



Bowerhill Lodge, Longleaze Lane, Melksham

FRAMEWORK TRAVEL PLAN

for Approved Care Home Development
on behalf of Aspire LPP

23/6804/TP02

February 2026

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1 INTRODUCTION

1.1 Background

- 1.1.1 This Travel Plan has been prepared to support the approved care home facility at Bowerhill Lodge, Longleaze Lane, Melksham ("the site"). The site is located on the eastern edge of Melksham and is bounded by Longleaze Lane to the north, Bowerhill Lodge to the east, the new 'Acorns' residential development to the south and the Spa Medical Centre to the west.
- 1.1.2 This Framework Travel Plan has been prepared in support of a Section 73 application to vary planning consent PL/2024/07818, seeking to amend the car parking layout of the site to satisfy the requirements of the operator.
- 1.1.3 As background, planning consent was originally granted by Wiltshire Council in August 2024 for the removal of existing storage sheds on otherwise vacant land to construct a new 82-bedroom care home (C2 use Class), providing a specialist facility for high-dependency care. **Figure 1** illustrates the location and extent of the site.

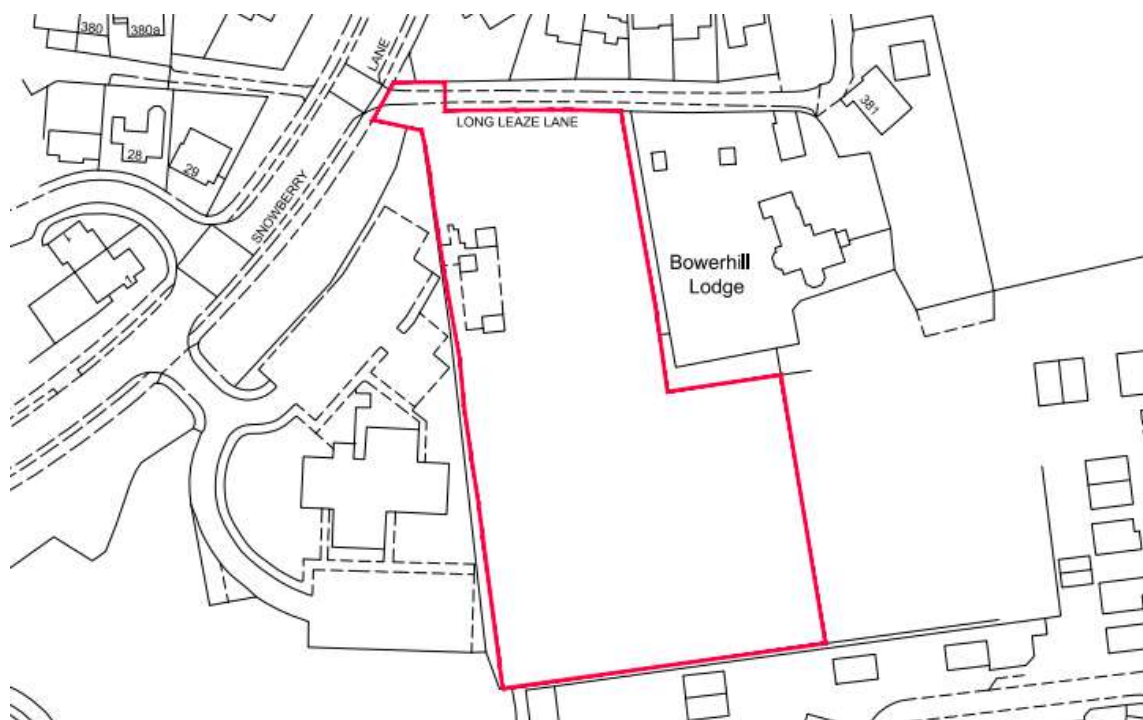


Figure 1 Site Location & Extents

- 1.1.4 Subsequently, in September 2024, a Non-Material Amendment (NMA) application was approved by Wiltshire Council for revisions to the scheme, resulting in a reduction in the number of bedrooms and the provision of an 80-bedroom facility.
- 1.1.5 A copy of the Decision Notice and approved drawing for NMA application PL/2024/07818 is attached at **Appendix A**. The approved NMA application retained the approved access and parking/servicing arrangements.

- 1.1.6 The permitted care home will be constructed as a single block with all parking and servicing activity accommodated at the front of the site. The proposals include alterations to the existing access arrangements to afford improved manoeuvring space for all vehicular trips generated by residents, staff and visitors.
- 1.1.7 The care home would continue to be accessed via Longleaze Lane, which also serves the existing property at Bowerhill Lodge to the east. The proposals would include alterations to improve the geometry of the access and its junction with Snowberry Lane to ensure safe and suitable access is provided for all users.
- 1.1.8 The care home will be served by a private car park containing 28 spaces (including two designated disabled parking bays) and an ambulance bay. Secure cycle parking facilities would be made available to users of the site, whilst bin storage provisions would be made for waste collections with the car park.
- 1.1.9 The amended car park layout is illustrated on the Site Plan attached at **Appendix B**, which also includes a relocation of the bin store and cycle parking to accommodate the optimised car park layout. The proposed amendments afford more suitable access to the cycle parking for visitors and staff, as well as providing a segregated route to the bin store from the building entrance.
- 1.1.10 The general operation of the care home facility would remain unchanged from the consented PL/2024/07818 scheme.
- 1.1.11 RGP supported the permitted application with the submission of a Framework Travel Plan, which was subsequently approved by Wiltshire Council. This Travel Plan comprises an updated document to reflect the proposed alterations under the S73 application, for completeness in reviewing the sustainable travel opportunities for users of the development.
- 1.1.12 This Travel Plan details measures and initiatives to be implemented with the aim of reducing reliance on the private car, should planning permission be granted. It has been prepared with regard to the Development Related Travel Plans in Wiltshire, Good Practice Guide (November 2004).
- 1.1.13 The production of this Travel Plan meets the Building Research Establishment's Environmental Assessment Methodology (BREEAM) requirements for credits associated with Tra01 'Transport Assessment and Travel Plan' and Tra02 'Sustainable Transport Measures' under BREEAM New Construction (2018).
- 1.1.14 To ensure compliance with some of the elements of BREEAM, this document includes additional information that would usually be contained within a Transport Statement. However, a separate Transport Statement (*Reference: 23/6804/TP01*) has been prepared by RGP, which summarises the key transport-related aspects of the proposed development, including access, parking and servicing arrangements. Therefore, this Travel Plan should be read in conjunction with that document.

1.2 Transport Planning Policy

- 1.2.1 The need to manage transport in new developments is embedded within national, regional and local policy, with the need to reduce car dependency, increase travel choices and encourage sustainable travel supported by the National Planning Policy Framework (NPPF) which states that all development which will generate significant amounts of movement should be required to provide a Travel Plan (Paragraph 118). Whilst this proposal does not generate 'significant' amounts of movement, this Travel Plan has been prepared nevertheless to reduce the impact of the development on the surrounding area.
- 1.2.2 Furthermore, Paragraph 115 of the NPPF recommends that planning policies support an appropriate mix of uses across an area, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 1.2.3 In this instance, the proposed care home would offer high-dependency care facilities, with residents less-able to travel off-site on a regular basis. The proposed care home would therefore offer a number of on-site facilities for social and economic activities, such as catering/dining, laundry, etc. The care home would also host external consultants for medical care, dentistry, physiotherapy etc., supporting health, social and cultural well-being.

2 BASELINE CONDITIONS

2.1 Site Location

- 2.1.1 The site is located on the eastern edge of Melksham and is bounded by Longleaze Lane to the north, Bowerhill Lodge to the east, the new 'Acorns' residential development to the south and the Spa Medical Centre to the west.
- 2.1.2 The local area is characterised by a range of land uses, including suburban residential properties, healthcare facilities and open green space. Further to the west, there is a concentration of retail, commercial, leisure and industrial land uses within the town centre.
- 2.1.3 The location of the site in the context of the surrounding cycle, public transport and highway networks is illustrated in **Figure 2**.

