From:	Galpin, Paul
To:	Cox, David
Cc:	Developmentmanagement; Wiltshire, Mark
Subject:	C/20/03641/OUT - Land south of White Horse Business Park, Trowbridge Outline application for up to 100 dwellings and a care home (Class C2 Use) of up to 64 beds (up to 3,750 sqm), as well as vehicular access from the A363.
Date:	30 June 2020 13:36:50
Attachments:	image001.png image002.png Passenger Transport 2003641OUT.msg Transportation - C2003641OUT.msg

---

Dear David

Please see below the highway observations for the above site.

-

Principal

The application site is Phase A of the allocated a strategic site (H2.2) in the Wiltshire Housing Allocation Plan (February 2020) for 175 houses. Nearby and north of the site is the Elm Grove allocation. Key points of Policy H2.2 from a highways view are detailed below:

- Approximately 175 dwellings
- Development will take place in accordance with a masterplan
- Vehicular access from the A363
- Improvements to cycling and walking routes through the site to link into the existing network

Approximately 175 dwellings

The proposal is for up to 100 dwellings on this application site plus the 75 bed care home. Whilst I note the allocation includes a Phase B, where the developer is anticipating up to 100 dwellings. This would result in 200 dwellings plus a 75 bed care home. Can you please confirm the planning position in relation to this issue. Will the 75 bed care home count towards the allocation? Could the developers build out 200 dwellings? Or will you be seeking to reduce these numbers? Please confirm, as suggested development may not comply with the allocation and principal issues could be raised.

Masterplan

With regard to the submitted masterplan for whole site – I do not consider that this is sufficiently detailed. A suitable masterplan is required in order to comply with Policy H2.2 of the Wiltshire Housing Allocation. This is a strategic site and therefore a suitable masterplan is required at outline stage. In accordance with Policy H2.2, the masterplan needs to clearly outline:

- Accessibility, walking and cycling routes, and road hierarchy.

- Access Via Common Lane - The masterplan needs to detail that there will be no vehicle access via Common Lane. Common Lane will only be suitable for emergency access and cycle and walking. Emergency access needs to be clearly labelled. The emergency access needs to be clearly outlined at this stage for 100 house. It is important to note that above was raised at scoping stage.

- Pedestrian and cycle routes need to clearly outlined both with within the site and how they link externally. I consider pedestrian routes should link with the bus stops (ie Mash Tun bus stop). The links should also provide connectivity with the village (and its facilities) and the White Horse Business Park.

Internal Layout

I note that this matter is not for detail consideration at this point. However, the indicative layout does not present significant issues. At the site junction a 3m shared path will need to connect to site please detail. I also consider the maximum houses of a shared drive is 5 dwellings. Please respond to the masterplan issues and update the indicative layout accordingly. (i.e. footpath connection to Woodmarsh bus stop/ cycle route/ no vehicle access Common Lane/ emergency access).

The proposed access plan - Design speed and Speed Limit

At this stage, a key matter is design speed and how this will influence overall design of the access arrangements – a key matter to be considered at this stage as part of the outline application.

The applicant is proposing a design standard of 30mph and extending the speed limit to the east towards business park. The right hand turn lane access has been designed on the basis of amending the speed limit to 30mph. The applicant has provided a design that has many design features for a 30mph design standard. The ATC tube was located in close proximity of the proposed access. The 85th percentile speeds eastbound are 43.5mph and westbound 40.7mph. Therefore the speed surveys certainly support 40mph remaining and a 40mph design standard.

The Highway authority is not prepared to accept 30mph design standard or extending the speed limit in this location. It is considered that even with the future developments on both sides of the road, the criteria for a 30mph speed limit in accordance with DfT Circular 01/13 would not be met. A 40mph speed limit should be retained and the access design amended to suite. Therefore the access arrangements need to be designed to cater for 40mph. Whilst there are other factors (i.e. formal crossing points and shared use paths), that will also need to be included in the re-design (detailed below).

Crossing facility

The proposal includes a puffin crossing in close proximity of the Bradley Road roundabout. This is not acceptable due issues such as lack of forward visibility, proximity to roundabout and stacking issues. If the access point remains as proposed but the ghost island right turn lane is designed to 40mph there won't be room for the crossing by the roundabout. A zebra crossing cannot be provided as 85%ile speeds are higher than 35mph (speeds need to be lower than this for a zebra).

It is therefore suggested that the scheme is re-designed with a formal toucan crossing located in the approximate location of the proposed refuge island to the east of the access point. This will require a length of 3m shared use path on the northern verge of the A363 to connect the crossing. A 3m link into the site will also need to be provided.

