Land at Butts Close and Tess Square, Marnhull, Dorset

PROOF OF EVIDENCE (TRANSPORT)

by Richard Fitter, IEng, FCILT, FICE, FIHE

Planning application Ref: P/OUT/2023/02644

Planning Inspectorate Ref: APP/D1265/W/24/3353912

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1.0 QUALIFICATIONS AND EXPERIENCE

1.1.1 My name is Richard Fitter. I am an Incorporated Engineer, registered with the Engineering Council. I am a Chartered Fellow of the Institution of Logistics and Transportation, a Fellow of the Institution of Civil Engineers and a Fellow of the Institute of Highway Engineers.

1.1.2 I was co-opted as a Member of the Council of the Institute of Highway Engineers and chaired their national debate on competing requirements of the Manual for Streets and the Design Manual for Roads and Bridges.

1.1.3 I am a Director of Entran Ltd and have 36 years' experience in traffic engineering and transport planning in both the public and private sectors. I have extensive experience of assessing the transport implications of a range of developments including mixed-use and residential developments throughout the UK.

1.1.4 I have prepared this proof of evidence in accordance with the guidance of my professional institutions, and I confirm that the opinions expressed are my true and professional opinions.

1.1.5 In preparing this proof of evidence I have adhered to the RTPI Code of Conduct and prepared evidence consistent with the rules and guidance to Part 35 of the Civil Procedure Rules and which govern the work of expert witnesses. The required affirmation concluding this evidence sets out my understanding of those duties. This includes confirmation that I am not paid under any contingency or success fee arrangements.

2.0 SCOPE OF EVIDENCE

2.1.1 I was appointed by Marnhull Parish Council in December 2024 to act as expert witness on transport matters following the appeal against at Dorset Council's decision to refuse planning permission for a hybrid application for a mixed-use development with reference P/OUT/2023/02644 (the "Application") on land at Butts Close and Tess Square, Marnhull (the "Application Site").

2.1.2 Full planning permission was sought for a mixed-use development at Tess Square (land west of Church Hill) and Outline planning permission was sought for up to 120 dwellings at Butts Close and Schoolhouse Lane (all matters reserved except for access). It is important to note that means of access was sought for both parts of the appeal proposals; for this reason, access to and from the site for all road users, and the off-site transport effects of the proposed development, are matters for full consideration for both parts of the appeal proposals.

2.1.3 I have visited the Application Site on a number of occasions, and I am familiar with its layout as well as the surrounding transport network.

2.1.4 The planning application which is the subject of this appeal was supported by a Transport Statement, prepared by Paul Basham Associates in April 2023 (CD1.46). Following Dorset Council's decision to refuse planning permission, Paul Basham Associates prepared a Highway Response Technical Note dated October 2024, (CD4.006c) which was submitted with the appeal documentation. Immediately following the completion of the Highways Statement of Common Ground (CD4.16), Paul Basham Associates prepared a further Modelling Technical Note dated February 2025, which was also submitted to the Planning Inspectorate for consideration. My evidence considers the content and conclusions of the documents referred to above.

2.1.5 I have been instructed by Marnhull Parish Council to provide this proof of evidence in support of Reason for Refusal 3.

Reason for Refusal 3

Insufficient details of the proposed development have been submitted to enable the Highway Authority to fully assess the highway safety and sustainable transport implications of the proposal and, consequently, it is not clear whether the proposal would be likely to endanger road safety or result in other transport problems contrary to Objective 6 – Improving the Quality of Life, and Policies 2 and 13 of the adopted North Dorset Local Plan Part 1, and paragraphs 108 criteria d) and e), and paragraph 117 of the National Planning Policy Framework.

2.1.6 My evidence will demonstrate that the appeal proposals do not direct significant development to the most sustainable locations in terms of access to facilities and a genuine choice of sustainable modes of travel.

2.1.7 My evidence will demonstrate that the Transport Statement (CD1.46) submitted in support of the planning application that is the subject of this appeal, was insufficient to fully identify the transport effects of the development and the necessary mitigation measures. I will show that due to the deficiencies in the Transport Statement, the appellant failed to demonstrate that the proposed development would not have an unacceptable impact on highways safety, or that residual cumulative impacts on the road network would not be severe. Since the appeal was submitted, the appellant has provided additional information to seek to address the deficiencies of the Transport Statement. My evidence demonstrates that the additional information has not overcome this reason for refusal.

2.1.8 A three-party Highways Statement of Common Ground (CD4.16) has been agreed between the appellant, Dorset Council as County Highway Authority, and Marnhull Parish Council. Section 3 of the Highways Statement of Common Ground sets out the outstanding points of disagreement and specifically itemises the transport matters in dispute between the appellant and the Parish Council. This Proof of Evidence addresses those matters.

3.0 POLICY CONTEXT

3.1 National Planning Policy Framework

3.1.1 Planning permission was refused by Dorset Council in July 2024. The Decision Notice therefore referred to policies in the National Planning Policy Framework (December 2023) (the "Framework") which was current at the time. Since that planning decision, the Framework was revised in December 2024 and February 2025. For this reason, the following section refers to the policies as set out in the 2023 edition of the Framework and then states whether they have changed in the 2025 revision.

3.2 National Planning Policy Framework (2023)

3.2.1 Section 9 of the Framework is entitled 'Promoting sustainable transport' and includes a sub-section entitled 'Considering development proposals.'

3.2.2 Paragraph 108 states that transport issues should be considered from the earliest stages of development proposals so that :

"a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

3.2.3 Reason for refusal 3 refers to parts d) and e) in relation to addressing adverse environmental effects and designing quality places. My evidence will also demonstrate that the appeal proposals fail to promote walking and cycling.

3.2.4 The Framework 2025 includes the same wording, but re-numbered as Paragraph 109.

3.2.5 Paragraph 109 (of the Framework 2023) states that:

"*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".

3.2.6 Paragraph 109 of the Framework specifically relates to choosing the most appropriate locations for developments so that the location itself enables development to be carried out in a way that limits the need to travel and offers a genuine choice of transport modes. Importantly, Paragraph 109 is not simply stating that developers should seek to make developments of this nature as sustainable as possible, irrespective of their location; it is stating that such developments should be directed to those locations which best enable sustainable travel behaviour. My evidence will demonstrate that the measures proposed to promote sustainable travel behaviour as part of the appeal proposals, do not overcome the fact that the remote and rural location of the appeal site is inappropriate for a development of this scale and would therefore fail to comply with Paragraph 109 of the Framework (2023)

3.2.7 The Framework 2025 includes the same wording, but re-numbered as Paragraph 110.

3.2.8 Paragraph 114 of the Framework (2023) states when considering development proposals, it should be ensured that:

"*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*"

3.2.9 This requirement should be read together with Paragraph 74 and Paragraph 109.

3.2.10 Paragraph 114 also states that development proposals should ensure:

"*b) safe and suitable access can be achieved for all users*"

3.2.11 As stated in paragraph 2.1.2, means of access from the public highway will be determined for both parts of this application but internal routes for pedestrians and cyclists are illustrative for the Butts Close residential proposals and will be determined as part of layout and landscaping reserved matters applications. It is therefore incumbent on the appellant to demonstrate safe and suitable access to the development for all users.

3.2.12 Paragraph 114 further provides that development proposals should ensure:
"*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*"

3.2.13 Paragraph 114 d) of the Framework is very important when considering the effects of development on the local transport network. All development by its very nature will have some form of effect on the transport network. It does not follow that those effects will always be adverse. Furthermore, if the development is found to cause adverse effects, then mitigation

measures to be delivered by the development will often negate these effects to a greater or lesser degree. Importantly, paragraph 114 d) states that those mitigation measures should be cost effective. It also states that adverse effects should be mitigated 'to an acceptable degree'. This clearly requires a level of professional judgement by the decision maker as some level of residual effects may still be considered acceptable when judged against the benefits delivered by the proposed development.

3.2.14 The measures by which mitigation can be considered acceptable or not, will include highway capacity and congestion, but also highway safety. These are addressed further in Paragraph 115.

3.2.15 Paragraph 115 of the Framework (2023) states that:

"*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 would be severe.*"

3.2.16 The extent of impact that could result in planning permission being refused, differs depending on whether that impact relates to safety or operational capacity. Any unacceptable impact on highway safety would be sufficient to prevent development, but the effect on operational capacity (after mitigation) must be considered severe to warrant refusal. There is no agreed definition of 'severe' in this respect but this must be judged for each individual development and each location, on the site-specific conditions.

3.2.17 Paragraph 116 states that developments should give priority to pedestrians and cyclists, both within the scheme and with neighbouring areas, and facilitate access to high quality public transport. It is important to note that the requirement is not to accommodate pedestrians and cyclists, or simply to make provision for them, but to give priority to pedestrian and cycle movements above all other modes of transport. My evidence will demonstrate that the proposed development fails to do so and is therefore contrary to Paragraph 116 of the Framework.

3.2.18 Paragraph 116 also requires the development to facilitate access to high quality public transport and to maximise the catchment area for bus or other public transport services. Again, the requirement is not simply to allow for public transport use or to demonstrate that public transport is available to those travelling to and from the development, but to actively facilitate high quality public transport, to maximise the catchment and to implement facilities that will encourage public transport use. My evidence will demonstrate that the proposed development fails to do so and is therefore contrary to Paragraph 116 of the Framework.

3.2.19 The Framework 2025 includes the same wording of paragraphs 114, 115 and 116, but re-numbered as Paragraphs 115, 116 and 117.

3.2.20 Paragraph 117 of the Framework (2023) states that all developments that generate significant amounts of movement should be required to provide a travel plan and that the application should be supported by a transport statement or transport assessment to that the likely impacts of the proposal can be assessed. Reason for refusal 3 states that insufficient information had been submitted to fully assess the highway safety and sustainable transport implications of the appeal proposals. My evidence will demonstrate that the additional information submitted by the appellant as part of the appeal proposals has not overcome that objection and therefore the proposals are still contrary to paragraph 117 of the Framework.

3.2.21 The Framework 2025 includes the same wording but re-numbered as Paragraph 118.

3.3 North Dorset Local Plan: Part 1 (January 2016) (CD3.1)

3.3.1 Objective 6 of the North Dorset Local Plan is entitled 'Improving the Quality of Life'; it states that the objective is to improve the quality of life for North Dorset's residents and lists a number of measures by which this should be achieved. Two of these are:

- ***securing an integrated approach to private and public transport (including parking provision and management), which improves accessibility to services; and***
- ***ensuring that development makes a positive contribution to enhancing existing and providing new transport infrastructure.***

3.3.2 Policy 2 is entitled 'Core Spatial Strategy' and states that all development proposals should be located in accordance with the spatial strategy for North Dorset. It goes on to list the four main towns of Blandford, Gillingham, Shaftesbury and Sturminster Newton as the main towns in North Dorset. It states that policies 16 to 19 set out the main locations for growth as the four main towns. Policy 2 then states that Stalbridge and eighteen larger villages, including Marnhull, have been identified as the focus for growth to meet the local needs outside the four main towns. This indicates that any proposed growth in Marnhull should be to meet local needs. Policy 3: Climate Change supports Policy 2, requiring that new buildings are located in line with the core strategy, and "*where possible in areas served by a good range of everyday facilities and facilitate cycling, walking and the use of public transport*".

3.3.3 Policy 13 is entitled 'Grey Infrastructure' which describes the physical works required to support development. This includes transportation infrastructure such as roads, cycleways, footpaths and measures to promote public transport use, and states that the adequacy, availability and provision of such infrastructure is a key consideration in planning decisions. Under the sub-heading of 'Transportation', Policy 13 lists a range of approaches by which transport in North Dorset can become more sustainable, including:

"b) supporting measures to make more effective use of the existing route network including: improvements to traffic flows at 'pinch points' and key junctions; and schemes to improve environmental quality on busy routes or to improve road safety"

c) the use of Transport Assessments and Transport Statements, which the Council will require to be submitted by developers to assess the impact of new development on the existing highway network, clarify its consequences and put forward mitigation measures, when considering planning applications; and

d) seeking improved scheduled bus services between the main towns in and beyond the District and within the main towns; encouraging community-led transport schemes in rural areas; seeking improved demand responsive public transport services; and improved rail services to and from Gillingham;" and

"f) providing and enhancing walking and cycling facilities in the main towns and in rural areas, particularly between villages and nearby towns; and completing the North Dorset Trailway as a strategic walking and cycling route".

3.4 Draft Dorset Council Local Plan (Reg 18)

3.4.1 Dorset Council undertook Regulation 18 consultation on a Draft Dorset Council Local Plan (DDLP) in January 2021. This set out a draft development strategy for Dorset and also looked at options for expansion at Alderholt. At the time of the decision, the Council was progressing the DDCLP under the Town and Country Planning (Local Planning) (England) Regulations 2012, with the plan having reached Regulation 18.

3.5 Bournemouth, Poole and Dorset Local Transport Plan 2011 to 2026 (LTP3) (CD5.13)

3.5.1 Chapter 6 of LTP3 is entitled 'Reducing the need to travel' as Key Strategy Measure 1. It promotes two primary objective; namely, encouraging and supporting new development to be located and designed in ways that people can meet their day to day needs with less overall need to travel, and by sustainable mores; and, supporting and promoting ways of delivering key services that encourage more sustainable travel patterns.

3.5.2 Paragraph 6.1 of LTP3 is entitled 'Strengthening the links between land use planning and transport and states:

"The location and nature of development affects the amount and method of travel, and the pattern of development is itself influenced by transport infrastructure and transport policies. The co-ordination of land use planning and transport provision is therefore a fundamental requirement if the dominance of the private car is to be reduced and alternative means of travel encouraged."

3.5.3 In order to meet the objectives of LTP3 and an integrated approach to land use planning and transport, the LTP specifically supports land use policy that encourages major development in the main urban areas and in centres along key public transport corridors and around transport hub. Only limited growth should take place in or adjacent to larger villages making village services more viable through small increases in local housing. This is intended to achieve supported self-sufficiency. The scale and nature of the appeal proposals to not conform to the LPT key strategy of reducing the need to travel through strategic land use planning.

4.0 EXISTING TRANSPORT CONDITIONS

4.1.1 The proposed development covers two sites, generally described as the Tess Square site (land west of Church Hill) and Butts Close (land between Butts Close and Schoolhouse Lane). The Transport Statement (CD1.46) included a site location plan, reproduced below as Figure 4.1.

