



Land at Dodford Farm, Dodford Lane

Proposed Car Repair Garage

Transport Statement

July 2026

Doc. No. 2616REP01A.docx

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Contents Amendment Record

This report has been issued and amended as follows:

Issue	Description	Date	Signed
A	Draft	23/07/26	JH

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1 Introduction

- 1.1.1 Helix Transport Consultants Ltd are appointed to prepare a Transport Statement in relation to proposals to repurpose agricultural barns for use as a vehicle repair garage.
- 1.1.2 The application site is situated within Dodford Farm off Dodford Lane near Christian Malford, Chippenham.
- 1.1.3 The redevelopment proposals will involve renovating existing agricultural buildings to create an administration building and separate mechanic's workshop.
- 1.1.4 The applicant is seeking planning approval in order to relocate their existing business which is located near to the application site, around three kilometres to the southeast.
- 1.1.5 The following is an extract from Wiltshire Council's pre-application response, dated 23rd June 2025 and referenced ENQ/2025/00435.

Wiltshire Council highways:

"The location is remote and there may be policy objections but in regards to the highway network and the ability for the site to accommodate parking, I am happy to raise no highway objection."

- 1.1.6 The purpose of this report is to provide the planning and highway authorities with the relevant traffic / transportation details.
- 1.1.7 The following sections report on the: policy context (Chapter 2); the transport network (Chapter 3); the proposed development (Chapter 4); and the likely trip generation and impact of the proposals (Chapter 5).

2 Policy Context

2.1 National Planning Policy

2.1.1 The revised National Planning Policy Framework (NPPF) was published by the Department for Housing, Communities and Local Government in December 2024. Section 9 of the NPPF, Promoting Sustainable Transport, states the following:

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. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high-quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

[NPPF Paragraph 109]

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

[NPPF Paragraph 110]

If setting local parking standards for residential and non-residential development, policies should take into account:

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

[NPPF Paragraph 112]

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.

[NPPF Paragraph 113]

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; 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.*

[NPPF Paragraph 115]

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.

[NPPF Paragraph 116]

Within this context, applications for development should:

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

[NPPF Paragraph 117]

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport

statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

[NPPF Paragraph 118]

2.2 **Policy Summary & Conclusion**

2.2.1 Transport planning policy seeks to ensure that development will not create road safety problems or cause significant congestion on the transport network.

2.2.2 When a proposed development is likely to result in a significant number of new trips, the policies require that these are located where the need to travel will be minimised, and the use of sustainable transport modes can be maximised.

3 Description of Site and the Surrounding Transport Network

3.1 Site Description

3.1.1 The site is located on Dodford Farm, a diversified farm complex which accommodates a children holiday farm, a day nursery, seasonal fishing and pumpkin picking amongst other farming activities.

3.1.2 The site sits approximately five kilometres northwest of central Lyneham and ten kilometres northeast of central Chippenham. The location of the site is shown on the attached drawing 2616DWG01.

3.1.3 Open countryside surrounds the site on all sides, although the M4 motorway dissects the land to the south of the site. A bridge provides access over the motorway.



View towards Application Site along Dodford Lane. Image courtesy of Google

3.2 Local Pedestrian Network

3.2.1 There are no segregated footways along Dodford Lane, nor are there any present along Main Road where Dodford Lane forms a T-junction.

3.2.2 The section of Dodford Lane on the northern side of the M4 bridge is also classified as a bridleway.

3.2.3 A further bridleway and three footways converge on Dodford Farm. These primarily connect the site with destinations to the north of the motorway. A further footway connection to Dodford Lane to the south of the motorway bridge.

3.2.4 Parts of the footway network described above take in surfaced tracks while other sections do not. This would render the footway connections an unattractive travel choice during winter months.

3.3 **Local Cycle Network**

3.3.1 There are no specific cycle routes near to the site.

3.3.2 The potential for use of the local bridleways and, possibly, footways for cycling would be limited for the same reason given above.

3.3.3 Cycling along Dodford Lane may be an attractive proposition to cyclists with some on-road cycling experience given that vehicular traffic activity is observed to be relatively light and slow; however, Main Road traffic is considered to be off-putting to all but those with significant on-road cycling experience given the higher speeds and traffic volumes.