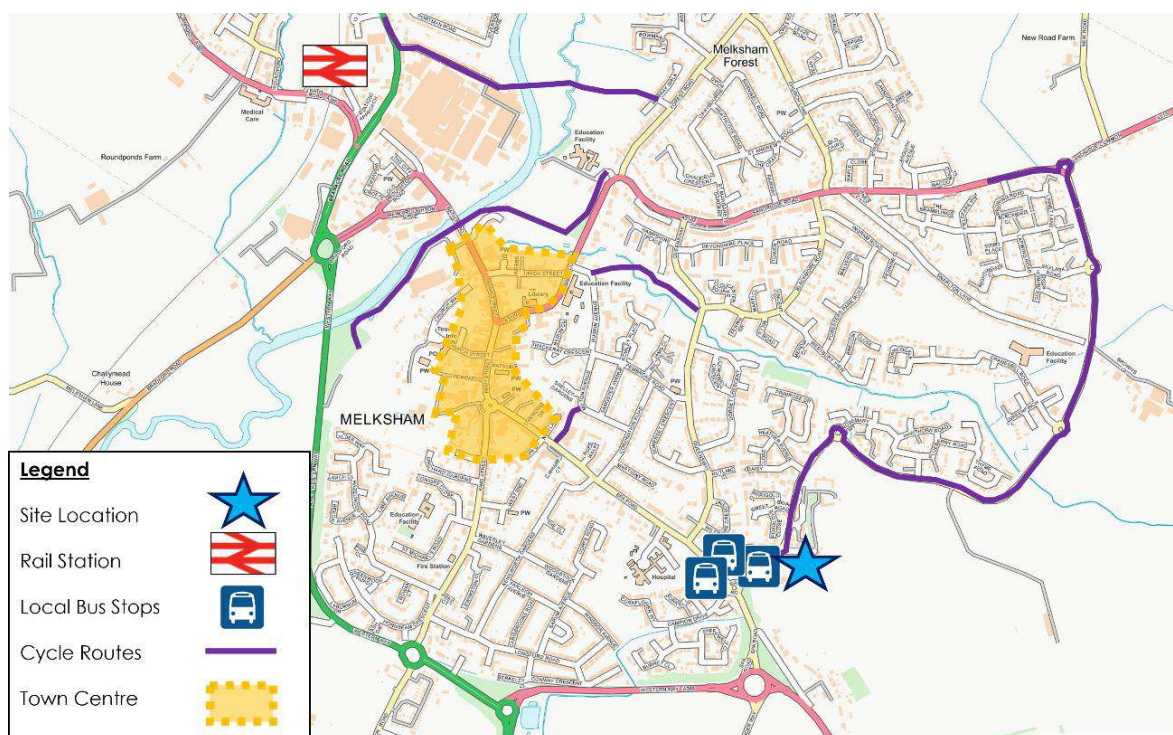


Figure 2 Site Location & Accessibility

- 2.1.4 The site is located within walking distance of Melksham's town centre, as well as the local rail station and nearby bus stops. Active modes of transport, such as walking and cycling, are safely facilitated throughout the local area, whilst public transport infrastructure would accommodate trips to/from destinations further afield. The site is not considered to be in a rural location, as defined in BREEAM Tra 01.
- ### 2.2 Local Highway Network
- 2.2.1 Access to the site is provided from Longleaze Lane, which comprises a private residential access road with its western extent serving the site and the neighbouring residential property (Bowerhill Lodge). The site is situated on the southern side of the access road, with access gates provided close to its entrance on Snowberry Lane.

- 2.2.2 There is no through-route provided between Longleaze Lane and the new road network serving 'The Acorns' development to the east. As such, traffic volumes and speeds along Longleaze Lane will remain low.
- 2.2.3 Longleaze Lane forms a junction with Snowberry Lane at the northwestern corner of the site. Snowberry Lane comprises a single-carriageway link between the Spa Road roundabout junction to the southwest and the Eastern Way roundabout junction to the north.
- 2.2.4 Longleaze Lane provides a narrow access road and is classified as a no-through road to the public, but private access appears to continue to a number of properties, also accessed via Saxifrage Bank to the north. Longleaze Lane is not a public right of way.
- 2.2.5 Both sides of Snowberry Lane are marked by double yellow line carriageway restrictions, stipulating that parking or waiting is prohibited at all times, but enabling kerbside loading activity to take place for up to a maximum duration of 40 minutes in the absence of any specified loading restrictions. Snowberry Lane is subject to a 30mph speed limit. A shared pedestrian/cycle route is provided along the eastern side of Snowberry Lane, with priority to non-car modes provided across Longleaze Lane. This will be retained.
- 2.2.6 Spa Lane provides a connecting route from the site to the A350 (via Western Way) to the southwest of the site. The A350 forms a principal route through Melksham, continuing towards the M4 (Junction 17) to the north via Chippenham and the A36 at Warminster to the south.
- 2.2.7 The Council is currently in the process of planning for the new A350 Melksham Bypass, which would form a route around the eastern periphery of Melksham, thereby reducing the impact on traffic passing through the town centre and, to a lesser extent, Snowberry Lane and Eastern Way. The new bypass is currently undergoing the process of public consultation.

3 ACCESSIBILITY CREDENTIALS

3.1 Overview

3.1.1 In accordance with relevant national (NPPF), regional and local transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site has been undertaken.

3.1.2 It is acknowledged that the proposed care home would offer high-dependency residential care for residents who would be unlikely to use sustainable travel modes regularly, with all necessary facilities/amenities provided for them on site and assisted travel likely to be provided. However, the proposed development would generate trips from staff and visitors who would regularly travel to and from the site, and who would benefit from sustainable travel measures available locally.

In addition, the link <https://www.connectingwiltshire.co.uk/plan-a-journey/> provides travel/ journey planning information, which will be promoted to staff and visitors through the Travel Plan process.

3.2 Local Facilities/Amenities

3.2.1 **Figure 3** outlines the amenities available within 500m of the site as defined within the BREEAM guidance. In addition, the table includes the general walk times in accordance with the Chartered Institution of Highways and Transportation (CIHT) guidelines of 80 metres per minute walking speed.

Amenity	Name/Location	Walk Distance	Walk Time
Appropriate food outlet	None		
Access to cash	None		
Access to an outdoor open space	Speedwell Close, SN12 7TE	350m	5-mins
Access to a recreation or leisure facility for fitness or sport	None		
Publicly available postal facility	Snowberry Lane, SN12 6FS	60m	1-min
Community facility	Wiltshire Crescent Allotments, Wiltshire Crescent, SN12 7LL	350m	4-mins
Over the counter services associated with a pharmacy	Gompels Ltd, Snowberry Lane, Melksham, SN12 6UN	150m	2-mins
Public sector GP surgery or general medical centre	Melksham Community Hospital, Spa Road, Melksham, SN12 7NZ	500m	7-mins
Child care facility or school	None		

Figure 3 Facilities within 500m of the site

3.2.2 **Figure 3** confirms the development meets BREEAM Assessment Option no.9 as there are more than three existing amenities within a 500m walk of the site, while **Figure 4** illustrates the location of these amenities.

