

I am submitting this objection on behalf of the Pathfinder Place Residents Association

1. Physical Constraints of Maitland Place

The carriageway width along Maitland Place is typically between 5.4 metres and 5.9 metres. At the traffic calming measure, this narrows to just 3.45 metres.

Manual for Streets guidance indicates that carriageway widths of around 6 metres are typically required to allow vehicles to pass comfortably. Maitland Place measures between 5.4 and 5.9 metres, meaning that when large vehicles are present the road effectively operates as a single-lane section.

The available carriageway width is therefore already below that typically required for comfortable two-way passing, even before introducing regular articulated construction vehicles. This is consistent with typical residential street design guidance, which expects carriageway widths of around 6 metres for comfortable two-way vehicle passing.

A 16.5 metre articulated HGV is approximately 3 metres wide including mirrors, while a typical passenger car is approximately 2 metres wide including mirrors. This leaves approximately 45 centimetres of remaining carriageway width at the traffic calming point, before considering the positioning of the HGV as it manoeuvres across the road.

The applicant's swept-path analysis confirms that the articulated vehicle occupies almost the full carriageway envelope along sections of the route. See Figure 1.

The report clearly shows that there are almost no places on the road suitable for a passenger vehicle to wait whilst a HGV exits the estate, other than immediately at the entrance to Maitland Place from Pathfinder Way. It also neglects to consider both the residential access road to properties facing Pathfinder Way, and the access to the car park for the flats at the entrance of Maitland Place. See Figure 2.

In operational terms, this suggests that the road would effectively function as a temporary single-lane shuttle whenever a construction HGV is present. This issue is further exacerbated when you realise that vehicles entering Maitland Place may not be aware of the presence of an approaching HGV until they have progressed beyond the last available passing location. See Figure 3.

While the modelling demonstrates that the vehicle can remain within kerb lines, it does not demonstrate that the road can safely operate as a two-way residential street at the same time as accommodating construction HGV movements.

Swept-path modelling demonstrates only that a vehicle can physically track through a route under ideal conditions. These assessments assume clear carriageways; no vehicles parked outside designated bays and no opposing vehicles occupying the carriageway. They therefore demonstrate geometric feasibility but do not assess how the road will function under normal residential traffic conditions.

In this case, the modelling shows that the vehicle can fit within the road geometry, but it does not demonstrate that Maitland Place can operate safely and effectively as a two-way residential street while accommodating regular construction HGV movements.

