it and any general reference to a statute includes any regulations or orders made under that statute.

2

Background

- 2.1 This Deed is supplemental to the Transfer by which the Property was transferred to the Transferees subject to the covenants and conditions contained therein.
- 2.2 Eleanor Elizabeth Julia Bennett died on the 19th day of November 2009
- 2.3 The Transfer contains covenants for additional value ("the Overage Covenants") to be paid by the Transferees to the Transferor.
- 2.4 The benefit of the Overage Covenants contained in the Transfer are vested in the Transferor
- 2.5 The Transferor and the Transferees wish to alter the terms of the Transfer in the manner described in clause 3 below

3

Variation

The Transferor and the Transferee agree that:

- 3.1 the Transfer is varied with effect from the date of this Deed by the deletion of clause 13.2 and the addition of the provisions set out in the Schedule 1 hereto and shall be read and construed accordingly;
- 3.2 the Transfer, as varied by this Deed, continues in full force and effect.

4

Registration

The Transferor agrees to immediately apply to the Land Registry to remove the restriction set out at Entry No. 4 of the Proprietorship Register of Title Number GR310049

General

5.1 If any term of this Deed is, in whole or in part, held to be illegal or unenforceable to any extent under any enactment or rule of law, that term or part shall to that extent be deemed not to form part of this Deed and the enforceability of the remainder of this Deed shall not be affected.

5.2 The parties agree that this Deed shall be exclusively governed by and interpreted in accordance with the laws of England and Wales and to submit to the exclusive jurisdiction of the English Courts.

5.3 This Deed shall not operate to confer any rights on any third party and no person other than the parties to it may enforce any provision of this Deed by virtue of the Contracts (Rights of Third Parties) Act 1999.

IN WITNESS whereof the parties have executed this deed the day and year first before written

Schedule 1

The parties agree to the following:

1 Definitions

In this Schedule the following expressions have the following meanings:

Additional Costs

means all fees and expenses paid by the Transferees in relation to the sale of the Property including all fees payable under a Promotion Agreement together with all legal and agents costs incurred in connection with any Disposal of the Property

Affordable Housing

has the meaning given to the term **Social Housing** in the Housing Regeneration Act 2008

Community Infrastructure Levy

has the meaning given to such term in the Planning Act 2008 and the Community Infrastructure Levy Regulations 2010 (SI 2010/948) as amended by the Community Infrastructure Levy (Amendment) Regulations 2011 (SI 2011/987) or any levy tax or scheme implemented by the government from time to time which operates so as to capture and collect from a landowner a percentage of the uplift and value of the land following planning permission being granted in respect of such land

Competent Authority

means any local authority highway authority or other authority or body exercising powers under statute or by royal charter or any utility service or supply company or body

Connected Party

means a **subsidiary** or **holding company** of the Transferee (and such terms have the meanings ascribed to them by Section 1159 of the Companies Act 2006) and/or any person or company connected with the Transferee or any Director of the Transferee and **connected** has the same meaning as given to such term in

Section 252 of the Companies Act 2006 or Sections 1122 and 1123 of the Corporation Tax Act 2010

Current Use Value

means:

In respect of the calculation of Overage arising from the first and any subsequent Trigger Event: the higher of the Market Value of the Property on the day before the relevant Trigger Date disregarding any effect on value of the Relevant Planning Permission and assuming that there is no expectation of the grant of any Planning Permission or the price paid following a Disposal and assuming that the Property has the benefit of any easements, wayleaves, sight-line covenants and other agreements necessary to provide access, visibility splays or services to or from the Property.

Development

has the meaning given to it by Section 55 of the Planning Act

Development Value

means the difference between the Enhanced Value and the Current Use Value of the Property

Disposal

means the transfer of a freehold interest in the Property or any part thereof or the grant of a lease of the Property or any part thereof for a term equal to or exceeding 7 years OR any Disposition

Disposition

has the meaning given to the term by Section 205(1) of the Law of Property Act 1925 (save that for the avoidance of doubt the term **conveyance** given by Section 205(1) of the Law of Property Act 1925 shall include a transfer) and also includes any disposition as set out in Section 27 of the Land Registration Act 2002

End Date

means the 8 July 2027

Enhanced Value

means either the net proceeds of sale of the Property if there is a Relevant Disposal or the Market Value of the Property at the relevant Trigger Date with the benefit of the Relevant Planning Permission

Expert

means a chartered surveyor with not less than 15 years' experience in the residential development market in the South Gloucestershire area who is appointed (in default of agreement between the parties) by the President of the Royal Institution of Chartered Surveyors on the application of either party

Interest

means interest during the period from the date on which the payment is due to the date of payment both before and after any judgment at the yearly rate of 3% above the base rate published by Barclays Bank plc from time to time or if such rate is not published at any time such other comparable rate of interest as the Transferor may then in writing specify having regard to interest current at such time

Market Value

has the same meaning as the definition of **Market Value** in Practice Statement 3.2 of the Royal Institution of Chartered Surveyors' Appraisal and Valuation Standards as at the date of this Deed and assuming that:

- a. no previous Trigger Event has occurred that has reduced the market value of the Property
- b. no act or omission by the Transferee has occurred since the date of this Transfer which has reduced the market value of the Property
- c. the Property has vacant possession;
- d. the Property is free from encumbrances (except those subject to which the Transferees acquired the Property);

Overage

means a payment calculated in accordance with the following formula:

$29\% \times (A-B)$ where:

A = the Development Value attributable to the relevant Trigger Event agreed or determined in accordance with paragraphs 3.1 to 3.5 inclusive of this Schedule

B = the costs reasonably and properly incurred by or on behalf of the Transferee in obtaining the Relevant Planning Permission and the Additional Costs.

Payment Date

means in respect of any and each Trigger Event the earlier of:

- (a) the date of a Relevant Disposal; and
- (b) the date which is 20 Working Days from and including the relevant Trigger Date.

Permitted Disposal

means any of the following:

- (a) any Disposal to a Competent Authority which acquires an interest in the Property in order to provide water, gas, electricity, communication services or foul or surface water disposal facilities to or from the Property and/or the granting of easements to such Competent Authority for any of the aforesaid purposes
- (b) any Disposal to the buyer or lessee of a single physically completed Residential Unit
- (c) any Disposal or dedication of highway or of public open space pursuant to a Statutory Agreement to a Competent Authority
- (d) the Disposal of completed or partially completed Residential Units to a Registered Provider for the purpose of Affordable Housing required pursuant to a Statutory Agreement

Planning Act

means the Town and Country Planning Act 1990

Planning Permission

means any permission granted pursuant to Part III of the Planning Act or the issue of any certificate under Sections 191 or 192 of the Planning Act

Registered Provider

means any one of the following:

- (a) a body which meets the definition of **Housing Association** as defined in Section 1(1)(a) of the Housing Associations Act 1985
- (b) a registered social landlord registered with the Homes and Communities Agency under Section 1 of the Housing Act 1996
- (c) a body which meets the requirements for eligibility for registration as a social landlord under Section 2 of the Housing Act 1996 (whether or not actually so registered)
- (d) a body created by the Homes and Communities Agency for the purpose of bidding for grant funding and
- (e) such other provider of Affordable Housing approved by a relevant Competent Authority

Relevant Disposal

means a Disposal of any part of the Property with the benefit of the Relevant Planning Permission occurring before the end date

Relevant Planning Permission

means any Planning Permission granted giving rise to the relevant Trigger Event

Residential Unit

means any house, flat, maisonette or other unit (and its curtilage) intended for residential occupation

Statutory Agreement

means all or any of the following as the case may be:

- (a) an Agreement in respect of and affecting the Property (whether or not also affecting other property) pursuant to the Local Government (Miscellaneous Provisions) Act 1982, Section 33 and/or the Local Government Act 1972 Section 111 and/or the Highways Act 1980 Section 38 and/or Section 278 and/or the Water Industry Act 1991 Section 104 or any provision to a similar intent or an agreement with a water undertaker or drainage undertaker (within the meaning of the Water Industry Act 1991) or the Environment Agency or an Internal Drainage Board within the meaning of the Water Resources Act 1991 or the Land Drainage Act 1991 (or other appropriate authority as to water supply or drainage surface and/or foul water from the Property) or an agreement with any Competent Authority relating to other services and/or
- (b) a planning obligation whether entered into by agreement or otherwise in respect of and affecting the Site (whether or not also affecting other properties) pursuant to Section 106 of the Planning Act

Transferee's Surveyor

means a chartered surveyor with not less than 15 years' experience in the residential development market in the South Gloucestershire area

Trigger Date

means the date of any and each Trigger Event

Trigger Event

means the implementation of the grant of any Planning Permission after the date of this Deed but before the End Date or a Relevant Disposal

Working Day

means any day other than Saturday, Sunday and any Bank or Public Holiday

2 **Interpretation**

- 2.1 The expressions **Transferor** and **Transferee** include their respective successors in title.
- 2.2 Any covenant to do any act or thing includes an obligation to procure that it be done and any covenant not to do any act or thing includes a covenant not to allow such act or thing to be done by a third party.

3 **Overage**

- 3.1 At least 30 Working Days before any and each Trigger Date the Transferee must serve notice of the potential Trigger Event on the Transferor accompanied by:
 - 3.1.1 a copy of the Relevant Planning Permission and a copy of the associated planning application and any relevant supporting documentation pursuant to which the Relevant Planning Permission was granted;
 - 3.1.2 either:
 - 3.1.2.1 the fullest possible details of the Disposal; or
 - 3.1.2.2 a reasoned valuation of the Development Value by the Transferee's Surveyor;
 - 3.1.3 the Transferee's calculation of Overage; and
 - 3.1.4 evidence of the cost reasonably and properly incurred by or on behalf of the Transferee in obtaining the relevant Planning Permission and the Additional Costs.
- 3.2 If the Transferor reasonably disputes the Transferee's Surveyor's valuation or the Transferee's calculation of Overage, it must within 30 Working Days after receipt of the Transferee's notice (time being of the essence) serve a counter-notice on the Transferee and include the Transferor's valuation and/or calculation of Overage.
- 3.3 If the Transferor and the Transferee have not agreed the amount of the Overage within 20 Working Days after service of the Transferor's counter-notice either party may require that the amount of the Overage be referred to the Expert for determination.
- 3.4 If the Transferor fails to serve a counter-notice within the 20 Working Day period referred to in paragraph 3.2 it is deemed to have accepted the Transferee's valuation and calculation of Overage.
- 3.5 If the Transferee fails to serve the notice required by paragraph 3.1 within the time limit set out the Transferor may instruct a chartered surveyor (with not less than 15 years' experience in the residential development market in the South Gloucestershire area) to undertake a reasoned valuation of the Development Value and:

- 3.5.1 such valuation is deemed to be the Development Value for the relevant Trigger Event; and
 - 3.5.2 the cost of preparation of such valuation must immediately be reimbursed by the Transferee to the Transferor.
- 3.6 Upon any and each Payment Date the Transferee must pay to the Transferor Overage in accordance with the following subparagraphs.
- 3.7 In the circumstances where clause 3.1.2.2 applies and if any amount of Overage due on any Payment Date has not been agreed or determined by that Payment Date then the Transferee must on that Payment Date:
 - 3.7.1 pay to the Transferor the amount which it calculated pursuant to paragraph 3.1 (or which is calculated by reference to paragraph 3.5) as being Overage due on that Payment Date; and
 - 3.7.2 pay into an escrow account in the joint names of both parties solicitors the amount by which the Transferor's calculation of Overage due on that Payment Date (as set out in the counter-notice served under paragraph 3.2) exceeds the amount calculated pursuant to paragraph 3.1.
- 3.8 Within 5 Working Days after the agreement or determination of the disputed Overage the amount paid into the account in accordance with paragraph 3.7.2 must be paid to the Transferor or the Transferee or divided between them as appropriate (and any interest earned on such sums must be paid in the same proportions).

