

Red Pit, Dilton Marsh

Transport Note: Further Information for Highway Authority

Client: Mr Norwood

14 October 2025

Document Reference: **C23110/TN02**

QUALITY MANAGEMENT

REPORT DETAILS

Issued by	Apex Transport Planning Ltd Runway East, 101 Victoria Street Redcliffe Bristol BS1 6PU Tel: 0117 427 0414 info@apextp.co.uk www.apextp.co.uk	
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1. INTRODUCTION

1.1 Overview

- 1.1.1 Apex Transport Planning (Apex) has prepared this Transport Note (TN) in relation to Wiltshire Council (WC) planning application PL/2025/06596, which seeks outline permission for the erection of up to 5 dwellings following the demolition of the existing dwelling, where all matters are reserved except for access on land at Bramley Cottage, no. 19 Red Pit, Dilton Marsh, Westbury.
- 1.1.2 The TN provides further information in response to comments from Wiltshire Council's Highway Development Control dated 16th September 2025 provided in its role as the local highway authority (LHA).
- 1.1.3 The application submission was supported by a Transport Note (TN01) (ref: C22216/TN01) which included full details of the scheme from a transport perspective.
- 1.1.4 The LHA's comments raise concerns over the suitability of Red Pit and have recommended four reasons for refusal, which are summarised as:
- An increase in vehicular traffic along Red Pit with a loss of amenity and risk of additional hazards to an existing right of way.
 - Red Pit is not of the condition or maintained to the standard necessary to accommodate the volume and type of traffic generated by the development.
 - The proposed development would result in an increased use of Red Pit by vehicles where its existing geometry and limited useable width is considered sub-standard leading to safety and convenience issues for users of the highway.
 - The applicant has not demonstrated sufficient visibility splays at each access where Red Pit meets either the B3099 Clivey or Stormore.
- 1.1.5 As such, this TN has considered these comments and provides further information to overcome these concerns. Where required, relevant sections of the TN01 report have been referred to in this TN.
- ### 1.2 Scope of Note
- 1.2.1 This TN, for ease, has been set out with the specific LHA refusal recommendations in **navy boxes** with the Apex response provided below. The comments have been set out broadly in the order provided by the LHA with some topics grouped slightly differently for ease of response.

2. LOCAL HIGHWAY AUTHORITY COMMENTS

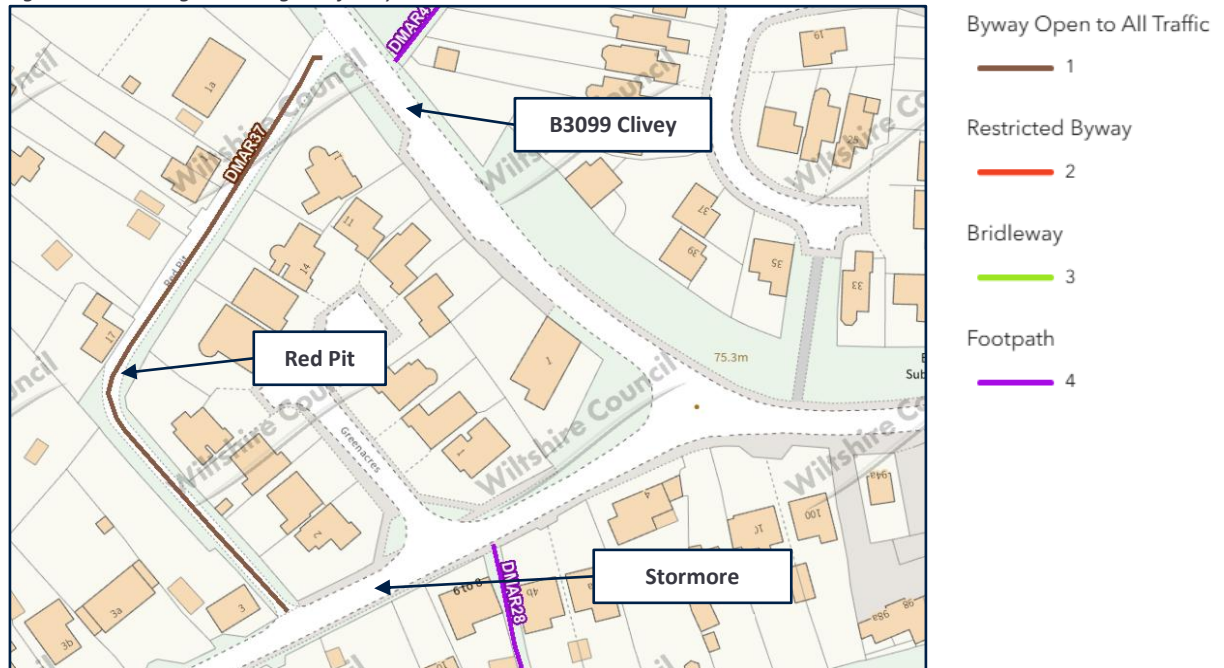
2.1 Public Right of Way

"The proposed development would result in an increase in vehicular traffic along Red Pit, a track with designated public rights (Byway DMAR37) with consequent loss of amenity and risk of additional hazard and inconvenience to all users of the designated right of way".