Figure 4.1 – Location Plan (reproduced from Transport Statement)

4.1.2 The local highway conditions for each site are described below, as well as those for the village of Marnhull as a whole.

4.2 Tess Square site

4.2.1 The Tess Square site takes access from Church Hill via the existing access that serves the Marnhull Surgery and Marnhull Pharmacy. Church Hill leads southwards from this access to a simple priority junction with the B3092, close to a tight bend and junction with New Street. To the east of Church Hill, the B3092 is known as Crown Road; to the south it becomes Schoolhouse Lane.

4.2.2 Church Hill is subject to a 30mph speed limit but does not benefit from a system of street lighting.

4.2.3 In the vicinity of the site access, Church Hill has no footways. On the western side there are verges either side of the existing access, with hedges behind. On the eastern side of the road

a property called Walnut Tree Cottage directly abuts the carriageway. The vehicle access to Walnut Tree Cottage has recently been relocated to the southern extent of the property and the stone boundary wall reconstructed. Part of the wall closest to the appeal site access directly abuts the carriageway, but further south, the wall has been set back from the carriageway to provide a safer pedestrian access to that house.

4.2.4 For a distance of approximately 150m south from the appeal site access there are no footways on either side of the road. A single sided footway is available on the east side of Church Hill from a point 37m north of Philips Road to the B3092.

4.2.5 Pedestrians, cyclists and horse riders share the Church Hill carriageway with cars and service vehicles as well as agricultural vehicles including tractors and trailers.

4.2.6 Between the proposed site access and Phillips Road, Church Hill is narrow and has a curved horizontal alignment that has the effect of obscuring forward visibility, particularly for southbound traffic. This is illustrated in Figure 4.2 below.

Figure 4.2 – Limited forward visibility on Church Hill

4.2.7 It is important to note that the layby on the eastern side of Church Hill is mainly in private ownership and only a small part of it is included within the public highway. Only the public highway can be relied upon for two vehicles to pass, or for a vehicle to pass a pedestrian or cyclist.

4.2.8 The narrow width of Church Hill to the south of the proposed site access varies along its length. The Transport Statement paragraph 3.4 (CD1.46) states that Church Hill is approximately 5m in width. This is an inaccurate representation both in terms of the actual carriageway width, and in respect of the varying width along its length. I have included here as Appendix RF-A, an appeal submission from a concerned local resident Mr J D Goldspink where he is contesting the carriageway widths stated by the appellant (page 4). I have measured the carriageway widths in the stated locations and whereas there is some margin for error (due to verge erosion etc) I consider the widths stated by Mr Goldspink are more accurate than those stated by the appellant. It is evident that the available public highway along the length of Church Hill is not as wide as suggested by the appellant and this is pertinent to the increased use by pedestrians, cyclists, car drivers and delivery vehicles that would result from the appeal proposals.

4.2.9 Church Hill is currently used by a range of heavy goods vehicles, including agricultural vehicles, buses and coaches. The images below illustrate that these vehicles use the full width of the carriageway and require opposing drivers to pull onto private land, or into side accesses.

Figure 4.3 – Car driver using proposed site access to allow a large vehicle to pass

Figure 4.4 – Car driver using private land to allow a coach to pass

Figure 4.5 – Agricultural vehicle using Church Hill (southbound approaching Phillips Road) (Google image)

4.2.10 It is evident that Church Hill between the proposed site access and the B3092 has insufficient width for a car to pass a large vehicle.

4.2.11 Figure 4.6 shows evidence of verge erosion caused by vehicles repeatedly having to drive onto the verge to allow another vehicle to pass.

Figure 4.6 – Existing verge erosion close to proposed site access

4.2.12 To the north of the proposed site access the junction of Church Hill and Pilwell is a simple priority junction with a wide bellmouth. To the north of Pilwell, Church Hill becomes Burton Street.

4.2.13 Pilwell has footways on both sides from its junction with Church Hill / Burton Street for a distance of 65m eastwards after which Pilwell generally has no footways or a footway on one side only. Importantly, the footway on the south side of Pilwell does not continue southwards onto Church Hill, so pedestrians are required to step into the carriageway at the junction.

4.2.14 Drivers emerging from Pilwell onto Church Hill have very limited visibility to the left. Appropriate visibility splay dimensions are set out in Manual for Streets, Section 7.7. For this junction, the minimum acceptable visibility splay would be 2.4m x 43m whereas the actual available visibility is 2.4m x 12m (when measured from the Pilwell centre line). In practice, the available visibility is less than this if the emerging driver positions their vehicle to the left, when turning left out onto Church Hill. There is therefore insufficient stopping sight distance for a northbound driver to react to a vehicle emerging from Pilwell onto Church Hill. The safety implications of this sub-standard junction are compounded by the narrow width of Church Hill (meaning that large vehicles are using the full width of the carriageway) and the absence of footways (requiring pedestrians to walk in the carriageway in the vicinity of the junction).

Figure 4.7 – Poor visibility to the left for drivers emerging from Pilwell onto Church Hill

4.2.15 On site observations also indicate that cars are often parked on Pilwell, close to the junction. The has the effect of limiting the available carriageway to a single width, preventing two vehicles from passing. This has the potential to have an adverse effect on highway safety, as well as reducing the operational capacity of the junction.

Figure 4.8 – Parking at the Pilwell/Church Hill junction

4.2.16 Pilwell runs eastwards from the junction with Church Hill and becomes Sodom Lane. The western part of this route between Church Hill and Ashley Road is residential in nature whereas the eastern part from Ashley Road to the B3092 is generally rural with high hedges on both sides, tight to the edge of carriageway. Sodom Lane is also a bus route but in many places along its length it has insufficient width for a car to pass a bus.

Figure 4.9 – Bus using Sodom Lane (Google image)

4.2.17 To the north of Pilwell, Burton Street winds its way through the village providing access to the Methodist Church, village hall, Post Office and shop and the Blackmore Vale Inn, as well as a large part of the village's residential catchment and a number of local businesses.

4.2.18 Other than a short length of footway outside the Methodist Church, there are no footways on Burton Street between Pilwell and Sackmore Lane, a distance of some 650m. Beyond Sackmore Lane, Burton Street has a footway on one side past the Post Office to a point shortly beyond the pub. The historic nature of this route means that the carriageway has a sinuous alignment with limited forward visibility, variable widths along its length, and direct residential frontage access, often with limited visibility for drivers emerging from private drives. Many of the homes fronting onto this length of road have limited or no off-street parking, so the resultant on-street parking reduces Burton Street to a single width carriageway in a number of places.

4.2.19 At the western end of the village, Burton Street becomes Mill Lane. Further west, the character of Mill Lane changes to a narrow rural lane with banked verges and high hedges on both sides. East of Hains Lane, Mill Lane is too narrow for two vehicles to pass or for a large vehicle to safely pass a pedestrian or cyclist. Approximately 30m to the west of Hains Lane, the speed limit changes from 30mph to national speed limit at the Marnhull village name plate.

4.3 Butts Close site

4.3.1 Butts Close takes access from New Street by means of a simple priority junction. Butts Close is subject to a 30mph speed limit and has a comprehensive system of street lighting. This is rare in Marnhull as New Street and Church Hill / Burton Street have no street lighting and neither do any of the lanes surrounding the village.

4.3.2 The internal layout of Butts Close is somewhat unusual in that the road divides approximately 25m south of New Street with slightly ambiguous priority arrangements. There are no road markings, so it is unclear to the driver whether priority continues round to the left (east) or straight on (south). For the first 25m, Butts Close has a single footway on the east side; however, after the internal junction, the footway is located on the west side, requiring pedestrians to cross diagonally across the internal junction. The appeal proposals seek to take access for up to 120 dwellings from the southern part of Butts Close. The appellant is proposing that this would be the sole pedestrian access for the proposed residential development.

4.3.3 The Butts Close site also takes access from Schoolhouse Lane. This is a rural inter-urban distributor road forming part of the B3092 with banked verges and high hedges on both sides. In the vicinity of the proposed access Schoolhouse Lane is subject to a 40mph speed limit and has no footways or street lighting.

4.3.4 Whereas Schoolhouse Lane appears to be relatively straight on plans, it does in fact have a pronounced curve as it passes the site. For this reason, the appellant is proposing to locate the site access on the apex of the bend in order to achieve the necessary visibility to the north and south. The access would therefore be located on the inside of this bend. Section 5.9 of the Ecology report (November 2023) refers to the removal of 10-15m of hedgerow in each direction, but the visibility splay plans in Appendix C of the Transport Statement indicate that significantly more hedge would need to be removed to achieve the proposed 2.4m x 120m visibility splays. The same visibility splays are shown on the amended plan 106.0026.0008 Rev P02 (CD4.022).

Figure 4.10 – Schoolhouse lane, looking south towards proposed site access location

4.3.5 The junction of Schoolhouse Lane and New Street has very limited visibility for drivers turning into New Street. Drivers turning right into New Street have poor forward visibility to the south, thereby requiring them to turn right across opposing northbound traffic with sub-standard inter-visibility between drivers.

4.3.6 In addition, northbound drivers on the B3092, turning left into New Street, have to negotiate a tight junction radius into a narrow side road. This often results in the turning vehicles using the full width of New Street with only limited visibility of any approaching vehicles. On-site observations indicate that drivers turning left from the B3092 into New Street, when meeting an eastbound vehicle emerging from New Street, stop part way through their manoeuvre to let the vehicle emerge. This results in the rear end of turning vehicle partially protruding onto the B3092 while they wait to let the opposing vehicle pull out of New Street. This has clear safety implications.

4.4 Walking and cycling

4.4.1 Church Hill and Burton Street have very limited segregated provision for pedestrians as described in Section 4.2 above. Pedestrians are required to walk in the carriageway for extensive parts of these routes. Paragraph 3.8 of the Transport Statement (CD1.46) describes Church Hill pedestrian network but fails to mention the lengths along which pedestrians are required to share the carriageway with vehicles.

4.4.2 Schoolhouse Lane has no footways. The rural nature, absence of street lighting and 40mph speed limit make this an unsuitable route for pedestrians to walk in the carriageway. Crown Road has a footway on the northern side, approximately 1.5m wide.

4.4.3 New Street runs generally east to west through the village and provides access to St Gregory's Church, St Gregory's Primary School and a local Spar store. New Street generally has footways on both sides; however, at its eastern and in the vicinity of the church, the footway runs out and instead a 90m length of walkway has been demarcated on the carriageway with a solid white line. Paragraph 3.10 of the Transport Statement fails to mention the on-carriageway demarcated walkway.

4.4.4 The Butts Close footways are described in detail in Section 4.3 above. Paragraph 3.11 of the Transport Statement fails to mention the fact that the single-sided footway changes from the eastern side to the western side, requiring pedestrians to cross diagonally across the internal junction.

4.4.5 The Transport Statement (CD1.46) includes two walking isochrone maps as Figures 4 and 5; one for the Tess Square site and one for the Butts Close site. These appear to have been prepared using proprietary software such as the Travel Time free isochrone generator. As a result, the suggested walking distances do not take proper account of the nature of the roads or paths which have been used to generate the isochrones. As an example, both Figure 4 and Figure 5 include the 40mph length of B3092 Schoolhouse Lane, even suggesting that pedestrians would walk along Walton Elm Hill as far as Walton Elm. This route is very clearly unsuitable for pedestrians, as are a number of others that are included within the suggested isochrones. The result is that the walking catchment is grossly over-estimated in terms of distances, and fails to take account of the quality of walking environment (absence of footways) throughout the village.

4.4.6 When considering the available cycle network, the Transport Statement (CD1.46) refers at paragraph 3.21 to an "extension of the National Cycle Network (NCN) Route 25 and 250". This is shown in Figure 6 of the Transport Statement. It is important to note that the dashed line in Figure 6, which passes through Marnhull, does not form part of NCN25 or NCN250. The route that is shown passing through Marnhull is an on-road route which uses Burton Street, Pilwell and Sodom Lane. The Sustrans website (www.sustrans.org.uk) includes an explanation of the reclassification of parts of the National Cycle Network. It states that:

"The dashed lines show on-road and traffic free routes that are not part of the National Cycle Network. Many of these on-road sections were formerly part of the Network, and have now been reclassified due to high motor traffic speeds and volumes. These sections do not meet the high-quality standards we aspire to for the network. However, they form part of valued named routes, so we still promote them to experienced users".

4.4.7 The Transport Statement makes no other reference to the suitability or otherwise of the local road network to cater for cyclists of all ages and abilities; it relies solely on the declassified route which Sustrans suggest is only suitable for experienced users.

4.4.8 The cycling isochrone map included as Figure 7 of the Transport Statement fails the same tests as the pedestrian isochrone map as described in paragraph 4.4.5 above. The assessment has then relied on that isochrone plan to state that Sturminster Newton, West Orchard, Kington Magna, Stalbridge, Gillingham and Shaftesbury are within 35-minutes' cycling distance of the site. It is clear that many of these locations can only be reached on roads subject to the national speed limit, many of which are clearly unsuitable for anything other than the most experienced cyclists.

4.4.9 The appeal proposals will result in an increase in pedestrians and cyclists on other routes within and around the village, and of course an increase in vehicle movements on other parts of the local road network currently used by pedestrians and cyclists, however, the routes referred to in Section 4.4 above are those that would be greatest affected by the proposed development.

4.5 Public transport

4.5.1 Two bus services pass both sites, these are listed in the Transport Statement (CD1.46) as the No3 and the Y4 services; however, the current service numbers are the CR3 and CR4. Existing bus stops are located on Pilwell, Church Hill and New Street, however, none of the stops closest to the appeal sites have basic provision such as bus shelters, seating and timetable information.

4.5.2 Figure 8 of the Transport Statement (CD1.46) demonstrates that there are no bus services on either Saturday or Sunday. The figure states that both bus services operate a 2 hourly service on weekdays during the daytime only. It should be noted that the CR3 operates 5 buses per day between around 8am to 7pm which is closer to one every three bus. The CR4 operates 6 services across similar hours, equating to 3 hours between the first buses and then 2 hours thereafter. The Transport Statement fails to assess the start or finish time at any of the stated destinations to determine whether the services would be suitable for commuting to work or college (for example). The absence of such an appraisal means that the Transport Statement is unable to determine whether the multi-modal trip predictions are realistic or achievable. It is clear that the current level of bus facilities cannot be described as access to high quality public transport for the local community.