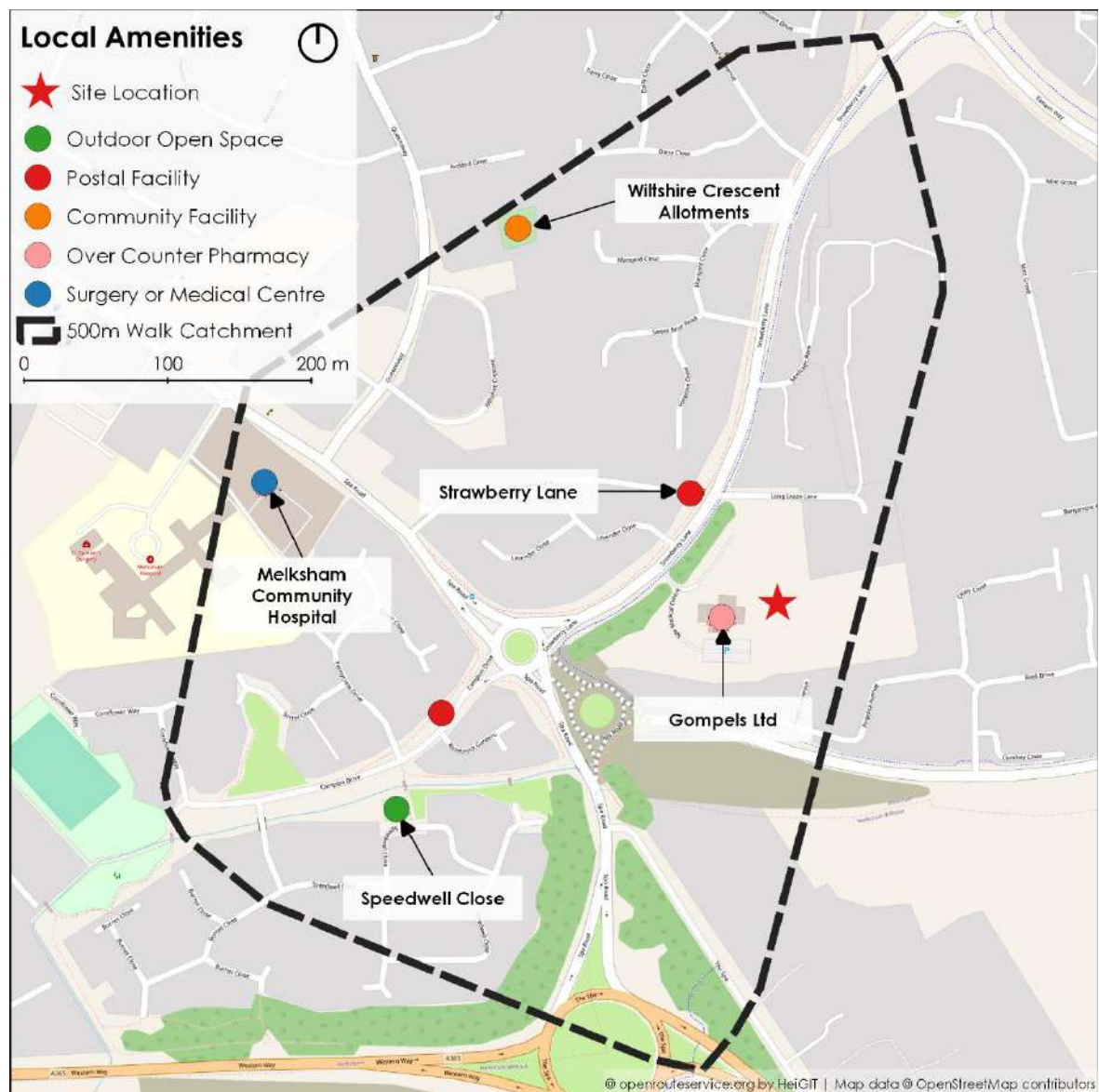


Figure 4 Local Amenities Plan

3.2.3 The site is accessible from a large residential catchment area that would generally allow access to the site within a convenient travel distance by active modes. In addition, the site is positioned close to a number of local amenities that prospective residents, staff and visitors can access, convenient for daily activities and essential services.

3.3 Walking and Cycling

3.3.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively. Walking and cycling play a vital role in healthy and active lifestyles, and if convenient and safe links are available, there is a significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network.

- 3.3.2 There is an excellent standard of pedestrian infrastructure provided throughout the local area. Wide, well-lit footways are provided along both sides of Snowberry Lane, separated from the carriageway by grass verges. A crossing point with dropped kerbs is provided on the nearside footway to the site across the Longleaze Lane access.
- 3.3.3 A footpath provides a segregated pedestrian link from Snowberry Lane onto the western extent of Lockleaze Lane, with footways then continuing onto both sides of Spa Road towards Melksham town centre.
- 3.3.4 A signalised crossing with dropped kerbs and tactile paving is provided across Snowberry Lane to the south of the site, affording a safe and convenient route to the local bus stops on either side of the carriageway. Further crossing points with dropped kerbs and refuge islands are provided across each arm of the Snowberry Lane / Spa Road roundabout junction.
- 3.3.5 This provision acts to assist pedestrians accompanied by young children as well as those with varying degrees of disability / visual impairment.
- 3.3.6 The network of footways extends into the surrounding residential areas, as well as into the town centre and towards Melksham rail station, enabling pedestrian access to all local community amenities.
- 3.3.7 Over short distances, cycling is often quicker than using a car and more flexible than using public transport.
- 3.3.8 The local area is also well-suited to cycling, with designated routes provided in close proximity to the site. The footways along both Snowberry Lane and Eastern Way are signposted as shared cycle/footways.
- 3.3.9 A segregated cycleway is also provided between Queensway and Ruskin Avenue in the town centre, connecting to the Millennium Riverside Walk along the eastern bank of the River Avon.
- 3.3.10 Furthermore, RGP considers that Spa Road is conducive to cycling owing to its relatively straight alignment, flat topography and good visibility at road junctions. The town centre is accessible via a 5-minute cycle journey from the site via Spa Road. The extent of the local cycle network is illustrated in **Figure 2**, above.
- 3.3.11 It is therefore considered that there are realistic opportunities for travel to/from the site by active modes (walking /cycling).

3.4 Bus Services & Facilities

- 3.4.1 The nearest bus stops to the site are located in the vicinity of the Snowberry Lane / Spa Road roundabout junction (a 2-3 minute walk to the southwest of the site). The set of stops provided on Spa Road provides a shelter and full timetables.
- 3.4.2 These stops are served by bus routes 14, 271, 272 and X34, which call at least every 30 minutes during typical weekdays, catering for travel towards Bath, Chippenham, Devizes and Bowerhill, via Melksham town centre.

- 3.4.3 These services would therefore cater for local travel in Melksham, fulfilling the essential daily travel needs of residents, staff and visitors. A journey time of 15 minutes is required to reach Melksham rail station from the site via these local bus services. Furthermore, Bath city centre is conveniently accessible via local bus services, where a greater range of retail and leisure attractions is available.
- 3.4.4 It is also worth noting that National Express coach services to/from London Victoria call daily from the bus stops located on Melksham High Street, outside the King's Arms public house. Outbound services to London Victoria depart at 07:20 hours each day, with a journey time of between 3 and 4 hours.
- 3.4.5 Further information regarding routes and timetable information can be found at <https://www.travelinesw.com/>.
- 3.4.6 To assist those with disabilities, the buses are low-floor/easy access and journey assistance cards can also be used.

3.5 Rail Services

- 3.5.1 Melksham rail station is accessible from the A365 Bath Road on the north-western edge of the town centre, approximately 2km from the site (a 25-minute walk, 15-minute bus trip or 10-minute cycle ride).
- 3.5.2 The station is operated by Great Western Railway and provides departures every 2 hours towards Swindon and Westbury. Step-free access is provided onto platforms, whilst secure cycle parking is provided on Platform 1.
- 3.5.3 A greater frequency of rail services can be boarded from Bath or Swindon, catering for trips to an extensive range of destinations including London, Cardiff, Bristol and Cheltenham.

3.6 Taxi Services

- 3.6.1 It is anticipated that some trips to the site will be made by taxi. The following operators serve the local area and can be pre-booked in advance: Melksham Taxis – 01225 700000, Nigel's Taxi – 07976 165910 and Index Taxis – 01225 700800. The site layout is such that taxi drop-off /pick-up can be accommodated within the on-site car parking area.

3.7 Accessibility Index

- 3.7.1 The site records an Accessibility Index (AI) score of 2.14, the output for which is attached at **Appendix C**.
- 3.7.2 This is based on calculating the proximity of the site to bus stops within 650m (of which there are three served by eight bus services) and railway stations within 1000m (which are not applicable at this location) and averaging the frequency of each service for a given timeframe.
- 3.7.3 This AI does not qualify the site for an additional BREEAM credit under Tra 02.

