

TECHNICAL NOTE

Project: South Trowbridge
Ref: 0655/TN2.1
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.

Planning application reference: 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.

This Technical Note (2) is an update upon the Technical Note (1.1) prepared by Badingham in January 2022.

Revised Development Schedule

As previous, the Care Home has been removed from the proposals. The number of proposed units has reduced to 70.

Vistry has submitted a new application (PL/2022/05426), which abandons an access via Little Common and instead access is to come via the Castlewood site and access with the A363. Their current application also reduces the number of dwellings to 82. The total number of dwellings via the proposed A363 access is therefore 152, which is significantly lower than the level tested in the Transport Assessment. Consequently, the level of impact also reduces.

Wiltshire Council - Highways Response

(Email of 11.04.2022 Paul Galpin to David Cox)

Response to Wiltshire Highways comments marked in red.

Approximately 175 Dwellings

We note this issue is resolved. Please refer to revised (reduced from previous) development schedule above.

Masterplan

There has never been any request from the LPA's planners for master-planning which includes the Elm Grove site. Please refer to latest (attached) proposed site access Drawing No. 0655/003/Rev.D detailing footways/cycleway, bus stops and crossing. Please refer to response below under Passenger Transport in respect of pedestrian access to the former Mash Tun bus stops.

Internal Layout

3m cycleway section on south side of A363 has been included. Refer to Drawing No. 0655/003/Rev.D.

Proposed Access Plan - Design speed and Speed Limit

Resolved.

Crossing Facility

Refer to Drawing No. 0655/003/Rev.D. Toucan crossing facility included in design together with 3m shared use connections.

Shared Use Path / Cycleway

Refer to Drawing No. 0655/003/Rev.D. Shared use path link to Drynham Lane provided. SUP interface/connection with Elm Grove development proposals has been confirmed with Elm Grove's highway consultants and shown on revised access drawing.

The cycle facility will terminate at Drynham Lane (which provide a safe route to the town centre). Cyclists wishing to travel north on Bradley Road will need to dismount and cross at the uncontrolled refuge crossing to the north of the roundabout before continuing on-street.

Junction Geometry & Layout

Junction redesigned to WC highways amended lane width requirements.

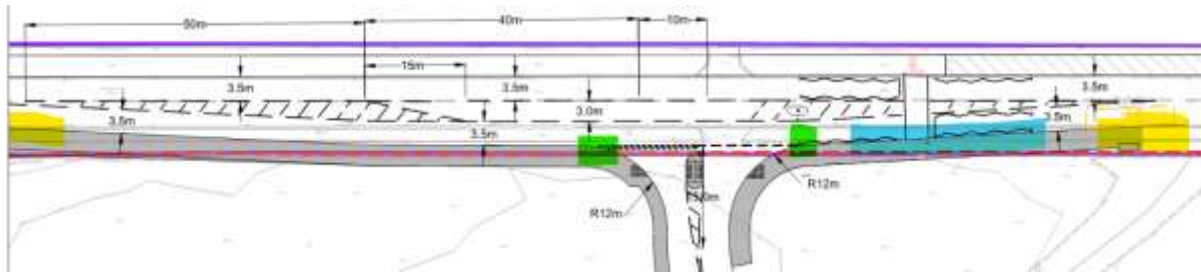
Swept path for a refuse vehicle undertaken and attached (Drawing No. 0655/006/Rev.B).

Bus stop locations sited and marked accordingly.

The taper on the west side of the junction (marked green) is now omitted in the latest revision – refer to extract below. Two 12m radii now take it back to the channel line shown green to the east of the junction.

There may appear to be a taper to the east (blue). However, this is not a taper on the junction but a taper on the GIRT, which is designed in accordance with DMRB.

The tapers in yellow have been introduced to tie-in with the A363 accordingly. Both junction and GIRT have been designed to DMRB.



Transportation

Cycle infrastructure. Number of units has reduced to 70. Also, toucan crossing and cycleway facilities are to be provided on the A363. Request that contribution request is revoked or reduced accordingly. A shared pedestrian/cycle facility is proposed between the site and Woodmarsh to improve connectivity and to integrate the site with the surrounding infrastructure and neighbouring areas.

Confirmation of Travel Plan contributions has been requested.

Passenger Transport

Bus stop and shelter provision indicated on revised access drawing.

A suitable and safe pedestrian route is available for future residents via the existing footway connections on the south side of the A363, uncontrolled refuge crossing at the roundabout, and footway on the west side of Woodmarsh, to access the bus stops adjacent to the former Mash Tun PH.

Confirmation of Passenger Transport contributions has been requested.