4.5.3 The closest railway station to the appeal sites is Gillingham station, approximately 8km northeast of Marnhull. Trains run approximately hourly to Exeter and London. The Transport Statement suggests that the station could be reached by a 28-minute bus journey (CR3 service) or a 39-minute cycle ride. Given that the CR3 bus only runs every two to three hours it may be technically correct to state that Gillingham station can be reached in 28 minutes, but that takes no account of the lengthy wait between buses. The infrequent bus service means that accessing the station by bus would not be convenient and would make it very

challenging for passengers to plan inter-connecting services. As stated in paragraph 4.4.8, the route between Marnhull and Gillingham comprises the B3092, most of which would only be suitable for the most experienced cyclists, and not advisable for the majority. In reality, those wishing to travel between Gillingham station and the appeal sites will do so by car; either private transport or taxi.

4.5.4 Although not referred to in the appellants' Transport Statement, Templecombe railway station is also approximately 8km from Marnhull, but located to the northwest. The most direct route from the appeal sites would be via Church Hill, Burton Street and Mill Lane to Henstridge, and then via the A357 to Templecombe. The same concerns about cycle safety would apply to this route, much of which is narrow and subject to the national speed limit. Again, most people wishing to travel between Templecombe station and the appeal sites will do so by car.

4.6 Highway conditions

4.6.1 No new speed surveys were undertaken to inform the Transport Statement (CD1.46). The Transport Statement relied on an earlier survey from 2017 for the assessment of Butts Close, but no speed data was provided for Church Hill, Burton Street or New Street.

4.6.2 No daily traffic flows were provided for and part of the local highway network. The only traffic counts undertaken were peak hour turning counts at junctions to inform junction capacity analyses, but these were not supported by seven or 14-day automatic traffic counts to determine whether the manual turning counts had been carried out on representative days.

4.6.3 No pedestrian or cycle surveys were undertaken to establish baseline usage of any part of the highway network or the existing Public Rights of Way.

4.6.4 The Transport Statement does include an assessment of personal injury accident data.

4.6.5 Other than accident data and individual junction capacity analyses, there is no empirical data in the Transport Statement, Highway Response Technical Note or Modelling Technical Note with which to make an objective assessment of the existing highway conditions. None of the information submitted with the planning application, or as part of this appeal, seeks to assess or even describe the functional operation of any of the roads surrounding the site, with or without the proposed development. The submitted information simply provides a somewhat limited written description of the highway network surrounding the appeal sites, but in the absence of any speed data, link flows, parking surveys, or pedestrian and cycle surveys, does not (and cannot) assess the existing and proposed functional operation of the local roads in and around Marnhull.

5.0 PROPOSED TRANSPORT PROVISION

5.1 Means of access

Butts Close site

5.1.1 The western access to the residential application will be taken from Butts Close via a priority bellmouth junction measuring 9m in width with 6m radii leading to 6m internal carriageway. A 2m footway is proposed to both sides of the proposed access, with the northern footway connecting into existing pedestrian infrastructure on Butts Close. Of course, as described in Section 4.3, Butts Close only has a single sided footway which switches sides mid-way along its length. The proposed provision of footways on both sides of the proposed access road is therefore undermined by the sub-standard provision within Butts Close itself. The proposed development does not include any improved footway provision within Butts Close.

5.1.2 The Butts Close access would be one of two vehicle accesses into the residential site. The proposed development does not include any measures to rectify the ambiguous priority arrangements midway along Butts Close.

5.1.3 The eastern access to the residential application site will be taken from Schoolhouse Lane via a new priority bellmouth junction measuring 6m in width with a 6m radius to the south and 8.2m radius to the north. Paragraph 4.28 of the Transport Assessment states that visibility splays of 2.4m x 120m are achievable either side of the proposed site access. It states that *"this is in excess of the likely speed of traffic along Schoolhouse Lane which has a posted speed limit of 30mph*". This is a concerning statement for two reasons. Firstly that the appellant has not carried out any speed surveys to establish that actual speed of vehicles in the vicinity of the proposed site access, and secondly because the posted speed limit at the location of the proposed access is 40mph, not 30mph.

5.1.4 I would acknowledge that 120m is the appropriate stopping sight distance for 40mph; however, in the absence of a speed survey it is unclear whether this is sufficient for the actual vehicle speeds on Schoolhouse Lane. The visibility splays shown in Appendix C of the Transport Assessment (CD1.46) demonstrate that long sections of the existing hedgerow on the western side of Schoolhouse Lane would need to be removed in order to achieve the required visibility.

5.1.5 The original plan included 2m footways on both sides as stated in paragraph 4.25 of the Transport Statement. Following comments from the County Highway Authority, a revised plan was submitted (CD1.21) with the footways omitted. Rather than seeking to make adequate provision for pedestrians along Schoolhouse Lane, the appellant sought to deter pedestrians from using Schoolhouse Lane by removing footways from a short section of the internal access road. This is discussed further in Section 7 below.

Tess Square site

5.1.6 Means of access into the Tess Square site is via the existing access into Marnhull Surgery. The proposed development does not include any alterations or improvements to the existing access onto Church Hill. With the exception of the residential property 'Springfield', the appeal site has a continuous frontage onto Church Hill between St Gregory's Church and Pilwell; however, the proposed development does not include any carriageway widening or provision for pedestrians or cyclists along Church Hill.

5.1.7 The Tess Square application includes a small car park intended to act as a school drop-off and parking for the church. The original proposal was for the car park to take access directly from Church Hill; however, following comments from the County Highway Authority, a revised plan was submitted showing the small car park accessed internally via the main Tess Square car park, appendix B of the Highway Response Technical Note (CD4.006c). This is discussed further in Section 7.3 below.

6.0 TRANSPORT ASSESSMENT METHODOLOGY

6.1 TRICS data

6.1.1 The Transport Statement (CD1.46) included an assessment of the predicted vehicle trips associated with the proposed development. Paul Basham Associates used the TRICS® database to derive weekday peak hour and 12-hour vehicle trips for the proposed commercial and residential uses.

6.1.2 The County Highway Authority raised concerns regarding the way in which the TRICS database had been used and the resulting vehicle trip predictions. Following the decision of Dorset Council to refuse planning permission, Paul Basham Associates held further discussions with the County Highway Authority in August 2024 and produced the Highway Response Technical Note (CD4.006c) in October 2024. Section 6 includes a revised modelling assessment and states that the County Highway Authority raised particular concerns about inconsistencies in the figures stated throughout the Transport Assessment, and that Paul Basham Associates had used TRICS Version 7.9.4 rather than Version 7.10.3. At the time of preparing the Technical Note, Paul Basham Associates confirmed that they had used the latest version which was 7.11.3. It should be noted that the latest version is now 7.11.4.

6.1.3 The Transport Statement included individual TRICS assessments for:

a. Food store (Category - food superstore 800-5000sqm)

b. Office space (Category – office 118-500sqm)

c. Residential flats (Category – flats privately owned 6-10 units)

d. Café (Category – Café 82-210sqm)

e. Veterinary surgery (Category – Veterinary surgery 201-500sqm)

f. Dental surgery (Category – Dental surgery 60-250sqm)

g. Local shops (Category – Shopping centre local 210-1000sqm

h. Residential houses (Category – Affordable/local authority 14-280 dwellings)

i. Residential houses (Category – Privately owned 6-80 dwellings)

6.1.4 In 2021, the TRICS consortium published the TRICS Good Practice Guide. Section 4 is entitled ‘Site selection by Region, Location Type and other data fields’. An extract from Section 4 which relates to selection by Region and Location is included as **Appendix RF-B**. It states at paragraph 4.1that:

"The issue of survey sites within the TRICS® database being included/excluded by specific regions has often been raised by users. This has led to TRICS® undertaking comparative research into trip rates split by region and by main TRICS® location type"

6.1.5 It goes on to state at 4.3 that:

"The vehicular analysis by region revealed no evidence of any clear, consistent pattern of vehicular trip rate variation, with any variation appearing to fluctuate randomly throughout. If there had been a clear basis for overall trip rate variation by region alone, then we would have seen certain regions ranking consistently lower or higher than others, but our study did not find this. Our conclusion from this is that a considerable number of other factors are influencing trip generation to a significantly greater degree than region alone"

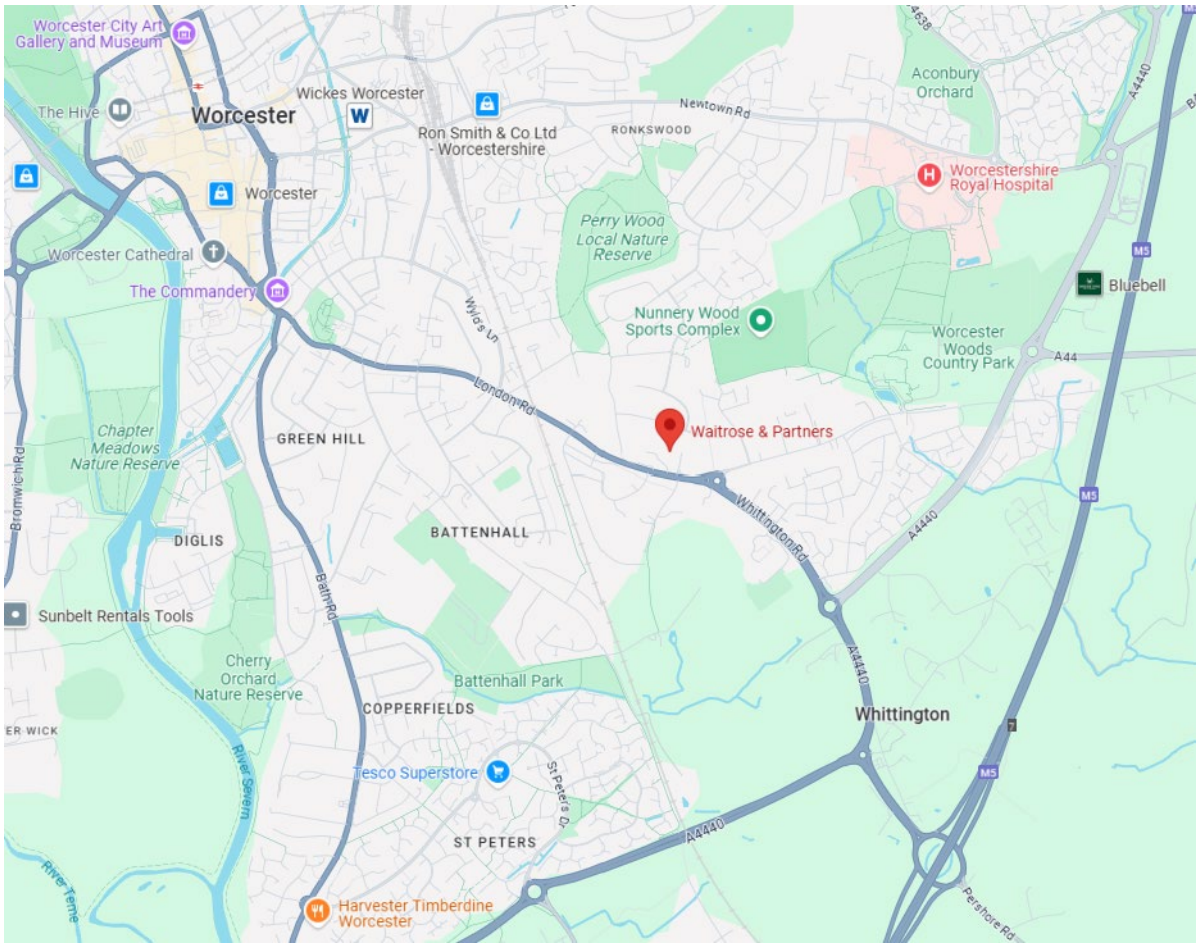
6.1.6 And also states that:

6.1.7 "On the other hand, the vehicular analysis by location type did show an overall structured and consistent variation in trip rates. The ranked comparison of TRICS® location types showed the Edge of Town category ranking mostly at the top in terms of trip rates, with the Town Centre/Edge of Town Centre grouping of categories ranking mostly at the bottom. This suggests that, although there are of course numerous factors that can influence trip generation, TRICS® location type is certainly an important one of these."

6.1.8 The Transport Assessment states at paragraph 5.4 that the Food superstore category was used because the alternative category of 'convenience store' did not provide parameters large enough. It is unclear whether this meant there were insufficient survey sites, or that the TRICS convenience stores had a different floor area to the proposed food store. Table 6 of the Transport Assessment shows the food store being 1455sqm. The use of parameters up to 5000sqm would therefore include stores more than three times the size of the proposed foodstore. Stores of this nature would be expected to function very differently from a local convenience store.

6.1.9 A review of the TRICS data included as Appendix D of the Transport Assessment shows that this selection criteria produced a single survey from a single Waitrose store with a floor area of 4780sqm. The store is located in the city of Worcester in an area with a population within 1 mile of 25,000-50,000 and a population within 5 miles of 125,000-250,000. The location is shown in Figure 6.1 below.

Figure 6.1 – Location of Waitrose store used to derive supermarket vehicle trips



6.1.10 It is evident that the size and location of the single survey site used to predict vehicle trips for the Tess Square foodstore is inappropriate and likely to misrepresent the predicted vehicle trips associated with the appeal proposals.

6.1.11 By way of comparison, an assessment of the sub-category 'Convenience store' using the latest TRICS v7.11.4 provides two survey sites (a Sainsbury's local and a Co op) in locations with lower populations within walking distance. The TRICS data is included here in Appendix RF-C. The two stores have floor areas of 574sqm and 539sqm and are therefore smaller than the store proposed at Tess Square; however, they demonstrate very different vehicle trips to those of the superstore used in the Transport Assessment.

Table 6.1 – TRICS food retail trip rate comparison (vehicle trips per 100sqm)

	Superstore (TA)	Convenience	Average
AM	3.661	13.297	8.479
PM	9.435	15.094	12.265
12 hr	99.584	174.283	136.934

6.1.12 I acknowledge that the convenience stores are smaller than the proposed Tess Square food store, but they are located in areas with a more appropriate local population. Furthermore, the superstore used for assessment purposes in the Transport Statement is significantly larger than the proposed foodstore. Importantly, however this comparative assessment shows that the vehicle trip rates used in the Transport Statement are likely to significantly under-estimate the level of traffic likely to be generated by the appeal proposal, even if the average figures shown in Table 6.1 are applied (i.e. mid-point between Superstore and Convenience Store).