3.8 Summary of Accessibility Credentials

- 3.8.1 The proposed care home accords with the objectives of the NPPF, being located in an area benefitting from good access to pedestrian, cycle and public transport infrastructure, thereby facilitating sustainable means of travel.
- 3.8.2 Based on the above review, it is evident that there are good opportunities to complete trips to/from the site via sustainable modes of transport, such as walking, cycling, bus and train. Active modes of travel, such as walking and cycling, would likely comprise the primary mode of transport for residents making local trips into Melksham town centre, for example.
- 3.8.3 Bus and rail services could cater for commuting trips made by staff to the site, who may reside in locations further afield.
- 3.8.4 The measures contained within this Travel Plan further seek to increase the awareness and use of these sustainable transport modes. Furthermore, with its implementation from the outset, it is reasonable to assume that the Travel Plan would be effective in changing the travel habits of staff, who would be encouraged to use non-car modes before getting into the habit of driving to work.
- 3.8.5 The proposed care home accords with these objectives of the NPPF, being located in an area benefitting from good access to pedestrian, cycle and public transport infrastructure, thereby facilitating sustainable means of travel.

4 DEVELOPMENT PROPOSALS

4.1 Operational Needs

- 4.1.1 The approved care home facility would offer 80 bedrooms and provide care for elderly residents, providing a specialist facility for high-dependency care. The nature of care home facilities is that they tend to be occupied by residents from a local catchment, offering the opportunity for relatives to visit from close by.
- 4.1.2 In accordance with Government guidelines, the levels of staff on site are generally as deemed necessary by the care home operator and are dependent on the level and intensity of care needed. However, based on the Applicant's experience of similar care home operations, the following levels of staff are expected to be on site throughout a typical weekday:

Staff Role	Working Hours	No. Staff
Manager	08:00 – 17:00	1
Deputy	08:00 – 20:00	1
Admin/Reception	08:00 – 17:00	1
Activities Coordinator	10:00 – 15:00	1
Senior Care Assistant	08:00 – 20:00	1
Care Assistant	08:00 – 20:00	9
Registered Nurse	08:00 – 20:00	2
Caretaker	10:00 – 14:00	1
Kitchen Manager/Cook	08:00 – 20:00	1
Kitchen Assistant	09:00 – 15:00	2
Domestic Staff	08:00 – 13:00	2
Head of Housekeeping	08:00 – 13:00	1
Laundry Staff	08:00 – 13:00	2
TOTAL		25

Figure 5 Proposed Staff Numbers (Day Shift)

Staff Role	Working Hours	No Staff
Registered Nurse	08:00 – 20:00	2
Care Assistant	08:00 – 20:00	6
TOTAL		8

Figure 6 Proposed Staff Numbers (Night Shift)

- 4.1.3 As detailed above, the vast proportion of the care staff would regularly cover a full day shift (08:00 – 20:00), arriving and departing outside of the peak hours.

4.1.4 In addition to regular care staff employed, a number of external consultants also visit the site at various times, offering additional services. These visits are generally sporadic and by car, and as follows:

- i) Doctors – 2 visits per week;
- ii) Hairdresser – 1 visit per week;
- iii) Chiropodist – 1 visit every 6 weeks;
- iv) Physiotherapist – 2 visits per day;
- v) Dentist – by appointment (when requested);
- vi) Mobile Library – 1 visit a month.

4.1.5 Visiting hours would be unrestricted at the care home, and guests can arrive at the site at any time to visit residents. The residents of the site, many of whom are physically and/or cognitively impaired, would rarely travel by car to/from the site and would tend to reside at the centre. On the rare occasion residents would leave, they would generally be escorted by the care centre staff or an appropriate visitor.

4.2 Access Arrangements

4.2.1 The proposals seek to retain the existing access to the site, situated at an angle from Longleaze Lane. Longleaze Lane would be reprioritised to serve the development, with the remainder of the lane retained as existing to serve the small number of dwellings to the east.

4.2.2 The proposals also include alterations to the Longleaze Lane/Snowberry Lane junction to provide a suitable geometry to allow for two-way vehicle movements and space for deliveries to the care home, whilst maintaining suitable levels of visibility.

4.2.3 The proposal also includes the provision of a new footway alongside the access road leading into the site, with the new car parking area to operate as a shared-use surface. An improved pedestrian crossing with dropped kerbs and tactile paving would be provided at the site's point of access from Snowberry Lane. Step-free access would also be provided to the lobby of the care home.

4.2.4 Car Parking Provision

4.2.5 The proposed amendments under the current S73 application would continue to provide 28 parking bays, including an ambulance bay, disabled parking bays and an enlarged space for the use of vans or people-carriers, for example. Two parking spaces would be prioritised for car sharing.

4.2.6 This proposed provision would be sufficient to accommodate the daily needs of staff and visitors and accommodate any fluctuations, such as a crossover with shift patterns. Residents of the site would be unlikely to own a private car, and therefore, no parking would be allocated for resident use.

- 4.2.7 In accordance with the requirements of BREEAM, 10% of all car parking spaces should be fitted with an Electric Vehicle Charging Point (EVCP). In compliance with this, the proposals would include 4 EVCPs (with capacity for 8 sockets) close to the front of the site, as shown on the plan at **Appendix B**. These spaces would be made available for all staff and visitors.
- 4.2.8 In accordance with BREEAM, a further two car parking spaces near the building entrance would be designated for car-sharers. These would include priority for car sharers, but would be available for others to park during periods of high-occupancy.
- 4.2.9 The site would also benefit from a dedicated area for ambulance parking adjacent to the entrance to the building. It is likely that the proposed ambulance bay would be used infrequently and could also serve as a drop-off/pick-up bay as necessary.

4.3 Cycle Parking Provision

- 4.3.1 The requirements for cycle parking provision are set out in Appendix 4 of the 'Wiltshire Local Transport Plan 2011-2026 – Cycling Strategy' adopted in March 2014.
- 4.3.2 The standards confirm the following minimum levels of cycle parking are required for 'Principal Settlements and Market Towns':
- 1 covered cycle space per 10 employees;
 - 1 visitor space per 15 bedrooms.
- 4.3.3 However, the requirements of BREEAM include higher cycle parking standards, including 1 cycle parking space per 10 staff (on shift) and 1 cycle parking space per 10 visitors OR bedrooms.
- 4.3.4 As confirmed on the Site Plan at **Appendix B**, the proposed care home would be provided with 4 secure 'Sheffield style' bicycle stands located adjacent to the care home entrance, providing 8 short-stay spaces for convenient use by visitors to the site. Further cycle storage would be provided adjacent to the building, providing 8 long-stay spaces. The proposed levels of cycle parking would therefore comply with both requirements.

4.4 Deliveries & Servicing

- 4.4.1 The proposals would provide sufficient space within the site for good deliveries and service vehicle movements.
- 4.4.2 Deliveries would be carried out principally by Light Goods Vehicles (LGVs) such as cars and light panel vans, with the small postal/courier deliveries likely to take place at the front of the site using the proposed ambulance bay or another parking space as needed.
- 4.4.3 The care home will be provided with a secure bin store with an access route to ensure bins can be safely and conveniently wheeled to the edge of the carriageway for kerbside collection to take place from Snowberry Lane adjacent to the site's vehicle access in accordance with existing carriageway restrictions.

5 TRAVEL BEHAVIOUR

5.1 Predicted Travel Patterns

5.1.1 It is necessary to collect data to establish and understand the travel habits against which the Travel Plan's progress can be measured.

5.1.2 As the site is not yet occupied, in lieu of baseline surveys the Census (2011) Method of Travel to Work (2001 specification) (workplace population) data has been referred to for the Super Output Area – E02006680 : Wiltshire 022 within which the site lies to provide an anticipated modal split, as shown in **Figure 7**.

Mode	Percentage (%)
Underground, Metro, Light Rail or Tram	0%
Train	0%
Bus, Minibus, Coach	2%
Taxi	0%
Motorcycle, Scooter or Moped	1%
Driving a Car or Van	63%
Passenger in a Car or Van	5%
Bicycle	4%
On Foot	15%
Other	0%
TOTAL	100%

Figure 7 Multi-modal Trip Generation (based on Census Data)

5.1.3 As illustrated, the mode split that can be expected is 66% of journeys to be undertaken by vehicle (including 5% passengers), 15% by walking, 4% by bicycle and 2% public transport.