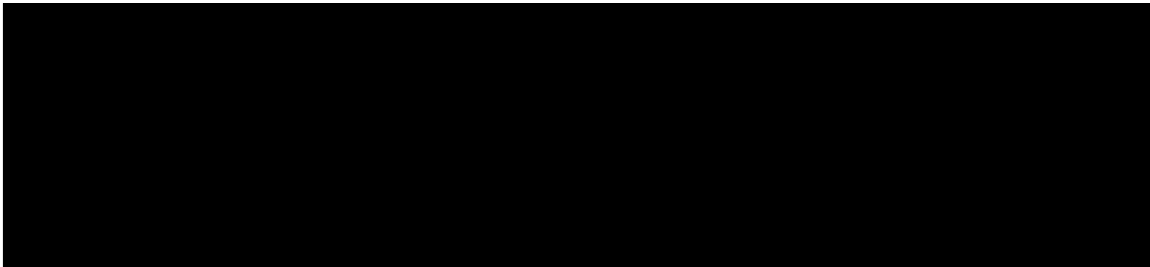
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Disposals

The Transferee covenants with the Transferor as follows:

- 4.1 The Transferee will not make a Disposal which is not a Trigger Event without procuring on or prior to completion of such Disposal that the person in whose favour the Disposal is made executes and delivers to the Transferor a new deed of covenant in the terms of this Schedule (other than in respect of any sums which have been paid to the Transferor before such Disposal) and the new deed of covenant will contain such provisions as the Transferor reasonably considers necessary to take into account the nature of the Disposal;
- 4.2 The requirements of paragraph 4.1 do not apply to a Permitted Disposal;
- 4.3 The parties shall apply to the registrar for entry of a restriction on the register of the title to the Property in standard form L in Schedule 4 of the Land Registration Rules 2003, namely:

'No disposition of the registered estate (other than a charge) by the proprietor of the registered estate or the proprietor of any registered charge not being a charge registered before the entry of this restriction is to be registered without a certificate



4.4 The Transferor or other person or persons entitled to the benefit of the restriction in paragraph 4.3 must consent to the registration of a transfer of the Property or the grant of a lease of the Property for a term exceeding 50 years or (in both cases) any part thereof if the Transferee has made all payments (if any) required pursuant to paragraphs 3.6 and 3.7 and either:

4.4.1 the transferee or lessee has entered into a deed of covenant with the Transferor in accordance with paragraph 4.1 and the Transferor has received the new deed of covenant from the transferee or lessee; or

4.4.2 the Disposal is a Permitted Disposal
but consent to such registration is not to be treated as prior approval of the identity of the transferee or lessee for the purposes of paragraph 4.5.

4.5 Where the Transferee has made all payments (if any) required pursuant to paragraphs 3.6 and 3.7 and:

4.5.1 the Transferee complies with paragraph 4.1 and obtains the prior approval of the Transferor to the identity of the transferee or lessee (such approval not to be unreasonably withheld or delayed having regard to the likely level of Overage due or in future to be payable hereunder); or

4.5.2 the Disposal is a Permitted Disposal
the Transferee will cease to have any liability under this Schedule for any matter arising after the Disposal in respect of that part of the Property which is the subject of the Disposal (but without prejudice to the Transferee's continuing liability for prior breaches).

4.6 On a Disposal which is a Permitted Disposal the Transferor shall deliver to the Transferee within ten (10) Working Days following actual legal completion of the relevant Permitted Disposal a duly completed Land Registry Form RX4 in respect of the Permitted Disposal

5 **Assignment by Transferor**

The benefit of the covenants contained in this Schedule may be assigned by the Transferor.

6 **Interest**

The Transferee covenants to pay Interest on any money payable pursuant to this Schedule calculated from the due date until payment.

7 Expert

Any dispute concerning any matter arising out of or in conjunction with this Deed, including any sums payable pursuant to this Schedule, must be determined by an Expert in accordance with the following provisions:

7.1 he will act as an expert and his decision will be final and binding on the parties;

7.2 he will be instructed to consider all written representations made on behalf of the Transferor and/or the Transferee which are delivered to him within such period or periods as he stipulates (having regard to the parties' wish for a quick determination);

7.3 he will be instructed to use all reasonable endeavours to give his decision as speedily as possible;

7.4 if he dies or refuses or is unable to act the procedure for appointment will be repeated as often as necessary;

7.5 his fees and the costs of his appointment will be payable by the parties in such proportions as he determines (or in default of such determination by the parties equally);

7.6 if he is ready to make his determination but is unwilling to do so due to the failure of one party to pay its share of the costs in connection with the determination the other party may serve upon the party in default of a notice requiring the party in default to apply such costs within 7 working days and if the party in default fails to comply with such notice the other party may pay to the Expert the costs payable thereby the party in default and any amount so paid by the other party will be a debt due forthwith from the party in default to the other party together with Interest.

8 VAT

The sums payable pursuant to this Schedule are exclusive of any VAT. Accordingly the Transferee will in addition pay any VAT chargeable or payable in respect of such sums.

9 Good Faith

During the continuance of this Deed and for the purposes of complying with the obligations arising out of or by virtue of this Deed each party to this Deed undertakes for the purpose of facilitating the proper performance of the obligations on their respective parts pursuant to and arising out of this Deed to co-operate and act honestly fairly without intention to defraud or act maliciously in its dealing with the other and to act in good faith towards each other

Schedule 2

The Transfer

**Transfer of part
of registered title(s)**

Land Registry

TP1

If you need more room than is provided for in a panel, use continuation sheet CS and attach to this form.

1. Stamp Duty

Place "X" in the appropriate box or boxes and complete the appropriate certificate.

- ☐ It is certified that this instrument falls within category ☐ in the Schedule to the Stamp Duty (Exempt Instruments) Regulations 1987
- ☐ It is certified that the transaction effected does not form part of a larger transaction or of a series of transactions in respect of which the amount or value or the aggregate amount or value of the consideration exceeds the sum of £
- ☐ It is certified that this is an instrument on which stamp duty is not chargeable by virtue of the provisions of section 92 of the Finance Act 2001

2. Title number(s) out of which the Property is transferred *Leave blank if not yet registered.*

3. Other title number(s) against which matters contained in this transfer are to be registered, if any

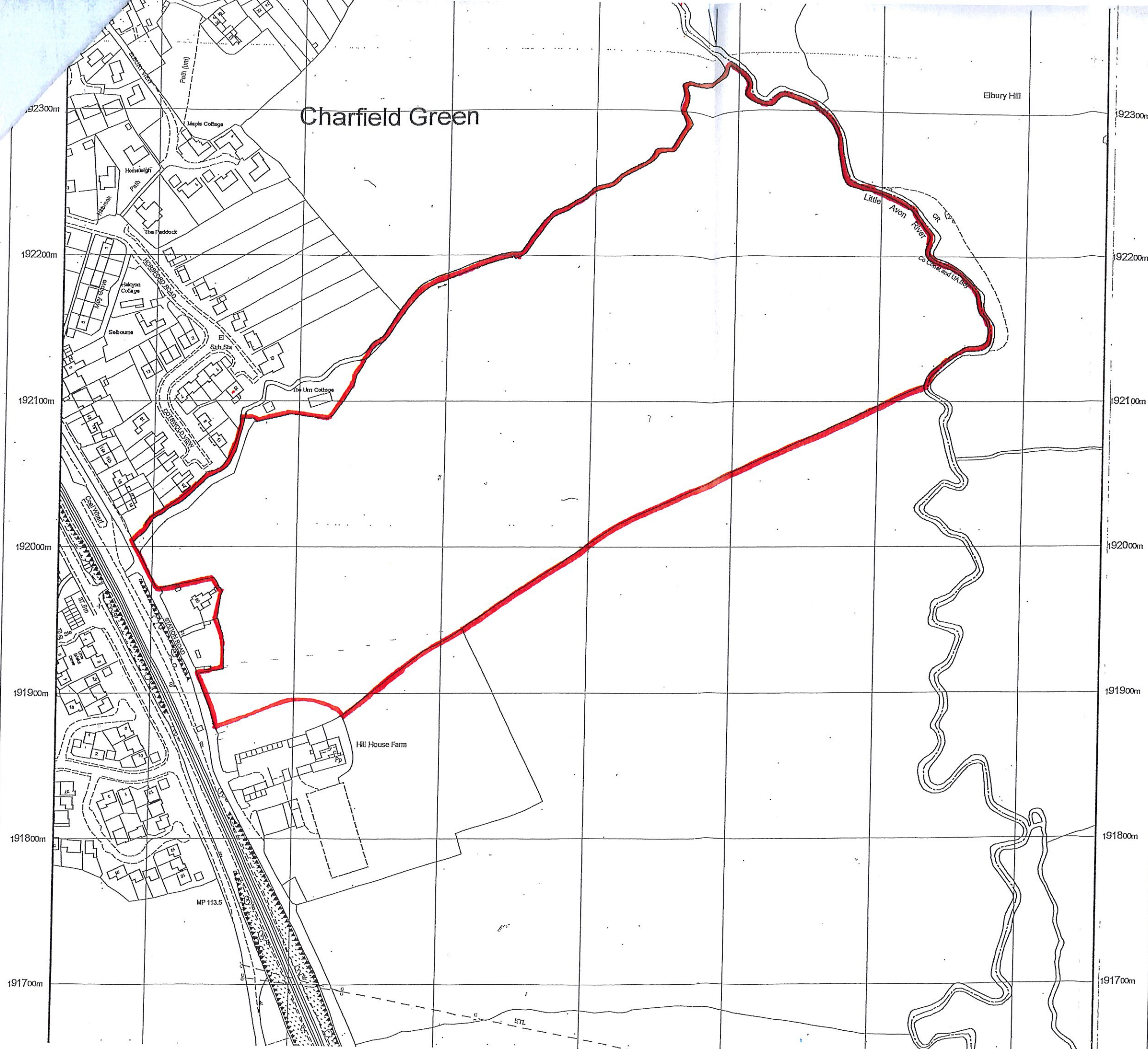
4. Property transferred *Insert address, including postcode, or other description of the property transferred. Any physical exclusions, e.g. mines and minerals, should be defined. Any attached plan must be signed by the Transferor.*

Land comprising approximately 28.43 acres forming part of Hill House Farm, Station Road, Charfield, South Gloucestershire

The Property is defined *Place "X" in the appropriate box.*

- ☒ on the attached plan and shown *State reference e.g. "edged red".* edged red
- ☐ on the Transferor's title plan and shown *State reference e.g. "edged and numbered 1 in blue"*

9. The Transferor transfers the Property to the Transferee



B. 201/07
R. P. Bennett
E. Bennett

13. Additional provisions

Use this panel for

- *definitions of terms not defined above*
- *rights granted or reserved*
- *restrictive covenants*
- *other covenants*
- *agreements and declarations*
- *other agreed provisions*

The prescribed subheadings may be added to, amended, repositioned or omitted.

