

**PROPOSED RESIDENTIAL DWELLING
BRADFORD ROAD, WINSLEY**

Transport Statement

November 2025

Proposed Residential Dwelling

Bradford Road, Winsley

TRANSPORT STATEMENT

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1.0 INTRODUCTION

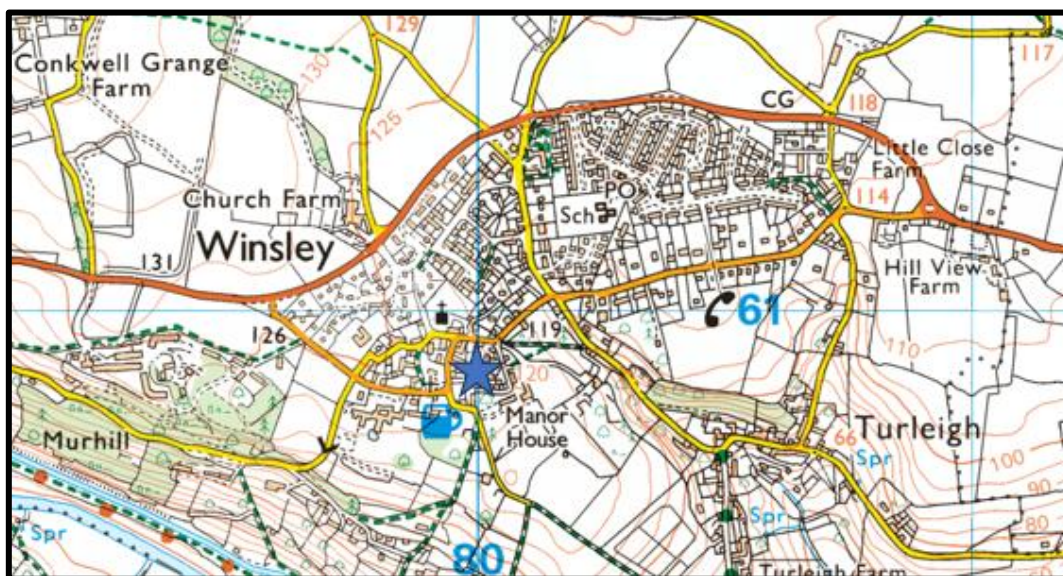
1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Trevor Tomkins in relation to a proposed a single self-build residential dwelling at The Paddock (adjacent to Manor Farm House), Winsley, Wiltshire, BA15 2LN.

1.2 Site Location

- 1.2.1 The proposal site (herein referred to as 'the Site') is a parcel of undeveloped land, located adjacent to a minor road named Bradford Road in the southern part of the village of Winsley.
- 1.2.2 The location of the Site is shown at Figure 1.1 below.

Figure 1.1 – Site Location Plan



Source: Bing Maps. N.B. The Site location is denoted by the blue star.

- 1.2.3 The Site is bound to the north by residential dwellings, to the east by residential dwellings, to the south by Bradford Road and Winsley Village Hall, and to the west by the Southern Stars Pub.
- 1.2.4 Figure 1.2 below identifies the context of the Site in relation to the local area.

Figure 1.2 – Site in its Local Context



Image Source: Google. N.B. Approximate Site boundary indicated by the orange line.

1.3 Existing Site Usage

- 1.3.1 The Site is undeveloped pasture with no known extant planning permission.

1.4 Development Proposals

- 1.4.1 The development proposals are shown on the plan provided at Appendix 1. The proposal is for the construction of a single three-bedroom residential dwelling with on-site parking, closing-off the existing access gate, and creating a new improved access.
- 1.4.2 The Local Planning Authority and the Local Highway Authority is Wiltshire Council.

1.5 National and Local Transport Planning Policy

National Planning Policy Framework (NPPF), December 2024

- 1.5.1 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 12th December 2024, with a minor update on 7th February 2025. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.
- 1.5.2 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.
- 1.5.3 At its heart, the NPPF maintains its presumption in favour of sustainable development.

1.5.4 Paragraph 109 sets out how transport solutions should be based on a vision-led approach:

"109. Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

1.5.5 Paragraphs 115 – 118 address how development proposals are to be considered:

"115. 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; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

"116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

"117. 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;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

"118. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Wiltshire Local Plan Review

- 1.5.6 Wiltshire Council is currently in the process of reviewing its Local Plan, at the time of writing the Wiltshire Core Strategy remains the adopted plan.

Wiltshire Core Strategy, January 2015

- 1.5.7 The Wiltshire Core Strategy sets out the strategic vision up to the period of 2026; it sets out a series of strategic objectives to deliver the vision for Wiltshire, including:

"Strategic objective 6: To ensure that infrastructure is in place to support communities".

- 1.5.8 Core Policy 60: Sustainable Transport seeks to encourage sustainable modes of transport and sets out the following:

"The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire".

- 1.5.9 Core Policy 61: Transport and Development of the Core Strategy sets out the following:

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

1.5.10 Core Policy 62: Development impacts on the transport network:

"Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated".

1.5.11 Core Policy 64: Demand Management sets out the following:

"Demand management measures will be promoted where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives".

