

PROPOSED DEVELOPMENT OF UP TO 9 DWELLINGS ON LAND NORTH OF DROVE LANE, MARKET LAVINGTON, WILTSHIRE

TRANSPORT TECHNICAL NOTE

1 Introduction

- 1.1 Miles White Transport Ltd (MWT) has been appointed by Stonebury Land Ltd to provide transport planning advice in relation to the proposed development of land north of Drove Lane, Market Lavington. The site location is shown in **Figure 1**.

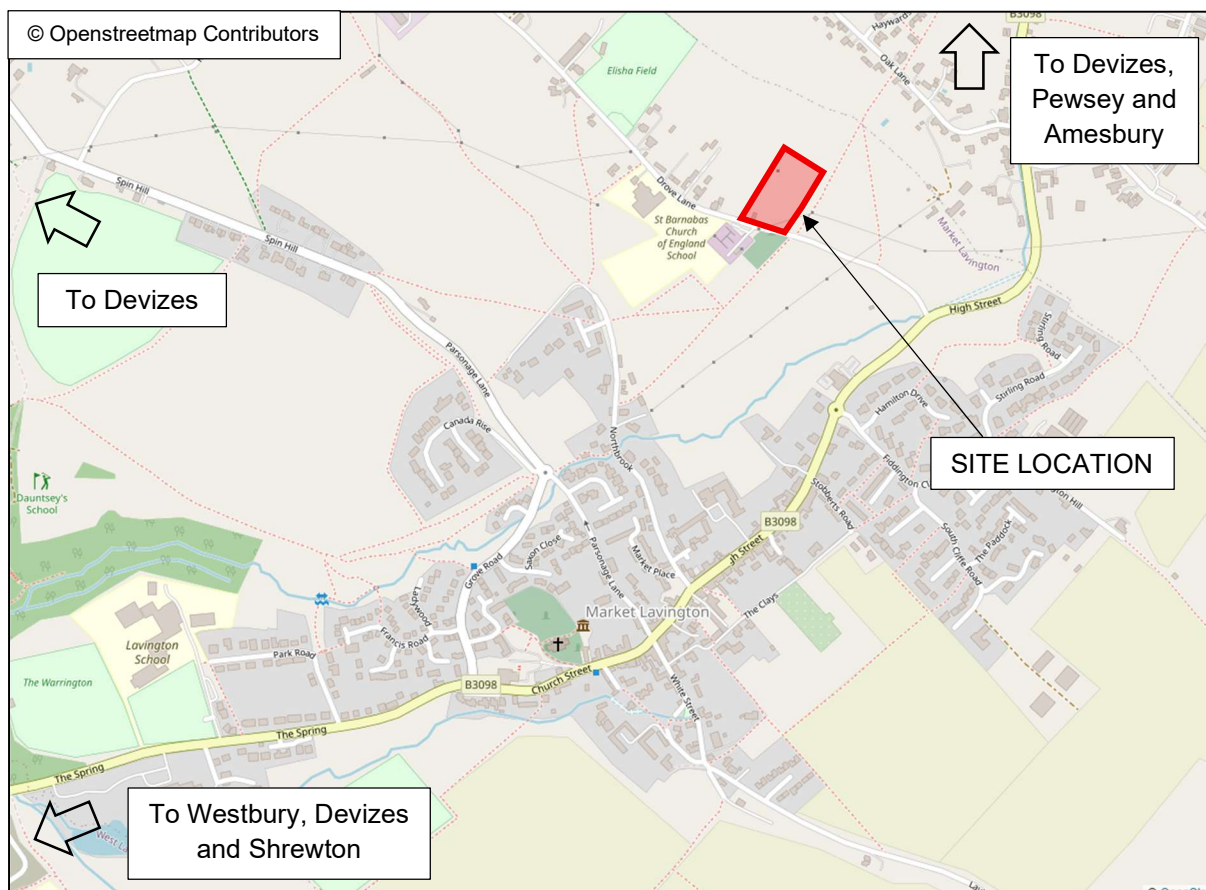


FIGURE 1: Site Location

- 1.2 The development proposals comprise up to 9 residential dwellings as shown on the Architect's layout plan attached as **Appendix A**. The planning application is submitted following the Permission in Principle approach.
- 1.3 This Note reviews the standard of the existing highway network and the non-car accessibility of the site before identifying the proposed site access arrangements and the likely traffic impact.

2 Existing Highway Conditions

- 2.1 The site is broadly rectangular in shape and already benefits from a verge crossover agricultural field access from the northern edge of Drove Lane. The approaches to the existing access are shown in the **Figure 2** photographs below with the access location itself highlighted by the arrows.



FIGURE 2: Existing Access from Drove Lane

- 2.2 Drove Lane at this point has a carriageway width of approximately 4.8m, a good standard of street lighting, and is located within the urban 30mph speed limit. There is a footway running along the southern side of the carriageway and a narrow verge with hedge behind on the northern side.
- 2.3 Travelling west from the existing access, Drove Lane narrows gradually to become a single vehicle width with passing opportunities available within driveway accesses and similar. It is not a through route with the limit of the adopted highway being approximately 400m from the existing field access that serves the site.
- 2.4 Travelling east from the existing access, Drove Lane continues at an approximately 4.8m to 5m width for approximately 300m before forming the side arm of a priority T junction with the B3098. This section of Drove Lane has a slightly sinuous horizontal alignment that maintains good forward visibility while also falling from west to east at a gradient of approximately 6%.