Definitions

See Continuation Sheet

~~Rights granted for the benefit of the Property~~

~~Rights reserved for the benefit of other land~~ *The land having the benefit should be defined, if necessary by reference to a plan.*

~~Restrictive covenants by the Transferee~~ *Include words of covenant.*

~~Restrictive covenants by the Transferor~~ *Include words of covenant.*

Continuation sheet
for use with
application and
disposition forms

HM Land Registry

CS

1. Continued from Form

TP1

Title number(s)

2. Before each continuation, state panel to be continued, e.g. "Panel 12 continued".

13.2.1 The Transferees hereby jointly and severally covenant with the Transferors for the benefit of the Transferors and their heirs and assigns that in the event of the Transferee or his successors in title obtaining planning permission within 20 years from and including the date hereof for the erection of any non-agricultural buildings (save for stables and ancillary buildings) on, or for a material change of use of the Property or any part thereof hereby transferred the Transferee or his successors in title shall on each such occasion within six months of the implementation of such planning permission pay to the Transferors or their estate or assigns a sum equal to 50% of the additional value attributable to the Property or the part thereof with the benefit of such planning permission by reason of the grant of such planning permission net of the cost of obtaining such planning permission and calculated as at the date of the grant thereof.

13.2.2 For the purpose of this covenant "additional value" shall mean the difference in value between:

- i) the open market value of the Property as between a willing buyer and a willing seller taking into account the terms and conditions of the planning permission any planning or other obligation undertaken or to be undertaken to obtain or required by such consent and all on or off site infrastructure or similar works on the one hand; and
- ii) on the other hand the value of the Property or the relevant part thereof as agricultural or garden land.

Continuation sheet

1

of

2

(Insert sheet number and total number of continuation sheets e.g. "sheet 1 of 3")

**Continuation sheet
for use with
application and
disposition forms**

HM Land Registry

CS

1. Continued from Form

TP1

Title number(s)

2. Before each continuation, state panel to be continued, e.g. "Panel 12 continued".

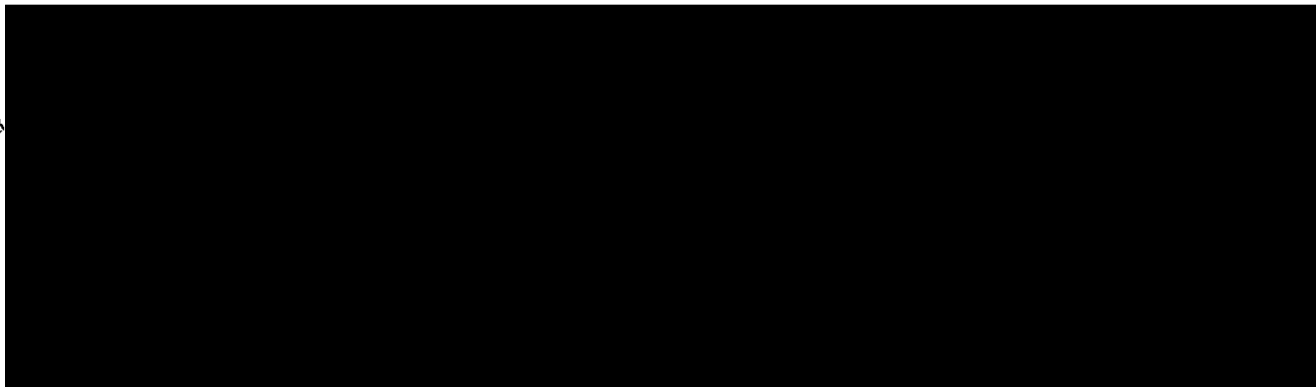
13.2.3 In default of agreement between such parties as to such additional value within one month of the date of the implementation of such planning permission the matter shall be referred for determination to a single Arbitrator to be agreed between the parties or failing agreement to a Chartered Surveyor to be appointed at the request of either party by the President for the time being of the Royal Institution of Chartered Surveyors (whose fee shall be borne between the parties as he so directs).

13.2.4 Any sums payable by the Transferee to the Transferors or their estate or assigns but not paid within six months of the implementation of such planning permission or the date on which the amount of such payment shall have been determined (if later) shall bear interest at 4% above the base rate of Lloyds TSB Bank plc from time to time in force from that date to the date of actual payment as well before as after any judgment.

13.2.5 The Transferee or his successors in title will give to the Transferors or their estates or assigns written notice of all applications for planning permission affecting the Property or any part thereof together with full details thereof and will supply a copy of the planning permission or refusal to the Transferors or their estate or assign within fourteen days of receiving the same

13.2.6 The Transferee further covenants with the Transferors that he will not transfer, lease or otherwise part with possession of the Property or any part thereof within the said period of 20 years without requiring his successors in title to enter into a Deed of Covenant with the Transferors or their personal representatives or assigns containing covenants in similar terms to the covenants contained in this Clause.

13.2.7 The Transferors and the Transferee hereby request the Chief Land Registrar to enter on the Charges Register the covenants in this Clause and to enter on the Proprietorship Register a restriction in the following terms:



Continuation sheet 2 of 2

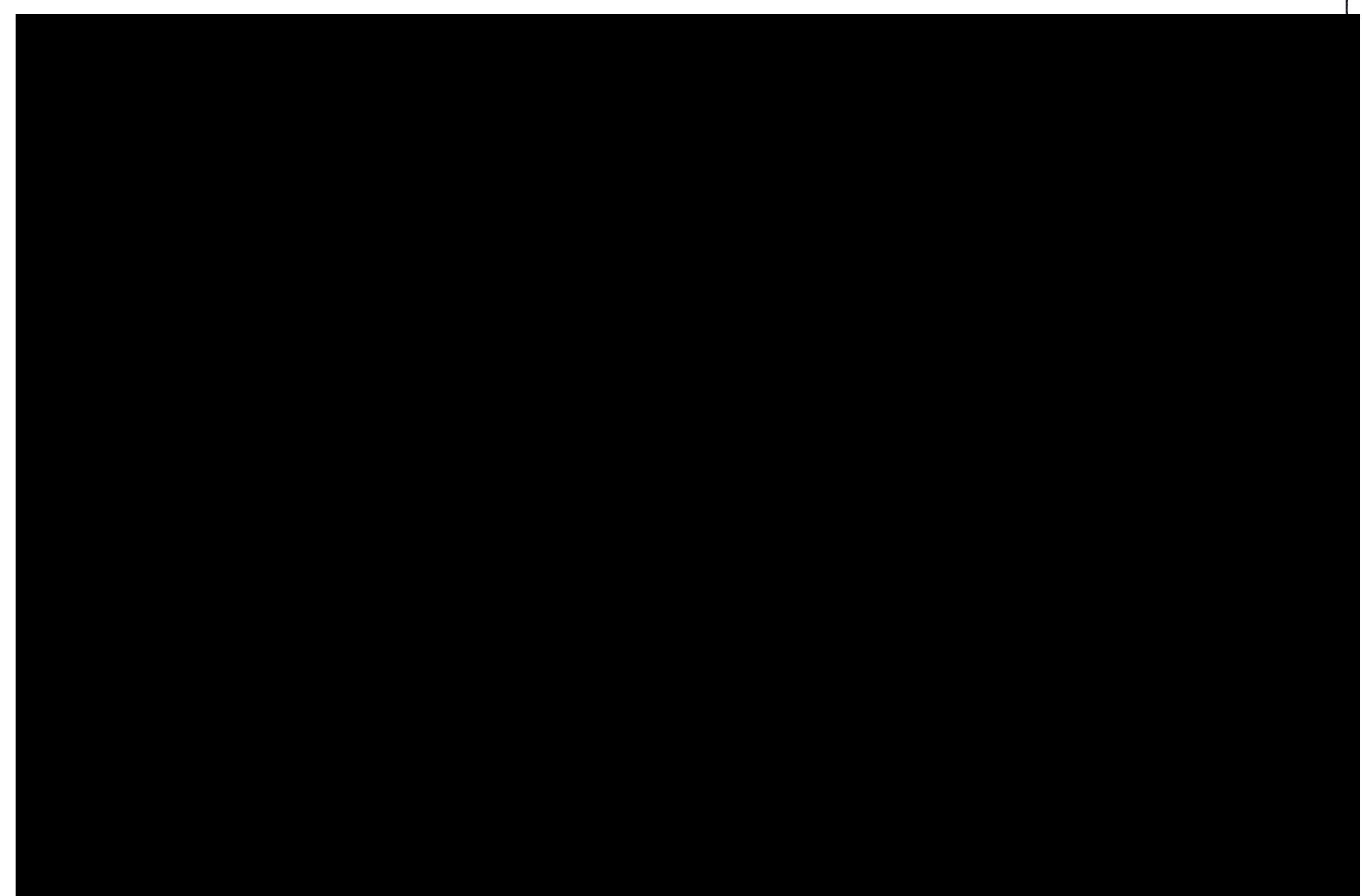
(Insert sheet number and total number of continuation sheets e.g. "sheet 1 of 3")

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3-1-2000

200



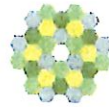
The lower half of the page contains faint, illegible text, likely bleed-through from the reverse side. The text is too light to be transcribed accurately.

Schedule 3

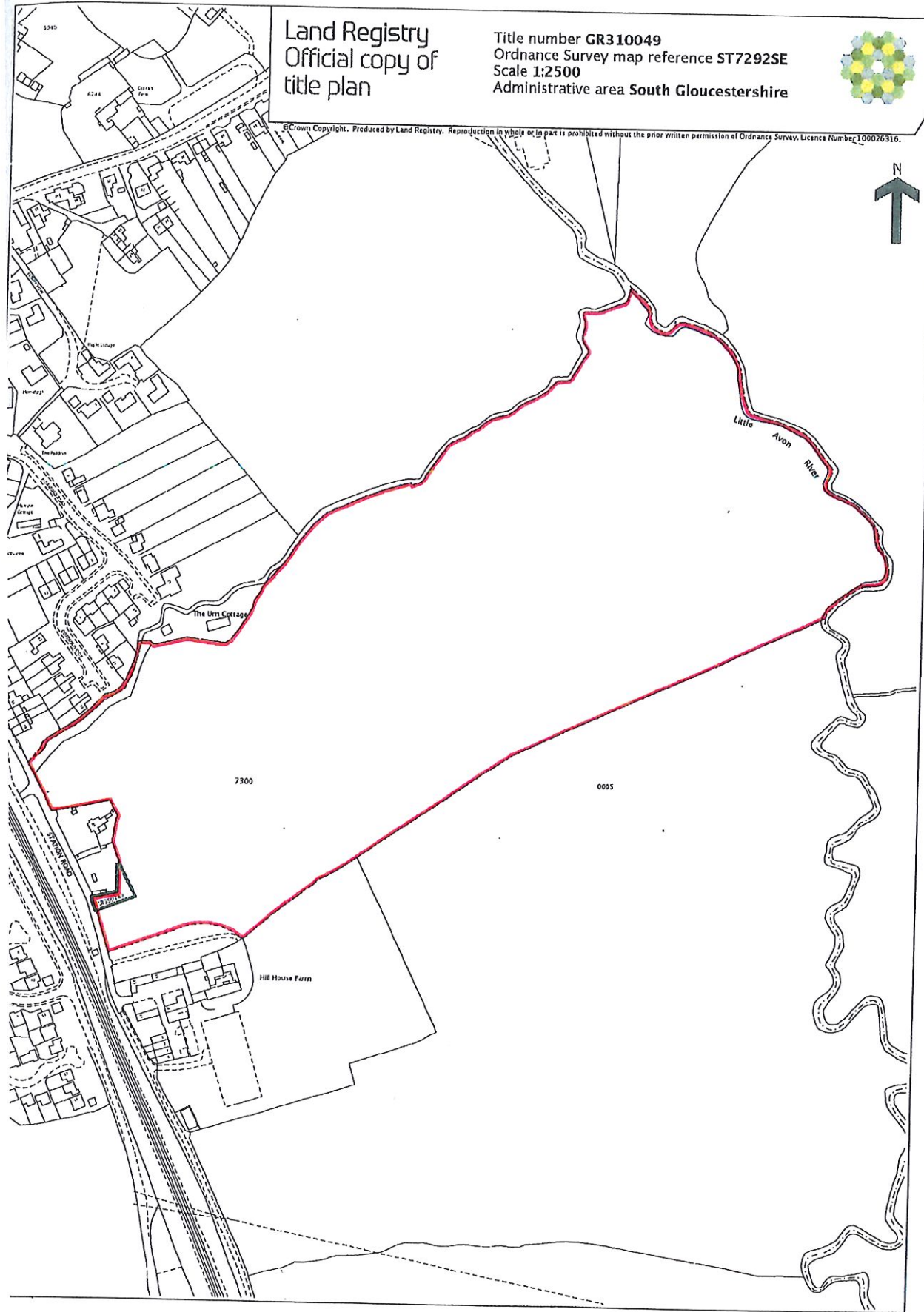
The Plan

Land Registry
Official copy of
title plan

Title number **GR310049**
Ordnance Survey map reference **ST7292SE**
Scale **1:2500**
Administrative area **South Gloucestershire**



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HM Land Registry

Transfer of part of registered title(s)

TP1

Any parts of the form that are not typed should be completed in black ink and in block capitals.