6.1.13 The Transport Assessment also included a TRICS assessment using the sub-category 'Shopping centre – local shops'. The selection criteria produced a single survey site, a rank of retail units on Belland Drive in Whitchurch, Bristol. Interestingly, the rank of shops includes a convenience store, a local food retail unit (Co op) a café, hot-food take-away and other units such as estate agents and hairdressers. It is important to note that the detailed planning permission refers to Use Class E and provides examples of estate agents, hairdressers, funeral care, dentist, vet; planning permission is not being sought for those individual uses. It would be quite reasonable for the 'local shops' sub-category to be used to assess the full retail element of the Tess Square proposal. I note, however, that Table 10 of the Transport Statement shows the peak hour vehicle trip rates for the 'local shops' category to be significantly higher than those for the food store, café, vets or dental surgery. It is possible, therefore, that the individual uses have been disaggregated in order to produce lower overall vehicle trip predictions than using the 'local shops' category alone.

6.1.14 The Highway Response Technical Note re-visits the TRICS assessment and in particular includes a re-assessment of the 'local shops' category. Table 6.2 below shows the change in vehicle trip rates between the Transport Statement and the Technical Note.

Table 6.2 – TRICS 'local shops' trip rate comparison (vehicle trips per 100sqm)

	Transport Statement	Technical Note
AM	16.104	31.200
PM	22.727	64.800
12 hr	227.921	591.731

6.1.15 This shows firstly that the Transport Statement significantly underestimated the predicted vehicle trips, and also that, given that planning permission is not being sought for individual uses such as veterinary surgery or dental surgery but a general Use Class E, if the 'local shops' trip rates were applied to the full retail floorspace, the predicted vehicle trips would be very much greater than either the Transport Statement or Highway Response Technical Note have shown.

6.1.16 Table 6.3 below shows how the predicted vehicle trips would increase if the foodstore trip rates from Table 6.1 are applied to the 1455sqm of foodstore, and the 'local shops' trip rates from the Highway Response Technical Note are applied to the residual retail area.

Table 6.3 – Increased predicted vehicle trips

	Highway Response Technical Note				Revised trip rate results			
	GFA	**AM**	**PM**	**12hr**	**GFA**	**AM**	**PM**	**12hr**
Foodstore	1455	3.661	9.435	99.584	1455	8.479	12.2645	136.933
		53	137	1449		123	178	1992
Café	222	9.427	13.81	235.132				
		21	31	522				
Veterinary surgery	100	3.629	5.041	50.405				
		4	5	50				
Dental surgery	100	2.033	1.22	30.085				
		2	1	30				
Local shops	299	31.2	64.8	591.731	721	31.2	64.8	591.731
		93	194	1769		225	467	4266
Office	181	4.6	1.8	20.8	181	4.6	1.8	20.8
		8	3	37		8	3	38
2bed flats	2	0.111	0.888	3.665	2	0.111	0.888	3.665
		0	2	7		0	2	7
		181	**373**	**3864**		**356**	**650**	**6303**

6.1.17 Table 6.3 demonstrates that by simply applying a more appropriate trip rate to the foodstore, and applying the 'local shops' trip rates to the proposed local shops, the resultant peak hour and 12-hour vehicle trips would be significantly greater than shown in the Highway Response Technical Note, which was already showing higher traffic flows than the submitted Transport Statement.

6.1.18 The Highway Response Technical Note also re-visits the residential trip rates. The Transport Assessment assessed the Butts Close development in terms of 'affordable houses' and 'private houses'. The second Table 5 of the Transport Assessment (following Table 10) showed lower peak hour and daily vehicle trips for the affordable housing than for the private housing. Generally, the affordable houses would generate some 0.3 trips per dwelling in the peak hours and the private houses would generate 0.5 trips per dwelling. These are slightly lower than might be expected in a village location within a rural setting, but they are within an acceptable tolerance range. Table 5 of the Transport Statement then erroneously calculates the vehicle trips based on 78 affordable houses, equating to a total of 160 dwellings.

6.1.19 I would note that in Ms Witherden's evidence (CD 12.004) she highlights the possibility of the Butts Close development delivering a higher percentage of open market housing based on a

lack of local need for affordable housing. If that were the case then, due to the methodology chosen by Paul Basham Associates, the Transport Statement and Highway Response Technical Note would under-estimate the vehicle trips associated with the proposed residential development.

6.1.20 The Highway Response Technical Note used the same methodology (correcting the total number of dwellings to 120) but, whilst the affordable housing trip rates were revised upwards, Table 4 unexpectedly showed lower trip rates for the 'private houses' than for the 'affordable houses'. There are more private houses proposed than affordable houses so revising the assessment so that trips per dwelling are lower for private housing than for affordable housing, is significant. Furthermore, Table 4 suggests a vehicle trip rate of just 0.173 trips per private house in the morning peak hour. This is much lower than would be expected, and is significant given the number of private houses proposed. The combined result of the revised TRICS assessment is shown in Table 6.4 below.

Table 6.4 – TRICS residential houses (combined) total vehicle trips comparison

	Transport Statement	Technical Note
AM	62	63
PM	**36**	62

6.1.21 The reason for this anomaly is evident upon reviewing Appendix C of the Highways Response Technical Note. The TRICS data used to derive the predicted vehicle trips for the private houses at Butts Close has used the sub-category **'Flats privately owned'** and relates to three block of flats in Watford and Tyne & Wear. Clearly, these vehicle trips bear no relation to the vehicle trips that would be generated by new private houses in Marnhull. The Highway Response Technical Note therefore significantly under-estimates that amount of traffic that would be generated by the proposed development.

6.1.22 Given the apparent difficulty in deriving accurate predictions for residential trip rates using the TRICS database, it is unclear why the appellant did not simply commission a survey of vehicle trips per household in Marnhull. This would have provided directly comparable vehicle trips and would have been a suitable method for predicting the traffic impact of the proposed Butts Close development.

6.1.23 It is evident that the TRICS assessment for both the Tess Square commercial development and the Butts Close residential development significantly under-estimate the level of traffic that is likely to be generated by the appeal proposals. In the absence of accurate vehicle trip predictions, the traffic distribution and junction modelling exercises cannot be relied on. The appellant has failed to demonstrate that the appeal proposals will not have a severe adverse effect on the local highway network.

6.2 Functional operation of local roads

6.2.1 The Transport Statement, April 2023 (CD1.46), Highway Response Technical Note, October 2024, (CD4.006c) and Modelling Technical Note, February 2025 (CD4.020),all include junction capacity analyses. Section 6.1 above demonstrates that these junction capacity analyses cannot be relied on as they are based on an under-estimation of development traffic. However, the impact of the appeal proposals on the local highway network is not limited to junctions alone.

6.2.2 Section 4 above describes the narrow and sinuous nature of the lanes within Marnhull, and the fact that in many locations these roads and lanes are shared by pedestrians, cyclists, horse riders, car drivers, service vehicles, buses and agricultural machinery. The narrow roads often have on-street parking within the village, reducing the available width to a single vehicle. None of the transport documents submitted in support of the appeal proposals have included an objective appraisal of the adverse effects of additional traffic on these routes.

6.2.3 An increase in traffic on the roads within the village, and on the rural lanes surrounding the village will materially increase the likelihood of two vehicles meeting. I have described in Section 4 the existing difficulties experienced by local drivers when meeting large vehicles such as buses, delivery vehicles and farm machinery. The development will add additional delivery vehicles on some roads, and additional cars on many more roads. This will result in additional driver delay and frustration on the narrow roads and lanes, not just at junctions.

6.2.4 In addition to the increased driver delay, the increase of vehicle movements on the narrow, shared lanes will have a material adverse effect on vulnerable road users including pedestrians, cyclists and horse riders. There is no dedicated cycle infrastructure in the village and no footways on many of the most used routes. An increase in traffic on these routes will result in additional fear and intimidation of vulnerable road users. This fails to prioritise walking and cycling as the first choice of travel for local journeys.

6.2.5 Many Marnhull residents travel to Henstridge March (and further west to Henstridge, Milborne Port and Sherborne) via Burton Street and Mill Lane as the most direct route. The appeal proposals will increase the number of vehicles using Church Hill, Burton Street and Mill Lane to travel to these areas. This will add to congestion, driver delay and pedestrian and cycle safety concerns within the village, but will also add vehicles onto the rural lanes between Marnhull and Henstridge. If the area of Church Hill and Burton Street around the Tess Square access becomes congested, as is expected, the alternative route for Butts Close residents would be via Sackmore Lane, an even narrower rural lane with direct residential frontage access.

6.2.6 The submitted information simply provides a somewhat limited written description of the highway network surrounding the appeal sites, but in the absence of any speed data, link flows, parking surveys, or pedestrian and cycle surveys, does not (and cannot) assess the existing and proposed functional operation of the local roads in and around Marnhull. The focus on basic junction capacity analyses fails to assess the actual adverse effects of the appeal proposals on the operation and enjoyment of the local highway network in and around Marnhull.

7.0 PROPOSED MEANS OF ACCESS

7.1 Tess Square

7.1.1 The proposed means of vehicular access to the Tess Square development is via the existing Marnhull Surgery access. The appeal proposals do not include any improvements or alterations to the access. The photographic evidence in Figures 4.3 to 4.6 demonstrates that the access and the area of Church Hill around the access is currently insufficient to accommodate existing vehicle movements. The Highway Response Technical Note (CD4.006c) states in Table 3 that the Tess Square development would generate an additional 181 vehicle trips in the AM peak hour, 373 additional trips in the PM peak hour and an additional 3864 trips using the access between 7am and 7pm. I have shown in Section 6 that the actual trip generation is likely to be significantly higher.

7.1.2 It is very clear that if drivers are currently having to regularly mount the verge or use adjacent private land to enable two vehicles to pass, the significant increase in traffic into and out of the existing Church Hill access will exacerbate this issue. The appeal proposals do not include any localised widening of Church Hill and no additional footway provision.

7.1.3 Appendix B of the Transport Statement includes a series of swept path analyses for cars, vans and a 16.5m articulated semi-trailer (HGV). The swept path analyses show that:

- Two cars can pass in the site access junction;
- Two 7.5t box vans can pass with care on Church Hill (in front of Walnut Tree Cottage) and within the site access, but require the full width of Church Hill when turning into and out of the site access;
- A 16.5m HGV turning right out of the site, even with clipping the kerb on the inside of the turn, would swing the body of the vehicle to within 100mm of the side wall of Walnut Tree Cottage, and would then over-run the private footway in front of their new wall. A car cannot pass an HGV on Church Hill close to the access, or at any of the narrow sections of Church Hill between the site access and the B3092.

7.1.4 The swept path analyses appended to the Transport Statement demonstrate that the existing access is not suitable to cater for the predicted increase in service vehicles and customer cars. This is corroborated by the photographic evidence in Section 4 of my evidence. Any junction capacity analyses of this site access (even if the vehicle trip predictions could be relied upon) are not relevant to the predicted functional operation of the junction and Church Hill which experiences issues at present and cannot accommodate the predicted increase in vehicle movements.

7.1.5 The proposed development fails to provide safe and appropriate means of access for all road users.

7.2 Butts Close

7.2.1 The proposed residential development has two proposed means of vehicular access, one via Butts Close onto New Street, and one directly onto Schoolhouse Lane.

7.2.2 The proposed junction onto Butts Close is adequate; however, the increased use of Butts Close itself raises concerns about vehicle movements (including cyclists) and footway provision.

7.2.3 As stated in Section 4, the internal layout of Butts Close is somewhat unusual in that the road divides approximately 25m south of New Street with slightly ambiguous priority arrangements. There are no road markings, so it is unclear to the driver whether priority continues round to the left (east) or straight on (south). The proposed development would add additional traffic to Butts Close but does not include any proposals to address this layout issue. This is a concern for drivers and for cyclists.

7.2.4 For the first 25m, Butts Close has a single footway on the east side; however, after the internal junction, the footway is located on the west side, requiring pedestrians to cross diagonally across the internal junction. The appeal proposals seek to take access for up to 120 dwellings from the southern part of Butts Close. The appellant is proposing that this would be the sole pedestrian access for the proposed residential development (other than the existing public right of way onto the B3092 at the junction with Chippel Lane), but no improvements are proposed to provide safe and convenient access for pedestrians.

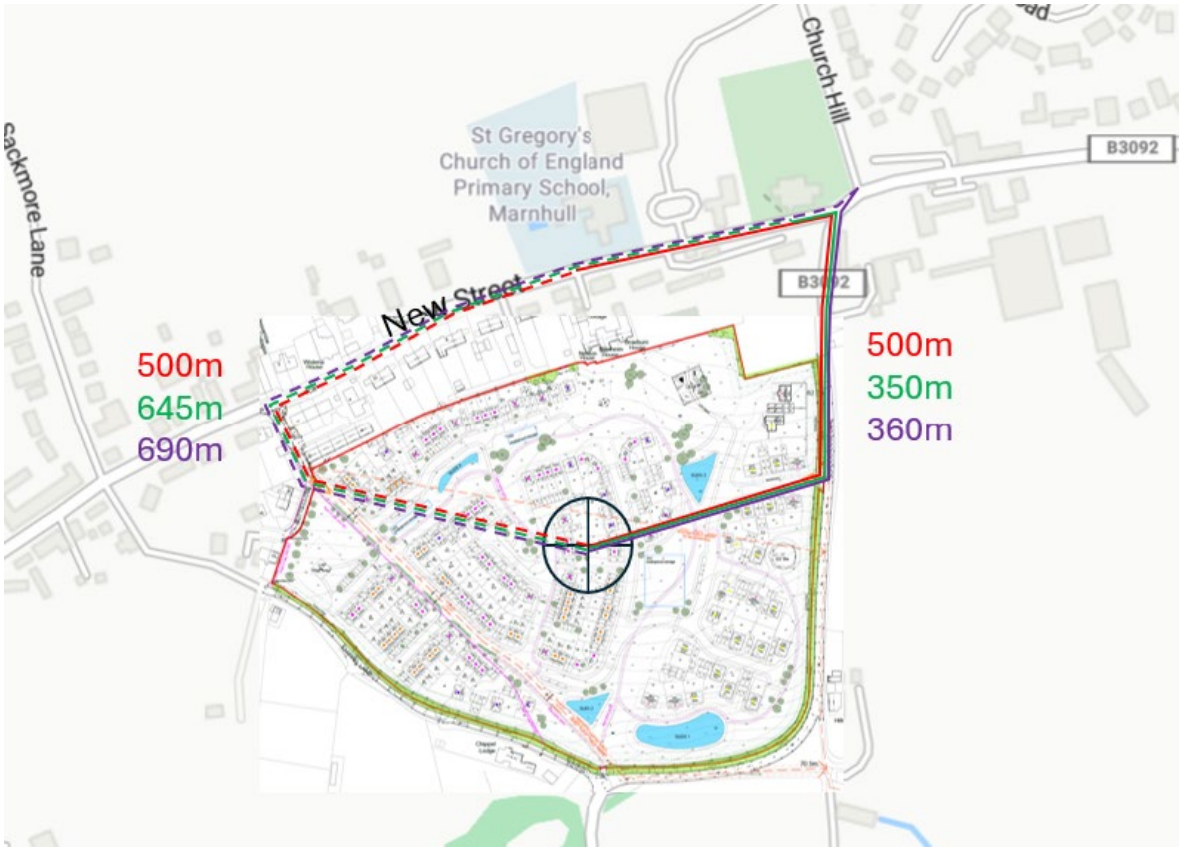
7.2.5 The residential development also has a proposed access onto Schoolhouse Lane. The plans appended to the Transport Statement originally included footways on both sides of the access, terminating at Schoolhouse Lane. No footway provision was proposed along Schoolhouse Lane itself. Following comments from the County Highway Authority, a revised plan was included as Appendix B of the Highway Response Technical Note. The revised plan omitted footways from the easternmost section of the access road, but retained a segregated footpath, emerging onto Schoolhouse Lane at the northeastern corner of the site. The

purpose of omitting the footways was to deter pedestrians from walking along Schoolhouse Lane, to address the safety concerns raised by the County Highway Authority. I do not consider that simply removing the footways and replacing them with 'service zones' would deter pedestrians from using the most direct desire line.