3.4 **Local Bus Network**

3.4.1 There are no bus stops near to the site.

3.5 **Accessibility / Sustainability**

3.5.1 There are limited non-car travel opportunities to the site; nevertheless, cycling (for experienced on-road cyclists), car sharing and the use of electric vehicles are all viable options in limiting the negative impacts associated with single-occupancy and combustion-engined private cars.

3.6 **Local Highway Network**

3.6.1 The site takes access off Dodford Lane, which is a single two-way cul-de-sac running north-south between Dodford Farm and Main Road.

3.6.2 Dodford Lane is around 5.0m wide, unlit and subject to a national 60mph speed limit, although site observations indicate that vehicles tend to travel well below 60mph.

3.6.3 Dodford Lane has several private simple crossover-type accesses to neighbouring farms before terminating at Dodford Farm.

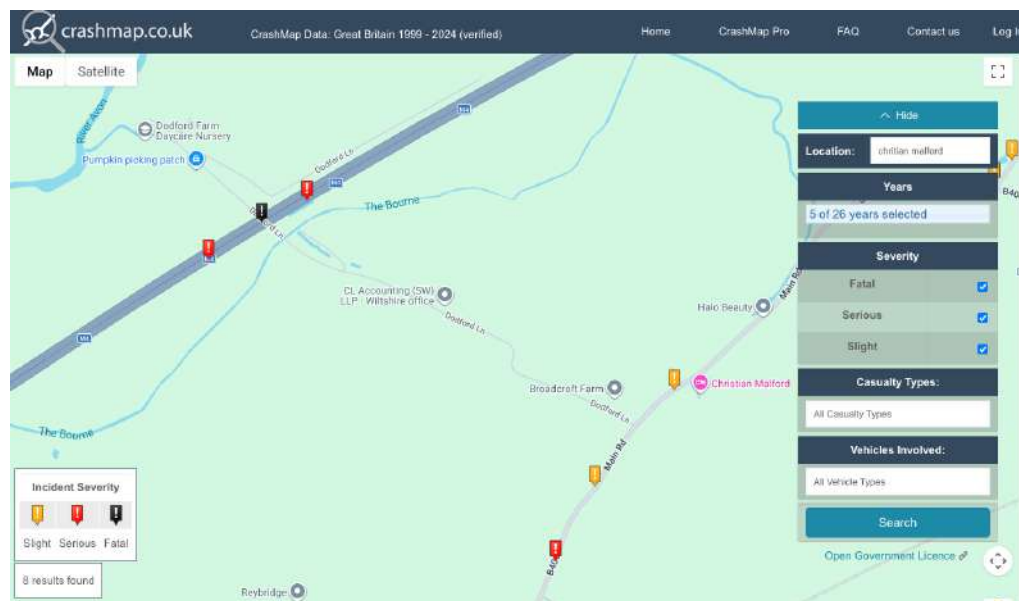
3.6.4 At its southern end Dodford Lane forms a simple priority-controlled T-junction with Main Road (B4069). Main Road, running east–west, is a local collector-type road connecting Christian Malford and smaller clusters of housing to Chippenham to the west and Lyneham to the east.

3.6.5 As it passes the site, Main Road is around 6.2m wide, unlit and subject to a national 60mph speed limit.

3.7 Highway Safety

3.7.1 Best practice recommends a review of recorded Personal Injury Collision (PIC) data over the most recent 3-year period, or 5-year period if an area is thought to have a poor accident record. This is in order to determine whether there are any clusters or patterns indicative of a specific problem with the existing highway layout.

