

TECHNICAL NOTE

Project: South Trowbridge
Ref: 0655
Client: Castlewood Properties Ventures Ltd.

Context

This short Technical Note has been prepared to summarise the transport planning and highways work undertaken and submitted to date and to confirm the current position in transport and highways terms with regard to the latest planning proposals in respect of the above.

Following pre-application discussions and scoping with Wiltshire Council a detailed Transport Assessment was prepared by Badingham Limited in 2020 together with a comprehensive Travel Plan.

The Transport Assessment was prepared in accordance with national and local policies and included the modelling and capacity testing of five junctions within the surrounding highway network including the proposed site access:

- Junction 1: Site Access onto the A363 Bradley Road;
- Junction 2: Bradley Road / Woodmarsh Roundabout;
- Junction 3: A363 / Westbury Road / Phillips Way Roundabout;
- Junction 4: Wiltshire Drive / Bradley Road Mini-Roundabout; and
- Junction 5: Bradley Road / Silver Street Lane Mini-Roundabout.

The development scenario used for the assessment included for a 64-bed Care Home, 100 dwellings on the Castlewood site together with a sensitivity test for a further 100 dwellings on the Linden site to the south. The assessment, which included appropriate traffic growth forecasts and traffic from committed developments in the area, assumed all traffic would utilise the proposed access junction with the A363. The latest development proposals include for 92 residential dwellings on the Castlewood site with the Care Home now removed. The development assumptions within the Transport Assessment therefore present a robust analysis.

It is proposed to access the site via a new ghost island right-turn junction on the A363 to the east of its roundabout junction with Woodmarsh. The junction is to include a controlled toucan crossing facility together with footway and cycleway connections into the site, to Drynham Lane, and to link to the Elm Grove development nearby to the east. The design of the site access road seeks to maximise the level of retained hedgerow as habitat for wildlife and bats in particular. Drawing 0655/003/B (attached), shows the proposed access, which has been discussed and agreed with the local highway authority.

As the current application is submitted in Outline, with an illustrative Masterplan, the internal highway layout may change through subsequent reserved matters applications. The internal site layout is considered to provide a high level of permeability and connectivity, which caters for pedestrians and cyclists within the development whilst also ensuring key vehicular routes are safe and suitable for use. This includes:

- A street pattern that generates natural surveillance where entrances and frontages face public routes;
- An internal layout that encourages low vehicle speeds and therefore creates an environment where pedestrians and cyclists are not intimidated by motor traffic;
- A permeable hierarchy of direct routes within the development area comprising shared, segregated, and recreational links which will connect all internal areas of the development to the points of access; and
- Road geometries which are safe and suitable to accommodate all road users.

The Transport Assessment identified the site to be in sustainable and accessible location, which includes existing provision as well as substantial improvements that are planned as part of nearby committed developments. It is considered that development in this location will be able to make the best possible use of wider planned and committed improvements and ensure that its viability in sustainable transport terms remains a positive option for future residents.

A review of accident data demonstrates that there are no existing road safety issues in the vicinity of the site and it is anticipated that any road safety issues will not be exacerbated due to the proposed development.

As requested by Wiltshire Highways officers, key junctions have been assessed on the local highway impact to determine the impact of the proposed development. It has been demonstrated that the impact of development traffic would not have a material impact on the operation of these junctions, which is outside of usual daily variations. It is therefore considered that the full H2.2 development can be delivered in full without the need for off-site highway mitigation measures.

The Transport Assessment concluded that that the proposed development is in accordance with the requirements of the WHSAP and will not have a detrimental impact on the operation of the local highway, transport networks, or highway safety, and that the development would not result in a severe cumulative residual impact in accordance with the NPPF.

The Travel Plan sets out a range of measures to encourage the use of sustainable travel to and from the site together with a monitoring strategy, timescales, targets, and methods of commitment to ensure that it fulfils its potential.

The site access proposals (attached), which have been prepared in conjunction with the local highway authority, remain acceptable and consistent with the Masterplan and illustrative layout.

