

Project:	Western Way, Melksham	Prepared by:	CEH
Project No.:	a100144	Approved by:	BM
Client:	BDW Trading	Status:	Final
Subject:	Construction Access Evidence Note	Date:	February 2026

1.0 INTRODUCTION

- 1.1 BDW Trading is progressing the development of land at Western Way, Melksham, pursuant to planning permission ref. APP/Y3940/W/23/3324031. Condition 18 of the permission requires the submission and approval of a Construction Management Statement, including details of construction access and routing.
- 1.2 arcitrans has been appointed to prepare a Construction Access Evidence Note to support the proposed temporary construction access strategy. The purpose of this Technical Note is to set out the proposed access arrangement, present the geometric and operational evidence underpinning it, and respond directly to the matters raised by Wiltshire Council Highways during consultation.
- 1.3 This note examines the feasibility of construction vehicle egress onto Western Way, having regard to the physical constraints at the emergency access, the presence of the existing culvert, land control considerations, vehicle restraint (VRS) requirements and vehicle swept path requirements. Alternative arrangements, including egress via Western Way, have also been tested and are assessed against the proposed access option.
- 1.4 Swept path assessments (SPAs) have been undertaken for a 16.5m articulated HGV to demonstrate the operational characteristics of each option. It is important to note that this is the largest vehicle that may access the site, and a significant portion of construction related HGV movements may use smaller vehicles.
- 1.5 The relative implications of routing construction traffic via Maitland Place and Pathfinder Way, as opposed to enabling two-way HGV movements onto Western Way, are considered in the context of relevant design guidance and the hierarchy of the surrounding highway network.
- 1.6 Four options are considered, comprising:
 - **Option A** – Proposed left turn entry from Western Way with egress via Maitland Place and Pathfinder Way.
 - **Option B1** – Two-way access directly onto Western Way.

- **Option B2** – Two-way HGV access directly onto Western Way (single direction at any time).
- **Option C** – Left turn entry and right turn egress onto Western Way.

2.0 POLICY AND GUIDANCE CONTEXT

- 2.1 Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.
- 2.2 The assessment of the proposed temporary construction access arrangements has therefore been undertaken regarding whether the associated vehicle movements would give rise to an unacceptable impact on highway safety. In doing so, consideration has been given to the temporary nature of the construction period, the anticipated frequency of movements, and the characteristics of the surrounding highway network.
- 2.3 The following documents and guidance are relevant to the assessment:
- Manual for Streets (MfS) and MfS 2
 - DMRB CD 123 Geometric Design of At Grade Priority and Signal Controlled Junctions
- 2.4 MfS promotes a context led approach to street design, recognising that lower speed streets serve multiple functions and must balance movement and place considerations. It acknowledges that vehicle movements, including occasional large vehicles, should be assessed in relation to prevailing speeds, visibility, street function and user behaviour. In lower speed environments, infrequent manoeuvres by larger vehicles may be accommodated where appropriate visibility and driver awareness are present.
- 2.5 DMRB sets out geometric design requirements for higher speed and more strategic routes. It requires junction layouts to be designed to accommodate the appropriate design vehicle through swept path analysis, with geometry that reflects the design speed and functional role of the road. Higher speed routes are subject to more prescriptive geometric standards, including carriageway widths and junction radii, reflecting their strategic function and traffic characteristics.

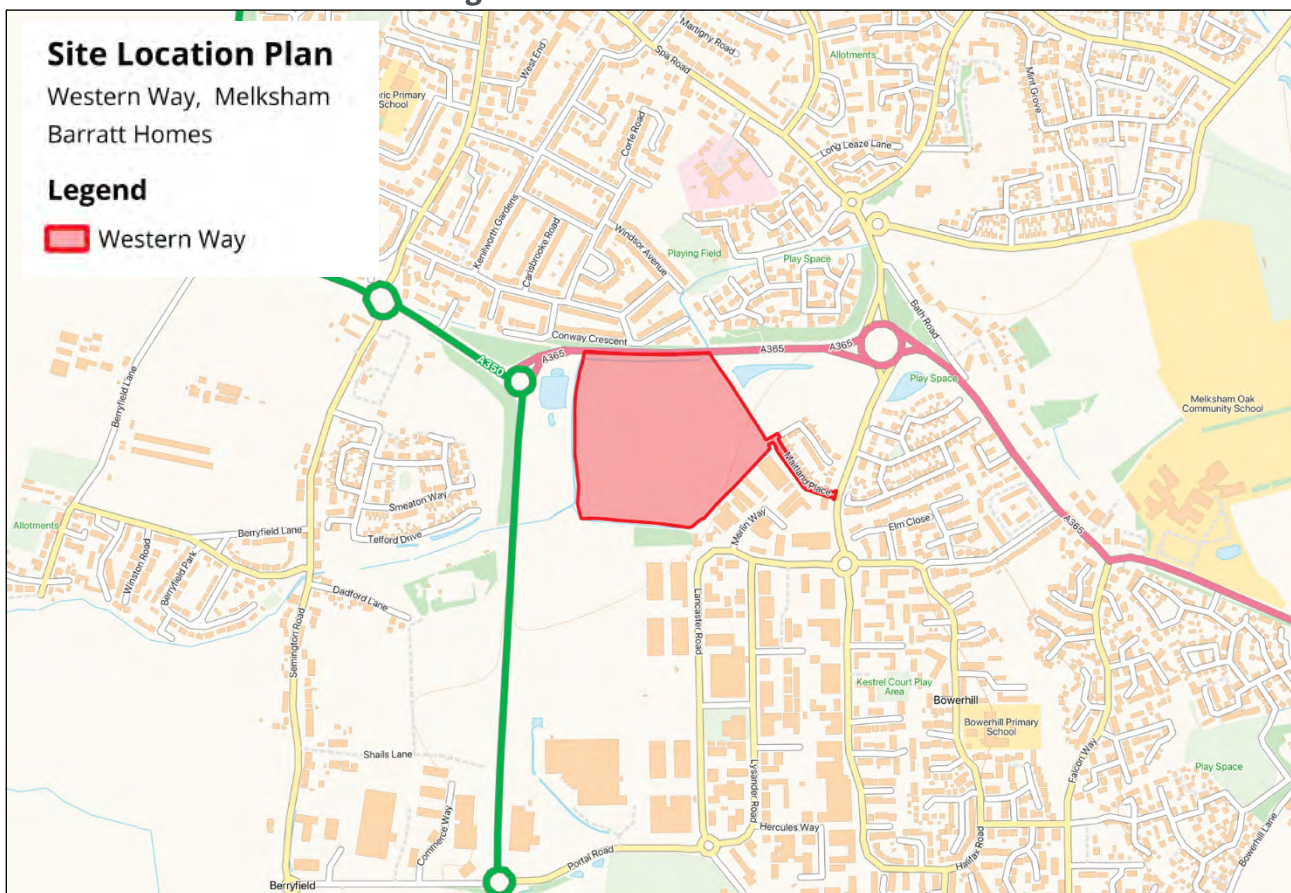
3.0 SITE CONTEXT

- 3.1 The site is located on the southern edge of Melksham, approximately 1.3 kilometres from the town centre. The location of the site is illustrated in **Figure 3.1**.
- 3.2 Vehicular access will be gained via the adjacent Taylor Wimpey development, connecting through Maitland Place and Pathfinder Way. These roads:
- Form part of the local residential distributor network.
 - Serve existing and committed residential development.

- Include a ghost island right turn lane at the Pathfinder Way junction.
- Operate within a residential environment characterised by lower traffic speeds and frontage activity.
- Are subject to a 20mph (Maitland Place) or 30mph speed limit (Pathfinder Way).

- 3.3 The carriageway widths and junction geometries reflect their residential function and are notably different in character from Western Way.
- 3.4 An additional active travel and emergency access is provided to the north of the site, connecting onto Western Way. Western Way forms part of the A365 corridor and performs a more strategic distributor function within the local highway network. It accommodates higher traffic flows and higher operating speeds and has limited direct frontage access.
- 3.5 The emergency access connects onto Western Way at a location where a culvert passes beneath the carriageway. A headwall structure is present adjacent to the carriageway edge at this point. As part of Application PL/2025/07391, it is proposed that this access would also serve as a temporary construction access during the build out period (Option A).

