



PLANNING BY DESIGN

FROM CONCEPT TO COMPLETION

**Change of Use from Storeroom / outbuilding to
residential (one bedroom flat) + added dormer at
Longfield House, Mortimer Street, Trowbridge, BA14
8BG**

Transport Statement

**Written and prepared by Planning by Design on
behalf of Albert Dzapasi**

Version	Date	Prepared By
1	20.11.2025	CA

1 Introduction

1.1 Introduction

Planning By Design (**The agent**) has been instructed to act on behalf of Albert Dzapasi (**the applicant**) to submit a Full Planning Application to Wiltshire Council (**Local Planning Authority**) for the Change of Use from Storeroom / outbuilding to residential (one bedroom flat) + added dormer (**the proposal**) at Longfield House, Mortimer Street, Trowbridge, BA14 8BG (**the site**).

In support of this application, the following Transport Statement has been constructed to demonstrate the suitability of this site for this proposal and evaluate its accordance with national and local transport and planning policy along with supplementary design guidance.

This should be read in conjunction with the accompanying Planning Statement.

1.2 The Site

The site currently comprises a storeroom that sits between two flats, 5 and 6 Longfield House.

The site is uniquely situated in the middle of a roundabout on a major A-road, part of the Freight Route Network known as County Way, which serves as a primary route for heavy goods vehicles.



Figure 1: Site Location Plan

1.3 Purpose of this Document

The purpose of this document is to provide a comprehensive overview of the existing transport conditions at the site and to outline the likely impact on the local highway. The report will define the proposed parking provision and likely trip generation.

2 The Proposal

2.1 Overview

Permission is sought for the Change of Use from Storeroom / outbuilding to residential (one bedroom flat) and an added dormer.

The proposed site will therefore comprise of a two-storey flat. the downstairs will comprise an open-plan kitchen/living room, a store, and a shower room. Upstairs will comprise a bedroom.

The total Gross Internal Area of the property will be 41.2sqm.

