

Technical Note

PROPOSED GYPSY & TRAVELLER SITE ON LAND OFF THE B4069, BRADENSTOKE (THE BANKS)

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1. This Technical Note has been prepared to address the Highway Authorities objection to the proposed development of Gypsy Traveller site on an existing site, on land off the B4069, Bradenstoke (The Bank), comments are set out below:

- *The proposal site does is provided with an existing crossover access to the highway. The site is accessed from the B4069, a busy B road with through traffic to Lyneham and Royal Wootton Bassett from Chippenham and the M4 junction 17.*

The plans provide no visibility splay information but in assessing the road geometry and the access layout it would not be possible for the access to provide a suitable splay to meet the required standards.

For routes over 40 mph, it is right for forward visibility to be measured to DMRB standards. Given the road is a well-used B-road within the National speed limit designation, where a visibility splay of 2.4 m by 215 m would be the recommended guidance. The measured splay achievable from the access is about 60 m to the left of the access.

It is therefore considered that a safe and suitable access has not been demonstrated contrary to Core Policies 60 and 61 and NPPF

The proposed development, by reason of its layout and visibility, fails to achieve a safe and satisfactory standard of access. Any increased use made of the existing sub-standard access generated by the proposed development would be prejudicial to road safety. contrary to Core Policies 57(xiv), 60(ii) and 64(i)(d) of the adopted Wiltshire Core Strategy and Paragraphs 115 & 116 of the National Planning Policy Framework 2024.

2. The site location is shown on **Figure 1** below.

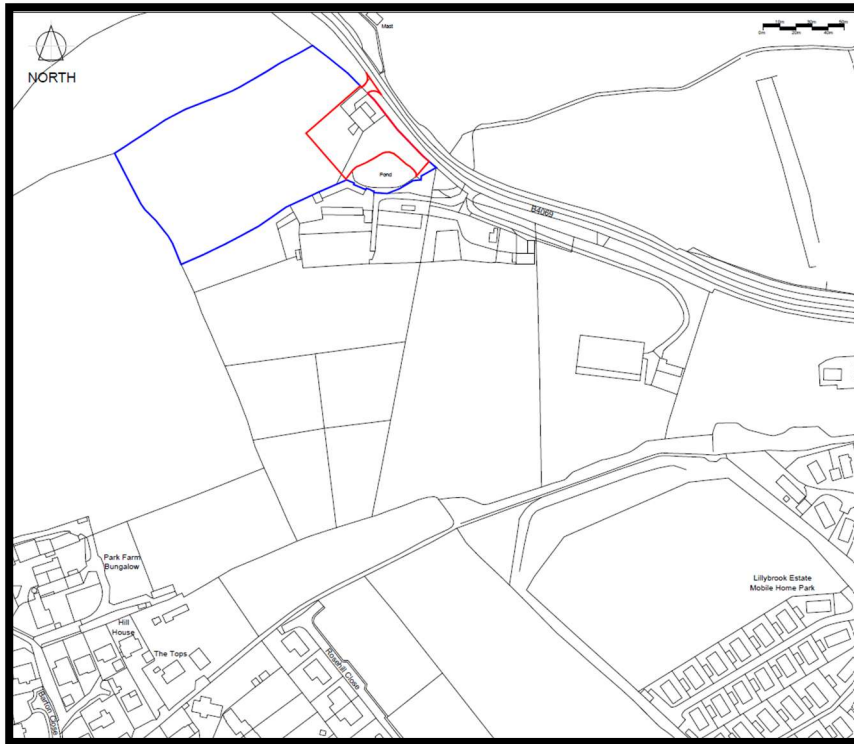


Figure 1. Location Plan

3. This Technical Note will clearly show that the proposed redevelopment of the existing site to replace existing stables with a day room and relocate the existing residential lorry, is appropriate and will not impact on the safety and free flow of traffic.