- 2.1.1 Aside from traffic generation, as we know from the evidence presented within TN01 that the existing baseline, development and cumulative scenarios are low, the LHA have raised concerns associated with a 'loss of amenity' and a 'risk of additional hazard and inconvenience' for users of a designated right of way.
- 2.1.2 With regard to Red Pit, the LHA state that *"Red Pit is classified as a byway open to all traffic (DMAR37) and a brown track"*.

- 2.1.3 We agree that Red Pit between the B3099 and Stormore is a Byway Open to All Traffic (BOAT), known as route DMAR37 as shown at Figure 2-1. A BOAT is a public right of way legally designated for all types of traffic, including pedestrians, cyclists, horse riders, and mechanically propelled vehicles.

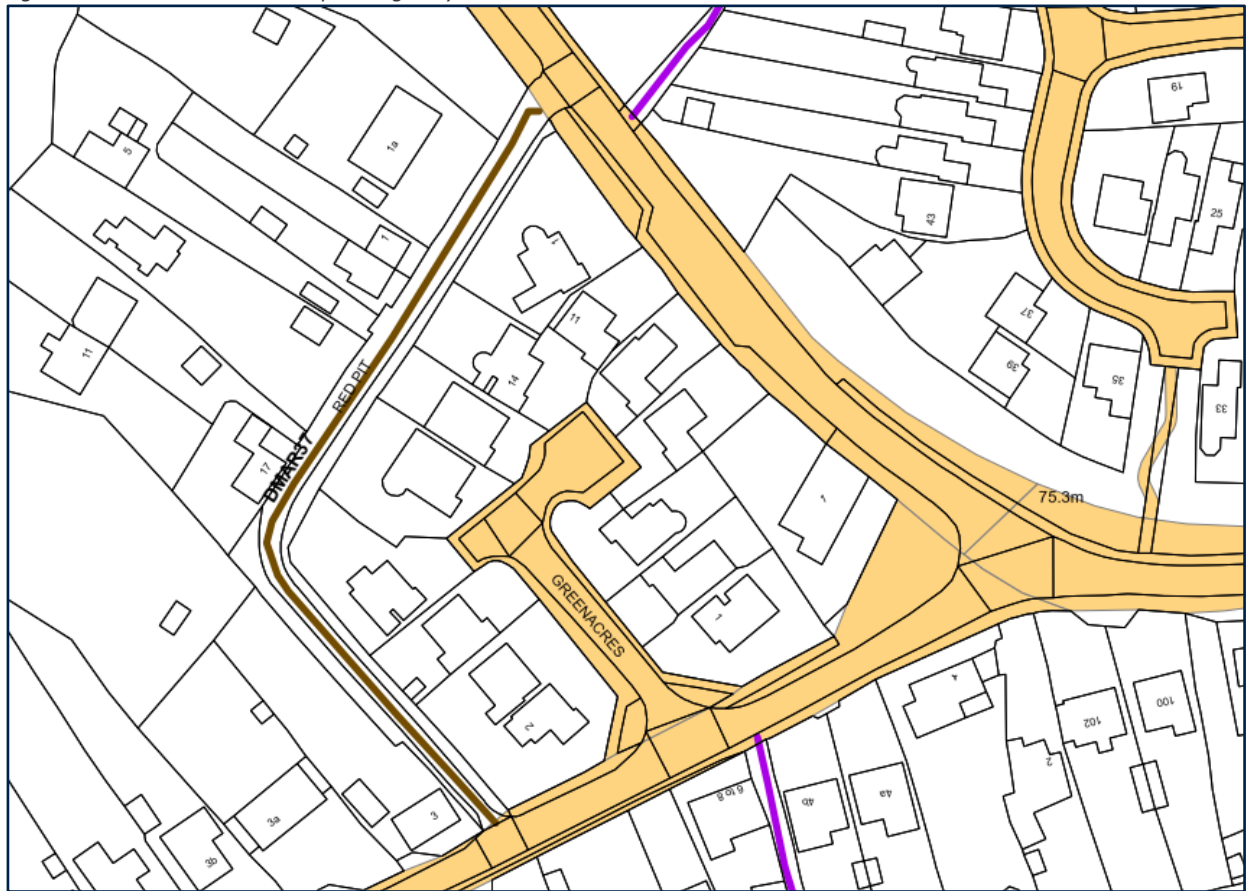
Figure 2-1: Existing Public Rights of Way



Source: Wiltshire Council Public Rights of Way Definitive Map

- 2.1.4 With this in mind, Red Pit already accommodates vehicular traffic associated with existing established properties that are served from Red Pit, including the development site, whom have a right of access over the BOAT (in both directions) when seeking access to/from the B3099 Clivey and Stormore. This is the baseline position from a traffic perspective.
- 2.1.5 The LHA state that Red Pit and its BOAT are “*recorded as highway maintainable at public expense and the full width between boundaries is presumed to form part of the highway*”.
- 2.1.6 Whilst a BOAT is classified as a ‘highway’, highway maintainable at public expense records obtained from Wiltshire Council, as shown at Figure 2-2, clearly indicates that Red Pit, along its length and width between the B3099 Clivey and Stormore, does not form part of the adopted highway.

