

Red Pit, Dilton Marsh

Transport Note

Client: **Mr Norwood**

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QUALITY MANAGEMENT

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NOTICE

This report has been prepared for Mr Norwood in accordance with the terms and conditions of appointment. Apex Transport Planning Ltd cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

The material presented in this report is confidential. This report has been prepared and is intended solely for Mr Norwood for use in relation to the Red Pit, Dilton Marsh project.

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1. INTRODUCTION

1.1 Overview

- 1.1.1 Apex Transport Planning Ltd ('Apex TP') has prepared this Transport Note (TN) on behalf of Mr Norwood in relation to a proposed residential development at Bramley Cottage, no. 19 Red Pit, Dilton Marsh, Westbury, BA13 4BJ.
- 1.1.2 The application site ('the site') lies northwest of Red Pit which is a private, unadopted access track in Dilton Marsh. It is c.100m west of the B3099 Clivey and c.70m north of Stormore and is c.2.7km south of Westbury town centre.
- 1.1.3 The proposals seek to demolish the existing property on the site known as 'Bramley Cottage' (no. 19 Red Pit) and erect five new dwellings (a net increase of four dwellings).
- 1.1.4 This TN has been produced to inform Wiltshire Council (WC) in its role as the local planning and highway authorities on the highways and transport matters of the proposals.

1.2 Scope of Note

- 1.2.1 This TN has been structured to include the following, which is based on Apex TP's experience of other similar sites:
 - **Section 2:** a description of the existing conditions, including the site, its use and access, the highway network and road safety data within the vicinity of the site.
 - **Section 3:** a summary of the development proposals, including access arrangements, layout, car/cycle parking and the servicing arrangements.
 - **Section 4:** a summary of the vehicle trip generation and resulting impact from the development proposals and likelihood of conflict.
 - **Section 5:** a summary and conclusion from a transport perspective.