5.1.4 The information obtained is considered to be a suitable starting point for formulating appropriate measures and targets, however iTRACE compliant travel surveys will be carried out within 3 months of the site's occupation to establish the travel behaviour of all site users and provide a baseline for future monitoring purposes.

6 AIMS, OBJECTIVES AND TARGETS

6.1 Aims and Objectives

- 6.1.1 It is now widely accepted that it is not possible to build our way out of congestion. Instead, the approach has to be to reduce the need to travel by increasing travel choice and awareness, therefore the overall aim of this Travel Plan is:

To reduce reliance upon the private car, by effecting a change in attitude to travel by increasing awareness of sustainable travel modes and their associated benefits.

- 6.1.2 To achieve this aim, objectives should be provided that reflect the challenges of the site and focus on the role of the Travel Plan. These objectives also support the Local Authority's policy aims. For the development site, the objectives are:

Objective 1: Actively encourage sustainable travel to and from the site

Objective 2: Provide the on-site infrastructure to facilitate sustainable travel

6.2 Targets

- 6.2.1 To support the aim and objectives, targets have been set to focus the delivery of the Travel Plan. When setting site-specific targets, it is important that they are "SMART" in order that the outcomes can be quantified and an assessment of what the Travel Plan has or will achieve can be made.

Specific
Measurable
Achievable
Realistic
Time-bound

- 6.2.2 **Figure 8** presents the targets for the Travel Plan, which will support the overall aim and two objectives. These should be achieved 3 and 5 years from first occupation, and initially, they will be assessed against the data presented in **Section 5** of this report.

Action	Target Date
Increase the proportion of trips made by active modes (walking/cycling) by 3% / 5%	End of Year 3 / Year 5
Decrease the proportion of journeys made by single occupancy car by 5% / 10%	End of Year 3 /Year 5

Figure 8 Targets

- 6.2.3 Following baseline surveys, these targets will be reviewed and amended based on the site-specific data obtained.

- 6.2.4 The targets stated above will be reviewed regularly and should be achieved by the target dates specified, i.e. 3 or 5 years. If they have been attained before the target date, they will be modified to provide further, more challenging targets. If the surveys show that progress is not being made towards achieving the targets, the reasons why would be investigated, including a review of the current measures, which would be added to or modified to ensure that the overall targets will be met.
- 6.2.5 Travel-related concerns raised by users of the site and any identified barriers to sustainable travel will be ascertained by way of regular travel surveys and routine monitoring. Further bespoke measures and changes could then be introduced to address these barriers, if necessary, and to ensure that the Travel Plan continues towards achieving its targets and overall aim.
- 6.2.6 Future targets will be established through a process of consultation with Wiltshire Council and the site operator to ensure that they are appropriate in the context of the objectives, yet realistic and achievable.

7 TRAVEL PLAN MEASURES

7.1 Travel Plan Measures

- 7.1.1 An Action Plan outlining the proposed Travel Plan measures and actions identified for the site, along with responsibilities, estimated costs and implementation timescales, is attached at **Appendix D**. The Action Plan also divides the measures into user groups i.e. staff or all users of the site.
- 7.1.2 The Action Plan also pinpoints the objective that each measure will support to ensure that any initiative is targeted to achieving the overall aim for this site.
- 7.1.3 The Action Plan includes the following measures:

Objective 1: Promote and actively encourage sustainable travel to and from the site

- Appoint Travel Plan Coordinator (TPC)
- Local Recruitment Policy
- On-Site Facilities (see Objective 2)
- Nearby Facilities
- Promote Walking / Cycling Routes
- Bicycle Purchase Scheme / Interest-Free Season Ticket Loan
- Local Bike Shop Discounts
- Public Transport Information
- Travel Apps
- Car Sharing
- Website Information
- Welcome Packs – see example at **Appendix E**

Objective 2: Provide the on-site infrastructure to facilitate sustainable travel

- On-Site Facilities / Services
- Shower / Changing Facilities and Lockers
- Cycle Parking / Storage
- Puncture Repair Kit
- Electronic Display / Real Time Passenger Information (RTPI) (iPad)
- Electric Vehicle Charging Points (EVCPs)
- Car Park Management Measures
- Priority Parking for Car Sharers

7.2 BREEAM (2018)

- 7.2.1 The proposed development meets BREEAM Tra01 (2 credits) with the production of this Travel Plan, which also incorporates all of the necessary elements required for the Transport Assessment. The measures proposed within this Travel Plan also seek to ensure that further within Tra02 are applicable for this development: These are:
- i) Assessment Option 3 – Provide a public transport information system within a publicly accessible area, to allow building users to access up-to-date information on the available public transport and transport infrastructure (by way of an iPad in reception with travel apps pre-loaded);

- ii) Assessment Option 4 – Provide electric recharging stations of a minimum of 3kw for at least 10% of the total car parking capacity for the development;
- iii) Assessment Option 5 – Car Sharing. The promotion of staff car-sharing requires the implementation of the following measures:
 - Set up a car sharing group or facility to facilitate and encourage building users to car share (promote www.liftshare.com);
 - Raise awareness of the sharing scheme with marketing and communication;
 - Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development; (2 spaces to be provided); and
 - Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.
- iv) Assessment Option 7 – Install compliant cycle storage spaces;
- v) Assessment Option 8 – Provide two compliant cyclists' facilities (showers, lockers);
- vi) Assessment Option 9 – more than 3 existing accessible amenities are present;
- vii) Assessment Option 10b – More than one new accessible amenity is to be provided (outdoor space, cinema and library).

7.2.2 In line with BREEAM Tra01 and Tra02 the following elements have not been considered applicable for this site:

- i) No enhancements to walking and cycling infrastructure, bus, tram or train services are proposed as the scale of the development does not support this type of measure;
- ii) No additional lighting, landscaping or shelter provision is proposed locally; and
- iii) No restrictions or charges will be applicable to car parking. However, car park management measures will be introduced in the future, if deemed necessary.

8 REVIEW AND APPROVAL

8.1 Implementation and Funding

- 8.1.1 It is anticipated that this Travel Plan will be secured through a planning condition, as part of any planning approval.
- 8.1.2 Prior to the occupation of the development, a Travel Plan Coordinator (TPC) will be appointed by the site operator to oversee the management of the Travel Plan and ensure it seeks to achieve the stated aims. It is anticipated that the TPC would fall within the role of the Site Manager, although specific tasks would become the responsibility of other staff, following instructions from the Site Manager.
- 8.1.3 The TPC will be responsible for the Travel Plan's management to include the implementation, review and promotion of the Travel Plan. It is anticipated that this role would take 3-5 hours per month.
- 8.1.4 The TPC will also be responsible for managing the agreed budget for the Travel Plan. Aside from infrastructure works which are associated with the development's construction costs, funding is required to cover initial setup, printing and marketing. This is estimated to amount to circa £500 annually and would be paid for by the site operator.
- 8.1.5 This investment in resources, both in terms of appointment of a TPC and monetary support, supports the implementation, management and review of the Travel Plan and mitigates against any financial burden that may be imposed as a consequence of failure to meet the agreed targets.

8.2 Monitoring

- 8.2.1 **Figure 9** illustrates the monitoring timeline for the initial 5-year life of the Travel Plan.

