

Client	Mr Andrew Scott
Project Name	Oak Hill House, Upper Seagry
Report Title	Transport Technical Note
Report Ref.	TN01
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Produced By:	RM

Transport Technical Note

1. INTRODUCTION

- 1.1.1 This Transport Technical Note (TN) has been prepared by Apex Transport Planning ('Apex') on behalf of Mr Andrew Scott. It has been prepared in response to planning application (planning reference: PL2025/06615) which seeks permission for four flexible B8 storage or Class E commercial business units on land at Seagry House, Upper Seagry, Wiltshire.
- 1.1.2 Apex is supportive of well-planned developments that meet local and national policy objectives and which provides safe and suitable access for all. It is on this basis that we have been asked by Mr Andrew Scott to undertake a review of the proposed transport strategy supporting the planning application.
- 1.1.3 Our review has identified a number of matters within the proposed strategy that, in our view, amounts to a failing to demonstrate that a safe and appropriate transport strategy can be delivered. We therefore recommend to the local planning and highway authority that the planning application cannot be approved until the applicant presents solutions or provides clarity on these matters.
- 1.1.4 The various points are set out in detail below, but in summary the application fails to demonstrate an appropriate strategy for the following matters:
- The proposed pedestrian crossing is substandard, and as shown, has highway safety implications.
 - There are inconsistencies between the application documents in respect of the access road layout. On this basis, it is unclear which layout is proposed and whether the updated layout has been assessed by the arboriculture consultant. Until this is clarified, it cannot be assessed whether the access road is appropriate in transport terms, or what impacts it will have on the tree root protection areas.
 - The proposed trip generation and parking strategy does not align with the statements on job creation contained within the planning statement. If the planning statement is to be believed, there is a risk that the trip generation is significantly underestimated, and the parking provision significantly less than the potential demand.
- 1.1.5 Further detail on each of these points is provided under respective headings below.

2. PEDESTRIAN ACCESSIBILITY

- 2.1.1 The transport strategy is presented in the transport statement (TS) prepared by Neil Brant Consulting (document reference: NBC Ref: 24-TP0098 Upper Seagry TS v1r1 dated July 2025).
- 2.1.2 The TS rightly references various paragraphs from the national planning policy framework (NPPF) (February 2025) which demonstrates a requirement to prioritise walking, cycling and public transport. Relevant extracts from the TS are provided below (with our own emphasis):

3.2.6 In considering development proposals and assessing sites that may be allocated for development in plans, or specific applications for development, Paragraph 115 states that:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

3.2.8 At paragraph 117 it clarifies that:

Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

- 2.1.3 And in addition, the following policy from the Wiltshire Core Strategy (Adopted) 2015 is referenced in the TS at paragraph 3.3.1:

Core Policy 61 – Transport and new development

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

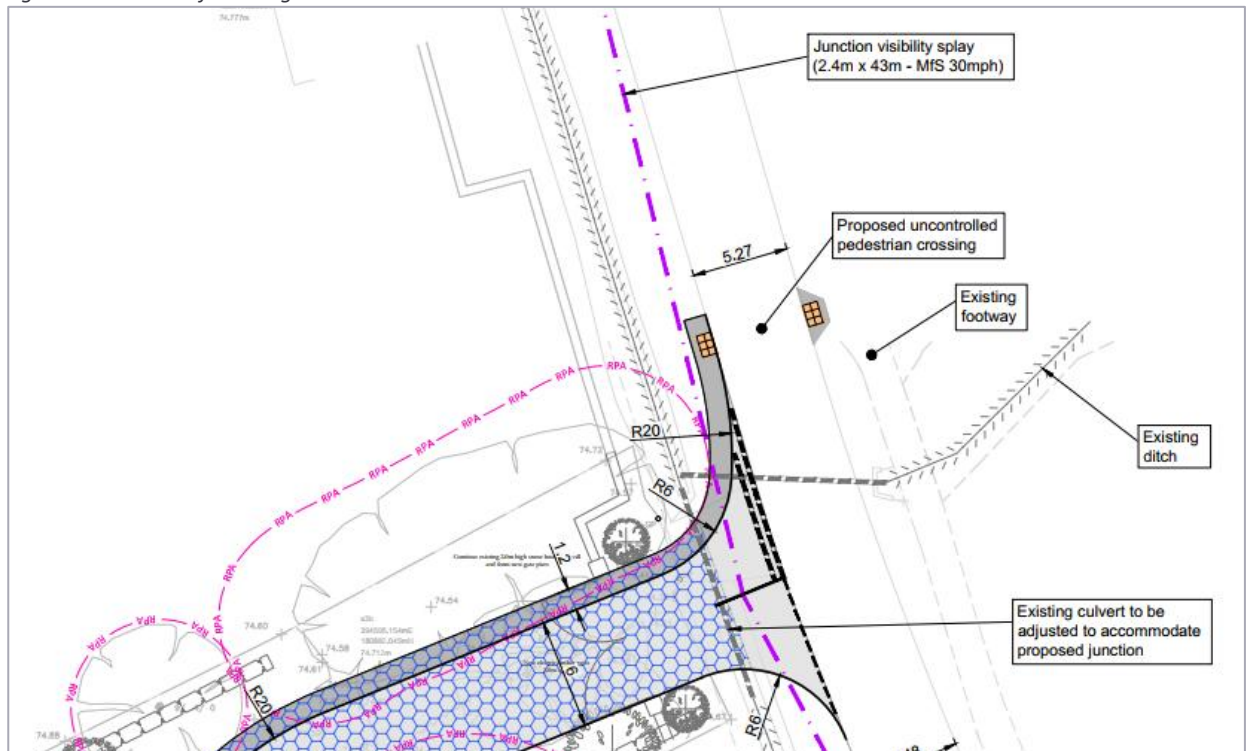
As part of a required transport assessment, the following must be demonstrated:

i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:

- Visually impaired and other disabled people
- Pedestrians
- Cyclists
- Public transport

- 2.1.4 Paragraph 4.3.1 of the TS states that ‘The site will be accessible to pedestrians and cyclists as illustrated in Dwg. No. 23075-PHL-01C attached at Appendix B’. Additionally, paragraph 4.4.2 acknowledges the visibility splay requirements, stating: ‘Junction sightlines of 2.4m x 43m (MfS 30mph) are formed at the junction in both directions’.
- 2.1.5 The TS therefore acknowledges that a pedestrian crossing point is necessary, and that visibility splays of 43m are required in accordance with Manual for Streets (MfS).
- 2.1.6 An extract of drawing 23075-PHL-01C (contained at Appendix B of the TS) is provided at Figure 2.1.

Figure 2.1: Extract of drawing 23075-PHL-01C



Source: Neil Brant Consulting

- 2.1.7 Whilst the visibility splays are shown for drivers exiting the access, the TS fails to consider the visibility splay requirements for pedestrians at the proposed dropped-kerb tactile paving crossing points. At these points, visibility splays of 1.5m x 43m are required, in accordance with the requirements of the

DfT document *Inclusive Mobility (December 2021)* and *CD 143 Visibility at junctions and crossings*. Furthermore, in accordance with MfS, the visibility splays should be free of obstacles above a height of 600mm.

- 2.1.8 Opposite the proposed access junction and approximately 10m south of the eastern tactile paving is an open culvert which is protected by a timber post and rail fence. This presents a significant obstacle within the required visibility splay and exceeds the maximum height of 600mm.
- 2.1.9 Figure 2.2 presents the view looking south from the eastern crossing point, 1.5m from the kerb edge, and Figure 2.3 illustrates the height of the obstacle.