7.2.6 Many local facilities that residents in the new houses would wish to access are located along Church Hill and the eastern end of Burton Street, including the proposed Tess Square development as well as the Crown Inn, Methodist Church, Village Hall and Recreation Ground.

7.2.7 Figure 7.1 below shows a simple comparison of walking distances to St Gregory's School (red), St Gregory's Church (green) and the top of Church Hill (purple), using the Schoolhouse Lane access and the Butts Close access.

Figure 7.1 – Butts Close comparative walking distances.



7.2.8 The walking distances are measured from the centre point of the proposed development. Within the development a direct line is taken to the access onto the highway. The internal layout is a reserved matter, so the submitted plan is illustrative only. The use of a straight line from the centre point to the access eliminates any variations in internal routing.

7.2.9 This exercise shows that the route to St Gregory's Primary School (red) is equidistant. Residents living towards the very eastern part of the site would have a shorter walk via Schoolhouse Lane but on average across the site, it is likely that most pedestrians would

walk to the school via the Butts Close access as it would be safer.

7.2.10 The route to St Gregory's church would be 295m shorter via Schoolhouse Lane. This equates to a saving of 3½ minutes (at 1.4m/sec)

7.2.11 The route to Church Hill, and all the facilities it leads to) would be 330m shorter via Schoolhouse Lane. This equates to a saving of almost 4 minutes.

7.2.12 This exercise not only demonstrates that Schoolhouse Lane would be on the perceived desire line, it would also offer significant journey time gains compared to the longer route via Butts Close. On this basis, whereas some pedestrians may choose to take the longer route via Butts Close for safety reasons, many pedestrians are likely to choose the shorter, more convenient route via Schoolhouse Lane, irrespective of whether a short section of internal estate road has footway provision or not. The appeal proposals do not include any footway provision along Schoolhouse Lane which I have shown in Section 4 to be unsuitable for safe pedestrian use.

7.2.13 The proposed development fails to provide safe and appropriate means of access for all road users.

7.3 School/church drop-off facility

7.3.1 The appeal proposals include a small parking area of 36 spaces to the south of the Tess Square development intended for use as a school drop-off / pick-up area and for church parking. The original proposal included a dedicated access directly from Church Hill. The visibility splay drawings included in Appendix B of the Transport Statement shows that visibility could not be achieved in accordance with the requirements for Manual for Streets. Following comments from the County Highway Authority a revised plan was included as Appendix B of the Highway Response Technical Note showing access taken from within the Tess Square development.

7.3.2 It is unclear how the walking route from the drop-off area would provide access to the school as this is outside the application red line boundary.

7.3.3 Drivers arriving from the north (Burton Street) would benefit most from this facility as they could drive into the Tess Square development rather than up Church Hill and along New Street. They would, however, have to walk some 200m from the parking area to the school.

7.3.4 Drivers arriving from the east (Crown Road) would initially appear to benefit from this facility as they could turn into Church Hill and drive into the Tess Square development rather than proceed along New Street. However, that would involve a drive of some 600m from Crown Road to the parking area as opposed to just 185m along New Street. They would then have to walk the 200m from the parking area to the school. It is unlikely that any drivers would find this more convenient.

7.3.5 Drivers arriving from the west (New Street) would have to drive past the school for a further 780m, through the Tess Square car park, to the proposed drop-off car park, and then walk an additional 200m to the school. It is highly unlikely that any drivers would find this more convenient.

7.3.6 On the basis of the above objective assessment, it is unlikely that the proposed drop-off parking area would be of any real benefit to school parents and is unlikely to prevent or deter dropping-off and picking up direct from New Street. In Councillor Turner's evidence (CD12.003) he refers to a recent survey of school parents which corroborates this point.

7.3.7 The appellant also states that the drop-off area would be of benefit to those visiting St Gregory's Church. Firstly, the driving distance exercise would apply to those visiting the church meaning that the additional driving distance, winding through the Tess Square car park would be less convenient than dropping off, or parking on New Street. Secondly, the plan included as Appendix B of the Highway Response Technical Note does not include any direct footway provision between the parking area and the church. The only available route would be to follow the path towards the church, then double back along the right of way footpath, and then around the churchyard (on the proposed footpath diversion) and either along the west side of the Church Hill carriageway to the churchyard gates, or cross over Church Hill to the only available footway and then back across to access the church. This is neither direct nor convenient and is likely to deter many of those who currently park on New Street to access the church. Finally, I am informed by the Parish Council that many of the church congregation are older people who have some degree of mobility impairment. They commonly park on New Street, close to the church entrance to limit the distance they have to walk. The proposed drop-off parking area would be of no benefit to those members of the church congregation.

8.0 SUSTAINABLE TRAVEL

8.1 Walking and cycling

8.1.1 The appeal proposals do not include any new dedicated provision for cyclists. They do not include any new footways or carriageway widening on Church Hill or Burton Street. The appeal proposals do not include any new footway provision on Schoolhouse Lane, or on Butts Close.

8.1.2 The appellant does propose the following off-site works:

a) Divert and surface N47/31 to the middle boundary to link up with the site's paths and remainder of N47/31 to the health centre.
b) Divert and surface N47/31 to the south of the site to exit Church Hill north of St Gregory's Church.
c) Divert and surface N47/33 to the north boundary to link up with health centre.
d) Dedicate and surface informal footpath to west off Sackmore Lane.
e) Dedicate the north/south site paths to connect through the application area.
f) Three diversions

8.1.3 These are shown in Appendix RF-D.

8.1.4 The proposed footpath works comprise:

- 2m wide footpaths
- Compacted and rolled stone surface, finish suitable for pushchairs/mobility vehicles
- 150mm deep of 40mm scalpings base layer, 50mm deep of 20mm to dust surfacing

8.1.5 The footpath works do not include any improved drainage, nor do they include any lighting. The resurfaced footpaths would continue to function as public right of way footpaths, but would not offer a suitable route for many pedestrians in inclement weather or at night.

8.1.6 The proposed works do not address the increased fear and intimidation of vulnerable road users that would arise as a result of the significant increase in traffic using Church Hill and Burton Street.

8.1.7 The proposed works to not overcome the pedestrian desire line between the Butts Close site and the Tess Square site, along Schoolhouse Lane.

8.1.8 The Tess Square development is a car-dominated layout which would require pedestrians arriving from the north and east in particular, to walk through a busy car park on limited footway provision, to access the proposed facilities.

8.1.9 The historic nature of Marnhull means that the level of existing infrastructure for pedestrians and cyclists within and around the village does not create an environment where walking and cycling are promoted at the first choice of travel for local journeys. The appeal proposals do not provide sufficient or suitable new infrastructure for pedestrians and cyclists to address

this deficiency. Furthermore, the material increase in cars and service vehicles on existing narrow lanes is likely to deter some people from choosing to walk or cycle. Marnhull would not be considered a sustainable location in terms of walking and cycling at present; the appeal proposals do not make the village more sustainable, and have the potential to make it worse.

8.2 Bus provision

8.2.1 I have shown in Section 4.5 that the existing level of bus provision in Marnhull is limited. There are two bus services, each operating a two to three hourly service during the daytime on weekdays only (no weekend service). Bus stops closest to the appeal sites have no provision such as shelters, seating, lighting or timetable information.

8.2.2 I have shown in Section 4 that the current level of bus provision cannot be described as a high-quality public transport provision. For many journeys to and from Marnhull, travel by bus is not a realistic alternative to using a private car. In this regard, residents do not have a genuine choice of modes of transport for many day-to-day journeys.

8.2.3 The appellant is proposing a £4800 contribution to provide pole and flag infrastructure at six bus stops. The flag is likely to be of limited benefit to residents as they will be aware of the bus stop locations. Visitors to the commercial uses may benefit from being able to identify bus stops close to the site; however, if they have arrived by bus, they too will be aware of the bus stop locations when leaving. If timetable information is provided, that would be of benefit to bus passengers.

8.2.4 The appellant is proposing a contribution of £52,952.88 towards increasing the frequency of existing bus services and to aid the establishment of a Saturday service. It is important to note that this contribution would not guarantee the delivery of a Saturday service. The contribution would assist in enabling an increase in bus frequency for a limited period of time, after which it would fall to Dorset Council or the bus operating companies to subsidise the service to maintain the frequency. That cannot be guaranteed.

8.2.5 The contribution has not been calculated to extend the duration of service (i.e. the period of the day when the buses are running).

8.2.6 I do not consider that the bus contribution would improve the level of bus service in Marnhull to the degree that it could be described as access to high quality public transport. I also do not consider that the increased frequency that would be achieved by the proposed contribution would result in residents having a genuine choice of modes of travel for many of their day-to-day journeys. Existing and new residents of Marnhull would still be reliant on travel by private car for most of their journeys.

9.0 MODELLING TECHNICAL NOTE

9.1 Walking and cycling

9.1.1 Immediately following the completion of a signed Highways Statement of Common Ground, Paul Basham Associates produced a new document entitled Modelling Technical Note (CD4.020) February 2025. The note includes a new junction capacity analysis for the Pilwell/Church Hill/Burton Street junction.

9.1.2 A new junction turning count was undertaken on Thursday 13th February 2025 using video equipment. If an automatic traffic counter has been placed on any of the arms of the junction for 7 or 14 days, it would have been possible for the appellant to determine whether the single survey day was representative in terms of traffic volumes and composition. No such corroborating traffic count was undertaken, but in every other respect that date can be considered a neutral day.

9.1.3 Paragraph 3.2 of the technical note states that Tess Square development traffic has been distributed 50/50 north and south on the basis that observed traffic passing the Pilwell Junction is currently approximately 50/50 northbound and southbound. Whereas it is common practice to use baseline flows to determine likely traffic distribution, in this case it does not follow that existing vehicle flows on Church Hill / Burton Street give an indication of the likely traffic distribution for a new commercial development including retail, employment and health facilities. Traffic distribution based on available catchment is likely to be more accurate/appropriate in this instance.

9.1.4 Modelling work has been carried out for a 2025 baseline and 2030 future year assessment. The 2030 year does not appear to relate to anticipated occupation or completion, but rather a simple 5 years after baseline.

9.1.5 The technical note includes a new PICADY model for the Schoolhouse Lane/New Street/Crown Road/Church Hill junction and the results of the predicted future operational capacity are set out in Table 1. The modelling methodology is not contested but the results are not accepted due to reliance on TRICS data which is likely to underestimate the traffic generated by the development.

9.1.6 The modelling parameters included as Appendix D appear to have modelled the junction on the basis of the carriageway dimensions, but taking no account of on-street parking. Figure 4.6 shows that parking regularly takes place on-street immediately to the north of the junction on the east side of Burton Street. Figure 4.8 also shows that parking regularly takes place on-street on the north side of Pilwell. This on-street parking significantly affects the operation of the junction and should be taken into consideration in any junction modelling.

9.1.7 The junction geometry also suggests 24m visibility to the left which seems to over-estimate the available visibility.

9.1.8 Most importantly, the Modelling Technical Note still focuses exclusively on the operational capacity of two junctions and makes no attempt to assess the functional operation of any of the narrow streets and lanes that would be subject to an increase in traffic as a result of the appeal proposals.

9.1.9 The appellant has failed to fully assess the potential impacts of the proposed development on the transport network as required by paragraph 109 of the Framework (2025). The submitted information does not demonstrate that the impacts of the proposed development can be mitigated to an acceptable degree as required by paragraph 115 of the Framework. The appellant has therefore failed to demonstrate that the proposed development would not have an unacceptable impact on highway safety or a severe effect on the operation of the local highway network, as required by paragraph 116 of the Framework.

10.0 MATTERS NOT IN DISPUTE

10.1 Transport Topic Paper

10.1.1 Any undisputed transport matters between the Appellant, the County Highway Authority and Marnhull Parish Council as a Rule 6 party to this appeal, are set out in a Transport Topic Paper / Highways Statement of Common Ground.

11.0 SUMMARY AND CONCLUSIONS

11.1.1 My name is Richard Fitter. I am an Incorporated Engineer, registered with the Engineering Council. I am a Chartered Fellow of the Institution of Logistics and Transportation, a Fellow of the Institution of Civil Engineers and a Fellow of the Institute of Highway Engineers.

11.1.2 I appointed by Marnhull Parish Council in December 2024 to act as expert witness on transport matters following the appeal against at Dorset Council's decision to refuse planning permission for a hybrid application for a mixed-use development with reference P/OUT/2023/02644 (the "Application") on land at Butts Close and Tess Square, Marnhull (the "Application site"). I have been instructed to provide this proof of evidence in support of Reason for Refusal 3.

