

## Transportation and Development Group

### Transport Assessments: Initial Appraisal Consultation Form

This form is designed to assist and expedite pre-application discussions for proposed developments by identifying the types of information likely to be relevant to the consideration of planning applications. It will be used as a basis for pre-application discussions with the County Council, and will ensure that sufficient information is available for the authority to make objective judgements on the transport implications of development proposals and the appropriate level of assessment. Appendix 1 provides suggested thresholds for the level of assessment likely to be required. Appendix 2 provides a summary of key environmental issues relating to transport. This document should be completed after full consideration of the Transport Assessment Guidelines issued by DCLG/DfT, March 2007.

**Please return to:** Transportation and Development,  
 Environmental Services Department,  
 County Hall,  
 Trowbridge,  
 Wiltshire,  
 BA14 8JD

Please write in **BLOCK CAPITALS**, using black ink.

**PART A: General**

**Reference** (WCC Use only): \_\_\_\_\_

**Developer/Agent Details**

<b>Name:</b>	<b>Company:</b>
<b>Address:</b>	
<b>Telephone:</b>	<b>Facsimile:</b>
<b>Email:</b>	

**Development Details**

<b>Brief Description</b> (including existing site use):	
<b>Name of development:</b>	
<b>Number/street name/road:</b>	
<b>Town/parish:</b>	
<b>Size</b> (e.g., GFA, no. of units):	
<b>Opening year(s):</b>	

**Please tick the applicable box from the questions below.**

- |  | <b>YES</b>               | <b>NO</b>                |
|--|--------------------------|--------------------------|
| (i) Is the development <i>residential</i> with more than 50 units?                         | <input type="checkbox"/> | <input type="checkbox"/> |
| (ii) Is the development <i>non-residential</i> with a GFA of over 500 sq. m?               | <input type="checkbox"/> | <input type="checkbox"/> |
| (iii) Is the development likely to generate over 30 two way vehicle trips per hour?        | <input type="checkbox"/> | <input type="checkbox"/> |
| (iv) Is the development likely to generate over 10 HGVs a day?                             | <input type="checkbox"/> | <input type="checkbox"/> |
| (v) Is the development likely to generate one or more special-order abnormal loads a year? | <input type="checkbox"/> | <input type="checkbox"/> |

If the answer to any of the above questions is **YES**, please complete Parts B, C and D of this form. Please note that the information provided in Parts B, C and D will be used for any subsequent assessment that may be required for this planning application.

If the answer to any of the above questions is **NO**, please sign the form on page 7 and return it to the address on page 2.

## PART B: Travel characteristics in the vicinity of the development site

### Journeys to and from the development site

Provide an estimate of journeys to and from the development site during the peak traffic periods, for each category of travel listed in the table below. For example, peak travel periods for residential and employment uses are normally 08:00 to 09:00 and 17:00 to 18:00 during weekdays. For retail developments, the peak hour normally falls on Saturday between 11:00 and 16:00.

Travel Mode	Weekday peak hour of adjacent road network		Weekday peak hour of proposed development		Weekend peak hour of proposed development	
	AM	PM	AM	PM	Saturday	Sunday
Walk						
Cycle						
Car with driver only						
Car with passenger						
Bus						
Train						
Taxi						
Delivery goods vehicles (up to 7.5 t)						
Heavy goods vehicles (over 7.5 t)						
Abnormal loads						

### Committed developments and programmed highway improvements

In order to assess the impact of your development, please identify nearby major developments that have planning consent and any highway schemes that are programmed (by the local highway authority or the Highways Agency) but are yet to be implemented.