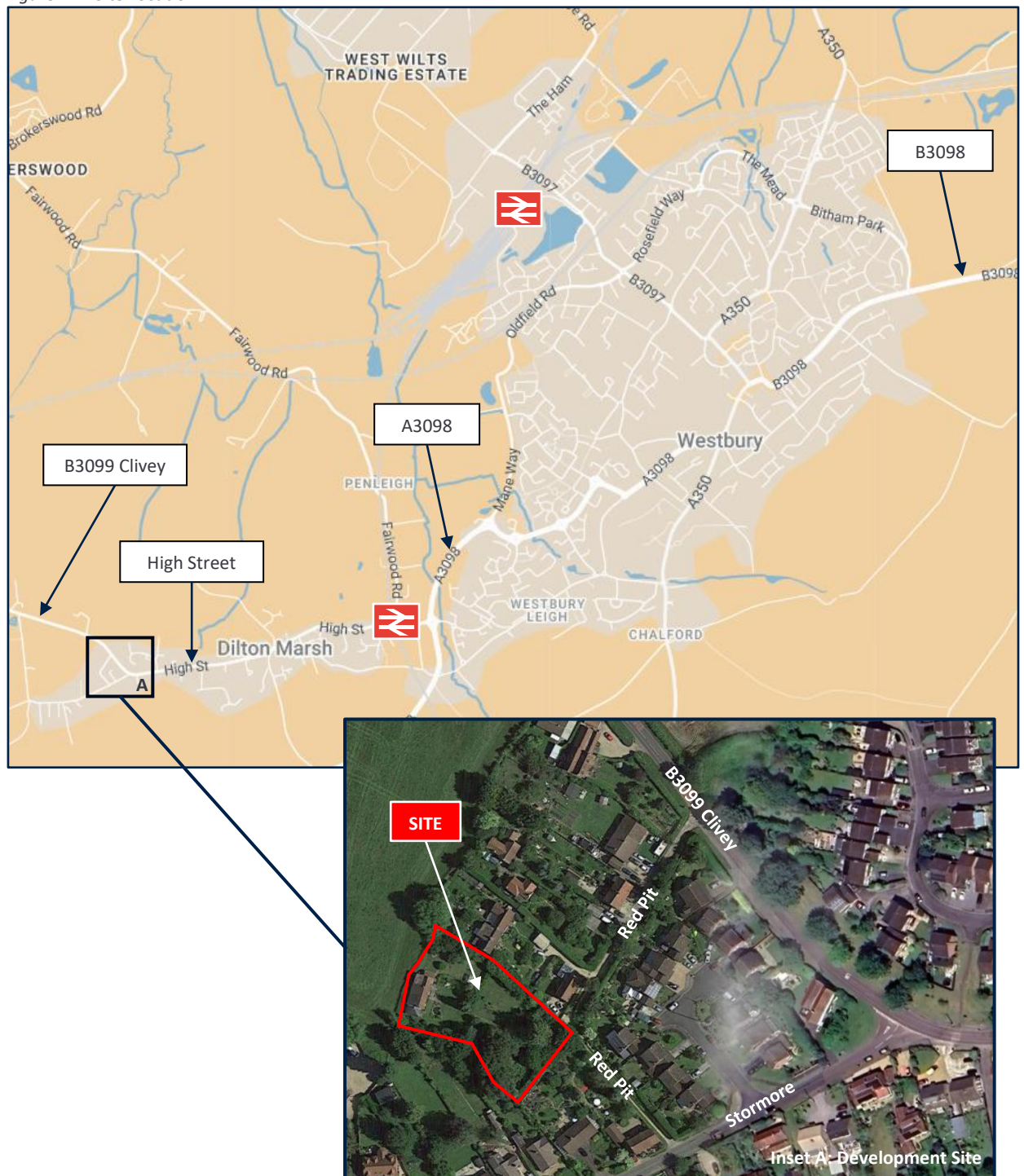
2. BACKGROUND TRANSPORT CONTEXT

2.1 Site Location, Use and Access

Site Location

- 2.1.1 The site is served from and immediately west of Red Pit a private access track, which is located within the village of Dilton Marsh, c.4.0km southwest of Westbury town centre, as shown indicatively in Figure 2-1.

Figure 2-1: Site Location



Source: Google Maps

Site Use

- 2.1.2 The site currently consists of a single residential property, known as 'Bramley Cottage' or no. 19 Red Pit, Dilton Marsh along with its associated garden space.

Site Access

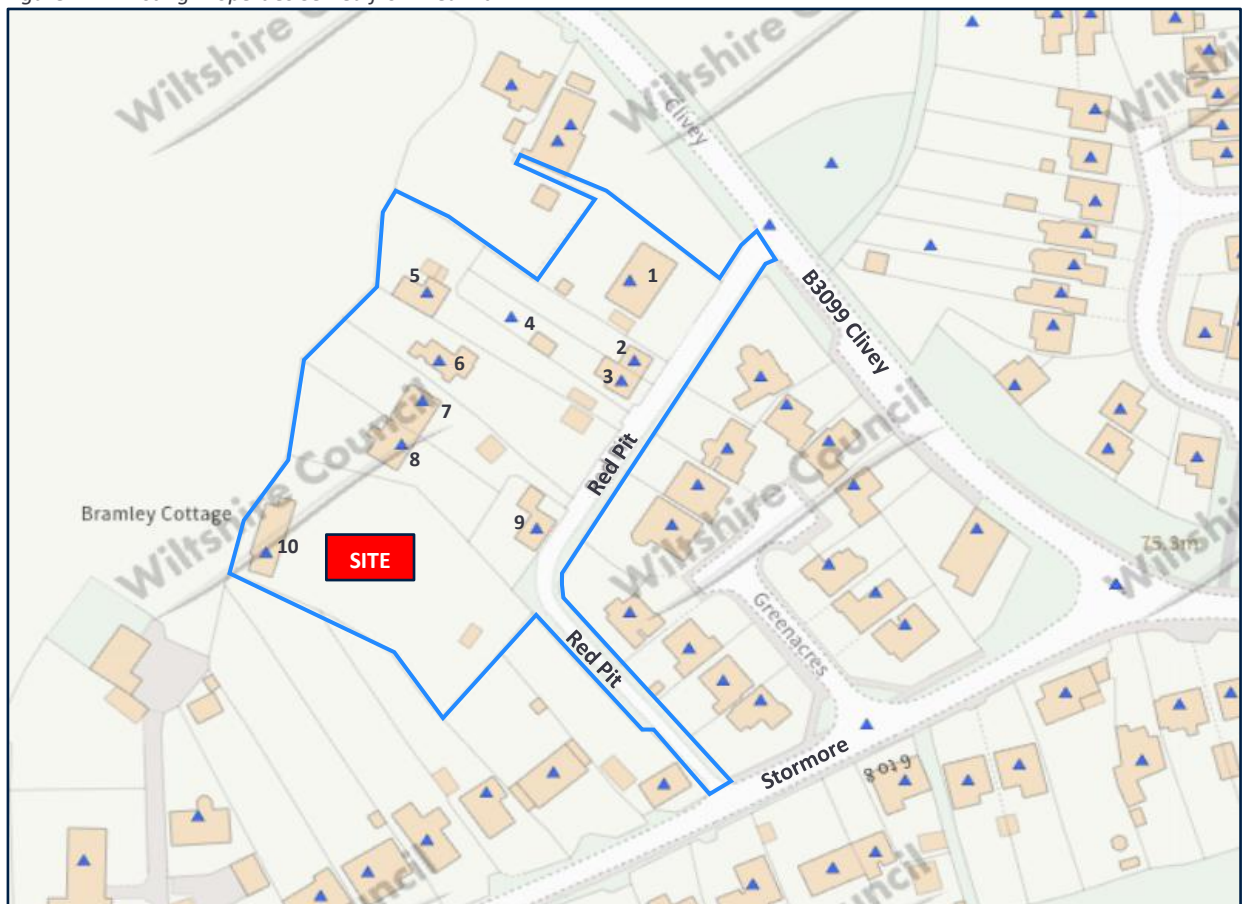
- 2.1.3 The development site is provided with an existing access from Red Pit, which is a private access track approximately 3.0m wide with entrance gates that open inwards towards the property.