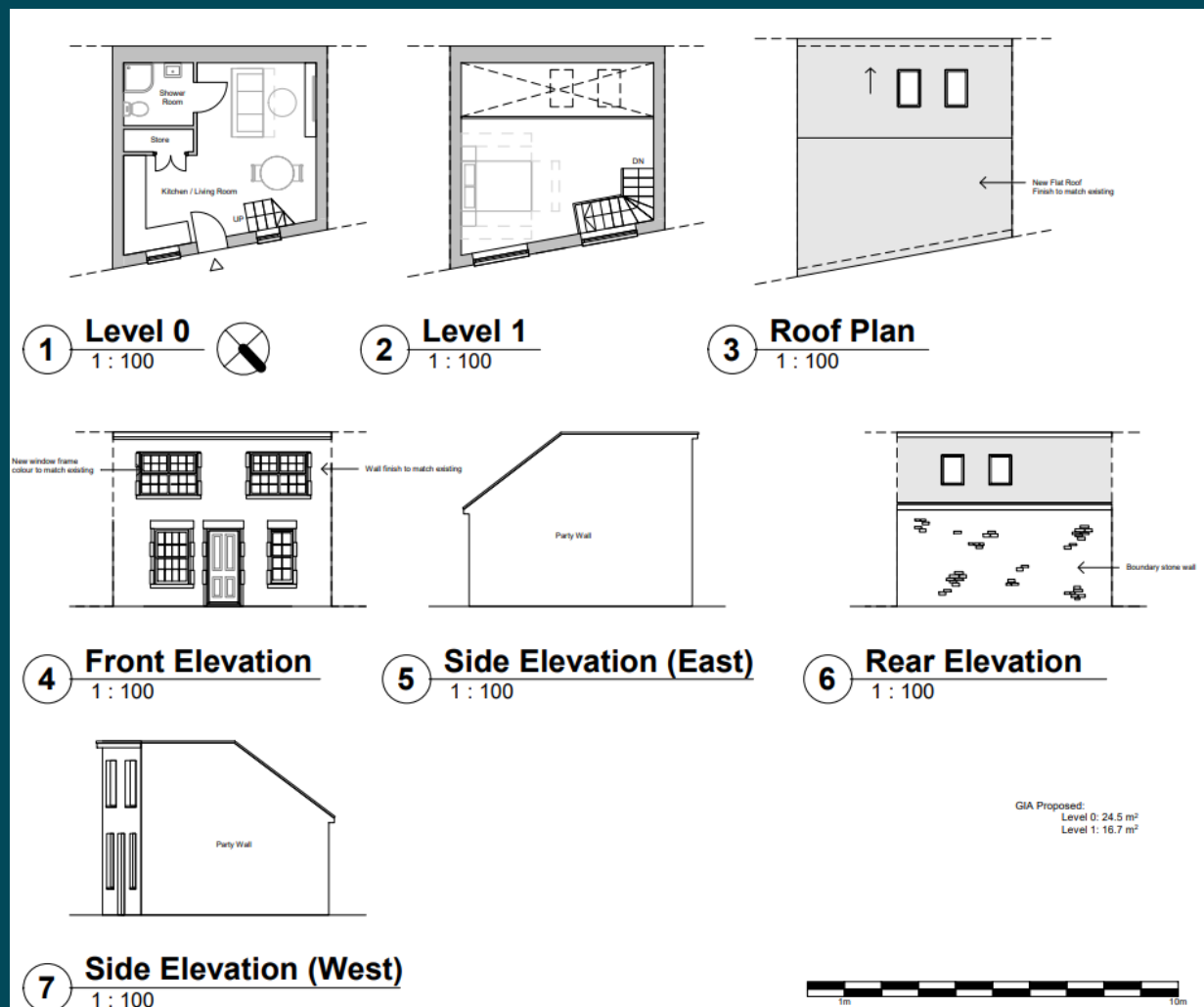


Figure 2: Proposed Site

3 Policy Considerations

3.1 Introduction

This section will outline the important policy considerations in the development of this Transport Statement.

3.2 National Policy – National Planning Policy Framework (NPPF)

Paragraph 115 states:

“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;*
- 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.*

Paragraph 116 states:

“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.”

3.3 Local Policy

Wiltshire Core Strategy (2015)

Core Policy 60 – Sustainable Transport

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.

This will be achieved by:

- i. planning developments in accessible locations*
- ii. promoting sustainable transport alternatives to the use of the private car*
- iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community*
- iv. promoting appropriate demand management measures*
- v. influencing the routing of freight within and through the county*
- vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.*

Core Policy 61 – Transport and New Development

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.

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

- i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:
 - a. Visually impaired and other disabled people*
 - b. Pedestrians*
 - c. Cyclists*
 - d. Public transport*
 - e. Goods vehicles*
 - f. Powered two-wheelers*
 - g. Private cars.**
- ii. That the proposal is capable of being served by safe access to the highway network.*
- iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.*

Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

3.4 Policy Compliance

The baseline transport conditions and trip generation outlined in the following sections will demonstrate how the proposals align with the above transport policies.

4 Sustainable Transport Conditions

4.1 Introduction

This section will outline the transport conditions surrounding the site and demonstrates that the site is in an accessible location for a new dwelling.

4.2 Public Transport

This section provides an overview of the public transport services in close proximity to the site. Figure 3 shows the location of the nearest bus stops and train station to the site.