**PART C: Transport impacts**

**Identify the likely transport impacts of the development**

*Please tick the applicable box from the questions below.*

- |        |   | <b>YES</b>               | <b>NO</b>                |
|--------|---|--------------------------|--------------------------|
| (i)    | Will the development increase conflicts among all types of vehicles?  | <input type="checkbox"/> | <input type="checkbox"/> |
| (ii)   | Will the development increase conflicts between vehicles and pedestrians?   | <input type="checkbox"/> | <input type="checkbox"/> |
| (iii)  | Will the development increase conflicts between vehicles and cyclists?  | <input type="checkbox"/> | <input type="checkbox"/> |
| (iv)   | Will the development provide on-site parking?<br>If <b>YES</b> , please provide total number of parking spaces proposed:<br>_____   | <input type="checkbox"/> | <input type="checkbox"/> |
| (v)    | Will the development increase demand for on-street parking?   | <input type="checkbox"/> | <input type="checkbox"/> |
| (vi)   | Will the development increase traffic queues and delays at nearby junctions?<br>If <b>YES</b> , please identify the critical junctions in box <b>C1</b> below.                  | <input type="checkbox"/> | <input type="checkbox"/> |
| (vii)  | Will the development increase traffic noise?<br>If <b>YES</b> , please briefly describe the nature of the impact and identify in box <b>C2</b> the areas likely to be affected. | <input type="checkbox"/> | <input type="checkbox"/> |
| (viii) | Will the development reduce air quality?<br>If <b>YES</b> , please briefly describe the nature of the impact and identify in box <b>C3</b> the areas likely to be affected.     | <input type="checkbox"/> | <input type="checkbox"/> |
| (ix)   | Will traffic generated by the development affect the areas of townscape, landscape and the natural/historic environment importance?   | <input type="checkbox"/> | <input type="checkbox"/> |

**C1: Please identify all the critical junctions from question (vi)**

**C2: Please describe the nature of the noise impact from question (vii)**

**C3: Please describe the nature of the impact on air quality from question (viii)**

**PART D: Transport impact mitigation**

**D1: Identify the likely mitigation measures**

Please tick the applicable box from the questions below.

		<b>YES</b>	<b>NO</b>
(i)	Will the development provide measures to improve safety for all road users?	<input type="checkbox"/>	<input type="checkbox"/>
(ii)	Will the development provide measures to promote walking?	<input type="checkbox"/>	<input type="checkbox"/>
(iii)	Will the development provide measures to promote cycling?	<input type="checkbox"/>	<input type="checkbox"/>
(iv)	Will the development provide measures to promote the use of public transport?	<input type="checkbox"/>	<input type="checkbox"/>
(v)	Will the development provide measures to minimise car parking?	<input type="checkbox"/>	<input type="checkbox"/>
(vi)	Will the development provide measures to improve freight traffic movements, where applicable? <i>(e.g. for warehouse and distribution centres)</i>	<input type="checkbox"/>	<input type="checkbox"/>
(vii)	Will the development provide mitigation measures? <i>(E.g. public transport services and facilities, pedestrian and cyclists facilities, highway improvements.)</i>	<input type="checkbox"/>	<input type="checkbox"/>

**D2: Please describe the main mitigation measures that are likely to be proposed**

**Signed:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Print Name:** \_\_\_\_\_

## Indicative Thresholds for Transport Statements (TS) and Transport Assessments (TA)

These thresholds are for guidance purposes and should not be read as absolutes. There are a range of qualitative factors that need to be taken into account that they do not capture. There will also be site-specific issues that assessments will need to take into account. In some circumstances, a TA may be appropriate for a smaller development than suggested by the thresholds. In others, a TS may be appropriate for a larger development than suggested by the thresholds. Early pre-application discussions between a developer and the highway authority are strongly recommended. In these, the highway authority will combine the appropriate quantitative and qualitative thresholds in deciding the level of assessment that may be required.

### Based on Size or Scale of Land Use

	Land use	Use/description of development	Size	No assessment	TS	TA/TP
1	A1 Food Retail	Retail sale of food goods to the public – food superstores, supermarkets, convenience food stores.	GFA	<250 sq. m	>250 <800 sq. m	>800 sq. m.
2	A1 Non-food Retail	Retail sale of non-food goods to the public; but includes sandwich bars – sandwiches or other cold food purchased and consumed off the premises, internet cafés.	GFA	<800 sq. m	>800 <1,500 sq. m	>1,500 sq. m
3	A2 Financial & professional services	Financial services – banks, building societies and bureaux de change, professional services (other than health or medical services) – estate agents & employment agencies, other services – betting shops, principally where services are provided to visiting members of the public.	GFA	<1,000 sq. m	>1,000 <2,500 sq. m	>2,500 sq. m
4	A3 Restaurants and cafés	Restaurants and cafés – use for the sale of food for consumption on the premises - excludes internet cafés (now A1).	GFA	<300 sq. m	>300 <2,500 sq. m	>2,500 sq. m
5	A4 Drinking establishments	Use as a public house, wine bar or other drinking establishment.	GFA	<300 sq. m	>300 <600 sq. m	>600 sq. m
6	A5 Hot food takeaway	Use for the sale of hot food for consumption on or off the premises.	GFA	<250 sq. m	>250 <500 sq. m	>500 sq. m