Wiltshire Local Transport Plan 4, Adopted March 2025

1.5.12 The Wiltshire Local Transport Plan is focused on four policy areas including: -

- *Avoid unnecessary travel.*
- *Shift to more sustainable modes of transport.*
- *Improve vehicle, fuel, and network efficiency.*
- *Support and enable delivery of the avoid/shift/and improve policy areas.*

1.5.13 These policies are shown in Figure 1.3 below.

Figure 1.3 – Policy Areas

Policy area	Policy	Objectives					
		 Rurality	 Health safety wellbeing	 Economic growth	 Futureproof	 Decarbonisation	 Unique environment
 Avoid unnecessary travel	A1 Reduce the need to travel as often through combining journeys and providing digital options	✓			✓	✓	✓
	A2 Enabling access to services, jobs and other destinations within closer reach	✓	✓	✓		✓	✓
 Shift to more sustainable modes of transport	S1 Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving dedicated walking/cycle routes, journey safety, access and quality	✓	✓	✓	✓	✓	✓
	S2 Provide more public and shared transport options, and improve service quality	✓	✓	✓		✓	✓
	S3 Provide better access to public and shared transport services	✓	✓	✓		✓	✓
	S4 Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most				✓	✓	✓
	S5 Encourage and enable shift to more sustainable modes for freight		✓	✓	✓	✓	✓
 Improve vehicle, fuel and network efficiency	I1 Facilitate and encourage move to low and zero emission vehicles	✓	✓		✓	✓	✓
	I2 Enable safer, more efficient driving and operation of road networks		✓	✓	✓	✓	
 Support and enable delivery of the Avoid, Shift and Improve policy areas	SU1 Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport	✓	✓			✓	✓
	SU2 Work in partnership with Government bodies, stakeholders to improve transport for all	✓	✓	✓	✓	✓	✓
	SU3 Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered	✓	✓	✓	✓	✓	✓

Source: Wiltshire Local Transport Plan, Adopted March 2025, Table 2.1 – Alignment between LTP4 policies and objectives, pp.44-45.

1.6 Car Parking Policy

1.6.1 NPPF Chapter 9 *Promoting sustainable transport* sets out at paragraph 112 that,

"If setting local parking standards for residential and non-residential development, policies should take into account:

(a) the accessibility of the development;

(b) the type, mix and use of development;

(c) the availability of and opportunities for public transport;

(d) local car ownership levels; and

(e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

1.6.2 Paragraph 113 states,

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

Adopted Local Parking Standards

Wiltshire Council Adopted Local Parking Standards (2011-2026), Adopted March 2015

Policy PS6 – Residential parking standards: -

The provision of car parking associated with well-designed new residential development will be determined in accordance with an approach which takes account of:

- *dwelling size*
- *the appropriate mix of parking types (e.g. unallocated, on-street, visitor etc).*

A set of minimum parking standards for residential development (based on allocated parking) has been developed to provide a basis for this approach. In determining the appropriate mix of parking types, the presumption will be that unallocated communal parking will be included in the majority of new residential developments.

Reduced residential parking requirements will be considered in the following circumstances:

- *where there are significant urban design or heritage issues*
- *where parking demand is likely to be low*
- *where any parking overspill can be controlled.*

1.6.3 These minimum parking standards are shown in Table 1.1 below.

Table 1.1 – Wiltshire Council Minimum Parking Standards

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

1.7 Proposed Development Vision

- 1.7.1 In line with paragraph 109 of the NPPF, the vision of the proposed development is to provide a residential dwelling that has safe and suitable access by sustainable travel modes, and encourages their use. Also, that the development provides safe and suitable access by vehicular modes, to achieve reduced travel distances, and also encourage the use of electric vehicles. Furthermore, that the development does not unacceptably impact on the operation of the surrounding road network.

1.8 Report Overview

- 1.8.1 The remainder of this report is divided into five further sections, which are as follows:-

Section 2.0 Site Transport Context

- 1.8.2 This section of the report provides details of the Site context, including its accessibility by all relevant transport modes, and a road safety review.

Section 3.0 Proposed Development

- 1.8.3 The various components of the development proposal, including the Site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Summary and Conclusions

- 1.8.4 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report considers the accessibility of the Site in terms of a range of transport modes.

2.2 Pedestrian Access

- 2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

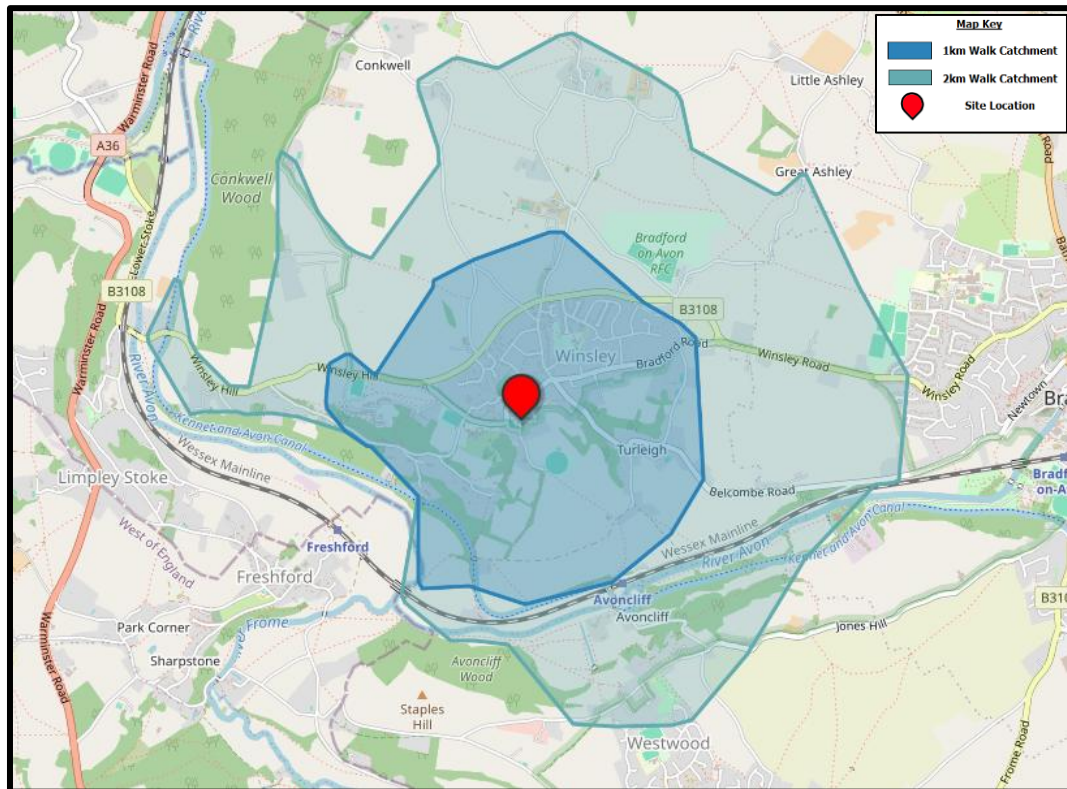
"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 2.2.2 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment. For retail trips, the likely maximum walk distance is 800m due to the fact that shoppers will be carrying bags on their return journey, while for work-based / commuting trips, people are likely to be prepared to walk further.
- 2.2.6 Indicative walking catchments of the Site are shown at Figure 2.1 below. These have been shown as 1km and 2km isochrones.