Figure 3.1 - Site Location Plan



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4.0 PROPOSED CONSTRUCTION ACCESS STRATEGY

- 4.1 The proposed construction access arrangement comprises a left turn only entry from Western Way, with all construction vehicle egress routed via Maitland Place and Pathfinder Way before rejoining Western Way at the Pathfinder Way junction. The proposed construction traffic routing is illustrated in **Figure 4.1**.

Figure 4.1 – Construction Traffic Routing



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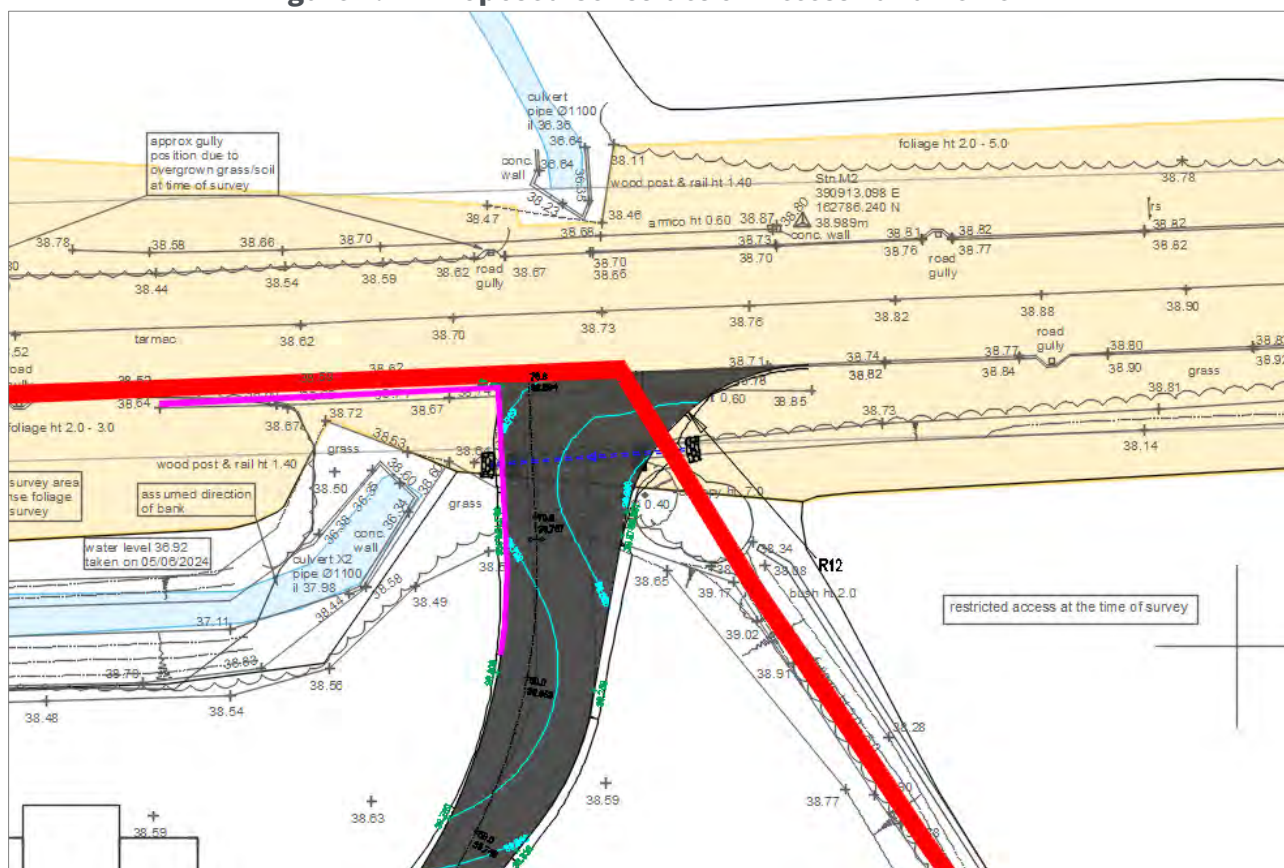
Construction Access

- 4.2 The construction access layout is shown on **Drawing 250561-RAP-XX-XX-DR-C-0140-P02**. This drawing illustrates a 12m kerb radius to the eastern side of the bellmouth to accommodate articulated HGV movements entering the site. The western kerb radius is intentionally minimal, reflecting the restriction against movements to or from the west.

This geometric arrangement reinforces the proposed left turn only operation and physically discourages unauthorised manoeuvres.

- 4.3 The construction access layout shown on **Drawing 250561-RAP-XX-XX-DR-C-0140-P02** is delivered within land under BDW Trading's control, or within the adopted highway boundary, as shown in **Figure 4.2**.

Figure 4.2 – Proposed Construction Access Land Review



- 4.4 **Drawing a100144-SK-002-02** provides a SPA demonstrating that a 16.5m articulated HGV can safely undertake the left turn manoeuvre into the site from Western Way without encroachment into opposing traffic lanes. The manoeuvre is contained wholly within the nearside carriageway and does not require alteration to the existing lane arrangement or priority on Western Way. As such, the proposed left turn entry can operate within the existing highway configuration and would not necessitate traffic signal control.

Construction Egress

- 4.5 Construction vehicles will exit the site via Maitland Place and Pathfinder Way. Vehicles will proceed along Maitland Place and turn left at the Maitland Place / Pathfinder Way junction before rejoining the A365 Western Way at the roundabout. SPA results presented on **Drawing a100144-SK-003-02** confirm that a 16.5m HGV can effectively use this route within the existing carriageway width, without any kerb overrun.

- 4.6 The SPA demonstrates that the HGV remains within the available carriageway envelope at the Maitland Place / Pathfinder Way junction. In undertaking the left turn, the vehicle makes use of the full marked carriageway width, including the area set out for the ghost island right turn bay on Pathfinder Way. The assessment confirms that the HGV does not overrun kerbed areas or leave the carriageway. Where necessary, a HGV can pause within Maitland Place prior to committing to the manoeuvre, thereby avoiding conflict with vehicles intending to use the ghost island right turn facility.
- 4.7 **Drawing a100144-SK-003-02** also shows a large car turning left into Maitland Place while a 16.5m HGV is waiting to turn left out. This demonstrates that the junction geometry can accommodate simultaneous movements, and that the presence of a construction HGV does not preclude routine movements by other vehicles.
- 4.8 Whilst the manoeuvre involves temporary use of the carriageway space adjacent to the ghost island right turn bay, this occurs for a very short duration and within a low-speed environment. The junction provides appropriate visibility in both directions and sufficient carriageway width for a HGV to wait in Maitland Place until the space is clear before completing the turn. In this context, the movement represents a proportionate and controlled use of the available highway geometry, consistent with the context led principles set out in Manual for Streets for occasional large vehicle movements within residential areas.

Summary

- 4.9 On this basis, the swept path assessments demonstrate that safe and appropriate construction access can be achieved via a left turn entry from Western Way, with suitable highway geometry available for articulated vehicles exiting via Maitland Place and Pathfinder Way. Compliance with the prescribed routing will be secured through the Construction Management Statement, supported by appropriate signage and contractor management procedures.