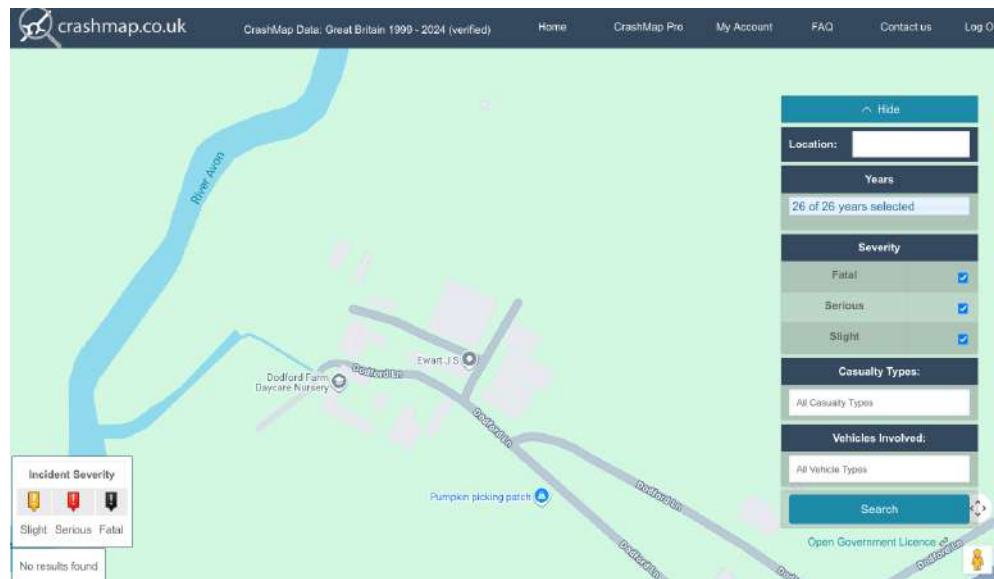
3.7.2 A review of the PIC data available on the Crashmap website reveals that there were no recorded accidents either near the site, along Dodford Lane or at the Dodford Lane / Main Road junction during the most recent 5-year period; see below:



Attribution: Source – www.Crashmap.co.uk; Mapping – Google; PIA data - DfT

3.7.3 Two accidents have occurred on Main Road within 150m from the Dodford Lane junction. Both incidents involved a single vehicle. One is described as the result of a driver entering the roadside ditch while the other involved a vehicle being driven into a fence. Both incidents appear to describe driver error or mechanical failure. Neither incident suggests that movements to or from Dodford Lane were an aggravating factor.

3.7.4 Looking at a longer time horizon, there have been no recorded accidents at the point where Dodford Road terminates at Dodford Farm for the entire 26 years of data held by Crashmap.



Attribution: Source – www.Crashmap.co.uk; Mapping – Google; PIA data – DfT

3.7.5

It is concluded from the PIC data that there is no evidence of a particular road safety issue that development on the site might exacerbate.

4 Proposed Development

4.1 Proposed Development Overview

- 4.1.1 The proposed redevelopment involves repurposing agricultural barns to accommodate a vehicle repair garage and ancillary office space.
- 4.1.2 If planning permission is granted, the existing business known as Frankham Motor Services will move to the site. This business currently resides on a site two miles to the southeast of the application site off Chippenham Road.
- 4.1.3 Frankham Motor Services is a classic Jaguar specialist, although happy to help with any kind of vehicle, with services ranging from repairs, MOT Testing (Class 4), welding, diagnostics, servicing and car air conditioning repairs.
- 4.1.4 The need for Frankham Motor Services to move from their current location is precipitated by a souring of relations with their new landlord. The applicant is not seeking a second premises or moving to accommodate expansion.
- 4.1.5 The application site's barns are subdivided as follows:
- Barn 1 = 400sqm Gross Floor Area (GFA) enclosed space. This will become the workshop / MOT area.
 - Barn 2 = open barn structure. This will be used for sheltered parking.
 - Barn 3 = 90sqm GFA enclosed space. This building will provide ancillary office and staff welfare facilities.
 - Barn 4 = to be demolished.

4.2 Access Arrangement

- 4.2.1 The application site benefits from an existing entrance at the end of Dodford Lane where it meets Dodford Farm.
- 4.2.2 While there have been no recorded road traffic accidents occurring at the site's entrance, the junction visibility towards Dodford Lane is somewhat compromised by overgrowing vegetation. For this reason, the development proposals allow for junction visibility improvements. The proposed visibility splays are commensurate with approach speeds of 30mph along Dodford Lane and 20mph from Dodford Farm. This provides an appropriate level of visibility for vehicles approaching or leaving the road's terminus.

4.3 **Parking**

4.3.1 Wiltshire Council's car parking guidance recommends the provision of one car parking space per 30sqm of Gross Floor Area for B2 land uses.

4.3.2 Accordingly, the recommended parking provision for the site is 16 spaces.

4.3.3 The proposed layout drawing, produced by Journeyman Drafting and Design, indicates 18 formal car parking spaces on the site, while Barn 2 offers further informal parking.

4.3.4 The slight excess parking reflects the need for customers to leave vehicles for extended periods while repairs are carried out. This differs from typical B2 uses where staff and customers would normally take vehicles away from the site at the end of each day.

4.3.5 On the subject of cycle parking, Wiltshire's guidance recommends one space per 12 employees and a further space for every 15 visitor car parking spaces.