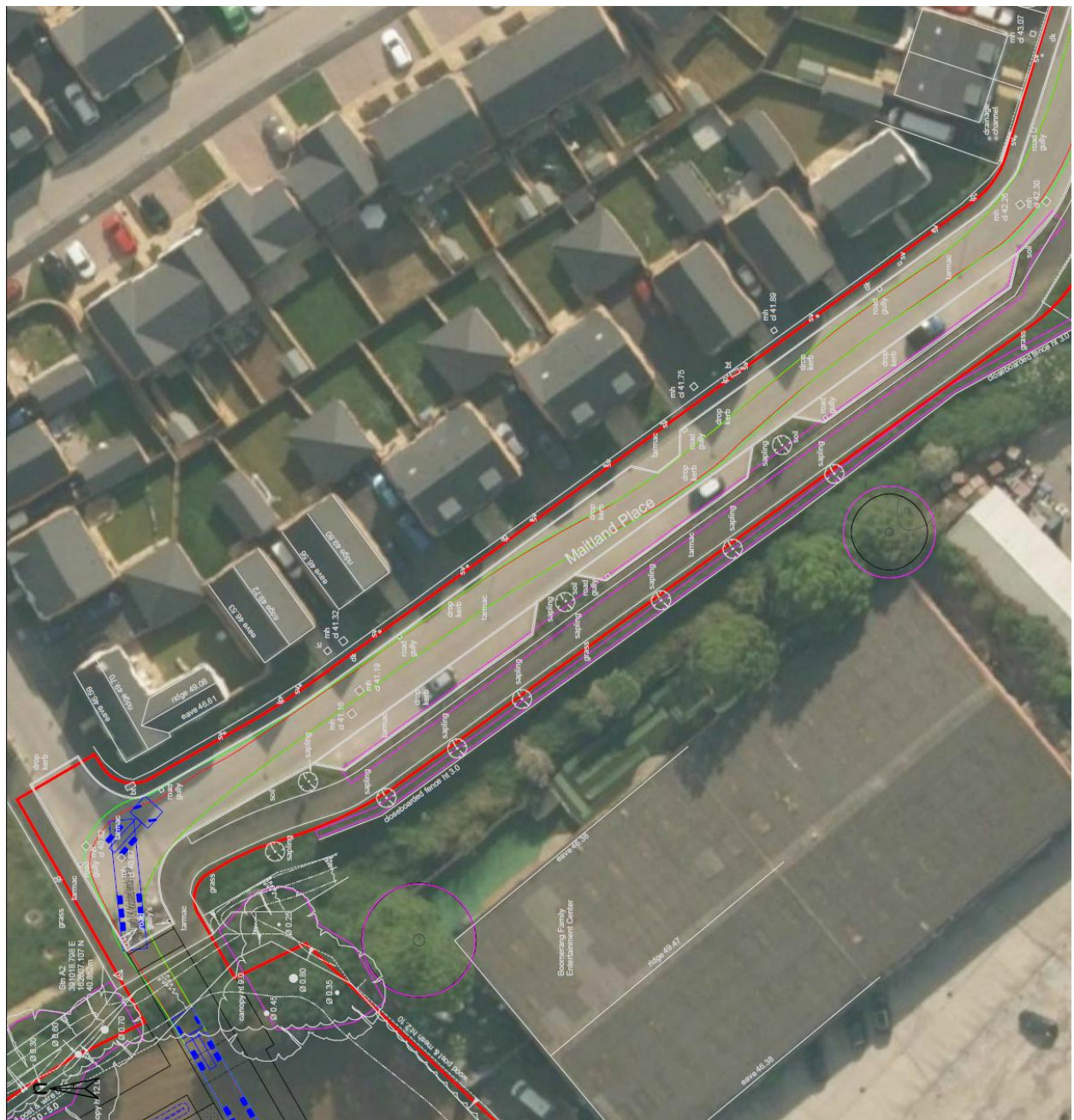


Figure 1: The green line showing the widest point of the HGV clearly shows that no other vehicles will be able to use the road at the same time.

2. Maitland Place Traffic Volumes

Maitland Place currently serves 55 residential properties. Using typical residential trip generation estimates of around 5 to 6 vehicle movements per dwelling per day, existing residents already generate approximately 275 to 330 vehicle movements per day on this road.

The submitted Construction Method Statement identifies peak construction traffic of approximately 80 construction vehicle movements per day.

During peak periods, this would result in around 355 to 410 vehicle movements per day on Maitland Place, before considering additional delivery vehicles, service vehicles or abnormal loads.

These movements are concentrated at the Pathfinder Way end of Maitland Place, which already accommodates several competing access points including:

- the Maitland Place / Pathfinder Way junction
- access to a shared residential car park serving the flats on Maitland Place
- a rear access driveway serving properties along Pathfinder Way
- turning movements associated with existing residential properties

Introducing regular construction HGV movements into this already constrained junction area significantly increases the potential for traffic conflict.

The submitted access analysis also assumes idealised driver behaviour at the Maitland Place / Pathfinder Way junction. The modelling indicates that HGVs may wait within Maitland Place before completing the turning manoeuvre and utilise the ghost-island right turn area during the movement.

While this demonstrates that the manoeuvre is technically possible, it assumes that approaching vehicles will recognise and accommodate the manoeuvre and that the available carriageway space will remain unobstructed. In a residential environment with multiple access points and turning movements, driver behaviour can be less predictable and the junction will be operating under real-world conditions rather than the idealised assumptions used in the modelling.