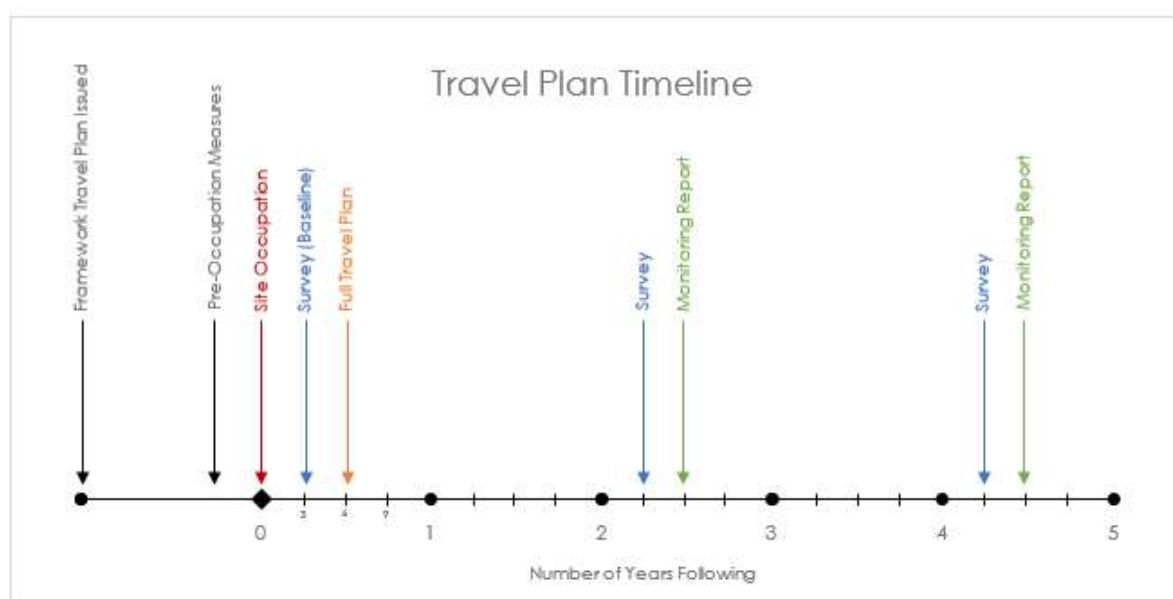


Figure 9 Travel Plan Timetable

- 8.2.2 Updated baseline data is to be collected 3 months following full occupation. This will represent Year 1 of the Travel Plan and form the revised baseline for inclusion in the Full Travel Plan.
- 8.2.3 Monitoring reports will then be produced by the TPC and submitted to the Council for approval in relation to the targets set for the end of Years 3 and 5. These reports shall demonstrate how the Travel Plan has been implemented to date and will include:
- i) Details of measures introduced, and actions taken to promote the Travel Plan;
 - ii) A statistical summary of the modal split of site users, disclosed by the monitoring surveys;
 - iii) The progress of the Travel Plan in achieving the targets and identifying any amendments to be agreed in writing by the Wiltshire Council in the event that targets are not achieved; and
 - iv) A plan for future actions.
- 8.2.4 Furthermore, the following items will be monitored by the TPC annually:
- i) the demand for car (including electric vehicle charging) and cycle parking;
 - ii) the numbers registered for car sharing; and
 - iii) comments made by site users relating to transport and the Travel Plan.
- 8.2.5 To support this process, surveys will be undertaken in Years 1, 3 and 5 to establish the travel patterns of all site users. These will be iTRACE compliant as detailed here: <https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans/monitoring-travel-plans>. (applicable nationwide). iTRACE provides a centralised software suite designed to monitor and report on the performance of Travel Plans, offering quicker, easier Travel Planning, Assessment, Auditing and Forecasting and allowing Local Authorities to share Travel Plan data.
- 8.2.6 To maintain the emphasis of the Travel Plan, the results of the monitoring and review process will be communicated by way of an on-site Travel Plan noticeboard.

8.3 Approval

- 8.3.1 This Travel Plan is hereby approved for implementation at the following site:

Bowerhill Lodge, Longleaze Lane, Melksham

Signed: (Rachel Rombough - RGP)

Date:

Signed: (TPC)

Date:

APPENDIX A



The Town and Country Planning Act 1990
Approval of non-material change to a planning permission

Application Reference Number: PL/2024/07818

Decision Date: 20th September 2024

Applicant: Louis Wilkin
45 London Rd, Reigate, United Kingdom, RH2 9RY

Particulars of Development: Non-Material Amendment to PL/2023/06725 - Proposed external alteration, internal layout alterations and changes to fenestration

At: Land at, Longleaze Lane, Melksham, SN12 6QJ

I can confirm that having had regard to the effect of the proposed change, the Council is satisfied that the amendment is not material and accordingly has **APPROVED** the request for a non-material change to the planning permission. Any alterations to the conditions attached to the original planning permission as a result of this change are set out below.

Condition 2 ('Approved Plans list') is now amended with the following revised plans:

<u>Existing drawings - PL/2023/06725</u> <u>22 August 2024 (to be superseded)</u>	<u>Approved non-material amendment</u> <u>drawings PL/2024/07818</u>
Proposed First Floor Plan ref: ASP-CH-034-PL008B	1377T-RDT-ZZ-01-DR-A-2200_T3 – Proposed First Floor Plan
Proposed Ground Floor Plan ref: ASP-CH-034-PL007B	1377T-RDT-ZZ-00-DR-A-2100_T3 – Proposed Ground Floor Plan
Proposed Second Floor Plan ref: ASP-CH-034-PL009B	1377T-RDT-ZZ-02-DR-A-2300_T3 – Proposed Second Floor Plan
Proposed Roof Plan ref: ASP-CH-034-PL010B	1377T-RDT-ZZ-03-DR-A-2400_P2 – Proposed Roof Plan
Proposed North & West Elevations Plan 1 of 2 ref: ASP-CH-034-PL003C	1377T-RDT-ZZ-ZZ-DR-A-3000_T2 – Proposed Elevations – Sheet 1
Proposed South & East Elevations Plan 2 of 2 ref: ASP-CH-034-PL004C	1377T-RDT-ZZ-ZZ-DR-A-3001_T1 – Proposed Elevations – Sheet 2

This letter acts as official confirmation and therefore I suggest you attach it to the Decision Notice already in your possession.

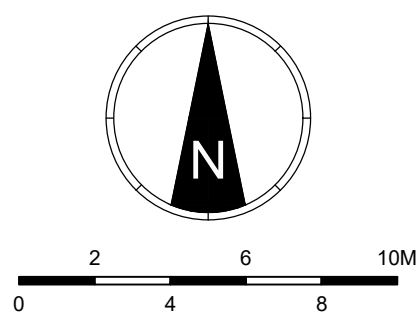
Please note that this decision relates solely to the change described above. Any other change, regardless of whether or not it is shown on the Non-Material Amendment drawings, is not covered by this decision.

Parvis Khansari - Corporate Director, Place



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- PROPOSED SITE LEVELS
- OUTLINE OF TOPOGRAPHICAL SURVEY BUILDINGS
- PROPOSED BUILDING
- ROAD - TARMAC COLOUR BLACK
- PARKING SPACES
- FOOTPATH - TARMAC
- PATIO - PROPOSED FLAG PAVING
- PLANTING
REFER TO LANDSCAPE ARCHITECTS DRAWING
- LAWN
REFER TO LANDSCAPE ARCHITECTS DRAWING
- 1100mm BESPOKE NATURALISED WOODEN RAILING
TO CLIENTS SPECIFICATION
- 1200mm POST AND RAIL FENCE
TO PROVIDE SECURITY FOR RESIDENTS GARDEN
- 1800mm HOOP TOP RAILINGS
TO PROVIDE SECURITY FOR RESIDENTS GARDEN
- 1800mm CLOSE BOARD FENCE
TO PROVIDE SECURITY FOR RESIDENTS GARDEN
- 1500mm RAILINGS
TO PROVIDE SECURITY FOR RESIDENTS GARDEN
- EXISTING LINE OF FENCE TO ORCHARD
- PROPOSED TREE CANOPY
- ACTIVE VEHICLE CHARGING POINT
- PROPOSED SIGNAGE LOCATIONS
SUBJECT TO CONFIRMATION FROM HC1