11.1.3 My evidence demonstrates that the appeal proposals do not direct significant development to the most sustainable locations in terms of access to facilities and a genuine choice of sustainable modes of travel.

11.1.4 My evidence demonstrates that the Transport Statement submitted in support of the planning application that is the subject of this appeal, was insufficient to fully identify the transport effects of the development and the necessary mitigation measures. I have shown that due to the deficiencies in the Transport Statement, the appellant failed to demonstrate that the proposed development would not have an unacceptable impact on highways safety, or that residual cumulative impacts on the road network would not be severe. Since the appeal was submitted, the appellant has provided additional information to seek to address the deficiencies of the Transport Statement. My evidence demonstrates that the additional information has not overcome this reason for refusal.

11.1.5 A three-party Highways Statement of Common Ground has been agreed between the appellant, Dorset Council as County Highway Authority, and Marnhull Parish Council. Section 3 of the Highways Statement of Common Ground sets out the outstanding points of disagreement and specifically itemises the transport matters in dispute between the appellant and the Parish Council. This Proof of Evidence addresses those matters.

Planning Policy

11.1.6 The development plan policies relevant to the determination of the appeal are set out in the Statement of Common Ground. The following are relevant in terms of the transport effects of the proposed development:

- North Dorset Local Plan (2016) – Objective 6
- North Dorset Local Plan (2016) – Policies 2, 3 and 13

11.1.7 It is also agreed that the NPPF is a material consideration.

Existing transport conditions

11.1.8 The Tess Square development takes vehicular access from Church Hill via an existing vehicle access. Church Hill leads southwards from the access to the B3092. To the east of Church Hill, the B3092 is known as Crown Road; to the south it becomes Schoolhouse Lane.

11.1.9 Church Hill is subject to a 30mph speed limit but does not have a system of street lighting. In the vicinity of the site access, Church Hill has no footways. For a distance of approximately 150m south from the appeal site access there are no footways on either side of the road. A single sided footway is available on the east side of Church Hill from a point 37m north of Philips Road to the B3092. Pedestrians, cyclists and horse riders share the Church Hill carriageway with cars, buses and delivery vehicles as well as agricultural vehicles including tractors and trailers.

11.1.10 Between the proposed site access and Phillips Road, Church Hill is narrow and has a curved horizontal alignment that has the effect of obscuring forward visibility, particularly for southbound traffic. My evidence shows that much of Church Hill is currently too narrow for a car to pass a large vehicle.

11.1.11 To the north of the proposed site access the junction of Church Hill and Pilwell is a simple priority junction with a wide bellmouth. Pilwell has footways on both sides from its junction with Church Hill / Burton Street for a distance of 65m eastwards after which Pilwell generally has no footways or a footway on one side only. The footway on the south side of Pilwell does not continue southwards onto Church Hill, so pedestrians are required to step into the carriageway at the junction.

11.1.12 Visibility to the left for drivers emerging from Pilwell onto Church Hill is very limited and less than the standards set out in the Manual for Streets. The safety implications of this sub-standard junction are compounded by the narrow width of Church Hill, the prevalence of on-street parking and the absence of footways.

11.1.13 To the north of Pilwell, Burton Street provides access to a range of local amenities, as well as a large part of the village's residential catchment and a number of local businesses.

11.1.14 Other than a short length of footway outside the Methodist Church, there are no footways on Burton Street between Pilwell and Sackmore Lane. Beyond Sackmore Lane, Burton Street has a footway on one side to a point shortly beyond the pub. The carriageway has a sinuous alignment with limited forward visibility, variable widths along its length, and direct residential frontage access, often with limited visibility for drivers emerging from private drives, and on-street parking that reduces Burton Street to a single width carriageway in a number of places.

11.1.15 At the western end of the village, Burton Street becomes Mill Lane which changes to a narrow rural lane with banked verges and high hedges on both sides. East of Hains Lane, Mill Lane is too narrow for two vehicles to pass or for a large vehicle to safely pass a pedestrian or cyclist. West of Hains Lane, the speed limit changes from 30mph to national speed limit.

11.1.16 The residential site has two proposed vehicle access, one from Butts Close and one from Schoolhouse Lane. Butts Close takes access from New Street. Butts Close is subject to a 30mph speed limit and benefits from street lighting. The internal layout of Butts Close divides approximately 25m south of New Street with slightly ambiguous priority arrangements for drivers. For the first 25m, Butts Close has a single footway on the east side; however, after the internal junction, the footway is located on the west side, requiring pedestrians to cross diagonally across the internal junction.

11.1.17 The Butts Close site also takes access from Schoolhouse Lane. This is a rural inter-urban distributor road forming part of the B3092 with banked verges and high hedges on both sides. In the vicinity of the proposed access Schoolhouse Lane is subject to a 40mph speed limit and has no footways or street lighting.

11.1.18 The proposed access is located on the apex of a bend in order to achieve the necessary visibility to the north and south. A significant length of existing hedge would need to be removed to achieve the proposed 2.4m x 120m visibility splays.

11.1.19 Church Hill and Burton Street have very limited dedicated provision for pedestrians. Pedestrians are required to walk in the carriageway for extensive parts of these routes.

11.1.20 Schoolhouse Lane has no footways. The rural nature, absence of street lighting and 40mph speed limit make this an unsuitable route for pedestrians to walk in the carriageway.

11.1.21 New Street generally has footways on both sides; however, at its eastern and in the vicinity of the church, the footway runs out and instead a 90m length of walkway has been demarcated on the carriageway with a solid white line. The walking catchment shown in Figures 4 and 5 of the Transport Statement is grossly over-estimated in terms of distances, and fails to take account of the quality of walking environment (absence of footways) throughout the village.

11.1.22 The cycling isochrone map included as Figure 7 of the Transport Statement fails the same tests as the pedestrian isochrone map. The assessment has then relied on that isochrone plan to state that Sturminster Newton, West Orchard, Kington Magna, Stalbridge, Gillingham and Shaftesbury are within 35-minutes' cycling distance of the site. It is clear that many of these locations can only be reached on roads subject to the national speed limit, which are clearly unsuitable for anything other than the most experienced cyclists.

11.1.23 The appeal proposals will result in an increase in pedestrians and cyclists on other routes within and around the village, and of course an increase in vehicle movements on other parts of the local road network currently used by pedestrians and cyclists.

11.1.24 Two bus services (CR3 and CR4) pass both sites. None of the bus stops closest to the appeal sites have basic provision such as bus shelters, seating and timetable information. There are no bus services on either Saturday or Sunday. The two existing services operate during the daytime on weekdays at a frequency of two to three hours.

11.1.25 The closest railway station to the appeal sites is Gillingham station, approximately 8km northeast of Marnhull. The infrequent bus service means that accessing the station by bus would not be convenient and would make it very challenging for passengers to plan inter-connecting services. The route between Marnhull and Gillingham comprises the B3092, most of which would only be suitable for the most experienced cyclists, and not advisable for the majority. In reality, those wishing to travel between Gillingham station and the appeal sites will do so by car; either private transport or taxi.

11.1.26 Although not referred to in the appellants' Transport Statement, Templecombe railway station is also approximately 8km from Marnhull, but located to the northwest. Again, most people wishing to travel between Templecombe station and the appeal sites will do so by car.

11.1.27 My evidence shows that that the current level of bus facilities cannot be described as access to high quality public transport for the local community.

Transport assessment methodology

11.1.28 The Transport Statement, Highway Response Technical Note and Modelling Technical Note use the TRICS database to determine the predicted vehicle trips associated with the proposed development.

11.1.29 My evidence shows that the TRICS data used for the proposed foodstore results in an underestimation of the likely traffic generation. In addition, the appellant has disaggregated the proposed Use Class E commercial units, even though planning permission is not being sought for specific individual uses. My evidence shows that the use of the TRICS sub-category 'local shops' would result in significantly more traffic than has been tested in the submitted transport documents. When these factors are combined, my evidence shows that the Tess Square development would be expected to generate 6303 vehicle trips per day rather than the 3864 trips shown in the Highway Response Technical Note or the 2265 trips shown in the Transport Statement. Peak hour vehicle trips would also be much higher than those suggested by the appellant.

11.1.30 The appellant also underestimates the predicted traffic generation for the residential development. The Transport Statement differentiates between affordable housing and houses in private ownership. If the Butts Close development delivers a higher percentage of open market housing due to a lack of local need for affordable housing the Transport Statement would under-estimate the vehicle trips associated with the proposed residential development. The Highway Response Technical Note unexpectedly shows lower trip rates for private housing than for affordable housing, but this appears to be due to an error. The TRICS data used to derive the predicted vehicle trips for the private houses at Butts Close has used the sub-category **'Flats privately owned'** and relates to three block of flats in Watford and Tyne & Wear.

11.1.31 It is unclear why the appellant did not simply commission a survey of vehicle trips per household in Marnhull. However, my evidence shows that in the absence of accurate vehicle trip predictions, the traffic distribution and junction modelling exercises cannot be relied on. The appellant has failed to demonstrate that the appeal proposals will not have a severe adverse effect on the local highway network.

11.1.32 However, the impact of the appeal proposals on the local highway network is not limited to junctions alone. My evidence describes the narrow and sinuous nature of the lanes within Marnhull, and the fact that in many locations these roads and lanes are shared by pedestrians, cyclists, horse riders, car drivers, service vehicles, buses and agricultural machinery. The narrow roads often have on-street parking within the village, reducing the available width to a single vehicle. None of the transport documents submitted in support of the appeal proposals have included an objective appraisal of the adverse effects of additional traffic on these routes.

11.1.33 The development will add additional delivery vehicles on some roads, and additional cars on many more roads. This will result in additional driver delay and frustration on the narrow roads and lanes, not just at junctions. In addition to the increased driver delay, the increase of vehicle movements on the narrow, shared lanes will have a material adverse effect on vulnerable road users including pedestrians, cyclists and horse riders. The development fails to prioritise walking and cycling as the first choice of travel for local journeys.

11.1.34 The appeal proposals will increase the number of vehicles using Church Hill, Burton Street, Mill Lane and Sackmore Lane to travel to the wider area. This will add to congestion, driver delay and pedestrian and cycle safety concerns within the village, but will also add vehicles onto the rural lanes between Marnhull and Henstridge.

11.1.35 The submitted information does not include speed data, link flows, parking surveys, or pedestrian and cycle surveys. It does not (and cannot) assess the existing and proposed functional operation of the local roads in and around Marnhull.

Proposed means of access

11.1.36 The internal layout of Butts Close is somewhat unusual with slightly ambiguous priority arrangements. There are no road markings, so it is unclear to the driver whether priority continues round to the left (east) or straight on (south). The proposed development would add additional traffic to Butts Close but does not include any proposals to address this layout issue. This is a concern for drivers and for cyclists.

11.1.37 The appeal proposals seek to take access for up to 120 dwellings from the southern part of Butts Close. The appellant is proposing that this would be the sole pedestrian access for the proposed residential development (other than the existing public right of way onto the B3092 at the junction with Chippel Lane), but no improvements are proposed to provide safe and convenient access for pedestrians.

11.1.38 The appellant has amended the design of the proposed access onto Schoolhouse Lane to omit the footways from the access road. My evidence shows that Schoolhouse Lane would be on the perceived pedestrian desire line, and that it would offer significant journey time gains compared to the longer route via Butts Close. On this basis, whereas some pedestrians may choose to take the longer route via Butts Close for safety reasons, many pedestrians are likely to choose the shorter, more convenient route via Schoolhouse Lane. The appeal proposals do not include any footway provision along Schoolhouse Lane which is unsuitable for safe pedestrian use.

11.1.39 The proposed development fails to provide safe and appropriate means of access for all road users.

11.1.40 The Tess Square development is proposed to take vehicle access from the existing surgery access from Church Hill. The swept path analyses appended to the Transport Statement demonstrate that the existing access is not suitable to cater for the predicted increase in service vehicles and customer cars. Any junction capacity analyses of this site access (even if the vehicle trip predictions could be relied upon) are not relevant to the predicted functional operation of the junction and Church Hill which experiences issues at present and cannot accommodate the predicted increase in vehicle movements.

11.1.41 The proposed development fails to provide safe and appropriate means of access for all road users.

11.1.42 My evidence demonstrates that the proposed drop-off parking area is unlikely to be of any real benefit to school parents and is unlikely to prevent or deter dropping-off and picking up direct from New Street. Furthermore, the proposed drop-off parking area would be of no benefit to most members of the church congregation.

Sustainable travel

11.1.43 The historic nature of Marnhull means that the level of existing infrastructure for pedestrians and cyclists within and around the village does not create an environment where walking and cycling are promoted at the first choice of travel for local journeys. The appeal proposals do not provide sufficient or suitable new infrastructure for pedestrians and cyclists to address this deficiency. Furthermore, the material increase in cars and service vehicles on existing narrow lanes is likely to deter some people from choosing to walk or cycle. Marnhull would not be considered a sustainable location in terms of walking and cycling at present; the appeal proposals do not make the village more sustainable, and have the potential to make it worse.

11.1.44 The appellant is proposing financial contributions to provide pole and flag infrastructure at six bus stops and towards increasing the frequency of existing bus services. This contribution would not guarantee the delivery of a Saturday service and has not been calculated to extend the duration of service I do not consider that the bus contribution would improve the level of bus service in Marnhull to the degree that it could be described as access to high quality public transport. I also do not consider that the increased frequency that would be achieved by the proposed contribution would result in residents having a genuine choice of modes of travel for many of their day-to-day journeys. Existing and new residents of Marnhull would still be reliant on travel by private car for most of their journeys.

Additional information

11.1.45 Immediately following the completion of a signed Highways Statement of Common Ground, Paul Basham Associates produced a new document entitled Modelling Technical Note (February 2025). The note includes a new junction capacity analysis for the Pilwell/Church Hill/Burton Street junction. The modelling methodology is not contested but the results are not accepted due to reliance on TRICS data which is likely to underestimate the traffic generated by the development.

11.1.46 On-street parking at the Pilwell junction significantly affects the operation of the junction and does not appear to have been taken into consideration in any junction modelling. The model also appears to over-estimate the available junction visibility.

11.1.47 Most importantly, the Modelling Technical Note still focuses exclusively on the operational capacity of two junctions and makes no attempt to assess the functional operation of any of the narrow streets and lanes that would be subject to an increase in traffic as a result of the appeal proposals.