If you need more room than is provided for in a panel, and your software allows, you can expand any panel in the form. Alternatively use continuation sheet CS and attach it to this form.

For information on how HM Land Registry processes your personal information, see our [Personal Information Charter](#).

Leave blank if not yet registered.

When application for registration is made these title number(s) should be entered in panel 2 of Form AP1.

Insert address, including postcode (if any), or other description of the property transferred. Any physical exclusions, such as mines and minerals, should be defined.

Place 'X' in the appropriate box and complete the statement.

For example 'edged red'.

For example 'edged and numbered 1 in blue'.

Any plan lodged must be signed by the transferor.

Remember to date this deed with the day of completion, but not before it has been signed and witnessed.

Give full name(s) of **all** of the persons transferring the property.

Complete as appropriate where the transferor is a company.

Give full name(s) of **all** the persons to be shown as registered proprietors.

Complete as appropriate where the transferee is a company. Also, for an

1	Title number(s) out of which the property is transferred: GR310049
2	Other title number(s) against which matters contained in this transfer are to be registered or noted, if any:
3	Property: Land adjoining Hill House Farm, Station Road, Charfield, Wooton-Under-Edge The property is identified <input checked="" type="checkbox"/> on the attached Plan 1 and shown: edged red. <input type="checkbox"/> on the title plan(s) of the above titles and shown:
4	
5	
6	

overseas company, unless an arrangement with HM Land Registry exists, lodge either a certificate in Form 7 in Schedule 3 to the Land Registration Rules 2003 or a certified copy of the constitution in English or Welsh, or other evidence permitted by rule 183 of the Land Registration Rules 2003.

Each transferee may give up to three addresses for service, one of which must be a postal address whether or not in the UK (including the postcode, if any). The others can be any combination of a postal address, a UK DX box number or an electronic address.

Place 'X' in the appropriate box. State the currency unit if other than sterling. If none of the boxes apply, insert an appropriate memorandum in panel 12.

Place 'X' in any box that applies.

Add any modifications.

Where the transferee is more than one person, place 'X' in the appropriate box.

Complete as necessary.

The registrar will enter a Form A restriction in the register *unless*:

- an 'X' is placed:
 - in the first box, or
 - in the third box and the details of the trust or of the trust instrument show that the

7	
8	
9	
10	<p>The transferor transfers with</p> <p><input checked="" type="checkbox"/> full title guarantee</p> <p>PROVIDED THAT the covenant set out in section 2(1)(b) of the Law of Property (Miscellaneous Provisions) Act 1994 shall not extend to costs arising from the Transferee's failure to:</p> <p>(a) make proper searches; or</p> <p>(b) raise requisitions on title or on the results of the Transferee's searches.</p> <p><input type="checkbox"/> limited title guarantee</p>
11	<p>Declaration of trust. The transferee is more than one person and</p> <p><input type="checkbox"/> they are to hold the property on trust for themselves as joint tenants</p> <p><input type="checkbox"/> they are to hold the property on trust for themselves as tenants in common in equal shares</p> <p><input type="checkbox"/> they are to hold the property on trust:</p>

- transferees are to hold the property on trust for themselves alone as joint tenants, or
- it is clear from completion of a form JO lodged with this application that the transferees are to hold the property on trust for themselves alone as joint tenants.

Please refer to [Joint property ownership](#) and [practice guide 24: private trusts of land](#) for further guidance. These are both available on the GOV.UK website.

- Use this panel for:
- definitions of terms not defined above
 - rights granted or reserved
 - restrictive covenants
 - other covenants
 - agreements and declarations
 - any required or permitted statements
 - other agreed provisions.

The prescribed subheadings may be added to, amended, repositioned or omitted.

Any other land affected by rights granted or reserved or by restrictive covenants should be defined by reference to a plan.

12 Additional provisions

12.1 Definitions

In this Transfer the following words shall have the following meaning:

‘Phase 1 Access Road’ means the access road to be constructed on the Property in the approximate location shown shaded light yellow on Plan 2.

‘Phase 2’ means the part of the Property shown hatched mauve on Plan 2.

‘Phase 2 Access Road’ means the access road to be constructed on Phase 2 at the Transferee's absolute discretion in the approximate location shown shaded mauve on Plan 2.

‘Plan 1’ means the plan attached to this Transfer and marked accordingly.

‘Plan 2’ means the plan attached to this Transfer and marked accordingly.

‘Requisite Consents’ means planning permission, buildings regulations approval or any other consents of any public body or other authority.

‘Retained Land’ means all that land contained in title number GR310049 except the Property.

‘Services’ means water, surface water drainage, soil, sewerage, gas, electricity, telecommunications and all other utilities and services.

‘Service Media’ means pipes, wires, conduits, channels, and any other means to conveying services.

12.2 Interpretation

12.2.1 Any rights granted to the Transferee to enter onto the Retained Land will include the right to do so with such workers, tools, equipment, plant, machinery and vehicles as is reasonably required by the Transferee.

12.2.2. Any rights reserved to the Transferor to enter onto the Property will include the right to do so with such workers, tools, equipment, plant, machinery and vehicles as is reasonably required by the Transferor.

12.2.3 Any rights of entry granted to the Transferee or reserved by the Transferor shall be exercisable on the relevant party entering only onto such part of the others’ property as are not

Any other land affected should be defined by reference to a plan and the title numbers referred to in panel 2.

Any other land affected should be defined by reference to a plan and the title numbers referred to in panel 2.

built upon and as is reasonably required, at reasonable times and with reasonable notice to the other party and remaining only so long as is reasonably necessary.

12.3.4 The party exercising any rights of entry (or right of way with construction vehicles) under this Transfer shall make good any damage caused to the other party's property promptly after causing damage and such making good shall be done to the reasonable satisfaction of the other party.

12.3 Rights granted for the benefit of the Property

The Transferee is granted the following rights out of the Retained Land for the benefit of the Property:

12.2.1 The right to enter onto the Retained Land for the purposes of constructing, cleaning, maintaining, repairing and replacing screening on the boundary of the Property and the Retained Land.

12.2.2 The right to the passage of Services so far as they benefit the Property at the date of this Transfer or at any time in the future.

12.2.3 The right to connect into Service Media in, on, or under the Retained Land.

12.2.4 The right of support and protection from the Retained Land.

12.4 Rights reserved for the benefit of the Retained Land

The Transferor reserves the following rights out of the Property for the benefit of the Retained Land.

12.4.1 Following construction of the same, the right to pass and repass with or without vehicles (including construction vehicles) over and along the Phase 1 Access Road and the Phase 2 Access Road for all purposes connected with the Transferor's use of the Retained Land including, for the avoidance of doubt, agricultural use, property development, and after any development for residential housing, commercial, or any leisure activity.

12.4.2

(a) Following construction of the Phase 1 Access Road and subject to obtaining the Requisite Consents, the right to enter onto the Property and (at their own cost) to carry out all works necessary to construct an access road from the Phase 1 Access Road to the Retained Land in such position as the Transferor reasonably requires such position and the specification of the same to be approved by the Transferee (acting reasonably) ('**Spur**') and provided that such Spur shall be constructed to an adoptable standard and to the Transferee's reasonable satisfaction.

(b) Thereafter the right to pass and repass with or without vehicles (including construction vehicles) over and along the Access Road and the Spur for all purposes connected with the Transferor's use of the Retained Land including, for the avoidance of doubt, agricultural use, property development and after any development for residential housing, commercial or

Include words of covenant.

any leisure activity.

12.4.3 The right to the passage of Services so far as they benefit the Retained Land at the date of this Transfer or at any time in the future.

12.4.4 The right to connect into Service Media in, on, or under the Property.

12.4.5 The right of support and protection from Property.

12.5 Restrictive covenants by the Transferee

The Transferee covenants so as to bind the Transferee and the Transferee's successors in title:

12.5.1 Not to use the Property for any purpose other than for:

(a) whilst it remains undeveloped, agricultural and/or ecological purposes; and/or

(b) in respect of Phase 2 only and whilst that land remains undeveloped, any short term use or purpose which does not conflict with the Transferor's use and enjoyment of the Retained Land; and/or

(c) the construction of the Phase 1 Access Road, the Phase 2 Access Road, and a car park, which shall include all purposes associated therewith including without limitation for the storage of materials and equipment during any construction period, and for landscaping, pay stations, electric vehicle charging points ancillary thereto, a storm water attenuation pond, screening, highway works, and infrastructure; and/or

(d) the use thereafter for the parking of bicycles, cars, motorcycles, vans and other vehicles by the users of Charfield Railway Station once it has been constructed.

12.5.2 Not to commence the construction of the Phase 1 Access Road, Phase 2 Access Road, or any car park without obtaining the Requisite Consents.

12.5.3 Following its construction, not to obstruct or allow to be obstructed the Phase 1 Access Road or the Spur.

12.6 Restrictive covenants by the Transferor

12.6.1 Following its construction, not to obstruct or allow to be obstructed, park vehicles on, or cause damage to the Phase 1 Access Road, the Phase 2 Access Road, or the Spur.

12.6.2 In constructing the Spur, not to do or omit to do anything (in so far as required to be done on the Property) which would or might cause damage to or prevent the adoption of the Phase 1 Access Road, the Phase 2 Access Road, or the Spur. (For the avoidance of doubt the Transferee shall not be responsible to any extent for works or otherwise required to be carried out on land other than the Property to achieve adoption.)

Include words of covenant.

12.7 Positive covenants by the Transferee.

12.7.1 Prior to carrying out any works on the Property the Transferee will erect suitable screening on the boundary between the Property and the Retained Land.

12.7.2 Within two years of receiving funding for the construction of the Phase 1 Access Road and a car park on the Property, and subject to the grant of all Requisite Consents therefor, to commence and diligently proceed to construct the Phase 1 Access Road to an adoptable standard.