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- 2.5 The junction with the B3098 provides good driver visibility to both the left and right when emerging from Drove Lane. This is assisted by the junction being located on the outside of a slight bend in the B road alignment.
- 2.6 The B3098 also has a carriageway width of approximately 4.8m as it leads southwest in to Market Lavington and becomes High Street. The speed limit is initially 40mph becoming 20mph as it enters the village itself. Continuation of the route through the village allows access to the A360 which connects Devizes in one direction with Salisbury in the other. To the northeast, the B3098 runs through Easterton and Urchfont before joining the A342 which connects Devizes to Andover.
- 2.7 Approximately 10m to the west of the existing field access and on the southern side of Drove Lane there is a wide drop kerb footway crossover that serves a dual function. It provides vehicle access and occasional parking for the adjacent electricity sub-station and, on a more regular basis, provides off-street parking for parent use at the start and end of the school day at the nearby St Barnabas Primary School. A direct pedestrian link connects this parking area to the school site.
- 2.8 Notwithstanding the availability of this off-street parking area, site observations identify that numerous parents also park on Drove Lane when dropping off or picking up their children from school. Some opt to park part on and part off the adjacent footway which is evidenced by the sunken level of the footway along the resulting wheel line. This on-street parking primarily occurs to the west of the parking area access but occasionally extends to the east and past the Cemetery. This extended on-street parking is directly opposite the existing field access that serves the site and adversely affects its use albeit for a short period only at the start and end of the school day.
- 2.9 A review of the 'crashmap' website identifies that there have been no recorded personal injury collisions over the section of Drove Lane between the site and the B3098 over the latest 10 year period for which data is available. A 'slight' collision did occur at the Drove Lane / B3098 junction in November 2024 with the collision report identifying that it took place at 02:40 in the morning and involved a single vehicle. Full causation is not clear.
- 2.10 Various collisions have been recorded at other locations however, for the most part, the local road network in the vicinity of the site appears to operate relatively safely.
- 2.11 The visibility available on egress from the existing field access is shown in the **Figure 3** photographs overleaf.
- 2.12 To the left (east) and right (west) when pulling out of the access, visibility is restricted by the mature hedgerow that forms the site boundary and runs close to and parallel with Drove Lane. A topographical survey identifies the available visibility to currently be approximately 2.4m by 5m to the nearside edge of carriageway in both directions.
- 2.13 Visibility requirements vary with traffic speeds therefore an Automatic Traffic Counter (ATC) survey was undertaken on Drove Lane immediately west of the existing field access between Tuesday November 4th and Monday November 10th, 2025. The results are attached in full as **Appendix B** and are summarised in **Table 1** overleaf.
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FIGURE 3: Available Visibility from Existing Field Access

	Eastbound	Westbound	Two-way
AM Peak 08:00 to 09:00 (weekday school term average)	31	38	69
PM Peak 15:00 to 16:00 (weekday school term average)	33	26	60
Daily (weekday average)	175	176	351
Average Speed	21.5 mph	22.7mph	22.1 mph
85 th percentile speed	27.6 mph	29.2 mph	28.4 mph

TABLE 1: Results of ATC Survey on Drove Lane

- 2.14 Traffic flows are very low at an average of approximately 350 two-way vehicles per weekday with an average of approximately 65 two-way vehicles in the highway peak hours. The flows and the early afternoon highway peak hour are clearly influenced by the close proximity of the St Barnabas Primary School. Directional flows are balanced across a full day as would be expected given the cul-de-sac nature of the road.
- 2.15 Average traffic speeds are well with the 30mph speed limit that applies with the 85th percentile speeds (used for design purposes) also remaining slightly below the speed limit.

- 2.16 Through use of the formula contained in Section 10 of the design guide 'Manual for Streets 2', the recorded 85th percentile traffic speeds relate to stopping sight distances of 42m for eastbound traffic and 45m for westbound traffic. For completeness, the calculations are attached as **Appendix C** noting that they take in to account the slight downhill gradient as Drove Lane leads east.

3 Non-car Accessibility

Walking

- 3.1 A future resident's propensity to walk is linked to the availability and location of local services and amenities and their distance from the site.
- 3.2 **Figure 4** identifies the location of various services and amenities together with the routes most likely to be used when walking to them from the proposed site. It should be noted that this is not an exhaustive list of all the services and amenities available but represents a range of those that are most likely to be used regularly. **Table 2** overleaf identifies the associated walking distance and walking time from the centre of the site.