2.2 Local Highway Network

Red Pit

- 2.2.1 Red Pit is a private access track and connects to the local highway network at two locations. To the northeast of the site Red Pit continues for c.100m where it meets the B3099 Clivey at a private access arrangement. Along this section of Red Pit, it's width ranges from c.2.8m to c.5.0, which is consolidated with no footways or street lighting, serving only properties with direct access.
- 2.2.2 A passing place/informal parking area is located c.35 from the junction with B3099 Clivey. Red Pit is approximately 4.1m wide at this point which is suitable for two cars to pass if there are no parked vehicles in this space. South of the site Red Pit continues for c.70m where it meets Stormore at a private access arrangement. Along this section Red Pit is typically c.2.8m wide, which is suitable only for single vehicle flow. Along this section the surface is loose stone, with no footway or street lighting.
- 2.2.3 Consideration has been given to the number of existing properties which are provided with direct access and served from Red Pit, which has been obtained following a review of Wiltshire Council's interactive planning explorer, specifically it's 'address point' dataset. The survey area is shown at Figure 2-2.

Figure 2-2: Existing Properties Served from Red Pit



Source: Wiltshire Council Planning Explorer

- 2.2.4 The existing properties accessed from Red Pit are set out in Table 2-1.

Table 2-1: Summary of Existing Properties Served from Red Pit

Property Ref.	Property Name Or No.	Direct Access With Red Pit
1	No. 1a Red Pit, Dilton Marsh	✓
2	No. 1 Red Pit, Dilton Marsh	✓
3	No. 3 Red Pit, Dilton Marsh	✓
4	Land Rear of 3 Red Pit Dilton Marsh	✓
5	Herb Cottage, 5 Red Pit, Dilton Marsh	✓
6	No. 7 Red Pit, Dilton Marsh	✓
7	Plough Cottage, no. 9 Red Pit, Dilton Marsh	✓
8	No. 11 Red Pit, Dilton Marsh	✓
9	No. 17 Red Pit, Dilton Marsh	✓
10	Bramley Cottage, No. 19 Red Pit, Dilton Marsh	✓

- 2.2.5 Based on the Wiltshire Council planning explorer, 'address point' dataset, there are 10 existing properties inclusive of the development site served from Red Pit, which then in turn have access to both the B3099 Clivey and Stormore.

B3099 Clivey

- 2.2.6 B3099 Clivey is a 6.0m wide single carriageway and subject to a 30mph speed limit. However, immediately north of the Red Pit private access, the B3099 Clivey is subject to the national speed limit. From this point the B3099 Clivey provides a route to the A36 (T) at a priority junction c2.2km away.
- 2.2.7 To the north of the priority junction with the B3099 the A36 (T) provides access to Bath c.20km to the north, and south to Warminster (c.7.5km) and to the A303 (T) Deptford Interchange (c.26km).
- 2.2.8 To the south of Red Pit, the B3099 Clivey continues for c.120m where it becomes High Street heading east through Dilton Marsh village.

Stormore

- 2.2.9 Stormore is a 5.0m wide single carriageway and subject to a 30mph speed limit. To the east of Red Pit Stormore continues for c.100m where it meets the B3099 Clivey / High Street at a priority junction.
- 2.2.10 To the east of the junction the B3099 Clivey continues as High Street through Dilton Marsh for c.1.4km where the meets Tanyard Way at a roundabout junction. East of the roundabout Tanyard Way continues for a further c.60m where it meets the A3098 at another roundabout, which to the north provides routes to central Westbury and to the south the A36 (T) at Black Dog Hill.
- 2.2.11 West of the Red Pit private access, Stormore continues for c.400m where it becomes Clearwood, which provides a route north for a further c.400m to the B3099 Clivey at a priority junction.

2.3 Road Safety

- 2.3.1 Personal Injury Accident (PIA) data has been obtained from road safety data published annually by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. This review covers the four-year period prior to the pandemic between 1st January 2017 and 31st December 2019, data from the two years during the pandemic between 1st January 2020 and 31st December 2021, as well as the most recent publicly available data which covers up to 31 December 2023. The most recent seven years of data has therefore been reviewed, which includes the most recent five full years of data outside of the pandemic.
- 2.3.2 The study area considered within the analysis covers the local highway network within the vicinity of the site, with the entire study area shown in Figure 2-3.

Figure 2-3: Road Safety Records



Source: Crashmap

- 2.3.3 As shown at Figure 2-3 over the most recent seven year period, no accidents have occurred within the study area.
- 2.3.4 Additionally, Crashmap provides data from 1999, which covers a 25 year period. On review of the entire dataset within the study area, only two accidents have occurred during this period, one slight in severity and the other serious.
- 2.3.5 The serious accident was recorded in 2012 at the priority junction of Stormore and the B3099 Clivey / High Street and involved two cars. The slight accident occurred in 2002 approximately 60m east of the junction adjacent to 'The Weavers' public house on High Street involved a child casualty.
- 2.3.6 During the entire 25 year period no accidents were recorded along Red Pit or at its private accesses with the B3099 Clivey or Stormore.
- 2.3.7 As such there are no PIA's, which have occurred within the immediate vicinity of the site, which would indicate a specific pattern or issue with the geometry of the highway. In summary, there is no evidence of existing road safety concerns in this location.