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P2	MINOR UPDATES	SAS	30.07.24			
P1	PRELIMINARY ISSUE	NE	29.07.24			
REV	DESCRIPTION	BY	DATE			
PROJECT WORK STAGE						
TENDER						
CLIENT						
ASPIRE LLP						
PROJECT						
MELKSHAM						
DRWG TITLE						
PROPOSED SITE PLAN CONSENTED						
PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	DIS	NUMBER
1377T	RDT	ZZ	XX	DR	A	1100
STATUS SUITABILITY DESCRIPTION						
-						
DRAWN BY	DATE	SCALE	CHECKED BY			
NE	JULY 24	1:250	SAS			
RDT PROJECT REF.	PAPER SIZE	REVISION				
1377	A1	P2				

r

d

t

ARCHITECTS

1. Harrier Court, Woodside Road
Lower Woodside, Bedfordshire LU1 4DQ
T: +44(0)1582 461060
E: rdt@rdtarchitects.co.uk
www.rdtarchitects.co.uk

PROPOSED SITE PLAN - CONSENTED

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T3	CHANGING ROOM UPDATED	SAS	13.09.24
T2	DOOR & WINDOW TAGS ADDED	JD	11.09.24
T1	TENDER ISSUE	JD	10.09.24
REV	DESCRIPTION	BY	DATE

PROJECT WORK STAGE

CLIENT

ASPIRE LPP

PROJECT

MELKSHAM

DRWG TITLE

GROUND FLOOR
GENERAL ARRANGEMENT

PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	DIS	NUMBER
1377T	RDT	ZZ	00	DR	A	2100

STATUS | SUITABILITY DESCRIPTION

DRAWN BY	DATE	SCALE	CHECKED BY
SAS	JUL 2024	1 : 110	CC

RDT PROJECT REF	PAPER SIZE	REVISION
1377	A1	T3



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E: rdt@rdtarchitects.co.uk
www.rdtarchitects.co.uk

GROUND FLOOR - GENERAL ARRANGEMENT

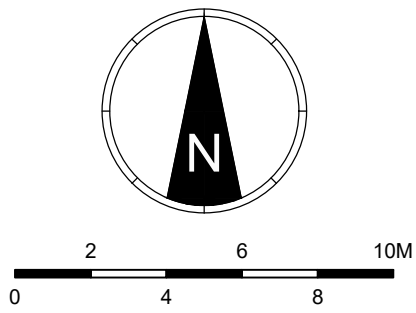
APPENDIX B

PROPOSED SITE PLAN



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- X PROPOSED SITE LEVELS
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- EXISTING LINE OF FENCE TO ORCHARD
- PROPOSED TREE CANDIDY
- X ACTIVE VEHICLE CHARGING POINT
- PROPOSED SIGNAGE LOCATIONS SUBJECT TO CONFIRMATION FROM HC1
- EASEMENT TO BE MAINTAINED FOR PROPOSED DRAINAGE DIVERSION

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C4	MAINTENANCE SHED POSITION UPDATED. EV CHARGING POSITIONS UPDATED. CAR SHARING SPACES INDICATED	SAS	09.01.26
C3	TANK ENCLOSURE & MAINTENANCE SHED POSITION UPDATED TO SUIT INSTALLED DRAINAGE	SAS	27.10.25
C2	CONDENSER SIZE UPDATED	SAS	16.10.25
C1	CONSTRUCTION ISSUE. UPDATED PARKING BAY AND CAR PARK EXTENTS. EXTERNAL SPRINKLER TANK ADDED	SAS	16.10.25

REV	DESCRIPTION	BY	DATE
-----	-------------	----	------

PROJECT WORK STAGE

CONSTRUCTION

CLIENT

LAWRENCE BAKER

PROJECT

LAND AT LONGLEAZE LANE, MELKSHAM, SN12 6UN

DRWG TITLE

PROPOSED SITE PLAN

PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	DIS	NUMBER
1446C	RDT	ZZ	XX	DR	A	1100

STATUS | SUITABILITY DESCRIPTION

-

DRAWN BY	DATE	SCALE	CHECKED BY
NE	JULY 24	1:250	SAS

RDT PROJECT REF.	PAPER SIZE	REVISION
1446	A1	C4

APPENDIX C

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type Residential

No. nodes required 3

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	85									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.72	0.18								

NODE 2

Public transport type	Bus									
Distance to node (m)	260									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1.09	1.09	0.45	0.09	0.09					

NODE 3

Public transport type	Bus									
Distance to node (m)	350									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.09									