Matters not in dispute

11.1.48 Any undisputed transport matters between the Appellant, the County Highway Authority and Marnhull Parish Council as a Rule 6 party to this appeal, are set out in a Transport Topic Paper / Highways Statement of Common Ground.

Conclusions

11.1.49 The appellant has failed to fully assess the potential impacts of the proposed development on the transport network as required by paragraph 109 of the Framework (2025). The appellant has failed to demonstrate that safe and suitable access can be achieved for all road users in accordance with paragraph 115 of the Framework. The submitted information does not demonstrate that the impacts of the proposed development can be mitigated to an acceptable degree as required by paragraph 115 of the Framework. The appellant has therefore failed to demonstrate that the proposed development would not have an unacceptable impact on highway safety, nor have they demonstrated that the residual cumulative impacts on the road network would not be severe, as required by paragraph 116 of the Framework.

Appendix RF-A

J D Goldspink appeal submission

Case reference number: CASE APP/D1265/W/24/3353912

Land West of Church Hill and land off Butts Close and Schoolhouse Lane, Marnhull

RESPONSE TO APPEAL

I am against the appeal proposal. I have set out my reasons below.

1) Overview

I stand by my original comments submitted against the initial planning application P/OUT/2023/02644 and repeat that the proposed development at Tess Square is not only outside of the settlement area, but it is of a scale and dominance consistent with an out-of-town urban development, not proportionate with its immediate surroundings and includes a substantial car park.

The impact will be severe and lasting on the appearance of Marnhull and with the permanent loss of another agricultural field coupled with ecological impact and increasing risk of run off flooding due to the tarmacadam extent of the proposed destination car park.

Obviously additional issues will be the potential increase in pollution levels and traffic generated noise. This flies in the face of providing an improvement in Quality of Life for local residents because this proposed development certainly does not.

Is it really a robust proposal to suggest that Church Hill is an adequate rural road to funnel two to three times the current traffic levels into the said car park given that, despite the Appellant's powers of misrepresentation, this road is effectively a non-standard rural road with pinch points and hazardous locations.

The road is definitely of inadequate width in most locations to accommodate the calculated increased traffic loading including articulated HGV's and safe passing cannot be effected for the whole length of road between Philips Road and the junction of Pilwell.

It is worth reiterating that Church Hill is not an urban road with defined pedestrian refuges and central road marking but is a local country road with sightline issues, and indeterminate grass verges alongside the majority of its length north of Philips Road junction to the commercial site.

However, it is the main road into the village and as such currently carries a substantial number of vehicles throughout the day. As noted by my personal surveys last year, the confirmed daily average traffic flow was approximately two hundred vehicles per hour, which is almost continuous all day long.

I am responding specifically to the third reason why planning permission was refused, namely **highway safety** and **general traffic issues**. I have also commented on concerns in respect of Butts Close.

2) Highway safety and general traffic issues

1. Proposed commercial trip generation (TRICS)

Reference Highways Response Technical Note October 2024 Section 6 'Revised Modelling Assessment' Table 3 Proposed Commercial Trip Generation and Table 4 Proposed residential trip generation

It is apparent that the data presented in these tables has been modelled assuming an out-of-town urban environment and does not accurately represent a more rural village environment.

The theoretical traffic trip movements into the proposed site at something approaching 4,000 over a 12-hour period plus an estimated 500 from the proposed new development are clearly going to have an extremely high impact on the local road network with potential congestion and standing traffic events on an increasing basis.

Most villages are attempting reduce traffic flow / parking into the centre in an attempt to reduce congestion. It is not realistic to suggest that this road and site access junction area is safe with seamless working and minimal delays. Rather than relying on a desk top study it would be more appropriate to observe the situation on the ground and at different times of the day/week.

Having read the resubmitted document as part of the Appeal, I do not believe the Appellant has fully mitigated the obvious issues of the nature and hazards of Church Hill including the site access junction, and the linked 'T' junction at Pilwell/Burton Street.

There is some doubt if the vehicle trips from the new development off Burton Street or the traffic from the school overflow car park have been included in the modelling. It does not appear to be included in Appendix E of the document as indicated.

As it is almost certain the food store will be open during the weekend the Appellant has not seen fit to include modelling for a weekend situation nor provided any estimates for destination visitors.

If any surveys have been undertaken in the past few months, then any ADT calculations or estimates could have been distorted by the recent special events such as all the road work disruption over the past few months to upgrade services to the new Durbeyfield development .

The Appellant seems to have only focused on Church Hill between Crown Road and the site access junction and seem to have ignored the section of road between the site access and

the junction with Pilwill/Burton Street. It is therefore difficult to feel confident that a fully transparent traffic analysis/modelling of the location has been completed, which I believe has effectively disguised the full extent of the potential issues at this particular location.

This is referred in section 5 below.

2. Church Hill existing hazards

There are three distinct pinch points or narrowing of the road between Philips Road and the junction at Pilwell as noted below:

a) Pilwell - Church Hill site access junction length 18metres
b) Woodlands entrance drive to main layby plus identified length in document including the 23 metres referenced at Appendix D
Reference Highways Response Technical Note Appendix D, page 78 'Existing carriageway geometrics of Church Hill'
c) Church Hill from a point opposite "Springfield" entrance drive to the opening of the Philips Road junction.

To complete the picture of this road here is a list of other potential hazards:-

- Concealed entrances to residential property
- Non- straight road with visibility restrictions
- Agricultural vehicles including large tractors. (It is a rural farming environment.)
- PSV regular service vehicles and school buses at peak school times
- Equestrian traffic
- Pedestrians including schoolchildren and mobility
- No pedestrian refuges i.e. properly constructed pavements north of Philips Road
- An unsigned pharmacy and health centre entrance (proposed site access)
- HGV and LGV traffic (but no 16.5-metre-long articulated lorries)
- Excessive speed by some drivers (by observation) on this 30-mph limit road
- Vehicle acceleration from vehicles driving up the hill southbound (by observation)

3. Church Hill Road Widths

In the original planning application, the applicant claimed that the average width of road between Philips Road and the proposed site entrance is an average of 5 metres challenged at the time and still relevant. The use of averages can often conceal specific information.

In the recent submission *(Reference Highways Response Technical Note Appendix D, page 78 'Existing carriageway geometrics of Church Hill')* we are now led to believe that some parts of this road are between 6 metres and 6.8 metres in width. What a coincidence, as this latter measurement is the recommended design minimum width standard for regular HGV traffic transiting a rural road!

These widths have been re-measured by me on 1st, 4th and 5th December 2024. I concur with some of the Appellant's measurements, but I would certainly dispute several measurements (see attached table below).

Note: My measurements were confined to the actual tarmacadam edge points and did not include the natural verges, some of them are affected by vehicle encroachment and possibly susceptible to small measurement error by both parties.

It is patently clear that the most recent road width measurements submitted by the Appellant appear to have been exaggerated in some areas to specifically support the Development submission and it is not clear how these can be justified.

CHURCH HILL ROAD WIDTHS					
	Our measurement		**Measured by Appellant**		**Agree/Disagree/Comments**
Location	**Road width**		**Road width**		
	Minimum	**Maximum**	**Minimum**	**Maximum**	
Burton Street / Pilwell junction to Site Entrance	4.3	4.8	N/A	N/A	No measurements taken by Appellant
Site entrance across bellmouth	4.4	4.6	5.2*	5.2*	*Only 1 measurement by Appellant (Southbound side)
Site entrance junction to Woodlands drive	5.3	5.6	5.2	5.6	Agree
Woodlands drive to layby up to Sibford	4.5	5.2	4.9	5.7	Slightly disagree
Layby at Sibford up to end of layby	5.2	5.7	6.6	6.8	Disagree
End of 'layby' to junction with Phillips Road	4.4	5.3	5.9	6.8	Disagree

Observation of the road widths on Church Hill indicate that there has been vehicle incursion onto the verges, possibly by the current site development traffic or maintenance activities which appears to have reduced the grass verge demarcation and could be interpreted as a road width improvement.

The design manuals for rural roads confirm that provision for pedestrians is normally provided by adequate verges and should be a minimum of 1.5 metres. Hence it is unfortunate that these appear to have suffered recent damage due to site traffic.

There are already many examples of instances of vehicle encroachment onto the verges along the road including Northbound entry into the site entrance, the corner of Pilwell

South Bound; along the pinch point northbound towards Pilwell, and southbound opposite " Springfield" and immediately south of "Woodlands" pinch point.

The basic road with measurement exercise has demonstrated that Church Hill is not a suitable road to access an extensive retail development site nor accommodate large articulated HGV's and the road does not meet the required standard width for rural roads for safe passing of vehicles.

4. <u>No designated lay byes or give way points</u>

Reference Highways Response Technical Note Appendix D, page 78 'Existing carriageway geometrics of Church Hill'

The appellant is challenged, by their own admission, as illustrated in Appendix D, page 78, that the safe operation of the road is dependent on the availability of private entrance driveways and a privately owned layby* to provide vehicle give ways and reduce the impact of standing traffic events. A tacit admission that the road is totally unsuitable for the envisaged increased loading, particularly with regard to HGVs.

*Note: The layby has been provided by the landowner to ensure safe entry and egress to two residential properties and a farmer's field. It is not for general parking or providing give-way areas to alleviate pinch point issues.

The layby at Walnut Tree Cottage is private property and is designed to enable safe egress from the entrance gate of the property and is not part of the public highway.

It is not credible and disingenuous for the Appellant to assume the use of these locations to resolve the Appellant issue to comply with the design manual for rural roads requirement to provide laybys on a restricted rural road carrying relatively high levels of traffic and HGV commercial traffic.

Apart from the new requirement to accommodate 16.5 metre HGV articulated lorries this requirement will also be applicable to fixed wheel- base, draw trailer, HGV's which currently use the road. Hence it is patently obvious the Appellant has attempted to circumnavigate the issue with their proposed mitigation.

I fail to see how the applicant can state extended road widths which cannot be verified by recent measurements taken by residents. The section of road south of Springfield is definitely not 6 metre or 6.8 metres in width as indicated in Document reference: *Highways Response Technical Note October 2024 Appendix D, page 78, Existing carriageway geometrics of Church Hill' (Paul Basham Associates)* and is actually an **average width of 4.84 metres**.

In addition, the Appellant cannot assume extra width utilisation in the large layby unless additional wayleaves have been negotiated and approved by the landowner.

5. Site entrance “T Junction” traffic analysis and modelling

The Appellant has concluded that Site access junction and linked “T” junction at Pilwell is inherently safe with minimum delays and queues, based on a desktop traffic analysis / modelling study, but by daily observation this is extremely debateable.

The Appellant has studiously avoided any width measurements in this location for whatever reason, except one on the south side of the bellmouth, but from my own measurements it is apparent that the crown point of the site access junction is located directly opposite the narrowest part of Church Hill just as the road bends towards Pilwell through the pinch point.

As measured **at the crown** of the site entrance road **stop line** to the nearest residential property boundaries of Woodbank Cottage and Walnut Tree Cottage, Church Hill is **only 4.4 metres.** In fact, the site access road junction is located partly in this pinch point of Church Hill which is why this should have been included in the modelling.

This could impact HGV turning moments if normal practice is assumed i.e. HGV is correctly aligned on the left-hand side of the access road to make a right turn into Church Hill. If normal highway safety is ignored and the entry lane is used for egress, then this is likely to cause standing traffic events. In this case, the trailer will almost certainly track across the pedestrian refuge at the rear of Walnut Tree Cottage.

Similarly, it is obvious that a north-bound HGV entering the site access road will be by necessity on the right-hand side of Church Hill and will turn left where the road width in the pinch point is 4.6 metres wide.

The additional hazard in this situation is that south-bound traffic from the direction of Pilwell will be in the middle of the road and will be experiencing restricted line of sight to the Site access junction.

Obviously if these factors are not considered as an input to the software modelling tool, then the result is questionable, and it is more important when considering the manoeuvring of a large 16.5 metre articulated truck in and out of the site access junction.

Note: the urban design specification for such a 16.5 metre articulated vehicle states that the Inner circle tracking radius is 5.3 metres and the outer circle tracking radius is 12.5 metres.

Despite the turning moments provided in the original planning *(reference Tess Square and Land at Butts Close, Marnhull Transport Statement April 2023 – paragraphs 4.5 – 4.7 page 29 and diagram Appendix B page 62 ‘HGV internal manoeuvre for Class A retail)* I am of the opinion that the right-hand egress from the site for a large 16.5 metre commercial vehicle into Church Hill may well prove more difficult than the turning moment analysis indicated and, with the proximity of building on the opposite side of the road, it is certainly not risk free. There is also the fact that vehicle cab mirrors are fairly large and effectively increase

vehicle width from the nominal 2.5 metres when considering adequate clearance from the adjacent buildings.

In any modelling exercise it is vital to include data relating to the points raised. Ignoring local hazards is quite worrying and furthermore, it needs to be confirmed if a worse case scenario has been modelled i.e. on a day when the pharmacy was open.

In conclusion I believe that this location has not been adequately modelled and it is clear that the road widths are sub-standard for HGV traffic and the curvature of the road adds a sightline issue for southbound traffic.

The road standard width for rural roads carrying HGV / PSV traffic is ideally 6.8 metres wide and no location along Church Hill between Philips Road and the site access junction meets this requirement.

As can be observed today there are many standing traffic events within the junction which impact and obstruct the site access junction and with the projected increase in volumes of traffic it can only ensure the location is more hazardous.

I would categorically state that the is road is urgently in need of some traffic calming measures and not a two or threefold increase in traffic movements as proposed in the application including 16.5 metre articulated vehicles**.**

3. Car Parking

Reference Highways Response Technical Note October 2024 paragraph 3.8 and Table 1 Commercial parking standards, Paragraph 3.2 page 3 and paragraph 3.3

The modelling of the retail commercial car park is once again more aligned to that required for an edge of town urban development and the consideration of such a large retail destination car park in the proposed location, albeit with a changed number of spaces, is very concerning due to the induced vehicle movements. The fact that the access road is situated on what is effectively a country lane and not an urban capacity road shows a complete lack of concern for the village environment.

Table 1 illustrates that local parking standards are derived from the requirements of a large town with residential parking allocation, and this does not seem to be relevant to the rural location under consideration.

Total spaces are calculated as a requirement for 175 spaces in Table 1 but in paragraph 3.3 of the document it is stated “the proposal includes 167 spaces across the site which now includes the school drop off (30 spaces)” so according to my calculation this results in 137 spaces for the main car park not 131 as stated in Paragraph 3.3.