Figure 2.2: Culvert post and rail fence - view taken 1.5m back at location of proposed crossing point

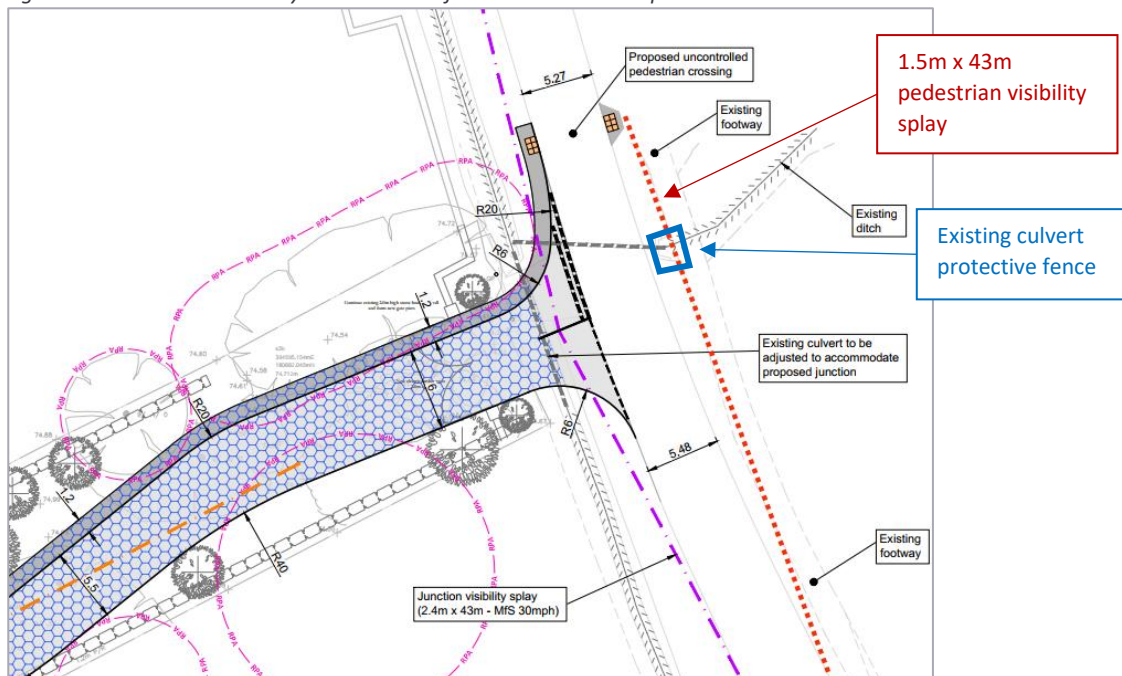


Figure 2.3: Height of post and rail fence - 920mm minimum



- 2.1.10 For context and illustrative purposes, the pedestrian visibility splay of 1.5m x 43m looking south from the eastern crossing point is shown in Figure 2.4.

Figure 2.4: Pedestrian visibility and location of culvert - contextual plan



- 2.1.11 The TS therefore fails to demonstrate that a safe and appropriate access for all users can be achieved, and fails to meet the requirements of the NPPF and the Wiltshire Core Strategy as identified in paragraphs 2.1.2 and 2.1.3.

3. ACCESS ROAD

- 3.1.1 There is a discrepancy in the submitted information regarding the access road layout, with different layouts shown in the TS and that included within the Arboricultural Report on the tree protection plan prepared by Hillside Trees Ltd (plan reference: 250626-SH-Comm-TPP-NB). Both layouts are shown in Figure 3.1 Figure 3.2 respectively.

Figure 3.1: Extract from tree protection plan (source: Hillside Trees Ltd)