Existing Highway Conditions

4. The existing access is located off the B4069 which provides a traffic link to Lyneham and Royal Wootton Bassett from Chippenham and the M4 junction 17. The B4069 at this location is a derestricted road (60mph). The existing site access is shown on **Plates 1 and 2** below:

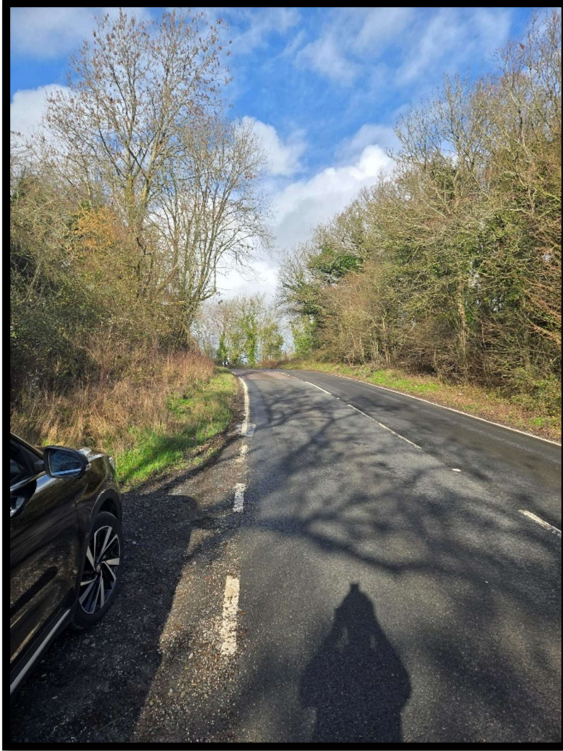


Plate 1 Looking North from the Existing Access

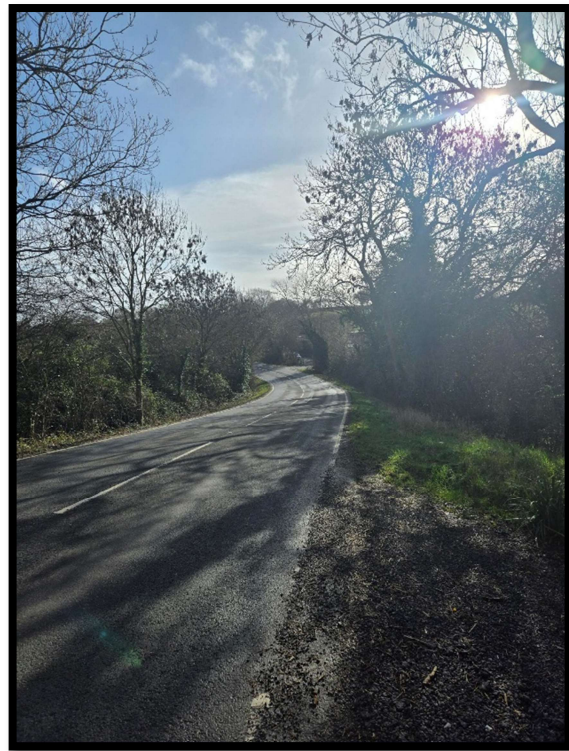


Plate 2. Looking South from the Existing Access

5. To access highway safety a preliminary study of personal injury collision data was undertaken for the local highway network. PIC (Personal Injury Collision) data for the past 5-year period comprising 2020 to 2024 (both inclusive) was obtained from the Crashmap website for a study area surrounding the proposed development site using the latest information available. The results of this preliminary study are shown in **Figure 2** below.

