

Land at White Street, West Lavington, Wiltshire

C G Fry & Son Ltd

Transport Assessment



White Street, West Lavington

Transport Assessment

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Contents

1	Introduction.....	1
2	Background & Policy	3
3	Existing Conditions.....	14
4	Site Accessibility.....	20
5	Development Proposals	25
6	Trip Generation, Distribution & Traffic Impact	31
7	Traffic Impact Assessment.....	34
8	Framework Travel Plan	36
9	Summary and Conclusions	42

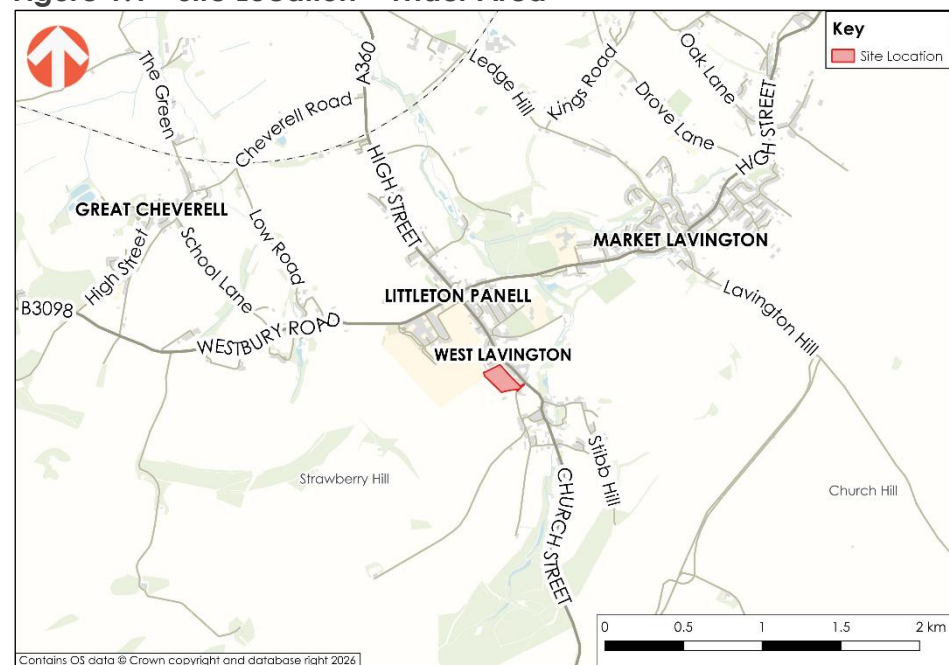
Appendices

Appendix A	Drawings & Figures
Appendix B	Site Masterplan
Appendix C	White Street and A360 Traffic Survey Data
Appendix D	PIA Data
Appendix E	Bus Timetables
Appendix F	TRICS
Appendix G	2011 Census Data
Appendix H	PICADY Outputs
Appendix I	Travel Plan Implementation Strategy

1 Introduction

- 1.1 AWP has been commissioned by C G Fry & Son Ltd to prepare a Transport Assessment (TA) in support of a Detailed planning application for 47 residential dwellings and associated works on Land at White Street, West Lavington, Wiltshire.
- 1.2 The location of the site in the context of the wider area is shown below in Figure 1.1, and the proposed site masterplan is attached in Appendix B.

Figure 1.1 - Site Location – Wider Area



- 1.3 The overall vision for the proposed development is as follows:

To create a residential development that residents and visitors can access safely, and where the opportunities available to travel by active and sustainable modes of transport are taken up in response to the local context to encourage healthier and lower-carbon travel choices.

- 1.4 A Highways Pre-Application Technical Note was submitted to Wiltshire Council (WC) for this proposed development. This TA has been written in line with the agreed scope and methodology set out in the submitted Pre-Application note.

- 1.5 This report has been prepared with reference to the National Planning Practice Guidance (NPPG) published in connection with the National Planning Policy Framework (NPPF).
- 1.6 To create a residential development that residents and visitors can access safely, and where opportunities are available, travel by active and sustainable modes of transport are taken up in response to the local context, to encourage healthier and lower-carbon travel choices.
- 1.7 The structure and content of the report comprises the following:
 - Introduction to the scheme and report, and summary of relevant transport policy and guidance (local, regional and national);
 - Review of existing transport infrastructure and services surrounding the site, along with a road safety review;
 - Review of the accessibility of the site to local facilities and public transport opportunities;
 - Summary of the development proposals, including any off-site highway improvements, and multi-modal site access arrangements;
 - Anticipated peak hour trip generation and vehicle trip distribution for the proposed development; and
 - An assessment of potential traffic impact on the local road network, including junction capacity modelling.
- 1.8 The report also includes a Framework Travel Plan, setting out the proposed strategy to promote sustainable transport choices for journeys undertaken by future site occupants to/from the development.
- 1.9 The final chapter of the TA sets out a summary of the key issues and conclusions on the highways impact of the proposed development, highlighting the development's accordance with the relevant NPPF policies.

2 Background & Policy

National Policy

- 2.1 A revised NPPF was published in December 2024. It sets out Central Government's planning policies for England and how they are expected to be applied. Amongst others, the revised Framework replaces the original NPPF that superseded PPG13 Transport and provides the single national transport planning policy.
- 2.2 Paragraph 10 states that *"at the heart of the Framework is a **"presumption in favour of sustainable development"***. Paragraph 11 of the NPPF expands on this point and declares that *"plans and decisions should apply a presumption in favour of sustainable development"*, in relation to decision making the Framework states that this means:

*Plans and decisions should apply a presumption in favour of sustainable development. For **decision-taking** this means that:*

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i) the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*
 - ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination**

- 2.3 Paragraph 96 states that planning policies, and decisions should *"aim to achieve healthy, inclusive and safe places"*. The Framework provides a guidance and examples on the creation of places which:

- *promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
- *are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and*
- *enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.*

2.4 Section 9 of the document specifically focuses on promoting sustainable transport. The Framework acknowledges that *"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."*

2.5 It is stated within Paragraph 115 that in assessing 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.*

2.6 The Framework states in Paragraph 116 that a *'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.'*

2.7 In relation to design and layout, Paragraph 117 of the NPPF requires that developments should:

- *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;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *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;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.8 The NPPF states in Paragraph 112 that in setting local parking standards for residential and non-residential development, local planning authorities should take into account the following:

- *The accessibility of the development;*
- *The type, mix and use of development;*
- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and*
- *The need to ensure an adequate provision of spaces for charging plug-in and other ultra- low emission vehicles.*

2.9 Paragraph 113 of the Framework states that *"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."

- 2.10 Further to this, Paragraph 89 states that *"Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist."*

National Planning Practice Guidance

- 2.11 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched a suite of planning practice guidance to bring together relevant material for England in an accessible and usable way. As well as other planning matters, the new resource contains specific guidance on "Travel Plans, Transport Assessments and statements in decision-making."

- 2.12 The guidance states that these documents should:

"primarily focus on evaluating the potential transport impacts of a development proposal" and that they "can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework."

- 2.13 The guidance also states that:

"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."

- 2.14 The key principles that should be taken into account when preparing a Travel Plan, Transport Assessment or Statement are also defined in the guidance. This states that Travel Plans, Transport Assessments and Statements should be:

- *proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).*

Regional Policy

Wiltshire Core Strategy (adopted in 2015)

- 2.15 The Wiltshire Core Strategy sets out the framework to "create stronger, more resilient communities". The key principles used to achieve this are listed below:

- *Providing for the most sustainable pattern of development that minimises the need to travel and maximised the potential to use sustainable transport*
- *Creating the right environment to deliver economic growth, delivering the jobs Wiltshire's population needs locally, and taking a flexible and responsive approach to employment land delivery*

- *Managing development to ensure that jobs and the right infrastructure are delivered at the right time to ensure that out commuting, in particular to areas outside of Wiltshire, is not increased and development does not have a detrimental impact on infrastructure*
- *Working towards lowering Wiltshire's carbon footprint through the appropriate location of development, and through renewable energy and sustainable construction.*
- *Protecting and planning for the enhancement of the natural, historic and built environments, including maintaining, enhancing and expanding Wiltshire's network of green infrastructure to support the health and wellbeing of communities.*
- *Providing high quality, well designed development, and ensuring full local community involvement in planning for significant new proposals.*
- *Providing the framework to deliver appropriate community-led planning policy documents, including neighbourhood plans*

2.16 WCC are currently in the process of a Local Plan Review, however, this is yet to be adopted.

2.17 Core Policy 60 'Sustainable Transport – Promoting Sustainable Forms of Transport' details the county's vision to reduce the dependence on private car usage and instead encourage sustainable modes of travel, as outlined below:

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:

- planning developments in accessible locations
- promoting sustainable transport alternatives to the use of the private car
- 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
- promoting appropriate demand management measures
- influencing the routing of freight within and through the county
- assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.

- 2.18 Core Policy 61 'Transport and New Development' states that the transport elements of new developments should *"achieve a suitable connection to the highway that is safe for all users"*
- 2.19 Core Policy 62 'Development Impacts on the Transport Network' states that *"Developments should provide appropriate mitigation measures to offset any adverse impacts on the transport network"*.
- 2.20 Core Policy 63 'Transport Strategies' describes the *"package of integrated transport measures"* identified in Chippenham, Trowbridge and Salisbury, to help facilitate sustainable growth.
- 2.21 Core Policy 64 'Demand Management' sets out the measures used to encourage sustainable transport:

Core Policy 64

Demand management

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

These measures include:

i. car parking management – efficiently and effectively managing the car parking stock through the implementation of appropriate supply, maintenance, charging and enforcement measures. These measures include:

a. public car parking charges – parking charges will be set taking account of a number of factors including the service role and strength of the local economy, the utilisation of existing parking spaces, the availability of sustainable transport modes and parking charges in neighbouring areas

b. private non-residential parking standards – the provision of parking associated with new private non-residential development will be limited to maximum parking standards (except for disabled parking spaces). These maximum standards will be reduced to reflect local circumstances and the relative accessibility by sustainable transport modes in accordance with an accessibility framework

c. managing publicly available private non-residential parking – there will be a presumption that any planning application which includes provision for publicly available private non-residential parking will be required to provide an accompanying car park management plan and, subject to a case-by-case analysis, to implement parking restrictions and charges consistent with those of council run car parks in the local area

d. residential parking standards – the provision of car parking associated with well designed new residential development will be based on minimum parking standards. 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 development. Reduced residential parking requirements will be considered where there are significant urban design or heritage issues, where parking demand is likely to be low or where any parking overspill can be controlled.

ii. traffic management measures – traffic management measures will be developed to promote sustainable transport alternatives, reduce reliance on the car, lower the risk of accidents and improve the environment

iii. charging measures – opportunities for charging measures, such as road user charging and the workplace levy, will be kept under review

iv. smarter choices measures – appropriate smarter choices measures (e.g. travel plans, personalised travel planning, car sharing and information and marketing campaigns) will be developed to influence people's travel behaviour towards more sustainable travel options.

Wiltshire Local Transport Plan 4 – 2025-2038

- 2.22 The Wiltshire Local Transport Plan (LTP) 4 sets out the transport vision for the County, with the overarching vision being:

Our vision

A safe and connected transport system which protects the county's unique built, natural and historic environment, making this accessible for all, supports economic growth across Wiltshire's communities and contributes to a low carbon future.

- 2.23 The Policy is set out into six key transport challenges and six key objectives to address these challenges. They are categorised into the following components:

- *Rurality*
- *Health, Wellbeing and Safety*
- *Economic Growth*
- *Futureproofing Transport*
- *Transport Decarbonisation*
- *Unique Environment*

2.24 The four policy areas to address the six objectives outlined above are as follows:



Avoid unnecessary travel – giving people the choice to reduce the number and length of car trips needed through promoting digital connectivity, locating services, jobs and other destinations within closer reach and combining journeys.



Shift to more sustainable modes of transport – providing better and more accessible options for travel via active travel (including walking, wheeling including wheelchairs and pushchairs, cycling and horse riding), shared transport, and public transport.



Improve vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.



Support and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

Wiltshire Car Parking Strategy 2015

2.25 The Wiltshire Car Parking Strategy details the minimum parking spaces expected with residential and non-residential developments.

2.26 The minimum residential parking standards are set out in the extract below:

Table 7.1 Minimum parking standards (allocated parking)

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

West Lavington Neighbourhood Plan (2017-2036)

- 2.27 The West Lavington Neighbourhood Plan was adopted in June 2019, and sets out its vision, objectives and policies up to 2036.
- 2.28 Four key objectives for the Neighbourhood Plan provide a framework for the document.

West Lavington Neighbourhood Plan Key Objectives

- *Promote the sustainable growth of West Lavington and Littleton Pannell*
- *Protect and enhance West Lavington's natural and built environment*
- *Protect and develop the community of West Lavington*
- *Promote transport and communications improvements*

Additional Guidance**Manual for Streets**

- 2.29 Manual for Streets (MfS) was published by the Department for Transport in 2007 with the purpose of being a "common reference point for all those involved in the design of residential neighbourhoods" and represents "a strong Government commitment to the creation of sustainable and inclusive public spaces".
- 2.30 This latest design guidance demonstrates "benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community".
- 2.31 MfS sets out the following key objectives of the design of new residential neighbourhoods:

- *Encouragement of low vehicle speeds;*
- *Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;*
- *Make it easier for people to move around;*
- *Promote social interaction.*

Manual for Streets 2

- 2.32 MfS 2 – “Wider Application of the Principles, a companion guide to Manual for Streets”, was published by the Chartered Institution of Highways and Transportation in September 2010. MfS 2 builds on the philosophies originally set out in MfS, and aims to fill the perceived gap in design advice that lies between MfS and the Design Manual for Roads and Bridges. The document sets out additional guidance and case studies showing how the MfS principles can be extended beyond residential streets to encompass both urban and rural situations.

Summary

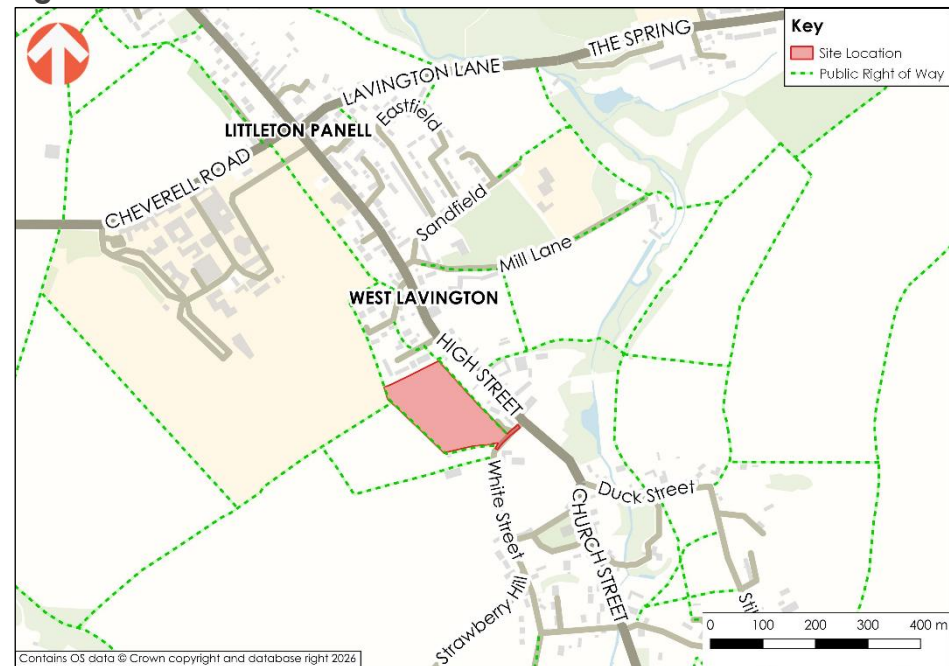
- 2.33 A review has been undertaken to identify the national, regional and local transport and planning policies and guidance that are most applicable to the proposed site.