Figure 2.1 – Indicative 1km and 2km Walking Catchments



Source: OpenRouteService.

- 2.2.7 The walk catchments above indicate that the whole village of Winsley is within a 1km walk of the Site, while the 2km walk catchment reaches the western side of Bradford-on-Avon.
- 2.2.8 There is no footway on Bradford Road passing the Site. However, due to the narrow width of the lane and the presence of stone walls on either side, the road functions as a shared space used by pedestrians, cyclists and vehicles.
- 2.2.9 There is a footway on Bradford Road c.100m north of the Site which connects to the wider pedestrian network.
- 2.2.10 A number of facilities and amenities are located within walking distance of the Site, set out below in Table 2.1 along with their approximate walk distance from the Site.

Table 2.1 – Local Facilities Summary

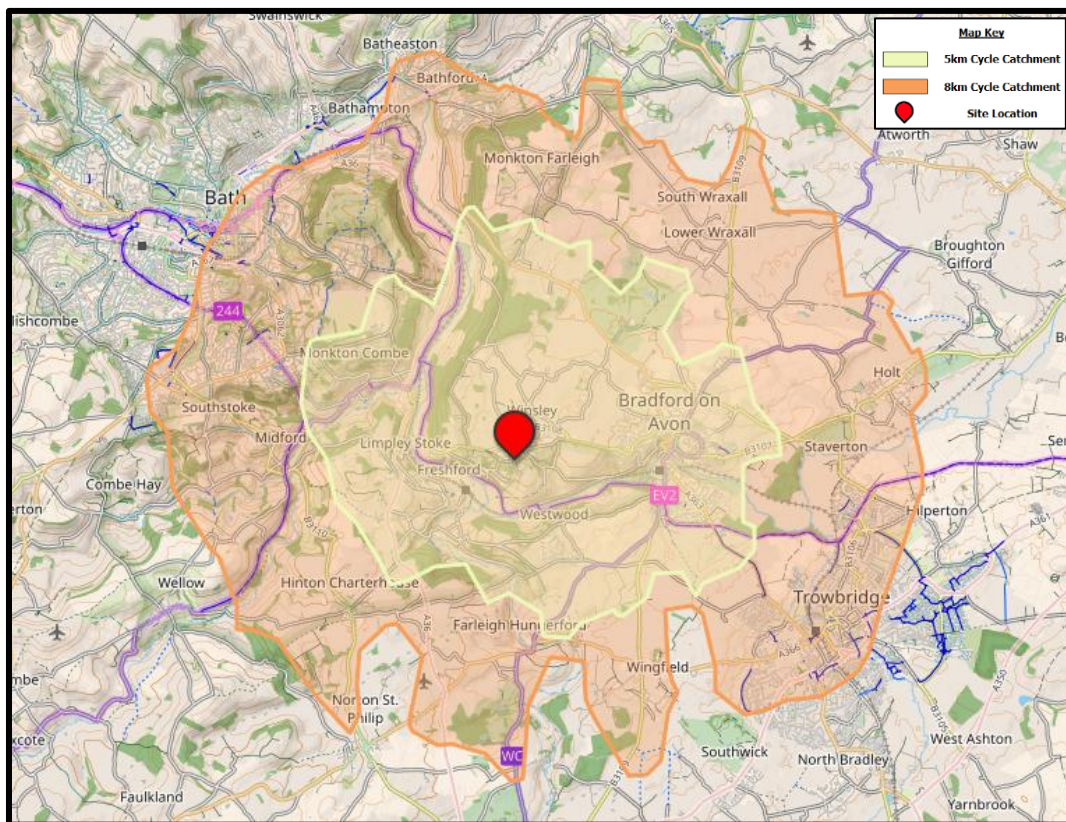
Destination	Approximate Walk Distance from the Site	Type
Winsley Village Hall	40m	Leisure
The Seven Stars Pub	165m	Leisure
Winsley Health Centre	900m	Health
Winsley Acorns Pre-School	950m	Education
Winsley Primary School	1km	Education

- 2.2.11 The Site is connected to the local pedestrian network and there are opportunities for residents of the proposed house to make local trips by foot.