3. DEVELOPMENT PROPOSALS

3.1 Overview

- 3.1.1 The proposed development seeks outline approval for the demolition of the existing property known as Bramley Cottage (no. 19 Red Pit) and the delivery of five dwellings on the site with the details of and scale for each dwelling to be determined at the Reserved Matters stage. The proposal represents a net increase in four dwellings.

3.1.2 The concept layout is provided at Appendix A.

3.2 Access Arrangements

3.2.1 The development site will retain its existing access with Red Pit at the southeastern boundary. Therefore, access for pedestrians, cyclists and vehicles will be as per the existing arrangement where Red Pit provides access to the B3099 Clivey and Stormore.

3.3 Layout

3.3.1 The proposals seek outline approval for five dwellings, which is shown in the illustrative layout at Appendix A. The site layout proposals would be considered in detail at the Reserved Matters stage.

3.4 Parking

Car Parking

3.4.1 The Wiltshire Council Car Parking Strategy 2011-2026 adopted March 2011, forms part of the Wiltshire Council Local Transport Plan (LTP3) and provides policy positions when considering car and cycle parking provision/design.

3.4.2 The Strategy sets out the minimum requirements for parking provision for new residential development, which is set out at Table 3-1:

Table 3-1: Wiltshire Council Minimum Car Parking Standards (allocated parking)

Bedrooms	Minimum spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor parking	0.2 spaces per dwelling (unallocated)

3.4.3 As this is an outline application, car parking provision and layout elements are not a material consideration for this submission. These would be assessed and agreed as part of any Reserved Matters submission. However, it is anticipated that car parking will be provided in line with the standards set out in Table 3-1.

Cycle Parking

3.4.4 The Wiltshire Local Transport Plan 2011 – 2026 ‘Cycling Strategy’ adopted March 2014 sets out cycling guidance across the authority, which includes thresholds for cycle parking provision in support of new and existing developments. Appendix 4: Cycle Parking Standards of the Cycle Strategy sets out these standards, as shown in Table 3-2.

Table 3-2: Wiltshire Council Cycle Parking Minimum Cycle Parking Standards

Land Use	Area	Minimum spaces
C3 Dwelling houses and flats	All areas	1 covered space per bedroom for up to 3-bedroom dwellings
		3 covered spaces per unit for 4-bedroom dwellings
		4 covered spaces per unit for 5-bedroom dwellings
		1 visitor space per 20 bedrooms

3.4.5 As with car parking, the cycle parking would be discussed and agreed as part of the reserved matters application. However, all dwellings will be provided with secure and covered cycle parking to promote travel by cycle parking in accordance with the standards set out in Table 3-2.

3.5 Servicing Arrangements

- 3.5.1 The existing site and all other properties served by Red Pit have waste collected from Red Pit via the B3099 Clivey private access, whereby a refuse vehicle would stop on the B3099 whilst operatives undertake collection.
- 3.5.2 This approach to waste collection will be retained for the proposed development, which represents a net increase of three dwellings. Residents will carry/drag waste storage containers along Red Pit, which is not convoluted and is provided at an appropriate gradient to a location on Red Pit, which is not on the public highway.
- 3.5.3 This requirement effectively becomes an ownership requirement rather than a design issue, as there is no possibility of a waste refuse vehicle from traveling and undertaking collection along Red Pit.
- 3.5.4 As such, the existing established waste collection has been proven to operate effectively over time, and there is no reason to think that this will change with the new dwellings.

4. TRIP GENERATION AND TRAFFIC IMPACT

4.1 Introduction

- 4.1.1 This section sets out the forecast vehicle trip generation for the existing site, the neighbouring properties that have access from Red Pit, and the proposed development.
- 4.1.2 The trip generation has been calculated using the Trip Rate Information Computer System (TRICS). The TRICS database has been analysed for sites with similar characteristics in terms of scale, location, accessibility, and surrounding population numbers.
- 4.1.3 The TRICS database predicts the likely numbers of arrivals and departures by utilising surveys of existing sites. Trip rates have been obtained and applied to establish the forecast trip generation during network peak hours on a weekday and over a daily period. The weekday network peak hours have been assumed as 08:00 to 09:00 and 17:00 to 18:00 with the daily period between 07:00 to 19:00

4.2 Existing Trip Generation

Existing Site Trip Generation

- 4.2.1 As set out at Section 2.1, the development site's current use is that of a single dwelling. As such, the TRICS category '03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED' has been selected to derive trip rates for the existing site use. The following parameters have been applied to the search criteria to obtain sites of a similar nature:
- Located in England, Scotland and Wales (excluding Greater London and Ireland)
 - Vehicle Surveys only
 - Sites of up to a maximum of 50 dwellings
 - Neighbourhood Centre/Village locations
 - Weekday surveys only
 - From 2016 onwards
 - Removed sites with populations over 50,000 within 5 miles
 - Removed sites surveyed during Covid-19 pandemic

- 4.2.2 The application of these parameters resulted in identifying three comparable sites. The resultant total vehicle trip rates, and vehicle trip generation based upon the existing single dwelling are summarised in Table 4-1. The full TRICS report is included in Appendix B.