4.3.6 Frankham Motor Services employ fewer than 12 people; therefore, the recommended cycle parking provision is one space for employees plus two spaces for visitors. This level of cycle parking can be easily accommodated within Barn 2.

4.4 **Servicing**

4.4.1 These proposals will integrate with the existing servicing / refuse collection arrangements applying to Dodford Farm and associated businesses.

4.5 **Construction Traffic**

4.5.1 The hours of operation during site construction and the routing of construction traffic will be discussed at the appropriate time. It is expected that a construction management plan will be secured by a planning condition.

5 Trip Generation & Impact Assessment

5.1 Overview

- 5.1.1 Frankham Motor Services have operated from their existing site for over 30 years and have a well-established customer base. Their proposed move to Dodford Farm results from issues with a new landlord rather than any drive to expand the business. Given this, the level of traffic activity attracted to the application site is expected to be the same as the traffic activity attracted to the current site.

5.2 Existing Trip Activity

- 5.2.1 In order to understand the existing traffic activity, a survey of the Frankham Motor Services current site was undertaken between Wednesday the 15th July and Saturday the 18th July 2026. The following table summarises the results.



Image courtesy of Google

Table 5.1 – Survey of Existing Vehicular Activity at the Site Between 15th July and 18th July 2026

Time begin	Wednesday 15.07.26		Thursday 16.07.26		Friday 17.07.26		Saturday 18.07.26		Weekday Average	
	In	Out	In	Out	In	Out	In	Out	In	Out
07:30					3	1			1	0
08:00	1		3	1			1		1	0
08:30	5	2	1	1	2		4		3	1
09:00			5	3			1		2	1
09:30			2	1	1		1	2	1	0
10:00	3	1	3	3				1	2	1
10:30	2	4	3	2	1	1	1	5	2	2
11:00	1		2	2	2	2			2	1
11:30	2	4	3	2					2	2
12:00	1		2	3	1	2	1		1	2
12:30	1	1		1	1	1	1		1	1
13:00	1	2	3	2	1	3			2	2
13:30			3	4				2	1	1
14:00	3	2	4	3	3	2			3	2
14:30	1	1		2	3	2			1	2
15:00	2	3	2	3	2	3			2	3
15:30	1	1	1			1			1	1
16:00		1	1	1					0	1
16:30	1	1	1		1	3			1	1
17:00		2		2		2			0	2
17:30		2			1	2			0	1
Total	25	27	39	36	22	25	10	10	29	29

5.3 Impact Assessment

5.3.1 Tables 5.1 (above) indicates that the site will result in an average of 58 two-way vehicle movements onto Dodford Lane on a weekday. 4 of these can be expected to occur in the typical AM network-peak period, with 3 occurring in the PM peak period.

5.3.2 The predicted increase in weekday peak hour vehicle activity will see one vehicle movement occurring every 15 minutes (assuming an even spread of trips). This frequency of additional vehicle movements is considered to be so small as to have no discernible impact on Dodford Lane or its junction with Main Road.

5.3.3 In terms of the wider implications, vehicle trips associated with the activities of Frankham Motor Services already exist on the local highway network and, therefore,

the overall impact of the proposed development on the operation of the network is assessed to be neutral.

- 5.3.4 The overall conclusion is that the proposed development will have a negligible effect on the operation of the highway network.

6 Summary and Conclusion

- 6.1.1 This Transport Statement (TS) has been prepared in order to examine the traffic and transportation issues associated with the proposed repurposing of agricultural barns to accommodate a vehicle repair garage with ancillary office space at Dodford Farm off Dodford Lane.
- 6.1.2 If planning permission is granted, the existing business known as Frankham Motor Services will move to the site. This business currently resides on a site two miles to the southeast of the application site off Chippenham Road.
- 6.1.3 Frankham Motor Services offer vehicle servicing, repairs, MOT Testing (Class 4), welding, diagnostics and car air conditioning repairs.
- 6.1.4 The proposed development will make use of the site's existing access arrangement off Dodford Lane. Some clearing of vegetation will take place to ensure an adequate level of access visibility.
- 6.1.5 Parking on the site will meet or exceed Wiltshire's current guidance.
- 6.1.6 The proposed redevelopment is expected to result in 58 vehicle movements during an average weekday with up to 4 vehicle movements occurring during the typical road-network peak period. It is concluded that this level of activity will have no material effect on the operation of the public highway.
- 6.1.7 The overall conclusion is that the proposed development will not result in an unacceptable impact on highway safety or a severe residual cumulative impact on the road network.