2.3 Access by Cycling

- 2.3.1 The 2024 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.5.3km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are up to five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 8km.
- 2.3.2 Indicative cycle catchments are shown at Figure 2.2 below, being a 5km catchment (representing the 4.8km NTS average cycling distance) and an 8km catchment (being the distance of 80% of cycle trips).

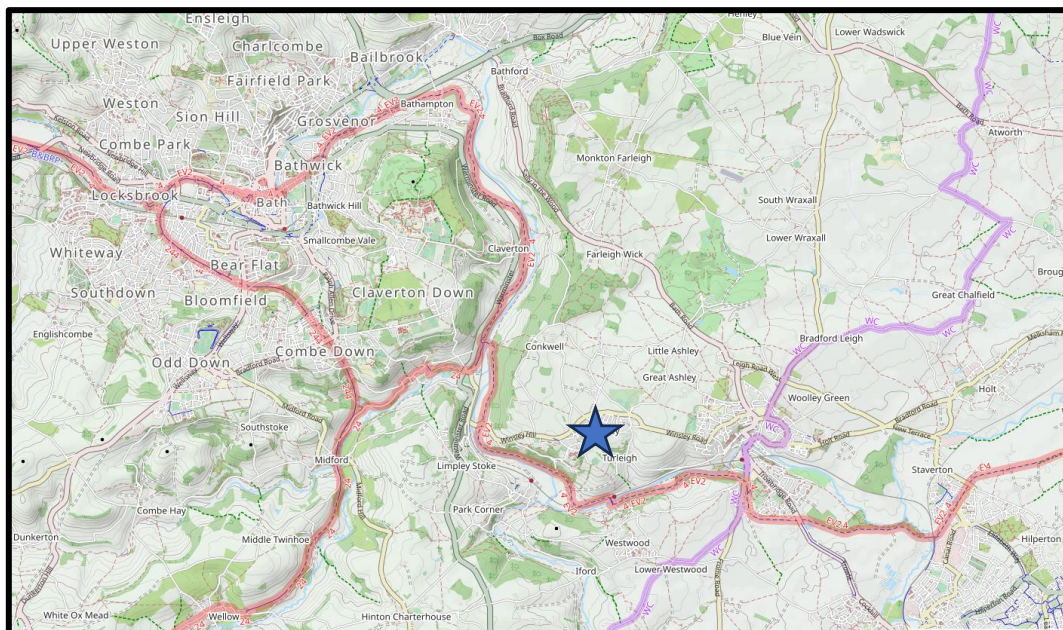
Figure 2.2 – Indicative 5km and 8km Cycling Catchments



Source: OpenRouteService.

- 2.3.3 The 5km cycle catchment includes all of Winsley and the nearby town of Bradford on-Avon, and the 8km catchment includes much of Trowbridge, and the eastern parts of Bath. There is therefore a significant range of destinations within cycling distance of the Site.
- 2.3.4 Figure 2.3 below, shows a cycle map for Winsley and the surrounding areas taken from OpenStreetMap, showing local and national cycle ways in the area.

Figure 2.3 – Local Cycle Map



Source: OpenStreetMap. N.B. The Site is indicated by a blue star.

- 2.3.5 Figure 2.3 above shows that there is a cycle route along the Kennet and Avon Canal connecting Trowbridge to Bath passing to the south of the Site.
- 2.3.6 Considering that the roads local to the Site are urban in character, and that the local topography is generally gentle, there are realistic and viable opportunities for the future residents to make trips by cycling.

2.4 Access by Bus

- 2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.4.2 The nearest existing bus stops to the Site are the 'Seven Stars' stops, northbound and southbound, located on Bradford Road outside The Seven Stars pub, approximately 165m walk distance from the Site.
- 2.4.3 These stops are served by the D1 bus with hourly services between Warminster and Bath every day of the week.
- 2.4.4 The bus stops and the likely walking routes to/from the Site are shown at Figure 2.4 below.