Shared use path / Cycleway

On the north side of the A363 it is suggested a that a 3m cycle-way is to be provided.

This can link from the Drynham Lane/ Bradley Road to the toucan crossing (there maybe 2m pinch point near roundabout). It would also make sense and is a requirement for the 3m SUP to be extended for the extremities of the site on the northern side to connect with the business park.

It is considered that a toucan crossing and cycleway connection, will aid sustainable access of the site and will be policy compliant with the Wiltshire Core strategy, Wiltshire Housing allocation Policy H2.2 and sustainability objectives of the NPPF.

Junction Geometry and layout

With regard to the junction I will now require the access radius to be amended, and entrance width. In the minor arm, I also require that a refuge is provided in this road. On the basis of 40mph design standard of the right hand turn, crossing facility and junction it is suggested that the design will need to be amended to comply with the following geometry in line with 40mph standards in DMRB CD123 standards (not an exhaustive list):

- Tapers 1:20
- Direct taper 15m
- Through lanes, and right hand turn 3.5m
- Approach visibility 15m
- Junction 15m radius, followed by a corner taper of 1:6 over a distance of 30 metres.
- A pedestrian refuge in the minor road, compliant with DMRB. (Physical traffic islands shall have an area of at least 4.5 square metres). I also consider that there will be merit in increasing the size of the refuge/ locating,in the minor road in order to prevent cars turning in the junction. I think there is a realistic possibility people who miss (or change their mind) about the Spitfire retail park and roundabout, may use this junction to turn. There are also a number of left turns out only onto Bradley Road. I think the design should discourage this opportunity.
- Provision of Swept path analysis of refuse vehicle (10.9m x 2.8m) using junction and right hand turn lane is required.

Transportation

Please find attached comments from the Transport Planner, Martin Aldam. A contribution towards infrastructure is required. The Trowbridge Transport Strategy refresh (2018) outlines a comprehensive strategy to mitigate the impact of planned growth up to 2026 for Trowbridge. This site is included in that growth and consequently a contribution towards measures to mitigate the impacts of site are necessary.

Cycle Infrastructure: A contribution towards PC12. Estimated cost of link improvements is £131k. There are around 400 units planned around this area. This application is for 100 units. So, a contribution from this site of £33,000 based on 100 units would seem appropriate.

The Travel Plan looks quite comprehensive.

- The full Travel Plan should include green travel vouchers being offered to households of £250 / £150 where the lower figure is for those households with an occupant entitled to concessionary travel.

- A Travel Plan monitoring fee of £7500 (£1500 pa over 5 years) should be sought.
- It is a little odd that working from home has a target of zero.

I confirm that I am not prepared to request the Wayfinding, I consider it is not as relatable and necessary to the site.

Passeneger Transport

Please find attached comments from the Bus Network Manager, Phill Groocock. The Passenger Transport Team have confirmed the following:

- The need to include provision for the location of two bus stops and two bus shellters at the entrance to the site on the A363 on the highway, this needs to include raised kerbs and RTPI technology. The specification need to be a reasonable match the existing bus stop infrastructure on the business park.

- A contribution towards improving and publicising bus services in the area of the development and North Bradley. The figure for bus improvement funding would be a total of £100,000 This should enable any improvements to continue for at least 3 years, hopefully longer. Please note that this figure is for the whole strategic site. So this figure could be divided between the two phases and would seem reasonable.

- Developer should commit to providing one free bus season ticket per household, valid for use for at least 6 months on the main bus route serving the site. This could be tied to the Travel Plan.

- Not all buses go past the entrance to the development – they go via North Bradley instead. It is therefore important that there is a footpath link from the new development to the bus stops on the Woodmarsh Road near the former Mash Tun pub. This will also provide connectivity to the village of North Bradley and is facilities (pub, school, church and halls).

- There is no need for buses to go into the site.

Conclusion – Holding Objection

Considering the above, I consider that at this stage the above amounts to a holding objection (and a refusal can be formally prepared if amended plans, details are not provided and obligations agreed). However considering there is no principal issue, it would appear that the detail matters can be reasonably addressed and I welcome a package of revised details to suitably address all of the above points. If there are any queries please call or email.

Kind regards,

PAUL GALPIN
Senior Highway Development Control Engineer
Wiltshire Council

Sustainable Transport Group
County Hall, Trowbridge, Wiltshire
BA14 8JD

Wiltshire Council

Tel: 01249 706657
Email: paul.galpin@wiltshire.gov.uk

Follow Wiltshire Council

Sign up to Wiltshire Council's email news service