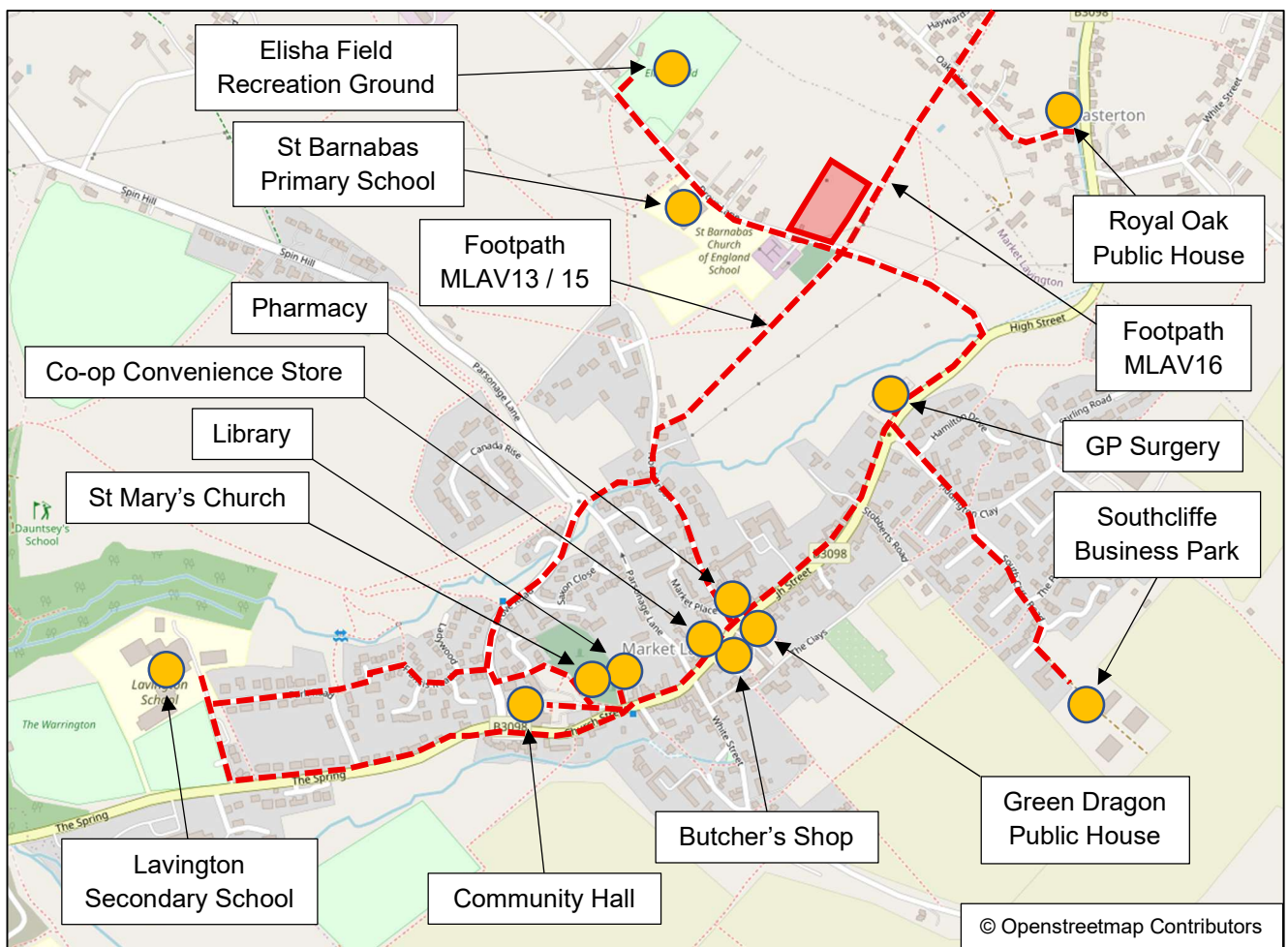


FIGURE 4: Local Services / Amenities and Likely Walking Routes

Service or Amenity	Walking Distance	Walking Time*
St Barnabas Primary School	225m	2.75 mins
Elisha Field Recreation Ground	450m	5.5 mins
Royal Oak Public House	450m	5.5 mins
GP Surgery	500m	6.0 mins
Pharmacy	780m / 885m	9.5 mins / 10.75 mins
Butcher's Shop	785m / 900m	9.5 mins / 10.75 mins
Green Dragon Public House	795m / 875m	9.5 mins / 10.5 mins
Co-op Convenience Store	800m / 925m	9.5 mins / 11.0 mins
Library	995m / 1,120m	12.0 mins / 13.5 mins
St Mary's Church	1,025m / 1,150m	12.25 mins / 13.75 mins
Southcliffe Business Park	1,050m	12.5 mins
Community Hall	1,060m / 1,200m	12.75 mins / 14.25 mins
Lavington Secondary School	1,360m / 1,800m	16.25 mins / 21.5 mins

* Walking time based on 1.4m/s walking speed

TABLE 1: Walking Distance and Time to Local Services and Amenities

- 3.3 Market Lavington provides a reasonable range of day to day services and amenities with the proposed site being well located to allow future residents convenient access on foot. Primary and secondary school education, convenience shopping opportunities, medical and leisure facilities are all available locally and generally within an appropriate walking distance.
- 3.4 In some instances, two distance / time values are provided for particular services and amenities. Where this applies the first values represent use of the Public Footpath (MLAV13 and 15) opposite the site which runs beside the Cemetery and crosses a field to reach the village centre. This route may not be suitable for use at night or during inclement weather therefore the second values represent the alternative walking route via the street lit footways beside Drove Lane and the B3098 High Street.
- 3.5 Acceptable walking distances vary considerably depending on various factors such as an individual's fitness and the topography of the area. However, the Chartered Institution of Highways and Transportation (CIHT) in their document 'Guidelines for Providing for Journeys on Foot (2002)', identify the preferred maximum walking distance for education and commuting purposes as being 2km and for more general services and facilities as being 1.2km. All of the local services and amenities are within these recommended distances.
- 3.6 A more recent report by the Chartered Institute of Highways and Transportation (CIHT) entitled 'Planning for Walking' and published in March 2015 notes that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot with this having changed little in 30 years. All of the local services and amenities (apart from the Secondary School via the B3098 footway) are within this distance.

- 3.7 Given the above guidance, it is considered that future residents of the proposed development could walk to the local services and amenities if minded to do so. The primary walking routes comprise the existing footways beside Drove Lane and the High Street (B3098), Public Footpath MLAV13 and 15 opposite the site (towards Market Lavington) and Public Footpath MLAV16 beside the site that links to Easterton.

Cycling

- 3.8 The B3098 as it leads through Market Lavington has a variable carriageway width and for the most part is subject to a 20mph speed limit and benefits from street lighting. Two-way traffic flows are approximately 4,000 vehicles per weekday based on information available on the Department for Transport Road Traffic Statistics website. These low flow / low speed criteria combine such that they are unlikely to be a deterrent to day to day cycling trips by experienced cyclists.
- 3.9 Drove Lane in the vicinity of the site is a good standard two-way road with its 'no through road' nature again serving to keep traffic flows low and ensuring it is an attractive route for cyclists to use.
- 3.10 There are no segregated cycle paths or similar available within Market Lavington with cyclists required to share the carriageway with drivers throughout. This lack of dedicated cycle facilities is to be expected given the size of the village (approximately 2,100 population) and the relatively low traffic flow conditions on the local roads.
- 3.11 Overall, it is considered that the site location will offer future residents a viable opportunity to cycle to and from the local services and amenities available within Market Lavington. The secondary school at the western end of the village will be accessible within a cycling time of approximately 7.5 minutes (based on a 4.0m/s cycling speed). Various other local villages including Potterne, Urchfont, Littleton Panell (for Dauntsey's School and Post Office), West Lavington, Little Cheverell and Great Cheverell are within the 5km distance typically taken as being appropriate for day to day cycling trips.
- 3.12 It must also be noted that Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, states: *"Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people..."* Increasing the appropriate cycling distance to 8km (as per LTN 1/20) means that the whole of the Devizes built up area becomes accessible by cycling with future residents therefore able to cycle to all the retail, education, leisure, business and employment opportunities available therein.

Public Transport

- 3.13 The nearest bus stops to the site are located beside the B3098 in the vicinity of the GP Surgery and Fiddington Clay. They are approximately 500m walking distance from the centre of the site which is slightly beyond the 400m generally considered to be the preferred maximum for a residential development. However, such a walking distance is not atypical for a village location. Alternative stops are available outside the Royal Oak in Easterton but these are at a similar walking distance to those at the GP Surgery when using Footpath MLAV16.

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- 3.14 The northeast bound stop at the GP Surgery / Fiddington Clay is identified by a flag marker with there being no shelter, bus boarder kerb or timetable information provided. The southwest bound stop is not marked but is identified on the bus timetables that serve the route. Improvements to the bus stops would be beneficial and in particular the introduction of bus boarder kerbs and the provision of a timetable casement containing up-to-date information.
- 3.15 Bus services via the above stops are limited to the No. 3A (anticlockwise) and 3C (clockwise) which operate as loops connecting the villages of Potterne, Littleton Panell, Market Lavington, Easterton and Urchfont with each other and with Devizes town centre. There are 5 anticlockwise and 6 clockwise services per weekday with 5 services in both directions on Saturdays and Sundays. The shortest journey time to Devizes is 17 minutes when using the clockwise 3C service. The timing of the first and last service to and from Devizes is also such that the bus is suitable for a wide range of trip purposes, including commuting.
- 3.16 Additional bus services can also be caught from stops either side of Grove Road (Roman Way stops) which are approximately 800m walking distance from the centre of the site via the MLAV13 and 15 Public Footpaths. These stops are served by the 2 / 2A / X2 service which operates between Devizes and Salisbury via Shrewton. There are 9 buses per weekday towards Salisbury (8 on Saturday, none on Sunday) and 5 buses towards Devizes (Monday to Saturday). Despite the additional walking distance to the stops, the No.2 bus service to and from Salisbury will likely be attractive to future residents of the proposed site.
- 3.17 It is considered that the level of bus service that will be available to future residents of the proposed development is appropriate, particularly given the village location.