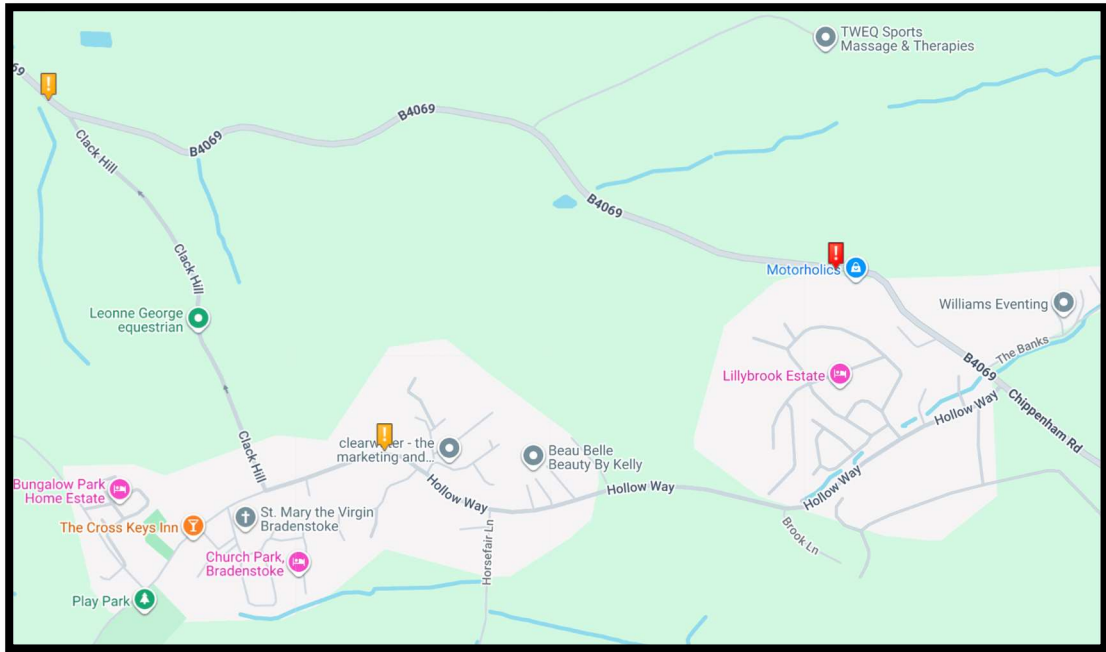


Figure 2 Crash Map Extract

6. It can clearly be seen that there were no incidents recorded near the site and within the vicinity of the site and along the majority of the roads in the area. It is therefore concluded that there are no existing highway safety issues

Vehicle Speed Survey

7. The speed limit along the stretch of road adjacent to the application site is 60mph. However, observed speeds along this section of the B4069 were considerably lower. In terms of visibility splay requirements, in the leading traffic direction the standard visibility can be provided, for the trailing traffic direction it needs to be assessed Therefore, in order to ascertain the typical background vehicle speeds along the road, a vehicle speed survey was undertaken in accordance with CA 185 "Vehicle Speed Measurements" DMRB on existing all-purpose trunk roads, it should be noted that the B4069 is not a trunk road.
8. The speed survey was undertaken on the 13th February 2026 for 2 hours between 10:00 – 12:00 in order to attain the 85th percentile (P85) vehicle speeds along the road adjacent to the application site boundary.
9. The results of the survey are summarised in **Table 1** below; the calculated 85th percentile speeds, were 39.55mph for vehicles travelling northbound, and 38.50mph for those travelling southbound.

<i>P</i> ⁸⁵ (85th Percentile) Speeds		
Northbound		Southbound
39.55mph		38.5mph

Stopping Sight Distance		
Northbound		Southbound
101.6m		97.3m

Table 1 Calculated Stopping Sight Distance.

10. The stopping sight distance are 101.6m northbound and 97.3 southbound. This clearly shows that vehicle speeds in both directions were notably less than the speed limit and the required visibility is considerably less than the DMRB guidance. The speed survey results are shown in **Appendix A** of this report.

Proposed Development

11. The proposed development of the existing site to replace existing stables with a day room, and relocate the existing residential lorry, are set out in **Figure 3** below.