Table 4-1: Existing Site – Vehicle Trip Rates and Traffic Generation (1 Dwelling)

Period	Arrival (Trip Rate)	Departure (Trip Rate)	Two-way (Trip Rate)	Arrivals (Vehicles)	Departures (Vehicles)	Two-way (Vehicles)
AM Peak (08:00-09:00)	0.125	0.438	0.563	0	0	0
PM Peak (17:00-18:00)	0.313	0.177	0.490	0	0	0
Daily (07:00-19:00)	2.228	2.354	4.582	2	2	4

*rounded

- 4.2.3 The forecasted trip generation for the existing site indicates that a no vehicle movements would occur during both the AM and PM peak periods.
- 4.2.4 Over the daily period the existing property is forecast to generate a total of four vehicle movement over the daily period between 07:00 to 19:00, which equates to a vehicle movement every three hours, on average.

Red Pit Existing Trip Generation

- 4.2.5 Applying the same trips rates to the existing 9 neighbouring properties, Table 4-2 sets out the AM and PM peak period along with the daily forecast traffic generation.

Table 4-2: Existing Traffic Generated from Red Pit (9 Dwellings)

Period	Arrivals (Vehicles)	Departures (Vehicles)	Two-way (Vehicles)
AM Peak (08:00-09:00)	1	4	5
PM Peak (17:00-18:00)	3	2	5
Daily (07:00-19:00)	20	21	41

- 4.2.6 During both the AM and PM peak hours a total of five two-way vehicle movements are forecast to occur. This equates, on average, to one vehicle movement every 12 minutes.
- 4.2.7 Over the daily period a total of 41 two-way movements are forecast, which on average, equates to 3-4 vehicle movements per hour and a movement every c.15 minutes.
- 4.2.8 The total traffic from the existing 9 properties (Table 4-2) and the site's single dwelling (Table 4-1) is shown at Table 4-3, which sets out the AM and PM peak period along with the daily forecast traffic generation.

Table 4-3: Total Traffic Generation from Red Pit (10 dwellings)

Period	Arrivals (Vehicles)	Departures (Vehicles)	Two-way (Vehicles)
AM Peak (08:00-09:00)	1	4	5
PM Peak (17:00-18:00)	3	2	5
Daily (07:00-19:00)	22	23	45

- 4.2.9 During both the AM and PM peak hours a total of five two-way vehicle movements are forecast to occur. This equates, on average, to one vehicle movement every 12 minutes.
- 4.2.10 Over the daily period a total of 45 two-way movements are forecast, which on average, equates to 3-4 vehicle movements per hour and a movement every c.15 minutes.
- 4.2.11 This level of existing traffic generation operates along Red Pit without any existing highway safety concerns using the Red Pit private accesses with both the B3099 Clivey and Stormore.

4.3 Proposed Trip Generation

- 4.3.1 The development proposals seek permission for a total of five new dwellings. Applying the trip rates set out at Table 4-1 the proposed development site would generate the following trips.

Table 4-4: Proposed Traffic Generation (5 Dwellings)

Period	Arrivals (Vehicles)	Departures (Vehicles)	Two-way (Vehicles)
AM Peak (08:00-09:00)	1	2	3
PM Peak (17:00-18:00)	2	1	3
Daily (07:00-19:00)	11	12	23

4.3.2 During both the AM and PM peak hours, the proposed development would generate a total of three two-way vehicle movements, which on average, equates to a vehicle movement on Red Pit every 20 minutes.

4.3.3 Over the daily period a total of 23 two-way movements are forecast, which on average, equates to 2-3 vehicle movements per hour and on average a movement every c.20-30 minutes.

4.4 Development Site Net Change

4.4.1 Table 4-5 sets out the net change in traffic when comparing the existing single dwelling (Table 4-1) to the proposed five dwelling scheme (Table 4-4) on the site.

Table 4-5: Development Site Proposed Net Change in Traffic

Period	Arrivals (Vehicles)	Departures (Vehicles)	Two-way (Vehicles)
AM Peak (08:00-09:00)	+1	+2	+3
PM Peak (17:00-18:00)	+2	+1	+3
Daily (07:00-19:00)	+9	+10	+19

4.4.2 The net change in traffic forecast from the development proposals indicates that an additional 3 two-way movement would occur during the AM and PM peak hours, which equates to a vehicle movement every 20 minutes, on average.

4.4.3 Over the daily period the proposals would represent a net increase in 19 two-way movements, which on average, equates to 1-2 additional vehicle movements per hour.

4.5 Cumulative Traffic Generation and Net Change

4.5.1 To consider the cumulative total vehicle movements along Red Pit Table 4-6 shows the existing 9 neighbouring properties as set out at Table 4-2 and proposed site (Table 4-4) total two-way vehicle movements during the AM and PM peak hours along with the daily period and resulting net increase in traffic movements.

