

TRANSPORT STATEMENT

**Land to the Rear of 20 Fore Street, Westbury, Wiltshire
BA13 3AX**

1. Introduction

1.1 Purpose of Statement

This Transport Statement has been prepared in support of a planning application for the redevelopment of land to the rear of 20 Fore Street, Westbury, Wiltshire BA13 3AX.

The site historically accommodated:

- 4 single garages; and
- 13 rented parking spaces.

The proposal seeks permission for:

- 3 × 3-bedroom dwellings; and
- 3 parking spaces to serve adjacent flats fronting Fore Street.

This statement demonstrates that the proposed development will not result in a material adverse transport impact when compared to the lawful historic use of the site.

2. Site Location & Context

The site lies to the rear of properties fronting Fore Street within the built-up area of Westbury, approximately 200–300m from the town centre.

The site is accessed via an established vehicular access from Fore Street, which currently serves the garages and parking spaces.

2.1 Surrounding Highway Network

Fore Street forms part of the town centre network and connects to:

- A350 (primary route through Westbury)
- Local distributor roads serving residential areas

The surrounding area is predominantly residential with town centre commercial uses within walking distance.

3. Existing Lawful Use & Trip Generation

3.1 Existing Lawful Use

The site has historically accommodated:

- 4 single garages (potential residential use storage or

parking)

- 13 rented parking spaces (used by residents or town centre users)

Total potential vehicle spaces: **17 spaces**

These spaces generate vehicle movements throughout the day, including:

- Commuter departures/arrivals
- Evening returns
- Weekend town centre parking use

While exact traffic surveys are not available, a conservative assumption of:

- 2 movements per space per day

Would equate to:

17 spaces × 2 movements = 34 two-way movements per day

This represents the realistic historic fall-back position.

4. Proposed Development & Trip Generation

4.1 Proposed Development

The development comprises:

- 3 × 3-bedroom dwellings
- 3 retained parking spaces for adjacent flats

Residential trip rates for 3-bed dwellings in small town locations typically average:

- 6–8 two-way trips per dwelling per day

Using a robust assumption of **8 trips per dwelling**:

3 dwellings × 8 = 24 two-way movements per day

The 3 retained parking spaces are replacement provision for adjacent flats and do not represent new trip generation beyond existing residential activity.

4.2 Comparison

Scenario	Estimated Daily Movements
Historic lawful parking use (17 spaces)	~34 movements
Proposed 3 dwellings	~24 movements

Result: The proposed development is likely to generate fewer vehicle movements than the historic lawful use of the site.

5. Access & Highway Safety

The existing access from Fore Street will be retained and upgraded as necessary to modern standards.

Visibility at the site access is appropriate for town centre vehicle speeds, and the development scale is modest.

Given that traffic levels are expected to reduce compared to the historic parking use, there will be:

- No material impact on highway capacity
- No adverse impact on highway safety
- No intensification beyond established use

6. Sustainable Transport & Accessibility

The site is sustainably located within walking distance of:

- Town centre shops and services
- Local schools
- Bus services
- Westbury railway station

Westbury railway station provides regular rail services to regional destinations including:

- Bath
- Bristol
- Salisbury

The town centre location ensures:

- Good pedestrian connectivity
- Reduced reliance on private car use
- Compliance with national sustainable transport objectives

7. Parking Provision

The proposed dwellings will be provided with policy-compliant off-street parking.

The additional 3 parking spaces ensure that parking for adjacent flats is retained and managed on site, preventing overspill parking on Fore Street.

The total number of parking spaces on site post-development will be substantially lower than the historic 17 spaces.

8. Construction Traffic

Construction traffic will be temporary and managed through:

- Contractor parking management
- Delivery scheduling
- Avoidance of peak hours where practicable

Given the small scale (3 dwellings), impacts will be minimal and short term.

9. Conclusion

The redevelopment of the land to the rear of 20 Fore Street, Westbury will:

- Reduce overall vehicle movements compared to the historic lawful use;
- Retain established vehicular access arrangements;
- Provide appropriate on-site parking;
- Be sustainably located within walking distance of services and public transport;
- Not result in any material adverse highway or transport impacts.

The development is therefore acceptable in transport and highway terms.