Transport and Highway Comments on Planning Application

Extracts from comments received on the planning application relating to transport and highways are provided below together with response

WC-22-03-228661

It would also appear that the lane next to our property could become a cyclist and pedestrian footpath.

A shared pedestrian/cycle facility is proposed between the site and Woodmarsh to improve connectivity and to integrate the site with the surrounding infrastructure and neighbouring areas.

WC-22-03-228523

No consideration has been given to pedestrian and cycle access from Woodmarsh on a surfaced route suitable for shared use. There needs to be a coordinated access onto A363 with that of the Drynham Lane/Elm Grove development. A combined roundabout which would allow the later development to slot in with the minimum of traffic disruption. With a landscaped island it could maintain the special character of the business park and satisfy NPPF clause 126.

A shared pedestrian/cycle facility is proposed between the site and Woodmarsh to improve connectivity and to integrate the site with the surrounding infrastructure and neighbouring areas.

No account has been taken of the Spitfire Retail Park access and the amount of traffic going in and from this site. Queues already stretch well on to the A363 every day which will further encourage a rat run through North Bradley. The developer should make a contribution towards necessary traffic calming measures on Woodmarsh.

The junctions for assessment have been identified and agreed with the local highway authority in the initial scoping study for the Transport Assessment.

The "Primary Street" should be designed as a 20-mph environment not 30-mph. The alignment is too straight. Low traffic speeds must be promoted allowing cyclists to share the main route.

The internal site highways are designed to a 20mph design speed.

WC-22-02-226800

6 A363 Footway Widening - The proposal is to use the existing grass verge to widen the footway to use as a joint walk/cycle facility. You should take into account that the White Horse Business Park was designed by a prominent landscape designer, at that time, and should, perhaps be a listed parkland. It is certainly an outstanding Commercial Park. The block paving footway surfacing and the grass verge are part of the character of the Park and should be protected.

Noted.

d) The walk/cycle routes need to be part of an H2.2 Masterplan with a good link into the WHBP

Pedestrian and cycle links are provided between the site and WHBP.

In any case, queues on the A363 will continue to extend across the proposed new access location and so corrupt the capacity assessment. If nothing else, it will require a yellow box to permit the right turn in. It will also be designing-in danger. Drivers wishing to turn right out of the development will at times have to turn right through a slow-moving queue with no visibility to the left to pick up traffic accelerating away from the roundabout. A detailed Road Safety Audit by someone spending time at the site, should pick this up. I would also like to see a tracking diagram for a long vehicle turning right and left in to the proposed site. The refuge seems too close to the A363.

Toucan crossing now provided and swept path for a refuse vehicle undertaken as request by the local highway authority.

Badingham argues "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." This is not an acceptable argument, as it implies accepting problems for example, 5 days a week when they only used to occur on two days.

Unclear what point is being made here. The level of impact (in terms of queue and delay) at the assessed junctions would not be discernible over that currently experienced through existing daily variations in flow.

WC-22-02-226528

Assumptions are being made that the planning application by Lindon Homes will be successful for a second access point. There will be more cars exiting on to the A361 if Lindon Homes are not allowed access through little common lane.