Table 4-6: Proposed Two-way Cumulative Traffic on Red Pit (14 Dwellings)

Period	Base	Base + Development	Net (Vehicles)
AM Peak (08:00-09:00)	5	8	+3
PM Peak (17:00-18:00)	5	8	+3
Daily (07:00-19:00)	41	64	+19

4.5.2 The inclusion of the proposed development would result in a total of 8 two-way vehicle movements during the AM and PM peak periods along Red Pit. This equates to, on average, a vehicle movement every 7-8 minutes. Overall, the proposals represent a net increase in 3 additional movements during the peak hours.

4.5.3 Over the daily period the cumulative trip generation along Red Pit would increase from 41 to 64 two-way movements. This represents 5 vehicle movements per hour, which on average is a vehicle movement every 12 minutes.

4.6 Trip Distribution

4.6.1 Red Pit provides the development site with two route options to connect to the wider highway network. These are to the northeast via the B3099 Clivey and to the south via Stormore.

- 4.6.2 The development site is located centrally on Red Pit between both access options. As such, with regard to traffic distribution vehicles have the option to use either the B3099 Clivey or Stormore when considering routes to wider destinations.
- 4.6.3 To the east of the site Dilton Marsh and Westbury offer local services, facilities, education and employment opportunities. When considering the routing of traffic from the development site, Red Pit via the B3099 Clivey is c.220m to the junction with Stormore / High Street and Red Pit via Stormore to its junction with the B3099 Clivey / High Street is c.180m. These routes are shown at Figure 4-1.

Figure 4-1: Vehicle Routing via Red Pit



Source: Google Maps

- 4.6.4 As such, materially there is minimal difference in journey times between these routes. Therefore, drivers travelling to and from the east could equally utilise either access to or from the site. However, the route along Red Pit to the east with its access to the B3099 Clivey is likely to be more attractive, as Red Pit is wider.
- 4.6.5 Journeys to the west provide access to the A36 (T), which provides a strategic link between Bath to the north and Warminster to the south and again both can be accessed via the B3099 Clivey and Stormore accesses with Red Pit.
- 4.6.6 The most direct routing for vehicles from the site to and from the A36 (T) would be via the B3099 Clivey, which is only c.600m to the junction of Clearwood, where access from Stormore can also be achieved albeit c.800m to the junction, which is shown at Figure 4-1.
- 4.6.7 As such, it is considered that access to the A36 (T) via Red Pit and B3099 Clivey private access would be more favourable to drivers travelling to the west as the route is shorter and the speed limit is greater.
- 4.6.8 Whilst it is not proposed to undertake detailed analysis for traffic distribution, this exercise demonstrates that existing and future residents can utilise either the B3099 Clivey or Stormore when travelling to wider destinations without any significant change in journey time.

4.7 Vehicle Conflict Analysis

- 4.7.1 Red Pit is a single lane width between the site and both the B3099 Clivey and Stormore. As such, analysis has been undertaken to calculate the probability of conflict where two vehicles meet on Red Pit in a scenario that includes existing and proposed vehicle movements (as set out at Table 4-6). To undertake this calculation the following factors have been considered:
- a. **The length of Red Pit:** Access to the B3099 Clivey is c.100m in length. Access to Stormore is c.70m. For robustness, the longer length of 100m has been used in this analysis.
 - b. **Speed of vehicles:** whilst no traffic surveys have been undertaken along Red Pit, we have assumed that vehicles would travel no greater than 10mph. This is due to the single width of Red Pit.
 - c. **Number of vehicles:** This is based on the total cumulative (existing dwellings on Red Pit and proposed development) vehicle movements during the PM peak hour (17:00-18:00), which is the worst case scenario. During the PM peak hour there is forecast to be a total of 5 vehicle arrivals and 3 vehicle departures, which total 8 two-way vehicle movements.
- 4.7.2 Based on the above criteria, it would take a vehicle 22.37 seconds to travel at 10mph along Red Pit from the site access to the B3099 Clivey (over the c.100m length). This is based on a standard formula of $t=d/s$ (Time = Distance / Speed).
- 4.7.3 To calculate the probability (P) of a single vehicle being on Red Pit at any given time, it is the time (22.37 seconds) it takes to travel the 100m section of Red Pit divided by the total time available, which in this instance is 3,600 seconds (1 hour). This would indicate a P value of 0.00621.
- 4.7.4 To calculate the probability (P) of multiple vehicles being on Red Pit the following calculation is considered:
- For 5 vehicle arrivals within the hour: $P^2 = 1 - (1 - 0.00621)^2$ this would represent a probability (P) of **0.03107**
 - For 3 vehicle departures within the hour: $P^6 = 1 - (1 - 0.00621)^6$ this would represent a probability (P) of **0.01864**
- 4.7.5 To calculate the probability (P) of at least one vehicle from each direction (an arrival and departure) being on Red Pit at the same time the individual probabilities can be combined this is 0.03107 x 0.01864 (arrivals x departures).
- 4.7.6 Whilst this analysis is based on an equal distribution of vehicle traffic within the hour it confirms that the probability of two vehicles meeting on Red Pit over its 100m length is approximately, a 0.0579% occurrence.
- 4.7.7 This analysis also assumes that all vehicles (existing and proposed) use only the route along Red Pit to the B3099 Clivey. This is a worst case scenario as applying vehicle distribution to vehicles using Red Pit to the south and Stormore would further dilute the level of occurrence.