Figure 2-2: Wiltshire Council Adopted Highway Extent



Source: Wiltshire Council Adopted Highway Mapping

- 2.1.7 This establishes that Red Pit is private and does not form part of the ‘adopted’ highway (shown highlighted yellow), whereby Red Pit could be managed, altered, improved or controlled by the Local Highway Authority.
- 2.1.8 A public byway can legally cross over private land, as PROWs are routes the public can use at all times, even if the land itself is owned privately. The landowner(s) must not obstruct or interfere with these rights, and any user of a route (BOAT in this instance) has a responsibility to be mindful of the private property they are crossing.
- 2.1.9 There are no physical gates at either end of Red Pit, which would prevent access for users of the BOAT and as such, there is no ‘loss of amenity’ to that effect.
- 2.1.10 With regard to a ‘risk of additional hazard and inconvenience’, TN01 set out trip generation for the baseline, proposed and cumulative vehicle movements, which confirmed that the proposals, whilst an increase in traffic would not give rise to an unacceptable impact on highway safety or be considered ‘severe’ from a cumulative perspective.
- 2.1.11 Context should also be given to the Manual for Streets (MfS, March 2007), which sets out at paragraph 7.2.14 that shared surface streets work well “where the volume of motor traffic is below 100 vehicles per hour (vph)”.
- 2.1.12 Whilst Red Pit is not a ‘shared street’, it is a private track ‘shared’ by all users. The MfS sets out that research undertaken by the Transport Research Laboratory (TRL) on behalf of Transport for London (TfL) concluded that “there is a self-limiting factor on pedestrians sharing space with motorists, of around 100 vph” and above this “pedestrians treat the general path taken by motor vehicles as a ‘road’

to be crossed rather than as a space to occupy". It also states that the speed of vehicles has a strong influence on how pedestrians used the shared area.

- 2.1.13 With this in mind, the cumulative forecast trips, which include the development proposals represent a maximum of 8vph during the peak period. This is significantly lower than the 100vph set out by the MfS and in a location where speeds are low due to the existing width and length of Red Pit itself.
- 2.1.14 As such, we do not consider that the proposals would result in a 'severe' loss of amenity or represent an increased level of trips that would cause an 'inconvenience' or pose additional 'hazards' to its users as the proposals do not represent an unacceptable impact on highway safety and is therefore in line with paragraph 116 of the National Planning Policy Framework (NPPF).

2.2 Red Pit

"Red Pit is not of the condition nor is maintained to the standard necessary to accommodate the volume and type of traffic likely to be generated by the development proposed. The proposed increase in use would lead to further deterioration".

- 2.2.1 It is established that Red Pit does not form part of the adopted highway network (Figure 2-2), however, access must be 'maintained' along the length of Red Pit as it does form Wiltshire Council route DMAR37, which is a BOAT.
- 2.2.2 As such, the 'condition' of Red Pit cannot be 'maintained' by the LHA in the physical sense for improvements such as surfacing as it is under private ownership. Therefore, the landowner(s) of Red Pit, could at any point make improvements to the existing 'condition' of Red Pit.
- 2.2.3 The Local Highway Authority can only comment on private land where it transitions to become part of the adopted highway network, which at the access points of the B3099 Clivey and Stormore are both of a consolidated/hard surfaced suitable condition.
- 2.2.4 With regard to the condition of Red Pit and its suitability to accommodate the 'volume' and 'type of traffic' generated by the proposed development. Red Pit already accommodates, in its current condition vehicle movements, where Table 4-2 of TN01 sets out that the existing properties would generate a total of 5 two-way movements during both peak hours and 41 two-way movements over the daily period.
- 2.2.5 The proposals which comprise residential development only represent an additional 3 two-way vehicle movements during both the AM and PM peak hours and 23 additional two-way trips over the daily period. This level of traffic would not alter the current condition of Red Pit and the type of traffic would be reflective of the existing movements to and from neighbouring residential properties. In the context of the LHA's comments relating to 'deterioration', should this occur, it would be the responsibility of the landowner(s) to ensure that the 'condition' of Red Pit is maintained for the benefit of existing properties.

2.3 Trip Generation and Impact

"The proposal will result in an increased use of Red Pit by vehicles which, by virtue of its poor geometry and limited useable width, is considered sub-standard and which will lead to the detriment of the safety and convenience of all users of the highway".

- 2.3.1 Two of the LHA's reasons for refusal refer to an 'increase' in vehicular movements on Red Pit.