Figure 2.4 – Bus stop locations

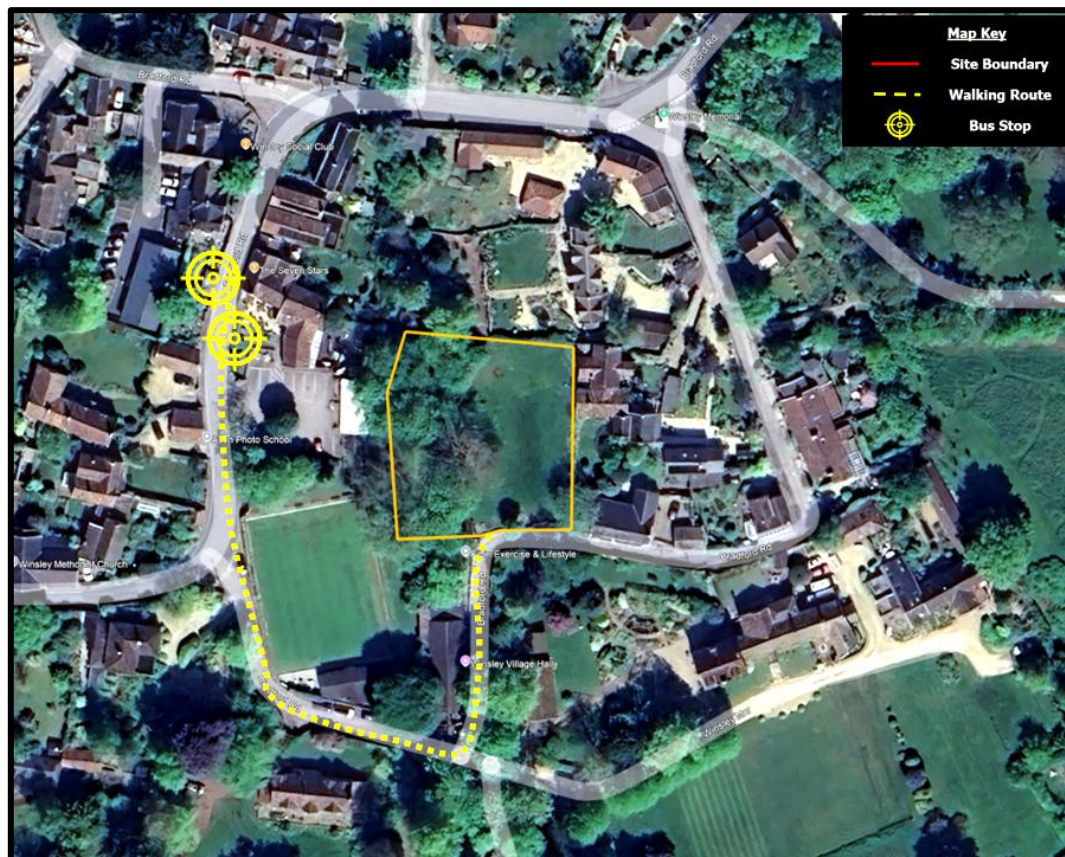


Image Source: Google. N.B All Distances, Locations and Areas approximate.

- 2.4.5 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the Site is accessible by public transport.

2.5 Access by Rail

- 2.5.1 The advice in the IHT publication titled 'Planning for Public Transport in Developments' suggests that railway stations have a walk catchment of 800m.
- 2.5.2 The closest railway station is Avoncliff Station, approximately 1.7km walk distance southeast of the Site.
- 2.5.3 Avoncliff train station is operated by Great Western Railway, with hourly trains to / from Westbury and Bath for both directions.
- 2.5.4 It is therefore feasible that some longer journeys to/from the proposed development can be made by train, with the connection between the station and the site being made on foot, by bike, taxi, or car-share.

2.6 Vehicular Access

- 2.6.1 Vehicular access to the Site will be via a relocated gated access off Bradford Road.
- 2.6.2 Bradford Road is the name of the main east-west road through the centre of Winsley. However, a lower-order road also named Bradford Road forms a loop passing the Site, connecting at both ends to the main Bradford Road.

- 2.6.3 As noted above, there is no footway on the section of Bradford Road passing the Site, however, the road functions as a shared space used by pedestrians, cyclists and vehicles.
- 2.6.4 To both the east and west of the Site, Bradford Road provides a route to the B3108 which leads east to the nearby town of Bradford on-Avon and west to the village of Limpley Stoke.
- 2.6.5 Figure 1.1 and Figure 1.2 above show the Site in its local highway context.
- 2.6.6 Overall, the Site has a prominent location in relation to the local road network from which it is readily accessible.

2.7 Road Safety Review

- 2.7.1 Publicly available official collision records include collisions which resulted in a personal injury and which were reported to the police. The data does not include details of damage-only collisions or those which were not reported to the police.
- 2.7.2 Personal-injury collisions are classified by the police as one of either 'Slight', 'Serious' or 'Fatal'. Where more than one personal injury occurs, the classification is determined by the most serious. A description of each classification is provided in the DfT publication Instructions for the Completion of Road Accident Reports dated October 2004, summarised below:

Slight:

- Sprains, not necessarily requiring medical treatment
- Neck whiplash injury
- Bruises
- Slight cuts
- Slight shock requiring roadside attention.
- (Persons who are merely shaken and who have no other injury should not be included unless they receive or appear to need medical treatment).

Serious:

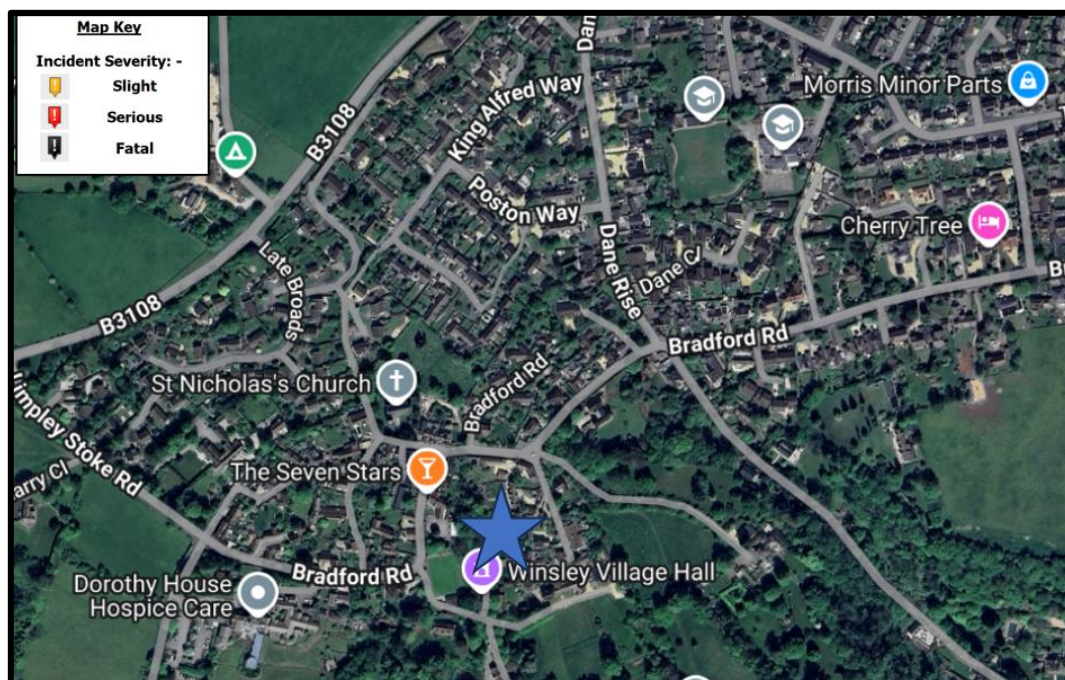
- Fracture
- Internal injury
- Severe cuts
- Crushing
- Burns (excluding friction burns)
- Concussion
- Severe general shock requiring hospital treatment
- Detention in hospital as an in-patient, either immediately or later
- Injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident.

