

**LAND ADJACENT TO GRAFTON PLACE,
EAST GRAFTON, WILTSHIRE
SITE B**

TRANSPORT STATEMENT

PREPARED FOR

MR D EADY



**KESTREL COURT
HARBOUR ROAD
PORTISHEAD
BS20 7AN
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This document and its contents have been prepared and are intended solely for information and use by Mr D Eady in relation to an application for a proposed residential development on land adjacent to Grafton Place in East Grafton, Wiltshire.

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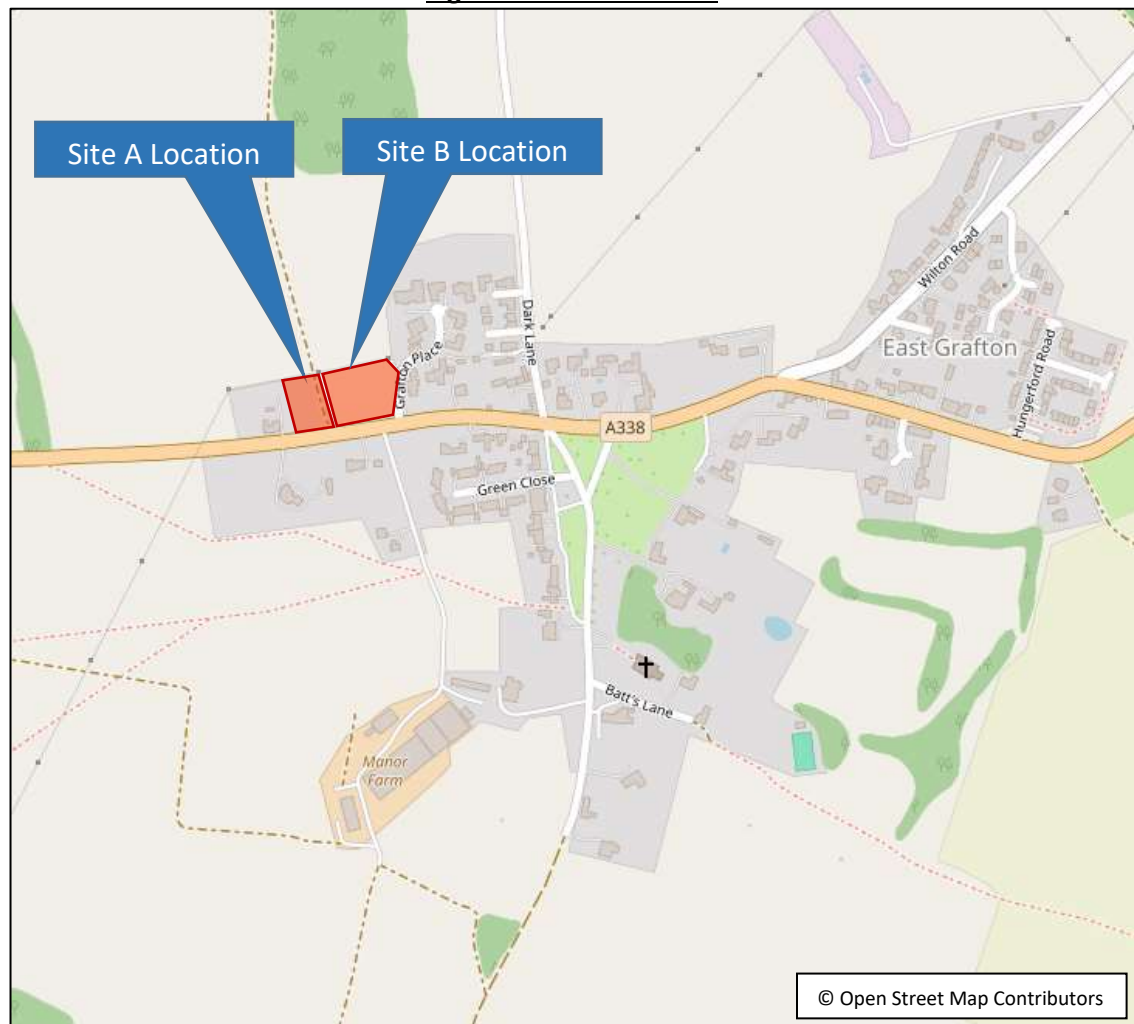
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1 INTRODUCTION

Brief

- 1.1 Condon Transport Ltd. (CT) have been instructed by Mr D Eady to prepare a Transport Statement (TS) to support a planning application for a proposed residential development. The site is located on land west of Grafton Place in East Grafton, Wiltshire, as shown in **Figure 1.1** below:

Figure 1.1: Site Location



- 1.2 This Transport Statement has been prepared in support of a planning application for the proposed development of Site B of land adjacent to Grafton Place in East Grafton, Wiltshire. However, in order to provide a more robust and holistic assessment of local transport conditions, the scope of this Statement has been extended to include the adjacent Site A as well. A separate planning application is being submitted for Site A, and a corresponding Transport Statement will be submitted on their

-
- behalf. Given the adjacent access arrangements, overlapping infrastructure, and complementary nature of the proposed developments, the inclusion of both sites within this single assessment avoids unnecessary duplication and ensures consistency in the evaluation of transport-related matters.
- 1.3 This TS has been prepared following pre-application enquiry discussions with Wiltshire Council (WC) as the local highway authority.

Report Structure

1.4 The structure of this report is summarised below:

- Section 2: Provides a summary of the pre application advice received from Wiltshire Council as the Local Highway Authority.
- Section 3: Provides a brief synopsis of relevant national, regional and local planning documents in relation to transport planning.
- Section 4: Describes the existing conditions of the transportation network surrounding the development site.
- Section 5: Outlines the relevant characteristics of the existing and proposed development site including site access, parking provision and swept path analysis.
- Section 6: Estimates the number of trips generated by the existing use and the proposed development using recognised trip rate data.
- Section 7: Assesses the impact of the development trips on the highway network.
- Section 8: Provides an assessment of the accessibility to local facilities from the site by sustainable modes of transport.
- Section 9: Presents a summary of the report and identifies the main conclusions that can be drawn from the Transport Assessment.

2 PRE-APPLICATION ENQUIRY

2.1 A pre-application consultation was undertaken with Wiltshire Council's Highway Development Control team in August 2024 (included in **Appendix A**) in respect of a proposed development of nine dwellings at East Grafton. The Council raised several transport and access-related issues which are summarised below:

- **Site Access Arrangement:** The initial proposal included three separate access points onto the A338, one being an existing agricultural access. The highway authority considered this approach inappropriate for a Class 1 road and particularly unsuitable to serve multiple dwellings. A single, cohesive point of access was recommended, with adequate width and geometry to accommodate residential traffic.
- **Pedestrian Connectivity and Safety:** The site currently fronts a grassed verge with no continuous pedestrian infrastructure. To the west, no footways exist, and to the east, pedestrian facilities are intermittent and require crossing the A338 to reach village amenities. The Council noted that a footway across the site frontage should be provided to improve pedestrian connectivity.
- **Sustainability and Accessibility:** The village has limited local facilities and no continuous footway access to bus stops, resulting in a high reliance on private car use. As such, a highway objection on sustainability grounds was considered likely unless measures to improve accessibility and promote sustainable modes of travel are incorporated.
- **Transport Impact and Detail:** Insufficient information was provided on the existing usage of the agricultural access and its future role within the development. The Council also advised that the application should include a Transport Statement to assess the development's impact across all travel modes and demonstrate compliance with sustainable development objectives.

2.2 The proposed development should therefore be revised to include a revised, safe, and suitably designed access, enhanced pedestrian connectivity, and a Transport Statement that addresses sustainability, trip generation, and access for all users.

3 PLANNING POLICY CONTEXT

- 3.1 There is an array of local, regional and national policy documentation, which outlines the planning policy framework for the proposed development site at East Grafton. These range from national planning policies, described in the 'National Planning Policy Framework' (NPPF) for example, through to more specific requirements such as in the Wiltshire Local Transport Plan.

National Policies

- 3.2 The national planning policies relevant to the transport aspects of this development are set out in the following documents:

- National Planning Policy Framework;
- Manual for Streets; and
- Manual for Streets 2.

National Planning Policy Framework

- 3.3 The NPPF was updated in December 2024. The purpose of the NPPF is to help achieve sustainable development:

- The Government expects the planning system to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- The primary objective of development management is to foster the delivery of sustainable development, not to hinder or prevent development;
- The objectives of transport policy are to facilitate economic growth by taking a positive approach to planning for development;
- A further objective of transport planning is to support reductions in greenhouse gas emissions and congestion and promote accessibility through planning for the location and mix of development;

- All developments that generate significant amounts of movement, as determined by local criteria, should be supported by a Transport Statement or Transport Assessment;
- Crucially, the NPPF states that development should not be prevented or refused on transport grounds unless the residual components of the development are severe and the need to encourage increased delivery of homes and sustainable economic development should be taken into account.
- The NPPF also recognises that rural housing development supports the local rural economy. For example, a collection of nearby villages would provide a selection of key services and facilities that could not be sustained by a single village (schools, retail, health services etc). Development in rural villages creates a critical mass between the villages to sustain and grow these services. Should these services close, all residents of the collective villages would have to travel further afield to use replacement services in larger settlements.

Manual for Streets

3.4 Manual for Streets (MfS) supersedes Design Bulletin 32 and its companion guide, Places, Streets and Movement. MfS was produced by the DfT in 2007. Its objectives are to promote:

- Creative thinking in the delivery of streets to create high quality places;
- Designs which place a high priority on the needs of pedestrians, cyclists and public transport users and not just motor vehicles, so that growth in these modes of transport are encouraged;
- Creation of streets that help build communities and meet the needs of all users;
- Creation of streets that are attractive with a distinct identity whilst forming part of a well-connected network; and
- Creation of streets that are cost-effective in construction and maintenance, and safe.

3.5 MfS discourages the building of streets that are:

- Primarily designed to meet the needs of motor traffic;
- Unsafe and unwelcoming to pedestrians and difficult to serve by public transport; and
- Bland, unattractive, and poorly designed and constructed.

Manual for Streets 2

- 3.6 Manual for Streets 2 was published in September 2010. The new document incorporates more recent guidance on car parking, Road Safety Audits and street management as well as reinforcing the messages within MfS. In particular MfS 2:
- Confirms that the document can be applied to many streets in urban and rural settings beyond exclusively residential areas;
 - Addresses concerns regarding HGV and bus breaking distances; and
 - Provides comfort regarding concerns of litigation.

Regional and Local Policies

Wiltshire Local Transport Plan 4

- 3.7 Wiltshire Council's transport policies for East Grafton are guided by the Wiltshire Local Transport Plan 4 (LTP4), which outlines strategic objectives up to 2038. LTP4 adopts a place-based approach, addressing the unique transport needs of principal settlements, market towns, and rural communities like East Grafton.
- 3.8 **Active Travel and Sustainable Mobility:** Wiltshire Council is developing Local Cycling and Walking Infrastructure Plans (LCWIPs) for towns and villages including East Grafton. These plans aim to enhance cycling and walking infrastructure, promoting healthier lifestyles and reducing reliance on cars.
- 3.9 **Public Transport Enhancements:** The council is committed to improving public transport services, including the development of a Bus Service Improvement Plan. This plan focuses on delivering a high-quality, lower fare, higher frequency, and greener public transport network, benefiting rural settlements like East Grafton.
- 3.10 These policies collectively aim to create a more efficient, sustainable, and inclusive transport network in rural settlements like East Grafton, aligning with broader goals of decarbonisation, health, and economic development.

Wiltshire Local Plan (2006-2028)

- 3.11 The Wiltshire Local Plan, supported by the Wiltshire Local Transport Plan (LTP3) 2011–2026 and updated through the emerging LTP4, sets out a strategic approach to transport across the county.

The core focus is on supporting sustainable development, improving accessibility, and reducing the environmental impact of travel.

3.12 Promoting Sustainable Travel: The Local Plan prioritises the promotion of walking, cycling and the use of public transport over car-based travel. This includes:

- Delivering Local Cycling and Walking Infrastructure Plans (LCWIPs) for towns and villages including East Grafton.
- Enhancing safe and direct routes for pedestrians and cyclists.
- Encouraging active travel through well-integrated neighbourhood design.

3.13 Improving Public Transport: The plan aims to improve the quality, coverage and frequency of bus and rail services across Wiltshire. This supports:

- Reduced car dependency, particularly for longer journeys.
- Enhanced access to jobs, education, healthcare and services.
- Greater connectivity between rural towns like East Grafton and larger regional centres.

3.14 Supporting Infrastructure for New Development: Transport infrastructure must be planned alongside housing and employment growth. Key policies include:

- Ensuring new developments are well-connected to the existing road and transport networks.
- Requiring Travel Plans and mitigation measures to manage traffic impact.
- Designing layouts that favour sustainable modes of transport.

3.15 Managing Travel Demand and Parking: To discourage excessive car use, the plan promotes:

- Efficient parking strategies, including maximum parking standards in key locations.
- Measures such as car clubs, electric vehicle charging points and shared transport schemes.

3.16 Environmental Sustainability: Transport policies contribute to Wiltshire's carbon reduction goals by:

- Encouraging low and zero-emission transport (e.g. electric vehicles, cycling).
- Reducing congestion and air pollution.

- Supporting the integration of green infrastructure and biodiversity enhancements in transport schemes.
- 3.17 These transport policies ensure that growth in towns such as East Grafton is underpinned by a safe, accessible and low-carbon transport network, helping to create healthier, more connected communities.