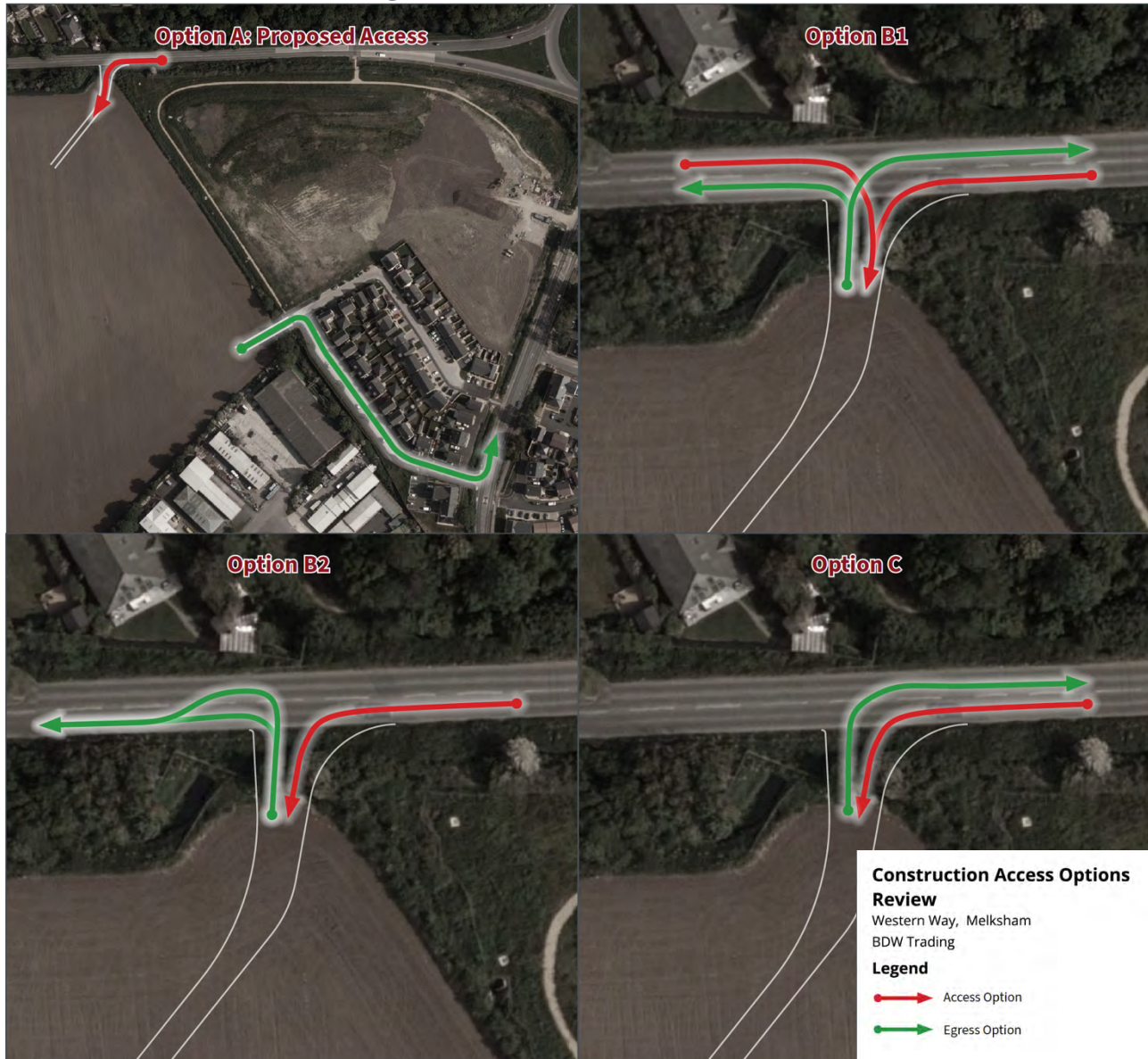
5.0 ASSESSMENT OF WESTERN WAY EGRESS

- 5.1 In their consultation response on Application PL/2025/07391, Wiltshire Council requested that the applicant reconsider the ability to implement two-way construction movements directly onto Western Way.
- 5.2 Wiltshire Highways set out that a left turn entry arrangement would require a formal Temporary Traffic Regulation Order (TTRO) and advised that with such an order in place it may be possible to accommodate right turn egress only, utilising the roundabout and mitigating overrun, subject to demonstration through tracking.
- 5.3 In response, a detailed feasibility review has been undertaken to assess whether construction vehicles could both enter and exit via Western Way in a manner that would be

safe, proportionate and compliant with relevant design guidance. This review has considered physical constraints, structural infrastructure, land control, vehicle restraint requirements and swept path geometry.

- 5.4 The exercise has considered these possible access options, with the three options raised by Wiltshire Highways illustrated in **Figure 5.1**, with the current construction access proposal also shown for clarity.

Figure 5.1 – Access Options Review

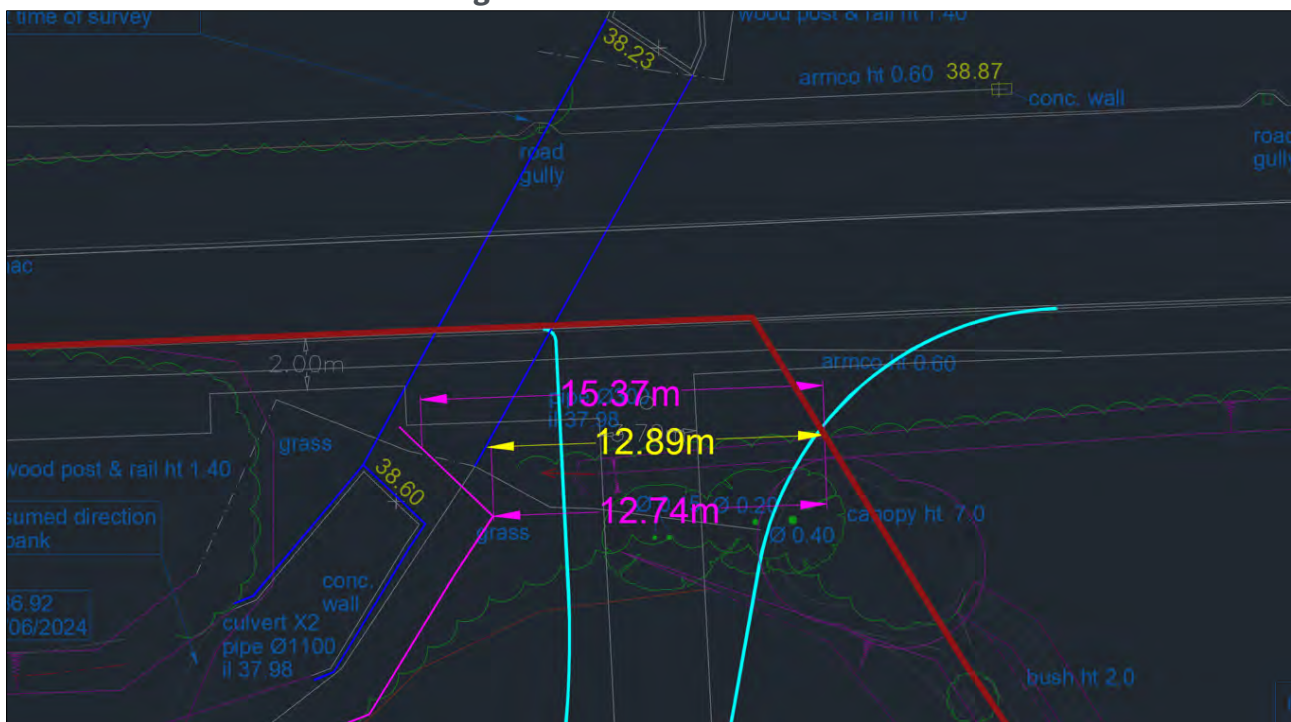


Physical and Structural Constraints

- 5.5 A culvert passes beneath Western Way at the location of the proposed temporary construction access. The associated headwall and drainage infrastructure are positioned adjacent to the carriageway edge and constrain the available junction geometry.

- 5.6 The proximity of the culvert and associated level difference necessitates the provision of a compliant VRS to protect both highway users and infrastructure. The installation of such a system further reduces the width available at the access and limits the achievable swept path envelope for construction vehicles.
- 5.7 The combined effect of the headwall location and the VRS provision restricts the geometry that can be achieved without significant construction works to Western Way to re-locate the culvert.
- 5.8 **Figure 5.2** illustrates key features in this location, with the culvert shown in blue.
- 5.9 At the site frontage with Western Way and the adopted highway boundary, there is – at most – circa 12.9m between the application boundary and the path of the culvert, shown in yellow in **Figure 5.2**.
- 5.10 A 2m buffer has been applied to the culvert headwall (shown in magenta in **Figure 5.2**), this shows that at the site frontage, there is circa 12.7m–15.4m between the application boundary and the 2m buffer to the culvert headwall.

Figure 5.2 – Culvert Location



- 5.11 Whilst a frontage width in the order of 12.7m - 15.4m may initially appear generous, it must be considered in the context of typical carriageway widths, kerb radii and the turning characteristics of a HGV.