- 2.3.2 For context, TN01 provided residential trip rates and traffic generation for the existing dwelling (Table 4-1) on the development site. The same trip rates were applied to the neighbouring nine dwellings (Table 4-2), which are all served from Red Pit to establish the total 'base' existing traffic for the 10 dwellings (Table 4-3). All of these assessments included AM and PM peak hours along with daily traffic movements over a 12-hour period.
- 2.3.3 Table 4-4 of TN01 set out the proposed trip generation for the five dwellings and Table 4-5 set out the net change in trips from the development site, which represents an increase in only four dwellings. As such, the application is only considering trips associated with four new dwellings.
- 2.3.4 However, Table 4-6 of TN01 is the key consideration with regard to the existing 'base' two-way traffic generation and the cumulative (base + development) traffic generation along with the net change in vehicle movements as a result of the proposals. In all existing and proposed scenarios, the level of vehicle movements are low. Please note that Table 4-6 of TN01 includes a minor summation error associated with daily net traffic, however, this is resolved within Table 2-1 of this TN.
- 2.3.5 The LHA states that *"it is acknowledged that the vehicle movements are relatively low on Red Pit"*, which confirms our base analysis. However, the LHA's response states that *"the proposal will result in a 50% increase across the day from an estimated 41 to 64 two-way movements per day, approximately one vehicle movement every 12 minutes"*. This increase (c.56% across the day) equates to only 23 additional two-way vehicle movements per day and the analysis presented below demonstrates that the increase in vehicle trips would be much less than one vehicle movement every 12 minutes.
- 2.3.6 The analysis set out within TN01 considered both peak hour and daily vehicle net change (Table 4-6), however, it appears that the LHA's main concern relates to 'any' increase, which will result in a potential conflict.

- 2.3.7 Table 2-1 sets out the 12-hour daily profile for the base (existing), base + development and the net change in two-way vehicle movements. This is based on the residential trip rates provided at Appendix B of TN01.

Table 2-1: Daily Two-way Cumulative Traffic on Red Pit Comparison (Vehicles)

Time Period	Base	Base + Development	Net
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	3	5	+2
08:00-09:00	5	8	+3
09:00-10:00	4	6	+2
10:00-11:00	3	5	+2
11:00-12:00	2	4	+2
12:00-13:00	3	5	+2
13:00-14:00	3	5	+2
14:00-15:00	2	3	+1
15:00-16:00	4	6	+2
16:00-17:00	5	8	+3
17:00-18:00	5	8	+3
18:00-19:00	4	5	+1
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Totals	41	64	23

- 2.3.8 Whilst Table 2-1 simply presents the total two-way vehicle movements per hour, this could further be broken down by arrivals and departures, however, this is not necessary as the evidence presented clearly indicates that aside from the AM and PM peak hours, set out within TN01 the proposals only represent an increase, on average of 2 vehicles per hour during interpeak periods. This level of traffic, which whilst an increase, is considered to be insignificant and would not give rise to an unacceptable impact to highway safety or hazards/inconvenience to users of the BOAT.
- 2.3.9 Context should be given to Red Pit, which already accommodates existing vehicle movements (base), which the LHA acknowledges are low. This is the baseline position for traffic along Red Pit and where it meets the B3099 Clivey and Stormore, where as shown at Section 2.3 of TN01 there is no evidence of a road safety issue across the entire 25 year dataset (data available from 1999). This data would have also included users of the BOAT, if Personal Injury Accidents (PIAs) had occurred. This confirms that Red Pit and the junctions with the B3099 Clivey and Stormore currently operate without a known road safety concern for all its users.
- 2.3.10 The LHA also state that the *“increase in vehicle movements on Red Pit, as a result of the proposed development, does represent an increase in the likelihood of vehicles meeting albeit on an infrequent basis”*.
- 2.3.11 The LHA also acknowledges the analysis within TN01, which sets out the likelihood of vehicle conflict during the worst case peak hour.

- 2.3.12 The analysis within Section 4.7 of TN01 considered vehicle conflict analysis, which set out the likelihood of two vehicles (or more) meeting along the longest section of Red Pit (to the B3099 Clivey) during the worst case peak hour.
- 2.3.13 The analysis indicates that should all proposed and existing vehicle movements arrive and depart along the longest section of Red Pit the likelihood of vehicles meeting is significantly less than 1% (0.0579%). This is because the longest section of Red Pit is only c.100m in length, which takes c.22 seconds to travel at 10mph and that there is only forecast to be 8 two-way movements (5 arrivals and 3 departures). This likelihood is further diluted as vehicles have the option to travel south towards Stormore, however, there is no need to assess this scenario as the robust analysis clearly demonstrates limited, if any likelihood of an occurrence and arguably much less than 'infrequent' as stated by the LHA.
- 2.3.14 The NPPF clearly sets out that development should only be 'prevented or refused' on highway grounds if the proposals would represent an 'unacceptable impact' on highway safety or it's residual cumulative impact on the road network, would be considered 'severe'.
- 2.3.15 The proposals do not prejudice the NPPF, insofar that existing vehicle movements currently utilise Red Pit for access from both the B3099 Clivey and Stormore without evidence of an existing road safety concern or hazard to users of the BOAT. More importantly the proposals give rise to only three additional vehicle movements during the peak hours, where further evidence for the entire 12-hour period identifies that vehicle movements would represent an additional 1 to 2 movements per hour. This level of vehicle movements would not exacerbate existing safety conditions or pose potential hazards/inconveniences to all users of Red Pit.

2.4 B3099 Clivey and Stormore

"The applicant has not demonstrated that sufficient visibility splays in both directions are available / achievable from Red Pit onto the B3099 Clivey road or onto Stormore".