Local Cycling and Walking Infrastructure Plan

- 3.18 Wiltshire Council's LCWIP identifies a strategic walking and cycling corridor along the A338, linking Hungerford to Burbage via East Grafton. This corridor is referred to as Route HUN1 in the LCWIP and forms part of the countywide inter-urban active travel network.
- 3.19 East Grafton is located on this proposed route and is therefore identified as a key village within the network, offering potential for enhanced walking and cycling connectivity. The LCWIP highlights the strategic value of this corridor in improving sustainable access between rural communities and larger service centres, as well as to rail services such as those available at Great Bedwyn station.
- 3.20 Although specific design proposals are not included for East Grafton at this stage, the LCWIP suggests that infrastructure improvements along such corridors may include measures such as:
- Widening or upgrading existing footways to accommodate shared pedestrian and cycle use;
 - Provision of new or improved pedestrian and cycle crossings;
 - Localised traffic calming to improve safety through villages;
 - Wayfinding signage and surfacing upgrades along key sections.
- 3.21 The identification of East Grafton within the LCWIP as part of a priority corridor reinforces the suitability of the village for accommodating small-scale development that supports active travel.

Grafton Parish Neighbourhood Plan (2025–2040)

- 3.22 The emerging Grafton Parish Neighbourhood Plan (2025–2040) is currently at an advanced stage of preparation, having undergone public consultation and community engagement. The Plan sets out a locally driven vision for the parish, and once adopted, it will form part of the statutory development plan for decision-making within Grafton Parish.
- 3.23 The Neighbourhood Plan includes a clear commitment to promoting sustainable travel and reducing

dependency on the private car. In particular, Policy 5: Sustainable Transport supports the delivery of enhanced pedestrian and cycle infrastructure to connect the parish settlements and improve access to nearby public transport.

3.24 Key measures proposed under Policy 5 include:

- The creation of the Grafton Green Lanes: a safe, segregated cycleway connecting East Grafton, West Grafton, Marten, and Wilton, with onward connections to Bedwyn railway station.
- Upgrades to the existing network of public rights of way, including improvements to safety, connectivity between villages, and the removal of 'dead ends'.
- General support for active travel, with the intention of enabling safe movement within and around the parish without the need to rely on a private vehicle.

3.25 These proposals are supported by the findings of a parish-wide community survey, which identified high levels of local use of footpaths and widespread interest in safer, non-motorised connections between settlements.

3.26 In line with the Wiltshire Local Plan Review (2023), the Neighbourhood Plan promotes walking and cycling for shorter journeys and encourages future developments to prioritise sustainable travel choices. Accordingly, small-scale residential development within East Grafton, such as the proposed scheme, is well-aligned with emerging policy objectives to reduce car dependency and encourage more sustainable movement patterns.

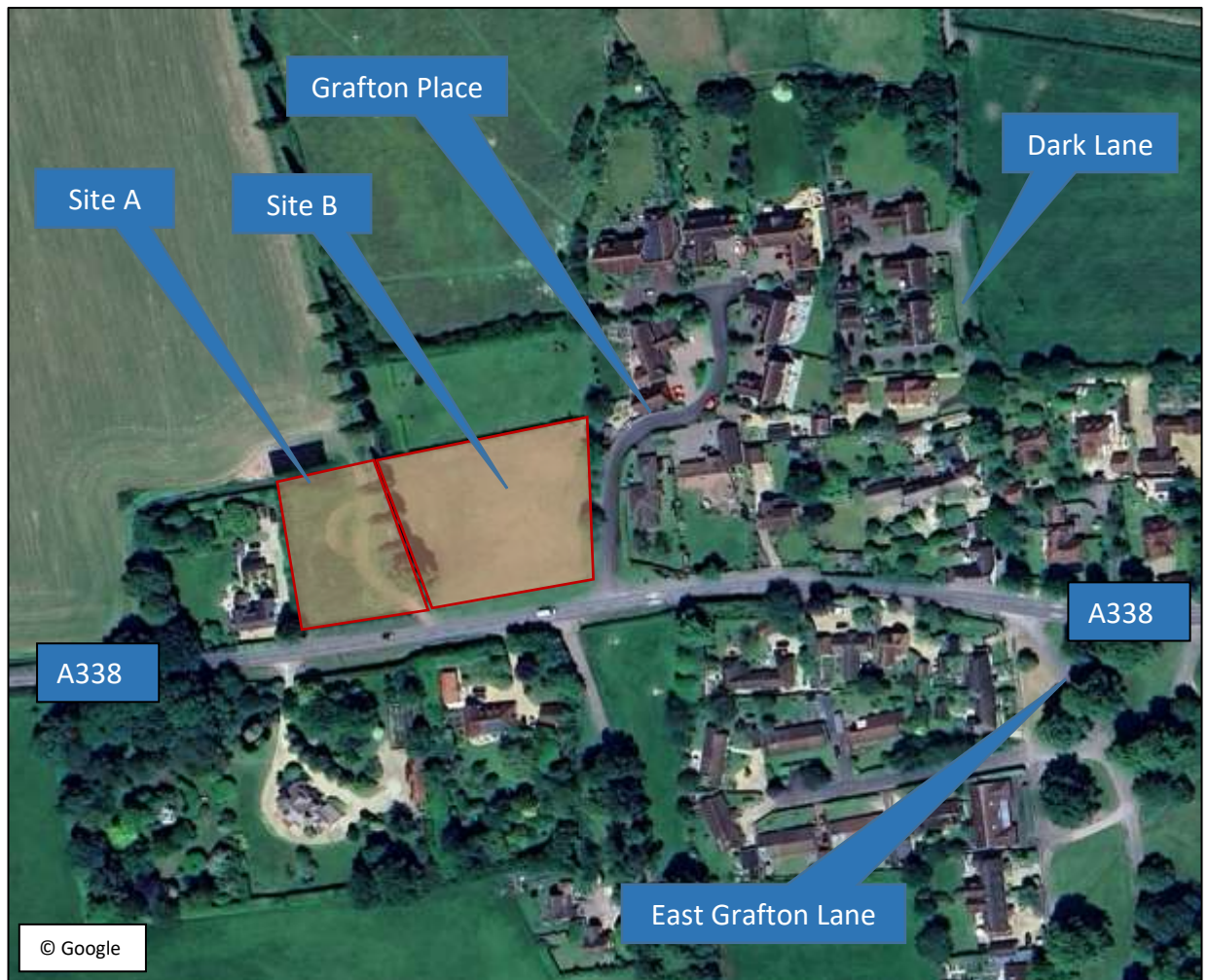
4 EXISTING CONDITIONS

- 4.1 The location of the site in relation to the local transport network is described in this section. The local transport network includes facilities provided for cars, buses, cyclists and pedestrians.

Local Road Network

- 4.2 As shown in **Figure 4.1**, the site is located to the west of East Grafton to the north of the A338.

Figure 4.1: Site Location in Local Context



- 4.3 Grafton Place is a cul-de-sac that serves nine dwellings. It is subject to a 30mph speed limit and benefits from street lighting. There is a single footway on the eastern side of Grafton Place. It connects with the A338 at a simple priority T-junction.
- 4.4 The A338 is the main road through East Grafton. Through the village, the A338 is subject to a 30mph speed limit and benefits from street lighting. Adjacent to the site, the A338 is circa 6.0m. Within the village, the carriageway narrows to less than 5.0m. There are warning signs that on-coming vehicles could be in the middle of the road.
- 4.5 Both the A338 and Grafton Place are adopted highway as shown in **Figure 4.2:**

Figure 4.2: Extents of Adopted Highway



- 4.6 Beyond East Grafton, the A338 connects to Hungerford, some 11km to the northeast of the site. To the west, the A338 connects to the village of Burbage, around 2.3km from the site.

Traffic Collision Analysis

- 4.7 A review has been undertaken of www.crashmap.co.uk to identify any traffic collision patterns or concerns near the site. The review indicated that two injury collisions were recorded on the adjacent roads in the past five-year period, shown in **Figure 4.3** with the full reports in **Appendix B**

Figure 4.3: Extract of Crashmap Collision Locations



Note: Location markers show indicative location of collisions.

Crash Reference: 2023545832823

- 4.8 This traffic collision occurred on the A338 around 1.0km west of the site. It involved two cars that side-swiped each other. It resulted in a slight injury to one of the drivers.

Crash Reference: 2022548593422

- 4.9 This traffic collision occurred on the A338 around 1.0km west of the site. It involved two cars that collided head-on with each other. It resulted in a slight injury to one of the drivers.

Summary

- 4.10 No recorded collisions have occurred in the immediate vicinity of the site access, nor have any been recorded along the A338 within the village of East Grafton.

- 4.11 Two collisions were recorded on the A338 approximately 1.0km west of the site. Neither incident involved vulnerable road users such as pedestrians or cyclists. Both resulted in slight injuries to the drivers of the vehicles involved.
- 4.12 Based on this evidence, the highway adjacent to the site has a good safety record, and there are no identifiable areas of concern.

Existing Traffic Conditions

- 4.13 An Automatic Traffic Count (ATC) was installed on A338 in the vicinity of the site access. The ATC was undertaken between Monday 19th May through to Sunday 25th May. The weather during the survey period was mostly mild and dry. There are no recorded road works within the vicinity of the traffic survey.
- 4.14 The results are attached as **Appendix C** of this report and the weekday average flows (which are generally greater than seven-day flows) are summarised in **Table 4.1** below:

Table 4.1: A338 Surveyed Weekday Traffic Volumes

Road	Time Period	Eastbound (5-day Average)	Westbound (5-day Average)	Two-Way (5-day Average)
A338	AM Peak	148	116	264
	PM Peak	107	133	239
	24-Hours	1,492	1,441	2,934

- 4.15 The recorded flows indicate that the A338 experiences modest levels of traffic during both peak periods and across the full day, reflecting the rural context of the site.

Existing Agricultural Access

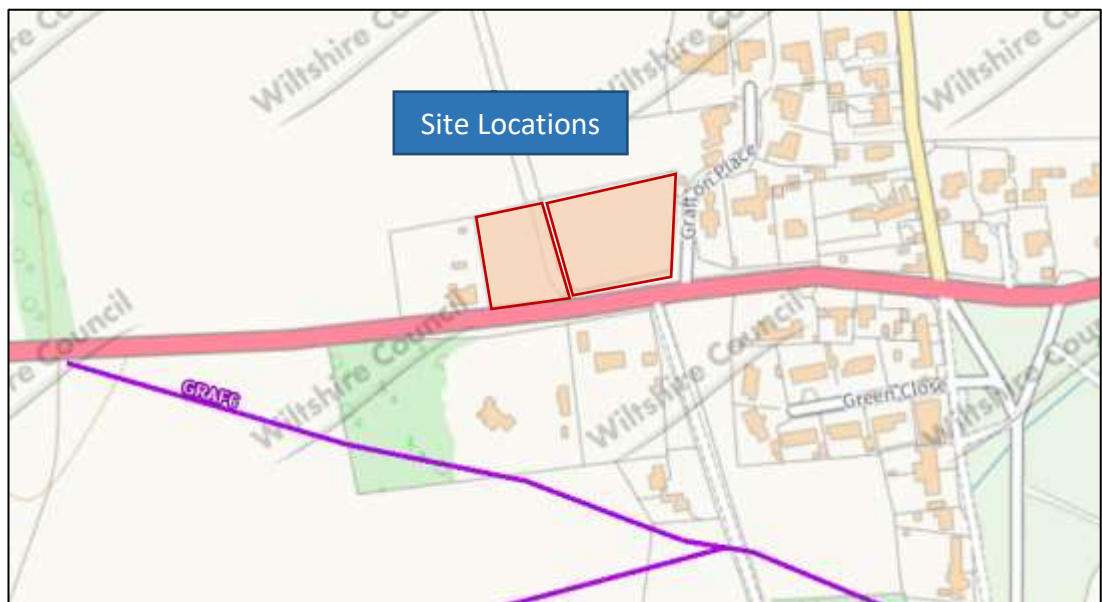
- 4.16 The existing field access onto the A338 serves agricultural land that appears to be in arable use. Based on typical farming practices, such an access would be used infrequently, primarily during key periods in the agricultural calendar—such as cultivation, sowing, spraying, and harvesting. This typically results in limited seasonal vehicle movements, often comprising tractors, trailers, or other farm machinery accessing the field a few times per month, with activity concentrated in the spring and late summer/autumn.

Pedestrians and Cyclists

- 4.17 As previously noted, a footway is provided on the eastern side of Grafton Place. This connects with an existing footway on the northern side of the A338. This transitions to the southern side of the

- A338, around 70m east of Grafton Place. The southern footway continues as far as East Grafton Lane. From here, the footway transitions back to the northern side of the A338, to the east of Dark Lane. The footway continues, uninterrupted, through the village to Wilton Road.
- 4.18 A review of Wiltshire Council's online Public Rights of Way (PRoW) map confirms that no public footpaths or bridleways cross the application site, as illustrated in **Figure 4.4**. However, public footpath GRAF6 is located to the south of the A338. This public footpath is not impacted by the proposed developments.