12.8 Restriction on dealing

12.8.1 The Transferee shall not dispose of the Property without first ensuring that any disponent enters into a Deed of Covenant with the Transferor to comply with clauses 12.7.1 and 12.7.2 of this Transfer.

12.8.2 The Transferee agrees to the following form L restriction being registered against the title number to the Property:

“No transfer of the registered estate by the proprietor of the registered estate is to be registered without a certificate signed by a conveyancer that the provisions of clause 12.8.1 of a Transfer dated 26th October 2023 and made between (1) Adrian Pearce Baker and Philip Montague Day; and (2) South Gloucestershire District Council have been complied with or that they do not apply to the disposition.”

12.8.3 The Transferor covenants to procure the removal of the restriction referred to in clause 12.8.2 of this transfer from the Transferee's title as soon as reasonably practicable following the later of erection of screening pursuant to clause 12.7.1 and commencement of the Phase 1 Access Road pursuant to clause 12.7.2.

12.9 Agreements and Declarations

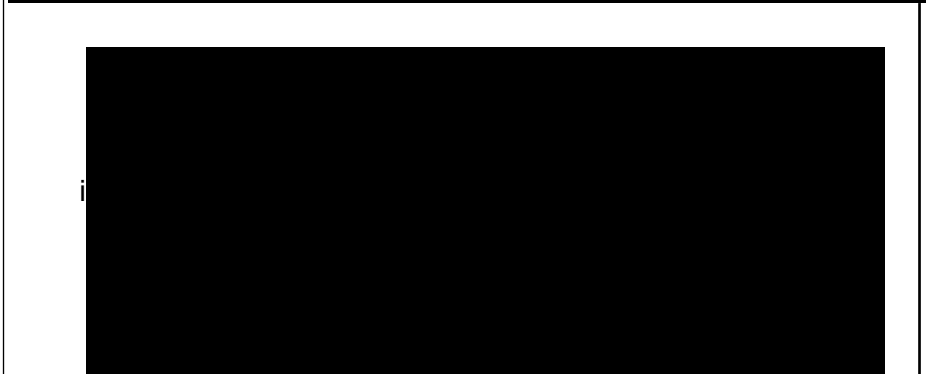
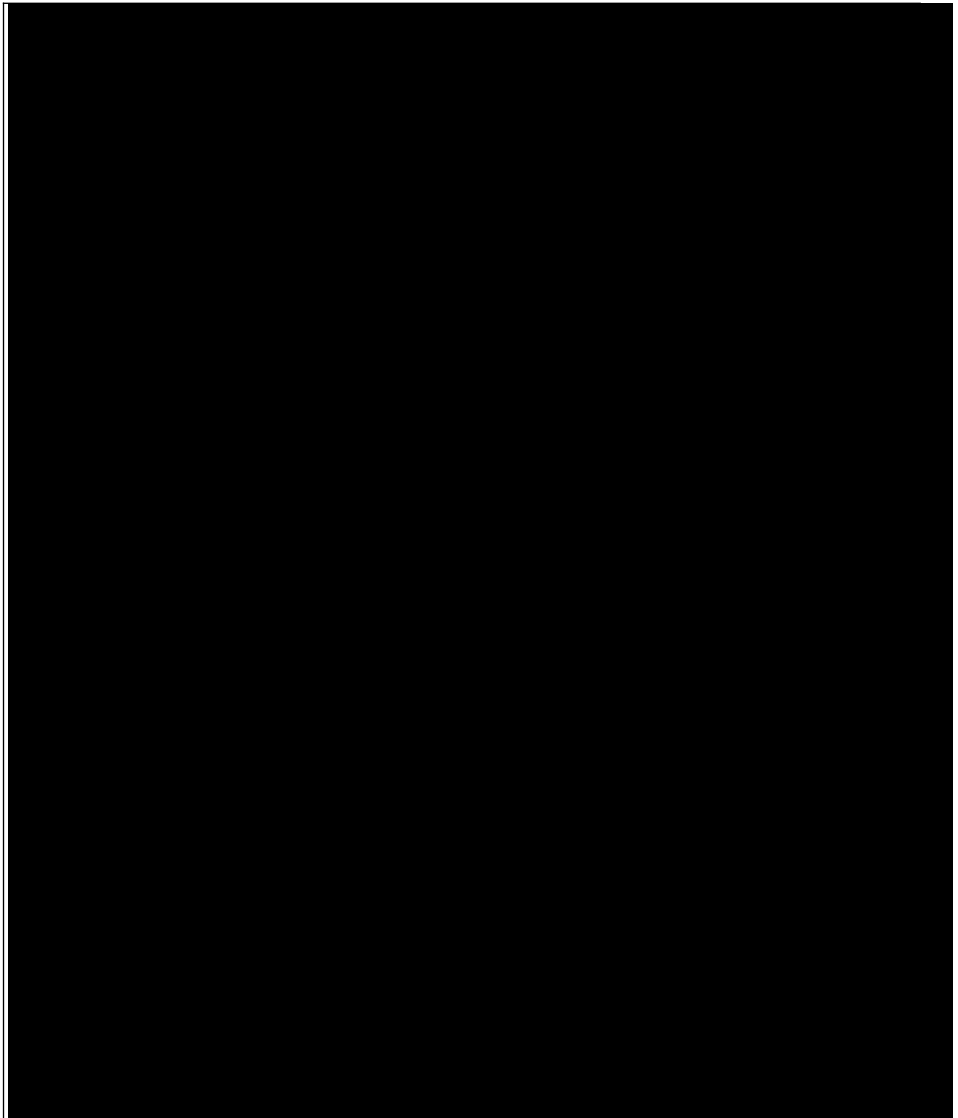
No third party (as defined in the Contracts (Rights of Third Parties) Act 1999 has any rights under that Act to enforce any term of this transfer.

The transferor must execute this transfer as a deed using the space opposite. If there is more than one transferor, all must execute. Forms of execution are given in Schedule 9 to the Land Registration Rules 2003. If the transfer contains transferee's covenants or declarations or contains an application by the transferee (such as for a restriction), it must also be executed by the transferee.

If there is more than one transferee and panel 11 has been completed, each transferee must also execute this transfer to comply with the requirements in section 53(1)(b) of the Law of Property Act 1925 relating to the declaration of a trust of land. Please refer to [Joint property ownership](#) and [practice guide 24: private trusts of land](#) for further guidance.

Examples of the correct form of execution are set out in [practice guide 8: execution of deeds](#). Execution as a deed usually means that a witness must also sign, and add their name and address.

Remember to date this deed in panel 4.



WARNING

If you dishonestly enter information or make a statement that you know is, or might be, untrue or misleading, and intend by doing so to make a gain for yourself or another person, or to cause loss or the risk of loss to another person, you may commit the offence of fraud under section 1 of the Fraud Act 2006, the maximum penalty for which is 10 years' imprisonment or an unlimited fine, or both.

Failure to complete this form with proper care may result in a loss of protection under the Land Registration Act 2002 if, as a result, a mistake is made in the register.

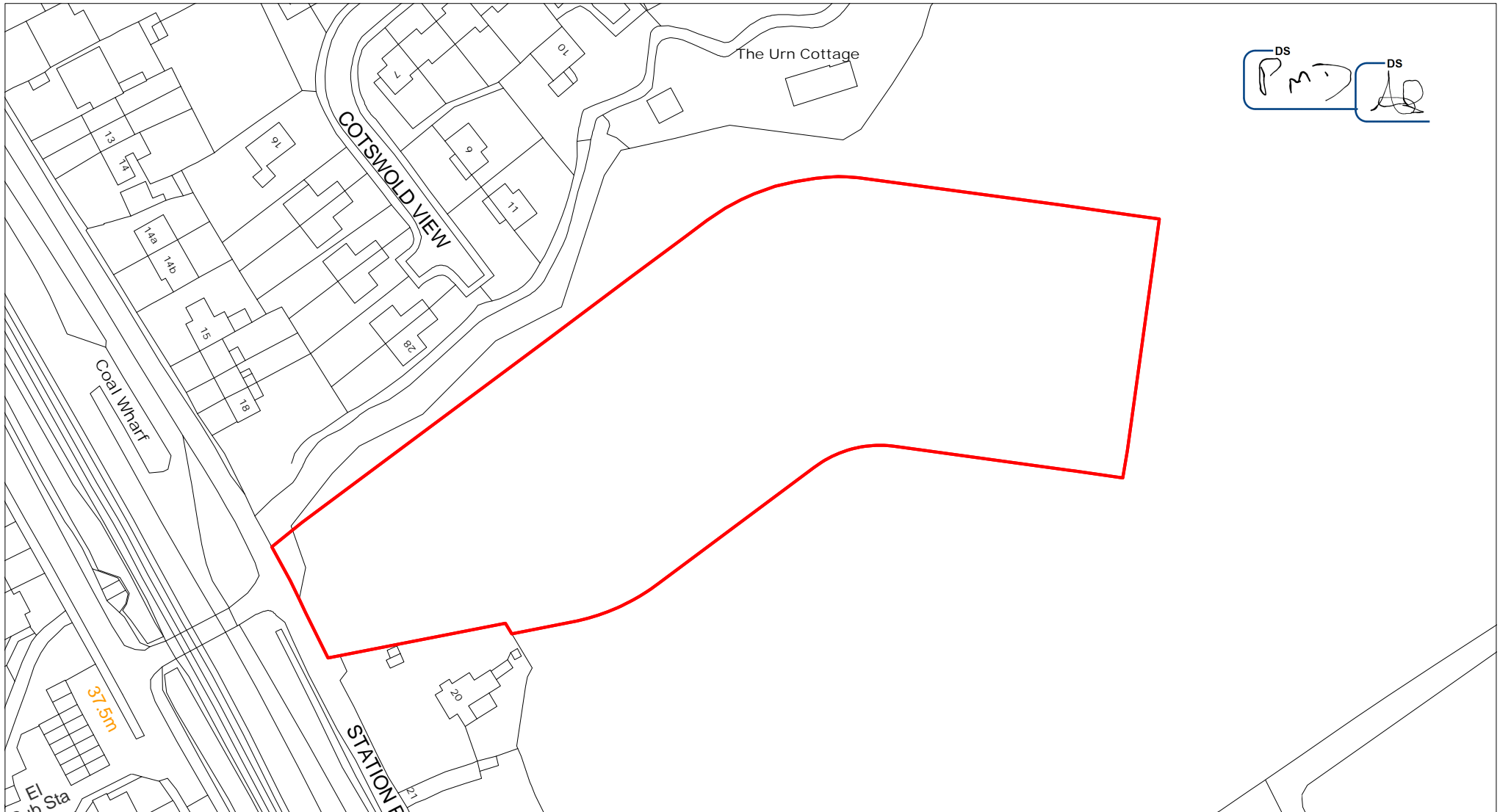
Under section 66 of the Land Registration Act 2002 most documents (including this form) kept by the registrar relating to an application to the registrar or referred to in the register are open to public inspection and copying. If you believe a document contains prejudicial information, you may apply for that part of the document to be made exempt using Form EX1, under rule 136 of the Land Registration Rules 2003.