Fatal:

- 'Fatal' injury includes only those cases where death occurs in less than 30 days as a result of the accident. 'Fatal' does not include death from natural causes or suicide.

- 2.7.3 The online resource Crashmap has been used to review the personal injury collision records in the area local to the Site for the most recent five-year period between 2020-2024.
- 2.7.4 No personal injury collisions have been recorded on the local road network within the most recent five years of records; an extract from Crashmap is shown at Figure 2.5 below.

Figure 2.5 – Local Collision Map



Source: Crashmap. N.B. The location of the Site is denoted by a blue star.

2.8 Section Conclusion

- 2.8.1 The Site is connected to the local pedestrian network and there are opportunities for residents of the proposed house to make local trips by foot.
- 2.8.2 The area local to the Site is conducive to cycling, with Bradford on Avon, parts of Trowbridge and parts of Bath within cycling distance. There are therefore good opportunities for the future residents to make journeys to various destinations by bike.
- 2.8.3 The bus stops local to the Site are served by frequent bus services, which provide access to / from a variety of destinations.
- 2.8.4 Avoncliff rail station is also within walking and cycling distance of the Site; some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made by foot, cycle, or car.
- 2.8.5 The Site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.
- 2.8.6 Given the location within Winsley, future residents of the proposed development will benefit from sustainable access options to the local nursery, primary school, medical centre and village pub.

-
- 2.8.7 Overall, the Site has a good level of accessibility by all relevant transport modes, thereby complying with national and local transport planning policy including the vision of the proposed development.

3.0 PROPOSED DEVELOPMENT

3.1 Development Proposals

- 3.1.1 The proposed site layout is shown on the plan provided at Appendix 1. The proposal is for the construction of a 3-bedroom residential dwelling with parking.

3.2 Proposed Site Access Arrangements

- 3.2.1 The existing access arrangements will be closed off, and the opening infilled with drystone walling to match existing.
- 3.2.2 A new access will be created c.10m to the west of the existing access to provide improved access arrangements.

3.3 Deliveries / Servicing

- 3.3.1 It is anticipated that the local authority will collect waste and recycling from the Site as part of the existing service for the neighbouring residential properties.
- 3.3.2 The Site layout has been designed to accommodate a 7.5T box van delivery vehicle entering, turning and exiting via the proposed relocated access.
- 3.3.3 Swept path analysis of a delivery vehicle is provided at Appendix 2.

3.4 Car and Cycle Parking

Car Parking

- 3.4.1 The development proposal provides 3 covered parking spaces in an open garage, and there is space within the Site for visitor parking, thereby according with the adopted local car parking standards, set out at Section 1.6 above.
- 3.4.2 Swept path analysis showing the manoeuvres of a large car in/out of the proposed garage parking is provided at Appendix 2.

Electric Vehicle Parking

- 3.4.3 Electric Vehicle charging infrastructure will be provided in the garage.

Cycle Parking

- 3.4.4 The cycle parking will be accommodated in the garage.

3.5 Trip Generation

- 3.5.1 It is generally accepted that a single house generates an average of seven vehicle movements per day, with one or two of those being made during the AM and PM peak hours. There is no reason to suggest that the proposed house would be any different.
- 3.5.2 This number of additional vehicle movements is negligible and is likely to have an imperceptible effect on the local road network.

3.6 Section Conclusion

- 3.6.1 The existing access will be relocated c.10m to the west of the existing access.
- 3.6.2 Car and cycle parking will be provided in accordance with adopted local standards.

-
- 3.6.3 The anticipated number of additional vehicle movements associated with the proposed new house is negligible and is likely to have an imperceptible effect on the local road network.
- 3.6.4 The proposal therefore accords with Policies 60, 61, 62, 63, and 64 of the adopted strategic plan, Policy PS6 of the Wiltshire Council Adopted Local Parking Standards, and with paragraphs 114 and 116 of the NPPF. This includes complying with the vision of the proposed development.

4.0 SUMMARY AND CONCLUSIONS

4.1 Summary

- 4.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Trevor Tomkins in relation to a proposed new 3-bedroom dwelling on Bradford Road in Winsley.
- 4.1.2 The Site is located within Winsley village, and the local pub, village hall, primary school, bus stop and train station are all accessible within walking and cycling distance.
- 4.1.3 The area local to the Site is conducive to cycling and there are good opportunities for residents to make their journeys by bike.
- 4.1.4 The bus stops local to the Site are served by frequent bus services, which provide access to / from a variety of destinations.
- 4.1.5 Avoncliff rail station is also within walking and cycling distance of the Site; some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made by foot, cycle, or bus.
- 4.1.6 The Site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.
- 4.1.7 Overall, the Site has a good level of accessibility by all relevant transport modes, thereby complying with national and local transport planning policy including the vision of the proposed development.
- 4.1.8 The existing access gate to the Site will be closed off, and the opening infilled with drystone walling to match existing.
- 4.1.9 A new access will be created c.10m to the west of the existing access to provide improved access arrangements.
- 4.1.10 It is anticipated that the local authority will collect waste and recycling from the Site as part of the existing service for the neighbouring residential properties.
- 4.1.11 The Site layout has been designed to accommodate a 7.5T box van delivery vehicle entering, turning and exiting via the proposed relocated access.
- 4.1.12 Car and cycle parking will be provided in accordance with the adopted local standards.
- 4.1.13 The proposed development could generate an average of 7 vehicle movements a day with 1 or 2 during each of the peak hours.
- 4.1.14 The anticipated number of additional vehicle movements associated with the proposed new house is negligible and is likely to have an imperceptible effect on the local road network.