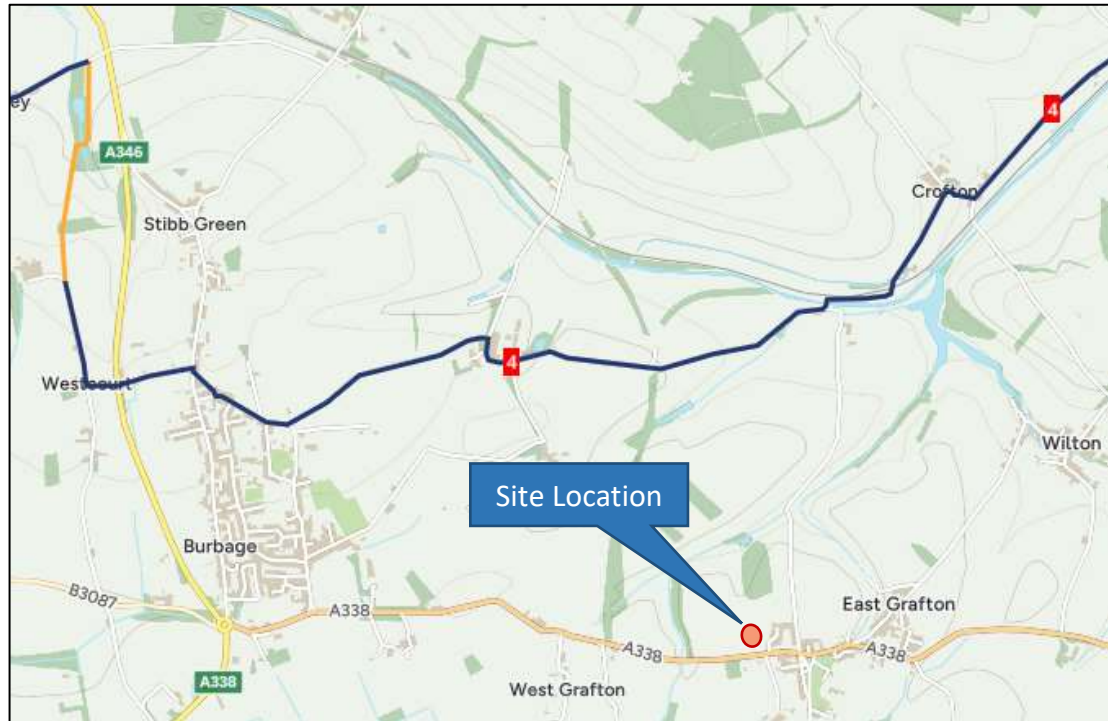
Figure 4.4: Extract of WC's Public Rights of Way Map



Cycle Routes

- 4.19 A review of the Sustrans Cycle Route map indicates that there are no National Cycle Routes (NCR) within the vicinity of the site. The nearest NCR is No.4 which passes to the north of East Grafton as shown in **Figure 4.5**.
- 4.20 NCR 4 is a long-distance route from London to Fishguard. Within the Wiltshire area, it provides links to the nearby market towns of Hungerford and Pewsey, whilst passing through Burbage. Access to NCR4 can be made via Dark Lane.

Figure 4.5: Extract of Sustrans NCN Map



Bus Provision

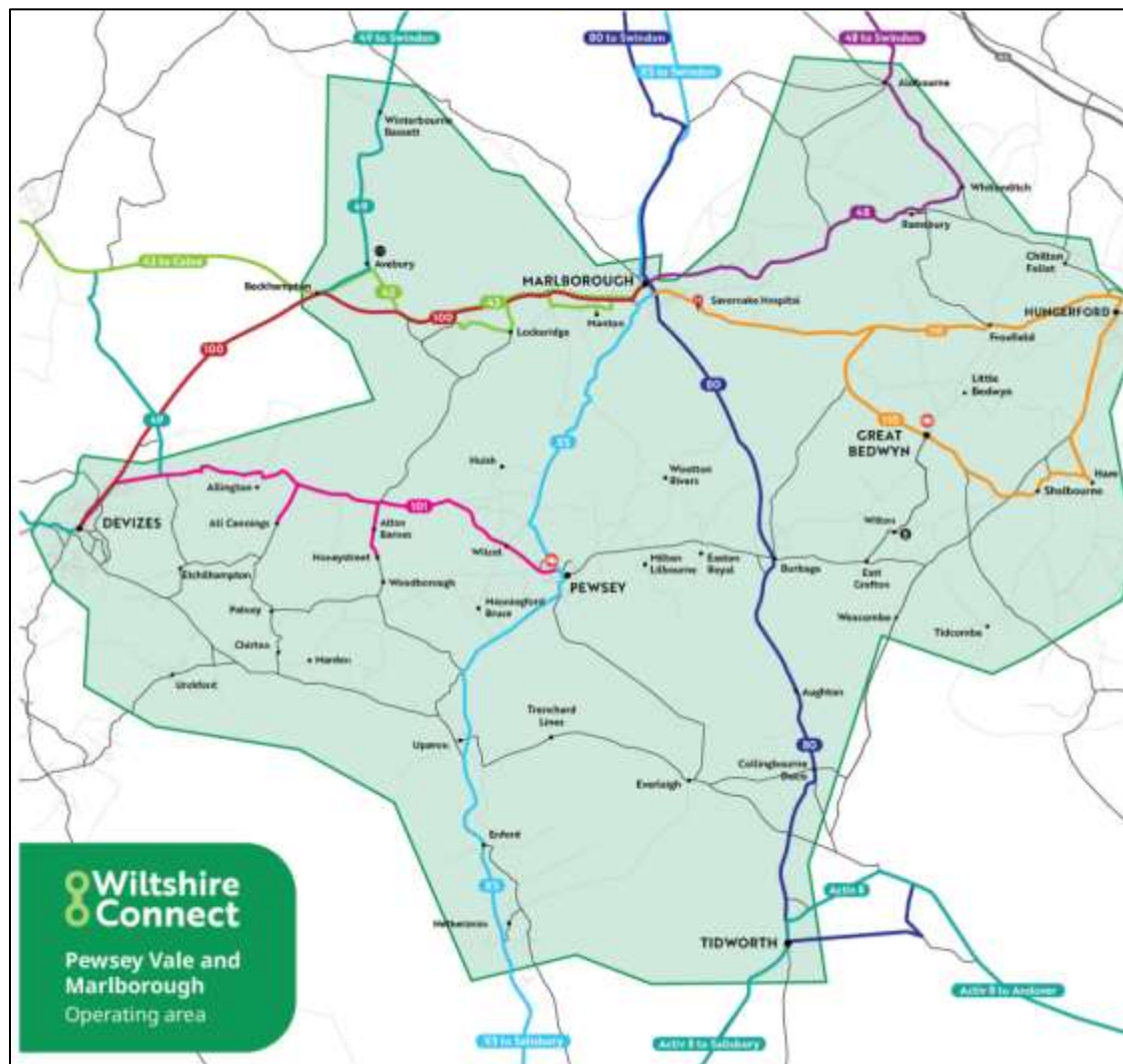
- 4.21 The nearest bus stops are located on A338 at The Green, some 230m to the east of the site access. At present, there is a flag and pole on the northern side of the carriageway. This flag and pole indicate the bus stops for both directions. The bus stop locations are shown in **Figure 4.6**.

Figure 4.6: Existing Bus Stop Location



- 4.22 The Green bus stops are served by the No.211 bus service operated by Salisbury Reds. It provides a one per week bus service, on Wednesday, between East Grafton and Marlborough.
- 4.23 In addition to the timetabled bus services, a demand responsive bus service is available via Wiltshire Connect. This offers flexible, app-or-phone-bookable minibuses through the Pewsey Vale, including stops in East Grafton. Services run Mon–Fri (6 am–8 pm) and Saturdays (8 am–7:30 pm), with wheelchair-accessible vehicles available. The area covered is shown in **Figure 4.7:**

Figure 4.7: Wiltshire Connect Operating Area



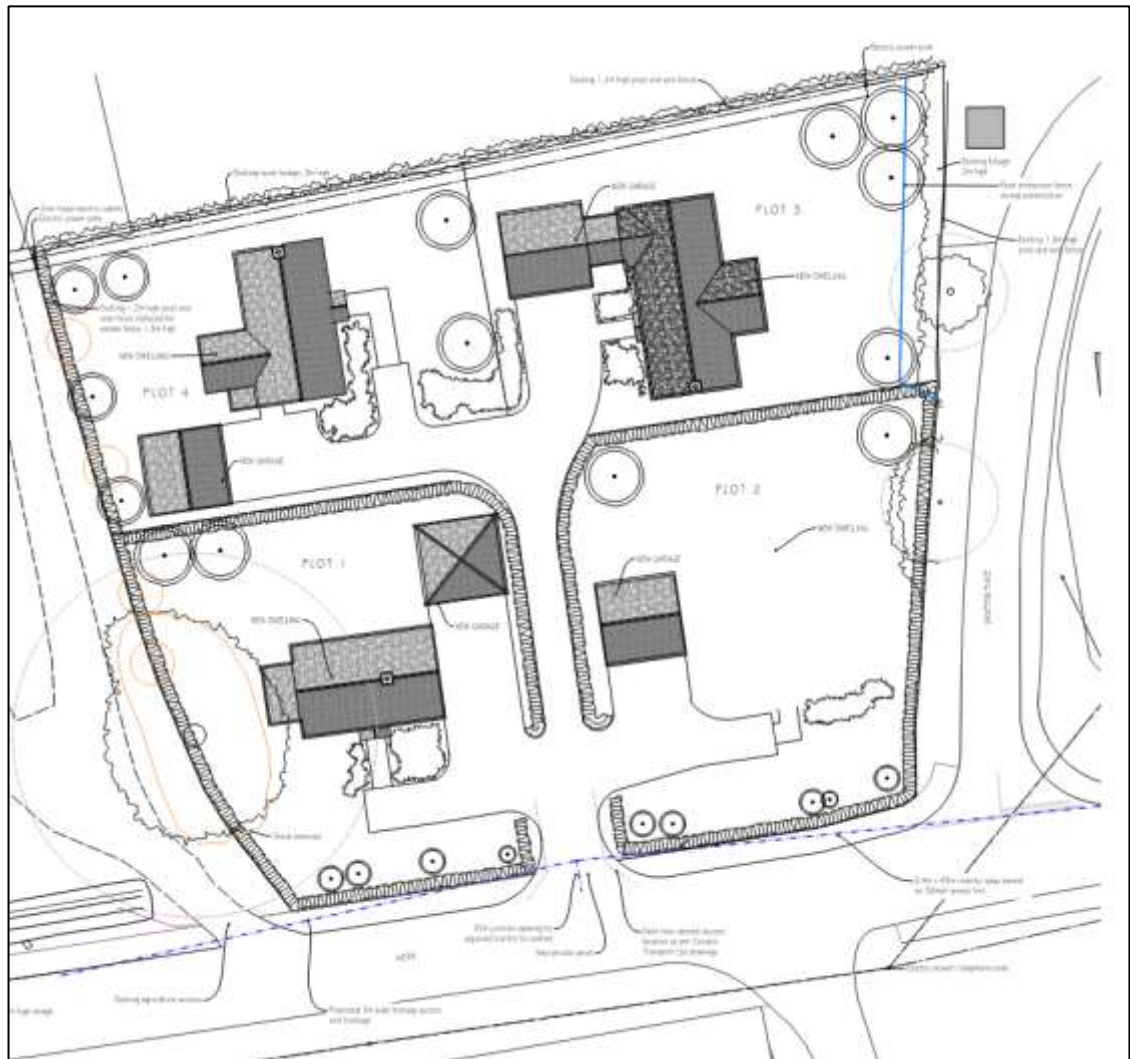
- 4.24 Whilst timetabled bus services through East Grafton are limited, the Wiltshire Connect demand-responsive service offers a genuine public transport option for commuting, education, retail, and leisure purposes for existing and future residents of East Grafton.

5 PROPOSED DEVELOPMENT

Development Proposals

- 5.1 The development for Site B comprises four detached 4-bedroom dwellings. The full development plans are provided as part of the application documents with an extract the block plan shown in **Figure 5.1**.

Figure 5.1: Proposed Development



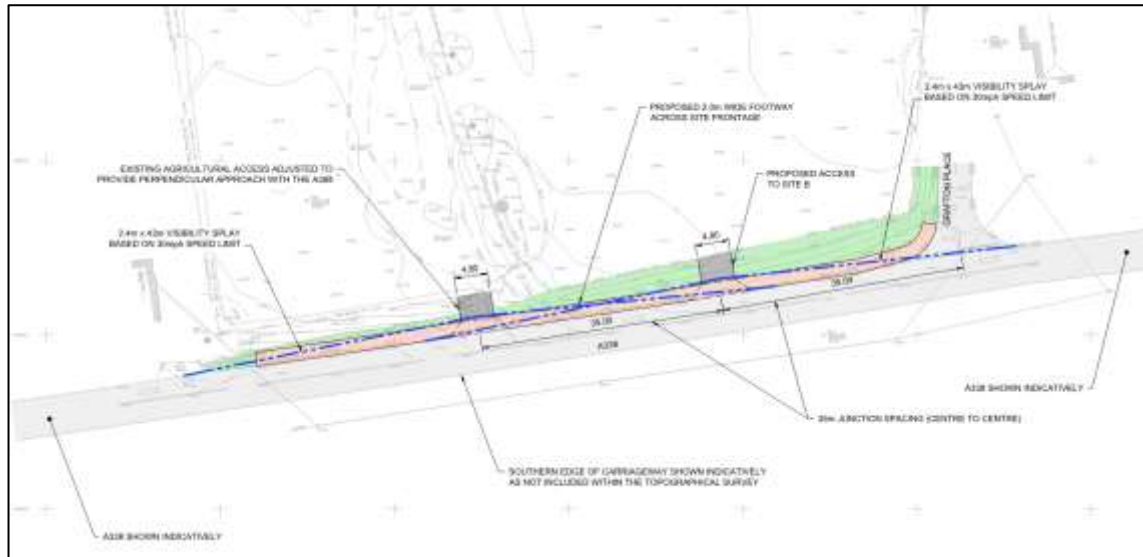
Vehicle Access

- 5.2 Access to the site will be a proposed access from the A338 as shown in **Figure 5.1**. The proposed access will take the form of a vehicle crossover, as shown on drawing 25001-001 in **Appendix D**, with an extract provided in **Figure 5.2**. The access will comprise a 4.8m-wide shared surface, enabling two-

way vehicle movements. Visibility splays of 2.4m x 43m will be provided, in accordance with the 30mph speed limit on the A338.

- 5.3 The internal access road is intended to remain private.

Figure 5.2: Proposed Access Arrangement



Adjacent Site Access

- 5.4 Although not part of this application, the proposed access to the adjacent site is shown on the access plans for completeness. This access will also take the form of a vehicle crossover with the same geometry and visibility splays as the access proposed for the application site.
- 5.5 The proposed junctions, along with the existing Grafton Place junction, are spaced at approximately 35-metre intervals. Although this is relatively close, Manual for Streets adopts a context-led approach to junction design and does not prescribe fixed minimum spacing distances. A Stage 1 Road Safety Audit has been undertaken for the proposed access arrangements and did not raise any concerns in relation to junction spacing. A summary of the Road Safety Audit and Designer's Response is provided later in this report.

Pedestrian Access

- 5.6 As noted above, the proposed access will take the form of a shared surface. However, at the request of the highway authority, a 2.0-metre-wide footway is proposed along the site frontage to provide a continuous pedestrian link between the development and the existing footway at Grafton Place.