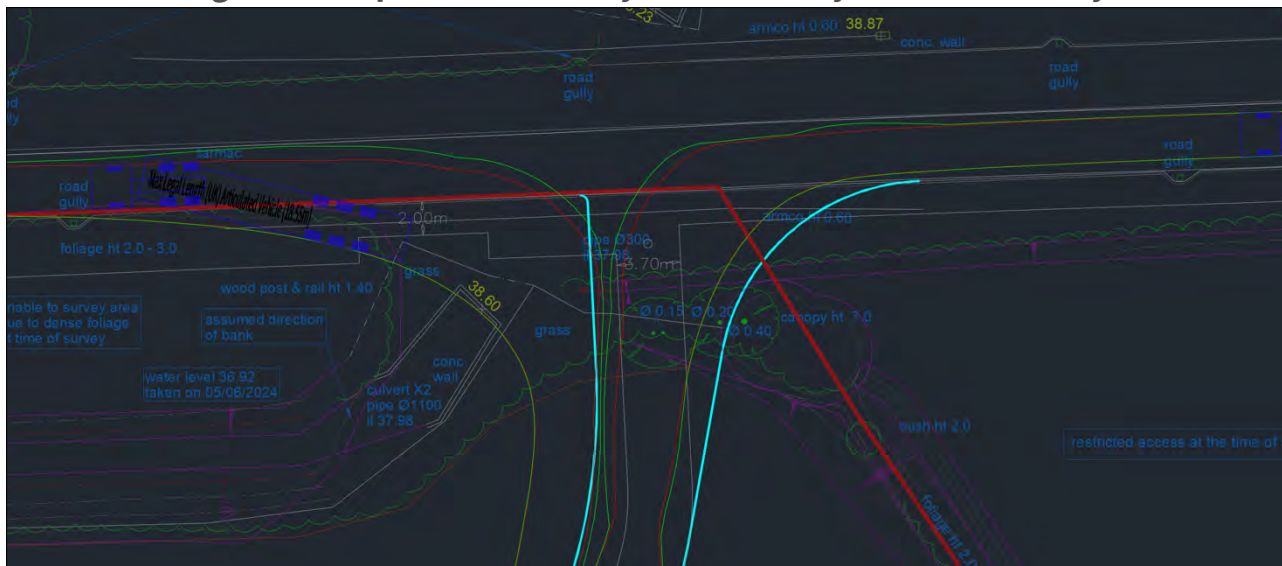
Swept Path Assessment Testing

- 5.12 Swept path assessments (SPAs) have been undertaken for a 16.5m articulated vehicle to test the feasibility of the construction access accommodating egress also.

Option B1: Two-way access directly onto Western Way.

- 5.13 Under Option B1, a two-way junction suitable for HGVs turning both left and right requires sufficient space to provide appropriate entry and exit radii, avoid overrun, and prevent encroachment into opposing traffic lanes. This is illustrated in **Figure 5.3**.

Figure 5.3 – Option B1: Two-way access directly onto Western Way

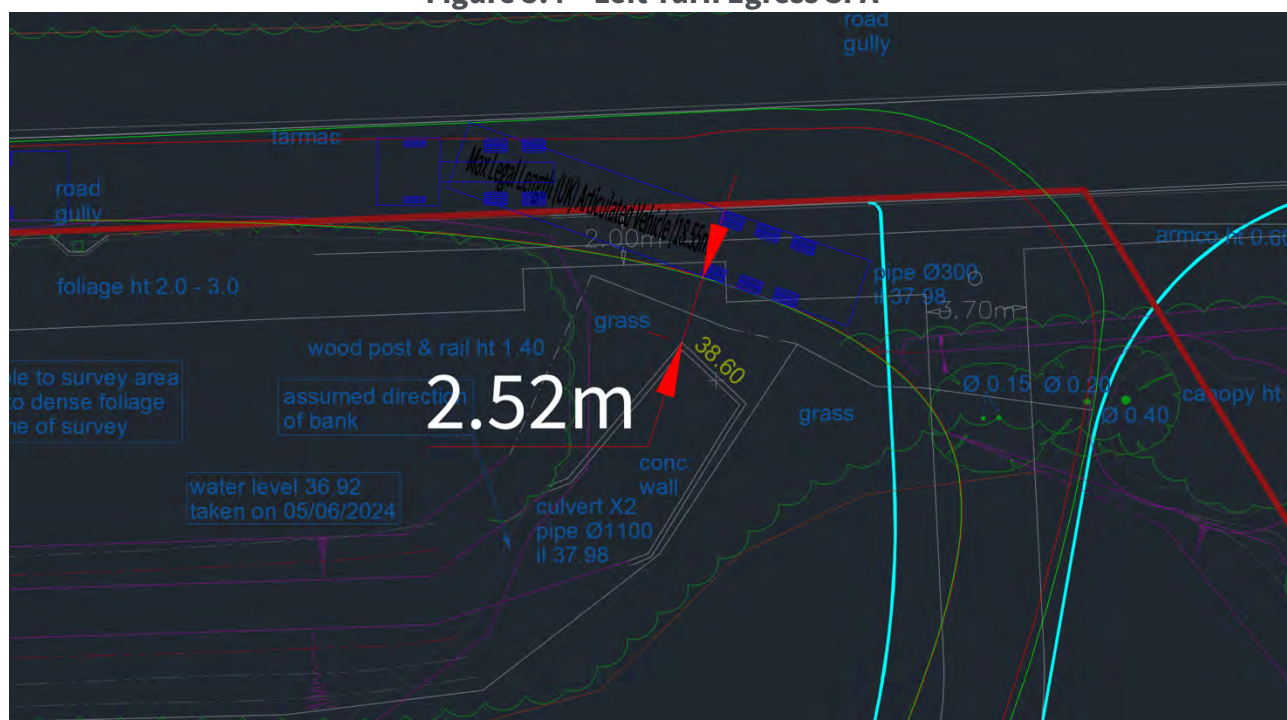


- 5.14 As shown in **Figure 5.3**, the available envelope is insufficient to accommodate a two-way access arrangement that would enable HGVs to enter and exit in all directions without having to complete significant engineering works to relocate the culvert under Western Way. Option B1 is therefore not considered feasible.

Option B2 Left turn egress onto Western Way

- 5.15 A SPA has been completed to consider HGVs turning left onto Western Way, with the results shown in **Figure 5.4**.

Figure 5.4 – Left Turn Egress SPA



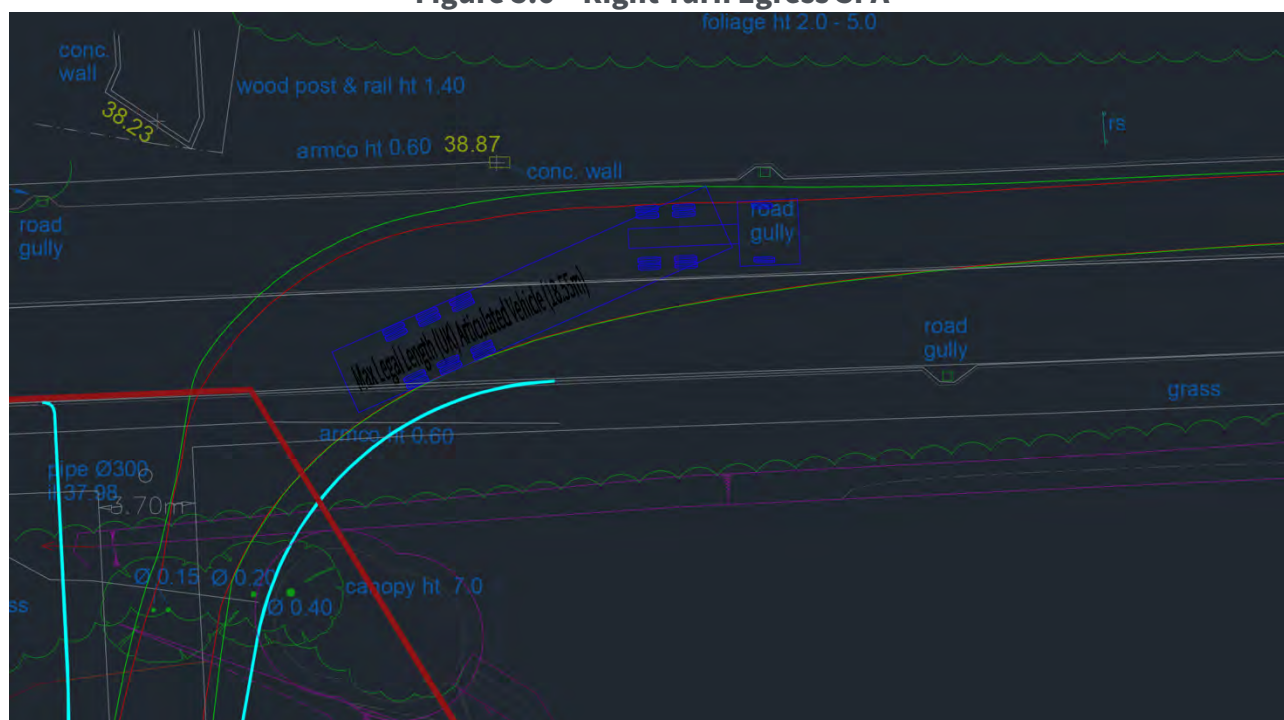
- 5.16 The SPA demonstrates that a 16.5m HGV exiting left onto Western Way would require a significant area of the highway verge, requiring carriageway space in land up to just a 2.5m clearance from the culvert. In practical terms, this leaves extremely limited tolerance to the culvert for construction, kerb upstand, edge restraint and safe operational clearance.
- 5.17 It would also constrain, if not preclude, the installation of an appropriate vehicle restraint system between the carriageway and the culvert. On that basis, a left turn egress onto Western Way likely cannot be achieved without significant works to the culvert and without compromising the feasibility of providing an appropriate VRS.
- 5.18 An alternative approach would be to make the eastbound carriageway space available to left turning traffic, requiring the use of temporary traffic signals.
- 5.19 A SPA has been completed to consider this option, with the results shown in **Figure 5.5**.