Reference site map showing the actual site car park is 137 spaces

Despite Dorset council ruling the original number of spaces not being adequate for the proposed size of development it now seems that the calculated number can be discarded and a reduction in parking can be proposed but now incorporating the school drop off parking of 30 spaces. There is a degree of inconsistency in the way the car parking spaces have been calculated and this requires clarification.

School "Drop off" Car Park

This car park was originally proposed to be located at the back of the school but has subsequently been relocated into the main retail site car park. It was anticipated that that the access to this would be sensibly located on Church Hill at a point nearer to Philips Road.

The current proposal to remove the aforementioned access and to route this traffic down Church Hill to the already hazardous junction at the Commercial Site access junction does not seem to be a logical decision. Furthermore, this should have been included in the modelling of the site access junction.

Although the benefit of relocating the drop off car park and linking it to the retail car park relieves the issue of congestion outside the school on New Street the issue has been merely shunted elsewhere.

The nonsense of this proposal means that busy parents will be expected to drive all the way down Church Hill, enter the retail car park and then drive back up the site car park in the reverse direction and walk 200 metres to the school followed by a repeated return journey is stretching credibility and avoidance of reality.

From the theoretical estimate utilising TRICS (Ref 106.0026/HRTN/3 Table 2) the highest level of parking required is 93 spaces and occurs between 12.00 and 13.00. However, if the adjacent periods between 13.00 and 14.00 and 14.00 – 15.00 are considered, with their parking levels being 88 and 86 spaces respectively, this can be considered statistically insignificant.

The average of these three usage requirements is 89 and hence the realistic peak requirement can reasonably be expected to occur between 11.30 and 15.00, but more importantly 15.00 is the school pm peak period so there is likely to be additional conflict during mid-afternoon.

Adding 30 spaces for the drop off car park to the average peak requirement gives 119 spaces which is a significantly in conflict with the stated number of 175 spaces noted in *Table 1*. Either the required calculated estimate was originally deemed to be accurate, or it is not.

There has been enough inconsistency in the document with regard to car parking spaces with different numbers noted depending on which part of the document is read. This even casts doubt on the veracity of the original retail car parking requirement and requires some clarification.

4. Butts Close

From an original approval for something like 39 dwellings it is now proposed to plan for 120 dwellings. This is far too many to absorb not only the number of residents but an additional number of vehicle trips from this development to the proposed retail centre.

The view that walking and cycling trips will dominate is quite fanciful – the distance is too far and as the local road network is hazardous for pedestrians I am of the view that most trips will be made by car.

The proposed access onto Butts Close via busy main road of Schoolhouse Lane (B3092) with its numerous bends is not a sound proposal.

As we have seen with the extensive road disruption in the village public utilities such as water, sewage, gas and electricity have required substantial upgrading to accommodate the development on Burton Street and the Butts Close development would further exacerbate this issue.

In conclusion, the objection should be upheld.

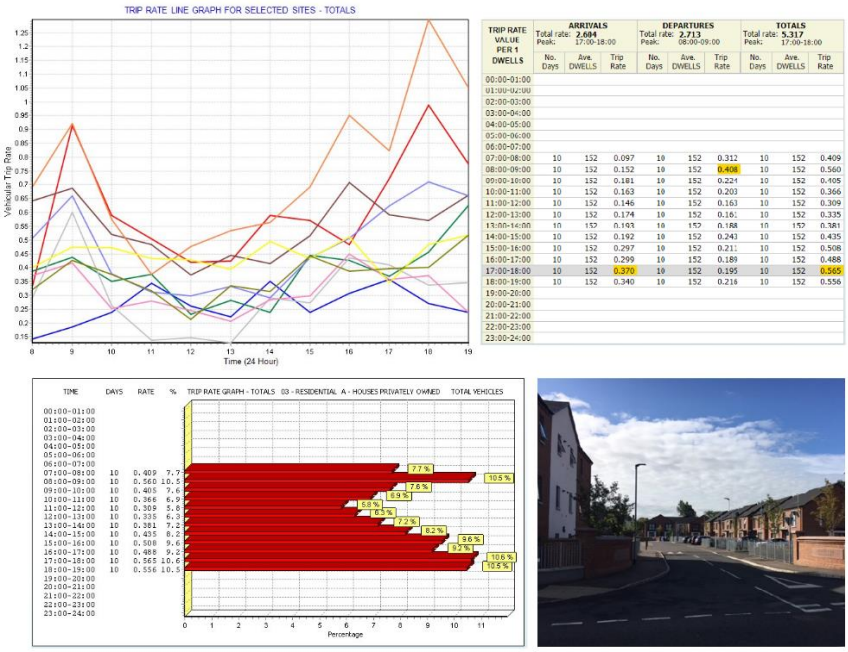
J D Goldspink

Appendix RF-B

Extract from TRICS Good Practice Guide

TRICS Consortium Limited

TRICS Good Practice Guide 2021



December 2020

Author: Ian Coles

4. Site selection by Region, Location Type and other data fields

4.1. The issue of survey sites within the TRICS® database being included/excluded by specific regions has often been raised by users. This has led to TRICS® undertaking comparative research into trip rates split by region and by main TRICS® location type. This research was undertaken in two stages, with vehicular trip rate variation assessed in 2019, followed by an assessment of multi-modal trip rate variation in 2020. In both cases, key land use sub-categories were studied, these being 01/A (Food Superstore), 02/A (Office) and 03/A (Houses Privately Owned), with the aim of this research being to establish whether region or TRICS® location type produced any patterns of significant trip rate variation. The initial report on the vehicular analysis is available for download in the Library module of the TRICS® system. It is called *"A Comparison of Vehicular Trip Rate Variation by TRICS® Regions and Location Types – Technical Note"*. The second report, covering the multi-modal analysis, will soon also be made available within the Library module, and the subsequent version of the Good Practice Guide will be updated accordingly.

4.2. In both stages of the vehicular research, trip rates were calculated per 100m2 of Gross Floor Area (for the Food Superstore and Office land use sub-categories) and per 1 dwelling for the Houses Privately Owned sub-category, with arrival, departure and total peak periods and full survey duration periods being covered. The percentages of trip rate variance were then calculated for each regional or location type grouping compared to trip rates for all survey sites in the sample used for each land use sub-category, and a system of rankings showed how the groupings compared to each other across the land uses, to see if any significant patterns emerged. It was from the presentation of sets of tables displaying these results that our conclusions were drawn.

4.3. The vehicular analysis by region revealed no evidence of any clear, consistent pattern of vehicular trip rate variation, with any variation appearing to fluctuate randomly throughout. If there had been a clear basis for overall trip rate variation by region alone, then we would have seen certain regions ranking consistently lower or higher than others, but our study did not find this. Our conclusion from this is that a considerable number of other factors are influencing trip generation to a significantly greater degree than region alone.

4.4. On the other hand, the vehicular analysis by location type did show an overall structured and consistent variation in trip rates. The ranked comparison of TRICS® location types showed the Edge of Town category ranking mostly at the top in terms of trip rates, with the Town Centre/Edge of Town Centre grouping of categories ranking mostly at the bottom. This suggests that, although there are of course numerous factors that can influence trip generation, TRICS® location type is certainly an important one of these.

4.5. Therefore, our vehicular study revealed that there is a significantly higher correlation between location type and vehicular trip rates than there is between region and vehicular trip rates, with location type clearly showing a greater level of consistency and a clear, emerging pattern, compared to the apparent randomness of fluctuations when trip rates are split by region. Our subsequent multi-modal study, following the same structure of analysis as the vehicular study, found similar conclusions, and upon publication of the multi-modal technical note this guidance will be further updated accordingly. Therefore, our current guidance is that regional selection should not be a major consideration when applying trip rate calculation filtering criteria, whilst TRICS® location type appears to be one of the most influential factors in terms of trip generation, and therefore should be one of the main filtering considerations.

Appendix RF-C

Convenience store TRICS output

Entran Ltd Chapel Pill Lane Bristol Licence No: 337901

Calculation Reference: AUDIT-337901-250306-0326

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	539 to 574 (units: sqm)
Range Selected by User:	400 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 19/03/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 ES-01-O-02 SAINSBURY'S LOCAL EAST SUSSEX
VICTORIA DRIVE
EASTBOURNE

Edge of Town
Residential Zone
Total Gross floor area: 574 sqm
Survey date: TUESDAY *19/03/24* *Survey Type: MANUAL*

2 LS-01-O-01 CO-OPERATIVE LEEDS
AINSTY ROAD
WETHERBY

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 539 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	557	2.066	2	557	1.797	2	557	3.863
07:00 - 08:00	2	557	4.133	2	557	3.684	2	557	7.817
08:00 - 09:00	2	557	6.828	2	557	6.469	2	557	13.297
09:00 - 10:00	2	557	4.852	2	557	4.852	2	557	9.704
10:00 - 11:00	2	557	6.199	2	557	6.110	2	557	12.309
11:00 - 12:00	2	557	4.852	2	557	5.391	2	557	10.243
12:00 - 13:00	2	557	7.008	2	557	6.828	2	557	13.836
13:00 - 14:00	2	557	6.110	2	557	5.571	2	557	11.681
14:00 - 15:00	2	557	7.367	2	557	7.547	2	557	14.914
15:00 - 16:00	2	557	6.739	2	557	6.649	2	557	13.388
16:00 - 17:00	2	557	5.301	2	557	5.391	2	557	10.692
17:00 - 18:00	2	557	7.367	2	557	7.727	2	557	15.094
18:00 - 19:00	2	557	7.278	2	557	6.918	2	557	14.196
19:00 - 20:00	2	557	5.301	2	557	5.481	2	557	10.782
20:00 - 21:00	2	557	3.055	2	557	3.414	2	557	6.469
21:00 - 22:00	2	557	2.516	2	557	2.785	2	557	5.301
22:00 - 23:00	1	574	0.000	1	574	0.697	1	574	0.697
23:00 - 24:00									
Total Rates:			86.972			87.311			174.283

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

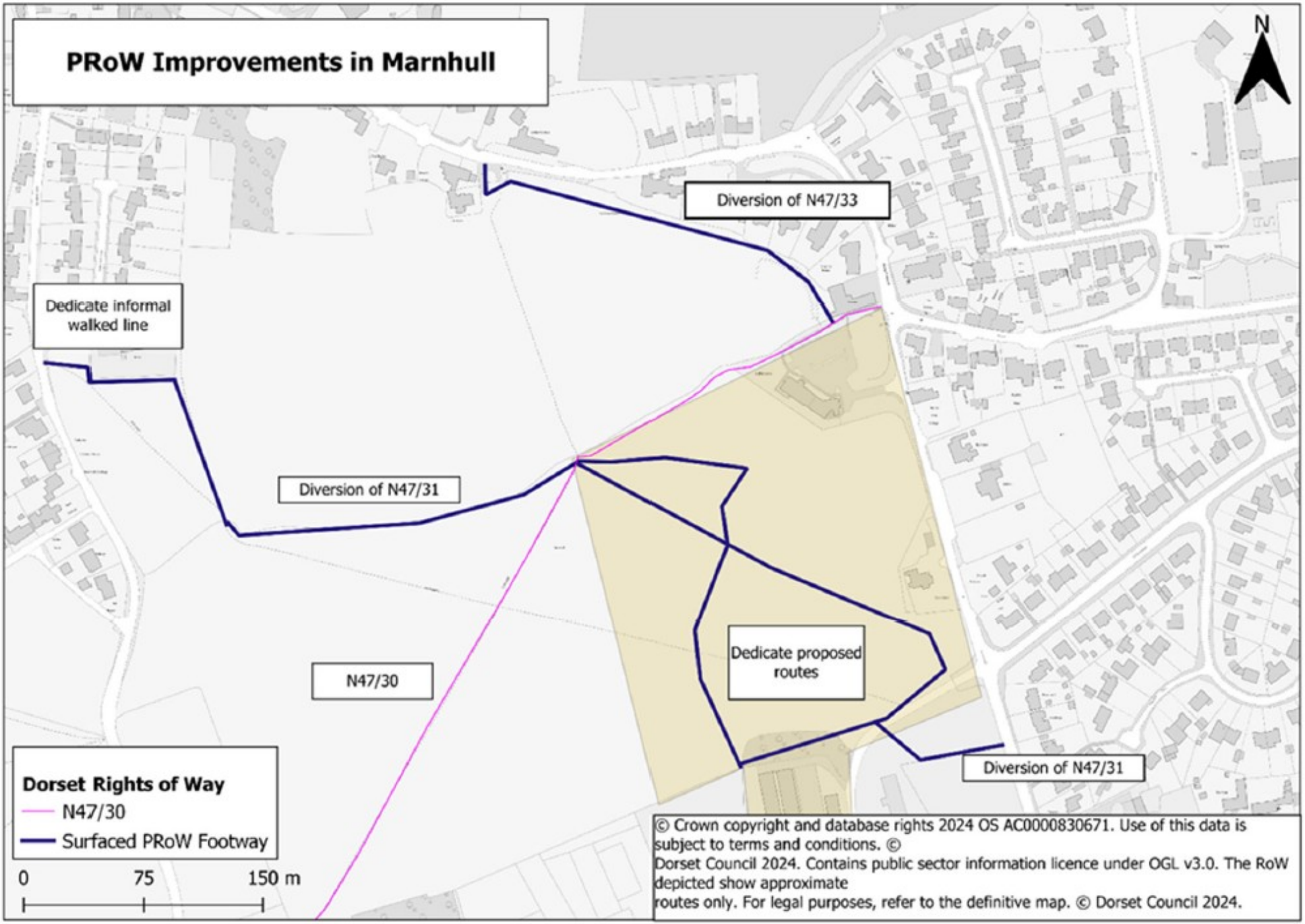
Parameter summary

Trip rate parameter range selected:	539 - 574 (units: sqm)
Survey date date range:	01/01/16 - 19/03/24
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix RF-D

PRoW routes


PRoW Improvements in Marnhull
N
Diversion of N47/33
Dedicate informal walked line
Diversion of N47/31
N47/30
Dedicate proposed routes
Diversion of N47/31
Dorset Rights of Way
N47/30
Surfaced PRoW Footway
0
75
150 m
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Dorset Council 2024. Contains public sector information licence under OGL v3.0. The RoW depicted show approximate
routes only. For legal purposes, refer to the definitive map. © Dorset Council 2024.