Parking

- 5.7 Car parking will be provided in line with WC's Parking Standards as set out Wiltshire Local Plan – Car Parking Strategy (CPS) for new developments. Based on Table 7.1 of the CPS the following minimum allocated parking provision will be provided:
- 1-bed property = 1 space
 - 2-to 3-bed property = 2 spaces
 - 4+-bed property = 3 spaces
 - Visitor Parking = 0.2 spaces per dwelling (unallocated)
- 5.8 In addition,
- cycle parking is required on the basis of 1 cycle per bedroom; and
 - motorcycle parking will be provided at a ratio of 1 space for every 5 dwellings.
- 5.9 Garages, where provided, will have minimum internal dimensions of 6.0m x 3.0m for a single garage and 6.0m x 6.0m for a double garage.
- 5.10 Electric Vehicle charging points will be provided for all dwellings with on plot parking.

Swept Path Analysis

- 5.11 Swept Path Analysis (SPA) has been undertaken of the proposed layout for two design vehicle:
- A 4.6t panel (to represent a delivery vehicle), and
 - A long wheelbase fire tender.
- 5.12 The SPA is included in **Appendix E** and demonstrates that the design vehicles can access each unit and turn within the site.

Waste and Recycling Collection

- 5.13 Waste and recycling collection will be made from the A338 roadside. Residents will be informed that waste and recycling boxes need to be located on the roadside for collection in alignment with Wiltshire's collection policies.

Road Safety Audit

- 5.14 A Stage 1 Road Safety Audit (RSA) has been undertaken by J Bartlett Consulting Ltd. The RSA is included in **Appendix F**. The RSA was carried out to consider the proposed site accesses for both Site A and Site B and the proposed footway arrangements based on Drawing 25001-001 Revision -. The RSA raised two concerns:

Problem 1

- 5.15 **Location:** Western Site Access (Site A).
- 5.16 **Summary:** Visibility to the right (west) is restricted by the existing embankment.
- 5.17 **Recommendation:** As part of the detailed design of the access ensure that the embankment is regraded to maintain the visibility envelop for the access.
- 5.18 **Designer's Response:** Agreed. This will be addressed at detailed design.

Problem 2

- 5.19 **Location:** Grafton Place Junction.
- 5.20 **Summary:** Lack of Pedestrian Crossing Facilities.
- 5.21 **Recommendation:** Appropriate dropped crossing facilities with associated tactile paving should be provided for the Grafton Place bellmouth.
- 5.22 **Designer's Response:** Agreed. This will be addressed at detailed design.

Issues Outside of the Scope of this Audit and Other Observations

- 5.23 **Observation:** The audit team note that the carriageway condition through the area is deteriorating and may benefit from maintenance attention.
- 5.24 **Designer's Response:** Noted. Whilst highway maintenance can not be offered or secured as part of planning applications / permissions, the issue is highlighted to the local highway authority via this Transport Statement.

6 TRIP GENERATION AND DISTRIBUTION

Proposed Residential Trip Rates and Generation

- 6.1 Vehicle trip rates for the proposed residential development have been taken from the TRICS 7.11.4 database. The assessment assumes that the proposed development will comprise mixed private / affordable housing.
- 6.2 The assessment considers the trip generation individually for each site and cumulatively.
- 6.3 The TRICS database was examined for private houses residential sites within Great Britain, but excluding Greater London, with the number of units ranging from 1 to 30 units. The date range was set to only include weekday surveys post 1st January 2016 for sites in a suburban area, edge of town, or neighbourhood centre. Only sites with an active Travel Plan have been selected.
- 6.4 The population within one mile was limited to 15,000 and within five miles to 50,000 people.
- 6.5 The TRICS assessment identified three sites which are considered to be an appropriate equivalent to the East Grafton development proposals and have therefore been used in assessing the likely post development traffic flows.
- 6.6 The average vehicle trip rates generated from the above are identified in **Table 6.1** below with the TRICS output being attached as **Appendix G**.

Table 6.1: Residential Vehicle Trip Rates and Generation

	Morning Peak Hour (08:00 – 09:00)		Evening Peak Hour (17:00 – 18:00)		12 Hours 07:00 – 19:00
	Arrivals	Deps	Arrivals	Deps	Two-Way
Trip Rate per Dwelling	0.298	0.439	0.439	0.263	5.123
Site A: 1 Dwelling	0.298	0.439	0.439	0.263	5.123
Site B: 4 Dwellings	1.192	1.756	1.756	1.052	20.492
Total: 5 Dwellings (Rounded Up)	2	3	3	2	26

- 6.7 **Table 6.1** demonstrates that the proposed Site B would generate less than three two-way trips in the peak hour and just over 20 two-way trips per day.

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- 6.8 Cumulatively, the five proposed dwellings would generate five two-way vehicle trips in the AM and PM peak hours and 26 two-way trips across the day.
- 6.9 This level of trip generation is negligible and as such, no off-site traffic impact assessments should reasonably be required as part of this proposed development.

7 SUSTAINABLE TRANSPORT OPPORTUNITIES

Introduction

- 7.1 Although East Grafton is a rural settlement, it benefits from a range of transport options and community infrastructure that help reduce reliance on the private car. These opportunities are particularly relevant in the context of a small residential development of up to five dwellings.

Demand-Responsive Bus Services

- 7.2 East Grafton is served by the Wiltshire Connect demand-responsive transport (DRT) service (formerly Connect2Wiltshire), which provides pre-bookable minibus journeys to nearby towns including Marlborough, Pewsey, and Hungerford.
- 7.3 This service operates Monday to Saturday and is designed to support a range of journey purposes including commuting, education, shopping, and leisure. The flexibility and geographic coverage of the service offer a realistic alternative to private car use for residents without access to conventional timetabled services.

Scheduled Public Transport

- 7.4 In addition to DRT, a limited Wiltshire Connect fixed-route service (Route 211) operates between Hungerford and Marlborough, with scheduled stops in East Grafton.
- 7.5 This provides access to essential services, shops, and wider public transport connections, particularly during daytime hours.

Active Travel and Public Rights of Way

- 7.6 East Grafton is surrounded by an established network of Public Rights of Way, which are regularly used by residents for walking and recreation.
- 7.7 The Grafton Parish Neighbourhood Plan (2025–2040) includes proposals to upgrade and expand these routes to create safer, more connected walking and cycling links between East and West Grafton, Marten, and Wilton, as well as improved connections to bus stops and community facilities.
- 7.8 The parish also lies in proximity to Sustrans National Cycle Route 4, providing potential for longer-distance cycling.

Local Amenities and Community Infrastructure

7.9 East Grafton offers several local facilities that help meet day-to-day needs and reduce the frequency of car-based travel. These include:

- The Coronation Hall and village green.
- Sunflowers Nursery at Grafton.
- Occasional mobile services, such as mobile library.

7.10 These facilities are accessible by foot or cycle from most parts of the village and promote sustainable patterns of local travel.

Policy Support

7.11 The principle of rural sustainable development is supported by both national and local planning policy:

- Paragraph 83 of the National Planning Policy Framework (NPPF) recognises that development in one village may support services in a nearby settlement.
- The Wiltshire Local Transport Plan and Local Cycling and Walking Infrastructure Plan (LCWIP) encourage rural mobility improvements, particularly through investment in demand-responsive services and active travel infrastructure.

Summary

7.12 In summary, while private car ownership is likely in a rural context, the range of transport options available in East Grafton—particularly the flexible Wiltshire Connect services, access to local amenities, and existing and proposed active travel infrastructure—means that a small residential development of up to five dwellings would not be wholly car-dependent. These measures support sustainable travel choices and are consistent with both local and national policy objectives.

8 SUMMARY AND CONCLUSIONS

Summary

- 8.1 This Transport Statement has been prepared by Condon Transport Ltd. on behalf Mr D Eady to support a planning application for the proposed development of four dwellings (Site B) on land adjacent to Grafton Place in East Grafton, Wiltshire. The report has also considered access arrangements for a neighbouring site (Site A), which is subject to a separate application but shares infrastructure and transport considerations.
- 8.2 The key findings and conclusions are as follows:
- **Site Access:** A proposed vehicular access from the A338. The access will be constructed as a 4.8-metre-wide shared surface crossover and will provide suitable visibility splays of 2.4m x 43m in accordance with the 30mph speed limit on the A338. A Stage 1 Road Safety Audit has been undertaken and did not raise any issues relating to the proposed access arrangements or the proximity of junctions.
 - **Junction Spacing:** The proposed new access junctions and the existing Grafton Place junction are spaced approximately 35 metres apart. While relatively close, this is considered acceptable in the local context and in light of Manual for Streets guidance, which encourages a context-led approach. The Road Safety Audit raised no concerns in this regard.
 - **Traffic Impact:** Trip generation forecasts prepared using the TRICS database indicate that the proposed development (Site A) will generate negligible vehicle movements—around three two-way trips during peak hours and around 20 daily trips. Cumulatively, both sites (up to five dwellings) would generate approximately 26 two-way trips per day. This is not considered to have any material impact on the operation or safety of the local highway network.
 - **Parking and Servicing:** On-site parking will be provided in line with Wiltshire Council's Car Parking Strategy, including provision for cycles, motorcycles, and electric vehicle charging where appropriate.

- **Sustainable Transport Opportunities:** While East Grafton is a rural settlement, it benefits from a range of sustainable transport options, including:
 - The Wiltshire Connect demand-responsive bus service offering flexible, bookable connections to Marlborough, Pewsey, and Hungerford;
 - Limited fixed-route bus services (Route 211);
 - A local network of Public Rights of Way and proximity to National Cycle Route 4;
- **Policy Alignment:** The development aligns with national policy set out in the NPPF and local policy objectives in the Wiltshire Local Transport Plan and the emerging Grafton Parish Neighbourhood Plan. These policies support small-scale rural development and promote active and sustainable travel choices.

Conclusion

- 8.3 The proposed development represents a small-scale, sustainable form of growth that is appropriately integrated into the local highway and transport context. The development can be safely accessed, generates minimal traffic impact, and is supported by a range of sustainable transport options. As such, there are no highways or transport-related reasons why planning permission should not be granted.

APPENDICES

APPENDIX A

Pre-Application Response

Highway Development Control Consultation Response

Pre-application Ref: ENQ/2024/01201

Site Address: Land in East Grafton, East Grafton, Marlborough, SN8 3DB

Proposal: Erection of 9 No. dwellings with associated access, parking, landscaping and private amenity space.

Date of Consultation Response: 29th August 2024

I refer to the above pre-application submission received on 21st August 2024 which seeks an opinion on a proposal for the erection of nine dwellings.

East Grafton is designated as a small village in the settlement strategy within the Core Strategy where there is a presumption against development unless it (amongst other criteria) meets a housing need and does not elongate the village.

The site sits between existing residential development where there is an existing field access from the A338. The existing access is described in the supporting letter as providing access to agricultural land, but there is no detail of the level of use of the access to determine its suitability as a shared access with the proposed residential development.

The proposed site plan indicates the development would be served by three separate points of access directly from the A338, one being the existing agricultural access to serve a single dwelling. A new access is proposed to the west of the existing access to serve two detached dwellings, with a further access to the east of the existing agricultural access to serve 6 detached dwellings.

The existing frontage of the site is currently a grassed verge, and to the west there are no pedestrian facilities and serves only one property before it marks the end of the village limits, where the speed limit also changes to 50mph.

To the east of the site frontage, there is the cul-de-sac of Grafton Place which has the benefit of a footway on its eastern side which provides some pedestrian access to the village facilities to the east, although there is no continuous footway provision to both sides of the A338, which therefore requires pedestrians to cross the main carriageway to use the dedicated footways.

There are limited facilities within the village, and therefore there would be a reliance on the private car for transport needs, particularly as there are no continuous footways to access the bus stops to the east of the village.

I would therefore advise that a highway objection on sustainability grounds would be likely.

With regard to the proposed layout of the site, I consider that the number of accesses proposed is inappropriate for the Class 1 road, and, in particular, the access indicated to serve the 6 dwellings would not be of a form that would be suitable to serve that number of dwellings, in terms of width and geometry. A more cohesive scheme which provides for a single point of access with provision for a footway across the site frontage to provide some connectivity to the main part of the village and its services would be required.

Having regard to the above, I do not consider that sufficient detail of the use of the existing agricultural access has been submitted to understand the traffic generation of the existing access, and also its future retained use.

Furthermore, the layout of the proposed development is not considered to be of a form that provides a safe and cohesive arrangement to serve as access to the level of development proposed.

I would also advise that the application has not demonstrated how the development is considered to satisfy the requirements of sustainable development, in terms of transport and accessibility for all modes of travel, and any subsequent submission will need to provide a Transport Statement in this respect.