North Field, (Part), Hill House Farm, Station Road, Charfield – Station Carpark – PLAN

1

South Gloucestershire Council
CE&CR Department
Property Services
PO Box 1953
Bristol
BS37 0DB

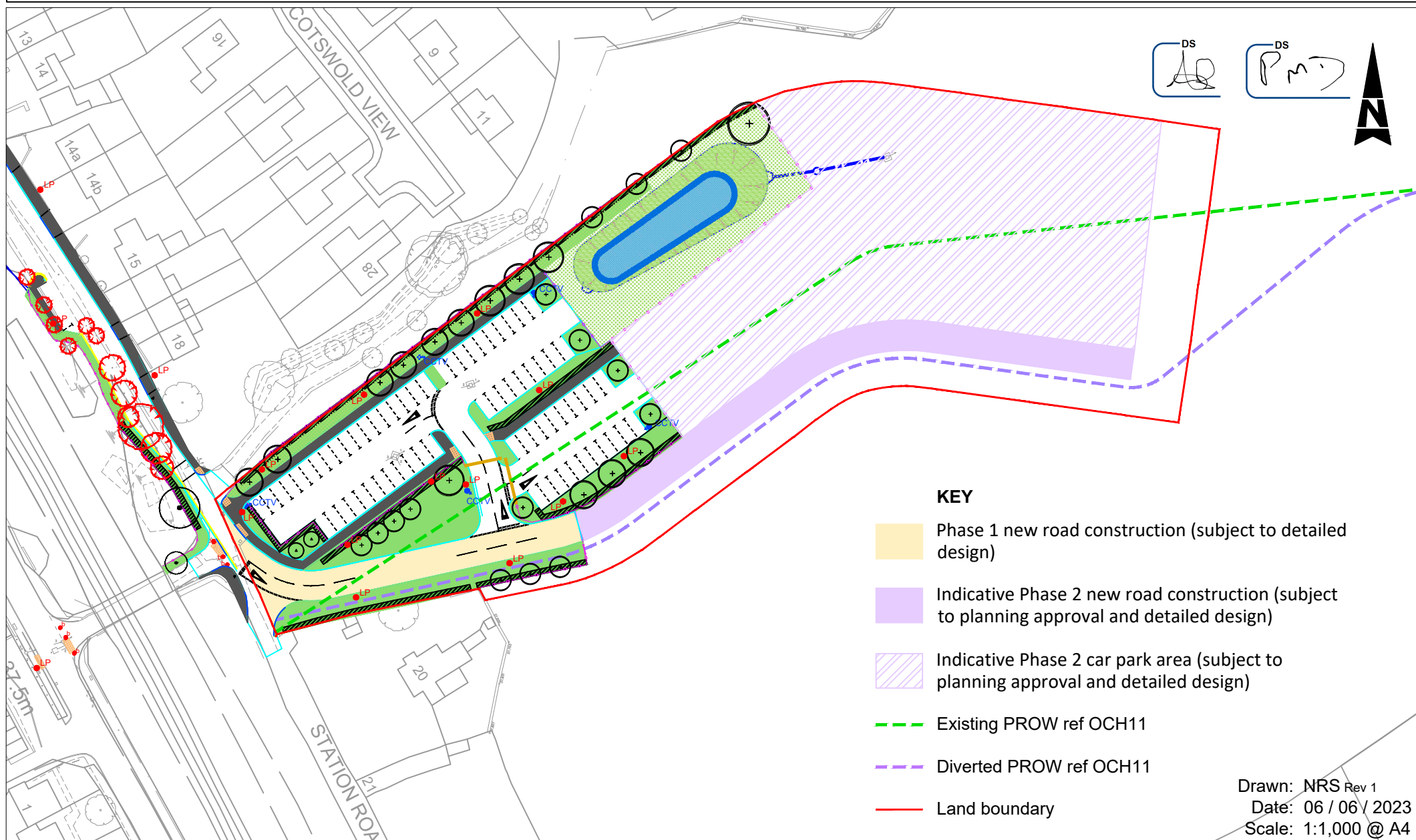
Area edged red 1.12 Hec, 2.79 Acres, 11298m²
Compiled on 30/06/2022 Scale 1:1,250 @ A4



Please note: this plan is an indication of Council ownership.
Definitive boundaries should be obtained from the relevant Deed Packet

North Field (Part).
Land adjacent to Hill House Farm
Station Road,
Charfield
South Gloucestershire
GL12 8S **PLAN 2**

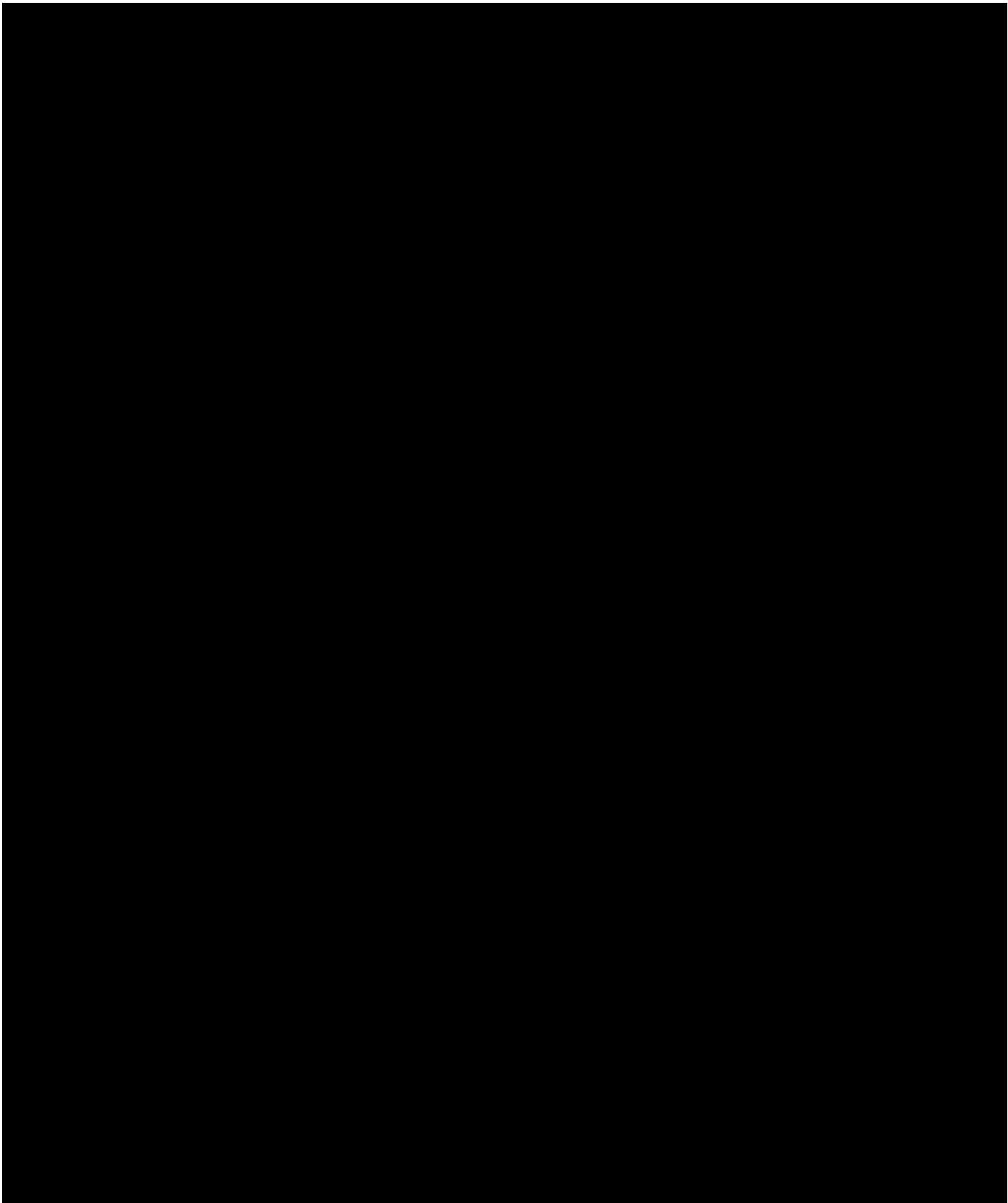
South Gloucestershire Council
Place Department
Streetcare
PO Box 1954
Bristol
BS37 0DD

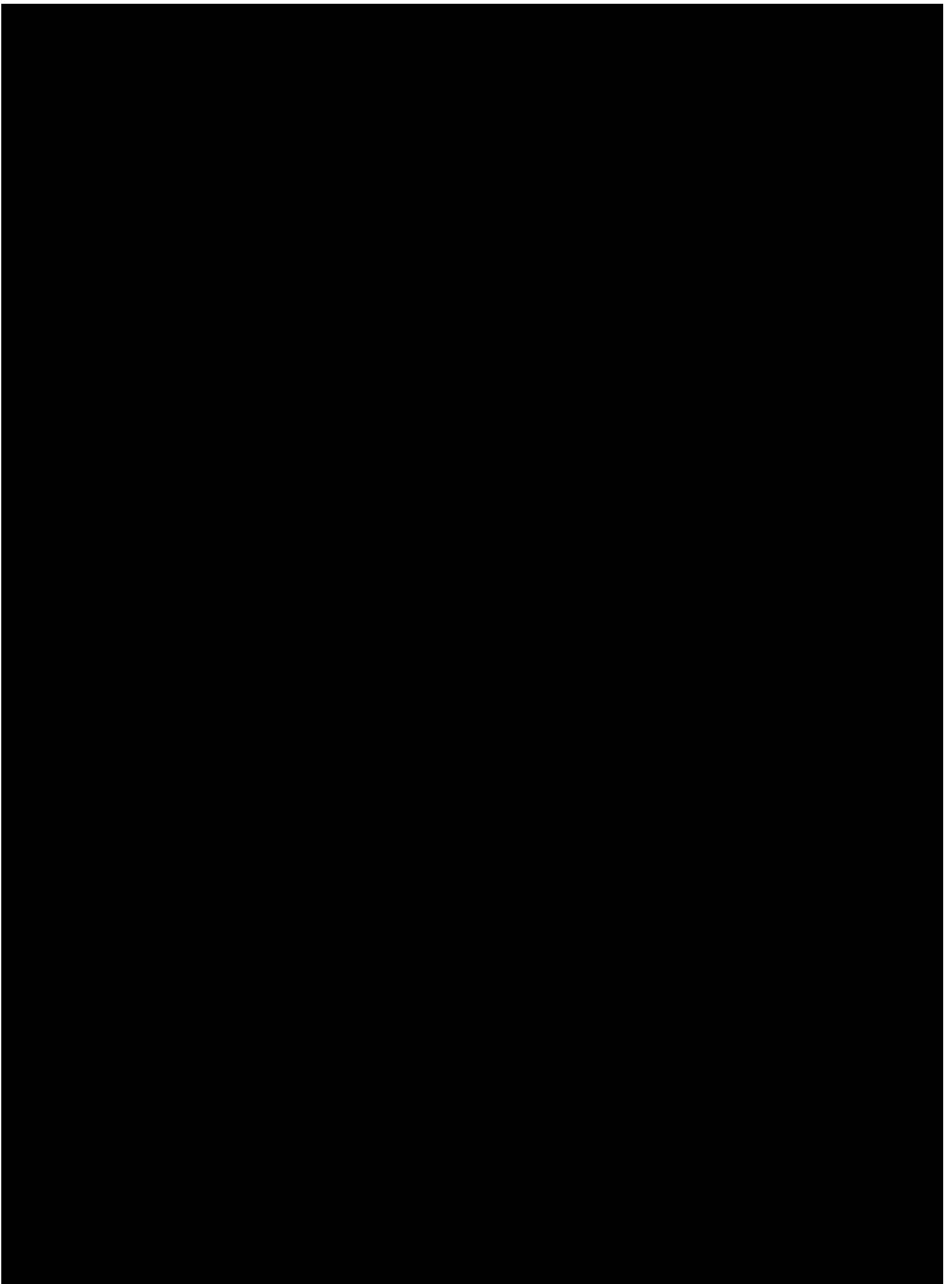


HM Land Registry

Transfer of part of registered title(s)

TP1





Projections: all foundations, footings, chimneys, flues, eaves, guttering, drainpipes, spouts, fence, posts, wall, piers, and similar projections (if any).