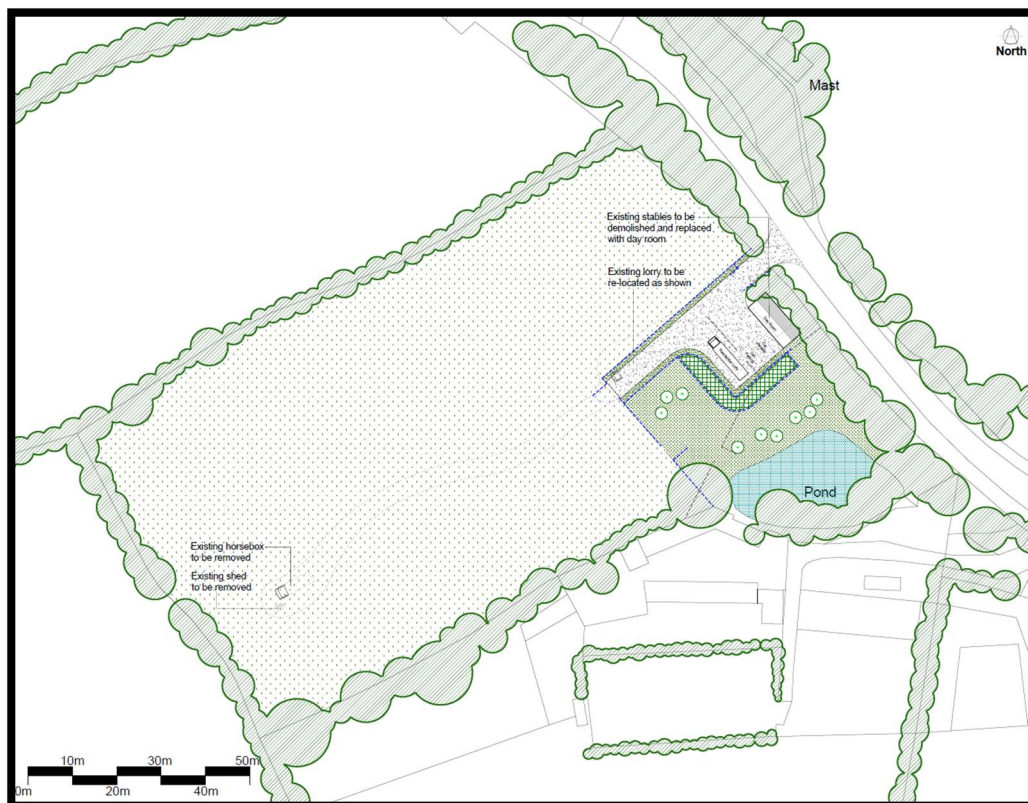


Figure 3. Proposed Layout Plan

12. The existing permitted use is for stables, an equestrian use. A review of the TRICS database for this type of equestrian use, circa 1.25 hectares (blue line area) would result in the following trips, see **Table 2** below.

Vehicles / Period		Trip Rates (per 1 hectare)			Vehicle Trips		
		ARR	DEP	Total	ARR	DEP	Total
AM Peak (08:00-09:00)	1.25	0.732	0.349	1.081	1	0	1
PM peak (17:00-18:00)		0.336	0.635	0.971	0	1	1
Daily (07:00-21:00)		9.129	9.872	18.956	11	12	23

Table 2 - Equestrian Vehicle Trips

13. For the proposed development of a single gypsy traveller site the level of vehicle trips in the peak hours would be the same as above but the daily would be less, therefore it safe to assume that there will no increase in vehicle movements on to the B4069.

Improved Access Layout

14. The existing will be improved to provide a formal access layout with the achievable visibility splays as set out above under **Point 9**. The access plan is shown in **Figure 4** below and in **Appendix B**.