If you have any queries regarding the above advice, please contact Amanda Hall on 01225 713323, amanda.hall@wiltshire.gov.uk

APPENDIX B

Crashmap Collision Data



Validated Data

Crash Date: Monday, August 15, 2022

Time of Crash: 09:41:00

Crash Reference: 2022548593422

Highest Injury Severity: Slight

Road Number: A338

Casualties: 3

Highway Authority: Wiltshire

Vehicles: 2

Local Authority: Wiltshire

OS Grid Reference: 424297 160783

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

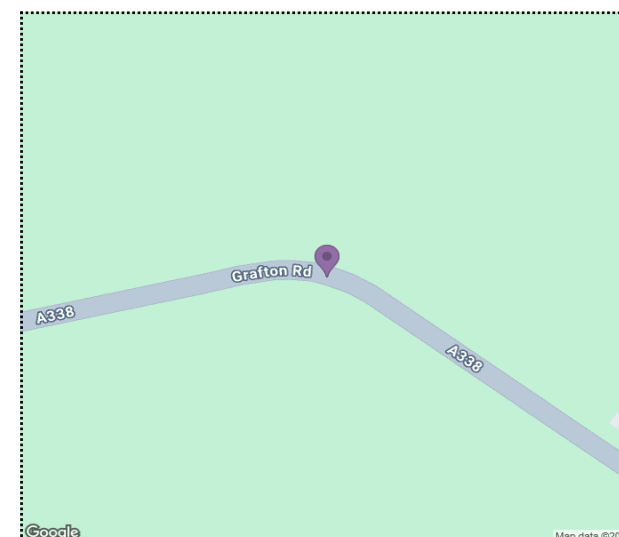
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Unknown



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Monday, August 15, 2022

Time of Crash: 09:41:00

Crash Reference: 2022548593422

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	15	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	11	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other

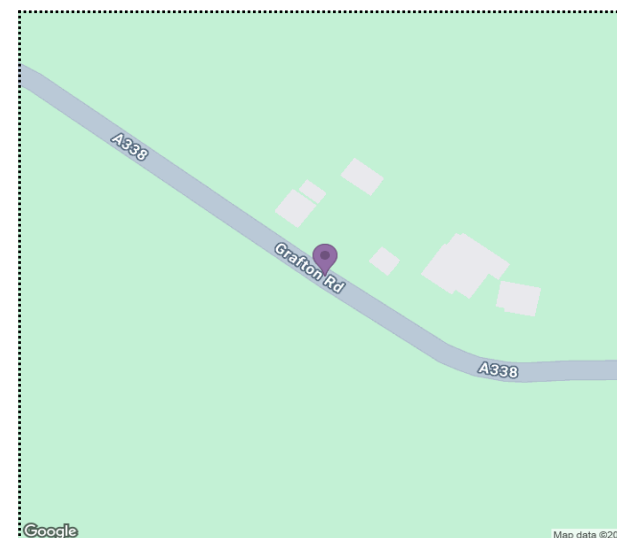
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Sunday, June 4, 2023	Time of Crash:	14:51:00	Crash Reference:	2023545832823
Highest Injury Severity:	Slight	Road Number:	A338	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	424427 160695
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Sunday, June 4, 2023

Time of Crash: 14:51:00

Crash Reference: 2023545832823

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	9	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	9	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

APPENDIX C

Automatic Traffic Count Results

East Grafton ATC, A338



Direction: Eastbound

Hour Beginning	Thu 27/03/2025	Fri 28/03/2025	Sat 29/03/2025	Sun 30/03/2025	Mon 31/03/2025	Tue 01/04/2025	Wed 02/04/2025	5-Day Ave.	7-Day Ave.
00:00	5	1	5	4	1	0	1	2	2
01:00	0	2	3	1	0	0	2	1	1
02:00	3	0	0	0	4	4	1	2	2
03:00	0	4	1	2	0	0	0	1	1
04:00	5	4	1	0	3	1	3	3	2
05:00	13	10	9	0	13	15	11	12	10
06:00	59	45	13	7	55	48	45	50	39
07:00	153	128	31	11	154	174	159	154	116
08:00	149	150	63	32	164	148	129	148	119
09:00	113	92	81	57	98	124	107	107	96
10:00	83	99	120	72	107	87	96	94	95
11:00	101	105	108	95	85	68	89	90	93
12:00	102	120	107	110	104	87	91	101	103
13:00	107	106	102	98	94	90	106	101	100
14:00	92	99	104	68	110	98	112	102	98
15:00	113	116	93	84	99	122	107	111	105
16:00	117	122	77	93	114	119	94	113	105
17:00	95	82	74	77	120	129	108	107	98
18:00	81	78	67	47	73	68	88	78	72
19:00	49	46	33	48	43	44	50	46	45
20:00	33	27	17	31	26	17	21	25	25
21:00	23	19	9	19	19	18	21	20	18
22:00	21	31	14	10	17	11	12	18	17
23:00	4	11	10	7	3	3	9	6	7
Total									
12H(7-19)	1306	1297	1027	844	1322	1314	1286	1305	1199
16H(6-22)	1470	1434	1099	949	1465	1441	1423	1447	1326
18H(6-24)	1495	1476	1123	966	1485	1455	1444	1471	1349
24H(0-24)	1521	1497	1142	973	1506	1475	1462	1492	1368
AM Peak	07:00 153	08:00 150	10:00 120	11:00 95	08:00 164	07:00 174	07:00 159	07:00 154	08:00 119
PM Peak	16:00 117	16:00 122	12:00 107	12:00 110	17:00 120	17:00 129	14:00 112	16:00 113	16:00 105

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Direction: Westbound

Hour Beginning	Thu 27/03/2025	Fri 28/03/2025	Sat 29/03/2025	Sun 30/03/2025	Mon 31/03/2025	Tue 01/04/2025	Wed 02/04/2025	5-Day Ave.	7-Day Ave.
00:00	4	5	5	3	4	3	3	4	4
01:00	5	4	2	0	0	3	3	3	2
02:00	2	2	0	0	6	4	2	3	2
03:00	0	6	0	2	0	1	1	2	1
04:00	2	1	1	0	2	4	2	2	2
05:00	3	3	6	1	3	3	3	3	3
06:00	17	24	9	7	21	21	24	21	18
07:00	91	80	30	10	88	103	82	89	69
08:00	116	123	51	28	120	116	105	116	94
09:00	88	96	76	49	89	110	82	93	84
10:00	92	86	82	57	95	77	104	91	85
11:00	101	102	110	95	97	86	99	97	99
12:00	88	109	102	88	102	75	93	93	94
13:00	106	127	90	92	105	83	108	106	102
14:00	128	120	85	74	102	103	140	119	107
15:00	107	119	80	67	109	141	112	118	105
16:00	139	130	70	110	119	138	142	134	121
17:00	144	135	75	86	142	124	118	133	118
18:00	100	68	57	57	89	82	91	86	78
19:00	57	50	43	51	50	61	57	55	53
20:00	27	36	15	28	26	24	33	29	27
21:00	32	15	16	12	14	18	33	22	20
22:00	24	16	10	11	12	8	21	16	15
23:00	7	11	17	14	3	3	12	7	10
Total									
12H(7-19)	1300	1295	908	813	1257	1238	1276	1273	1155
16H(6-22)	1433	1420	991	911	1368	1362	1423	1401	1273
18H(6-24)	1464	1447	1018	936	1383	1373	1456	1425	1297
24H(0-24)	1480	1468	1032	942	1398	1391	1470	1441	1312
AM Peak	08:00 116	08:00 123	11:00 110	11:00 95	08:00 120	08:00 116	08:00 105	08:00 116	11:00 99
PM Peak	17:00 144	17:00 135	12:00 102	16:00 110	17:00 142	15:00 141	16:00 142	16:00 134	16:00 121

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Direction: Total Flow

Hour Beginning	Thu 27/03/2025	Fri 28/03/2025	Sat 29/03/2025	Sun 30/03/2025	Mon 31/03/2025	Tue 01/04/2025	Wed 02/04/2025	5-Day Ave.	7-Day Ave.
00:00	9	6	10	7	5	3	4	5	6
01:00	5	6	5	1	0	3	5	4	4
02:00	5	2	0	0	10	8	3	6	4
03:00	0	10	1	4	0	1	1	2	2
04:00	7	5	2	0	5	5	5	5	4
05:00	16	13	15	1	16	18	14	15	13
06:00	76	69	22	14	76	69	69	72	56
07:00	244	208	61	21	242	277	241	242	185
08:00	265	273	114	60	284	264	234	264	213
09:00	201	188	157	106	187	234	189	200	180
10:00	175	185	202	129	202	164	200	185	180
11:00	202	207	218	190	182	154	188	187	192
12:00	190	229	209	198	206	162	184	194	197
13:00	213	233	192	190	199	173	214	206	202
14:00	220	219	189	142	212	201	252	221	205
15:00	220	235	173	151	208	263	219	229	210
16:00	256	252	147	203	233	257	236	247	226
17:00	239	217	149	163	262	253	226	239	216
18:00	181	146	124	104	162	150	179	164	149
19:00	106	96	76	99	93	105	107	101	97
20:00	60	63	32	59	52	41	54	54	52
21:00	55	34	25	31	33	36	54	42	38
22:00	45	47	24	21	29	19	33	35	31
23:00	11	22	27	21	6	6	21	13	16
Total									
12H(7-19)	2606	2592	1935	1657	2579	2552	2562	2578	2355
16H(6-22)	2903	2854	2090	1860	2833	2803	2846	2848	2598
18H(6-24)	2959	2923	2141	1902	2868	2828	2900	2896	2646
24H(0-24)	3001	2965	2174	1915	2904	2866	2932	2934	2680
AM Peak	08:00 265	08:00 273	11:00 218	11:00 190	08:00 284	07:00 277	07:00 241	08:00 264	08:00 213
PM Peak	16:00 256	16:00 252	12:00 209	16:00 203	17:00 262	15:00 263	14:00 252	16:00 247	16:00 226

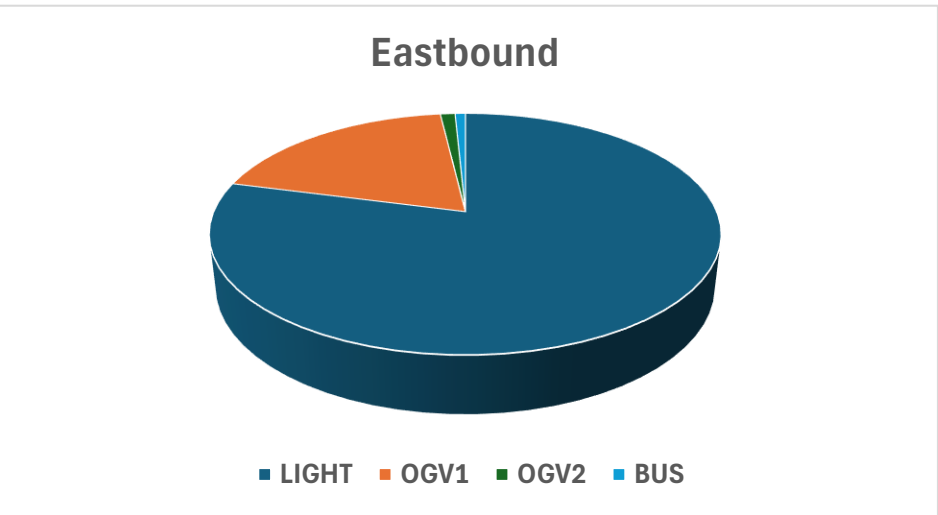
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East Grafton ATC, A338

Direction: Eastbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 27 Mar 2025	1521	1141	343	25	12
Fri 28 Mar 2025	1497	1196	276	13	12
Sat 29 Mar 2025	1142	977	154	5	6
Sun 30 Mar 2025	973	860	104	6	3
Mon 31 Mar 2025	1506	1154	329	13	10
Tue 1 Apr 2025	1475	1131	312	16	16
Wed 2 Apr 2025	1462	1110	308	28	16
5 Day Ave.	1492	1146	314	19	13
7 Day Ave.	1368	1081	261	15	11

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 27 Mar 2025	100.0%	75.0%	22.6%	1.6%	0.8%
Fri 28 Mar 2025	100.0%	79.9%	18.4%	0.9%	0.8%
Sat 29 Mar 2025	100.0%	85.6%	13.5%	0.4%	0.5%
Sun 30 Mar 2025	100.0%	88.4%	10.7%	0.6%	0.3%
Mon 31 Mar 2025	100.0%	76.6%	21.8%	0.9%	0.7%
Tue 1 Apr 2025	100.0%	76.7%	21.2%	1.1%	1.1%
Wed 2 Apr 2025	100.0%	75.9%	21.1%	1.9%	1.1%
5 Day Ave.	100.0%	76.8%	21.0%	1.3%	0.9%
7 Day Ave.	100.0%	79.0%	19.1%	1.1%	0.8%

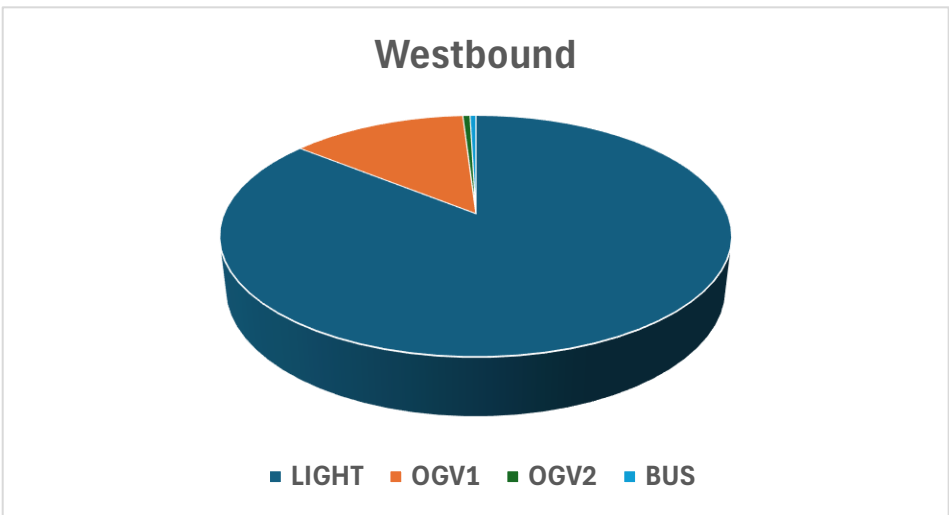
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Direction: Westbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 27 Mar 2025	1480	1243	223	8	6
Fri 28 Mar 2025	1468	1240	212	8	8
Sat 29 Mar 2025	1032	947	81	4	0
Sun 30 Mar 2025	942	880	57	4	1
Mon 31 Mar 2025	1398	1174	207	10	7
Tue 1 Apr 2025	1391	1153	219	8	11
Wed 2 Apr 2025	1470	1237	217	8	8
5 Day Ave.	1441	1209	216	8	8
7 Day Ave.	1312	1125	174	7	6