- 2.4.1 As requested by the LHA we have reviewed the available visibility at the access points of where Red Pit meets the B3099 Clivey and Stormore. The available level of visibility for drivers at each access point is provided at Appendix B.
- 2.4.2 The access with the B3099 Clivey, is immediately south of speed limit signage, where to the north of the access it is the national speed limit (60mph) and to the south 30mph. Vehicular visibility for drivers using the access are provided with 2.4m x 78m to the nearside carriageway edge to the north. This level of visibility is below what would typically be required for creating a new access where the speed limit is 60mph. To the south of the access drivers are provided with 2.4m x 43m to the carriageway edge (accounting for the lay-by), which is in line with guidance set out within the MfS for a 30mph design speed.
- 2.4.3 At the access with Stormore, drivers are provided with 2.4m x 4m to the nearside carriageway edge to the west, which is restricted due to third-party land/a boundary wall. To the east drivers are provided with 2.4m x 43m to the east to the nearside carriageway edge, which is in line with MfS guidance for the existing 30mph speed limit.
- 2.4.4 However, whilst both existing junctions do not fully meet guidance for vehicular visibility, in practice both operate safely where trips generated by existing properties utilise each access point from Red Pit. Section 2.3 of TN01 demonstrated that along Red Pit or at its junctions with the B3099 Clivey and Stormore there is no evidence of a recorded Personal Injury Accident (PIA). The study period included

the most recent seven years (including two years during the pandemic) as well as the entire PIA dataset, which covers 25 years (from 1999).

- 2.4.5 Furthermore, whilst a 2.4m 'x' distance is typically provided for drivers at the give-way of the access road, a significantly greater level of forward visibility is available for drivers on the main arm to see the front of the vehicle stopped at a junction. For both junctions drivers are able to stop and wait safely on both the B3099 Clivey and Stormore, if a vehicle on the minor arm (Red Pit) is attempting to emerge. As such, in practice driver behaviour is influenced by these existing conditions, where both junctions with the local highway network operate safely without incident
- 2.4.6 Whilst representing an increase in vehicle trips along Red Pit and at its junctions with the B3099 Clivey and Stormore these are low. This level of additional trips would not materially alter the existing performance of these junctions. As such, the evidence presented to date confirms that these existing junctions already operate without an existing safety concern, regardless of width, junction geometry and vehicular visibility. The proposals, whilst an increase in vehicular movements, would not give rise to an 'unacceptable impact on highway safety' neither would level of vehicle movements cumulative be considered 'severe' (para. 116, NPPF).

3. SUMMARY AND CONCLUSIONS

3.1 Summary

3.1.1 This Transport Note has considered the consultation response from Wiltshire Council in its role as the Local Highway Authority and provides further information to address its concerns with regard to the development proposals.

3.1.2 A summary of the further information provided has been set out as follows.

- Red Pit is an existing private track, which already accommodates existing vehicle movements. This includes where access is provided with the wider highway network at the junctions with the B3099 Clivey and Stormore.
- The level of existing traffic is quantified within TN01 where a total of 5 two-way vehicle movements occur during the AM and PM peak hours. On average this equates to a vehicle movement every 12 minutes in the peak hour. Over the daily 12-hour period a total of 41 two-way vehicle movements occur, which equates to between 2 and 5 vehicle movements per hour and on average a movement every 12-30 minutes. This is the baseline position of movements along Red Pit.
- The LHA agree that the existing level of vehicle movements on Red Pit are low.
- There are no recorded PIAs along Red Pit or at the junctions of the B3099 Clivey or Stormore, within the entire 25-year dataset. This indicates that Red Pit and its junctions with the local highway network operate safely without incident. This also includes any movements by undertaken by users of the BOAT.
- As set out within TN01, the proposals will generate an additional 3 two-way vehicle movements during the AM and PM peak periods, which equate to an additional vehicle movement every 20 minutes. Over the daily 12-hour period the proposals will represent an increase in 23 two-way vehicle movements.
- Cumulatively, during the AM and PM peak hours, the existing and proposed dwellings would generate a total of 8 two-way vehicle movements, which on average is a vehicle movement every 7 to 8 minutes. Over the daily 12-hour period, additional analysis has presented within this TN, which confirms that during interpeak periods the increase in two-way vehicle movements is 1-3 vehicles per hour. This level of traffic is considered insignificant.
- The trip generation analysis presented within TN01, and this TN confirms that the level of vehicle movements would not pose potential hazards/inconveniences to all users of Red Pit.
- The proposal does not result in a 'loss of amenity' as the proposals do not restrict access for existing properties or users of the existing right of way. The MfS sets out that pedestrians can occupy a 'shared' street where vehicles do not exceed 100vph. Red Pit, whilst not a street is 'shared' by all users (as a BOAT) and cumulatively the proposals represents a maximum of 8vph, which is significantly below this guidance.
- Whilst Red Pit is a right of way, it remains under private ownership. As such, the condition of the track can only be improved by the landowner(s). Where Red Pit meets the public highway, both the B3099 Clivey and Stormore are consolidated/hard surfaced and appropriate.
- Whilst both existing junctions do not fully meet guidance for vehicular visibility, in practice both operate safely where trips generated by existing properties utilise each access point from Red Pit. As such, the proposals, whilst representing an increase would not materially alter the existing performance of these junctions regardless of width, junction geometry and available vehicular visibility.