4.8 Traffic Impact

- 4.8.1 The proposed development, which will result in a net increase in four dwellings, is forecast to generate an additional 3 two-way vehicle movement in the AM and PM peak hours.
- 4.8.2 This net increase in vehicle movements has also been considered cumulatively, representing an insignificant change with all existing and proposed properties served from Red Pit.

- 4.8.3 The vehicle conflict analysis also sets out that during the worst case scenario, utilising the longest section of Red Pit, not accounting for the Stormore access, no opportunity to pass and during the most intense peak hour the likelihood of two-vehicles meeting is very small. This confirms that Red Pit is suitable to accommodate the forecast vehicle movements associated with the development proposals.
- 4.8.4 As such, the proposals are consistent with paragraph 116 of the NPPF as the immaterial increase in traffic would not give rise to a severe impact on highway network operation or exacerbate road safety conditions.

5. SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 Apex Transport Planning Ltd ('Apex TP') has prepared this Transport Note ('TN') on behalf of Mr Norwood in relation to the proposed development at the property known as 'Bramley Cottage' (no. 19 Red Pit) in Dilton Marsh, Wiltshire. The application site ('the site') is c.100m west of the B3099 Clivey and c.70m north of Stormore and is c.2.7km south of Westbury town centre.
- 5.1.2 The proposed development site is to retain its existing access with Red Pit at its southeastern boundary. As such, access for pedestrians, cyclists and vehicles will be as per the existing arrangement on Red Pit, which provides access to the B3099 Clivey and Stormore. Road safety data has been analysed and there is no evidence of a highway safety issue within the vicinity of the site which would be exacerbated by the proposals.
- 5.1.3 The proposals are outline in nature and as such detailed elements such as the layout, private access road geometry, car parking and cycle parking would be considered at the Reserved Matters stage.
- 5.1.4 The development proposals represent a net increase in four dwellings, which would result in an increase in vehicle movements on Red Pit and the wider highways network. However, the trip generation analysis indicates that the proposal would only generate an additional 3 vehicle movements during the AM and PM peak hours. This level of traffic is considered immaterial as the "*residual cumulative impacts on the road network*" would not be severe or exacerbate a location where that are no existing road safety concerns.
- 5.1.5 Furthermore, whilst Red Pit is largely single lane working, robust analysis has been undertaken to consider the likelihood of two vehicles meeting along a single section of Red Pit between the site access and the B3099 Clivey, which confirms that in the worst case peak hour, cumulatively, the probability of two vehicles meeting, where there is a total of 8 two-way movement is less than 0.1%. This indicates that operationally Red Pit is suitable to accommodate the increase in vehicle movement without to the detriment of highway safety or its capacity.
- 5.1.6 The waste collection strategy remains consistent with the existing dwelling and other properties served from Red Pit, whereby a refuse vehicle would stop on-street, and operatives would collect the waste containers located on Red Pit.

5.2 Conclusions

- 5.2.1 The development will not have a severe impact on the operation of the surrounding highway network or an unacceptable impact on road safety in accordance with paragraph 116 of the NPPF, which states that development should only be "*prevented or refused on highways grounds*" if there would be an "*unacceptable impact on highway safety*" or that the effects of the proposals would give rise to a

“residual cumulative impacts on the road network”, which would be considered severe, when taking into account all reasonable future scenarios.

- 5.2.2 It is therefore considered that there are no reasons relating to transport or highways for objecting to the application.

Appendix A Concept Site Layout

NOTE: This plan is indicative only to demonstrate the principle of development and is therefore not for material consideration. The final site layout is to be resolved under Reserved Matters

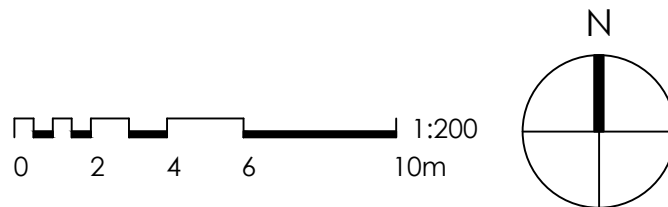
NOTES:

All dimensions to be verified on site by Main Contractor before the start of any shop drawings or work whatsoever either on their own behalf or that of sub-contractors.

Report any discrepancies to the Contract Administrator at once.

This drawing is to be read with all relevant Architect's and Engineer's drawings and other relevant information.

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Ecology Note:
Five integrated bat boxes and six swift bricks will be included in the proposed buildings. Two tree mounted bat boxes will be installed in a retained tree and three brush piles will be created from the vegetations clearance arisings. The exact locations and specifications of these features will be confirmed by a suitably qualified ecologist and detailed at Reserved Matters.