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 27 Mar 2025	100.0%	84.0%	15.1%	0.5%	0.4%
Fri 28 Mar 2025	100.0%	84.5%	14.4%	0.5%	0.5%
Sat 29 Mar 2025	100.0%	91.8%	7.8%	0.4%	0.0%
Sun 30 Mar 2025	100.0%	93.4%	6.1%	0.4%	0.1%
Mon 31 Mar 2025	100.0%	84.0%	14.8%	0.7%	0.5%
Tue 1 Apr 2025	100.0%	82.9%	15.7%	0.6%	0.8%
Wed 2 Apr 2025	100.0%	84.1%	14.8%	0.5%	0.5%
5 Day Ave.	100.0%	83.9%	15.0%	0.6%	0.6%
7 Day Ave.	100.0%	85.8%	13.2%	0.5%	0.4%

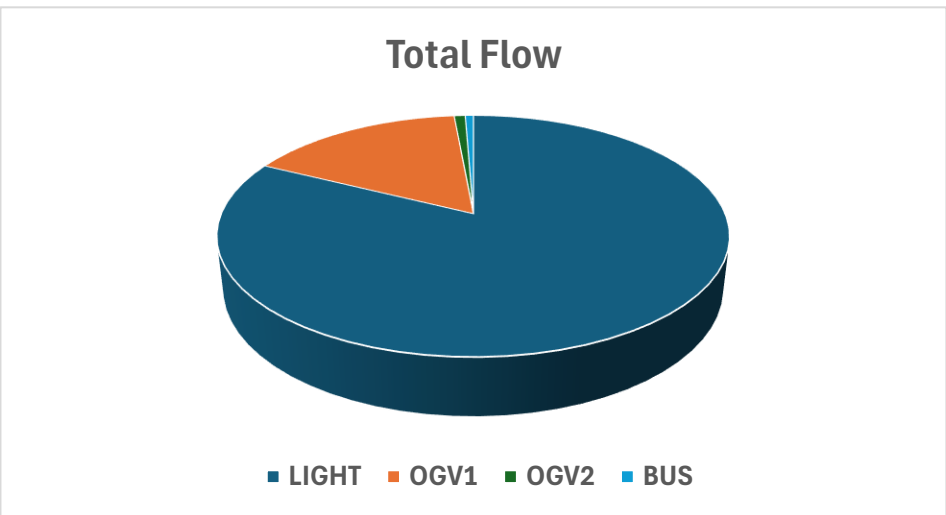
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Direction: Total Flow					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 27 Mar 2025	3001	2384	566	33	18
Fri 28 Mar 2025	2965	2436	488	21	20
Sat 29 Mar 2025	2174	1924	235	9	6
Sun 30 Mar 2025	1915	1740	161	10	4
Mon 31 Mar 2025	2904	2328	536	23	17
Tue 1 Apr 2025	2866	2284	531	24	27
Wed 2 Apr 2025	2932	2347	525	36	24
5 Day Ave.	2934	2356	529	27	21
7 Day Ave.	2680	2206	435	22	17

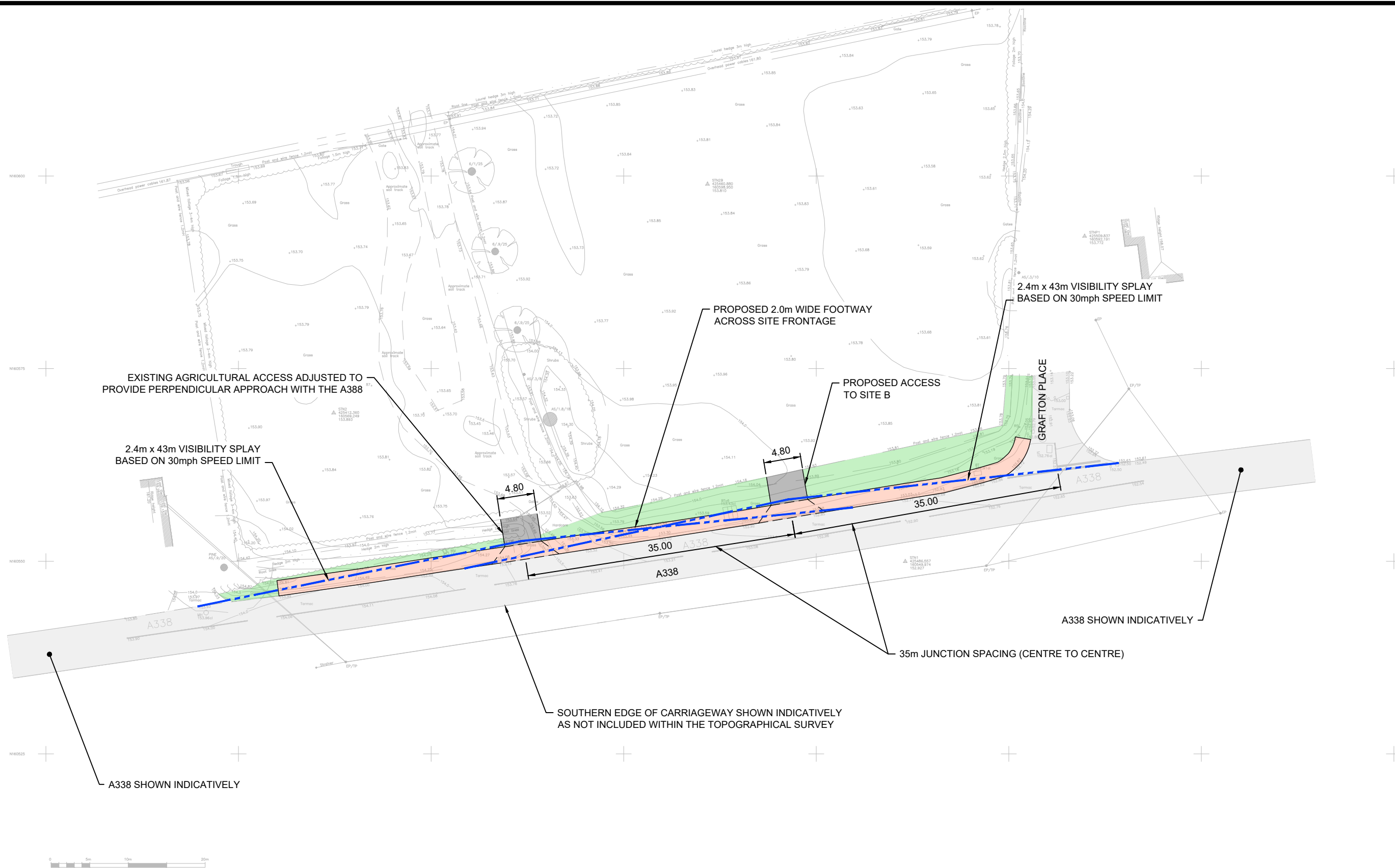
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 27 Mar 2025	100.0%	79.4%	18.9%	1.1%	0.6%
Fri 28 Mar 2025	100.0%	82.2%	16.5%	0.7%	0.7%
Sat 29 Mar 2025	100.0%	88.5%	10.8%	0.4%	0.3%
Sun 30 Mar 2025	100.0%	90.9%	8.4%	0.5%	0.2%
Mon 31 Mar 2025	100.0%	80.2%	18.5%	0.8%	0.6%
Tue 1 Apr 2025	100.0%	79.7%	18.5%	0.8%	0.9%
Wed 2 Apr 2025	100.0%	80.0%	17.9%	1.2%	0.8%
5 Day Ave.	100.0%	80.3%	18.0%	0.9%	0.7%
7 Day Ave.	100.0%	82.3%	16.2%	0.8%	0.6%

Paul Castle Associates



APPENDIX D

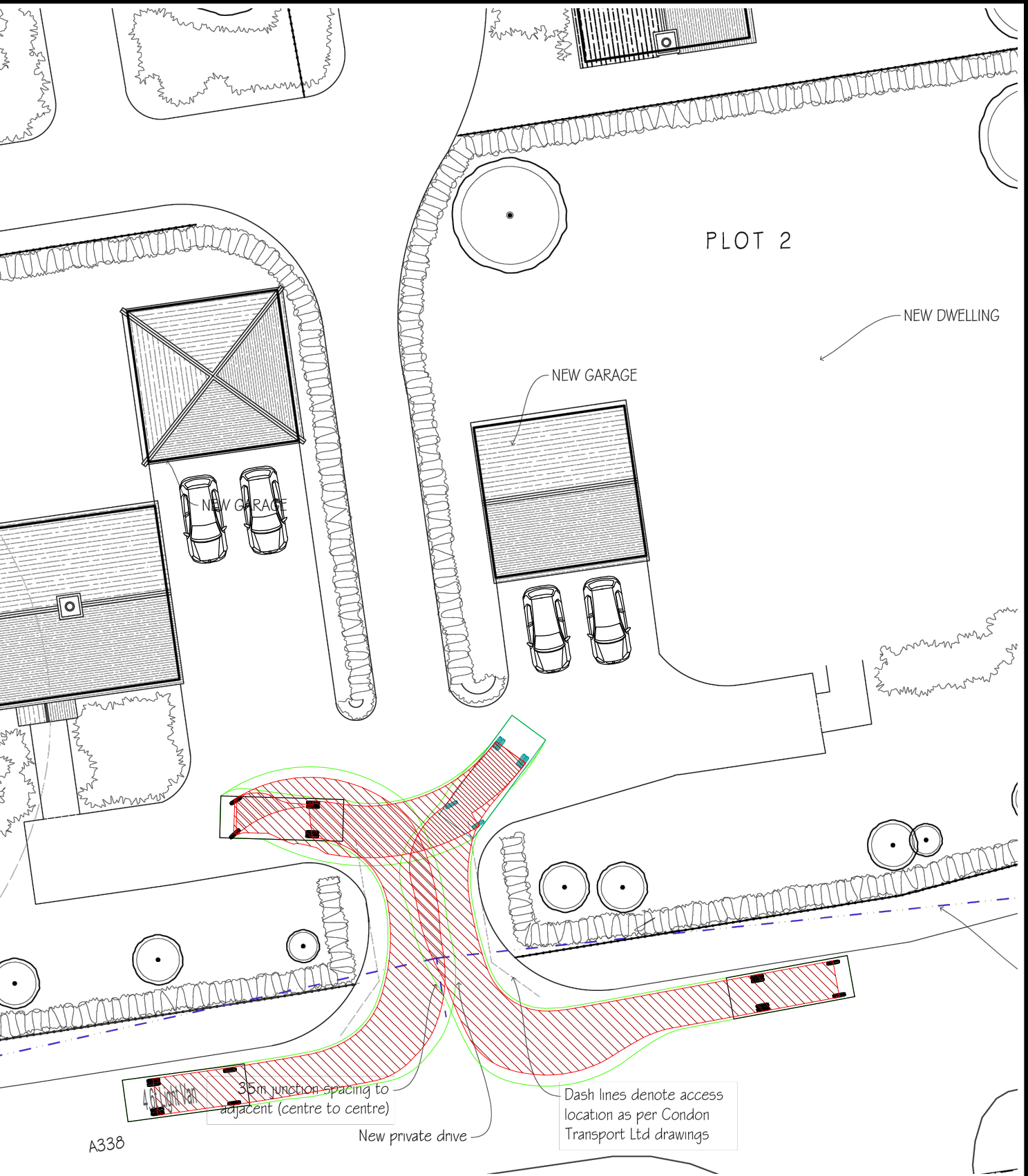
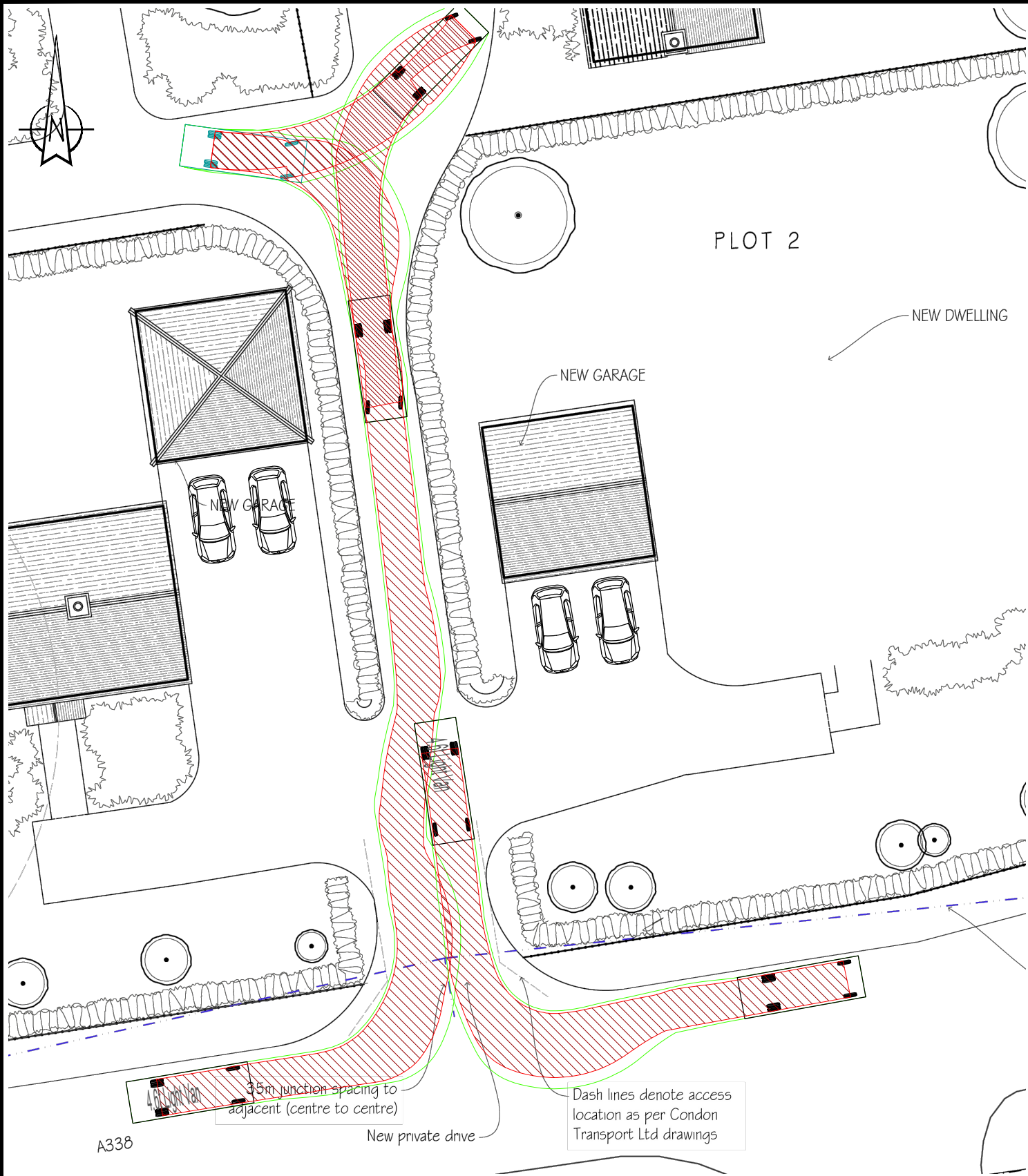
Drawing 25001-001: Proposed Site Accesses



