
12069 Blackmore Farm, Melksham: Transport Update Note

Ref: ITB12069-015B
Date: 8 August 2024

SECTION 1 Introduction

1.1 Overview

1.1.1 Application PL/2023/11188 comprises:

- Up to 500 dwellings;
- Up to 5,000sqm GEA of employment Class E(g)(i) and E(g)(ii);
- Land for a Mixed-Use Hub (400sqm); and
- Land for a Primary School - (2.0ha/2 Forms of Entry (2FE)).

1.1.2 Wiltshire Council's (WC) Sustainable Transport Team provided consultation comments dated 22nd March 2024. A series of meetings were held on 14th May, 12th June and 4th July 2024 to discuss the comments made and agree the transport strategy for the site. i-Transport subsequently met with officers at WC to discuss the comments and the following matters have now been agreed:

- Overarching access strategy including only point of vehicular access being from the A3102 Sandridge Common (with internal roads provided up to the western site boundary, facilitating a future connection to Eastern Way) and pedestrian/cycle access focused on routes connecting to Eastern Way from the southern and central part of the site;
- Vehicular access from the A3102 Sandridge Common in the form of a ghost island priority junction including the capacity assessments; and
- A financial obligation for provision of a new bus service connecting the site with the town centre and station.

1.1.3 This Technical Note is submitted for agreement with WC officers and provides the following details:

- Section 2 – Access Strategy (covering all modes and temporary construction access);

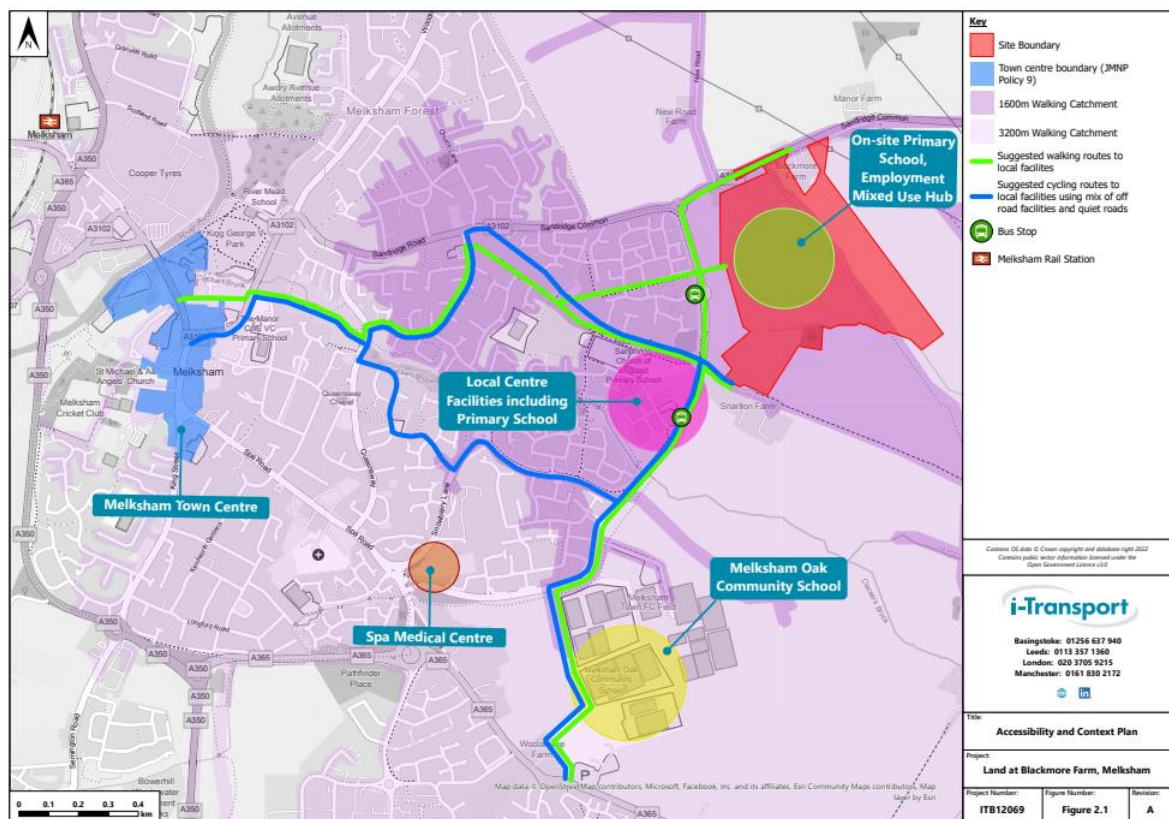
- Section 3 - Traffic Generation and Operational Analysis;
- Section 4 – Drawings, Conditions and Obligations; and
- Section 5 – Conclusions