Relevant Authority: all statutory corporations, local or other authorities and all bodies exercising statutory rights, powers or obligations, which will include but not be limited to highway, planning, drainage, water, electricity, gas and telecommunications suppliers and any other authority, body or company to which the powers of such authority, body or company are delegated.

Reservations: the rights excepted and reserved in Clause 3.

Rights: the rights granted in Clause 2.

Service Media: all media for the supply or removal of heat, smoke, electricity, gas, water, sewage, energy, telecommunications, television, data and all other services and utilities and all structures, machinery and equipment ancillary to those media.

Transferor's Retained Land: the freehold property at Land on the south side of Hill House Farm, Station Road, Charfield, Wotton-Under-Edge shown edged in red and shown edged in red and coloured pink on the Plan and being the remainder of the land (excluding the Property) registered at HM Land Registry with title absolute under title number GR310691.

VAT: value added tax or any equivalent tax chargeable in the UK.

1.3 Any obligation in this transfer on the Transferee not to do something includes an obligation not to permit or allow that thing to be done and an obligation to use reasonable endeavours to prevent that thing being done by another person.

1.4 A person includes a natural person, corporate or unincorporated body (whether or not having separate legal personality).

1.5 Unless the context otherwise requires, words in the singular shall include the plural and in the plural include the singular.

1.6 Unless expressly provided otherwise in this transfer, a reference to legislation or a legislative provision is a reference to it as amended, extended or re-enacted from time to time.

1.7 Unless expressly provided otherwise in this transfer, a reference to legislation or a legislative provision shall include any subordinate legislation made from time to time under that legislation or legislative provision.

1.8 Clause and Schedule headings shall not affect the interpretation of this transfer.

1.9 Any words following the terms including, include, in particular, for example or any similar expression shall be construed as illustrative and shall not limit the sense of the words, description, definition, phrase or term preceding those terms.

1.10 The Transferor shall not be liable for any breach of the covenants referred to in Clause 5 arising after the Transferor has parted with all interest in the Transferor's Retained Land and the Transferee shall not be liable for any breach of the covenants referred to in Clause 4 arising after the Transferee has parted with all interest in the Property.

1.11 Where the Transferor or the Transferee is more than one person, unless otherwise expressly provided in this deed, they shall be jointly and severally liable for their respective obligations arising under this deed. Either party may take action against, or release or compromise the liability of, any one of those persons or grant time or other indulgence to any one of them without affecting the liability of any other of them.

1.12 The Reservations are excepted and reserved from this transfer for the benefit of the Transferor's Retained Land (excluding the Property).

1.13 The Reservations may be exercised by the Transferor notwithstanding that the exercise of any of the Reservations or any works carried out pursuant to them may result in a reduction in the flow of light or air to the Property or loss of amenity for the Property provided that they do not materially adversely affect the reasonable use and enjoyment of the Property.

1.14 The Reservations shall be construed as extending to the Transferor, its successors in title and all persons authorised by them or otherwise entitled to exercise the Reservations.

1.15 The Rights shall be construed as extending to the Transferee, its successors in title and all persons authorised by them or otherwise entitled to exercise the Rights.

1.16 The Rights are not granted exclusively to the Transferee and are granted:

(a) subject to the Reservations and any other rights of the Transferor and its successors in title whether or not referred to in this Transfer; and

(b) in common with any other persons lawfully entitled to the Rights or to similar rights.

1.17 The disposition effected by this transfer is subject to:

- (a) any matters, other than the Charge, contained or referred to in the entries or records made in registers maintained by HM Land Registry as at 14 September 2023 and timed at 10:25:54 under title number GR310691;
- (b) any matters discoverable by inspection of the Property before the date of this transfer;
- (c) any matters which the Transferor does not and could not reasonably know about;
- (d) any matters, other than the Charge, disclosed or which would have been disclosed by the searches and enquiries which a prudent buyer would have made before entering into a contract for the purchase of the Property;
- (e) any notice, order or proposal given or made by a body acting on statutory authority; and
- (f) any matters which are unregistered interests which override registered dispositions under Schedule 3 to the Land Registration Act 2002.

1.18 Notwithstanding section 6(3) of the LPMFA 1994, all matters recorded at the date of this transfer in registers open to public inspection are deemed to be within the actual knowledge of the Transferee for the purposes of section 6(2)(a) of the LPMFA 1994.

1.19 This transfer does not create by implication any easements or other appurtenant rights for the benefit of the Property and the

Any other land affected should be defined by reference to a plan and the title numbers referred to in panel 2.

Any other land affected should be defined by reference to a plan and the title numbers referred to in panel 2.

operation of section 62 of the Law of Property Act 1925 is excluded.

1.20 The Transferor on behalf of itself and its successors in title consents to the access of light and air to the Property (and any building on it from time to time) from the Transferor's Retained Land but such consent will not give any absolute right to the Transferee (or its successors in title) and is revocable at any time by the Transferor or its successors in title.

2. Rights granted for the benefit of the property

The Transferor grants the following rights for the benefit of the Property:

- (a) subject to the payment of the sums referred to in Clause 6(b), the right for the Transferee and its successors in title and those authorised by it or them in common with the Transferor and other persons having the same right to pass with or without vehicles over and along the Accessway (but on foot only in respect of any footpaths) to and from a highway maintainable at public expense at all times for all purposes connected with the reasonable use and enjoyment of the Property;
- (b) the right to use and to connect into any Service Media at the Transferor's Retained Land that belong to the Transferor and serve (but do not form part of) the Property which are in existence at the date of this transfer or are installed or constructed after the date of the transfer; and
- (c) the right to keep and use on adjoining parts of the Transferor's Retained Land any Projections from the Property (if any); and
- (d) subject to compliance with the Conditions for Entry, the right to enter the adjoining parts of the Transferor's Retained Land with or without agents, professional advisers, workmen and equipment so far as is reasonably necessary:
 - i. to inspect or carry out works to the Property;
 - ii. to inspect, repair, maintain, install, re-route or replace any Service Media serving the Property.

3. Rights reserved for the benefit of other land

The Transferor excepts and reserves out of the Property for the benefit of the Transferor's Retained Land (excluding the Property):

- (a) without revoking the consent given in Clause 1.20 or any other consent to the access of light or air to the Property, the right to use any part of the Transferor's Retained Land as the Transferor thinks fit, or to build on or develop any part of the Transferor's Retained Land, provided that any such use or works do not interfere with, or obstruct, the exercise of the Rights granted to the Transferee;
- (b) the right to use and to connect into any Service Media at the Property which serve other parts of the Transferor's Retained Land which are in existence at the date of this transfer or are installed or constructed after the date of the

transfer;

- (c) subject to compliance with the Conditions for Entry, the right to enter the Property with or without agents, professional advisers, workmen and equipment so far as is reasonably necessary:
 - i. to inspect or carry out works to any other part of the Transferor's Retained Land;
 - ii. to inspect, repair, maintain, install, re-route or replace any Service Media serving any other part of the Transferor's Retained Land; and
 - iii. the right to keep and use on the Property any Projections from any buildings adjoining the Property now or to be constructed by the Transferor (if any).

Include words of covenant.

4. Restrictive covenants by the transferee

The Transferee covenants with the Transferor, for the benefit of the Transferor's Retained Land and each and every part of it and every other person owning land forming part of the Transferor's Retained Land, with the intention of binding the Property and each and every part of it:

- (a) not to use the Property for any illegal or immoral purpose;
- (b) not to do anything at the Property that would cause loss, damage, injury, nuisance, annoyance, disturbance or inconvenience to the Transferor or the owners or occupiers of any neighbouring property or to any other person entitled to the Rights in common with the Transferee;
- (c) not obstruct the Accessway or deposit any waste, rubbish, soil or other material on any part of the Accessway or in any other way interfere with, or disturb, the exercise of the same Rights or similar rights by any other person authorised by the Transferor; and
- (d) not to allow to pass into the Service Media serving the Property any noxious or deleterious effluent or other substance which may obstruct or damage them or any other neighbouring property.

Include words of covenant.

Insert here any required or permitted statements, certificates or applications and any agreed declarations and so on.

5. Restrictive covenants by the transferor

The Transferor covenants with the Transferee for the benefit of the Property to observe and perform the following covenants: not to obstruct the use by the Transferee and those authorised by it of the Accessway.

6. Positive covenants by the Transferee

The Transferee covenants with the Transferor, for the benefit of the Transferor's Retained Land and each and every part of it, with the intention of binding the Property and each and every part of it:

- (a) to comply with all laws governing the exercise of the Rights; and
- (b) To pay to the Transferor on written demand a fair and reasonable proportion according to use, as shall be determined by the Transferor or Transferor's surveyor, of all costs properly incurred by the Transferor plus any VAT thereon in keeping the Accessway in good repair in compliance with clause 7.1(b)

7. Positive covenants by the Transferor

The Transferor covenants with the Transferee:

- (a) subject to the Reservations, not to obstruct, interrupt or interfere with the exercise of the Rights by the Transferee; and
- (b) to keep the Accessway in good repair and condition subject to the Transferee paying a fair and reasonable proportion of the costs and expenses incurred by the Transferor in maintaining the Accessway in accordance with this Transfer.

8. Agreements and Declarations

8.1 Any dispute arising in connection with the determination of the Transferee's proportion of the costs referred to in Clause 6(b) shall be referred to a surveyor who is a Member or Fellow of the Royal Institution of Chartered Surveyors (who shall act as an expert and not as an arbitrator) to be agreed upon by the parties or (in the event of failure so to agree) to be nominated by the President for the time being of the Royal Institution of Chartered Surveyors and the written decision of such person (including any determination as to the costs of such decision) shall accordingly be final and binding on both the parties in the absence of manifest error or fraud.