4.2 Conclusions

- 4.2.1 The proposal is shown to accord with Policies 60, 61, 62, 63, and 64 of the adopted strategic plan and with Paragraphs 115, 117, and 118 of the NPPF.
- 4.2.2 Overall, the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test (NPPF paragraph 116). The proposals are also in line with the development's vision.
- 4.2.3 There are therefore no highways and transport reasons to refuse this planning application.

APPENDICES

APPENDIX 1 – PROPOSED SITE LAYOUT



Site Plan

1 : 200

ReFrame Studio®

Rev	Description	Date
P01	Client review workshop	30/07/25
P02	Fenestration updated. Fencing omitted.	27/08/25
P03	New tree planting added.	02/09/25
P04	New Access & Landscaping	25/09/25
P05	Access amended	01/10/25
P06	All trees retained	30/10/25
P07	Planning Boundary Added	18/11/25
P08	Proposed planting revised	27/11/25
P09	T1 & T2 Trees removed	02/12/25

CODE	SUITABILITY DESCRIPTION
STATUS	PURPOSE OF ISSUE

REFRAME DESIGN STUDIO LTD		
PROJECT		
WINSLEY PADDOCK		
TITLE		
PROPOSED SITE PLAN		
STATUS		
PLANNING		
DRAWN BY CM	CHECKED BY CM	DATE 30/07/25
SCALE (@ A1) 1 : 200		PROJECT NUMBER LAMA-56
DRAWING NUMBER L109		REV P09

APPENDIX 2 – SWEPT PATH ANALYSIS

INBOUND MANOEUVRE

OUTBOUND MANOEUVRE

7.5t Box Van
Overall Length 8.01m
Overall Width 2.10m
Overall Body Height 3.55m
Min Body Ground Clearance 0.35m
Track Width 2.06m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

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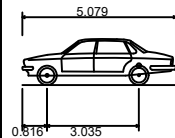
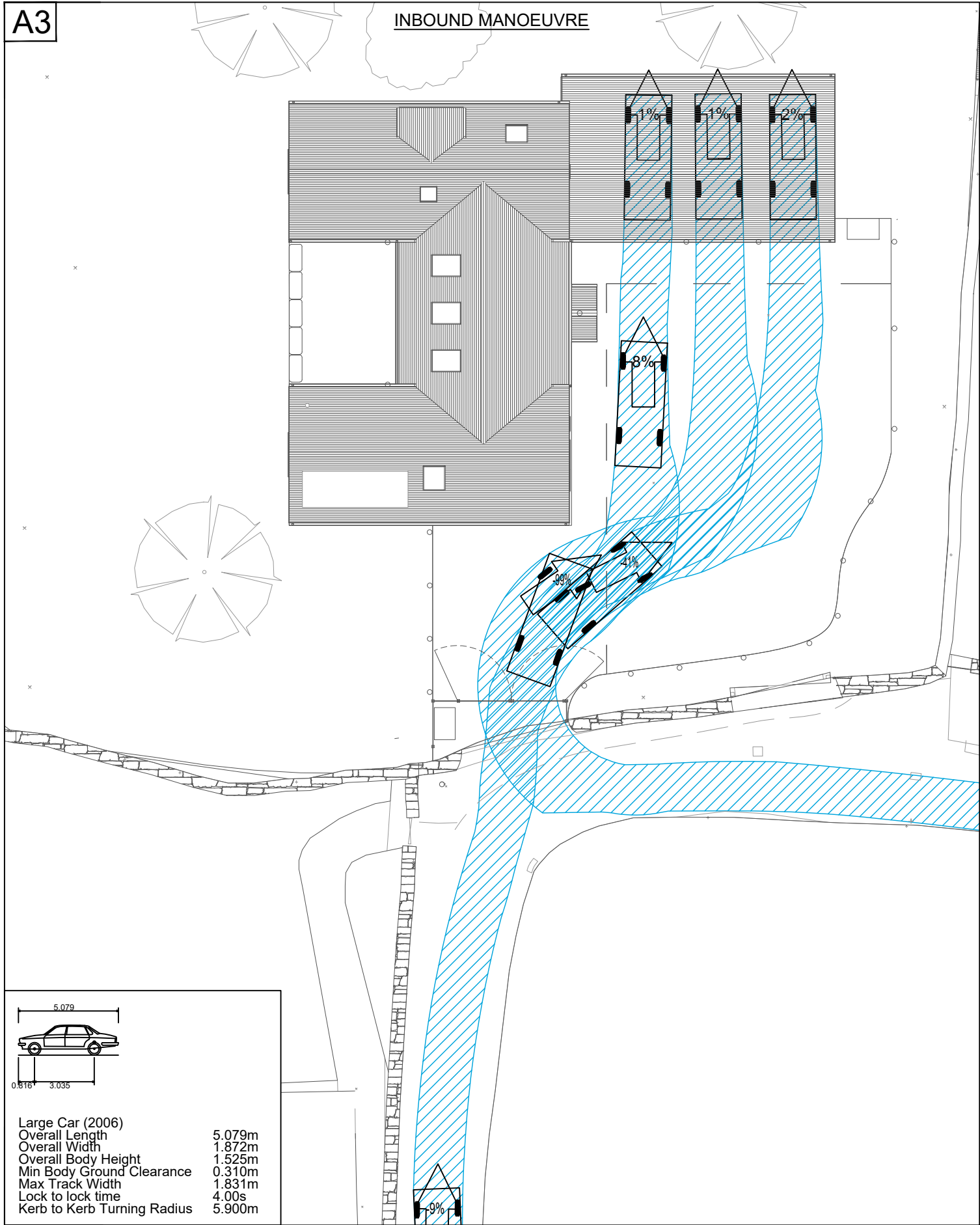