REV	DETAILS	DRAWN	CHECKED	DATE	NOTES: 1. Do not scale from this drawing. 2. This drawing is for illustrative purposes only and not for construction. 3. This drawing is to be read and printed in colour. 4. All dimensions are shown in metres, unless specified otherwise. KEY Existing Carriageway Proposed Carriageway Proposed Footway Verge Visibility Splay	PROJECT:				Land at East Grafton		CLIENT:		Fowler Architecture and Planning	
						DRAWING TITLE:									
						Proposed Site Accesses				Condon Drew Associates					
DRAWN:		CHECKED:		DATE:		SCALES:		SHEET SIZE:		DRAWING NUMBER:		REVISION:			
BJC		PD		16.05.2025		1:500		A3		25001-001		-			

APPENDIX E

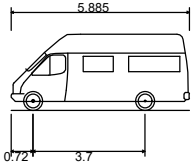
Swept Path Analysis



REV	DETAILS	DRAWN	CHECKED	DATE
A	Site Layout at Plot 4 updated	BJC	-	09.07.2025

NOTES:

- Do not scale from this drawing.
- This drawing is for illustrative purposes only and not for construction.
- This drawing is to be read and printed in colour.
- All dimensions are shown in metres, unless specified otherwise.



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

PROJECT:

Land at East Grafton

DRAWING TITLE:

Site B
Swept Path Analysis
4.6t Panel Van

DRAWN:

BJC

CHECKED:

PD

DATE:

03.07.2025

SCALES:

1:250

SHEET SIZE:

A3

CLIENT:

Fowler Architecture and Planning

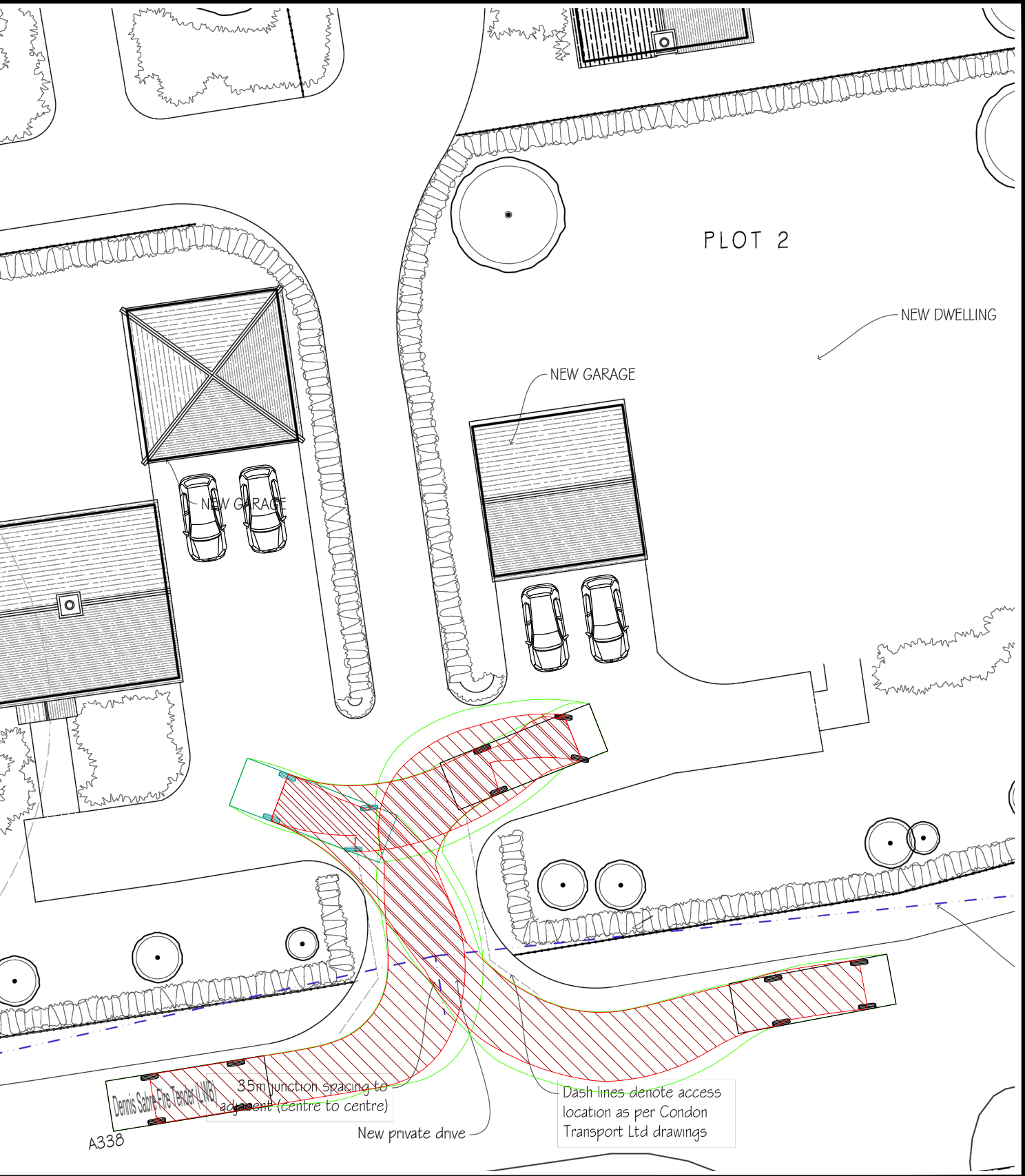
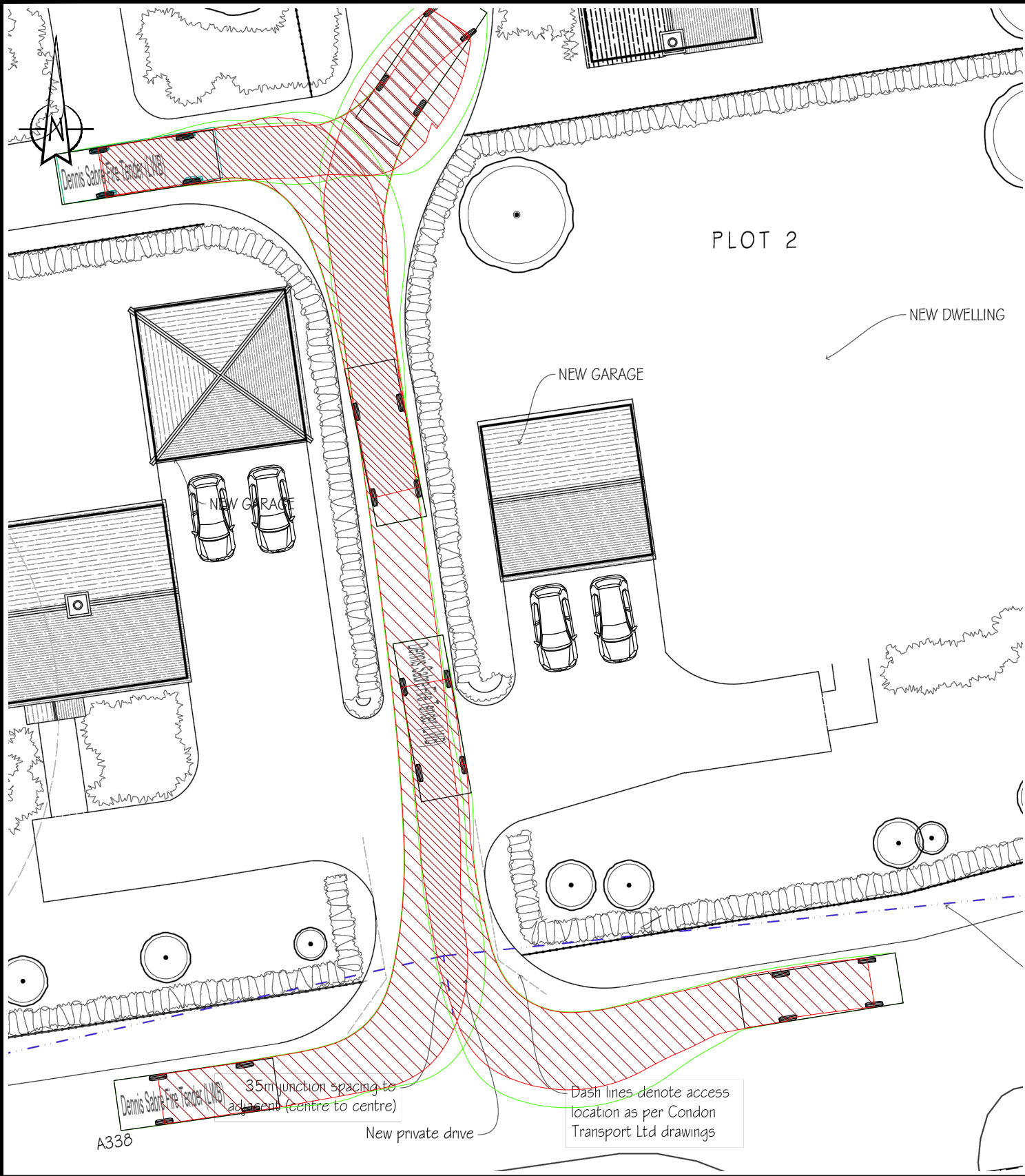


DRAWING NUMBER:

25001-SPA-002

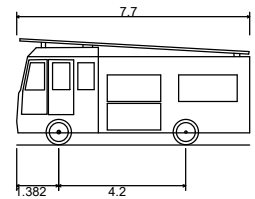
REVISION:

A



REV	DETAILS	DRAWN	CHECKED	DATE
A	Site Layout for Plot 4 updated.	BJC	-	09.07.2025

- NOTES:
1. Do not scale from this drawing.
 2. This drawing is for illustrative purposes only and not for construction.
 3. This drawing is to be read and printed in colour.
 4. All dimensions are shown in metres, unless specified otherwise.



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

PROJECT: Land at East Grafton				
DRAWING TITLE: Site B Swept Path Analysis Fire Tender				
DRAWN: BJC	CHECKED: PD	DATE: 03.07.2025	SCALES: 1:250	SHEET SIZE: A3

CLIENT: Fowler Architecture and Planning
 CDA Condon Drew Associates
DRAWING NUMBER: 25001-SPA-003
REVISION: A

APPENDIX F

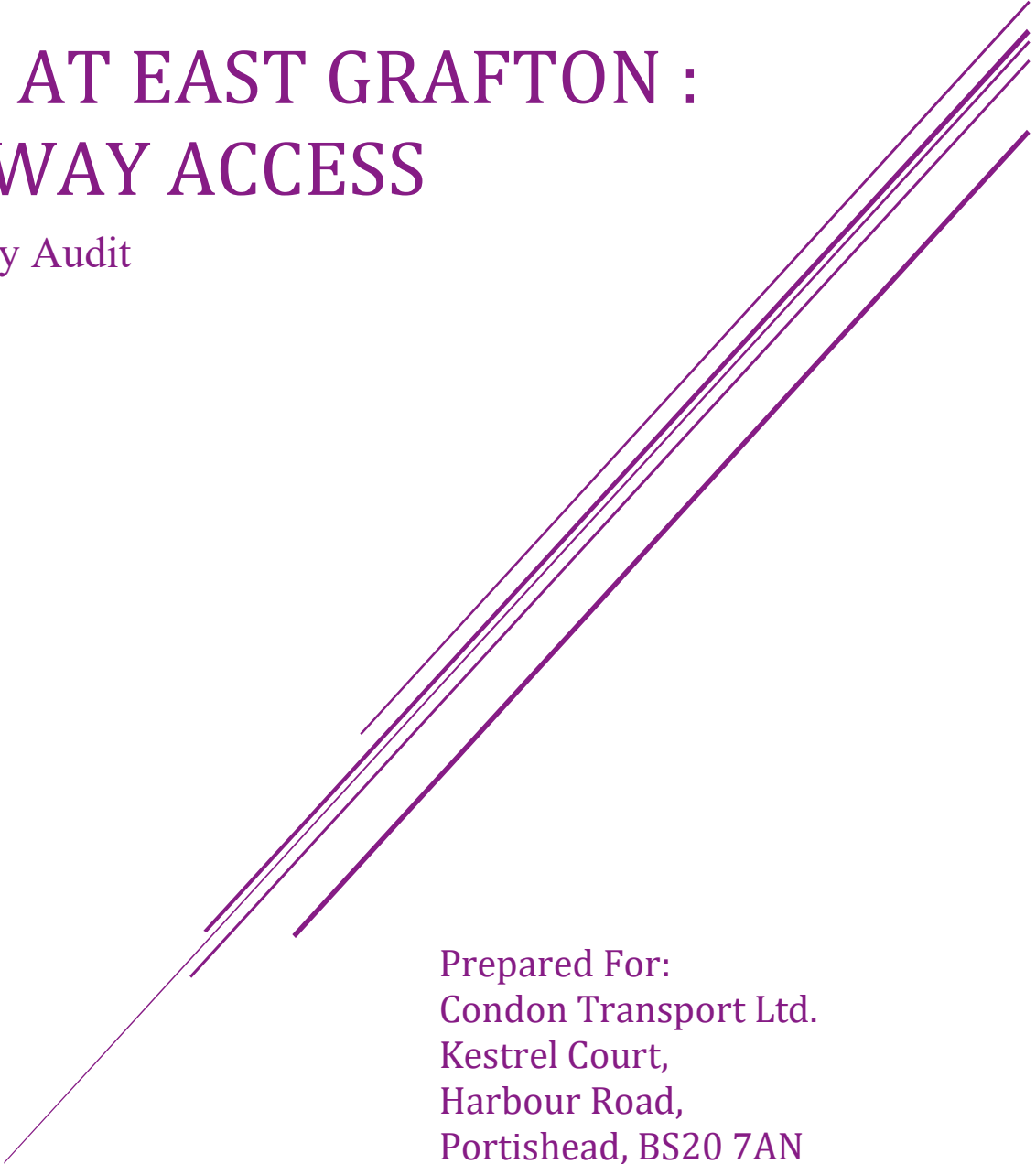
Stage 1 Road Safety Audit

Report Number: CTL/1723
Date: 25th May 2025
Prepared by: Julian Bartlett



LAND AT EAST GRAFTON : HIGHWAY ACCESS

Road Safety Audit
Stage 1

A decorative graphic consisting of several parallel lines of varying shades of blue and grey, running diagonally from the bottom left towards the top right, suggesting a road or highway.