3.2 Conclusions

- 3.2.1 Based on the further information provided within this Transport Note, the proposed development would not have a severe impact on the operation of the surrounding highway network or an unacceptable impact on road safety in accordance with paragraph 116 of the NPPF, which states that development should only be *“prevented or refused on highways grounds”* if there would be an *“unacceptable impact on highway safety”* or that the effects of the proposals would give rise to a *“residual cumulative impacts on the road network”*, which would be considered severe, when taking into account all reasonable future scenarios.
- 3.2.2 As such, based on the information provided it is therefore considered that there are no reasons relating to transport or highways for objecting to the application.

Appendix A Local Highway Authority Response

Highway Development Control Consultation Response

Planning Application Ref: PL/2025/06596

Site Address: Bramley Cottage, 19 Red Pit, Dilton Marsh, Westbury, BA13 4BJ

Proposal: Outline permission for the erection of up to 5 dwellings following the demolition of the existing dwelling, all matters are reserved except for access.

Date of Consultation Response: 16/09/2025

Dear Julie,

I refer to the above mentioned planning application for a redevelopment of the site, which is currently occupied by a single dwelling "Bramley Cottage" (to be demolished), to result in a total of 5 new-build dwellings. The site is served from Red Pit which connects the B3099 at Clivey in the northwest with Stormore in the south. Red Pit is classified as a byway open to all traffic (DMAR37) and a brown track. It is therefore recorded as highway maintainable at public expense and the full width between boundaries is presumed to form part of the highway. Red Pit is an unmetalled track characterised by an unmade surface and is in a poor condition. Red Pit currently serves 10 dwellings; the proposal will increase the number of dwellings to 14.

The section of Red Pit from the B3099 junction to the site (a distance of approximately 100 metres) varies in width, with a small number of informal passing places provided mainly by private accesses. There is an area of localised widening along the track opposite some existing properties where two vehicles could possibly pass. However, it is noted that this space is frequently fully occupied by parked vehicles and thus cannot be relied upon to be available for use as a passing place at all times. The useable width of the track is mostly insufficient to allow two vehicles to pass. Furthermore, it does not allow a safe refuge for pedestrians from passing vehicles.

The width of the junction immediately off the B3099 is also not sufficient to allow two vehicles to pass, sufficient width at this location is considered essential. If a vehicle turned in as another was waiting to exit it would not be able to pass and may have to reverse out or wait on the B3099, close to a change in the speed limit and where vehicles may be travelling quickly or accelerating. For a larger vehicle such as a delivery vehicle this situation would be further exacerbated.

The section of Red Pit from the site to the Stormore junction is a single width track with a central grassed strip and no opportunity for vehicles to pass or for any passing places to be created. Either junction could be used to access the site with no restrictions, although it is more likely that vehicles would use the B3099 access as the more attractive route.

The Transport Note provides Proposed Trip Generation data and analysis. Whilst it is acknowledged that the vehicle movements are relatively low on Red Pit, it is also noted that the proposal will result in a 50% increase across the day from an estimated 41 to 64 two-

way movements per day, approximately one vehicle movement every 12 minutes. The increase in vehicle movements on Red Pit, as a result of the proposed development, does represent an increase in the likelihood of vehicles meeting albeit on an infrequent basis. The Transport Note presents this as a calculated probability, but the fact remains that additional dwellings equal more vehicle movements and an increase in potential conflicts between vehicles and all other users of the track and its junctions.

Given that Red Pit is a public right of way, the track is shared with other non-motorised users (NMUs). It provides a route for recreational use, dog walkers, horse riders etc. The surface of the track is already poor with ruts and potholes in places, the increase in use on the scale proposed would accelerate the further deterioration of the track to the detriment of all users but specifically NMUs. My Rights of Way colleague has provided further commentary on this aspect of the proposal.

The junction of Red Pit with Stormore is substandard in terms of width and visibility particularly to the right (west) where the sight line is obscured by the garden wall of the adjacent property. Visibility at the junction on to the B3099 appears appropriate, although the splay to the left (northwest) falls predominantly within the national speed limit and must be measured accordingly, speed surveys could be useful to determine appropriate splays.

The proposal for 5 dwellings would increase the amount of traffic on Red Pit from future residents, visitors, deliveries and service vehicles compared to the current use. It is considered that the widths, junctions and surface is not suitable to accommodate such an increase in activity and thus cannot be supported by the Highway Authority.

It is recommended that this application is refused on highway grounds for the following reasons:-

The proposed development would result in an increase in vehicular traffic along Red Pit, a track with designated public rights (Byway DMAR37) with consequent loss of amenity and risk of additional hazard and inconvenience to all users of the designated right of way.