3 Existing Conditions

Context

- 3.1 The development site is located to the north of White Street, in the village of West Lavington. The location of the proposed site in the context of the local area is shown on Figure 3.1 below.

Figure 3.1 - Site Location – Local Area



Existing Site

- 3.2 The site currently consists of undeveloped land, accessed via an existing field gate on the southern side of the site onto White Street.
- 3.3 The site is bordered by residential dwellings to the north; residential properties and a footpath (ref. WLAV 10) to the east; White Street to the south, and undeveloped fields and a footpath (ref. WLAV 9) to the west.

Local Highway Network

- 3.4 White Street and the West Lavington village is subject to a 30mph speed limit. To the east of the site, White Street connects with A360 Church Street, at a simple priority junction. To the north, the A360 routes through West Lavington village centre, and provides access to Devizes. To the south, the A360 provides a route to the Strategic

Road Network at the A303 (T), providing routes to destinations further afield, including Salisbury.

- 3.5 To the south of the site, White Street provides access to a limited number of existing residential dwellings and a network of village roads, and loops back onto the A360.

Existing Traffic

- 3.6 A continuous seven-day Automatic Traffic Count (ATC) was installed in October 2024 on White Street, within the vicinity of the proposed site access to provide volumetric and speed data.
- 3.7 A summary of the results for White Street is set out in Table 3.1 below, and the full survey results are attached in Appendix C.

Table 3.1 – White Street ATC Survey Summary – October 2024

	Volume		Speeds	
	Weekday AM Peak (0800-0900)	Weekday PM Peak (1700-1800)	85 th ile Speed	Mean Speed
Eastbound	10	6	20.9	17.1
Westbound	9	10	20.2	17.0
Two Way	19	16	20.6	17.0

- 3.8 Table 3.1 above demonstrates that the existing traffic flow along White Street is very low, with an average of fewer than one car every three minutes in the AM and PM peaks. The recorded 85th percentile speeds were 20.9mph for eastbound movements and 20.2mph for westbound movements. The mean speeds eastbound and westbound were 17.1mph and 17.0mph respectively.
- 3.9 The traffic survey demonstrates that White Street is very lightly trafficked, and the speeds of existing vehicles are significantly below the 30mph speed limit.

Pedestrian and Cycle Facilities

- 3.10 White Street currently operates as a shared space arrangement, with pedestrians, cyclists and vehicles sharing the carriageway. This is not unusual for a historic village in a rural setting, with MfS 2 stating that “Many villages have existed for centuries and are likely to have

an historic centre with a street pattern that is unlikely to conform to a standardised highway layout".

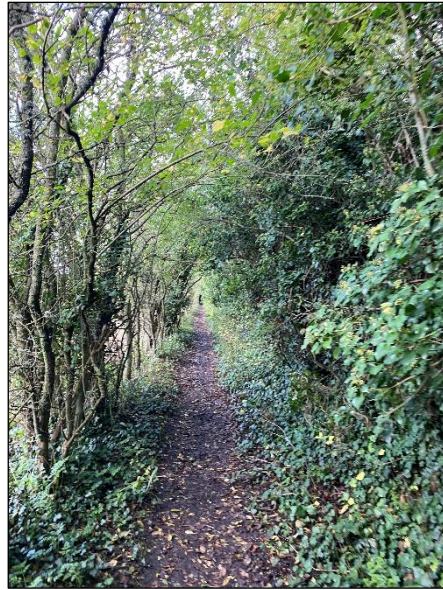
- 3.11 To assess the condition of the pedestrian and cycle facilities in the local area, a site visit was undertaken in October 2024.
- 3.12 A footway is present on the northern side of White Street in the vicinity of the A360 / White Street simple priority junction. To the north of this junction, footways are present on both sides of the A360, facilitating a continuous pedestrian route into the village centre. A zebra crossing is present in the vicinity of the A360 junction with Lavington Lane. To the south, a footway is located on the eastern side of the A360.
- 3.13 A number of Public Rights of Ways (PRoWs) are situated within close proximity to the proposed site. PRoW WLAV 10 (footpath) routes along the eastern boundary of the site, and provides a connection between White Street and Orchard Place. This provides a traffic-free route towards the village centre. The footpath currently has a compacted gravel surface and is shown on Image 3.1 below.

Image 3.1 – PRoW WLAV 10



- 3.14 PRoW WLAV 9 (footpath) routes along the western boundary of the site, with a compacted earth surface. This provides a route between White Street and Sunnyside. This is shown in Image 3.2.

Image 3.2 – PRoW WLAV 9



- 3.15 PRoWs LAV 12A and 12 can be accessed from WLAV 9, which route parallel to High Street. This provides a traffic-free route to Dauntsey's secondary school (private).
- 3.16 There are frequent uncontrolled pedestrian crossing points along the continuous footways along the A360. Some are demarcated with light-reflective posts.
- 3.17 Within West Lavington, cycling is undertaken on the carriageway, which is typical of a village of this character. MfS provides guidance on cycle provision. MfS2 provides clarity on the application of the guidance, stating that *"it is recommended that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS"*. It goes on to state that *"The application of MfS advice to all 30mph speed limits as a starting point is in keeping with MfS1"*. Given the 30mph speed limit present throughout West Lavington, it is therefore considered that MfS guidance is applicable to this site. MfS states that *"Cyclists should generally be accommodated on the carriageway"*, which given the 30mph speed limit within the village, is in line with the MfS guidance. There is also no history of any accident over the latest five-year period involving cyclists within the village, which is outlined further below.
- 3.18 National Cycle Network (NCN) 4 can be accessed in Devizes, which routes to Bradford on Avon and Bath to the west, and Hungerford and Newbury to the east.

Accident History

- 3.19 Personal Injury Accident (PIA) data for the latest five-year period (01.07.2020 – 30.06.2025) has been obtained from WCC for the highway network close to the site.
- 3.20 The study area includes the extent of White Street within the vicinity of the site, and the A360 between the B3098 and its junction with All Saints Road.
- 3.21 The PIA data demonstrates that within the timeframe, no accidents occurred in the vicinity of the site access or along White Street. It also confirms that no accidents occurred at the White Street / A360 junction.
- 3.22 Within the search area and timeframe, four accidents were reported. All reported accidents had a casualty severity of 'slight', and all four occurred at isolated locations. The full PIA Report can be found attached within Appendix D.
- 3.23 The first accident was recorded in the vicinity of the A360 / B3098 junction. This was reported to involve a pedestrian jumping out into the road for an unknown reason, with the causation factor reported to be failing to look and impaired by drugs.
- 3.24 The second accident was recorded along the A360 outside Lavington Stores. This involved a car pulling out of a parking bay and colliding with a passing vehicle.
- 3.25 The third accident was recorded along the A360 just east of Orchard Place. This involved one car and two vans, and was reported to have been caused by the driver of the car becoming distracted.
- 3.26 The fourth accident was recorded along the A360 in the vicinity of the junction with All Saints Road. This involved a driver colliding with the house wall.
- 3.27 In conclusion, a review of the accident records for the most recent five-year period for which data is available, demonstrates that no accidents have occurred at the site access, along White Street, or at the White Street / A360 junction. The remaining accidents reported along the A360 occurred at isolated locations and with a casualty severity of 'slight', with no evidence that there is any

existing road safety issues on the local road network in the vicinity of the development site.

Conclusion

- 3.28 The development site is located to the north of White Street, in the village of West Lavington. The site currently consists of undeveloped land, currently accessed via an existing field gate on the southern side of the site.
- 3.29 White Street and the West Lavington village is subject to a 30mph speed limit. To the east of the site, White Street connects with A360 Church Street, at a simple priority junction. To the north, the A360 routes through West Lavington village centre, and provides access to Devizes. To the south, the A360 provides a route to the Strategic Road Network via the A303 (T), providing routes to destinations further afield, including Salisbury.
- 3.30 The results of an ATC survey demonstrates that the existing traffic along White Street is very low, with an average of fewer than one car every three minutes in the AM and PM peaks. The recorded 85th percentile speeds were 20.9mph for eastbound movements and 20.2mph for westbound movements, significantly slower than the 30mph speed limit.
- 3.31 There are a number of pedestrian facilities located within close proximity of the site, including continuous footways along the A360 and a network of PRowS providing traffic-free routes in and around West Lavington.
- 3.32 A review of the accident records for the most recent five-year period for which data is available, demonstrates that no accidents have occurred at the site access, along White Street, or at the White Street / A360 junction. The remaining accidents reported along the A360 occurred at isolated locations and with a casualty severity of 'slight', with no evidence that there is any existing road safety issues on the local road network in the vicinity of the development site.

4 Site Accessibility

- 4.1 This section of the TA considers the accessibility of the site in relation to local facilities and sustainable transport infrastructure in the local area.

Local Amenities and Facilities

- 4.2 The Institution of Highways and Transportation document “*Guidelines for Providing for Journeys on Foot*” (GPJF) contains suggested acceptable walking distances for pedestrians for some common facilities. This document is intended to advise on planning for and providing for pedestrians, maintaining pedestrian infrastructure and promoting walking and as a result the distances stated in the document may be used for planning and evaluation purposes.
- 4.3 Table 4.1 below reproduces Table 3.2 from “GPJF”.

Table 4.1 - GPJF Table 3:2 - Suggested Acceptable Walking Distance

	Town Centres (m)	Commuting/School /Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

- 4.4 Section 4.4 of MfS also states that ‘Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ walk (up to about 800m’). However, MfS also goes on to state that “walking offers the greatest potential to replace short car trips, particularly those under 2 km’.
- 4.5 Figure 4.1 contained in Appendix A of this report, highlights the location of local facilities with respect to the development site. To provide context, boundaries indicating distances from the site boundary in 400m (or five-minute walk) increments are shown.

- 4.6 As highlighted on Figure 4.1 residents of the development will be able to access a range of local facilities on foot from the development. Table 4.2 sets out the measured walking distance to each amenity from the site following the highway network (which is slightly longer due to the nature of the alignment of the local street pattern).

Table 4.2 Accessibility to Local Facilities

Facility	Approximate Walking Distance (m/mins)							
	0-400m	0-5 mins	400-800m	5-10 mins	800-1200m	10-15 mins	1200-1600m	15-20 mins
'Orchard Place' Bus Stops	✓							
Courtyard GP Surgery	✓							
Dauntsey Academy Primary School			✓					
Lavington Pre-School			✓					
Post Office			✓					
West Lavington Convenience Stores			✓					
'Lavington Lane' Bus Stops			✓					
Village Hall			✓					
Dauntsey's Secondary & Sixth Form School (private)					✓			
Lavington School Secondary School								✓

- 4.7 Table 4.2 demonstrates that within an 800m (10-minute) walk of the site there is a GP surgery, a convenience shop, a post office, a Primary School (with pre-school), and multiple bus stops using the existing footway network described in Section 3 of this report. With a range of facilities within an 800m walk of the site, the site is considered to be in a walkable neighbourhood, as defined in the MfS guidance.

- 4.8 In addition, a secondary school is located within a 2km walk from the site (using the signalised pedestrian crossing and existing footway along Lavington Lane) which is within the distance MfS suggests offers the greatest potential to replace car trips.
- 4.9 A further range of facilities are located in Devizes town centre, including supermarkets, pharmacies, dentists, a health centre, and a college. These can be accessed via the local bus services (outlined below).

Public Transport – Bus

- 4.10 The closest bus stops to the site are situated on High Street, approximately a three-minute (280m) walk from the site. The stops are known as 'Orchard Place', with services routing to the north and south. A sheltered seating area is available at the northbound stop, and the southbound stop is demarcated via a flag and pole.
- 4.11 Additional services operate from the 'Lavington Lane' bus stops, located approximately a 10-minute (800m) walk north of the site.
- 4.12 Tables 4.3 below summarise the bus services accessible from the nearby bus stops. The relevant bus timetables are attached in Appendix E.

Table 4.3: Existing Bus Services

Service	Operator	Route	Approximate Average Frequency (including during peak hours)		
			Mon-Fri	Sat	Sun
2/X2/2A	Salisbury Reds	Salisbury – Winterborne Stoke – Shrewton – West Lavington (Orchard Place Stops) – Devizes	Hourly	Hourly	-
3A/3C	Faresaver	Devizes – Urchfont – West Lavington (Lavington Lane E Stop) – Urchfont – Devizes	5 per day	5 per day	5 per day
55	Beeline Coaches	Kingston Deverill – Warminster – Chitterne – West Lavington (Orchard Place Stops) – Devizes	1 per day*	-	-
87	Faresaver	Trowbridge – Westbury – Great Cheverell – West Lavington (Lavington Lane Bus Stops) – Devizes – Worton – Devizes	3 per day	3 per day	-
Source: www.travelinesw.com			Date: 29.01.2026		
*Only operates on a Thursday					

- 4.13 Table 4.1 above shows that there are regular bus services which are within walking distance from the site.
- 4.14 The 2/2X/2A service operates an hourly service between Salisbury and Devizes via Warminster and West Lavington, Monday to Saturday. There are services available to/from Salisbury arriving before 9am and leaving after 5pm, therefore offering a viable option for residents to commute via a sustainable mode of transport. This service can be used to reach local schools, including Lavington Secondary School and South Wilts Grammar School.
- 4.15 The 87 service provides an additional route, operating between Devizes and Trowbridge Monday-Saturday.
- 4.16 The 3A/3C provides a circular service between West Lavington and Devizes, operating five times a day, Monday to Sunday.

Public Transport – Train

- 4.17 Westbury Railway Station is located approximately 17km west of the site. The station is operated by Great Western Railway and is located on the Heart of Wessex and Great Western Main Lines. It can be accessed via the 87 bus service, with an approximate journey time of 27 minutes. Trains operate to Gloucester and Weymouth on average every two hours Monday to Saturday, with a reduced service on a Sunday. There are also direct services to destinations including Taunton, Exeter, Reading, Bristol, Salisbury, Southampton, and London.
- 4.18 The station has a ticket machine; car parking; step-free access routes; a seated waiting area; and 68 sheltered bicycle storage spaces with CCTV monitoring.
- 4.19 These bus and rail services offer the opportunity for future occupants to access destinations further afield using a sustainable mode of travel.

Summary

- 4.20 Within an 800m (10-minute) walk of the site there is a GP surgery, a convenience shop, a post office, a Primary School (with pre-school), and multiple bus stops. With a range of facilities within an 800m walk of the site, the site is considered to be in a walkable neighbourhood, as defined in the MfS guidance.

- 4.21 In addition, a secondary school is located within a 2km walk from the site, which is within the distance MfS suggests offers the greatest potential to replace car trips.
- 4.22 There are multiple bus services that can be reached within 800m of the site, which route to the surrounding areas and further afield, including Devizes, Warminster and Salisbury. There are services available to/from Salisbury arriving before 9am and leaving after 5pm.
- 4.23 Westbury Railway Station is approximately 17km to the west of the site. The station provides regular services to Bristol, Gloucester, Weymouth, Taunton, Exeter and London, amongst other destinations.
- 4.24 These bus and rail services offer the opportunity for future occupants to access destinations further afield using a sustainable mode of travel.
- 4.25 In conclusion, it is therefore considered that the site is in an accessible village location and that there would be opportunities for future residents of the development to make journeys to/from the site by sustainable modes of travel as required by the NPPF.