SECTION 2 Access Strategy

2.1 Local Context

2.1.1 A summary of the local facilities, services and key destinations for future residents of the site is provided at **Appendix A**. These destinations and the local transport context are summarised in **Figure 2.1**, reproduced as **Image 2.1** below.

Image 2.1: Key Destinations and Travel Context



2.1.2 The analysis in **Appendix A** demonstrates the site has good accessibility to key local facilities and services within a reasonable walking and cycling distance of the site.

2.1.3 The sustainable access strategy reflects the following connectivity priorities:

Walkable Neighbourhood

2.1.4 A key transport / connectivity objective for the Development is to provide a well-connected, walkable neighbourhood with facilities within the development that reduce the need for travel (mixed use hub, primary school and employment). From a transport and connectivity perspective, the objectives are for the Development to:

- Be safe, accessible and well connected for people walking and cycling;

- Offer high-quality public realm and open spaces;
- Provide services and destinations that support local living; and
- Facilitate access to quality public transport that connects people to jobs and higher order services within the town centre.

Off-Site Pedestrian / Cycle Connectivity

2.1.5 In terms of walking and cycling the objectives are for the Development to connect to:

- The local facilities and services located at Cranesbill Road to the south-west;
- Melksham Oak Community School (secondary) to the south; and
- The pedestrian route through the public open space for pedestrians and Snarlton Lane for cyclists to the west for access to the facilities and services available in the town centre.

2.2 Access Strategy

Overview

2.2.1 The access strategy seeks to respond to this local context, focusing walking and cycling journeys on routes to Eastern Way to the south and west of the site providing the shortest journey distance to local facilities and services. Vehicular access is from the A3102 Sandridge Common. The access strategy for the site therefore covers the following elements:

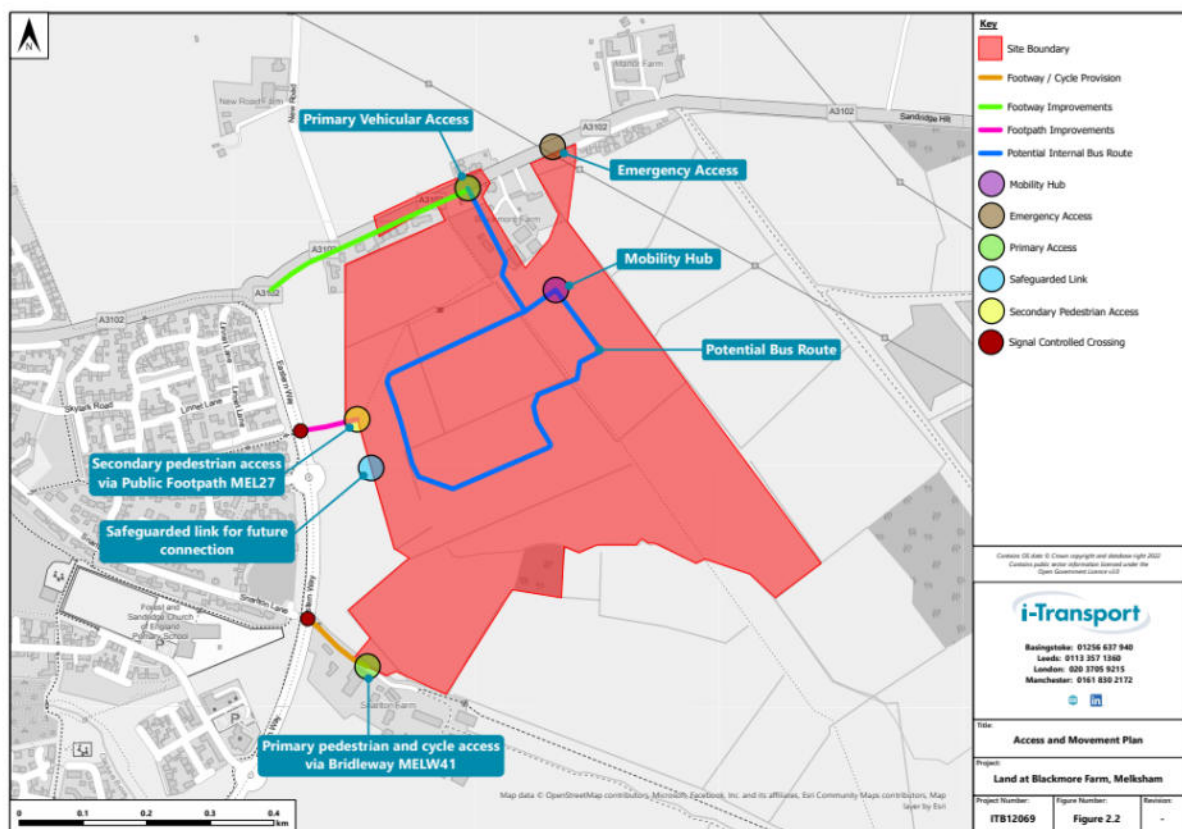
Table 2.1: Access Strategy

Mode	Access	Drawing Reference	Delivery
Pedestrians and Cycles	Main pedestrian and cycle access via an improved Bridleway MELW41 to the south of the site and a toucan crossing of Eastern Way.	Drawing ITB12069-GA-033E	S278 Works
	Further pedestrian access via an improved Footpath MELW27.	Drawing ITB12069-GA-056A	S106 Financial Obligation
	Controlled crossing of Eastern Way in the form of a puffin crossing.	Drawing ITB12069-GA-056A	S278 Works
	Pedestrian access via the main site access to the A3102 Sandridge Common	Drawing ITB12069-GA-049B	S278 Works
	Widening of footway on the A3102 Sandridge Common	Drawing ITB12069-GA-055A	S278 Works
Vehicles	Vehicular access via a ghost island priority junction to the A3102 Sandridge Common	Drawing ITB12069-GA-049B	S278 Works

Mode	Access	Drawing Reference	Delivery
	Emergency vehicle access to the A3102 Sandridge Common	Drawing ITB12069-GA-057A	S278 Works
Buses	New bus service connecting the site with the town centre and station (accessing the site via the proposed A3102 Sandridge Common access junction)	N/A	S106 Financial Obligation
All Modes	Safeguarding of connection to Eastern Way via provision of access up to the western site boundary	Illustrative Masterplan	Planning Condition

2.2.2 The access strategy is shown on **Figure 2.2/Image 2.2**:

Image 2.2: Access Strategy



Pedestrian/Cycle Access

2.2.3 As set out above, three separate accesses are proposed as follows:

- 1 The main pedestrian/cycle access is proposed via improvements to Bridleway MELW41 to the south of the site and a toucan crossing of Eastern Way. This route provides the key link to:
 - local facilities and services at Cranesbill Road;

- the main walking and cycling route towards the town centre using routes that align with the recommendations of the draft Melksham LCWIP;
 - the walking and cycling route to the secondary school to the south.
- 2 Resurfacing of footpath MELW27 to provide pedestrian access between Eastern Way and the central part of the site. The applicant agrees that this can be secured via a S106 financial contribution of [REDACTED] as per the local highway authority recommendation for the previous planning application. A further contribution of [REDACTED] is proposed for removal of the access furniture at either end of the footpath to ensure that it is accessible for all users. A controlled puffin crossing is proposed to facilitate crossing of Eastern Way; and
- 3 A further point of pedestrian access on to the A3102 Sandridge Common to the north with a footway widening scheme on the southern side of A3102 Sandridge Common between the site access and Eastern Way.

2.2.4 Within the site, the Illustrative Masterplan (see Transport Assessment, Section 4) shows a comprehensive and well connected network of walking and cycling provision throughout the development, maximising opportunities for permeability for active travel modes. It provides a loop through the site to serve buses and active travel connections and seeks to facilitate slow traffic speeds with vehicular traffic dispersed through the site. This strategy will be further developed through the reserved matters applications in accordance with current design standards.