Drawings



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Notes

Attribution: Map data (c) 2025 Google
Image data (c) 2025 Google

Key



Site

Rev	By	Chkd	Apprvd	Date	Description
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Client

Frankham Motor Services

Project

Land at Dodford Farm
Nr. Christian Malford, Chippenham

Drawing

Site Location Plan

Drawn by: JH Date: 24/07/2026

Checked by: JH Date: 24/07/2026

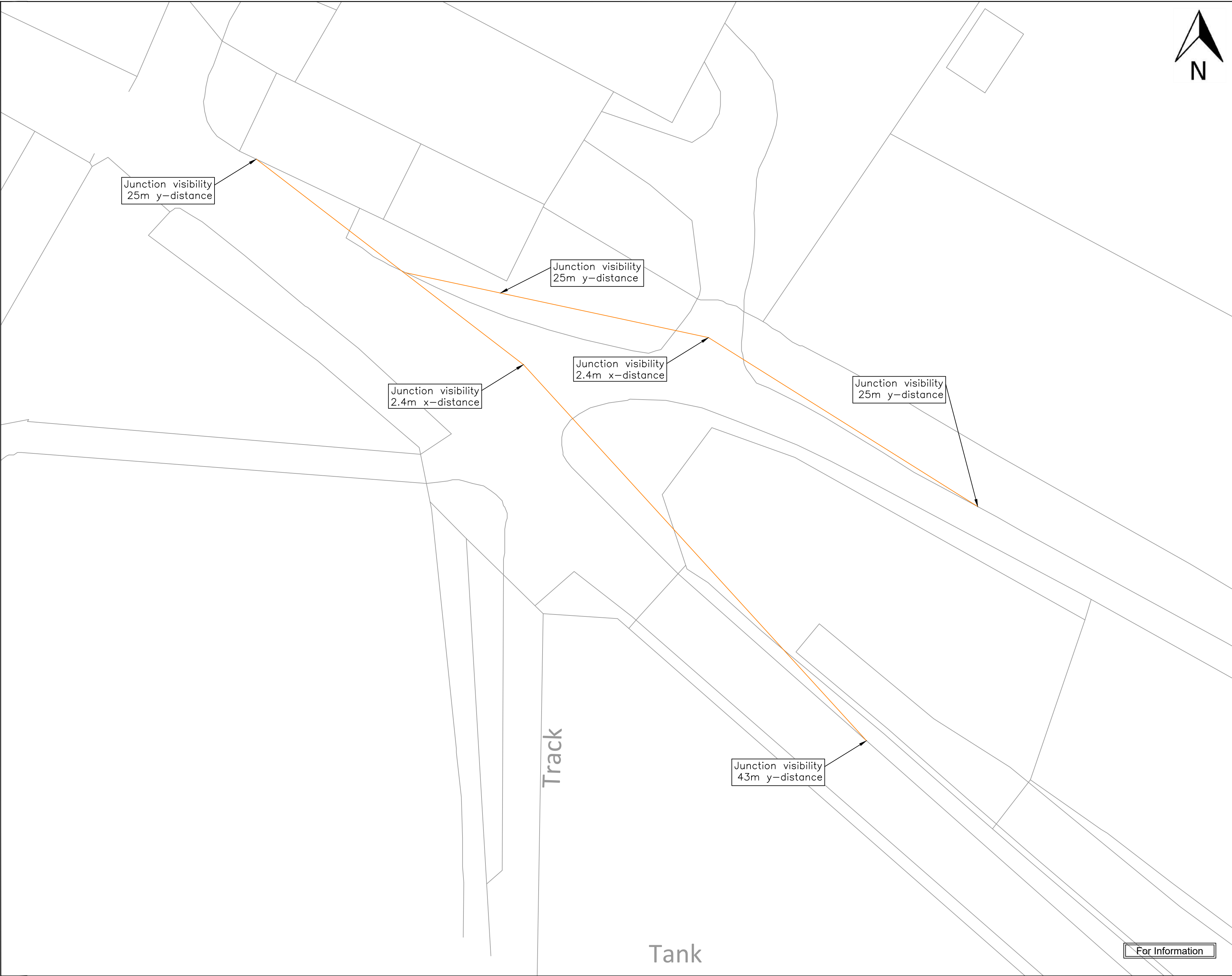
Approved by: JH Date: 24/07/2026

Drawing No. Revision

2616DWG01

Drawing Scale: NTS

For Information



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Notes

Based on Ordnance Survey,
licence No. OS AC0000848283.