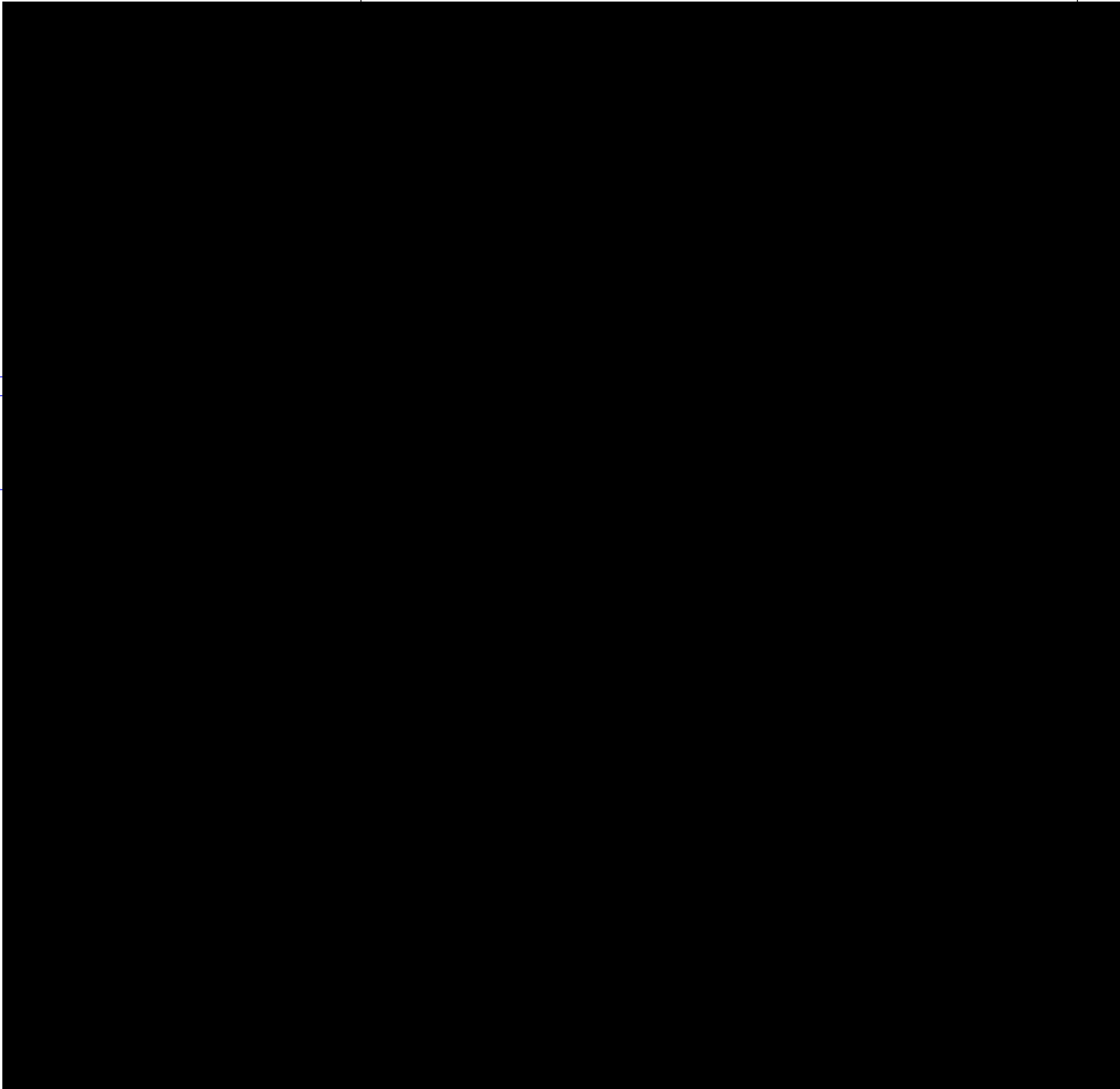
8.2 The Transferor shall not be liable to the Transferee for any failure of the Transferor to comply with the obligations contained in Clause 9.1(b) unless and until the Transferee has given the Transferor notice

of the facts that give rise to the failure and the Transferor has not remedied the failure within a reasonable time.

8.4 This transfer does not give rise to any rights under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this transfer.

8.5 This Transfer and any dispute or claim (including non-contractual disputes or claims) arising out of or in connection with it or its subject matter or formation shall be governed by and construed in accordance with the law of England and Wales.

8.6 The liability of Sestini & Co Pension Trustees Limited under this transfer shall not be personal, but shall be limited to the extent of the assets of the A P Baker Ltd SSAS.



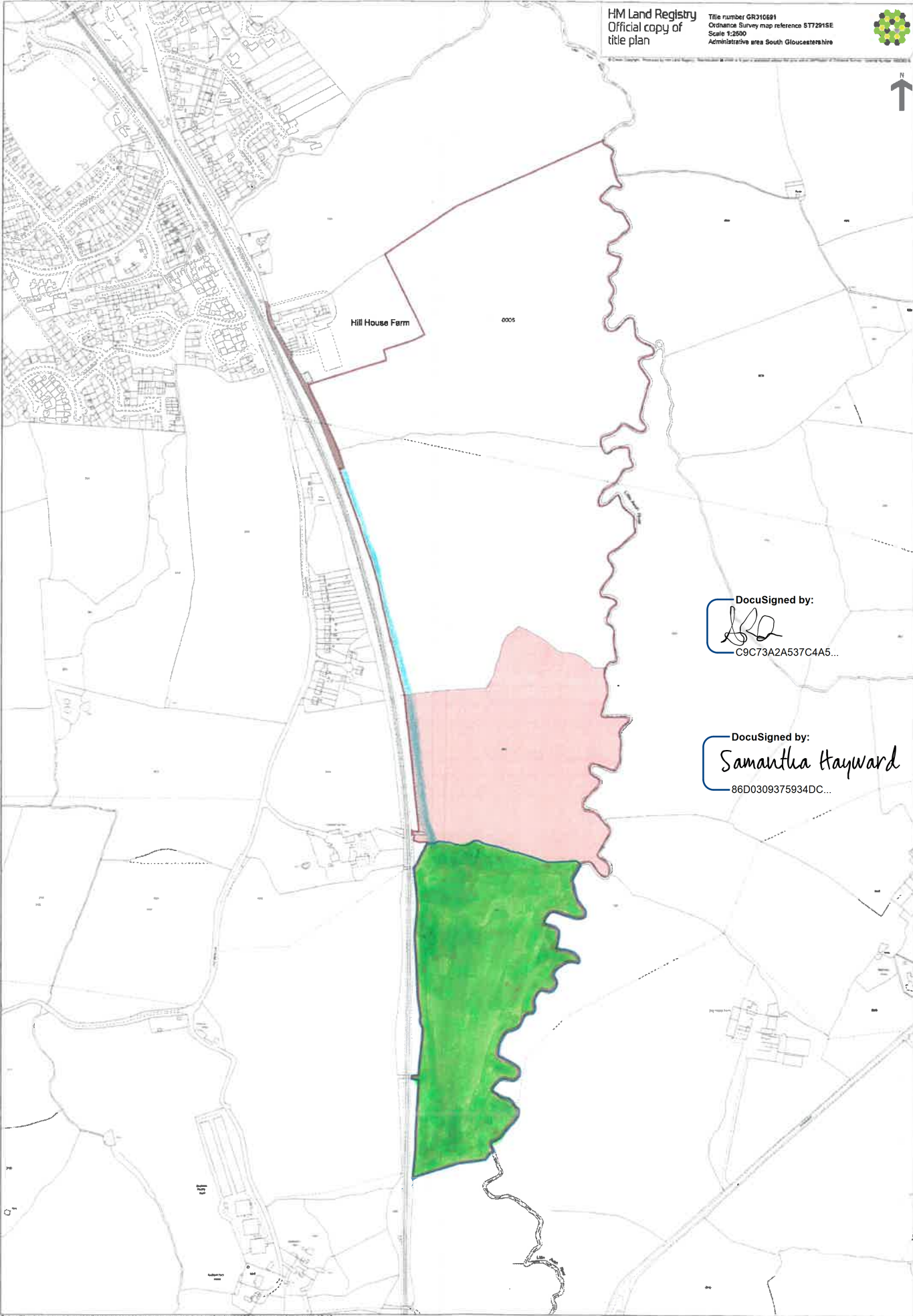


WARNING

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
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HM Land Registry
Official copy of
title plan

Title number GR310691
Ordnance Survey map reference 5772915E
Scale 1:2500
Administrative area South Gloucestershire

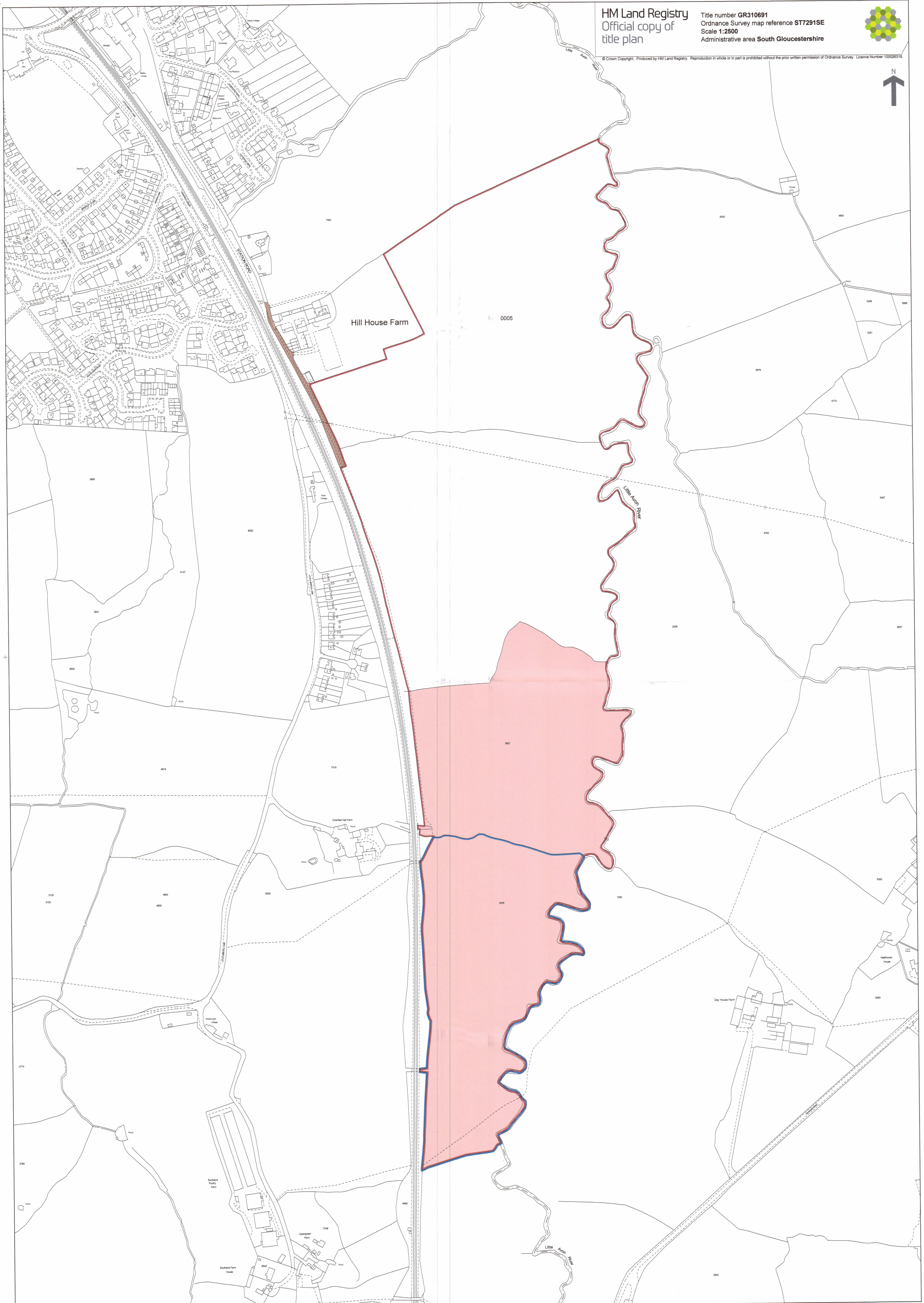


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DocuSigned by:
Samantha Hayward
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This official copy issued on 22 September 2023 shows the state of this title plan on 22 September 2023 at 12:18:16.
It is admissible in evidence to the same extent as the original (s 67 Land Registration Act 2002).
This title plan shows the general position, not the exact line, of the boundaries. It may be subject to disputation in scale. Measurements stated from this plan may not match measurements between the same points on the ground.
This title is dealt with by HM Land Registry, Durham Office.





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