[illegible]

- ### Option C - Right turn egress onto Western Way

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Figure 5.6 – Right Turn Egress SPA



- 5.23 The SPA demonstrates that a 16.5m HGV exiting onto Western Way would track into the opposing carriageway. The manoeuvre would require occupation of the opposing lane for a circa 45m length of Western Way.
- 5.24 Whilst this arrangement initially appears to be feasible, it would rely on traffic on Western Way being controlled for the duration of construction to facilitate the manoeuvre. This would necessitate temporary traffic signal control on a more strategic distributor A-road. The introduction of such control could affect the operational performance of the link during the construction period.

Consideration of a TTRO and Long-Term Traffic Control

- 5.25 The SPAs confirm that, even with directional restrictions in place, the fundamental geometric constraint at the access remains. Both Option B2 (left turn egress utilising opposing carriageway) and Option C (right turn egress) would require the full carriageway width to be made available through traffic signal control.
- 5.26 Given that the anticipated construction programme extends to circa five years, any arrangement would require traffic signal control operating for the duration of the construction period. This would represent a sustained alteration to the operation of Western Way, which forms a strategic distributor within the local highway network.

6.0 OPTION A - ASSESSMENT OF MAITLAND PLACE AND PATHFINDER WAY EGRESS

- 6.1 The egress proposals are set out in **Chapter 4** of this Technical Note, with construction vehicles exiting the site via Maitland Place and Pathfinder Way. SPA results presented at **Drawing a100144-SK-003-02** confirm that a 16.5m HGV can effectively use this route within the existing carriageway width, without kerb overrun.
- 6.2 In relation to the site egress onto Maitland Place, SPAs demonstrate that a 16.5m HGV remains wholly within the carriageway and does not overrun the adjacent footway. The SPA envelope does not extend into a residential curtilage, nor does it conflict with the frontage of any adjacent dwelling. The manoeuvre is achievable within the available highway width.
- 6.3 At the Maitland Place / Pathfinder Way junction, the HGV makes use of the full marked carriageway width to complete the left turn. The tracking remains within the defined carriageway and does not enter the opposing live traffic lane. To facilitate this, the HGV will utilise the area within the ghost island right turn bay for a circa 15m length.
- 6.4 Where necessary, a HGV can pause within Maitland Place prior to commencing the manoeuvre, allowing any traffic using the ghost island right turn bay to clear. This avoids conflict and prevents the HGV from obstructing any movements.
- 6.5 **Drawing a100144-SK-003-02** also demonstrates that a large car can undertake a concurrent left turn in movement while a HGV is waiting to exit, confirming that the junction can accommodate simultaneous movements.
- 6.6 Whilst Pathfinder Way carries more traffic than a minor residential street, it remains a lower speed residential road designed to accommodate development traffic. The occasional presence of a construction HGV using the available carriageway width and ghost island right turn bay for a brief and controlled manoeuvre is different from routine encroachment into an opposing high-speed traffic lane. Visibility at the junction is appropriate and the duration of occupation of the ghost island right turn bay is limited to a few seconds and circa 15m length during the turning movement.

7.0 CONSTRUCTION ACCESS OPTIONS REVIEW

- 7.1 **Chapters 4-6** of this Technical Note have examined the feasibility of construction access options for Land at Western Way. This chapter summarises the comparative performance of the options considered, drawing together the geometric, operational and proportionality findings.
- 7.2 The options assessed are outlined below and summarised in **Table 7.1**.

- **Option A** – Proposed left turn entry from Western Way with egress via Maitland Place and Pathfinder Way
- **Option B1** – Two-way HGV access directly onto Western Way
- **Option B2** – Two-way HGV access directly onto Western Way (single direction at any time)
- **Option C** – Left turn entry and right turn egress onto Western Way, facilitated by TTRO and traffic control.

Table 7.1 – Access Options Review

Access Option	Geometric Feasibility	Infrastructure Works Required	Impact on Western Way	Traffic Management Requirement	Overall Suitability
Option A: Western Way Left In / Maitland Place Egress	Achievable within existing carriageway envelope, use of ghost island right turn bay on exit	None beyond temporary access works	Minimal - routine HGV left turning movements into the site only	No traffic control required. Ensure no cars parked outside of marked bays on Maitland Place	Suitable and proportionate
Option B1: Full Two-way Western Way Access	Requires encroachment of opposing lane for these movements	Likely culvert modification and carriageway reconstruction. Relies on traffic control	Long term traffic signal control required on a strategic link	Long term signal control required	Likely not proportionate
Option B2: Alternating Two Way Western Way Access	Requires encroachment of opposing lane for these movements	No structural works, but relies on traffic control, and geometry constrained by culvert	Long term traffic signal control required on a strategic link	Long term signal control required	Likely not proportionate
Option C: Western Way Left In / Right Out	Requires encroachment of opposing lane for these movements	No structural works, but relies on traffic control, and geometry constrained by culvert	Long term traffic signal control required on a strategic link	Traffic control likely required	Likely not proportionate

- 7.3 **Table 7.1** demonstrates that only Option A can operate within the existing highway geometry without structural alteration to Western Way or without sustained traffic control on an A-road. The SPAs confirm that left turn entry from Western Way can be achieved within the nearside carriageway and that egress via Maitland Place and Pathfinder Way can be accommodated within the carriageway. No kerb overrun is required.
- 7.4 By contrast, Options B1, B2 and C each rely upon substantial carriageway encroachment on Western Way to accommodate HGV movements. In practical terms, this would require traffic signal control or equivalent for the duration of the construction period, which is anticipated to extend to circa five years.
- 7.5 Option B1 would additionally likely require culvert modification and carriageway reconstruction to provide an appropriate junction and VRS provision. Options B2 and C avoid direct structural intervention but do not overcome the underlying geometric constraint imposed by the culvert. In all cases, the reliance on sustained traffic control on a principal route is a disproportionate response to a temporary construction phase.
- 7.6 It is also important to note that the construction phase is temporary. Peak HGV movements will occur during key stages of the build programme and will reduce over time. Paragraph 116 of the NPPF requires that development should only be refused on highways grounds where impacts would be unacceptable or severe. In this context, long-term alteration to the operation of Western Way, including signal control on a strategic route, would represent a disproportionate intervention when compared to the simpler options available.
- 7.7 On this basis, Option A remains the preferred option for the development of Land at Western Way, Melksham.

