

From: "Wiltshire, Mark" <mark.wiltshire@wiltshire.gov.uk>

Date: 3 January 2020 at 15:12:24 GMT

To: Jonathan Lloyd <[REDACTED]>

Scoping Note

Jonathan,

Thank you for the Scoping Note attached to your e mail below. Commenting on the Sections of the Scoping Note in order:-

I agree with the sections: Policy and Planning Context, and Existing Conditions.

Re Proposed Development, Access, Sections 12-13. Common Lane is unlikely to be accepted for any development general vehicular access. The end result for Common Lane will be emergency access for vehicles, access to the existing Common Lane properties, and development pedestrian and cycle access only. The Outline application needs to be submitted on this basis with TA vehicle distribution and local junction impacts also assessed on all vehicular access being via the access point to the northern end of the development.

Parking, Section 15. Cycle parking provision to the LTP standards must be achieved throughout the development.

Servicing and Emergency Vehicles. Generally OK but at Section 19 there needs to be greater emphasis on comprehensive master planning of the whole allocation area.

Traffic Impact. I agree with distribution being derived from Census data. Section 24, see above.

Table 1. I am concerned that the vehicle trip rates you have derived from TRICS are significantly lower than the rates for Ashton Park strategic site (reference C 15 04736). The Ashton Park rates were AM 0.49 and PM 0.55. The majority of Ashton Park is closer to town facilities and will have a frequent town bus service throughout the development. I should be grateful if you would examine this disparity with a view to increasing the trip rates to above the Ashton Park levels.

The 2026 growth year is OK.

I agree that TEMPRO need not be applied provided the Strategic sites for Trowbridge H2.1 – H2.6 are taken into account. This is appropriate as your clients development is one of the sites, and the expectation is that the sites will be delivered by 2026 subject to the final decision of the examining

Inspector. Flows can be extracted from the Trowbridge model (contact this office to discuss this) to enable the individual junction assessments.

The A363/ Silver Street Lane / Wiltshire Drive junction should also be assessed.

General points. The application must include a framework Residential Travel Plan.

Regards,

Mark Wiltshire
Major Projects Officer
Sustainable Transport
Wiltshire Council
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From: Jonathan Lloyd [REDACTED]
Sent: 21 November 2019 15:59
To: Wiltshire, Mark <mark.wiltshire@wiltshire.gov.uk>
Cc: Jack Clarke-Williams <[REDACTED]> Anthony Setter
<[REDACTED]>
[REDACTED] Business Park - Transport Scoping Note

Mark,

In preparation for the submission of a Transport Assessment to support the forthcoming planning application at Land South of Whitehorse Business Park, please find attached our Scoping Note. This has been agreed by ourselves (acting for Linden Homes) and Anthony Setter from Badingham Limited (Highways consultant for Castlewood Property Ventures Ltd), who will be submitting a separate TA but using the parameters agreed within the Scoping Note.

As the submission will be before Christmas, we would be grateful for any comment as soon as practicable. Particularly on any committed development to be included within the assessment.

Kind Regards,

Jon

Jonathan Lloyd
Director



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