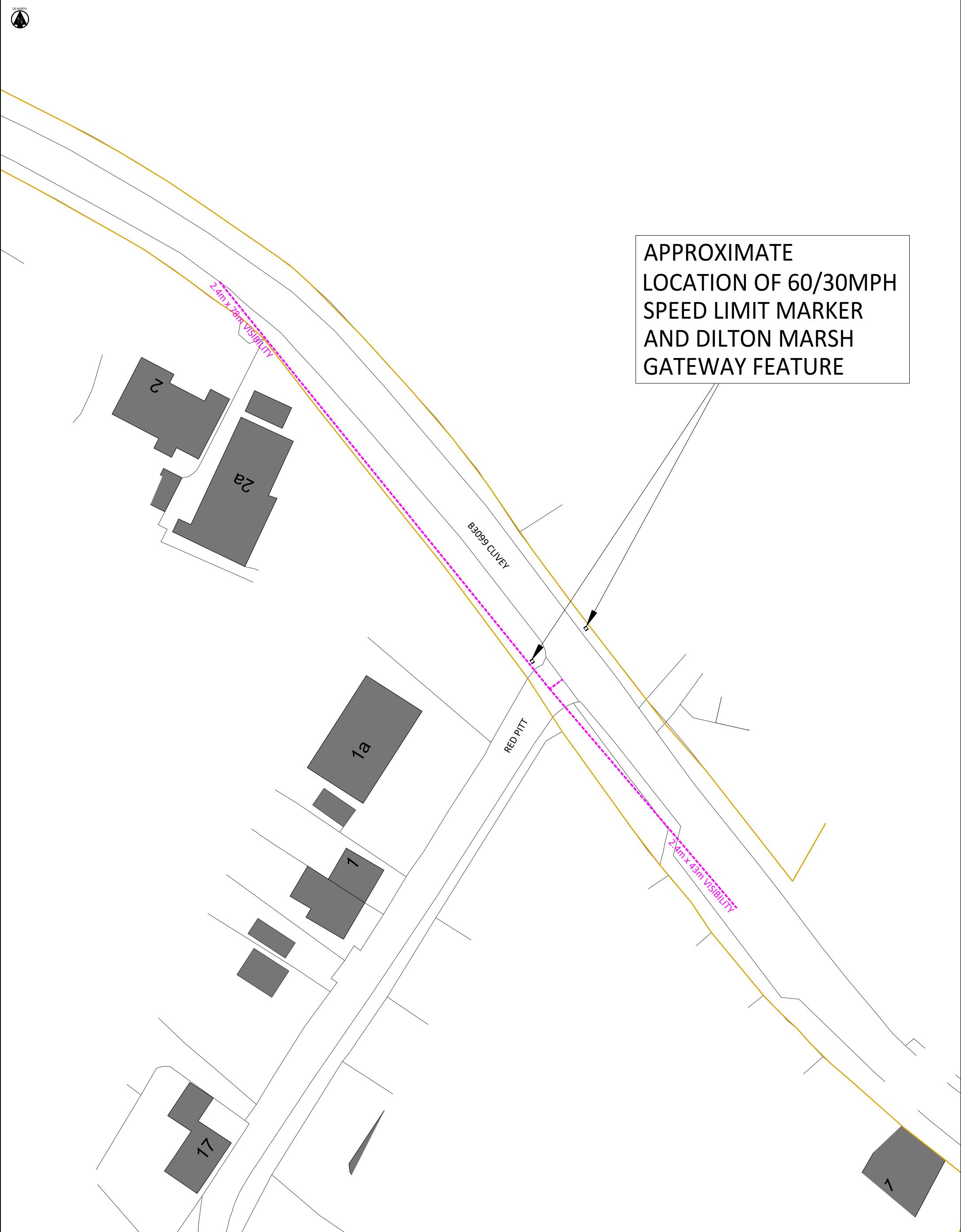
Red Pit is not of the condition nor is maintained to the standard necessary to accommodate the volume and type of traffic likely to be generated by the development proposed. The proposed increase in use would lead to further deterioration.

The proposal will result in an increased use of Red Pit by vehicles which, by virtue of its poor geometry and limited useable width, is considered sub-standard and which will lead to the detriment of the safety and convenience of all users of the highway.

The applicant has not demonstrated that sufficient visibility splays in both directions are available / achievable from Red Pit onto the B3099 Clivey road or onto Stormore.

Kind regards,
Julie Cleave – Highways DM

Appendix B Existing Vehicular Visibility – Red Pit with the B3099 Clivey and Stormore



APPROXIMATE
LOCATION OF 60/30MPH
SPEED LIMIT MARKER
AND DILTON MARSH
GATEWAY FEATURE

SCALE BAR

SCALE BAR (1:500)

KEY

— PUBLIC HIGHWAY EXTENT

- - - VISIBILITY SPLAYS

NOTES

- General arrangement drawing suitable for planning purposes only. This drawing is not suitable for construction.
- The content of this drawing is subject to detailed design considerations such as ground conditions, utilities, drainage and signage.
- Drawing is based on OS mapping data. Ordnance Survey, (c) Crown Copyright 2024. All rights reserved. Licence number 100022432
- Extent of adopted highway has been based on third party information.
- Please do not scale from this drawing.