4 Proposed Development

Site Access Arrangements

- 4.1 As discussed previously, the visibility available to drivers when pulling out of the existing field access is significantly below that required for the speed of passing vehicles. The access itself is narrow at approximately 3m with its close proximity to the drop kerb access to the school parking area opposite also making its use awkward. A significantly improved vehicle access arrangement will therefore be provided for the proposed residential development.
- 4.2 The plan attached as **Appendix D** identifies the proposed site access arrangements and shows the centreline of the proposed development access being located approximately 25m to the west of the existing field access. This location serves to reduce potential conflicts with users of the parent parking area as the cul-de-sac nature of Drove Lane means parents will be turning left into the parking area and right out of it and will not need to pass the bellmouth of the development access.

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- 4.3 It is proposed that the carriageway of Drove Lane be widened slightly to 4.8m to be consistent with that which leads east. The initial section of the access itself will be provided at a conventional residential estate road width of 5.5m and with 6m radii connecting the on-site road to the nearside Drove Lane edge of carriageway. These dimensions will allow for the occasional turning requirements of larger vehicles associated with refuse collections and similar while still complying with the general hierarchy of streets.
- 4.4 Appropriate levels of visibility will be provided for drivers emerging from the new access. This will require the boundary hedges beside Drove Lane on either side of the proposed access to be significantly cut back or removed and replanted. This would be required irrespective of exactly where the access is positioned along the site frontage.
- 4.5 The proposed access arrangement also allows for good access by pedestrians. A 2m footway is provided on both sides of the on-site access road with these leading to short lengths of new footway running east and west beside Drove Lane itself. The new footway to the east will connect via a drop kerb crossing point with tactile paving to the existing footway on the southern side of Drove Lane and cater for walking trips towards Market Lavington. The new footway to the west will connect via a drop kerb crossing point with tactile paving to the existing footway and cater for walking trips between the site and the Primary School.
- 4.6 The new drop kerb crossings are within an area where parents currently park on-street. It is to be hoped that parents will respect the new crossings and leave appropriate gaps for their use however it may be necessary to reinforce this through the introduction of short lengths of on-street parking restrictions or 'keep clear' road markings. This can be discussed and agreed with Wiltshire Highways at the post planning Section 278 technical approval stage noting that parking restrictions require Traffic Regulation Orders which fall outside of the standard planning application process.
- 4.7 It may also be possible to retain and upgrade the existing field access to form a further pedestrian link to and from the site with this running beyond to connect with Public Footpath MLAV 16 that leads north towards Easterton. This will not only enhance access to the site but also improve the wider accessibility and useability of the Public Footpath as it will provide an alternative route whereby pedestrians can avoid an existing flight of 10 steps where the Footpath meets Drove Lane.

On-site Layout

- 4.8 The proposed development comprises 9 dwellings served by two internal cul-de-sacs. Each of these cul-de-sacs will be provided with a turning head suitable for use by the Council's standard Refuse Collection Vehicle. This will ensure that all vehicles can enter and depart the site in a forward gear and that the carry distances for resident's comply with the Council's Supplementary Planning Document 'Waste Storage and Collection: Guidance for Developers'. The cul-de-sacs will also enable Fire Appliances to get within 45m of each dwelling and to turn appropriately thereby complying with Building Regulations.

- 4.9 Car parking will be provided in full accordance with the Council's adopted standards. The proposed dwellings will all be served by either 3 or 4 car parking spaces which accords with the requirements for a 5 bedroom dwelling. Double garages will be provided with internal dimensions of at least 6m by 6m. Visitor car parking will also be provided in accordance with the Council's standards, i.e. 0.2 spaces per dwelling which equates to 2 spaces.
- 4.10 Similarly, cycle parking will be provided in full accordance with the Council's adopted standards which require 4 spaces for a 5 bedroom dwelling. The internal dimensions of the garages will be such that covered and secure cycle parking will be available within.

5 Traffic Impact

- 5.1 A large house in a village location is typically expected to generate approximately 6 two-way vehicle movements over the course of a 12 hour weekday with 10% of these typically occurring in the traditional highway peak hours. The proposed 9 dwellings will therefore likely generate approximately 54 two-way vehicle movements per day with 5 to 6 of these occurring in the morning and evening peak hours.
- 5.2 The addition of 1 extra vehicle travelling in one direction or the other every 10 minutes on average during the highway peak hours will clearly have no material impact on the operation or safety of Drove Lane or the wider highway network. A more detailed assessment of traffic impact is not considered necessary.

6 Summary and Conclusions

- 6.1 It is proposed that land to the north of Drove Lane, Market Lavington be developed for up to 9 residential dwellings.
- 6.2 Drove Lane is a good standard 'no through road' that carries approximately 350 two-way vehicles per weekday (during school term) at average speeds of approximately 22 mph (85th percentile approximately 28 mph).
- 6.3 The site location has good non-car accessibility with all the services and amenities within Market Lavington being within an appropriate walking distance via continuous footways and Public Footpaths. Cycling and Public Transport is also good for a village environment offering longer distance non-car travel options to numerous local villages and the higher order settlements of Devizes and Salisbury.
- 6.4 The development will be served by a new simple priority access junction on the northern side of Drove Lane. This will be provided with visibility splays appropriate for the recorded speeds of passing vehicles and with dimensions suitable to accommodate the turning requirements of the largest vehicles likely to require regular access.
- 6.5 Pedestrian footways will be provided on both sides of the site access junction with these linking via drop kerb crossing points to the existing footway on the southern side of Drove Lane.

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- 6.6 The on-site layout will include turning heads of an appropriate size to accommodate the turning requirements of the Council's standard Refuse Collection Vehicle. Car and cycle parking will be provided in full accordance with the Council's standards.
- 6.7 The proposed development will likely generate approximately 54 two-way vehicle movements over the course of a typical weekday and approximately 5 to 6 two-way vehicles during the highway peak hours. This level of additional vehicle movements will have no material impact on road capacity or safety.
- 6.8 Paragraph 116 of the December 2024 National Planning Policy Framework, states that *"Development should only be prevented or refused on highway 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."*
- 6.9 This Transport Technical Note has demonstrated that the proposed development will not have an unacceptable impact on highway safety and will not have a 'severe' residual cumulative impact on the road network. As such, it is considered that there are no highway reasons that would warrant withholding Permission in Principle for the proposals.