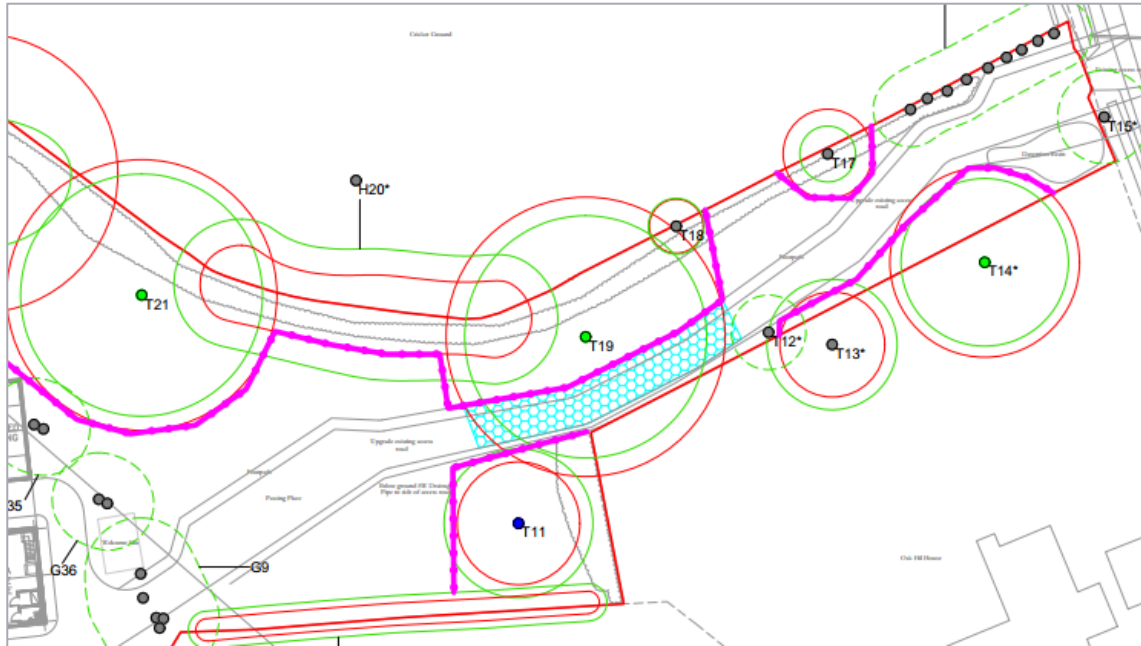
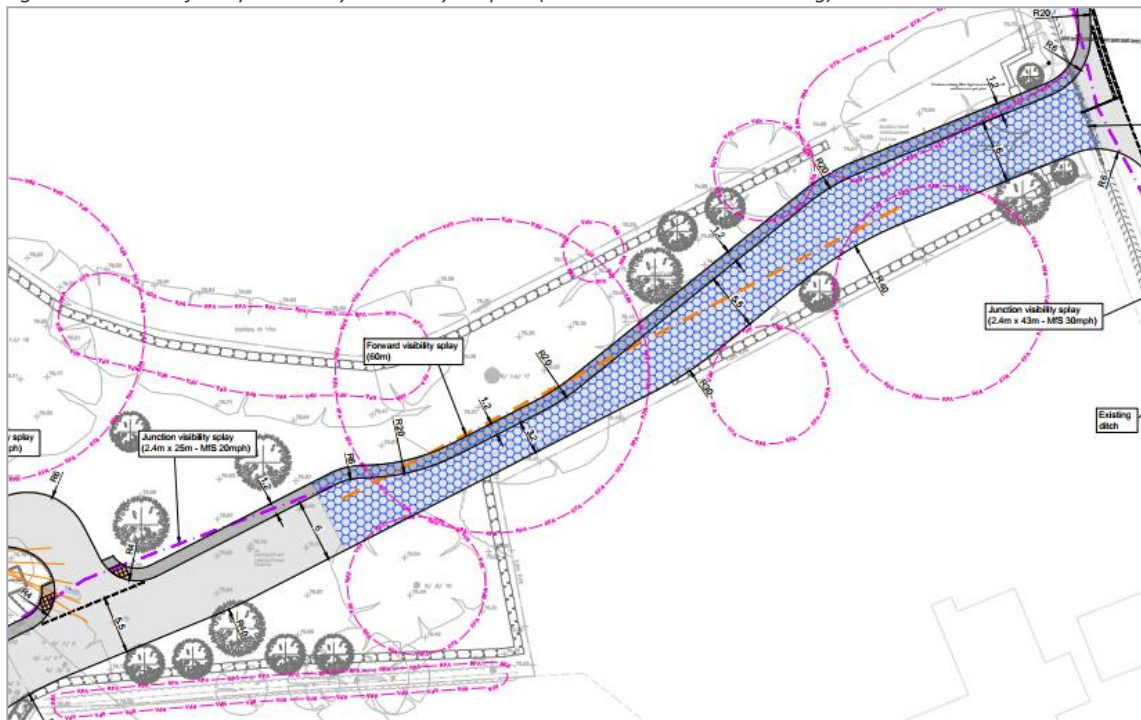