P01	19/12/24	First Issue	LK	RM
Rev	Date	Description	By	App

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA
t: 02920 619 361
e: cardiff@apexp.co.uk

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU
t: 0117 427 0414
e: bristol@apexp.co.uk

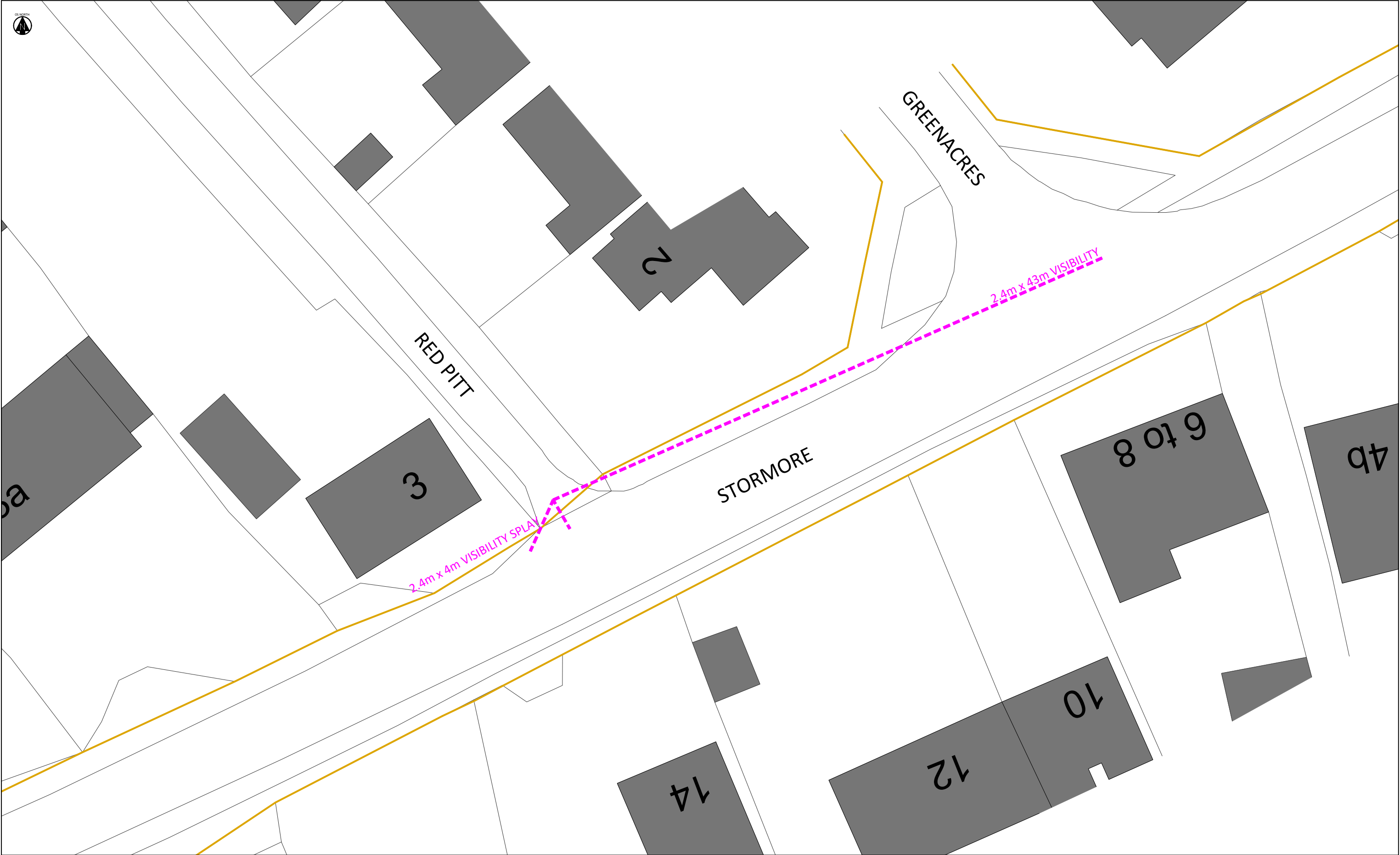
CLIENT
MR NORWOOD

PROJECT
RED PITT, DILTON MARSH

TITLE
RED PITT, DILTON MARSH - EXISTING B3099 CLIVEY ACCESS VISIBILITY SPLAYS

PROJECT NO. C24-216	SCALE @ A3 1:500
STATUS DESCRIPTION INFORMATION	
DRAWING NO. C24216-ATP-DR-TP-001	

STATUS
S2



SCALE BAR

0m

5m

10m

SCALE BAR (1:250)

KEY

PUBLIC HIGHWAY EXTENT

VISIBILITY SPLAYS

NOTES

1.

General arrangement drawing suitable for planning purposes only. This drawing is not suitable for construction.

2.

The content of this drawing is subject to detailed design considerations such as ground conditions, utilities, drainage and signage.

3.

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4.

Extent of adopted highway has been based on third party information.

5.

Please do not scale from this drawing.

REVISIONS (CONTINUED)

PO1	19/12/24	First Issue	LK	RM
Rev	Date	Description	By	App

REVISIONS

TRANSPORT PLANNING

CLIENT

MR NORWOOD

PROJECT

RED PITT, DILTON MARSH

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU

t: 02920 619 361
e: cardiff@apextp.co.uk

t: 0117 427 0414
e: bristol@apextp.co.uk

TITLE

RED PITT, DILTON MARSH - EXISTING
STORMORE ACCESS VISIBILITY SPLAYS

PROJECT NO.

C24-216

SCALE @ A3

1:250

STATUS DESCRIPTION

INFORMATION

STATUS

S2

DRAWING NO.

C24216-ATP-DR-TP-002