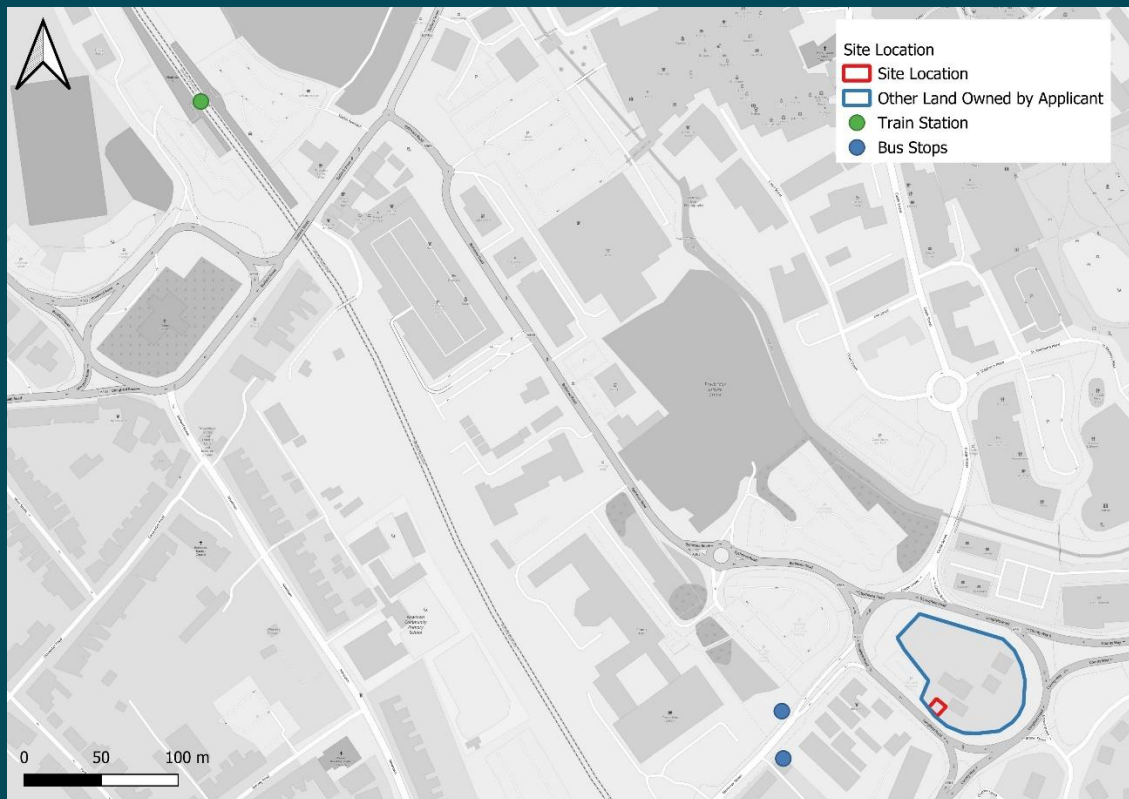


Figure 3: Public Transport

Train

The nearest train station to the site is Trowbridge. This is located c.800m to the west of the site, an approximate 10-minute walk or 4-minute cycle journey.

Trowbridge is situated on the Wessex Main Line

Table 2 outlines key locations that can be reached directly from Trowbridge.

Location	Journey Time	Peak Frequency
Bristol Temple Meads	34 minutes	3 per hour
Bath Spa	18 minutes	3 per hour
Melksham	9 minutes	1 per hour
Salisbury	37 minutes	3 per hour
Southampton Central	1 hour and 7 minutes	3 per hour

Table 1: Train Destinations

Bus

The closest bus stops are located on Mortimer Street, an approximate 2-minute walk from the site.

Table 1 sums up the bus services available from these stops and the journey times and frequencies.

Bus Service	Operator	Destinations	Frequency
87	Faresaver	Trowbridge – Westbury – Great Cheverell – West Lavington	4 per day
94	Libra Travel	Trowbridge – Westwood – Freshford – Bath	1 per day
D1 discover	FirstBus	Bath Bus Station - Warminster, Market Place via Bathampton, Winsley, Bradford on Avon, Trowbridge, Westbury	1 per hour

Table 1: Bus Services

4.3 Accessibility

There are a number of amenities within walking and cycling distance of the site.

Guidance from the Institution of Highways and Transportation (IHT) in their publication “Guidelines for Providing for Journeys on Foot” (2000) suggests that for commuting, school, and recreational trips, a walking distance of up to 2000m is considered the preferred maximum. Within this range, distances of 500m are deemed 'desirable' and 1000m metres 'acceptable'.

It is also noted that longer walking journeys are frequently undertaken in practice.

Assuming a walking speed of 1.4m/s, Table 2 summarises the walk journey times.

IHT Standard	Distance (m)	Time (minutes)
Desirable	500	6
Acceptable	1000	12
Preferred Maximum	2000	25

Table 2: IHT Walk Journey Times

National and local planning policy place a strong emphasis on ensuring that new developments are sustainably located and provide convenient access to essential day-to-day amenities. In line with guidance set out in the National Planning Policy Framework (NPPF), Manual for Streets, and the Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot, developments should be located within walking or cycling distance of key services.

These typically include:

- GP surgery or health centre;
- convenience store or food shop;
- post office;
- pharmacy;
- schools;
- open space; and
- public transport stops.

The availability of these amenities within reasonable distances supports the reduction of car dependency, encourages active travel, and contributes to the creation of healthy, inclusive, and well-connected communities.

Given the size of the proposed property, it is highly unlikely a parent and child would reside at the address, so the accessibility to schools has not been considered.