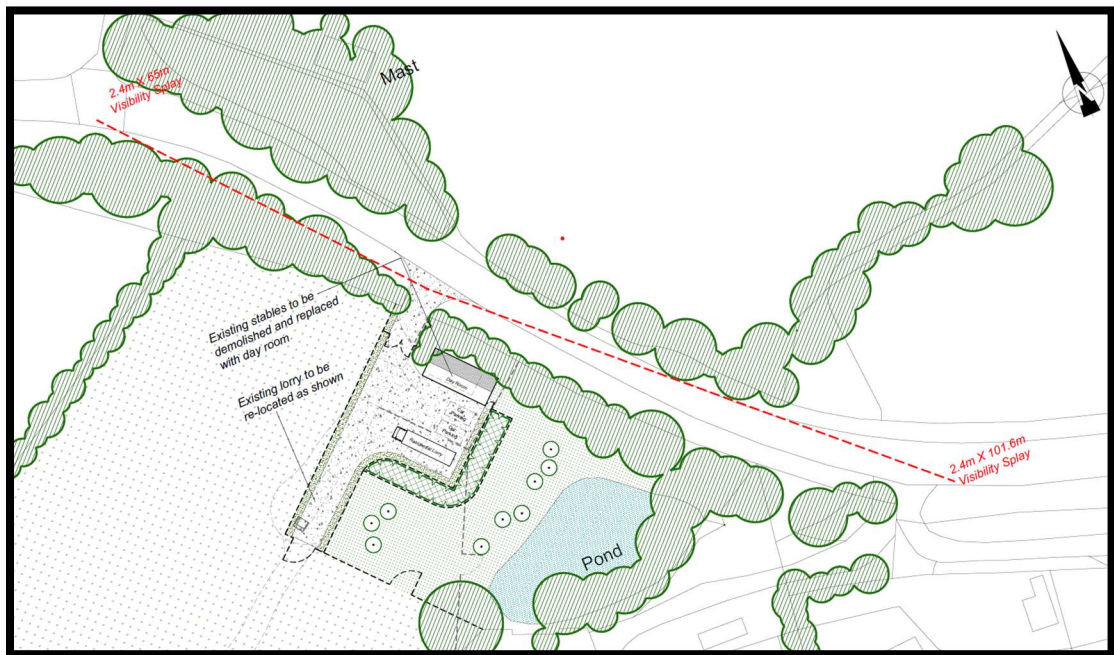


Figure 4. Improved Access and Visibility Plan

15. It is clear that in the leading traffic direction the required visibility of 101.6m splay can be provided. In the trailing traffic direction, the achievable visibility splay is 65m which does full short of the DMRB required visibility of 97.3m. But would meet MfS/MfS2 requirement of 64.4m.
16. However, the existing visibility from the site raised no issues, with no existing safety issues and with no increase in traffic movements the achievable visibility splays will be acceptable.

Conclusion

17. It is clear from this analysis that the proposed site improvements will result in no increase in traffic flows on the local highway network, and the formalisation of the existing access with sufficient visibility splays, we conclude that this development is appropriate and acceptable in traffic and transport terms.
18. The proposal is compliant with the highway and transport elements of the NPPG/NPPF regulations. Based on the above, it is considered that the proposed site improvements are acceptable and will not affect the safety or integrity of the local highway network

APPENDIX A



Trace Design Consultants Limited, Registered Office: 1A Parliament Square, Parliament Street,
CREDITON, Devon, EX17 2AW
Registered in England and Wales No. 08047125

4707 Land off B4069 Bradenstoke

13/02/2026

Weather:

Dry

Speed limit:

60

Period:

10:00 - 12:00



Survey Results

Northbound							Southbound						
39	40	30	31	33	34	35	45	37	32	40	36	44	33
25	30	31	31	40	38	37	38	50	40	37	32	32	30
55	30	31	31	40	38	37	41	32	37	40	41	44	36
21	30	31	31	36	44	33	38	32	32	32	30	36	50
30	30	31	31	32	32	30	39	40	41	44	36	34	35
45	37	32	40	41	60	36	30	30	36	36	41	38	37
38	50	40	37	36	36	50	31	31	33	34	35	44	33
50	40	37	40	38	37	59	32	40	40	38	37	32	30
32	37	40	36	44	33	35	40	37	36	44	33	44	36
32	34	37	32	32	30	37	37	40	41	44	36	36	50
40	30	31	41	44	36	37	40	37	36	36	33	34	35
45	37	32	40	36	44	56	37	21	33	34	22	38	37
38	50	40	37	32	32	30	34	37	40	38	36	44	33
41	32	37	50	41	44	36	20	30	31	31	32	32	30
38	32	34	37	36	36	60	45	37	32	40	41	44	36
39	40	30	31	33	34	35	38	32	34	37	36	36	50
P^{85}						42.05	P^{85}						41.00
Count						112	Count						112
Avg						37.07	Avg						36.49

Calculations

Highway Standards:

Manual for Streets

Select

Adjustment for Bonnet Length?

Yes

***P*⁸⁵ (85th Percentile) Speeds**

Northbound		Southbound
39.55mph		38.5mph

Stopping Sight Distance

Northbound		Southbound
64.4m		61.8m

Single carriageway (accesses) wet weather speed, correction factor of 2.5mph deducted

Calculations

Highway Standards:

Adjustment for Bonnet Length?

DMRB

Yes

Select

P^{85} (85th Percentile) Speeds

Northbound		Southbound
39.55mph		38.5mph

Stopping Sight Distance

Northbound		Southbound
101.6m		97.3m

Single carriageway (accesses) wet weather speed, correction factor of 2.5mph deducted

APPENDIX B



Trace Design Consultants Limited, Registered Office: 1A Parliament Square, Parliament Street,
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Land Off B4069
Bradenstoke
Visibility Splays

REVISION		
A	13.02.26	First Issue
REV	DATE	DETAILS
DRAWING NUMBER		REVISION
4707 - 001		A
Scale 1/500 @ A3		