8.0 SUMMARY AND CONCLUSION

Summary

- 8.1 BDW Trading have appointed arcitrans to review the proposed temporary construction access strategy for Land at Western Way, Melksham in response to concerns raised by Wiltshire Council.
- 8.2 This work has examined the geometric feasibility of construction vehicle movements, the physical constraints associated with the Western Way frontage, and the operational implications of alternative access arrangements.
- 8.3 SPAs confirm that left turn entry from Western Way can be achieved within the existing carriageway envelope without opposing lane encroachment. Construction egress via Maitland Place and Pathfinder Way has been demonstrated to operate within the carriageway, without kerb overrun or conflict with private frontage. The manoeuvres occur

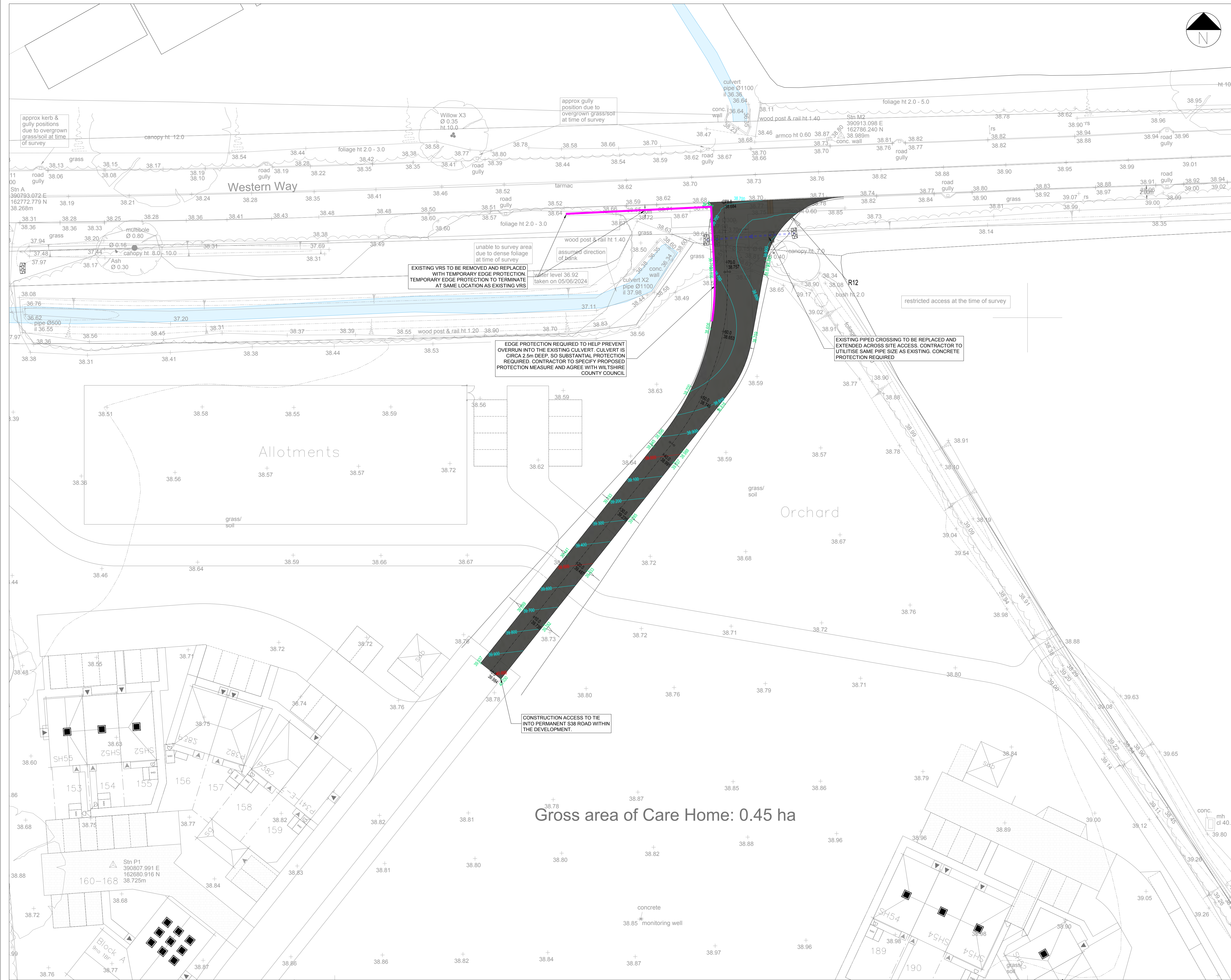
within a lower speed residential distributor environment and can be effectively managed through the Construction Management Statement.

- 8.4 Alternative arrangements involving two-way HGV access onto Western Way have been tested. The assessment confirms that such options would require substantial carriageway occupation, sustained traffic control on a A-road and, in some cases, likely structural intervention to existing infrastructure. This represents a disproportionate response to a temporary construction phase.

Conclusion

- 8.5 Having considered the SPAs, the fixed physical constraints at the Western Way frontage, the more strategic function of the A365 and the temporary nature of the construction phase, the proposed arrangement comprising left turn entry from Western Way with construction egress via Maitland Place and Pathfinder Way is found to be favourable.
- 8.6 The alternative options would introduce greater operational impact on Western Way and would require long term traffic management and/or structural alteration to established highway infrastructure. On this basis, the proposed construction access strategy represents the most appropriate solution.

DRAWINGS



- Notes:**
- Do not scale from this drawing. all dimensions are in metres, unless otherwise stated.
 - Work to be undertaken in accordance with the Wiltshire County Council specification.
 - Before work commences, the contractor shall liaise with all statutory authorities to determine the exact location of all apparatus and take all precautions deemed necessary to locate, protect and where necessary divert such equipment.
 - Before work commences contractor should consult the engineer and the SI report regarding any contamination issues. all necessary health and safety measures to be taken.
 - The developer shall take CBR tests of road formation levels and results to be made available to the engineer for approval.
 - All substrata structures and unconsolidated material, within the construction width of the highway, are to be removed
 - Proposed Earthworks Shown Are 1:3

Key:

- Concrete Bag Headwall
- Culvert
- Proposed Major Contours
- Proposed Minor Contour
- Conctruction Makeup:
BINDER 60mm thick - 20mm Dense AC Bin 40/60 PEN
BASE 150mm thick - 32mm Dence AC Base 40/60 PEN
SUBBASE 450mm thick - Type 1. (Assuming CBR between 2.5% - 5%* - to be confirmed on site).
- Based on the measured CBRs presented in the Phase 1 Review and Phase 2 Geo-Environmental Assessment report dated March 2024.
- Edge Protection - Refer to annotation on drawing
- Proposed Channel Level

P02	19.01.26	Updated edge protection extents	LB	-	-
P01	19.12.25	First Issue	LH	LB	RAS
Rev	Date	Details	By	Chkd	Appd