APPENDIX A

Proposed Site Layout Plans



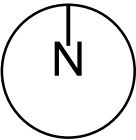
To be read in conjunction with all relevant Architect's, Structural Engineer's and Services Engineer's drawings and details.

Do not scale from drawings. All construction information should be taken from written dimensions only. All dimensions in millimetres unless otherwise stated.

Any variations or supplementary drawings are to be commented on by the Architect.

All dimensions and conditions are to be checked on site prior to preparing drawings or commencing any work.

Please report any discrepancies before proceeding.



SCALE BAR 1:1250

Drawing Key

- Ownership Boundary
- Application Site Boundary (Area = 0.68 ha)

REV DATE DETAILS

MITCHELL
ELEY
GOULD

Stonebury Land
Drove Lane
Market Lavington
Site Location Plan

Planning Jan 26 1:1250@A3 JD SG

2556 AP(0)01 -

Please report any discrepancies before proceeding.



- Ownership Boundary
- Site Boundary (Area = 0.68ha)
- Administrative Boundary
- Existing Mains Power with 6m Easement to Dwellings
- Coalescence Visual offset
- 10-15m Ecology Buffer
- Existing Tree and Hedgerow Buffer at Eastern Settlement Edge.
- Proposed 10-15m Ecology Buffer Zone

5 bed Detached Units 9no.

TOTAL: 9 Units
37 Parking
(of which 2 visitors)

REV	DATE	DETAILS
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Planning	Feb 26	1:500@ISO A1	JD	SG
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© MITCHELL ELEY GOULD ARCHITECTS 01225 789033
THE ICE HOUSE G/F NORTH OFFICE 124-126 WALCOT STREET BATH BA1 5BG

Ponderosa

Laneside Cottage

Electricity Distribution Site

Cemetery

A diagram showing a vehicle in a lane labeled "DROVE LANE". A green circle is drawn around a point on the vehicle's path, likely indicating a specific location or event.

Alignment with viewpoint 231
(51°17'4.44"N, 1°57'37.85"W)

APPENDIX B

Automatic Traffic Counter Results

Market Lavington ATC, Dove Lane



Direction: Eastbound

Hour Beginning	Tue 04/11/2025	Wed 05/11/2025	Thu 06/11/2025	Fri 07/11/2025	Sat 08/11/2025	Sun 09/11/2025	Mon 10/11/2025	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	0	0
05:00	0	0	0	0	0	1	1	0	0
06:00	3	1	0	2	0	0	2	2	1
07:00	16	16	11	12	3	1	16	14	11
08:00	32	28	34	25	3	3	35	31	23
09:00	9	13	9	13	7	5	6	10	9
10:00	13	10	8	7	12	11	10	10	10
11:00	5	8	11	10	8	31	6	8	11
12:00	6	6	7	10	21	10	8	7	10
13:00	12	11	11	10	10	8	8	10	10
14:00	9	7	10	7	8	11	9	8	9
15:00	33	35	34	37	7	5	28	33	26
16:00	13	11	10	13	5	10	19	13	12
17:00	18	24	8	4	13	6	15	14	13
18:00	8	6	6	7	5	5	13	8	7
19:00	2	2	3	1	3	1	2	2	2
20:00	2	0	1	4	3	3	1	2	2
21:00	3	0	1	0	1	0	1	1	1
22:00	2	0	1	2	0	1	1	1	1
23:00	0	0	0	0	2	0	0	0	0
Total	174	175	159	155	102	106	173	167	149
12H(7-19)	184	178	164	162	109	110	179	173	155
16H(6-22)	186	178	165	164	111	111	180	175	156
24H(0-24)	186	179	166	164	111	112	182	175	157
AM Peak	08:00 32	08:00 28	08:00 34	08:00 25	10:00 12	11:00 31	08:00 35	08:00 31	08:00 23
PM Peak	15:00 33	15:00 35	15:00 34	15:00 37	12:00 21	14:00 11	15:00 28	15:00 33	15:00 26

Paul Castle Associates

Direction: Westbound

Hour Beginning	Tue 04/11/2025	Wed 05/11/2025	Thu 06/11/2025	Fri 07/11/2025	Sat 08/11/2025	Sun 09/11/2025	Mon 10/11/2025	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	0
05:00	0	0	0	0	0	0	1	0	0
06:00	2	1	1	0	2	0	1	1	1
07:00	17	19	13	12	1	1	17	16	11
08:00	45	36	33	35	11	3	43	38	29
09:00	9	6	10	11	14	25	3	8	11
10:00	6	13	9	10	6	16	9	9	10
11:00	9	8	7	10	12	7	10	9	9
12:00	6	10	10	8	9	11	9	9	9
13:00	10	6	7	11	12	8	7	8	9
14:00	17	10	19	16	12	11	12	15	14
15:00	27	31	19	29	5	12	26	26	21
16:00	14	19	13	12	7	8	22	16	14
17:00	11	15	9	5	5	5	9	10	8
18:00	7	6	7	3	7	1	3	5	5
19:00	2	0	1	1	2	0	4	2	1
20:00	4	0	3	2	3	0	1	2	2
21:00	1	0	1	0	1	0	1	1	1
22:00	2	1	0	1	2	1	1	1	1
23:00	0	0	1	0	1	1	0	0	0
Total	178	179	156	162	101	108	170	169	151
12H(7-19)	187	180	162	165	109	108	177	174	155
16H(6-22)	189	181	163	166	112	110	178	175	157
24H(0-24)	189	182	163	166	112	111	179	176	157
AM Peak	08:00 45	08:00 36	08:00 33	08:00 35	09:00 14	09:00 25	08:00 43	08:00 38	08:00 29
PM Peak	15:00 27	15:00 31	14:00 19	15:00 29	13:00 12	15:00 12	15:00 26	15:00 26	15:00 21