	Land use	Use/description of development	Size	No assessment	TS	TA/TP
7	B1 Businesses	(a) Offices other than in use within Class A2 (financial & professional services) (b) Research and development - laboratories, studios (c) Light Industry.	GFA	<1,500 sq. m	>1,500 <2,500sq. m	>2,500 sq. m
8	B2 General industrial	General industry (other than classified as in B1). The former "special industrial" use classes, B3 – B7, are now all encompassed in the B2 use class.	GFA	<2,500 sq. m	>2,500 <4,000 sq. m	>4,000 sq. m
9	B8 Storage or distribution	Storage or distribution centres – wholesale warehouses, distribution centres & repositories.	GFA	<3,000 sq. m	>3,000 <5,000 sq. m	>5,000 sq. m
10	C1 Hotels	Hotels, boarding houses & guest houses development falls within this class if "no significant element of care is provided".	Bedroom	<75 bedrooms	>75 <100 bedrooms	>100 bedrooms
11	C2 Residential institutions: hospitals, nursing homes	Used for the provision of residential accommodation and care to people in need of care.	Beds	<30 beds	>30 <50 beds	>50 beds
12	C2 Residential institutions: residential education	Boarding schools and training centres.	Student	<50 students	>50 <150 students	>150 students
13	C2 Residential institutions: institutional hostels	Homeless shelters, accommodation for people with learning difficulties and people on probation.	Resident	<250 residents	>250 <400 residents	>400 residents
14	C3 Dwelling houses	Dwellings for individuals, families or not more than six people living together as a single household. Not more than six people living together includes – students or young people sharing a dwelling and small group homes for disabled or handicapped people living together in the community.	Dwelling Unit	<50 units	>50 <80 units	>80 units
15	D1 Non-residential institutions	Medical & health services – clinics & health centres, crèche, day nurseries, day centres & consulting rooms (not attached to the Consultant's or Doctor's house), museums, public libraries, art galleries, exhibition halls, non-residential education & training centres, places of worship, religious instruction & church halls.	GFA	<500 sq. m	>500 <1,000 sq. m	>1,000 sq. m
16	D2 Assembly & leisure	Cinemas, dance and concert halls, sports halls, swimming baths, skating rinks, gymnasiums, bingo halls & casinos. Other indoor and outdoor sports and leisure uses not involving motorised vehicles or firearms.	GFA	<500 sq. m	>500 <1,500 sq. m	>1,500 sq. m

	Land use	Use/description of development	Size	No assessment	TS	TA/TP
17	Others (sui generis)	For example: stadium, retail warehouse clubs, amusement arcades, launderettes, petrol filling stations, taxi businesses, car/vehicle hire businesses & the selling & displaying of motor vehicles, nightclubs, theatres, hostels, builders yards, garden centres, PO's, travel and ticket agencies, hairdressers, funeral directors, hire shops, dry cleaners.	TBD	Discuss with highway authority	Discuss with highway authority	Discuss with highway authority

### Thresholds based on other considerations

	Other Considerations	TS, TA, TA/TP*
1	Any development that is not in conformity with the adopted development plan.	TA/TP
2	Any development generating 30 or more two way vehicle movements in any hour.	TA
3	Any development generating 100 or more two way vehicle movements per day.	TA
4	Any development proposing 100 or more parking spaces.	TA
5	Any development that is likely to increase accidents or conflicts among motorised users and non-motorised users, particularly vulnerable road users such as children, disabled and elderly people.	TA/TP
6	Any development generating significant freight or HGV movements per day, or significant abnormal loads per year.	TA
7	Any development proposed in a location where the local transport infrastructure is inadequate. For example, substandard roads, poor pedestrian/cyclist facilities and inadequate public transport provisions.	TA
8	Any development proposed in a location within or adjacent to an Air Quality Management Area (AQMA).	TA

\* **TS - Travel Statement**  
**TA – Travel Assessment**  
**TP – Travel Plan**

## Environmental Impacts

The information contained within this appendix is intended to provide guidance for the appraisal of environmental impacts related to Transport Assessments.