5 Development Proposals

Introduction

- 5.1 The Detailed planning application is for the development of 47 residential dwellings. The proposals set out below are broadly consistent with those submitted within the Highways Pre-Application Technical Note to WCC. A copy of the proposed masterplan is included as Appendix B.
- 5.2 The proposed multi-modal access strategy and development proposals are set out below.

Vehicular Access

- 5.3 The vehicular access junction is proposed to be located on the southern side of the site, with a simple priority junction off White Street.
- 5.4 The site access road is proposed to be 5.5m wide, with a junction radius of 6m. A 2m footway is proposed to be provided on the eastern side of the access junction, which would extend along the northern side of White Street within the public highway to connect to the existing footway in the vicinity of the White Street / A360 simple priority junction. An uncontrolled pedestrian crossing is proposed across the driveway of the existing property located to the east of the proposed access junction.
- 5.5 The proposed junction design and location is shown on Drawing 1610-PHL-01-101 attached in Appendix A. A visibility splay of 2.4m x 25m has been shown to the east, and a visibility splay of 2.4m x 26m has been shown to the west. These splays are in line with the guidance set out within MfS based on the recorded vehicular speeds. The visibility splays were also confirmed to be acceptable within the pre-application response from WC Highways.
- 5.6 The existing visibility splays at the White Street / A360 junction have also been assessed, as requested by WC Highways in the pre-application response. To inform this assessment, a seven-day ATC was undertaken on the A360 to identify the existing speeds of vehicles passing the junction. The survey demonstrated that northbound, the 85th percentile speeds are 29mph, and

southbound, the 85th percentile speeds are 32mph. The full ATC survey data is attached in Appendix C.

- 5.7 Based on the recorded speeds, visibility splays of 2.4m x 41m to the south and 2.4m x 47m to the north along the A360 have been demonstrated, in line with the MfS guidance. The associated visibility splays are demonstrated on Drawing 1610-01-PHL-102, attached in Appendix A.
- 5.8 To the south, the visibility splay has been offset into the carriageway by 1m, to the centre of oncoming vehicles. In addition, an area of the adjacent verge will be maintained under 600m, which is within the public highway.
- 5.9 The PIA data confirms that there is no history of accidents at this junction, and the expected number of vehicles from the proposed development exiting the junction would be very low (as detailed in section 6 of this report). It is therefore concluded that the visibility splays based on the recorded speed and MfS guidance can be achieved, and it is therefore considered that the proposed development would not have a severe impact on this junction.
- 5.10 Wiltshire Highways has confirmed that it is in agreement with this conclusion during the pre-application phase (via email dated 31.10.2025).

Pedestrian and Cycle Access

- 5.11 An active travel strategy plan has been produced for the site, demonstrating the routes to local facilities and setting out the proposed off-site improvements. This is shown in Figure 4.1, attached in Appendix A.
- 5.12 As outlined above, a 2m footway will be provided on the eastern side of the proposed site access to tie into the existing footway at the junction at the A360.
- 5.13 The layout facilitates a connection to the adjacent PROWs, including WLAV 10 to the north, and WLAV 9, 11, & 12A to the west. These additional pedestrian points of access could be used as an alternative route to local facilities to the north via Orchard Close, as well as for leisure purposes.

- 5.14 In addition, a number of improvements to existing routes are also proposed. PRow WLAV 10 which routes along the eastern boundary of the site will be widened to approximately 2m within the site and upgraded to a compacted Hoggin surface. Whilst the main pedestrian access to the site will be via the new 2m footway on White Street, upgrading WLAV 10 would enhance the existing pedestrian provision. This would be subject to a Section 106 Agreement. The masterplan allows for a connection to the PRow to be made from the site.
- 5.15 An uncontrolled pedestrian crossing is proposed on the A360, in the vicinity of the GP surgery. This will facilitate a crossing onto the eastern side of the A360 and provides a route for the GP surgery and the primary school.
- 5.16 Currently, dropped kerbs are not present along Sandfield at the junctions with The Spinney or Eastfield. In addition, a crossing point is not present in the vicinity of the Newby Close junction, which is required to allow pedestrians to reach the existing footway on the southern side of Sandfield for journeys towards the primary school. Therefore, three uncontrolled pedestrian crossings with dropped kerbs are proposed along Sandfield to improve the existing walking route to the primary school, providing sustainable growth and transport improvements as required by the adopted Neighbourhood Plan.
- 5.17 It is proposed that cyclists would access the site using the vehicular site access junction as described above, with onward travel to local facilities via White Street. This is considered appropriate given the lightly trafficked nature of White Street, and is in keeping with the existing arrangements within West Lavington village.
- 5.18 Whilst the pre-application response suggested that PRow WLAV 10 is upgraded to a shared foot/cycleway, it is not considered necessary due to the suitable access onto White Street for cyclists, and is not considered to be deliverable due to the narrow width of WLAV 10 as it connects to Orchard Place.

Internal Layout

- 5.19 The internal layout has been developed using the principles set out within the MfS guidance, and is designed to encourage low

vehicular speeds, which will benefit the movement of pedestrians and cyclists.

- 5.20 The internal carriageway continues through the site, with a proposed width of 5.5m. A raised table is proposed within the site, to act as traffic calming measure and reduce the speed of vehicles.
- 5.21 2m wide footways are proposed along the main route through the site to facilitate pedestrian movements, alongside uncontrolled pedestrian crossings with tactile paving. The 2m wide footway along the eastern edge of the carriageway extends around the proposed vehicular site access, facilitating pedestrian movements into the village centre. It is not considered that 3m shared foot/cycleways are necessary within the site as suggested within the pre-application response, as cycling on-street is promoted within the MfS guidance for these environments, and it is well within LTN 1/20 guidance for mixed traffic environments.
- 5.22 Swept path analysis has been undertaken to demonstrate that a fire tender and a WC refuse vehicle can service the proposed development, and can enter and exit the site access in a forward gear. The swept path analysis for the fire tender is shown on Drawing 1610-02-PHL-2010, and the WC refuse vehicle is shown on Drawing 1610-01-ATR-101 and 1610-02-PHL-2020, attached within Appendix A.

Parking

- 5.23 A total of 120 parking spaces are proposed to be provided within the internal layout of the development, which includes 34 garages, which measure a minimum of 3m x 6m. The parking provision also includes nine on-street visitor parking spaces.
- 5.24 These parking provisions are in line with Wilshire's Car Parking Strategy minimum parking provisions, and are considered to be appropriate to meet the operational needs of the development.
- 5.25 Secure cycle parking will also be provided within the demise of each property, either within the garage space if provided, or alternatively within dedicated cycle storage. Electric vehicle charge points will be provided for all properties, in line with Building Regulations.

Summary

- 5.26 The Detailed planning application is for the development of 47 residential dwellings.
- 5.27 The vehicular access junction is proposed to be located on the southern side of the site, with a simple priority junction off White Street. The site access road is proposed to be 5.5m wide, with a junction radius of 6m.
- 5.28 Visibility splays in line with MfS guidance have been demonstrated, both at the site access junction and the White Street / A360 junction. These have both been confirmed to be acceptable by Wiltshire Highways.
- 5.29 A site active travel strategy plan has been produced for the site, demonstrating the routes to local facilities and setting out the proposed off-site improvements. This includes a 2m footway on the eastern side of the site access junction, to connect with the existing footway along the A360.
- 5.30 The layout facilitates a connection to the adjacent PRowS, including WLAV 10 to the north, and WLAV 9, 11, & 12A to the west. In addition, a number of off-site improvements are also proposed for this development, including upgrading and widening PRow WLAV 10 to a 2m wide Hoggin path, and introducing a number of new uncontrolled pedestrian crossings within the village centre and along the walking route to school. These improvements therefore provide transport improvements and sustainable growth, as required by the adopted Neighbourhood Plan.
- 5.31 A swept path analysis has been undertaken, demonstrating that a standard fire tender and Wiltshire refuse vehicle can service the site, and can enter and exit in a forward gear.
- 5.32 A total of 120 parking spaces are proposed to be provided within the development, which includes 34 garages and nine visitor parking spaces. These parking provisions are in line with Wiltshire's Car Parking Strategy minimum parking provisions, and are considered to be appropriate to meet the operational needs of the development.
- 5.33 Secure cycle parking will also be provided within the demise of each property, either within the garage space is provided, or

alternatively within dedicated cycle storage. Electric vehicle charge points will be provided for all properties, in line with Building Regulations.

6 Trip Generation, Distribution & Traffic Impact

Introduction

- 6.1 This section of the TA considers the trip generation that might be expected to arise as a result of the proposed development, together with the potential distribution of traffic on the local road network.

Vehicular Trip Generation

- 6.2 The trip rates used to estimate the expected trip generation for the proposed development have been derived using the TRICS Trip Rate Database v7.11.3 in accordance with the TRICS Good Practice Guide. The TRICS trip rates were submitted as part of the Pre-Application Highways Technical Note and subsequently agreed by WC.
- 6.3 Trip rates have been obtained for 'Houses Privately Owned' which fell within the search criteria 'neighbourhood centre' and 'village' locations. The trip rates are based on open market trip rates, which are typically higher than those for affordable housing and therefore considered as especially robust. Surveys in London and The Republic of Ireland were excluded from the query, as were any surveys undertaken during the Covid-19 pandemic. Table 6.1 below provides the resulting TRICS trip rates and vehicular trip generation for the proposed development. The full TRICS report is attached in Appendix F.

Table 6.1 – Proposed TRICS Vehicle Trip Rates and Expected Trip Generation

	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Trip Rates (per dwelling)	0.142	0.305	0.447	0.252	0.135	0.387
Trip Generation (47 dwellings)	7	14	21	12	6	18

- 6.4 As shown in Table 6.1, the development is expected to generate approximately 21 and 18 additional two-way vehicular movements in the weekday AM and PM peaks respectively. This amounts to approximately one additional vehicular movement every three

minutes during the weekday peak hours. This is not considered to present the potential for any 'severe' impacts on the local road network as required by the NPPF.

Trip Distribution & Assignment

- 6.5 In order to estimate the distribution of the additional vehicular trips onto the local road network, the '*Location of usual residence and place of work by method of travel to work*' dataset' (WU03EW) from the 2011 Census has been used and is included in Appendix G. The routes to local areas (based on local MSOA data for Wiltshire and Local Authority Areas for the wider south west region) have been assigned, based on time, distance and attractiveness of the routes, using an online route planner.
- 6.6 From the site access onto White Street, it is expected that all vehicular movements associated with the development would route north east, due to the close proximity of the junction with the A360.
- 6.7 At the White Street / A360 junction, it is estimated that 85% of vehicles will travel northbound, towards Devizes. This is approximately 18 two-way movements in the AM peak hours and 15 two-way movements in the PM peak hours.
- 6.8 The remaining 15% are expected to travel southbound from the White Street / A360 junction, towards the A303 (T). This equates to approximately three two-way movements in both the AM and PM peak hours.

Summary

- 6.9 This chapter has identified the anticipated vehicular trip generation and likely distribution of the proposed development using the TRICS trip rate database, and the 2011 Census.
- 6.10 The development is expected to generate approximately 21 and 18 two-way vehicular trips during the weekday AM and PM peak hours respectively. This amounts to approximately one additional trip every three minutes during the peak hours.
- 6.11 From the site access onto White Street, it is expected that all vehicular movements associated with the development would

route north east, due to the close proximity of the junction with the A360.

- 6.12 Based on the 2011 Census data, it is estimated that the majority of residents (85%) will arrive and depart via the A360 from the north, and 15% of residents are expected to route along the A360 to the south.

7 Traffic Impact Assessment

- 7.1 This chapter of the TA considers the potential traffic impact of the proposed development on the local road network.
- 7.2 Industry standard software Junctions 11 (PICADY module) has been used to assess the existing White Street / A360 junction. The scope of the traffic assessment was set out as part of the Pre-Application Highways Technical Note and subsequently agreed by WC.

Traffic Impact Assessment – Traffic Flows

- 7.3 The traffic impact assessment has been completed for the baseline year of 2026 and 2031, five years post application. It therefore considers the following scenarios:
- 2026 Base plus Development AM and PM peak; and
 - 2031 Base plus Development AM and PM peak.
- 7.4 In addition to an ATC commissioned along White Street, there was an additional traffic survey undertaken on the A360 in October 2024, and this data has been used to inform the assessment.
- 7.5 In order to establish the baseline traffic conditions for the 2026 and 2031 scenarios, the TEMPro growth rate for 'Wiltshire 034' has been applied to the traffic count data obtained for the junction. The rates used are summarised in Table 7.1:

Table 7.1 - TEMPRO (v8.1) Growth Rate - MSOA 'Wiltshire 034'

Year	AM	PM
2024-2026	1.0122	1.0122
2024-2031	1.0568	1.0576

- 7.6 Traffic flows for the 2026 and 2031 baseline conditions with the addition of development traffic are shown diagrammatically on Figures 7.1-7.7 attached in Appendix A.

Capacity Analysis – White Street / A360 Junction

- 7.7 The White Street / A360 simple priority junction was assessed by constructing a capacity model and testing it using the PICADY module of the Junctions 11 software. This model takes the form of

a simple priority junction. The full PICADY output is contained within Appendix H of this TA.

- 7.8 Table 7.2 below shows a summary of the PICADY capacity model results for the priority junction under baseline plus development conditions.

Table 7.2 – PICADY Results – Site Access Junction

Baseline with Development Scenarios:

Origin/ Approach	AM Peak			PM Peak		
	RFC	Queue (Veh)	Delay (secs)	RFC	Queue (Veh)	Delay (secs)
2026 Baseline + Proposed Development:						
White Street	0.05	0	7	0.03	0	7
A360 (N)	0.04	0	5	0.06	0	5
2031 Baseline + Proposed Development:						
White Street	0.05	0	7	0.03	0	7
A360 (N)	0.04	0	5	0.06	0	5

- 7.9 The results summarised in Table 7.2 demonstrate that the junction is expected to operate well within theoretical capacity and without queueing following the delivery of the proposed development, with the highest RFC being 0.06.

Conclusion

- 7.10 The traffic impact assessment completed demonstrates that the White Street / A360 junction is expected to operate within theoretical capacity in all scenarios modelled with the addition of the development traffic. The highest RFC is 0.06, demonstrating that there is a significant reserved capacity of 94%
- 7.11 Given the minimal trip generation from the proposed development, it is concluded that the existing highway network would satisfactorily accommodate the additional traffic arising from the proposed residential development without resulting in any severe impacts. Therefore, the traffic impact of the scheme is considered acceptable in light of the requirements of the NPPF.

8 Framework Travel Plan

Introduction & Background

- 8.1 The NPPF highlights that a key tool to achieve its stated objectives on sustainable transport will be a Travel Plan, and the Framework requires that all developments which generate significant amounts of traffic should be requested to provide a Travel Plan. Whilst the proposed development is not expected to generate significant amounts of traffic, nevertheless a Framework Travel Plan is presented in line with best practice.
- 8.2 This section of the TA sets out a proposed framework for a Travel Plan that will ultimately provide a strategy for the introduction of a package of measures aimed at managing multi-modal access to the West Lavington development. This focuses on limiting the number of car trips and promoting alternative sustainable travel options.
- 8.3 Paragraph 118 of the NPPF sets out that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan. The National Planning Practice Guidance states that in determining whether a Travel Plan will be needed for a proposed development, local planning authorities should take into account the following considerations:

- *the Travel Plan policies (if any) of the Local Plan;*
- *the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);*
- *existing intensity of transport use and the availability of public transport;*
- *proximity to nearby environmental designations or sensitive areas;*
- *impact on other priorities/ strategies (such as promoting walking and cycling);*
- *the cumulative impacts of multiple developments within a particular area;*
- *whether there are particular types of impacts around which to focus the Travel Plan (e.g. minimising traffic generated at peak times); and*
- *relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development*

- 8.4 The guidance defines the primary purpose of Travel Plans as:

"to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes...they should not be used as way of unfairly penalising drivers."