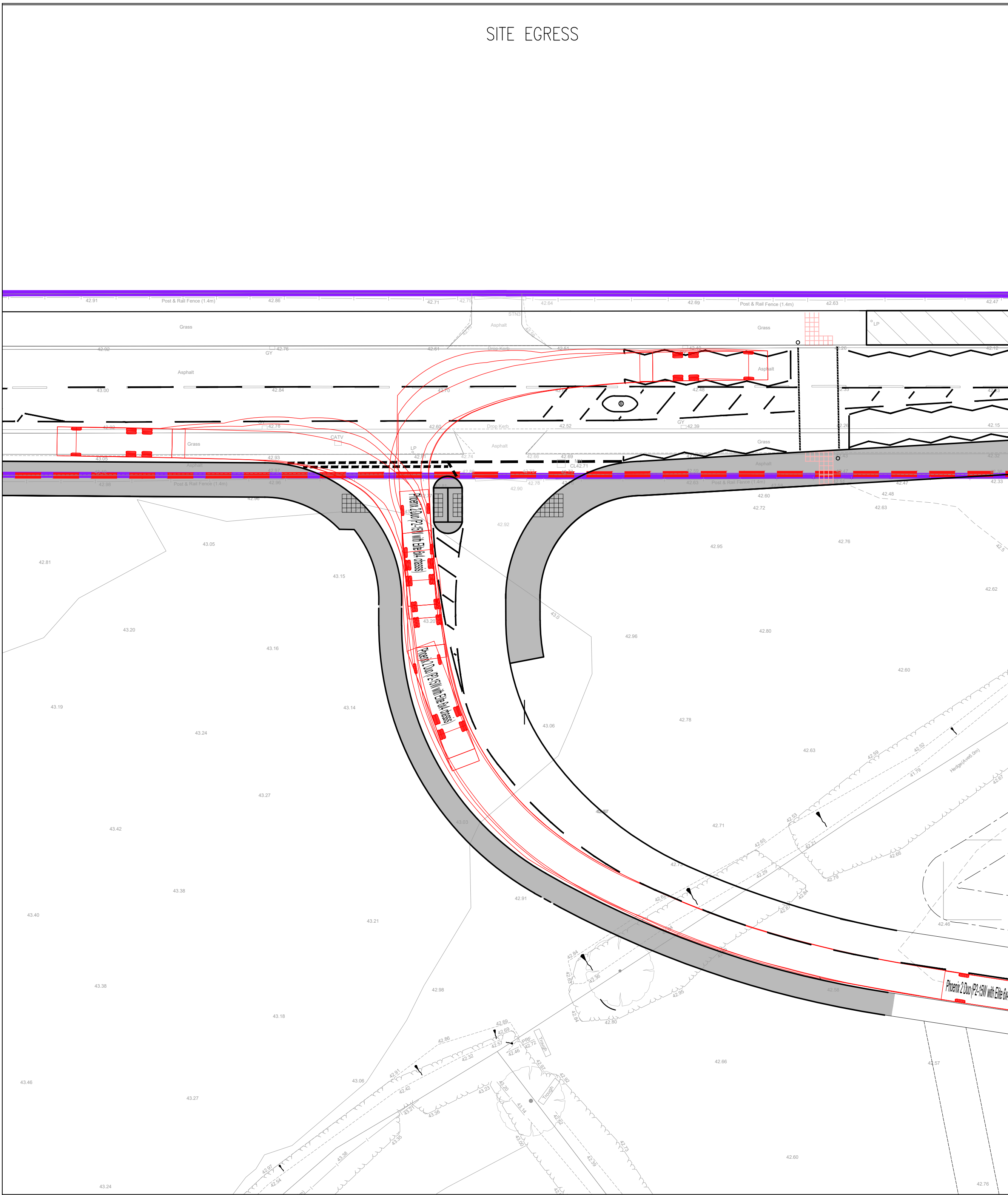
Linden Homes (Vistry) have submitted a new application, which no longer intends access via Little Common Lane. Traffic from their site will come through the Castlewood site and share the access with the A363. Vistry has reduced the proposed number of dwellings to 82.