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Tue 04/11/2025	Wed 05/11/2025	Thu 06/11/2025	Fri 07/11/2025	Sat 08/11/2025	Sun 09/11/2025	Mon 10/11/2025	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	2	1	0	0	0	0	1	0
04:00	0	0	0	0	0	1	1	0	0
05:00	0	0	0	0	0	1	2	0	0
06:00	5	2	1	2	2	0	3	3	2
07:00	33	35	24	24	4	2	33	30	22
08:00	77	64	67	60	14	6	78	69	52
09:00	18	19	19	24	21	30	9	18	20
10:00	19	23	17	17	18	27	19	19	20
11:00	14	16	18	20	20	38	16	17	20
12:00	12	16	17	18	30	21	17	16	19
13:00	22	17	18	21	22	16	15	19	19
14:00	26	17	29	23	20	22	21	23	23
15:00	60	66	53	66	12	17	54	60	47
16:00	27	30	23	25	12	18	41	29	25
17:00	29	39	17	9	18	11	24	24	21
18:00	15	12	13	10	12	6	16	13	12
19:00	4	2	4	2	5	1	6	4	3
20:00	6	0	4	6	6	3	2	4	4
21:00	4	0	2	0	2	0	2	2	1
22:00	4	1	1	3	2	2	2	2	2
23:00	0	0	1	0	3	1	0	0	1
Total	352	354	315	317	203	214	343	336	300
12H(7-19)	371	358	326	327	218	218	356	348	311
16H(6-22)	375	359	328	330	223	221	358	350	313
24H(0-24)	375	361	329	330	223	223	361	351	315
AM Peak	08:00 77	08:00 64	08:00 67	08:00 60	09:00 21	11:00 38	08:00 78	08:00 69	08:00 52
PM Peak	15:00 60	15:00 66	15:00 53	15:00 66	12:00 30	14:00 22	15:00 54	15:00 60	15:00 47

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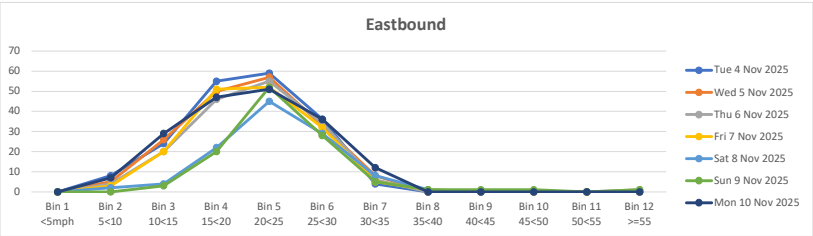


Market Lavington ATC, Dove Lane

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Tue 4 Nov 2025	186	26.1	20.3	5.7	0	8	24	55	59	36	4	0	0	0	0	0
Wed 5 Nov 2025	179	26.6	20.6	5.8	0	5	26	50	57	33	8	0	0	0	0	0
Thu 6 Nov 2025	166	27.7	21.2	6.3	0	4	20	46	55	34	6	0	0	0	0	1
Fri 7 Nov 2025	164	26.6	20.8	5.5	0	3	20	51	52	32	5	1	0	0	0	0
Sat 8 Nov 2025	111	28.6	23.0	5.3	0	2	4	22	45	29	8	1	0	0	0	0
Sun 9 Nov 2025	112	30.5	23.9	6.3	0	0	3	20	52	28	5	1	1	1	0	1
Mon 10 Nov 2025	182	27.2	20.7	6.3	0	7	29	47	51	36	12	0	0	0	0	0
5 Day Ave.	175	26.8	20.7	5.9	0	5	24	50	55	34	7	0	0	0	0	0
7 Day Ave.	157	27.6	21.5	5.9	0	4	18	42	53	33	7	0	0	0	0	0

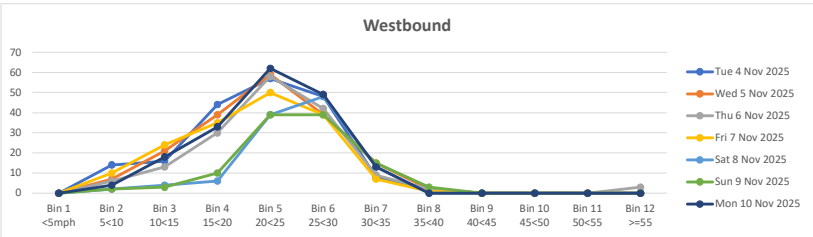
Paul Castle Associates



Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Tue 4 Nov 2025	189	28.0	21.2	6.5	0	14	16	44	57	48	8	2	0	0	0	0
Wed 5 Nov 2025	182	28.4	21.8	6.4	0	7	21	39	59	39	15	2	0	0	0	0
Thu 6 Nov 2025	163	31.1	22.9	7.9	0	6	13	30	58	42	9	2	0	0	0	3
Fri 7 Nov 2025	166	27.5	20.8	6.5	0	10	24	35	50	39	7	1	0	0	0	0
Sat 8 Nov 2025	112	30.2	24.9	5.1	0	2	4	6	39	48	13	0	0	0	0	0
Sun 9 Nov 2025	111	30.8	25.0	5.6	0	2	3	10	39	39	15	3	0	0	0	0
Mon 10 Nov 2025	179	28.4	22.3	5.8	0	4	18	33	62	49	13	0	0	0	0	0
5 Day Ave.	176	28.7	21.8	6.6	0	8	18	36	57	43	10	1	0	0	0	1
7 Day Ave.	157	29.2	22.7	6.3	0	6	14	28	52	43	11	1	0	0	0	0

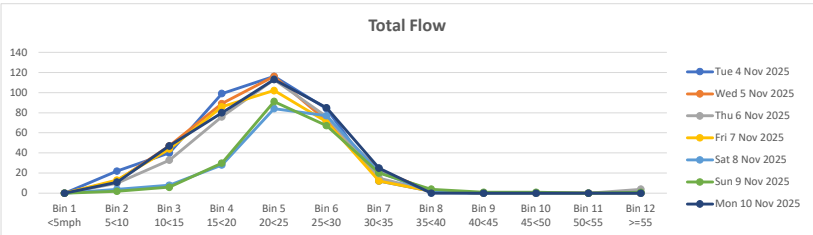
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Tue 4 Nov 2025	375	27.1	20.8	6.1	0	22	40	99	116	84	12	2	0	0	0	0
Wed 5 Nov 2025	361	27.5	21.2	6.1	0	12	47	89	116	72	23	2	0	0	0	0
Thu 6 Nov 2025	329	29.5	22.0	7.2	0	10	33	76	113	76	15	2	0	0	0	4
Fri 7 Nov 2025	330	27.0	20.8	6.0	0	13	44	86	102	71	12	2	0	0	0	0
Sat 8 Nov 2025	223	29.4	24.0	5.3	0	4	8	28	84	77	21	1	0	0	0	0
Sun 9 Nov 2025	223	30.7	24.5	6.0	0	2	6	30	91	67	20	4	1	1	0	1
Mon 10 Nov 2025	361	27.8	21.5	6.1	0	11	47	80	113	85	25	0	0	0	0	0
5 Day Ave.	351	27.8	21.3	6.3	0	14	42	86	112	78	17	2	0	0	0	1
7 Day Ave.	315	28.4	22.1	6.1	0	11	32	70	105	76	18	2	0	0	0	1