8.5 In relation to its contents, the guidance goes on to explain that:

"Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met. Travel Plans should set explicit outcomes rather than just identify processes to be followed ... They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area."

8.6 The guidance also recommends that:

"It is often best to retain the ability to establish certain elements of the Travel Plan or review outcomes after the development has started operating so that it can be based upon the occupational and operational characteristics of the development."

8.7 It is anticipated that a full travel plan for the site, based on the content of this national planning practice guidance, will be completed upon occupation of the development. The framework that follows in this section of the report draws upon the analysis of travel patterns set out earlier in this TA and establishes the principles for how the full Travel Plan will be structured and implemented.

Travel Plan Objectives

8.8 The overarching objectives of the Travel Plan will be as follows:

- Raise awareness of the Travel Plan and its objectives;

- Address residents' need for access to a full range of facilities, including education, employment, health, leisure, and shopping;
- Reduce the traffic generated by the development to a lower level of car trips than would be predicted for the site without the implementation of the Travel Plan; and
- Promote the development of a healthy, sustainable and vibrant community.

Location & Accessibility

- 8.9 The Travel Plan for this development will need to consider the location of the site together with its accessibility to local facilities and the opportunities available for sustainable travel in the local area. Therefore, information and analysis contained within this TA will have a key role in informing the development of the Travel Plan.

Physical Measures

- 8.10 The Travel Plan will appreciate the physical or “hard” measures built into the on-site and off-site infrastructure to facilitate the use of sustainable modes of travel. For the proposed development, this includes the following:
- A 2m footway will be provided on the eastern edge of the site access junction. This will extend along White Street and connect to the existing footway at the White Street / A360 simple priority junction;
 - An uncontrolled pedestrian crossing will be provided across the driveway of the existing property located to the east of the proposed access junction;
 - The layout facilitates a connection to the adjacent PRowS, including WLAV 10 to the north, and WLAV 9, 11, & 12A to the west. These additional pedestrian points of access could be used as an alternative route to local facilities, as well as for leisure purposes;
 - Existing PRow WLAV 10 on the eastern side of the site to be widened to 2m and upgraded to a Hoggin surface;
 - Uncontrolled pedestrian crossing proposed on the A360 within the vicinity of the GP surgery;

- Three proposed uncontrolled pedestrian crossings with dropped kerbs along Sandfield to improve the existing walking route to the primary school.
- Street network designed within the development layout to reduce vehicle dominance and encourage lower traffic speeds;
- Secure cycle parking will be provided within the curtilage of each residential property, and EV charging provision will be provided for all dwellings; and
- Provision of the necessary infrastructure to facilitate an internet connection to enable working and shopping from home.

Travel Plan Co-ordinator

- 8.11 The developer will be responsible for ensuring a Travel Plan Co-ordinator (TPC) is in place for the development at first occupation. As well as having specific duties to lead on the delivery of the Travel Plan and the implementation of associated services and promotional strategy, they will act as a central point of contact between the developer/sales staff, local authority and local residents.
- 8.12 The TPC will also be responsible for undertaking surveys to monitor the effectiveness of the Travel Plan over time, and developing the measures accordingly to ensure they respond to changes in local sustainable transport infrastructure and services and therefore continue to meet the needs of residents.

Services & Facilities

- 8.13 One of the TPC's duties will be to lead on the delivery of any additional services in connection with the Travel Plan. These "*soft measures*" will be complementary to the physical infrastructure or "*hard measures*" set out above. For the proposed development, it is proposed that this would include the following:
- Set up a community travel website, providing an outlet for the promotional strategy set out below.
 - Distribute travel information to each household upon occupation, providing detail on all potential sustainable travel opportunities available. Travel information could alternatively be distributed via a website or email;

- Liaise with Travel Plan Coordinators at local schools and employers to facilitate cross-promotion of relevant measures.

Promotion

- 8.14 The promotional strategy will be implemented by the TPC. This will aim to raise awareness of the aims and objectives of the Travel Plan, promote sustainable travel options and engage residents in the future development of the Travel Plan. As described above, as part of this strategy 'Welcome Packs' will be distributed to the residents. This could include the following travel information as appropriate:
- A brief explanation of the Travel Plan and its objectives;
 - Pedestrian, cycling and public transport maps, including reference to the Connecting Wiltshire website;
 - Bus and rail timetables;
 - Promotional material highlighting health and environmental benefits of walking and cycling;
 - Details of local car share databases
 - Public transport information website addresses and contact numbers;
 - Details of any resident travel forums; and
 - Contact details for TPC.
- 8.15 One of the key duties of the TPC will be to provide updated travel information through the community travel website to ensure it is relevant to meet the ongoing needs of residents.
- 8.16 The sales staff at the development will be fully informed of the travel plan and will be able to brief prospective buyers about the measures it contains. Travel information will also be provided within sales packs.
- 8.17 Any promotional community-based activities and events can be announced and reported on via the community travel website.
- 8.18 Engaging residents in the Travel Plan process will be an important element of the promotional strategy. Therefore, the role of the TPC will also include the establishment of an interactive community

travel forum, during which the TPC can present the aims, objectives and measures of the Travel Plan, and receive feedback and suggestions from participating residents.

Review

- 8.19 The TPC will also be responsible for monitoring and evaluating the impacts of all the measures implemented through the Travel Plan and reporting back to the relevant authorities. Monitoring of the Travel Plan will be important in understanding the varying nature of residents' travel habits, changes to local transport infrastructure and services and ensuring that the objectives of the Travel Plan continue to be delivered.
- 8.20 The monitoring process would involve questionnaire surveys undertaken to assess changes to the mode share of trips to the development site. It is proposed that questionnaires are distributed to residents six months after completion of the development in order to establish baseline travel behaviour and at 12 monthly intervals thereafter for a period of three years from the initial review stage in order to monitor the effectiveness of the travel plan measures.
- 8.21 Residents will also be engaged in the monitoring and review process through the community travel forum. An annual meeting of the forum will be held (tying in with the timing of the annual review) to evaluate the Travel Plan initiatives in light of feedback from the questionnaires. This meeting should involve presentation of the survey results by the TPC and provide the opportunity for local residents to suggest changes to the travel plan measures. Lastly it should ensure it continues to meet their needs and works towards the overarching objectives.

Implementation Strategy: Delivery and Monitoring

- 8.22 The responsibilities and timescales for implementation and monitoring the progress of the measures included within the Travel Plan are set out in an Implementation Strategy table, a copy of which is included in Appendix I. At this stage, the responsibilities and timeframes are indicative. In the majority of cases, the responsibility will rest with the TPC.

9 Summary and Conclusions

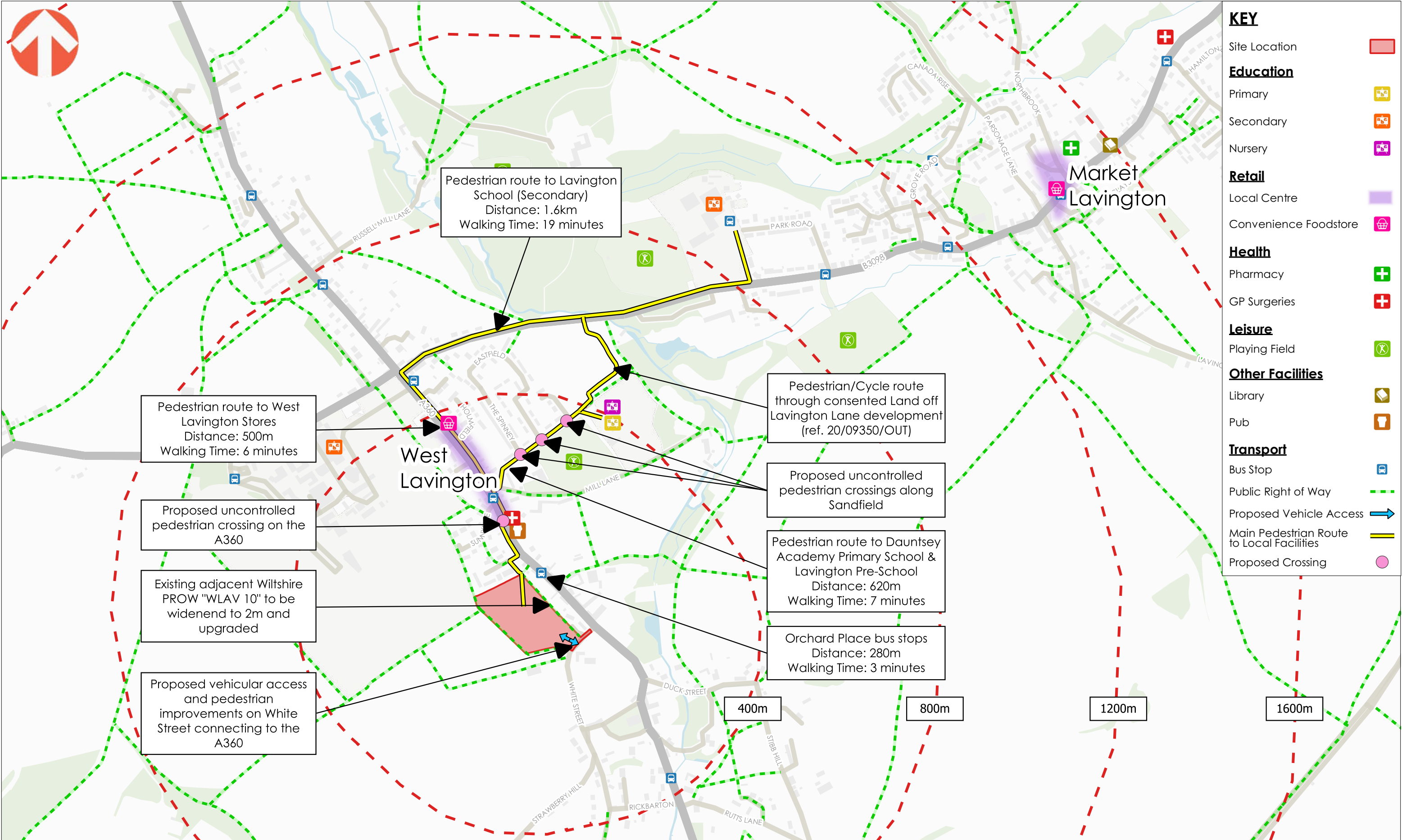
- 9.1 AWP has been commissioned by C G Fry & Son Ltd to prepare a TA in support of a Detailed planning application for 47 residential dwellings and associated works on Land at White Street, West Lavington, Wiltshire.
- 9.2 The overall vision for the proposed residential development is '*to create a residential development that residents and visitors can access safely, and where the opportunities available to travel by active and sustainable modes of transport are taken up in response to the local context to encourage healthier and lower-carbon travel choices*'.
- 9.3 A Highways Pre-Application Technical Note was submitted to WC for this proposed development. This TA has been written in line with the agreed scope and methodology set out in the submitted Pre-Application note.
- 9.4 A review has been undertaken to identify the national, regional and local transport and planning policies and guidance that are most applicable to the proposed site.
- 9.5 The development site is located to the north of White Street, in the village of West Lavington. The site currently consists of undeveloped land, currently accessed via an existing field gate on the southern side of the site.
- 9.6 White Street and the West Lavington village is subject to a 30mph speed limit. To the east of the site, White Street connects with A360 Church Street, at a simple priority junction. To the north, the A360 routes through West Lavington village centre, and provides access to Devizes. To the south, the A360 provides a route to the Strategic Road Network via the A303 (T), providing routes to destinations further afield, including Salisbury.
- 9.7 The results of an ATC survey demonstrates that the existing traffic along White Street is very low, with an average of fewer than one car every three minutes in the AM and PM peaks. The recorded 85th percentile speeds were 20.9mph for eastbound movements and 20.2mph for westbound movements, significantly slower than the 30mph speed limit.

- 9.8 There are a number of pedestrian facilities located within close proximity of the site, including continuous footways along the A360 and a network of PRowS providing traffic-free routes in and around West Lavington.
- 9.9 A review of the accident records for the most recent five-year period for which data is available, demonstrates that no incidents have occurred at the site access, along White Street, or at the White Street / A360 junction. The remaining accidents reported along the A360 occurred at isolated locations and with a casualty severity of 'slight', with no evidence that there is any existing road safety issues on the local road network in the vicinity of the development site.
- 9.10 Within an 800m (10-minute) walk of the site there is a GP surgery, a convenience shop, a post office, a Primary School (with pre-school), and multiple bus stops. With a range of facilities within an 800m walk of the site, the site is considered to be in a walkable neighbourhood, as defined in the MfS guidance.
- 9.11 In addition, a secondary school is located within a 2km walk from the site using the existing footway network, which is within the distance MfS suggests offers the greatest potential to replace car trips.
- 9.12 There are multiple bus services accessible from the site which route to the surrounding areas and further afield, including Devizes, Warminster and Salisbury. There are services available to/from Salisbury arriving before 9am and leaving after 5pm making bus travel a viable option for journeys to work.
- 9.13 Westbury Railway Station is approximately 17km to the west of the site. The station provides regular services to Bath, Bristol and numerous destinations further afield.
- 9.14 These bus and rail services offer the opportunity for future occupants to access destinations further afield using a sustainable mode of travel.
- 9.15 The vehicular access junction is proposed to be located on the southern side of the site, with a simple priority junction off White Street. The site access road is proposed to be 5.5m wide, with a junction radius of 6m.

- 9.16 Visibility splays in line with MfS guidance have been demonstrated, both at the site access junction and the White Street / A360 junction. These have both been confirmed to be acceptable by WC Highways.
- 9.17 A site active travel strategy plan has been produced for the site, demonstrating the routes to local facilities and setting out the proposed off-site highway improvements. This includes a 2m footway on the eastern side of the site access junction, to connect with the existing footway along the A360.
- 9.18 The layout facilitates a connection to the adjacent PRoWs, including WLAV 10 to the north, and WLAV 9, 11, & 12A to the west. In addition, a number of off-site improvements are also proposed for this development, including upgrading and widening PRoW WLAV 10 to a 2m wide Hoggin path, and introducing a number of new uncontrolled pedestrian crossings within the village centre and along the walking route to school. These improvements therefore provide transport improvements and sustainable growth, as required by the adopted Neighbourhood Plan.
- 9.19 A swept path analysis has been undertaken, demonstrating that a standard fire tender and Wiltshire refuse vehicle can service the site, and can enter and exit in a forward gear.
- 9.20 A total of 120 parking spaces are proposed to be provided within the development, which includes 34 garages and nine visitor parking spaces. These parking provisions are in line with Wiltshire's Car Parking Strategy minimum parking provisions, and are considered to be appropriate to meet the operational needs of the development.
- 9.21 Secure cycle parking will also be provided within the demise of each property, either within the garage space is provided, or alternatively within dedicated cycle storage. Electric vehicle charge points will be provided for all properties, in line with Building Regulations.
- 9.22 The development is expected to generate approximately 21 and 18 two-way vehicular trips during the weekday AM and PM peak hours respectively. This amounts to approximately one additional trip every three minutes during the peak hours.

