

MEMORANDUM

To: Development Management

From: Sustainable Transport

Ref: PL/24/05527

Ref: C/24/05527

Date: 12th November 2024

PL/24/05527 Redevelopment of site to deliver extension to existing Spring Park data centre campus consisting of (a) free standing data centre building (b) energy, power, and water infrastructure (c) site access and internal roads (d) site security arrangements (e) diverted Public Rights of Ways (f) hard and soft, green and blue, landscaping and (g) other ancillary and auxiliary forms of development - Land South of Westwells Road, Westwells Road, Neston, SN13 9GB

Submissions Reviewed

Technical Note – August 2024

Relevant Planning & Guidance (Sustainable in Transport Terms)

National Planning Policy Framework – December 2023
Wiltshire Core Strategy
National Design Code
LTN1/20 – Cycle Infrastructure Design
Wiltshire Active Travel Design Standards
Wiltshire Active Travel Parking Standards
Manual for Streets
Wiltshire Design Guide
Wiltshire Highways Asset Management Plan – August 2019
Setting Local Speed Limits – March 2024

Relevant Planning Policy & Guidance

NPPF

The NPPF, as updated and published in December 2023, makes the position in relation to highways and transport as matters to be considered in the determination of planning applications.

Wiltshire Core Strategy – Adopted January 2015

The application site has no allocation in the WCS. In transport terms policies CP60 and CP61 have significance.

Core Policy 60 – Sustainable Transport

'The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. This will be achieved by:

- i. planning developments in accessible locations*
- ii. promoting sustainable transport alternatives to the use of the private car*
- iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community*
- iv. promoting appropriate demand management measures*
- v. influencing the routing of freight within and through the county*
- vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.'*

Core Policy 61 – Transport and New Development

'New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives. As part of a required transport assessment, the following must be demonstrated:

- i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:*
 - a. Visually impaired and other disabled people*
 - b. Pedestrians*
 - c. Cyclists*
 - d. Public transport*
 - e. Goods vehicles*
 - f. Powered two-wheelers*
 - g. Private cars.*
- ii. That the proposal is capable of being served by safe access to the highway network.*
- iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.*

Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.'

Road Safety

Previously concerns were raised in relation to Rowan Lane and concerns in relation to conflict for users. The width of Rowan Lane is variable. The submitted plans show a carriageway width of 4.9m with the adjacent 1.2m wide pedestrian route.

The pedestrian route would only be separated by a painted line and would otherwise be in the carriageway. There is concern whether the provision of a painted white line, which has no meaning and would need to be interpreted correctly for its use to be appropriate.

I have no doubt that there will be occurrences of two vehicles passing at 4.9m where the line is seen as arbitrary and crossed by vehicles. Therefore, the presence of a lined, dedicated route for pedestrians is questionable as its provision creates the potential for the indiscriminate act of crossing a painted white line.

The proposed pedestrian route is not a footway, nor a footpath, it is narrow at 1.2m offering little to no formal protection whilst indicating that this is the area of the carriageway where pedestrians should be.

I see flaw in the presentation of a narrow and unprotected route for pedestrians that has no demonstrable legal standing.

Further along Rowan Lane where this lined pedestrian provision is already in place I note gulleys and chambers. The gulleys are particularly notable as they present a significant hazard to pedestrians, as may chambers although it is not known if these are slip resistant. These matters would be replicated in the proposed section as well as noting the overall condition of the carriageway as starting to deteriorate.

The submissions have presented that the existing levels of vehicle movements for larger vehicles are greater than will be an outcome, should this development come forwards. In part this has been used to defend formation of Rowan Lane.

There can be some discretion in establishing that if a route is not to standard and has no accident history noting that movements will reduce from this proposal, that it can be considered to have operated without incident, even if it does not have the embedded safety of something that is designed and built to standards.

However, where my significant concern lays is that the scheme intends to change the behaviour and present an area where pedestrians 'should be' compared to now where they have the freedom, along with cyclists to choose rightfully where to be in the carriageway for their movement and safety.

In this regard having duly considered the proposal I cannot support the introduction of the 1.2m painted pedestrian margin and I also cannot support the existing condition of the carriageway.

The carriageway should be resurfaced and the route should remain as an open width for all users. The presence of signing to indicate pedestrians in carriageway would beneficially aid the awareness of motorists to the presence of those most vulnerable and rightfully within the carriageway.

Highways Position

Objection – Highways Safety – potential conflict with pedestrians

The applicant should address the following:

Revised access strategy

Subject to this change being presented then the highway authority would raise no objection subject to conditions for :

Travel Plan
Delivery and Servicing Management Plan
Construction Method Statement
Parking Management Strategy

Chris Mead
Sustainable Transport
Email: christopher.mead@wiltshire.gov.uk