The location is sustainable, with a number of amenities within the preferred maximum walking distances. Table 3 describes the amenities.

Map No.	Amenity	Name	Location	Walking Distance (approx.)
1	Health Centre	Roundstone Surgery	County Way	0.4 mile
2	Pharmacy	Tesco Pharmacy	County Way	0.2
3	Dentist	Mortimer Dental	Mortimer Street	305ft
2	Supermarket	Tesco	County Way	0.2
4	Post Office	Trowbridge Post Office	Fore Street	0.4 mile
5	Public House	The Lamb	Mortimer Street	20m
6	Open Space	Trowbridge Park / River Biss	Trowbridge Park Road	0.3
7	Library	Wiltshire Library	Bythesea Road	0.2

Table 3: Amenities

5 Highway Network Impact and Parking

5.1 Introduction

This section will outline the likely trip generation compared to the fallback position of the site remaining as a community centre.

5.2 Highway Network Impact

The proposed impact of the development is anticipated to be small. The proposal results in the addition of one residential unit, likely occupied by one person only. The transport impacts are expected to be typical of the usual movements of one resident.

5.3 Parking

As demonstrated in Section 4, it is feasible a future resident could live a car-free lifestyle in this location. However, one parking space is allocated to the flat, so in the event the one resident did drive, this would not cause an issue in regards to parking.

The parking plan is provided in Figure 4 below.

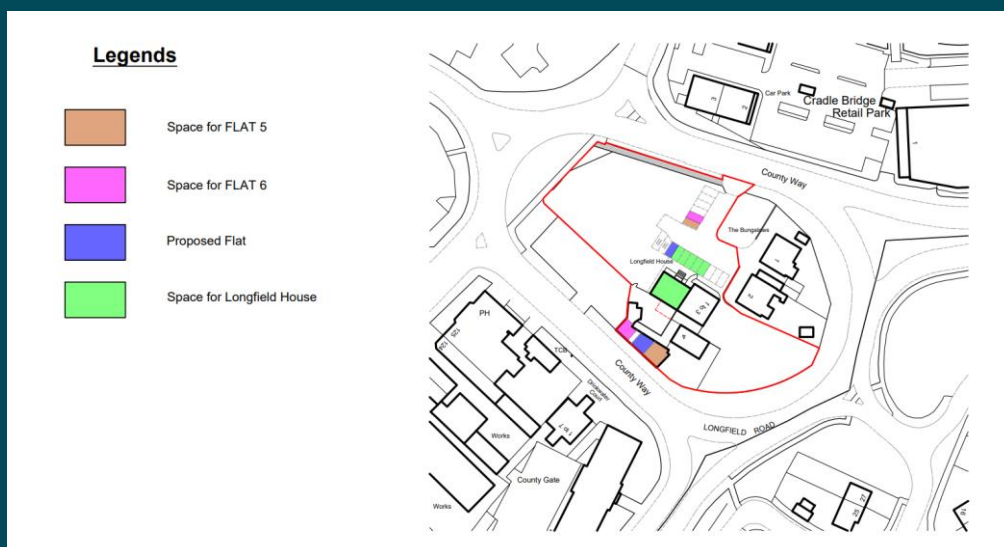


Figure 5: Parking Plan

6 Summary and Conclusion

6.1 Summary

This Transport Statement has been prepared by Planning by Design on behalf of Albert Dzapasi in support of a Full Planning Application for the change of use of an existing storeroom/outbuilding to a one-bedroom residential flat with the addition of a dormer.

The report has outlined the existing transport conditions, including public transport accessibility, walking and cycling opportunities, and proximity to essential day-to-day amenities. The site is located in a highly accessible position within Trowbridge, with Trowbridge Rail Station situated approximately 800 metres away and frequent bus services operating from stops within a short walk. A wide range of services and facilities fall within accepted walking distances, demonstrating strong alignment with national and local sustainability objectives.

The proposal introduces only one small residential unit, and the associated trip generation is expected to be very low. One dedicated parking space is provided, ensuring that any private car use would not result in overspill parking or highway impacts.

6.2 Conclusion

This report has demonstrated that the proposal will not have a negative impact on the highway network nor on highway safety. It is therefore concluded that the proposals align with national and local policy and implore the council to deem the proposals acceptable in highway and transport grounds.

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