- Any additional external artificial light will adhere to the following specifications:
- Located in areas for safe access only;
 - Avoid light spill onto the amenity areas and wider landscape;
 - Only include downlighting;
 - Have the lowest viable low lux value; and
 - Have a K value of less than 2700K

Hedgehog Highways will be installed in the boundary features across the site were appropriate

DRAWING LEGEND

Dwelling

Garage

Private Amenity

Shared Access

Main Access

Replacement Water Feature +10% larger than existing

Private Parking

Shared Amenity

Indicative Boundary Line

Vista From Dwelling

Site Area = 2515m2 | 0.25Ha

Indicative Accommodation Schedule

- PLOT 1:** 3 Bed-5 Person
PLOT 2: 3 Bed-5 Person
PLOT 3: 5 Bed-7 Person
PLOT 4: 5 Bed-7 Person
PLOT 5: 4 Bed-6 Person

Indicative Proposed Site Plan
Scale 1:200



A	Site plan revised and updated following Design Team coordination	LH	01/08/25
Rev	Description	By	Date

STAGE:

PLANNING



a: 17 Foundry Barton, Frome, Somerset, BA11 3HX
e: hi@funlabdesign.co.uk
i: www.funlabdesign.co.uk

CLIENT:

Mr R Norwood

SITE:

19 Red Pit Lane, Dilton Marsh
Wiltshire

DRAWING:

Indicative Proposed Site Plan

SCALE:	DATE:	BY:	CHECKED:
1:200 at A1	Jun '25	LH	xx
PROJECT REF:	DRAWING No.:	REVISION:	
25-1067	120	A	

Appendix B TRICS Output – Residential/Private Owned

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	0-50	DWELLS
Actual Trip Rate Calculation Parameter Range	27-38	DWELLS
Date Range	Minimum: 01/01/16	Maximum: 18/09/24
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday	1
	Thursday	1
	Friday	1
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre)	3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	5 - Selected
	Servicing vehicles Excluded	12 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	2
Population <5 Mile ranges selected	5,000 or Less	1
	5,001 to 25,000	1
	25,001 to 50,000	1
Car Ownership <5 Mile ranges selected	1.1 to 1.5	1
	1.6 to 2.0	2
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-502501-250422-0446

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
09	NORTH	
	IM ISLE OF MAN	2 days

Primary Filtering selection:

Parameter: No of Dwellings

Actual Range: 27 to 38 (units:)

Range Selected by User: 0 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

Selected survey days:

Tuesday1 days

Thursday1 days

Friday1 days

Selected survey types:

Manual count3 days

Directional ATC Count0 days

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)3

Selected Location Sub Categories:

Village3

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included5 days - Selected

Servicing vehicles Excluded12 days - Selected

Secondary Filtering selection:

Use Class:

C33 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less1 days

1,001 to 5,0002 days

Population within 5 miles:

5,000 or Less1 days

5,001 to 25,0001 days

25,001 to 50,0001 days

Car ownership within 5 miles:

1.1 to 1.51 days

1.6 to 2.02 days

Travel Plan:

No3 days

PTAL Rating:

No PTAL Present3 days

LIST OF SITES relevant to selection parameters

Site(1):	IM-03-A-01	Site area:	2.12 hect
Development Name:	MIXED HOUSES	No of Dwellings:	31
Location:	COLBY	Housing density:	16
Postcode:	IM9 1TQ	Total Bedrooms:	137
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	21/05/24
Sub-Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	81
Site(2):	IM-03-A-02	Site area:	1.61 hect
Development Name:	MIXED HOUSES	No of Dwellings:	27
Location:	KIRK MICHAEL	Housing density:	19
Postcode:	IM6 1HT	Total Bedrooms:	106
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	23/05/24
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	54
Site(3):	SF-03-A-06	Site area:	2.68 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	38
Location:	KENTFORD	Housing density:	14
Postcode:	CB8 7UU	Total Bedrooms:	129
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/09/17
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	35

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-A-07	Removed - Covid-19

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.125	0.438	0.563
1700-1800	0.313	0.177	0.489

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	32	0.052	3	32	0.313	3	32	0.364
08:00 - 09:00	3	32	0.125	3	32	0.438	3	32	0.563
09:00 - 10:00	3	32	0.177	3	32	0.250	3	32	0.427
10:00 - 11:00	3	32	0.125	3	32	0.208	3	32	0.333
11:00 - 12:00	3	32	0.146	3	32	0.125	3	32	0.271
12:00 - 13:00	3	32	0.125	3	32	0.177	3	32	0.302
13:00 - 14:00	3	32	0.177	3	32	0.146	3	32	0.323
14:00 - 15:00	3	32	0.104	3	32	0.094	3	32	0.198
15:00 - 16:00	3	32	0.271	3	32	0.167	3	32	0.438
16:00 - 17:00	3	32	0.333	3	32	0.177	3	32	0.510
17:00 - 18:00	3	32	0.313	3	32	0.177	3	32	0.489
18:00 - 19:00	3	32	0.281	3	32	0.083	3	32	0.364
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.228			2.354			4.582

Parameter summary

Trip rate parameter range selected:

27 - 38 (units:)

Survey date date range:

01/01/16 - 18/09/24

Number of weekdays (Monday-Friday):

3

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

1

Surveys manually removed from selection:

1