Key

- Ordnance Survey base
- Access visibility

-						Description
Rev	By	Chkd	Apprvd	Date		

Client

Frankham Motor Services

Project

Land at Dodford Farm
Nr. Christian Malford, Chippenham

Drawing

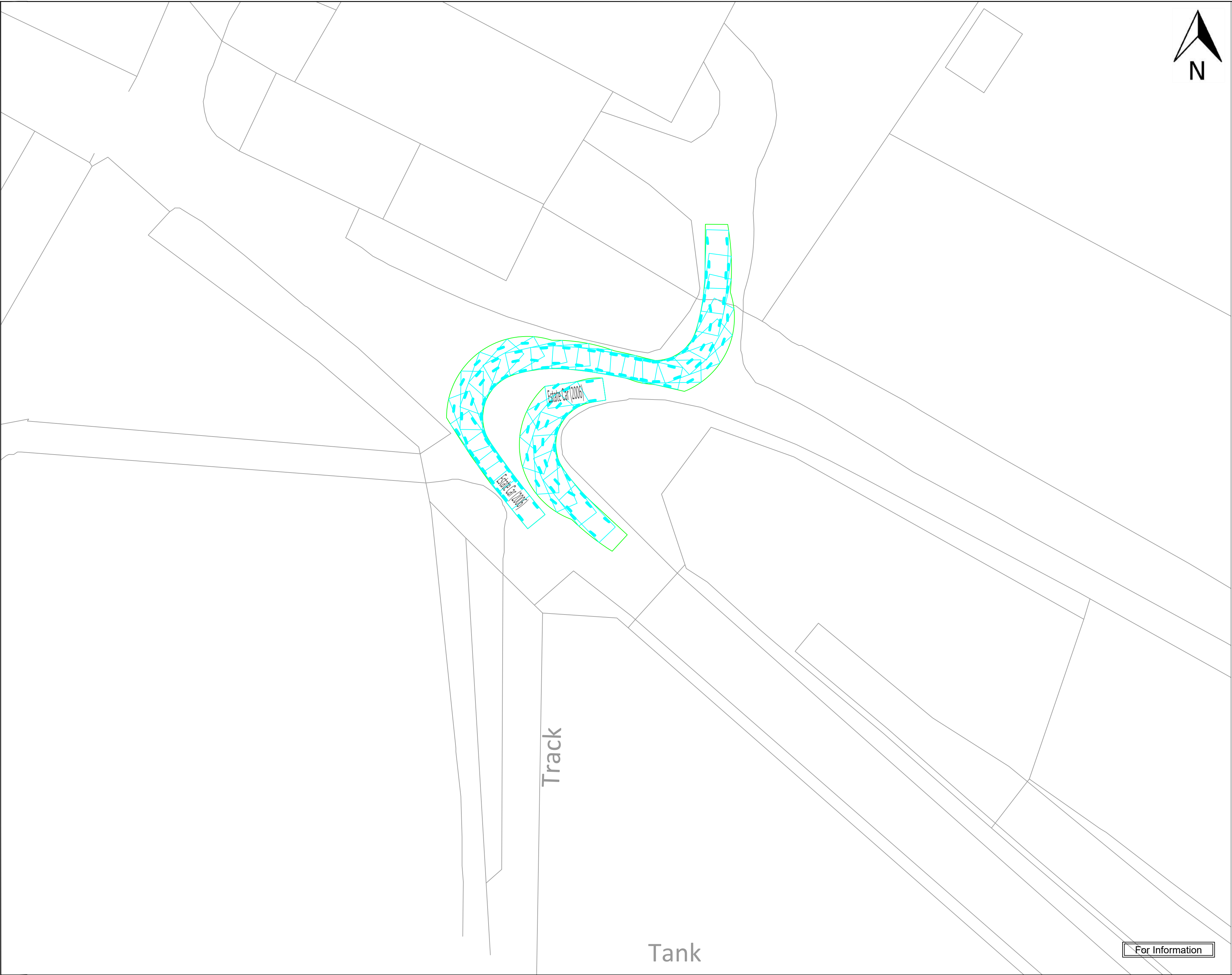
Plan Showing Site Layout
with Proposed Visibility Lines

Drawn by: JH	Date: 24/07/2026
Checked by: JH	Date: 24/07/2026
Approved by: JH	Date: 24/07/2026

Drawing No.	Revision
2616DWG02	

Drawing Scale: 1:200 @ A2

For Information



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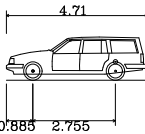
Notes

Based on Ordnance Survey,
licence No. OS AC0000848283.