- 9.23 The traffic impact assessment completed demonstrates that the White Street / A360 junction is expected to operate within theoretical capacity in all scenarios modelled with the addition of the development traffic. The highest RFC is 0.06, demonstrating that there is a significant reserved capacity of 94%
- 9.24 Given the minimal trip generation from the proposed development, it is concluded that the existing highway network would satisfactorily accommodate the additional traffic arising from the proposed residential development without resulting in any severe impacts. Therefore, the traffic impact of the scheme is considered acceptable in light of the requirements of the NPPF.
- 9.25 A Framework Travel Plan has been provided, setting out a comprehensive package of measures to promote the use of sustainable forms of transport for journeys to and from the site. These measures are expected to minimise the residual cumulative traffic impact of the development further.
- 9.26 In overall conclusion, it is considered that the site provides a sustainable location for development, a safe and suitable access can be provided and that there would be no severe impacts on the local road network. The proposed development is therefore considered to satisfy the transport elements of the NPPF and local policy, including providing transport improvements and aiding sustainable development as outlined within the adopted Neighbourhood Plan. It is therefore concluded that there is no highway reason to prevent planning permission from being granted.

Appendix A Drawings & Figures



400m = 5 mins walk = 1-2 mins cycle
800m = 10 mins walk = 2-3 mins cycle
1200m = 15 mins walk = 3-4 mins cycle
1600m = 20 mins walk = 5-6 mins cycle
2000m = 25 mins walk = 6-7 mins cycle

C	04.03.2026	MINOR UPDATES	OC	CAM	CAM
B	17.02.2026	MINOR UPDATES	OC	CAM	CAM
A	11.08.2025	INITIAL ISSUE	AC	OC	CAM
REV	DATE	DESCRIPTION	BY	CHK	APD

CLIENT:

C G FRY & SON LTD

PROJECT:

WHITE STREET, WEST LAVINGTON

TITLE:

SITE ACTIVE TRAVEL STRATEGY PLAN

PROJECT No:

1610

DRAWING No:

FIGURE 4.2

REV:

B

SCALE @ A3:

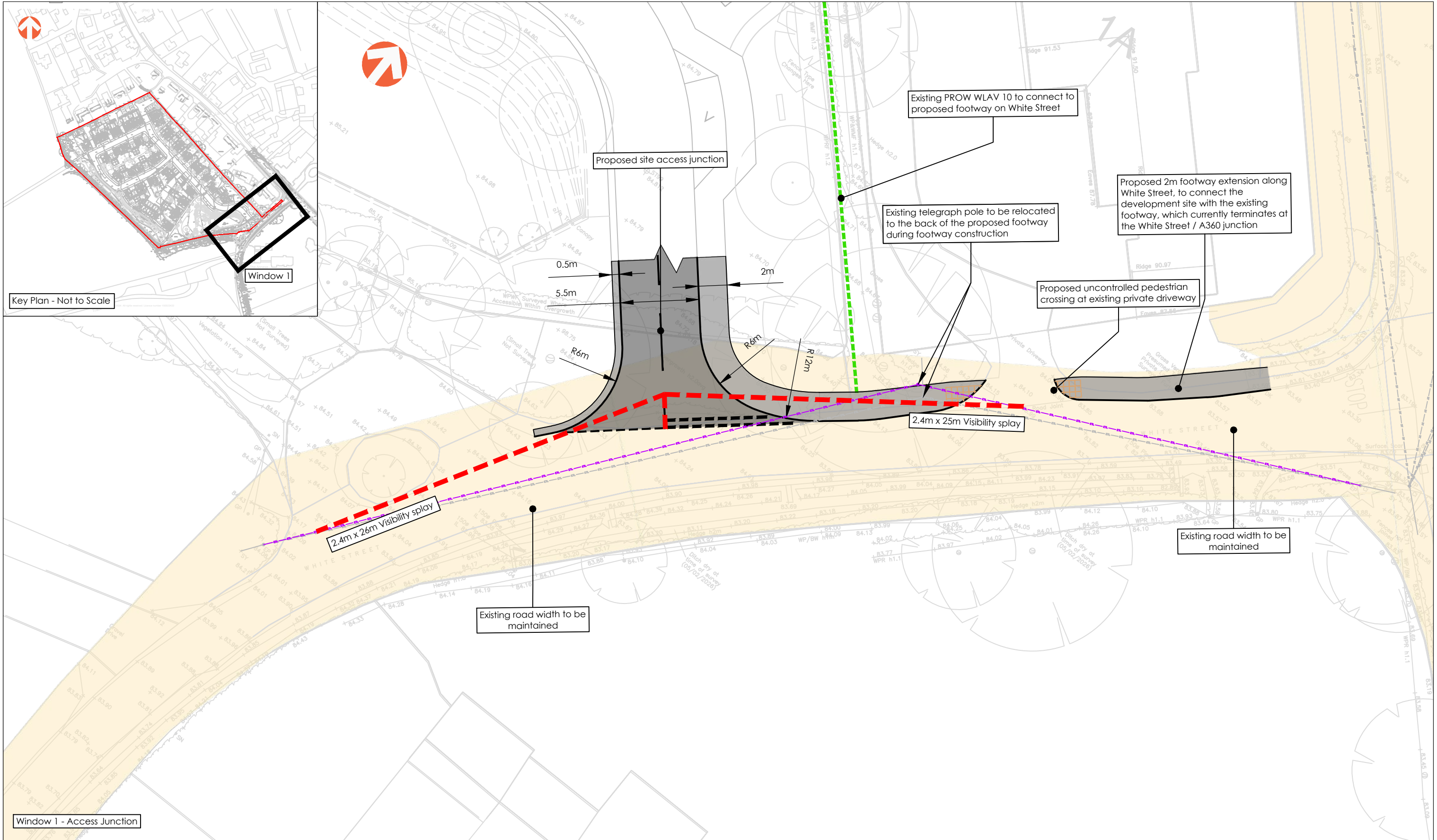
0250500 m

awp

awcockward

partnership

Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU
Tel: 01392 409007 Web: www.awpexeter.com



KEY:

Site boundary

Existing public right of way

Approximate extent of HMPE

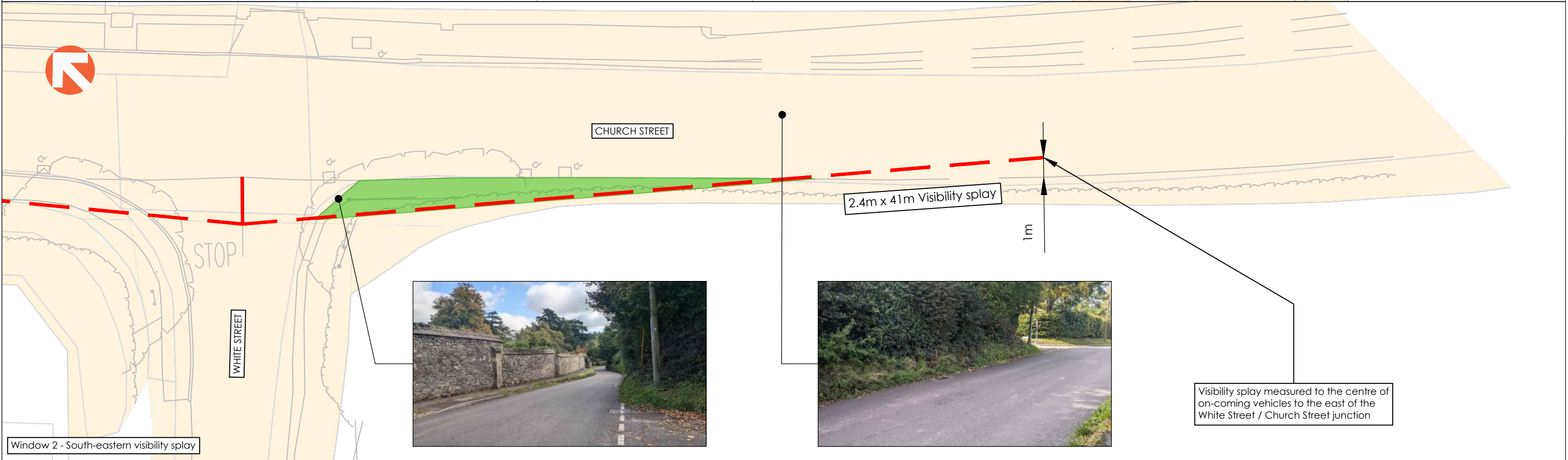
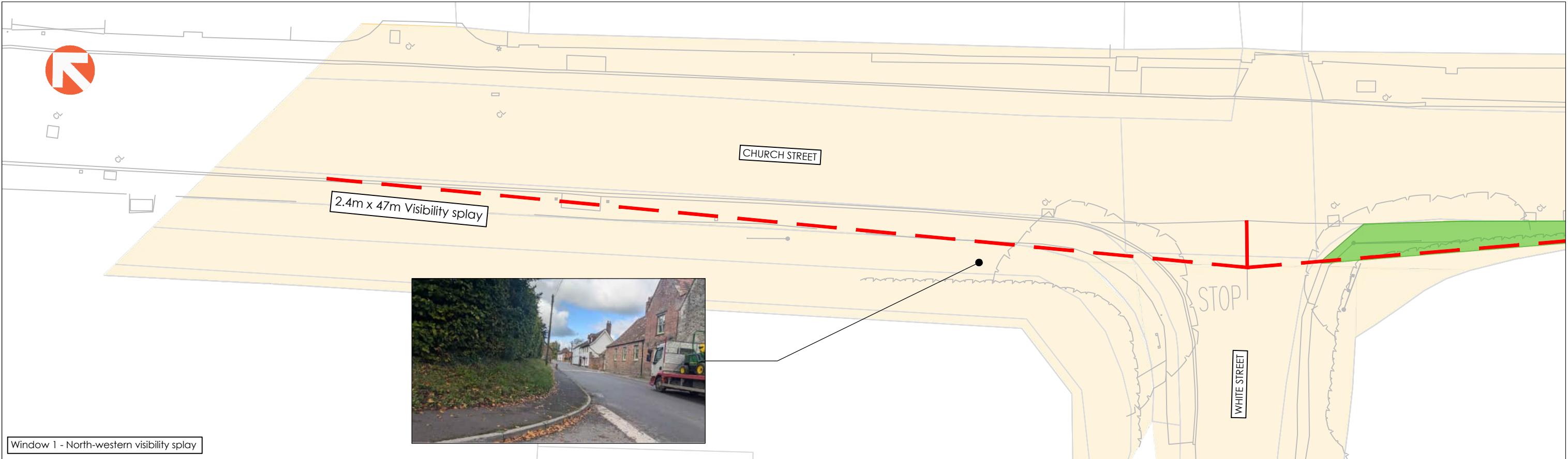
Visibility splay based on surveyed 85th percentile speeds and manual for Streets guidance

Proposed bituminous carriageway

Proposed bituminous footway

E	24.03.2026	UPDATED LANDSCAPING AND SITE LAYOUTS. HIGHWAY AMENDED TO SUIT	IL	JRo	DCH	PROJECT: WHITE STREET, WEST LAVINGTON		
D	18.02.2026	EXISTING TELEGRAPH POLE AND OVERHEAD ETL CABLES RELOCATED IN ACCORDANCE WITH PROPOSED FOOTWAY. BACKGROUND INFORMATION UPDATED	IL	JRo	DCH			
REV	DATE	DESCRIPTION	BY	CHK	APD	TITLE: PROPOSED SITE ACCESS ARRANGEMENTS AT WHITE STREET		
CLIENT:  C.G. FRY & SON						PROJECT No: 1610	DRAWING No: 01-PHL-101	REV: E
DRAWING STATUS: PLANNING APPLICATION						SCALE @ A3: 012.5 metres		

Awcock Ward Partnership, Ada House, Pynes Hill, Exeter, EX2 5TU
Tel: 01392 409007 Web: www.awpexeter.com



Key:

- Visibility splays based on the recorded vehicle speeds and calculated in accordance with the Stopping Sight Distances set out in the Manual for Street guidance
- Area of existing hedgerow to be maintained under 600mm to accommodate visibility splay
- Approximate area of HMPE based on records received 15/10/2024

C	29.10.2025	MINOR TEXT CHANGE	AC	CAM	AJW
B	23.10.2025	UPDATED VISIBILITY SPLAYS	AC	CAM	AJW
A	22.05.2025	INITIAL ISSUE	OC	CAM	AJW
REV	DATE	DESCRIPTION	BY	CHK	APD
CLIENT:			C G FRY & SON LTD		
DRAWING STATUS:			FOR INFORMATION ONLY		

PROJECT:

WHITE STREET, WEST LAVINGTON

TITLE:

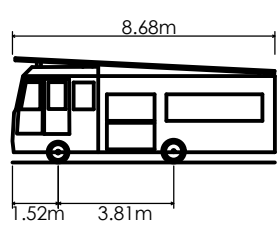
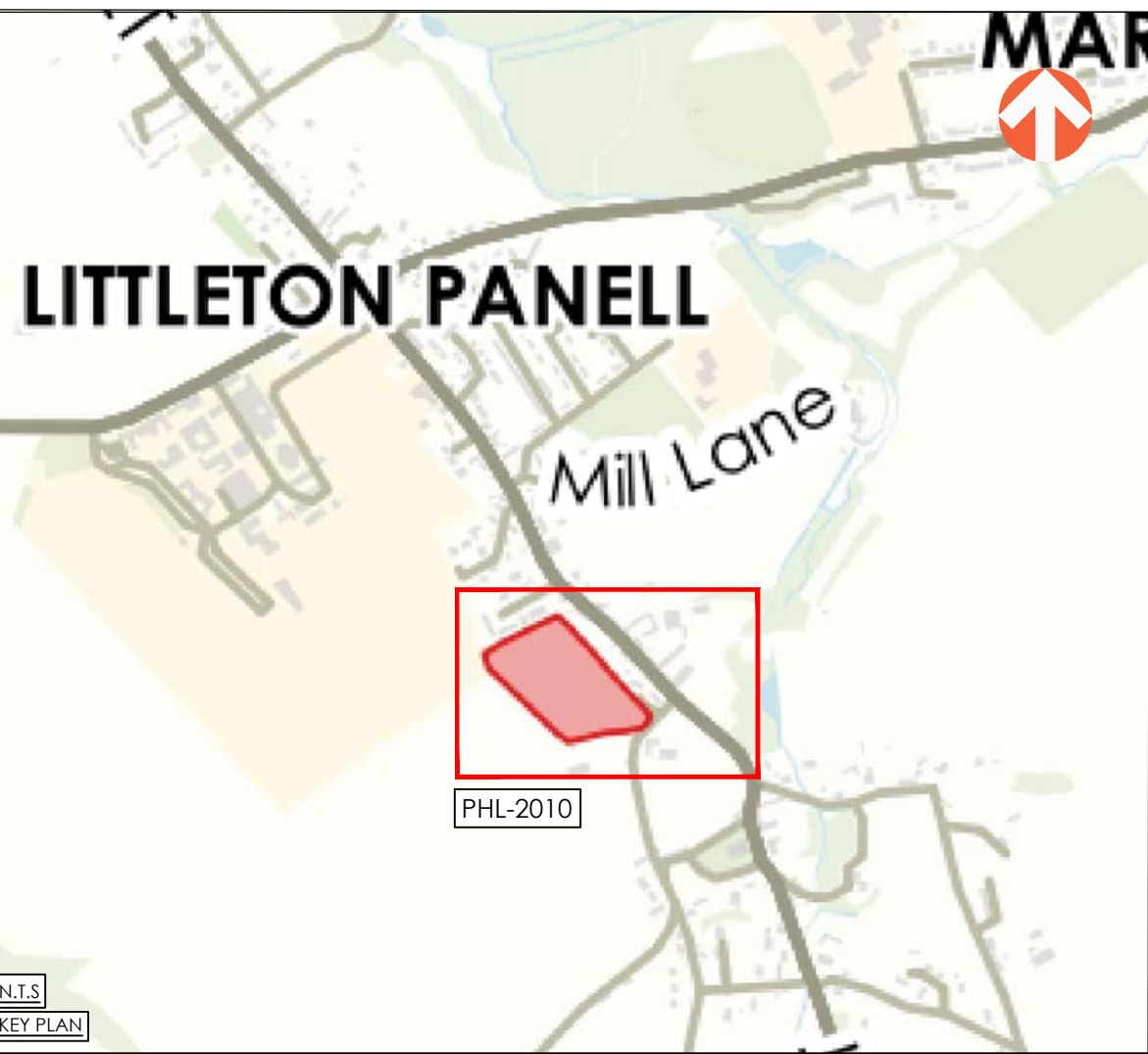
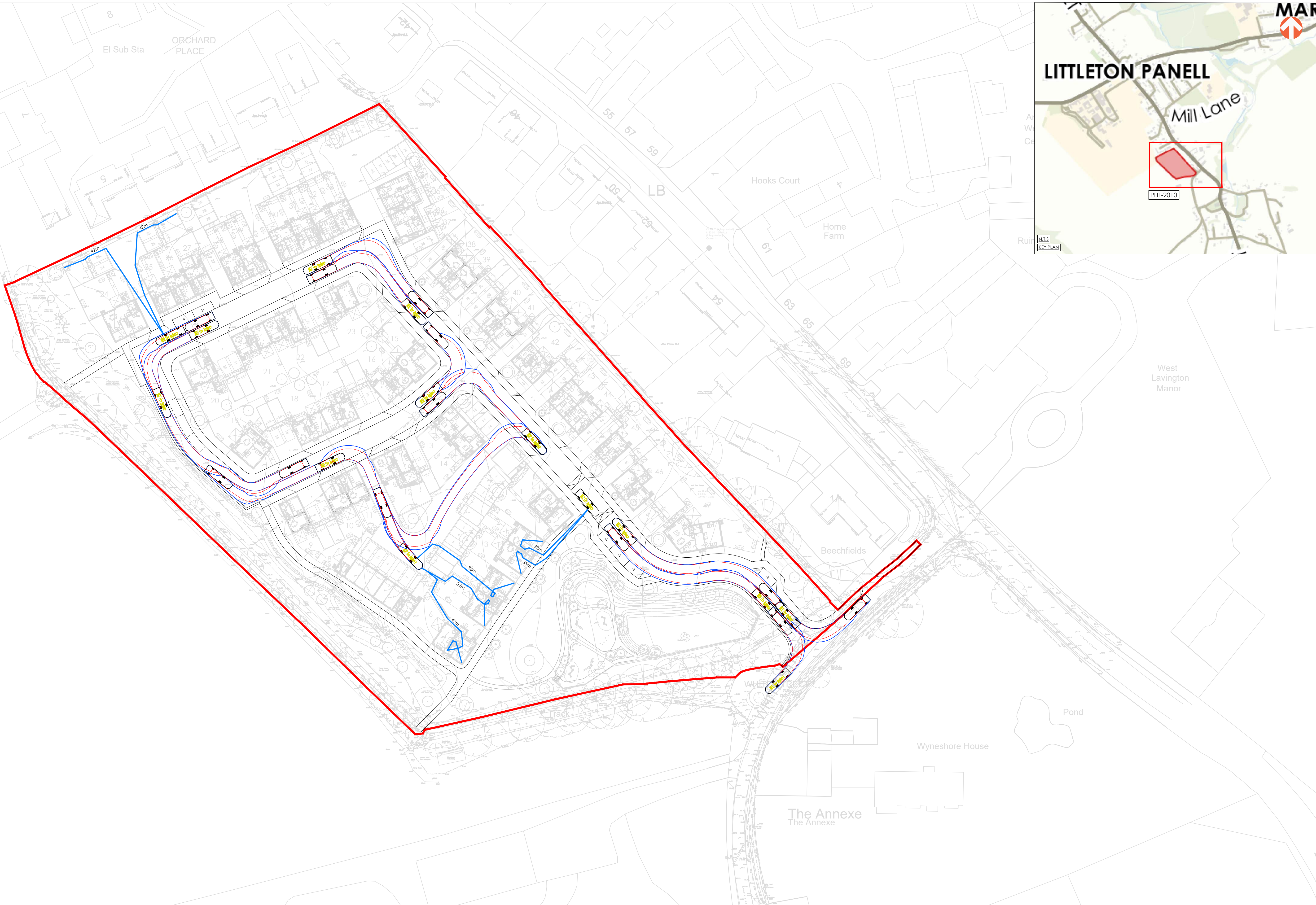
VISIBILITY AT WHITE STREET/CHURCH STREET JUNCTION

PROJECT No:	DRAWING No:	REV:
1610	01-PHL-102	C

SCALE @ A3:

0 1:200 10 metres

AWP (Exeter) LLP, Ada House, Pynes Hill, Exeter, EX2 5TU
Tel: 01392 409007 Web: www.awpexeter.com



DB32 FIRE APPLIANCE	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min. Body Ground Clearance	0.337m
Max track Width	2.121m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.910m

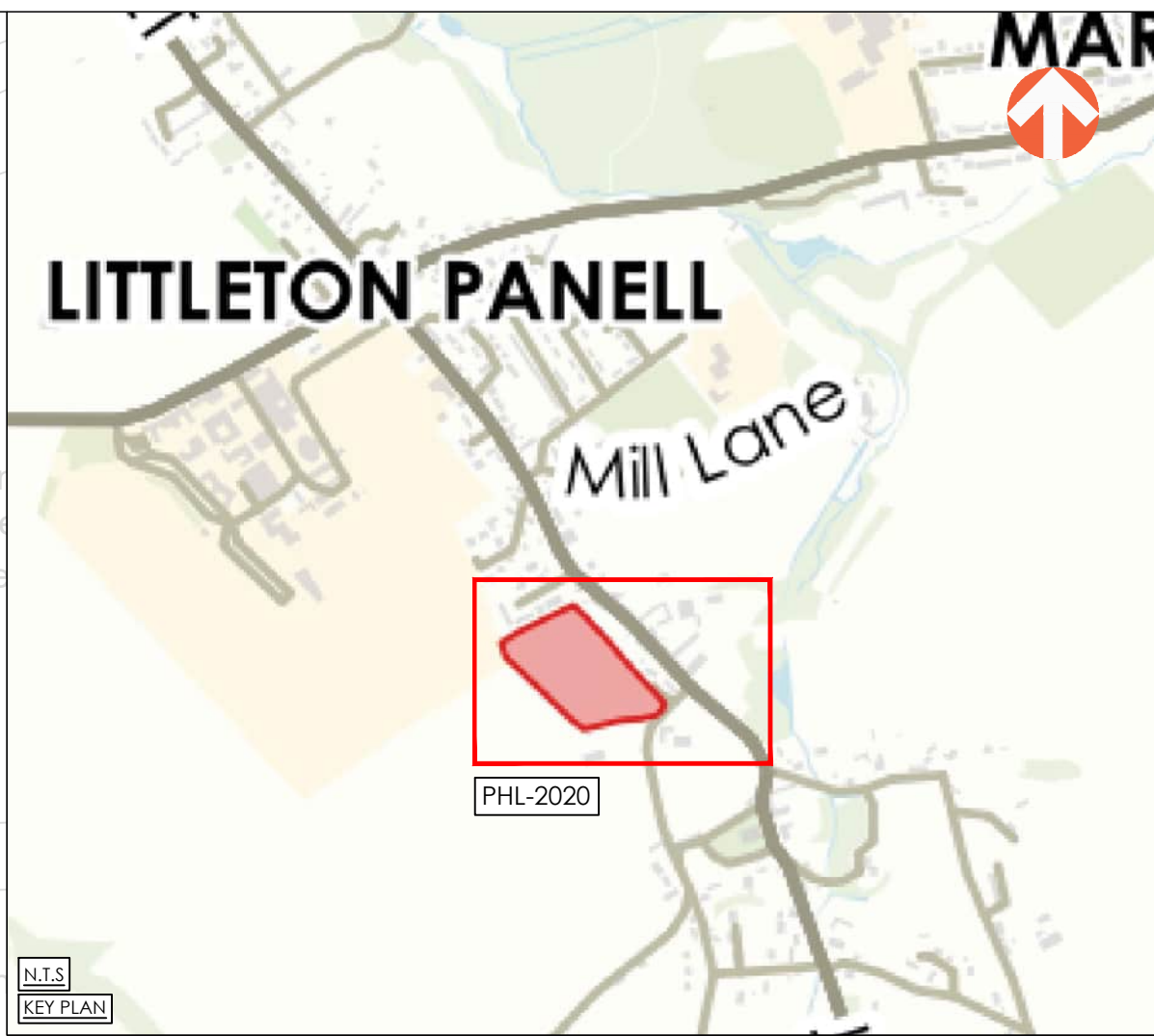
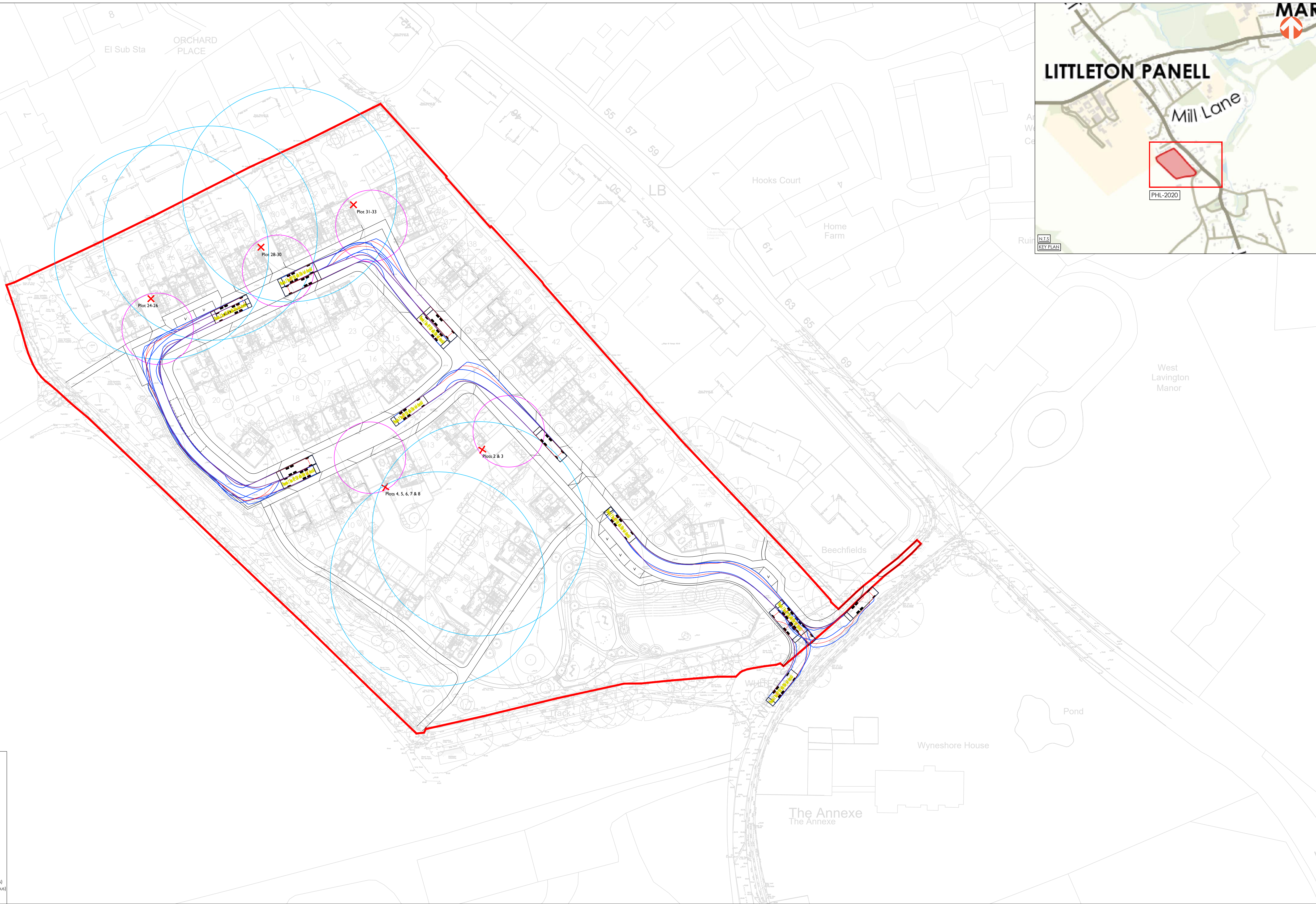
KEY:	
—	Planning Application Boundary
—	Fire Tender Length (To Be Maximum 45m to XXm)
—	All Points Inside The Dwelling in Accordance With Building Regulations
—	Wheel Line
—	Body Line

- NOTES:
- All works depicted are subject to detailed design and associated technical approval process.
 - Fire tracking and vehicle has been designed in accordance with Approved Document B.

						PROJECT: WHITE STREET, WEST LAVINGTON				
B	24.03.2026	UPDATED LANDSCAPING AND SITE LAYOUTS, HIGHWAY AMENDED TO SUIT		IL	JRO	DCH	TITLE: FIRE TENDER SWEEP PATH ANALYSIS			
A	18.02.2026	INITIAL ISSUE		IL	JRO	DCH				
REV	DATE	DESCRIPTION		BY	CHK	APD	PROJECT No: 1610 DRAWING No: 02-PHL-2010 REV: B			
CLIENT:										
 C.G.FRY & SON						SCALE @ A1:  0 1:500 25 metres			AWP [Exeter] LLP, Adia House, Pynes Hill, Exeter, EX2 5TU Tel: 01392 409007 Web: www.awpexeter.com	
DRAWING STATUS: PLANNING APPLICATION										



AWP (Exeter) LLP, Ada House, Pynes Hill, Exeter, EX2 5TU
Tel: 01392 409007 Web: www.awpexeter.com



11.2m
4.815m
1.67m 5.508m 1.385m

PHOENIX 2 DUO (P2-15W WITH ELITE 6X4 CHASSIS)

Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min. Body Ground Clearance 0.304m
Track Width 2.500m
Lock To Lock Time 4.05s
Kerb To Kerb Turning Radius 9.500m

KEY:

- Wheel Line
- Body Line
- Bin Store Walking Distance (Resident) (30m Radius)
- Bin Store Walking Distance (Operative) (10m Radius)
- Proposed Bin Collection Area

NOTES:

1. All works depicted are subject to detailed design and associated technical approval process.

2. Refuse tracking and vehicle has been designed in accordance with Wiltshire Council refuse design guidance. Refer to "Waste storage and collection: guidance for developers" for full details.

3. Bin store walking distances are in accordance with Wiltshire Council refuse design guidance. Refer to "Waste storage and collection: guidance for developers" for full details.

B

24.03.2026

UPDATED LANDSCAPING AND SITE LAYOUTS.