Accessibility Index

2.14

APPENDIX D

Action Plan - Bowerhill Lodge, Longleaze Lane, Melksham

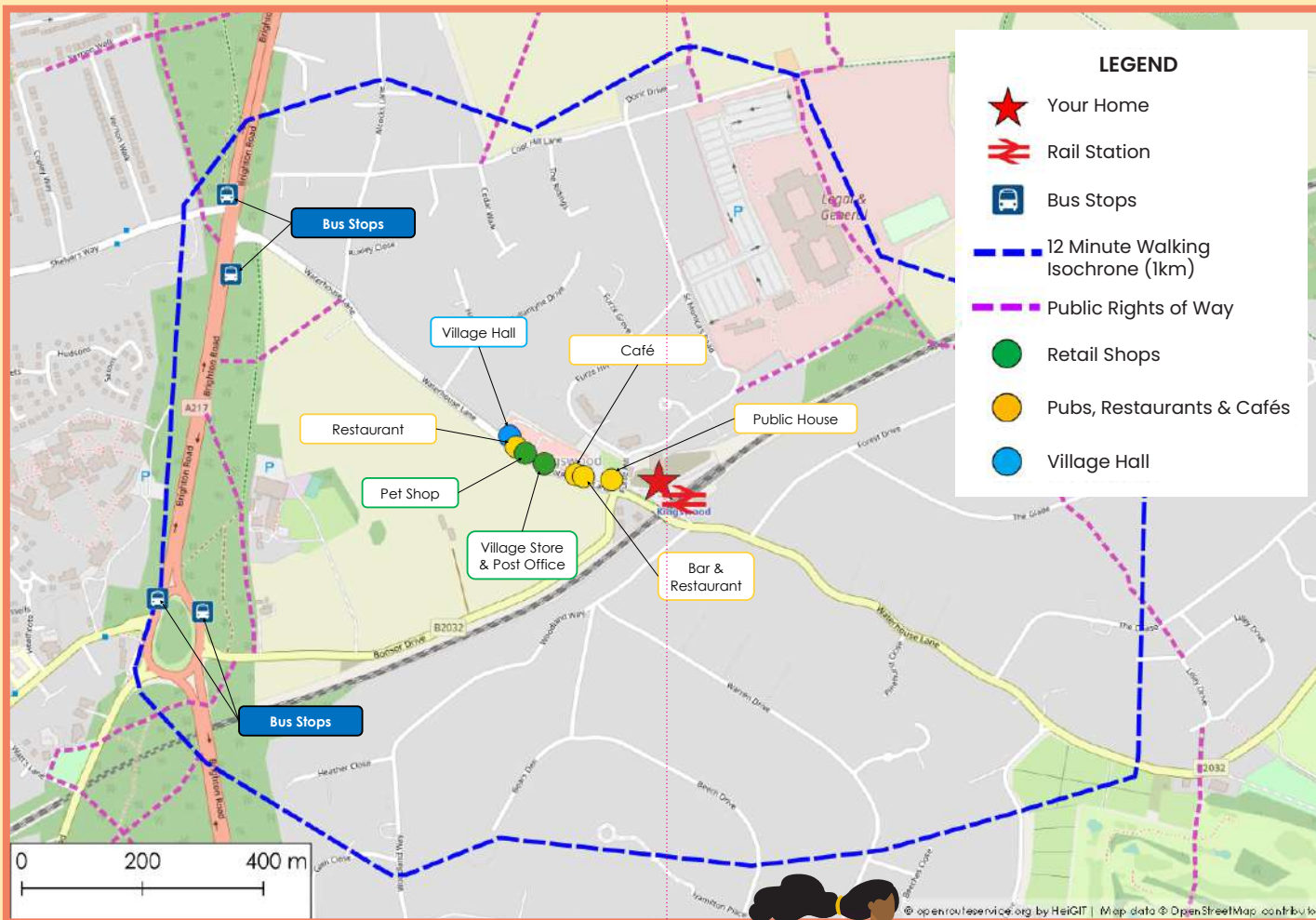
OBJECTIVE	MEASURE	TARGET GROUP	DETAILS	RESPONSIBILITY	ESTIMATED COST / BUDGET	OUTCOME / IMPLEMENTATION TIMESCALES
Objective 1: Promote and actively encourage sustainable travel to and from the site	Travel Plan Coordinator (TPC)	N/A	TPC to be appointed prior to occupation and trained to ensure they are fully aware of their responsibilities.	Site Operator / Management Company	3-5 hours per month. Staffing budget	To be appointed prior to occupation.
	Local Recruitment Policy	Staff	Adoption of a local recruitment policy, where possible (i.e. within a 5 mile radius for the majority of staff) to facilitate non-car use.	Site Operator / TPC	Part of TPC role (up to 4 hours a year) £60 annually	Prior to occupation and then ongoing for all new staff for the 5 years of the plan.
	On-Site Facilities (see Objective 2)	All	Promote the use of the on-site facilities (cinema and library) to reduce trips off-site.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then ongoing for the 5 years of the plan.
	Nearby Facilities	All	Make site users aware of the services local to the site that can be walked/cycled to, to avoid unnecessary trips further afield.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then ongoing for the 5 years of the plan.
	Promote Walking / Cycling Routes	All	Promote local walking and cycling routes, journey planners such as https://tfl.gov.uk/plan-a-journey/ and provide maps.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then quarterly review for the 5 years of the plan.
	Bicycle Purchase Scheme / Interest-Free Season Ticket Loan	Staff	Implement a Ride2Work (cycle purchase) scheme and/or interest-free public transport season ticket loan which is promoted to staff.	Site Operator to agree / TPC to promote	Costs met by savings in tax and National Insurance Contributions. Part of TPC role to promote (3 hours a year) £45 annually	Promote the scheme as part of the staff induction / training process.
	Local Bike Shop Discounts	Staff	Discuss the potential for discounted bike/equipment purchase for staff.	TPC	Part of TPC role (3 hours a year) £45 annually	Following occupation. Repeat annually.
	Public Transport Information	All	Publicise public transport routes, timetables and fare information to all site users.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then quarterly review for the 5 years of the plan.
	Travel Apps	All	Promote Travel Apps which allow for mobile handset planning of public transport trips and awareness of network issues and problems. An ipad will also be made available at Reception with Travel Apps pre-loaded (see Objective 2).	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then quarterly review for the 5 years of the plan.
	Car Sharing	All	The car share database (www.liftshare.com) will be promoted to all site users. In addition, an emergency / guaranteed ride home would be provided to staff, if required, by way of an alternative driver or taxi fare.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then quarterly review for the 5 years of the plan.
	Website Information	Visitors	The website will promote sustainable travel, highlighting rail, bus, cycling and walking links.	Site Operator to initiate / TPC to populate and manage	Part of TPC role (10 hours a year) £150 annually	Prior to occupation and then quarterly review and promotion for the 5 years of the plan.
	Welcome Packs	Staff / Residents	Travel information will be communicated via Welcome Packs distributed to staff and residents. See example Appendix E .	TPC	Estimated printing costs of £1 per pack, with preparation costs of £500	Prepare and distribute prior to occupation.
Objective 2: Provide the on-site infrastructure to facilitate sustainable travel	On-Site Facilities / Services	All	Provide on-site facilities to reduce the need to travel off-site during the day.	Site Operator / Site Owner to implement	Construction budget	To be established as part of the construction phase.
	Cyclist Facilities	Staff	2 BREEAM compliant cyclist facilities (showers, lockers, changing rooms, drying areas) will be provided on-site.	Construction Company / Site Operator / Site Owner	Construction budget	To be installed as part of the construction phase.
	Cycle Parking / Storage	All	Covered and secure cycle parking will be provided on-site in excess of BREEAM requirements.	Construction Company	Construction budget Minimum circa £30 per Sheffield style cycle rack. Plus c. £120 installation cost per rack.	To be established as part of the construction phase.
	Puncture Repair Kit	All	A puncture repair kit, pump and geared bike maintenance equipment will be made available to borrow from reception.	TPC	Initial outlay of c£20 for pump, c.£3 for the puncture kits and c.£30 for the bike maintenance equipment. Replace puncture repair kit as required at c.£3 a set.	Prior to opening, then as required.
	Electronic Display / Real Time Passenger Information (RTPI)	All	An ipad will be available at reception with Travel Apps pre-loaded. This will enable site users to access Real-Time traffic and public transport information.	Construction Company / Site Operator / Site Owner	Construction budget	To be implemented as part of the construction phase.
	Electric Vehicle Charging Points (EVCPs)	All	3 parking spaces (10% of parking spaces) will be equipped to enable electric vehicle charging.	Construction Company / Site Operator / Site Owner	£0-2.5k for equipment and installation of private off-street EVCPs	To be installed as part of the construction phase.
	Car Park Management Measures	All	Introduce measures such as parking permits to manage the use of the car park, if warranted.	Car Park Management Company	Cost is dependent on the measures required	To be introduced if parking problems arise.
	Priority Parking for Car Sharers	All	2 parking spaces will be designated as priority bays for car-sharers.	Construction Company / Site Operator / Site Owner	Construction / Facilities Budget	To be established as part of the construction phase.

Monitoring	Travel Surveys		Collection of baseline data relating to the modes of travel used by site users in Year 1, repeating in Years 3 and 5. This includes an assessment of parking (inc. EVCPs) and cycle parking use, as appropriate.	TPC	c. £2000-£4000 per annum	To be completed for baseline in Year 1 and then repeated in Years 3 and 5 after occupation.
	Interim Monitoring		'Snapshot surveys' and review of car and cycle parking usage.	TPC	Part of TPC role (4 hours a year) £60 annually	To be completed during Years 2 and 4 after occupation.
	Target Review		Set targets in Year 1 and then review all targets in Years 3 and 5 to establish whether the targets are being met. Revise measures/targets accordingly.	TPC	Responsibility of TPC to arrange	Targets to be set in Year 1, following completion of the corresponding Travel Survey and reviewed in Years 3 & 5.
	Update Report		Produce a Full Travel Plan for the site in Year 1, then prepare an Update/Progress Report to summarise the travel surveys/target review in Years 3 and 5, identifying if any significant amendments are required to the content of the Travel Plan, from that originally agreed in Year 1. Issue report to relevant Council Officers.	TPC	Responsibility of TPC to arrange	Full Travel Plan to be prepared and issued in Year 1 and Progress Reports produced in Years 3 & 5 within 3 months of Travel Surveys.
	Additional / Remedial Measures		Further promotion of above initiatives and possible introduction of new initiatives (cycle training, travel plan event, press release) if targets are not met.	TPC / Site Operator	TBC	Annually for 5 years following Biennial and Snapshot Travel Surveys being completed.

APPENDIX E

WELCOME TO YOUR TRAVEL PACK

This leaflet has been created to help you to save money, improve your health and wellbeing and enhance the local environment by outlining the available, alternative transport modes to the private car.



ALL RESIDENTS ARE REQUESTED TO COMPLETE THIS SHORT ONLINE TRAVEL SURVEY

<https://www.surveymonkey.co.uk/surveylinkhere>

The survey will be open until XXXX and one respondent (chosen at random) will win a **£100 John Lewis Gift Voucher**.

If you have any problems or questions, please email tpc@rgp.co.uk



DID YOU KNOW...

Regular walking reduces the risk of type 2 diabetes and certain cancers by 50% (NHS)



DID YOU KNOW...

Regular cyclists enjoy the general health of someone approximately 10 years younger (British Cycling)



WALKING

BUS TRAVEL

DRIVING

CYCLING

TAXI



TRAIN TRAVEL

DID YOU KNOW...

A regular brisk 30 min walk reduces the risk of a stroke by up to 27%
(Stroke Association)



DID YOU KNOW...

Regular cyclists enjoy the general health of someone approximately 10 years younger
(British Cycling)



NATIONAL EVENTS – WHY NOT GET INVOLVED?



RGP - Transport Planning and Infrastructure Design Consultants

enquiries@rgp.co.uk

www.rgp.co.uk

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London Office 10 York Road, London SE1 7ND

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T: 020 7078 9662