rappor

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CLIENT: Barratt Homes

PROJECT: A503 Melksham

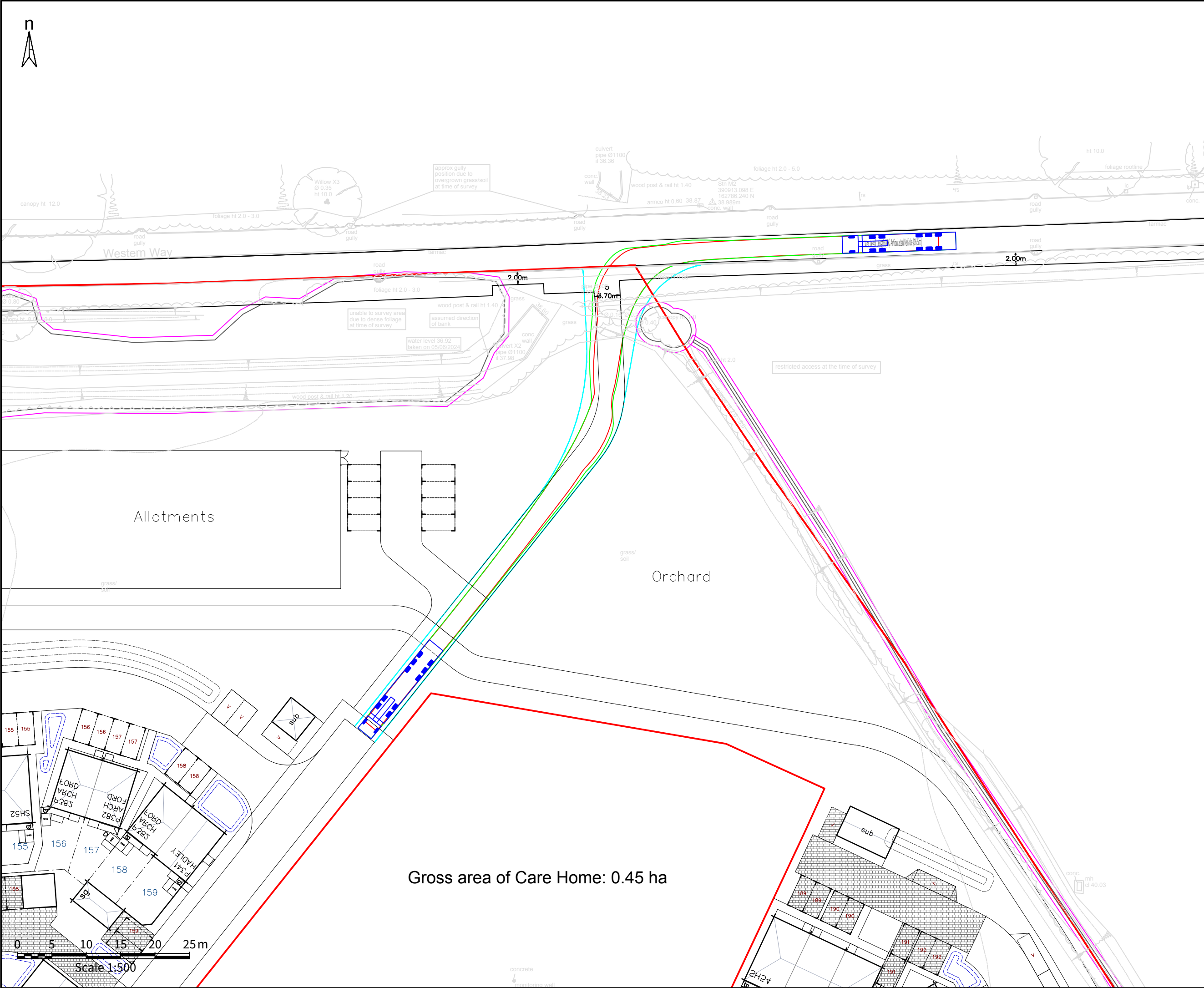
TITLE: Construction Site Access

STATUS: For Approval

DRAWING NO: 250561-RAP-XX-XX-DR-C-0140

SCALE A1: 1:250

REVISION: P02

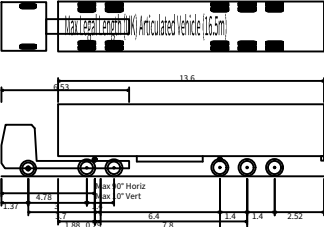


General

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FOR APPROVAL

03	Revised site layout	Feb 2026	CEH	BM	BM
02	Final for submission	Aug 2025	CEH	BM	NA
01	Preliminary first issue	Jul 2025	CEH	BM	NA

Rev	Description	Date	Rev	Rev	App
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Client
Barratt Homes

Project Name
Western Way, Melksham

Sheet Title
002 Proposed Construction Access - HGV Swept Path Assessment

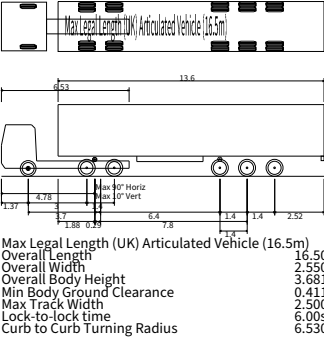
Drawn By	Checked By	Approved By	Date	Scale @ A3
CEH	BM	NA	Jul 25	1:500
Project Number	Type	Number	Revision	
a100144	- SK -	002	- 02	

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FOR APPROVAL

03	Final for submission	Feb 2026	CEH	BM	BM
02	Final for submission	Aug 2025	CEH	BM	NA
01	Preliminary first issue	Jul 2025	CEH	BM	NA

Rev	Description	Date	By	CHK	App
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Client
Barratt Homes

Project Name
Western Way, Melksham

Sheet Title
003 HGV Egress - Swept Path Assessment

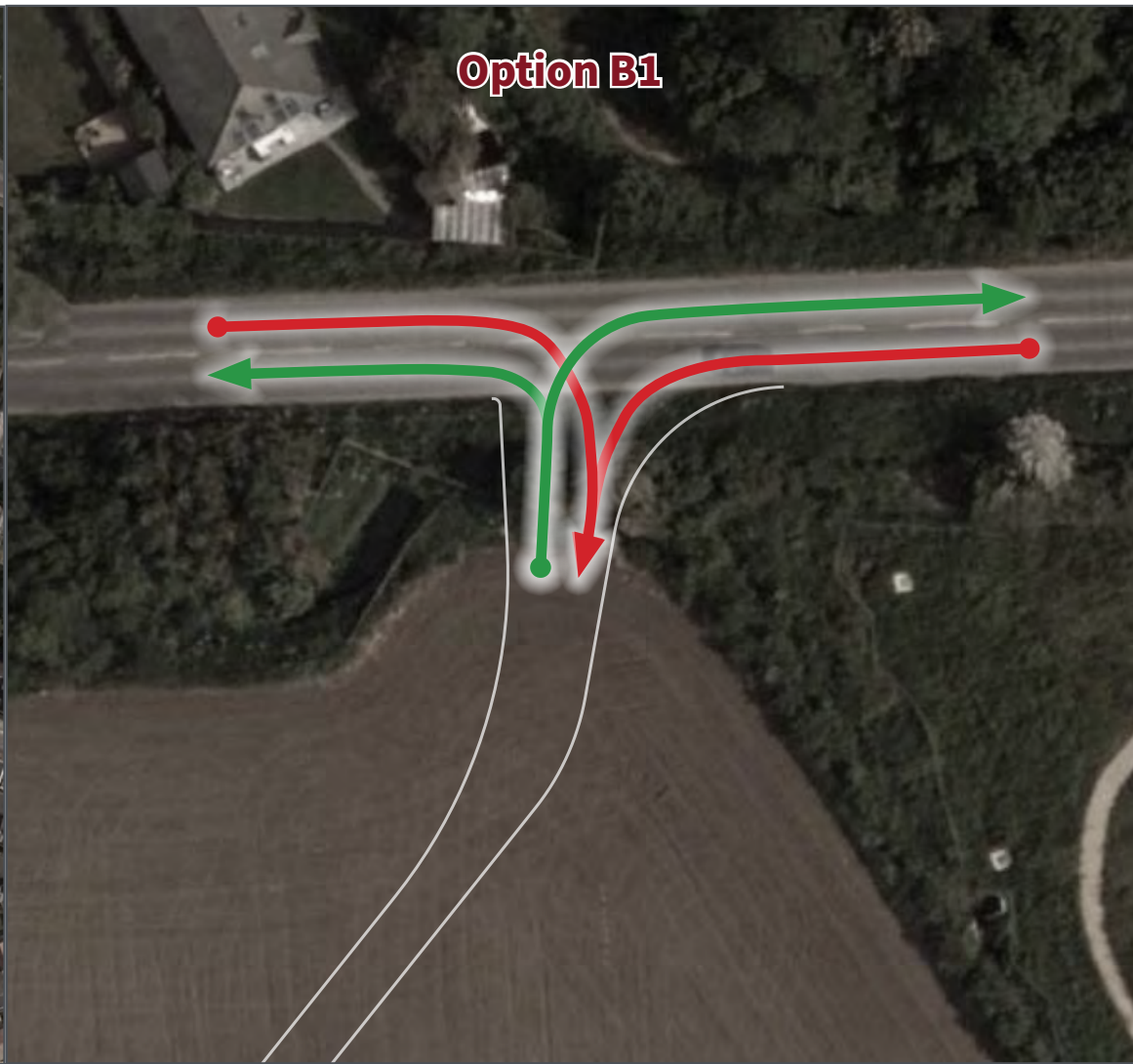
Drawn By	Checked By	Approved By	Date	Scale @ A3
CEH	BM	NA	Jul 25	1:500
Project Number	Type	Number	Revision	
a100144	- SK -	003	- 03	