IL

JRo

DCH

A

18.02.2026

INITIAL ISSUE

IL

JRo

DCH

REV

DATE

DESCRIPTION

BY

CHK

APD

CLIENT:

C. G. FRY & SON

DRAWING STATUS:

PLANNING APPLICATION

PROJECT:

WHITE STREET, WEST LAVINGTON

TITLE:

REFUSE VEHICLE SWEEP PATH ANALYSIS

PROJECT No:

1610

DRAWING No:

02-PHL-2020

REV:

B

SCALE @ A1:

0

1:500

25

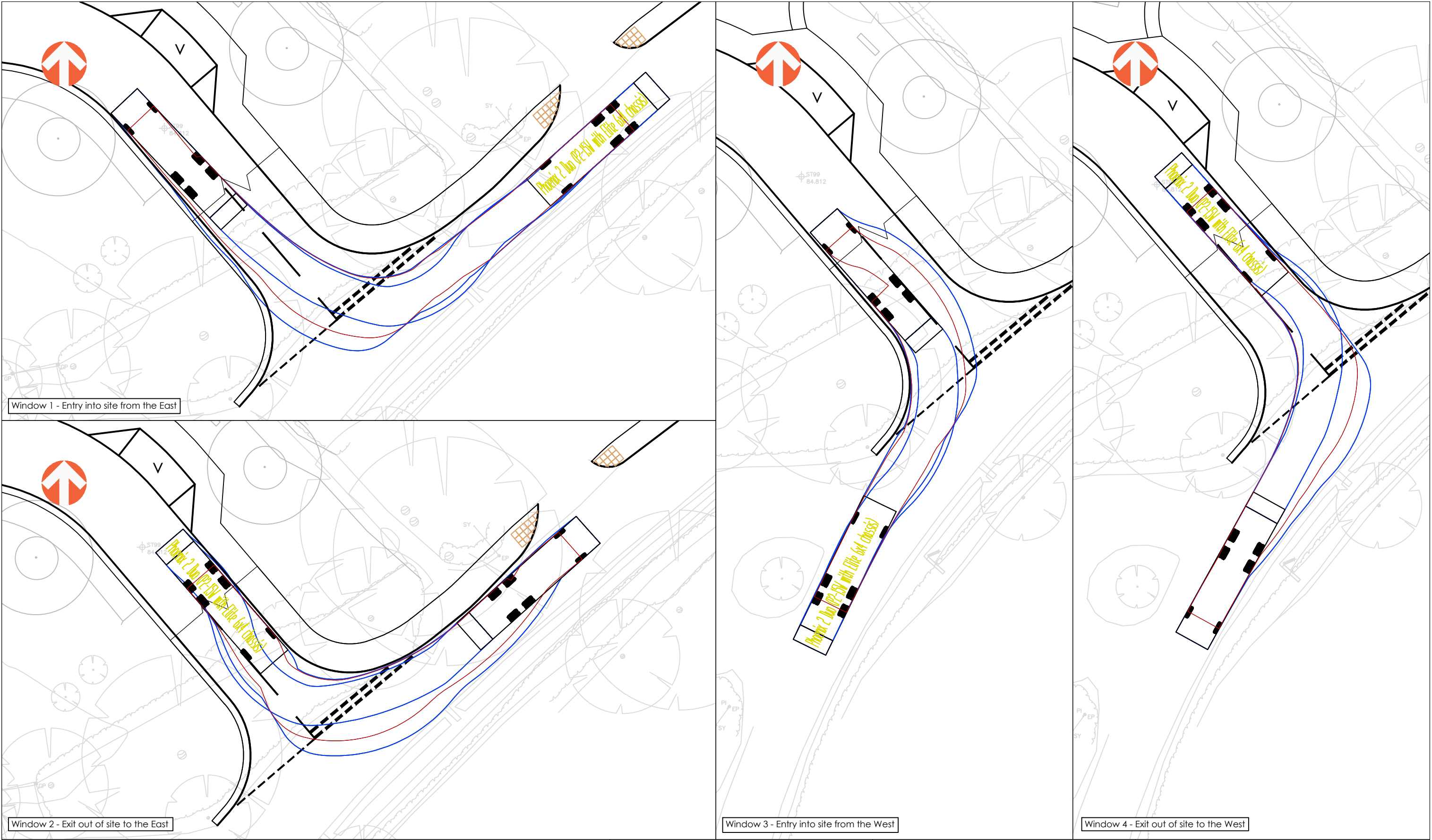
metres

awp

AWP [Exeter] LLP, Ada House, Pynes Hill, Exeter, EX2 8TU

Tel: 01392 409007 Web: www.awpexeter.com





Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

C	24.03.2026	UPDATED LANDSCAPING AND SITE LAYOUTS. HIGHWAY AMENDED TO SUIT	IL	JRo	DCH
B	18.02.2026	UPDATED ACCESS ALIGNMENT	AC	CAM	AJW
A	08.01.2025	INITIAL ISSUE	OC	CAM	AJW
REV	DATE	DESCRIPTION	BY	CHK	APD

CLIENT:

C.G. FRY & SON

DRAWING STATUS:

FOR INFORMATION ONLY

PROJECT:

WHITE STREET, WEST LAVINGTON

TITLE:

REFUSE VEHICLE SWEEP PATH ANALYSIS - WHITE STREET ACCESS

PROJECT No:

1610

DRAWING No:

01-ATR-101

REV:

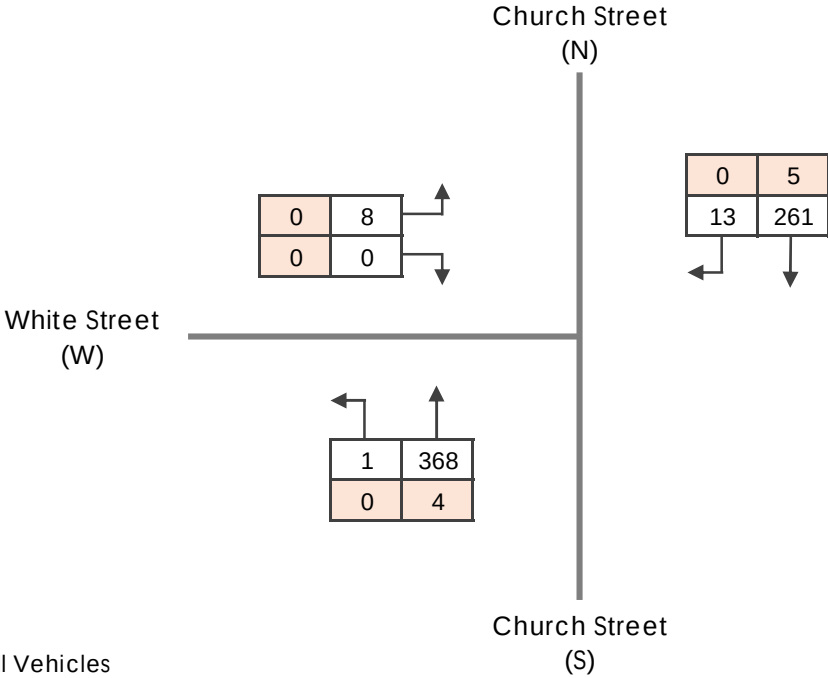
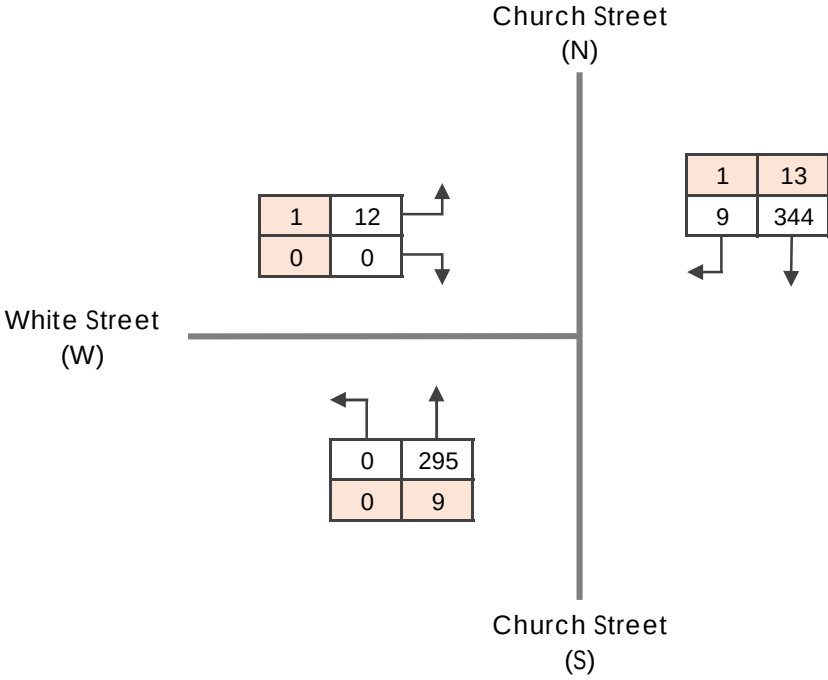
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SCALE @ A0

1:250

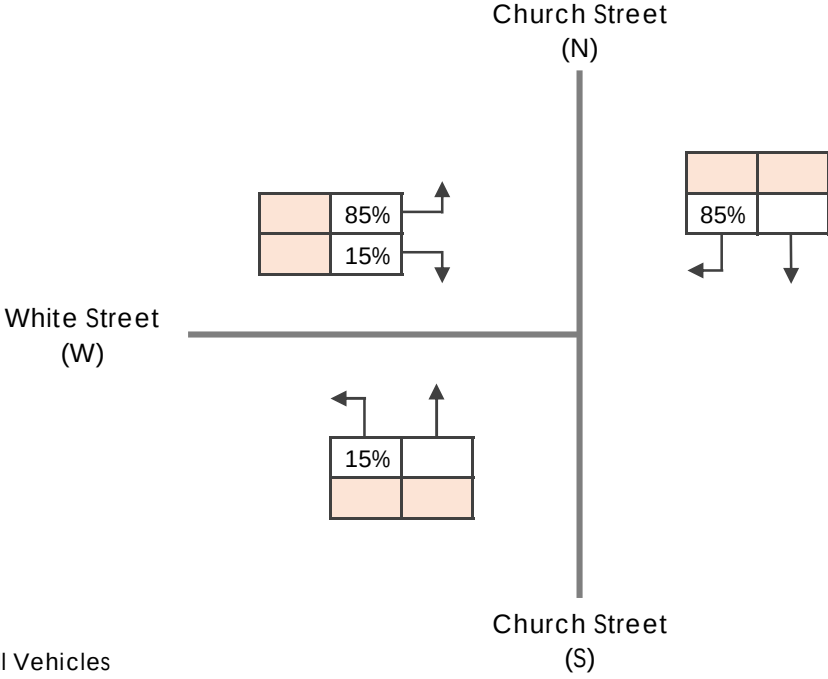
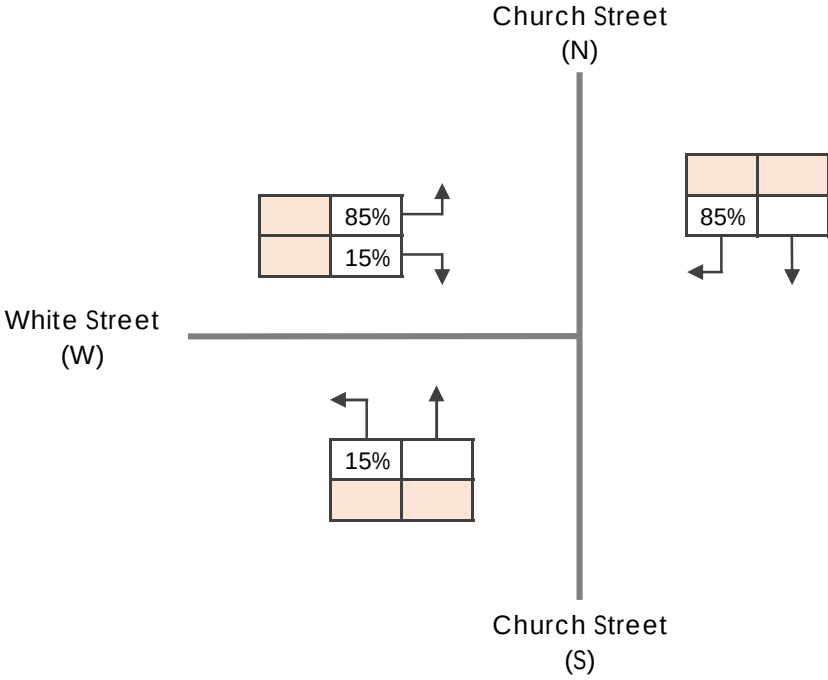
12.5 metres

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Tel: 01392 409007 Web: www.awpexeter.com