client
MR AND MRS TOMKINS
project
WINSLEY, BRADFORD ROAD
PROPOSED RESIDENTIAL DWELLING

title
SWEEP PATH ANALYSIS
7.5 TONNE BOX VAN

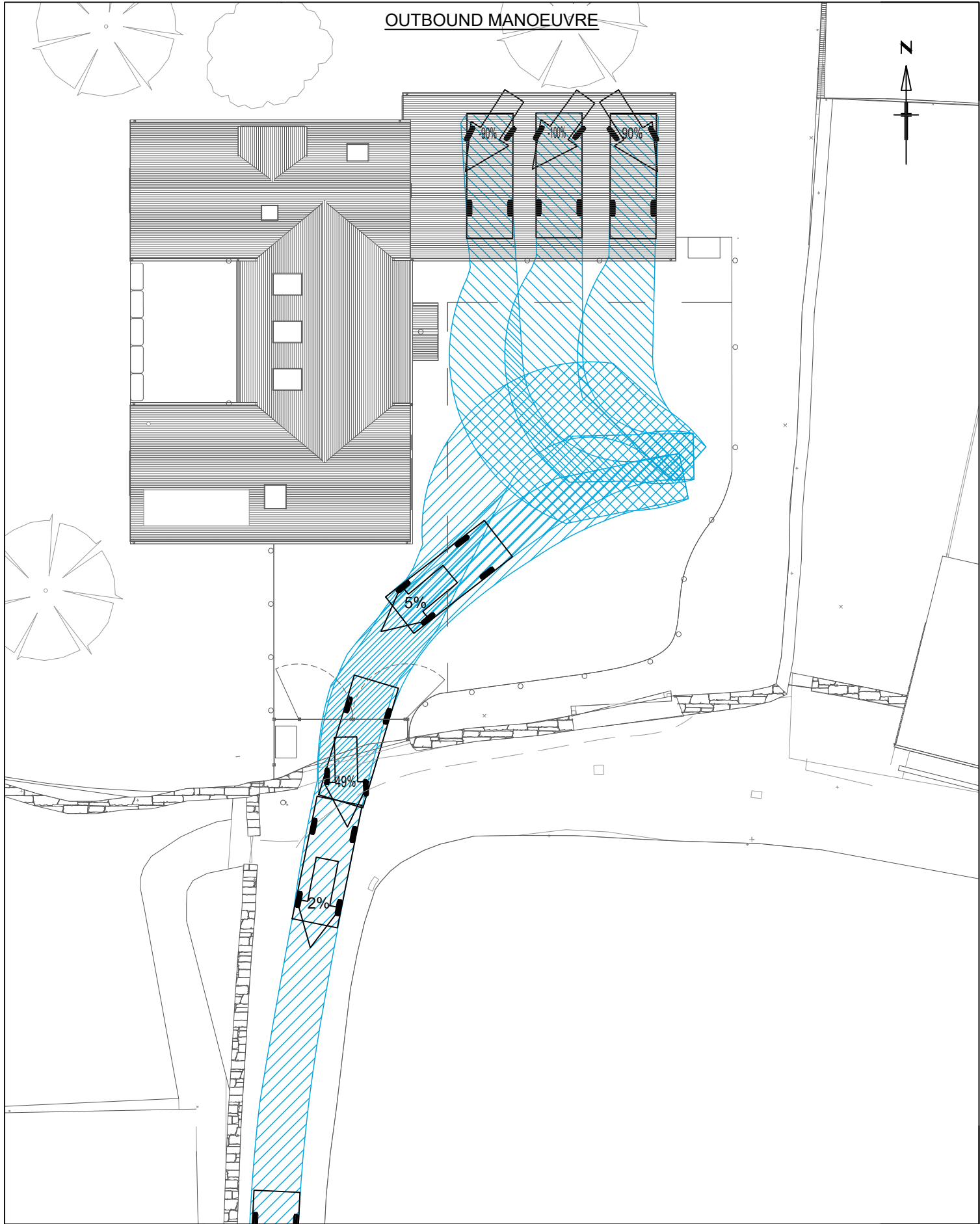
date	NOVEMBER 2025	drawn by	T.A.S	checked by	T.B
scale	1:200	status	PLANNING	rev.	
drawing number	250539-TR001				

INBOUND MANOEUVRE



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

OUTBOUND MANOEUVRE



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client
MR AND MRS TOMKINS
project
WINSLEY, BRADFORD ROAD
PROPOSED RESIDENTIAL DWELLING

title
SWEEP PATH ANALYSIS
LARGE CAR MANOEUVRE

date NOVEMBER 2025	drawn by T.A.S	checked by T.B
scale 1:200	status PLANNING	
drawing number 250539-TR002	rev.	