Key

Ordnance Survey base

Vehicle Details



Estate Car (2006)	4.710m
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Rev	By	Chkd	Apprvd	Date	Description
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Client

Frankham Motor Services

Project

Land at Dodford Farm
Nr. Christian Malford, Chippenham

Drawing

**Plan Showing Site Layout
with Proposed Visibility Lines**

Drawn by: JH	Date: 24/07/2026
Checked by: JH	Date: 24/07/2026
Approved by: JH	Date: 24/07/2026

Drawing No.	Revision
2616DWG03	

Drawing Scale: 1:200 @ A2

For Information

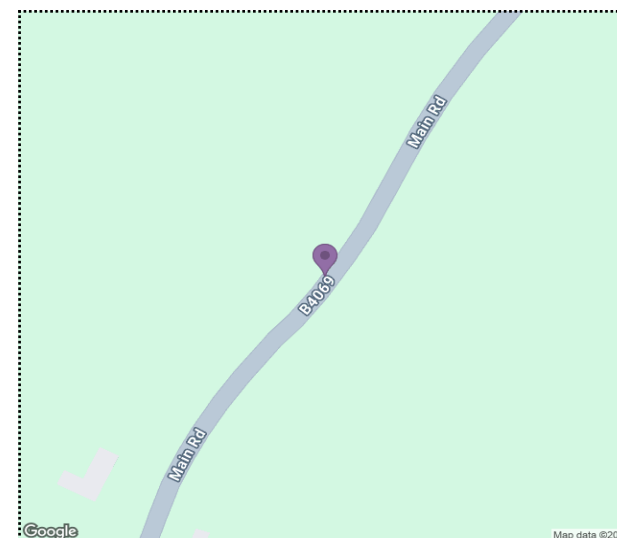
Appendix A

Accident Reports



Validated Data

Crash Date:	Wednesday, March 3, 2021	Time of Crash:	05:00:00	Crash Reference:	2021542022721
Highest Injury Severity:	Slight	Road Number:	B4069	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	1
Local Authority:	Wiltshire			OS Grid Reference:	398195 180178
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Wednesday, March 3, 2021

Time of Crash:

05:00:00

Crash Reference: 2021542022721

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	16 - 20	Unknown	Front	Journey as part of work	None	Entered ditch

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

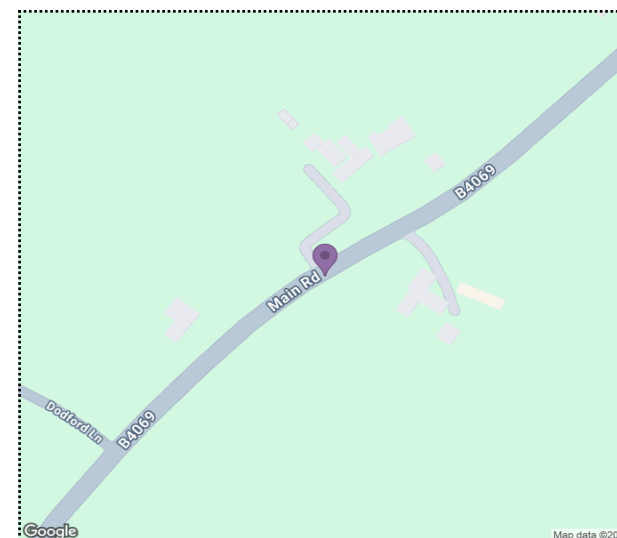
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Monday, June 19, 2023	Time of Crash:	19:16:00	Crash Reference:	2023546429423
Highest Injury Severity:	Slight	Road Number:	B4069	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	1
Local Authority:	Wiltshire			OS Grid Reference:	398358 180374
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Monday, June 19, 2023

Time of Crash:

19:16:00

Crash Reference: 2023546429423

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	23	Male	21 - 25	Unknown	Front	Unknown	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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