You then need to consider the construction schedule for the new development – the housing is proposed so that the properties closest to Maitland Place are built first, and then away from the proposed site exit towards the back of the site. This means that all HGV traffic is not only going to affect the existing residents of Maitland Place, but the traffic is going to continue for the residents of the new development for the entire duration of construction. See Figure 4.

If you assume the 80 vehicle movements for construction continue, at the halfway point with 105 new properties constructed and using the higher 6 vehicle movements per day per property, with the construction traffic we are looking at more than one thousand vehicle movements per day.

This level of vehicles equates to more than one vehicle movement per minute during the working day. Introducing this level of traffic onto what would effectively function as a single-lane shuttle road is likely to cause congestion and operational conflict.

Lastly, there is a high volume of pedestrian traffic that passes through Maitland Place, across the T junction to the new development and through the green space to cross the road at the traffic lights at Western Way - this includes residents, local dog walkers and school children.

If the proposed route C is allowed to proceed, this introduces a clear potential conflict between HGV movements and pedestrian activity due to the proposals within this application.

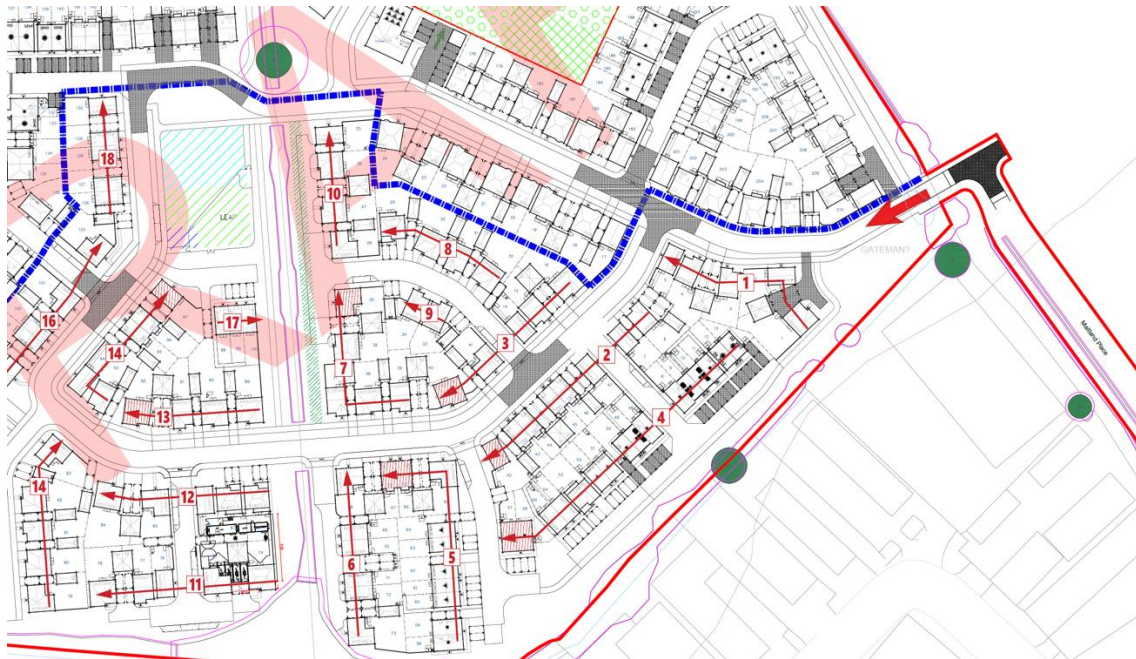


Figure 4: This plan shows the order the housing will be built. The first houses are going to be immediately next to the T junction with Maitland Place, meaning the construction traffic and first residents will be competing to enter and exit the estate.

3. Alternative Construction Access – Western Way

The applicant's technical note dismisses alternative construction access arrangements directly onto Western Way primarily on the basis that these options may require traffic management measures on a strategic road. Unfortunately, the four options assessed do not appear to consider other potentially workable arrangements. I propose what I will refer to in this objection as Option D. See Figure 5.