Figure 3.2: Extract from preliminary access layout plan (source: Neil Brant Consulting)



- 3.1.2 Presumably the proposed access road layout is the one included in the TS and as shown at Figure 3.2 – this should be clarified. Moreover, it is unclear whether this layout has been assessed by the Arboriculture consultant in respect of impacts upon the root protection area.

- 3.1.3 Moreover, GE Consulting has undertaken a review of the arboriculture report on behalf of our client, Mr Andrew Scott, and this has found significant concerns with the impacts of the access strategy upon the root protection area. Given these concerns, it is unclear whether the access road layout as shown in the TS will be deliverable in practice. It is therefore necessary that the arboriculture impacts are confirmed in order to assess whether the access strategy is suitable or not.

4. TRIP GENERATION AND PARKING PROVISION

- 4.1.1 The proposed layout plan provides a total of 25 parking spaces, and indicates that the development could generate a total of 19 two-way vehicle trips in the AM and PM peak hour.
- 4.1.2 However, the Planning Statement (August 2025) prepared by DE Planning presents anticipated net employment figures, which it then relies upon to calculate the proposed developments economic benefits – which it states to be potentially £926,592 based on an upper-end figure of 82 jobs being created.
- 4.1.3 Whilst the figure of 82 is at the upper end of the scale, presumably the applicant must be of the opinion that this level of job creation is a possibility.
- 4.1.4 Linking this back to the TS, the trip generation and parking provision isn't remotely related to the potential job creation figures. If the potential job creation is correct, the trip generation will be significantly higher than what has been assessed in the TS, and the parking provision is significantly lower than the potential demand. No assessment has been undertaken of this scenario.
- 4.1.5 I therefore recommend that the inconsistencies across the application documents are clarified, and either the transport strategy needs to be updated to correspond to the anticipated employment figures, or the overstated economic benefits need to be paired back to align with the transport strategy.

5. SUMMARY AND CONCLUSION

- 5.1.1 This Transport Technical Note (TN) has been prepared by Apex Transport Planning ('Apex') on behalf of Mr Andrew Scott. It has been prepared in response to planning application (planning reference: PL2025/06615) which seeks permission for four flexible B8 storage or Class E commercial business units on land at Seagry House, Upper Seagry, Wiltshire.
- 5.1.2 Apex is supportive of well-planned developments that meet local and national policy objectives and which provide safe and suitable access for all. It is on this basis that we have been asked by Mr Andrew Scott to undertake a review of the proposed transport strategy supporting the planning application.
- 5.1.3 Our review has identified the following issues:
- The proposed pedestrian crossing is substandard, and as shown, has highway safety implications.
 - There are inconsistencies between the application documents in respect of the access road layout. On this basis, it is unclear which layout is proposed and whether the updated layout has been assessed by the arboriculture consultant. Until this is clarified, it cannot be assessed whether the access road is appropriate in transport terms, or what impacts it will have on the tree root protection areas.
 - The proposed trip generation and parking strategy does not align with the statements on job creation contained within the planning statement. If the planning statement is to be believed,

there is a risk that the trip generation is significantly underestimated, and the parking provision significantly less than the potential demand.

- 5.1.4 In our view, the above amounts to a failing to demonstrate that a safe and appropriate transport strategy can be delivered. We therefore recommend to the local planning and highway authority that the planning application cannot be approved until the applicant presents solutions or provides clarity on these matters.