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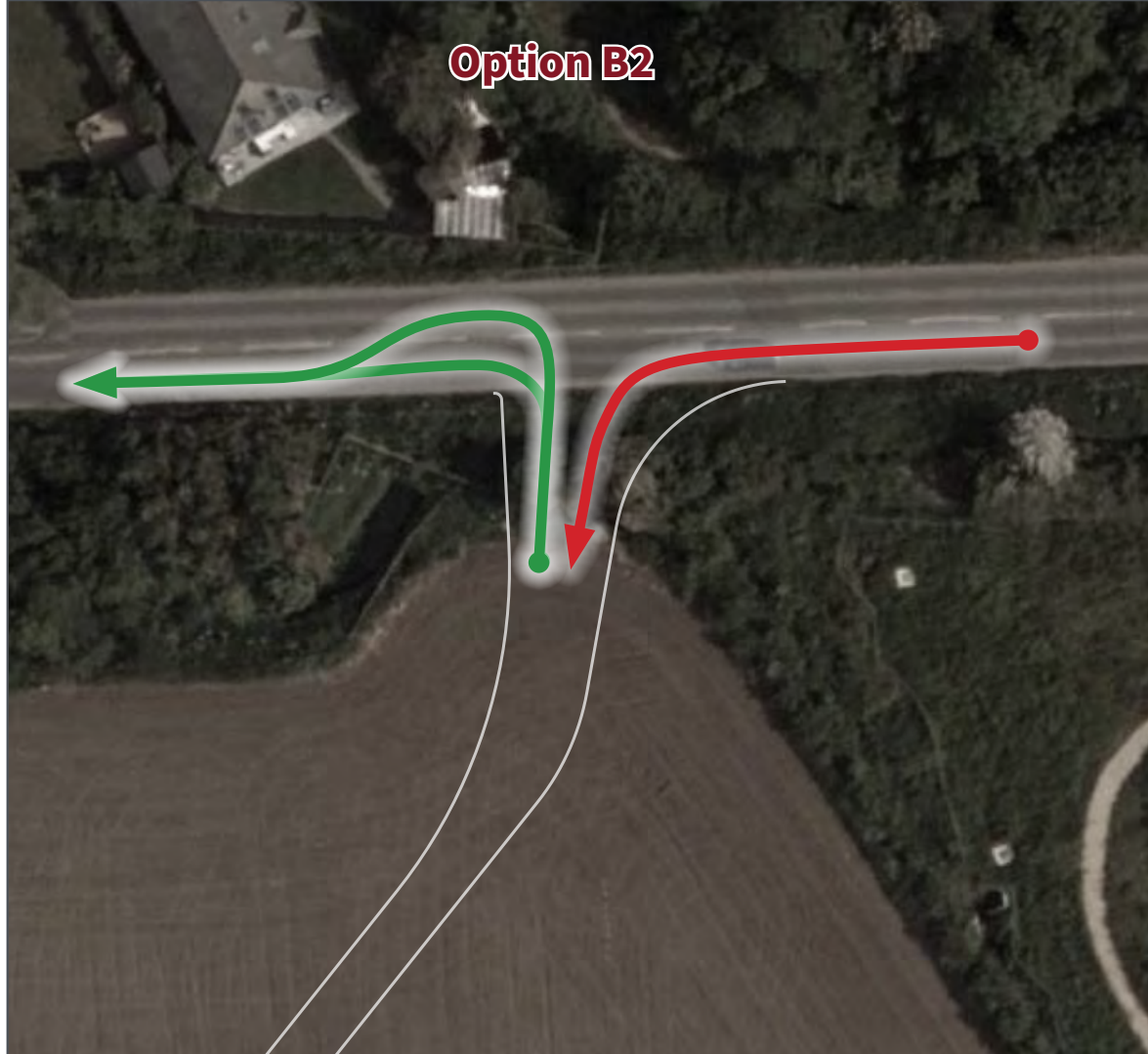
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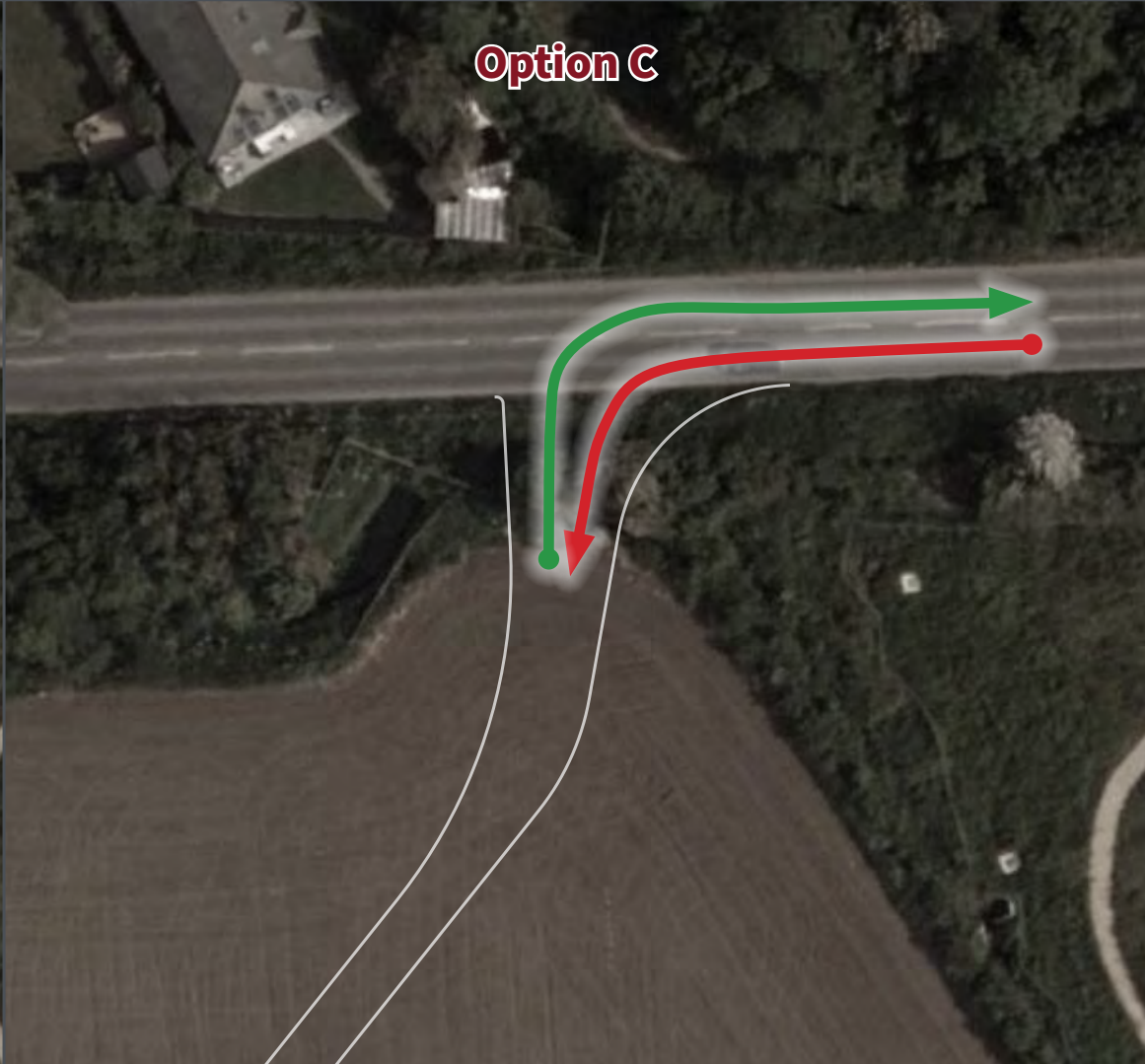
Option A: Proposed Access



Option B1



Option B2



Option C

Construction Access Options Review

Western Way, Melksham

BDW Trading

Legend

Access Option

Egress Option

Centre Co-ordinates:
390900, 162767

February 25, 2026

Drawn by: CEH
Checked by: BM

Drawing Number: a100144-2
Revision Number: 0001

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