Prepared For:
Condon Transport Ltd.
Kestrel Court,
Harbour Road,
Portishead, BS20 7AN

Prepared By: J Bartlett Consulting Ltd
Ysgubor Y Ferch
Penllan Farm
Machen
Caerphilly
CF83 8QE

Telephone: +44(0) 1633 441 008

Mobile: +44(0) 7934 645 174

Email: jbartlettconsult@btinternet.com

Job Number: 1723

Client: Condon Transport Ltd.

Highway Authority: Wiltshire Council

Project: Land At East Grafton: Highway Access:

Report Title: Stage 1 Road Safety Audit

Date: 25th May 2025

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	DRAFT	Julian Bartlett	Lyn Jones	Julian Bartlett	May 2025
1st	Final	Julian Bartlett	Lyn Jones	Julian Bartlett	July 2025

J Bartlett Consulting Ltd has prepared this report in accordance with the instructions of the above named Client for their sole and specific use. Any other persons who may use the information contained herein do so at their own risk.

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1	Introduction	2
2	Issues Raised By The Stage 1 Road Safety Audit.....	6
3	Issues Outside The Scope Of This Audit And Other Observations.....	7
4	Audit Team Statement	8
5	Audit Location Plan.....	9

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Brian Condon of Condon Drew Associates. The Audit was carried out during May 2025.

1.2 This Safety Audit considers

“The site comprises two fields, which will be subject to separate planning applications:

- Site A (West): Up to three dwellings
- Site B (East): Up to six dwellings

The access to Site A will also need to accommodate continued agricultural access to the fields to the north.

Please find attached drawing 25001-001, which illustrates the proposed access arrangements from the A338 for both sites. Due to limitations in the topographical survey—which did not include the southern side of the A338 or extend far beyond the site frontage—some features are shown indicatively.

Access Design

The proposed accesses are 4.8m-wide vehicle crossovers, with a continuous 2.0m-wide footway along the site frontage. This would link the new dwellings to the existing footway at Grafton Place and the village centre.

The access points are set to provide 35m junction spacing from the Grafton Place junction. As a result, the access to Site A is slightly west of the current field entrance. However, since the existing access is oblique, a new residential access would need to be perpendicular to the A338, likely placing it in a similar position.

Internal Layout and Servicing

The internal roads will be 4.8m-wide private roads—meeting the minimum standard for two-way vehicle movement.

Waste and recycling collections are proposed to take place from the A338 or potentially from Grafton Place (for those properties with direct access), avoiding the need for refuse collection vehicles to enter the sites. This aspect is being managed by others.

Access roads up to the site boundary will be built to adoptable standards. Internally, more flexibility is possible, but I recommend maintaining the 4.8m width throughout for consistency and functionality.

Traffic Data and Visibility

Automatic Traffic Count (ATC) data for the A338 provides the following 7-day average traffic speeds:

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Quality, Environment Health & Safety Management Systems

Direction	85th Percentile Speed	Average Speed
A338 Eastbound	38.2 mph	32.1 mph
A338 Westbound	39.2 mph	33.1 mph

While the average speeds are slightly above the posted 30mph limit, the 85th percentile speeds—used for design purposes—are closer to 40mph. Nevertheless, we have illustrated 2.4m x 43m visibility splays based on the posted 30mph limit

Extract from Road Safety Audit Brief Email;

- 1.3 The audit team comprised the following individuals:

Julian Bartlett
BEng FCIHT FSoRSA

Road Safety Audit Team Leader

Lyn Jones
HNC, MCIHT MSoRSA

Road Safety Audit Team Member

Both Julian Bartlett and Lyn Jones hold a National Highways Certificate of Competency in Road Safety Audit gained through the education route.

- 1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
25001-001	-	Proposed Site Accesses

Documents

Email brief dated 21/05/25.

Departures,

None identified.

Specific Requirements

None Identified.

- 1.5 A site visit was undertaken by the Audit Team on 27th May 2025 between 11:30 and 12:15. It was overcast and the road surface was wet during the site visit. Vehicle movements were limited across the frontage of the proposed development accesses with two vehicle seen, one in each direction. In the opinion of the audit

Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment Health & Safety Management Systems

team this appeared to be less than expected. No pedestrians, cyclists or motorcyclists were seen.

- 1.6 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 The terms of reference for the audit are as described in the latest versions of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the latest version of the CIHT 'Road Safety Guidelines'.
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of
- Design Manual For Roads And Bridges (DMRB);
 - Manual For Streets;
 - Manual For Streets 2;
 - Highway Construction Details;
 - Specification For Highway Works;
 - Traffic Signs Manual Chapter 6; and
 - Traffic Signs Regulations and General Directions (TSRDG);
 - Local Authority design guides, requirements as provided / notified by the Design Team
- 1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate

-
- 1.11 As far as the audit team are aware no previous stages of road safety audit have been undertaken on the proposals as presented for this audit.

2 ISSUES RAISED BY THE STAGE 1 ROAD SAFETY AUDIT

- 2.1 Problems in this Audit will be identified linearly and by drawing number. See also Comments under section 3 of this report.

Drg: 25001-001 Rev -

2.2 Problem 1

Location: Western Site Access

Summary: Visibility right restricted by existing embankment

While the audit team accept that a footway is to be provided across the front of both development sites, currently visibility right from the proposed western access is restricted by the existing field boundary embankment. Reduced visibility can lead to drivers making inappropriate decisions leading to an increased risk of vehicles pulling into the path of oncoming vehicles with an associated risk of side impact type collisions.

Recommendation

As part of the detailed design of the access ensure that the embankment is regraded to maintain the visibility envelop for the access.

2.3 Problem 2

Location: Grafton Place Junction

Summary: Lack of Pedestrian crossing facilities

No pedestrian crossing facilities have been identified for the existing bellmouth of Grafton Place to link the existing footway on the eastern side of the road to the proposed footway provision. Lack of crossing facilities are a barrier to movement and act to trapped disable, young and elderly users within the carriageway space. This increases the exposure of vulnerable users to passing traffic increasing the potential for pedestrian / vehicle collisions as well as increasing the risk of slips, trips and falls.

Recommendation

Appropriate dropped crossing facilities with associated tactile paving should be provided for the Grafton Place bellmouth.

3 ISSUES OUTSIDE THE SCOPE OF THIS AUDIT AND OTHER OBSERVATIONS

- 3.1 The audit team note that the carriageway condition through the area is deteriorating and may benefit from maintenance attention.

4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in in but not in full compliance with the National Highways standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines' 2020 Edition.

Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:



Position: Director

Organisation J Bartlett Consulting Ltd

Date: 30th May 2025

Road Safety Audit Team Member

Name: Lyn Jones

Signed:



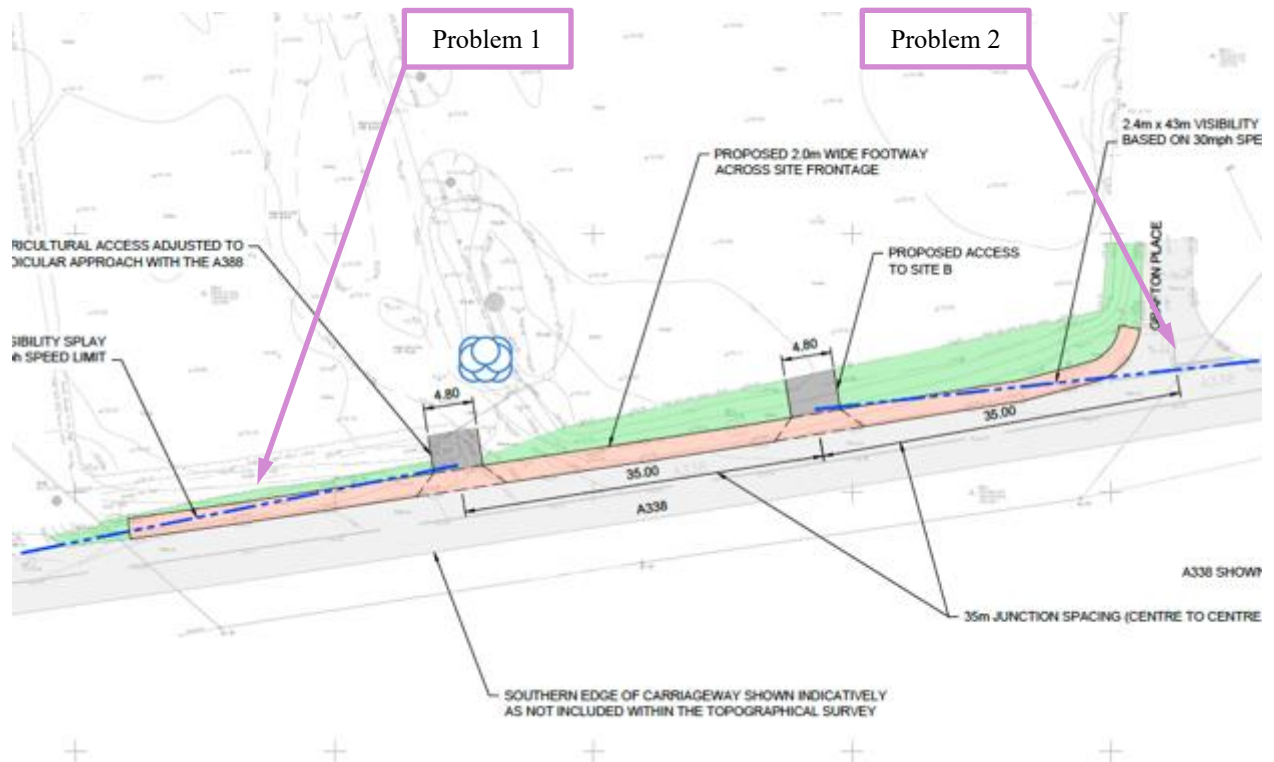
Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 1st June 2025

Contact Details as per record sheet

5 AUDIT LOCATION PLAN



APPENDIX G

TRICS Output

Condon Drew Associates Ltd 10 Victoria Street Bristol

Licence No: 761001

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	1-30 DWELLS	
Actual Trip Rate Calculation Parameter Range	14-26 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	Wednesday	3
Main Location Types selected	Edge of Town	3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	2 - Selected
	Servicing vehicles Excluded	7 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	5,001 to 10,000	1
	10,001 to 15,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	25,001 to 50,000	2
Car Ownership <5 Mile ranges selected	1.1 to 1.5	3
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-761001-250703-0716

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days

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

Condon Drew Associates Ltd 10 Victoria Street Bristol

Licence No: 761001

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 14 to 26 (units:)
Range Selected by User: 1 to 30 (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

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 3 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 1 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 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 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 2 days - Selected
Servicing vehicles Excluded 7 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 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:

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

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	1 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	3 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

Site(1):	DC-03-A-10	Site area:	1.40 hect
Development Name:	MIXED HOUSES	No of Dwellings:	26
Location:	GILLINGHAM	Housing density:	21
Postcode:	SP8 4JS	Total Bedrooms:	77
Main Location Type:	Edge of Town	Survey Date:	09/11/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	55
Site(2):	KC-03-A-09	Site area:	1.11 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	14
Location:	FAVERSHAM	Housing density:	16
Postcode:	ME13 7FZ	Total Bedrooms:	44
Main Location Type:	Edge of Town	Survey Date:	09/06/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	43
Site(3):	NF-03-A-10	Site area:	0.70 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	17
Location:	HUNSTANTON	Housing density:	31
Postcode:	PE36 5PS	Total Bedrooms:	41
Main Location Type:	Edge of Town	Survey Date:	12/09/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	57

Condon Drew Associates Ltd 10 Victoria Street Bristol

Licence No: 761001

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.298	0.439	0.737
1700-1800	0.439	0.263	0.702

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	19	0.088	3	19	0.368	3	19	0.456
08:00 - 09:00	3	19	0.298	3	19	0.439	3	19	0.737
09:00 - 10:00	3	19	0.088	3	19	0.193	3	19	0.281
10:00 - 11:00	3	19	0.105	3	19	0.158	3	19	0.263
11:00 - 12:00	3	19	0.175	3	19	0.140	3	19	0.315
12:00 - 13:00	3	19	0.158	3	19	0.123	3	19	0.281
13:00 - 14:00	3	19	0.211	3	19	0.140	3	19	0.351
14:00 - 15:00	3	19	0.105	3	19	0.316	3	19	0.421
15:00 - 16:00	3	19	0.421	3	19	0.175	3	19	0.596
16:00 - 17:00	3	19	0.211	3	19	0.123	3	19	0.334
17:00 - 18:00	3	19	0.439	3	19	0.263	3	19	0.702
18:00 - 19:00	3	19	0.228	3	19	0.158	3	19	0.386
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.527			2.596			5.123

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:	14 - 26 (units:)
Survey 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:	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.