Key

All Vehicles
HGV



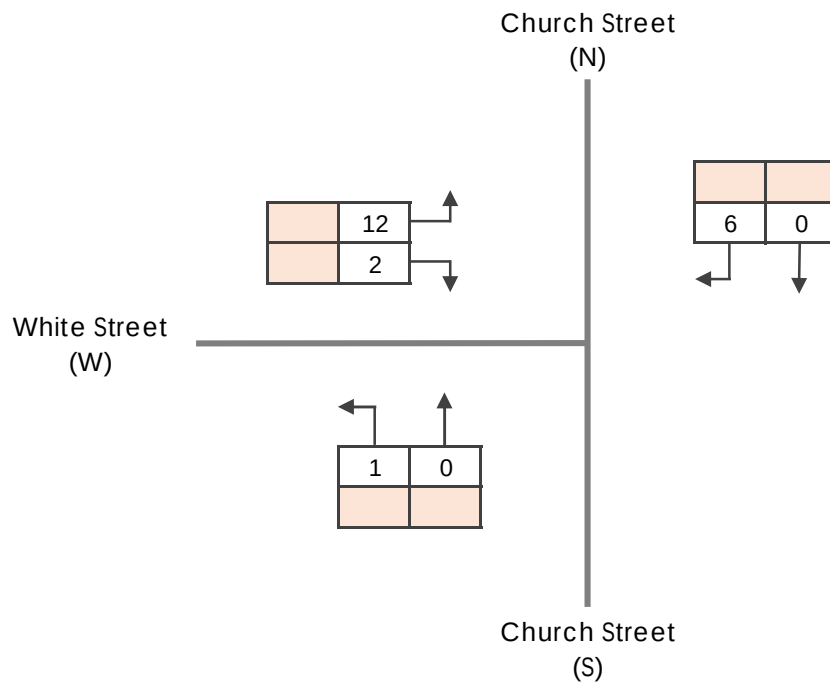
Key

	All Vehicles
	HGV



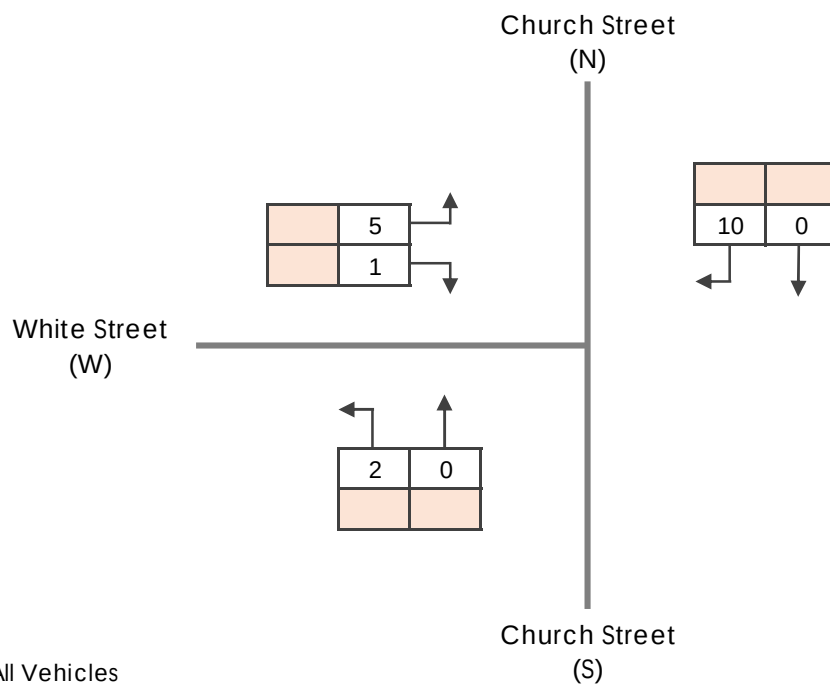
WHITE STREET / CHURCH STREET

AM



WHITE STREET / CHURCH STREET

PM



Key

	All Vehicles
	HGV



TITLE

PROPOSED DEVELOPMENT TRIPS

PROJECT

1610

White Street, West Lavington

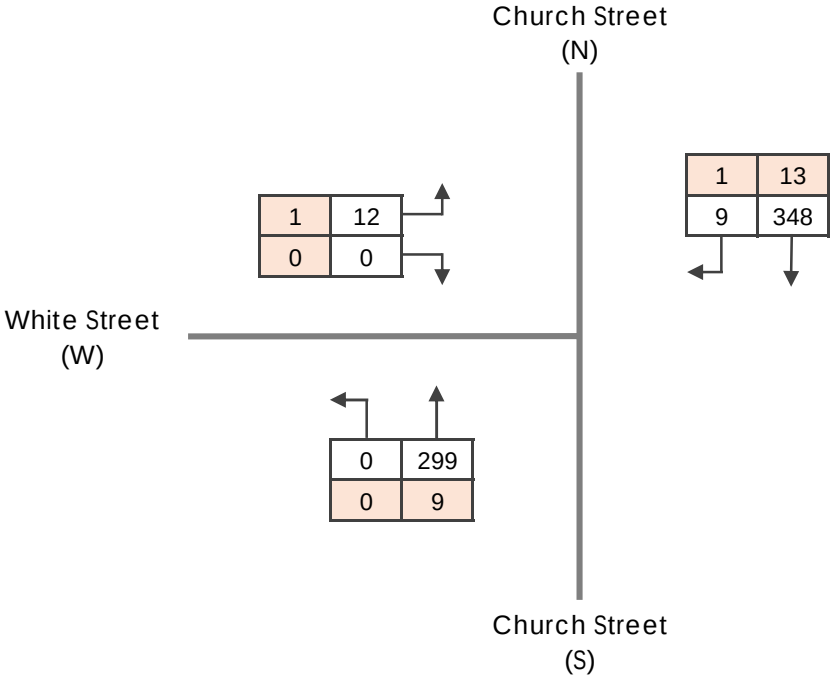
FIGURE

7.3



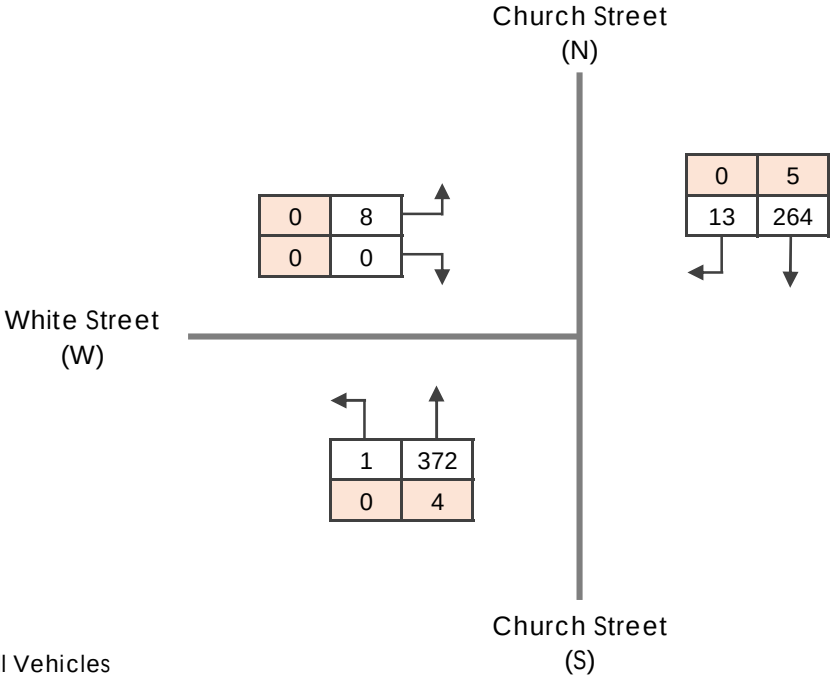
WHITE STREET / CHURCH STREET

AM



WHITE STREET / CHURCH STREET

PM



Key

All Vehicles
HGV



TITLE

2026 BASE

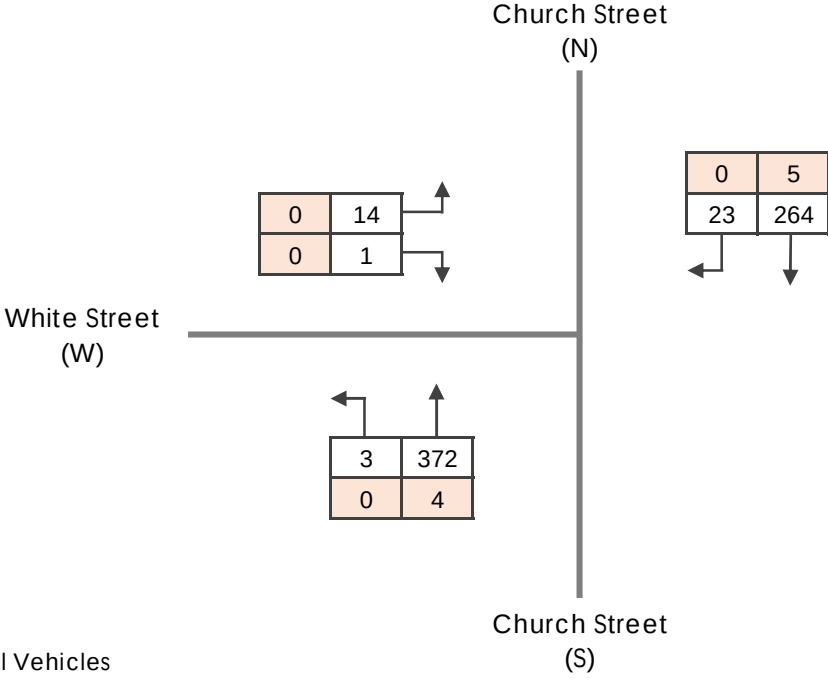
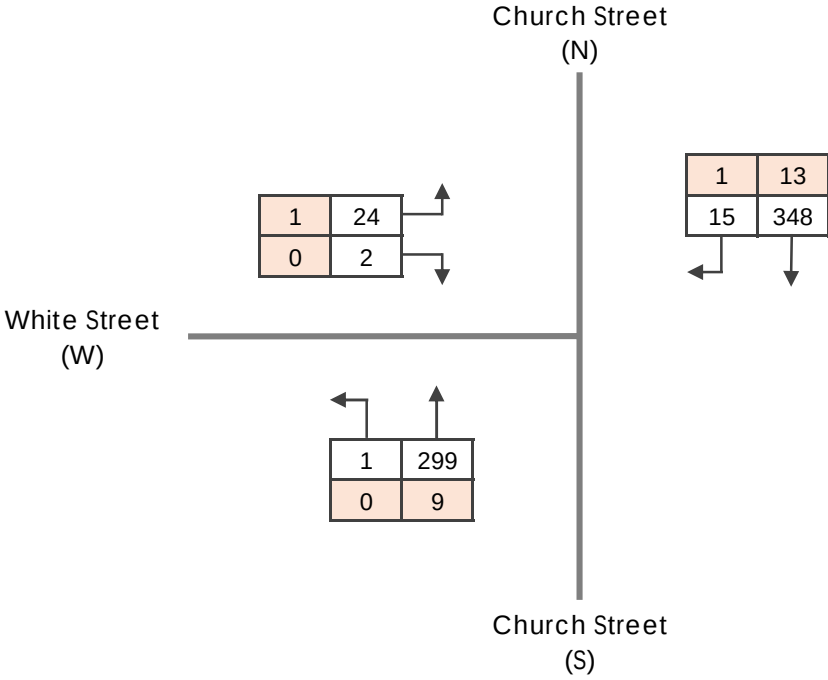
PROJECT

1610

White Street, West Lavington

FIGURE

7.4



Key

All Vehicles
HGV



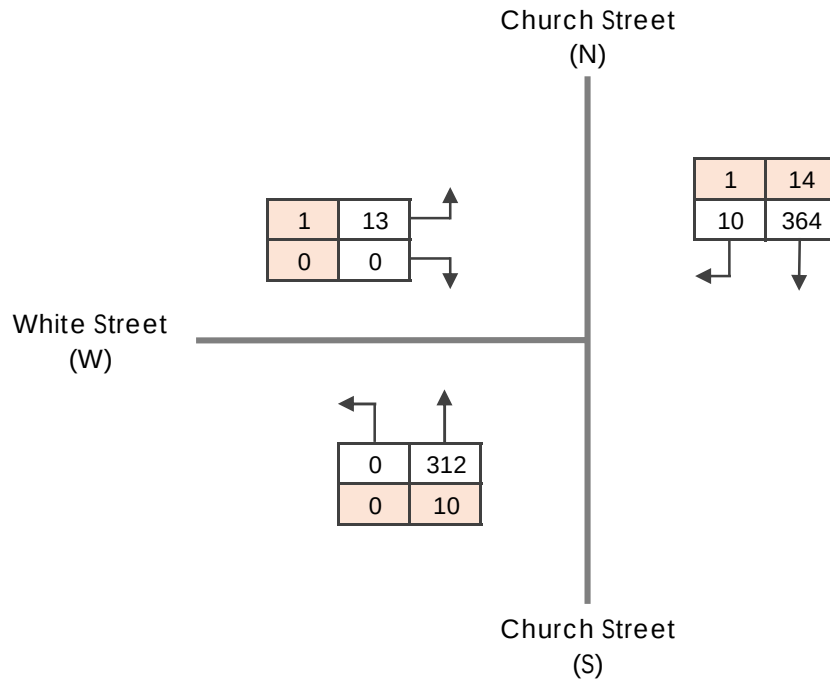
TITLE	
2026 BASE + PROPOSED DEVELOPMENT	
PROJECT	
1610	White Street, West Lavington

FIGURE
7.5



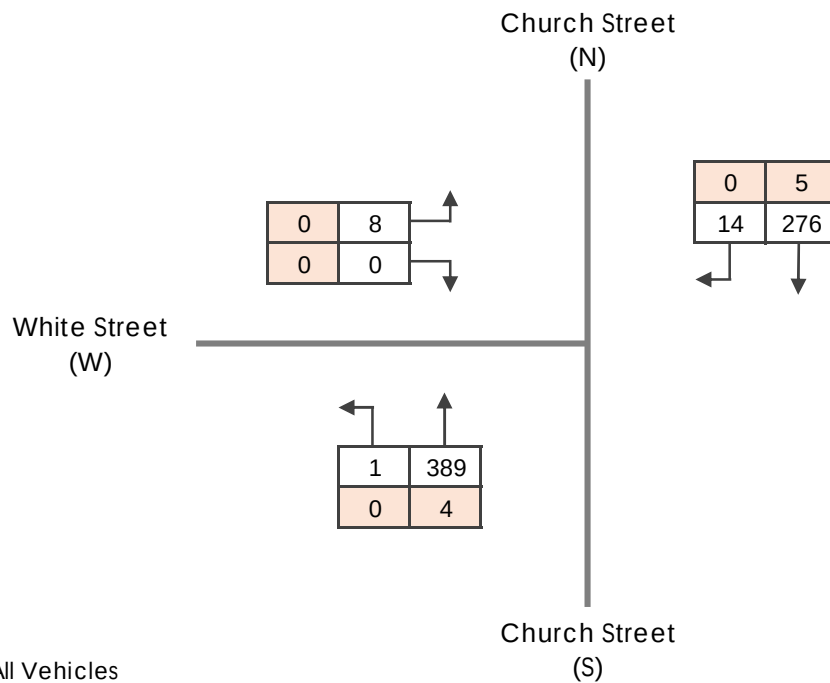
WHITE STREET / CHURCH STREET

AM



WHITE STREET / CHURCH STREET

PM



Key

All Vehicles
HGV



TITLE

2031 BASE

PROJECT

1610

White Street, West Lavington

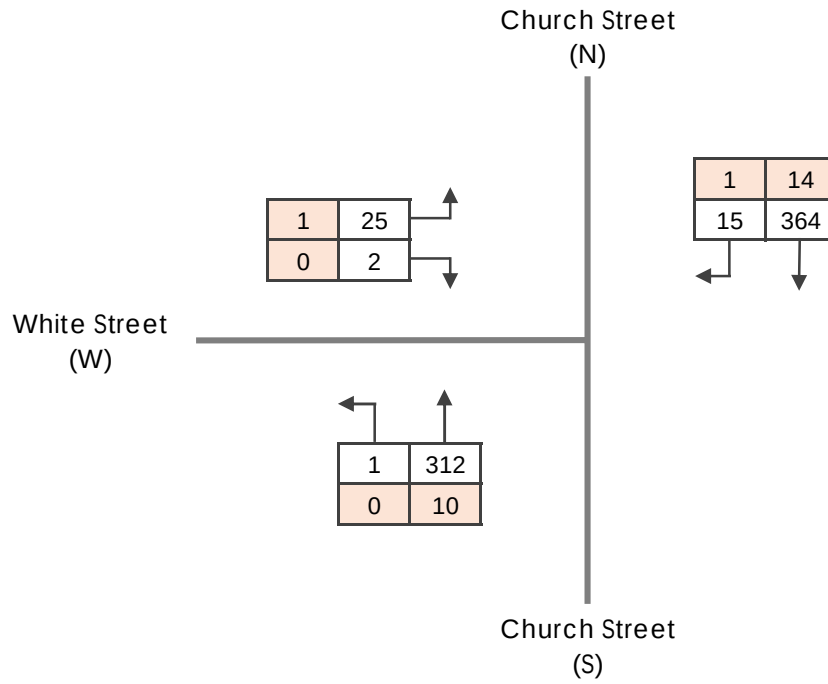
FIGURE

7.6



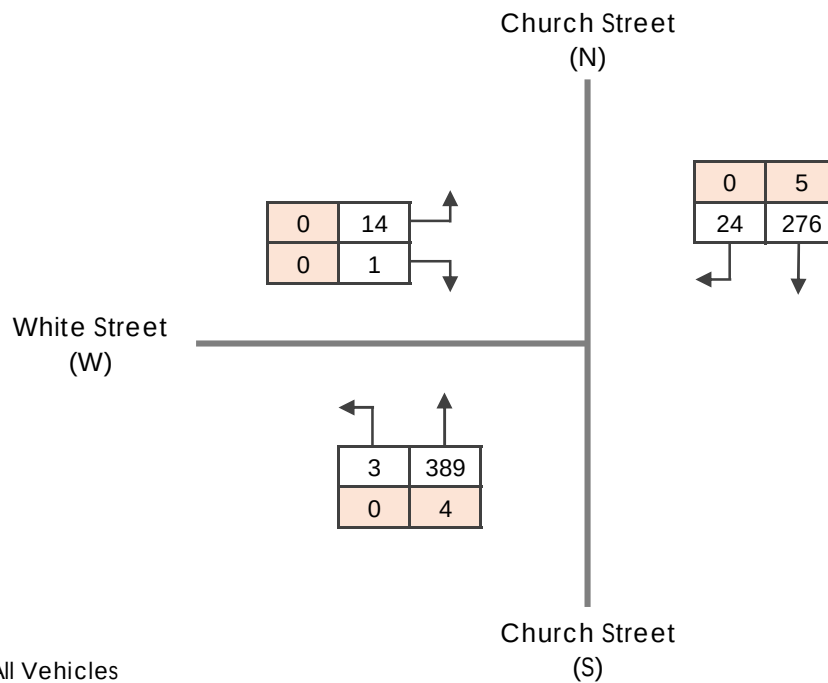
WHITE STREET / CHURCH STREET

AM



WHITE STREET / CHURCH STREET

PM



Key

	All Vehicles
	HGV



TITLE

2031 BASE + PROPOSED DEVELOPMENT

PROJECT

1610

White Street, West Lavington

FIGURE

7.7