Environmental Consideration	Potential Impact	Reference Document	Document Summary
Noise	Impact of noise at new residential dwellings near existing noise sources.	PPG 24:1994 – <i>Planning and Noise</i> . <u>Web link:</u> <a href="http://www.communities.gov.uk">http://www.communities.gov.uk</a>	This guidance identifies Noise Exposure Category (NEC) levels for new dwellings for both day and night, for road traffic, rail traffic & air traffic.
	Increase in road traffic noise.	The Noise Insulation Regulations (amended) 1988 (under the Land Compensation Act 1973) Available from The Stationary Office. <u>Web link:</u> <a href="http://www.tsoshop.co.uk">http://www.tsoshop.co.uk</a>	This regulation identifies the provision for the noise insulation of houses where road traffic noise from a new or significantly altered road exceeds 68 LA10, 18hr, predicted or measured 1m from an eligible facade.
	Increase in road traffic noise.	<i>Design Manual for Roads &amp; Bridges</i> (DMRB) – Volume 11 <u>Web link:</u> <a href="http://www.highways.gov.uk">http://www.highways.gov.uk</a>	Basic estimation tool for a preliminary assessment of potential nuisance from traffic noise.
	Increase in road traffic noise.	Calculation of <i>Road Traffic Noise</i> (CRTN). Available from DCLG. <u>Web link:</u> <a href="http://www.communities.gov.uk">http://www.communities.gov.uk</a>	Assessment methodology for the evaluation of the changes in road traffic noise for a scheme opening year and the worst year in the first fifteen years after opening.
Climate Change	Increase in greenhouse gas emissions	Transport Analysis Guidance (TAG) – Unit 3.3.5 <u>Web link:</u> <a href="http://www.webtag.org.uk">http://www.webtag.org.uk</a>	Basic assessment methodology for carbon emissions based on observed and projected vehicle count.
Air Quality	Increase in air pollution.	<i>Air quality Strategy for England, Scotland, Wales and Northern Ireland</i> . <u>Web link:</u> <a href="http://www.defra.gov.uk/environment/airquality/strategy">http://www.defra.gov.uk/environment/airquality/strategy</a>	The objectives adopted in the UK are part of the Air Quality Strategy published by the Government.  Objectives for air pollution are concentrations over a given time period that are considered to be acceptable in the light of what is known about the effects of each pollutant on health and on the environment. They are used as a benchmark to determine if air pollution is getting better or worse.
	Increase in air pollution.	<i>Design Manual for Roads &amp; Bridges</i> (DMRB) – Volume 11 <u>Web link:</u> <a href="http://www.highways.gov.uk">http://www.highways.gov.uk</a>	Assessment methodology for the evaluation of the affect of vehicle (exhaust) emissions on air pollution (adverse or beneficial).
Water	Pollution.	A number of pollution guidance documents are available on the Environment Agency (EA) <u>Web link:</u> <a href="http://www.environment-agency.gov.uk">http://www.environment-agency.gov.uk</a>	The EA and adoption authorities provide specific guidance for the control of pollution from highway spills.  Developer must consult EA and seek early guidance on control of pollution from Brownfield development.
	Flood Risk.	Planning Policy Statement (PPS) 25: 2006 – <i>Development and Flood Risk</i> . <u>Web link:</u> <a href="http://www.communities.gov.uk">http://www.communities.gov.uk</a>	This is required to ensure that the development and/or highway works will not suffer from flooding from watercourses or increase flood risk downstream by adding additional flows.
<b>Other environmental considerations include:</b>			
<ul style="list-style-type: none"> <li>• Biodiversity/Ecology</li> <li>• Heritage</li> <li>• Archaeology</li> </ul>			