WC-22-02-226443

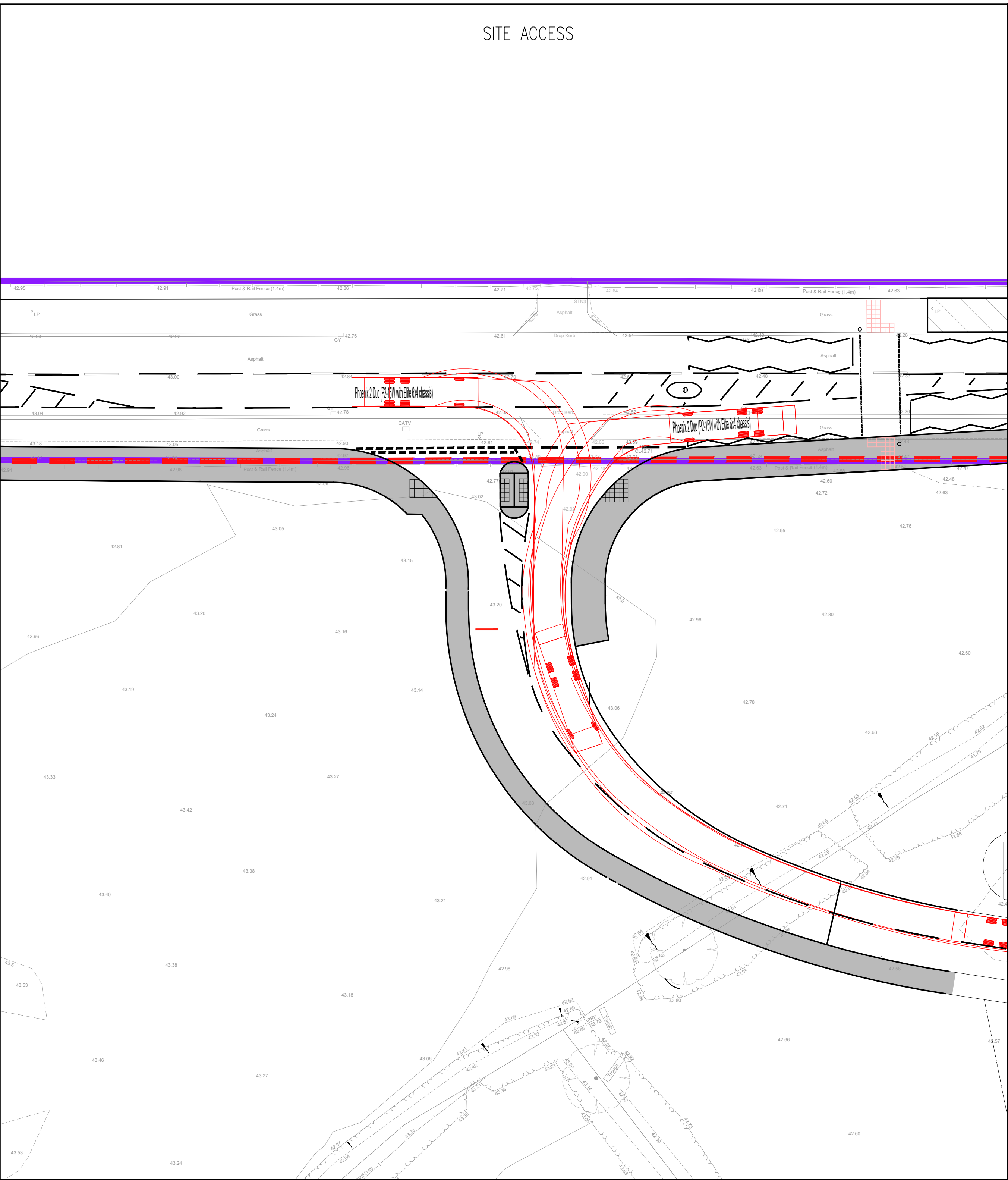
I am concerned about the amount of extra road traffic that will be generated by the additional dwellings, especially if the development on the other side of the road goes ahead. These houses are built with no infrastructure so the owners have to travel to shop, work, go to school etc. this has been made worse by the reduction of the D1 to an hourly service and the service later in the day does not go beyond Trowbridge town centre. This means that people will need their own transport. The A361 is already very busy and regularly has traffic jams. More traffic will make it worse. More pollution from idling car engines.

The site is allocated by Council for some 200 dwellings. The level of proposed dwellings has been reduced to 152. Unfortunately, it is not currently achievable for such development without traffic generation. The proposed footway/footpath and cycle facilities will encourage more sustainable travel, supported by the Travel Plan. Working from home has seen a rise since Covid as well as an increase in the use of electric powered vehicles.

SITE EGRESS



SITE ACCESS



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- NOTES
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 - TOPOGRAPHICAL SURVEY INFORMATION PROVIDED BY OTHERS. BADINGHAM CANNOT BE HELD RESPONSIBLE FOR ANY INACCURACIES
 - LEVELS ARE IN METRES AND RELATE TO OS GPS DATUM.

- DESIGN DATA
- DESIGN BASED UPON DMRB GUIDANCE
 - A363 40mph ROAD SPEED, WOODMARSH 30mph ROAD SPEED



B	Exit radius revised to 12m	TS	AS	01.23
A	Running lanes increased to 3.5m at GIRT	TS	AS	09.2022
Rev	Description	Drn	Chk	Date

REVISIONS

Badingham

Concept | Consult | Construct
Transport & Infrastructure Consultants
www.badinghamuk.com

Project
Bradley Road, South Trowbridge

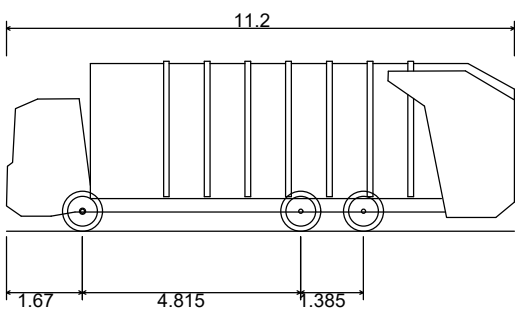
Client
Castlewood Commercial Properties Ltd

Title
Swept Path Analysis

Status
FOR DISCUSSION

Scale 1:250 @ A1	Date 03.2021	Drawn TS	Checked TSH
Job No -	Drawing No 006	Revision B	

VEHICLE DETAILS



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m