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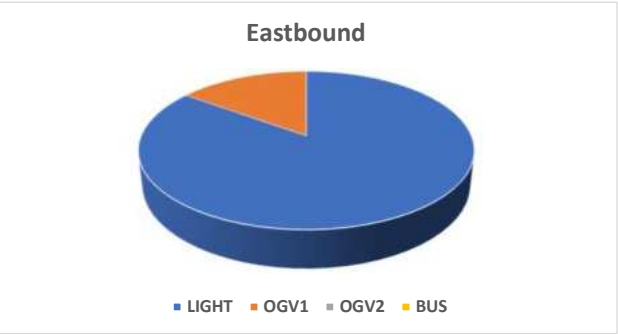
Market Lavington ATC, Dove Lane

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 4 Nov 2025	186	153	33	0	0
Wed 5 Nov 2025	179	152	27	0	0
Thu 6 Nov 2025	166	143	23	0	0
Fri 7 Nov 2025	164	138	26	0	0
Sat 8 Nov 2025	111	94	17	0	0
Sun 9 Nov 2025	112	98	14	0	0
Mon 10 Nov 2025	182	157	25	0	0
5 Day Ave.	175	149	27	0	0
7 Day Ave.	157	134	24	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 4 Nov 2025	100.0%	82.3%	17.7%	0.0%	0.0%
Wed 5 Nov 2025	100.0%	84.9%	15.1%	0.0%	0.0%
Thu 6 Nov 2025	100.0%	86.1%	13.9%	0.0%	0.0%
Fri 7 Nov 2025	100.0%	84.1%	15.9%	0.0%	0.0%
Sat 8 Nov 2025	100.0%	84.7%	15.3%	0.0%	0.0%
Sun 9 Nov 2025	100.0%	87.5%	12.5%	0.0%	0.0%
Mon 10 Nov 2025	100.0%	86.3%	13.7%	0.0%	0.0%
5 Day Ave.	100.0%	84.7%	15.3%	0.0%	0.0%
7 Day Ave.	100.0%	85.0%	15.0%	0.0%	0.0%

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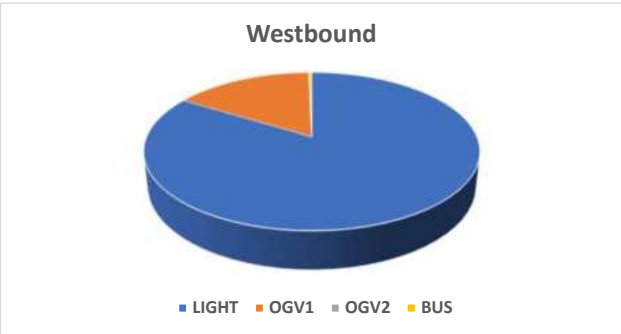


Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 4 Nov 2025	189	156	32	0	1
Wed 5 Nov 2025	182	149	33	0	0
Thu 6 Nov 2025	163	140	22	0	1
Fri 7 Nov 2025	166	135	31	0	0
Sat 8 Nov 2025	112	95	16	1	0
Sun 9 Nov 2025	111	94	16	0	1
Mon 10 Nov 2025	179	154	25	0	0
5 Day Ave.	176	147	29	0	0
7 Day Ave.	157	132	25	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 4 Nov 2025	100.0%	82.5%	16.9%	0.0%	0.5%
Wed 5 Nov 2025	100.0%	81.9%	18.1%	0.0%	0.0%
Thu 6 Nov 2025	100.0%	85.9%	13.5%	0.0%	0.6%
Fri 7 Nov 2025	100.0%	81.3%	18.7%	0.0%	0.0%
Sat 8 Nov 2025	100.0%	84.8%	14.3%	0.9%	0.0%
Sun 9 Nov 2025	100.0%	84.7%	14.4%	0.0%	0.9%
Mon 10 Nov 2025	100.0%	86.0%	14.0%	0.0%	0.0%
5 Day Ave.	100.0%	83.5%	16.3%	0.0%	0.2%
7 Day Ave.	100.0%	83.8%	15.9%	0.1%	0.3%

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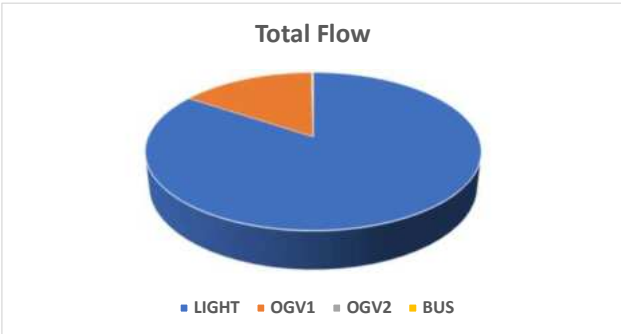


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 4 Nov 2025	375	309	65	0	1
Wed 5 Nov 2025	361	301	60	0	0
Thu 6 Nov 2025	329	283	45	0	1
Fri 7 Nov 2025	330	273	57	0	0
Sat 8 Nov 2025	223	189	33	1	0
Sun 9 Nov 2025	223	192	30	0	1
Mon 10 Nov 2025	361	311	50	0	0
5 Day Ave.	351	295	55	0	0
7 Day Ave.	315	265	49	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 4 Nov 2025	100.0%	82.4%	17.3%	0.0%	0.3%
Wed 5 Nov 2025	100.0%	83.4%	16.6%	0.0%	0.0%
Thu 6 Nov 2025	100.0%	86.0%	13.7%	0.0%	0.3%
Fri 7 Nov 2025	100.0%	82.7%	17.3%	0.0%	0.0%
Sat 8 Nov 2025	100.0%	84.8%	14.8%	0.4%	0.0%
Sun 9 Nov 2025	100.0%	86.1%	13.5%	0.0%	0.4%
Mon 10 Nov 2025	100.0%	86.1%	13.9%	0.0%	0.0%
5 Day Ave.	100.0%	84.1%	15.8%	0.0%	0.1%
7 Day Ave.	100.0%	84.4%	15.4%	0.0%	0.1%

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APPENDIX C

Visibility Splay Calculations

DROVE LANE, MARKET LAVINGTON
Eastbound traffic

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v^2/2(d+0.1a)$

v = Speed of vehicle (m/s)

t = driver perception-reaction time (seconds)

d = deceleration rate (m/s)

a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below (see also the note)

27.6 mph 12.338 m/s

v = 12.338 m/s

t = 1.5 taken from MfS2 table 10.1

d = 3.679 Vehicle type HGV's

a = -1.20% +ve for upgrades and -ve for downgrades

SSD = 39 m

SSD adjusted for bonnet
length (MfS only) = 42 m (SSD + 2.4m)

Conversions

mph 27.6 to kph 44.4

kph to mph 0.0

Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles	1.5	0.450 g	MfS2
	HGV's	1.5	0.375 g	MfS2
	Buses	1.5	0.375 g	MfS2
Above 60kph	All vehicles 1	2	0.375 g (Absolute minimum)	TD9/93
	All vehicles 2	2	0.250 g (Desirable minimum)	TD9/93

NOTE: To convert dry weather spot speed to the wet weather journey speed deduct 4kph for single carriageways, 8kph for dual carriageways.