My proposal for Option D combines parts of Option A and Option C – however I propose that construction traffic should enter the site through a left-hand turn from Western Way, and then exit the site using a left-hand turn onto Western Way.

The proposed access location on Western Way benefits from very long forward visibility in both directions, with clear sightlines extending along the road. If the culvert was to be modified to allow for enhanced visibility as traffic leaves the site in a left-hand turn onto Western Way, this would be the ideal option. See Figures 5, 6 and 7.

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

Figure 5: Table 7.1 – Access Options Review.



Figure 6: Proposed Western Way connection location looking towards Pathfinder Way. The signage and part of the roundabout is clearly visible, there are no visibility issues.



Figure 7: Proposed Western Way connection looking towards the A350. The signage for the roundabout is clearly visible; there are no visibility issues.

Western Way functions as an A-class distributor road designed to accommodate higher traffic volumes, and temporary traffic management on roads of this type is commonly implemented during construction projects.

In addition, the submitted drawings indicate that the same junction is intended to serve as the emergency access for the proposed care home development, if Maitland Place was blocked it must also serve as an emergency exit as well as an entrance.

If this access point is considered suitable for emergency access - enabling ambulances and fire appliances to safely enter and exit the site - it must already provide appropriate visibility splays and safe vehicle access conditions.

Given this, it is difficult to understand why controlled construction access at this location would be considered disproportionate, while routing articulated construction vehicles through a narrow residential street is considered acceptable.

The technical note places considerable weight on the fact that the proposed construction access arrangements are temporary. However, the submitted Construction Method Statement indicates that the development programme will extend over several years. A construction access arrangement operating for a period of this length cannot reasonably be considered a short-term temporary impact in operational highway terms, particularly where it affects an established residential street.

In this context, it is difficult to justify rejecting alternative access arrangements on Western Way due to temporary traffic management measures, while proposing a multi-year construction traffic route through a constrained residential road.

Lastly, the Highways team have previously made comment as to how access to a development from Western Way would be unsuitable for the road due to its purpose and access – if you follow the road out towards Pathfinder way you have a pedestrian pavement and traffic lights.

Following it out further towards Seend you have high volume roundabouts servicing residential developments, access to a school – and further other access. These characteristics suggest that Western Way already accommodates multiple access points and controlled junctions, which raises questions about the assertion that the road cannot accommodate controlled construction access.

4. Limited Operational Detail

The submitted material focuses primarily on the geometric feasibility of construction vehicle access, demonstrating that construction vehicles can enter the site from Western Way and exit via Maitland Place and Pathfinder Way.

However, the planning condition requiring discharge (Condition 18) requires a broader set of construction management details, including matters such as contractor parking, loading arrangements, delivery routing, wheel washing and working hours.

The submitted technical material contains limited detail on how these operational matters will be managed during the construction period.

In particular, the documents do not clearly set out:

- where contractor and site operative vehicles will park during construction
- what procedures will be used to manage and enforce delivery routing
- how construction traffic will be coordinated alongside existing residential traffic using Maitland Place
- the specific measures that will prevent mud and debris being carried onto surrounding roads
- or what mitigation measures will be implemented to manage noise impacts on nearby residents

As a result, the submission demonstrates that construction vehicles can theoretically navigate the route but does not demonstrate how construction traffic will be managed safely and effectively within the existing residential highway network.

5. Summary

In summary, residents are concerned that:

- the proposed construction traffic route places significant additional vehicle movements onto a constrained residential street
- the physical width of Maitland Place limits the ability for HGVs and residential vehicles to pass safely
- alternative construction access arrangements via Western Way may not have been fully explored
- the submitted information provides limited operational detail on how construction impacts will be managed during the build period.
- this application poses a genuine safety risk to the pedestrians and residents of both Maitland Place and the new development.

For the reasons set out above, this application should not be approved in its current form.

The proposed construction access arrangements are not suitable for the existing highway environment and introduce a clear potential safety risk for residents and pedestrians.

In light of these issues, residents request that Condition 18 is not discharged until a safe and workable construction access strategy has been demonstrated.