DROVE LANE, MARKET LAVINGTON
Westbound traffic

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v^2/2(d+0.1a)$

v = Speed of vehicle (m/s)

d = deceleration rate (m/s)

t = driver perception-reaction time (seconds)

a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below (see also the note)

29.2 mph 13.054 m/s

v = 13.054 m/s

t = 1.5 taken from MfS2 table 10.1

d = 3.679 Vehicle type HGV's

a = 2.70% +ve for upgrades and -ve for downgrades

SSD = 43 m

SSD adjusted for bonnet
length (MfS only) = 45 m (SSD + 2.4m)

Conversions

mph 29.2 to kph 47.0

kph to mph 0.0

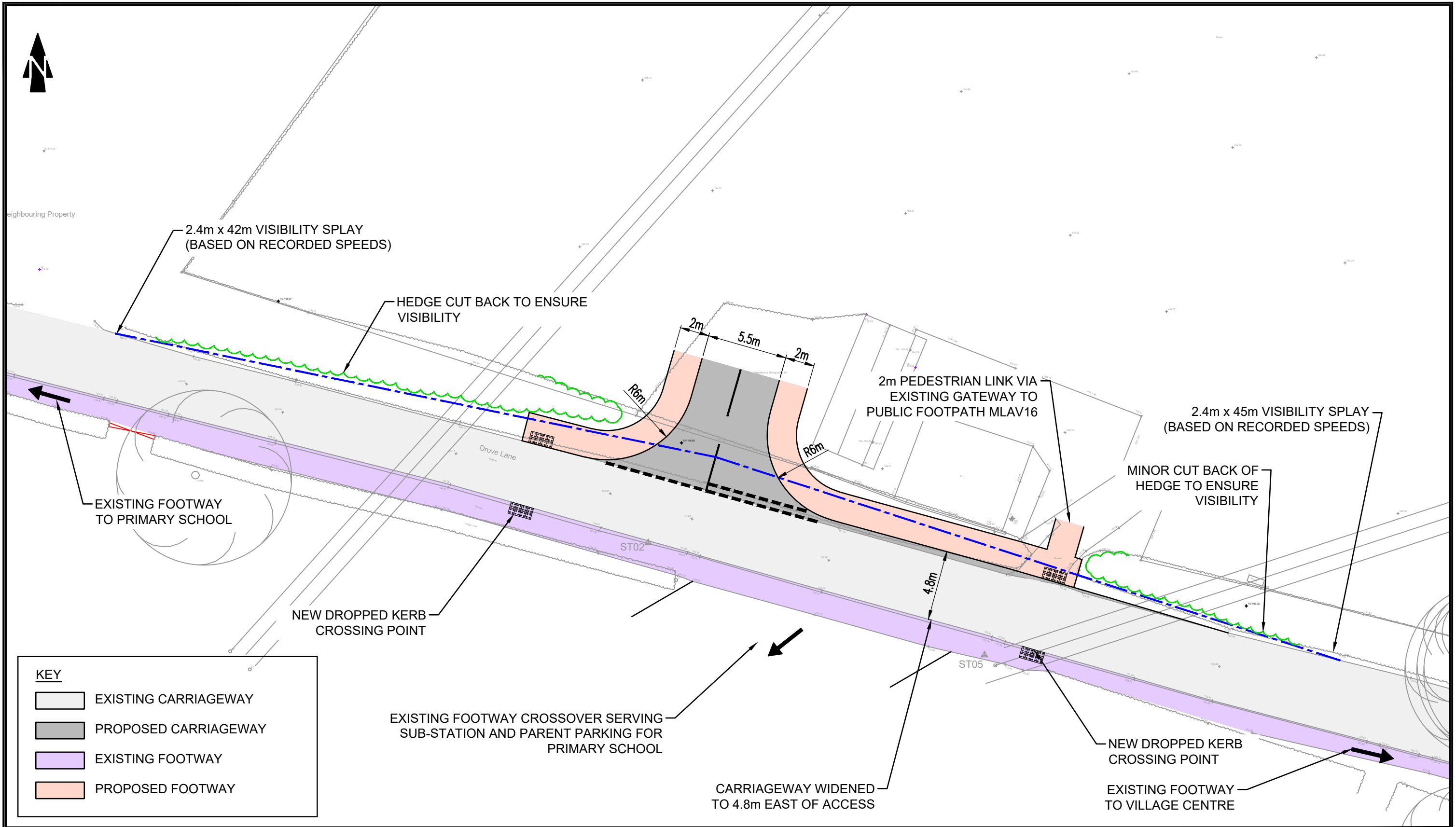
Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles	1.5	0.450 g	MfS2
	HGV's	1.5	0.375 g	MfS2
	Buses	1.5	0.375 g	MfS2
Above 60kph	All vehicles 1	2	0.375 g (Absolute minimum)	TD9/93
	All vehicles 2	2	0.250 g (Desirable minimum)	TD9/93

NOTE: To convert dry weather spot speed to the wet weather journey speed deduct 4kph for single carriageways, 8kph for dual carriageways.

APPENDIX D

Proposed Site Access Arrangements



REV	DETAILS	DRAWN	CHECKED	DATE	NOTES:	PROJECT:	CLIENT:
					1. Do not scale from this drawing. 2. This drawing is for illustrative purposes only and not for construction.	LAND AT DROVE LANE, MARKET LAVINGTON	STONEBURY LAND
						DRAWING TITLE:	
						PROPOSED SITE ACCESS ARRANGEMENTS	MILES WHITE TRANSPORT
						DRAWN:	DRAWING NUMBER:
						SLW	25081-GA01
						CHECKED:	REVISION:
						CDM	-
						DATE:	
						18.11.2025	
						SCALES:	
						1:200	
						SHEET SIZE:	
						A3	