Vehicular Access

2.2.5 Vehicular access is proposed via a ghost island priority junction with the A3102 Sandridge Common as shown in **Drawing ITB12069-GA-049B** and **Image 2.3**:

2.2.7 Key aspects of the design of the proposed site access junction are as follows:

- Page: 7

- Minor arm visibility – Visibility splays of 2.4m x 120m in accordance with a 70kph design speed are provided. The splay to the left/west is measured to the centreline with a central island introduced to prevent overtaking. Visibility from neighbouring properties is similar to the existing situation; and
- Footway provision – The design retains the existing footway on the southern side of Sandridge Common. The initial section within the site boundary is provided as a 2m width. A short section at the western site boundary pinches down to a minimum of 1.5-1.6m over a short distance of circa 5m before widening back to 1.9m-2.0m.

2.2.8 Swept path drawings for the proposed access are provided in **Appendix B**.

2.2.9 It is agreed with WC that the proposed access shown on drawing ITB12069-GA-049B provides safe, suitable and deliverable access to the site for the development as proposed.

2.2.10 Emergency access is proposed from the A3102 Sandridge Common to the east of the vehicular access to the site – see drawing **ITB12069-GA-057A**.

Public Transport

2.2.11 The proposed pedestrian / cycle access strategy will improve connectivity to the existing bus stops which are:

- On Skylark Road located circa 400m from the centre of the site via the improved Footpath MELK27; and
- Eastern Road at Cranesbill Road some 650m from the centre of the site via the proposed footway/cycleway link to the south of the site (MELK41).

2.2.12 It is acknowledged that the existing town bus service is relatively limited, providing a handful of services per day. Discussions with WC have reached agreement on provision of a new bus service that would enter the development site. It is proposed to serve the site by a new hourly town bus service provided by a single decker bus. It is understood that the full specification of the route will be confirmed in due course; however, this will require a minimum of 1 bus unit (the vehicle + driver) and a frequency of no less than 1 bus per hour. It is anticipated that a 5-year funding programme is necessary to accommodate the phased delivery of the development and to enable the bus service to become financially viable. A significant financial contribution of £750,000 has been agreed with WC to fund this service for the 5-year period, to be secured through the S106 Agreement.

2.2.13 Providing a dedicated bus service to serve the site and provide direct access to the town centre will provide clear benefits to future residents and offer genuine opportunities to make local trips via modes other than the private car. In combination with the proposed walking and cycling strategy set out in this section the access strategy will serve to provide realistic travel alternatives to the private car. The improvements are designed to encourage the uptake of sustainable modes. The walking, cycling and bus enhancements will also benefit existing residents of Melksham.

Off-Site Measures

2.2.14 The proposed access strategy set out above includes two controlled crossings of Eastern Way. In addition, the following off-site improvement measures are put forward¹:

- Where Snarlton Lane meets A3102 Sandridge Common, a S106 Contribution to a scheme to widen the existing footway within the public highway to also provide for cyclists between the double mini-roundabouts. This is shown on Drawing **ITB12069-GA-041** and provides for a missing link on the cycle route between the site and the town centre;
- A S106 financial contribution to a wayfinding strategy, directing pedestrians and cyclists between the site, key local facilities and services and the town centre and station;
- A S106 financial contribution towards pedestrian improvements identified by the walking, cycling and horse-riding assessment and review (WCHAR) on the route between the site and the town centre including provision of dropped kerbs and tactile paving at:
 - Ingram Road/Blackmore Road junction; and
 - Ruskin Avenue/Lowbourne junction.

2.3 Temporary Construction Traffic Access

2.4 Temporary construction traffic access is proposed from the A3102 Sandridge Common in the location of the proposed emergency access and has been agreed in principle with officers at WC.

2.5 The proposed construction traffic access is shown on **Drawing ITB12069-GA-054A** including appropriate visibility splays of 2.4m x 120m achievable within the highway. Swept path analysis is provided on the same drawing showing that a 16.5m HGV can turn into and out of the proposed access.

¹ Reference Transport Assessment Section 6

2.6 Summary

2.6.1 A comprehensive sustainable transport strategy is proposed:

- Safe and suitable pedestrian and cycle access is proposed from Bridleway MELW41 in the southern part of the site;
- Further pedestrian accesses are proposed from Footpath MELW27 and the A3102 Sandridge Common;
- Suitable and safe vehicular access is proposed from the A3102 Sandridge Common;
- Within the Site a network of footpaths, cyclepaths and safe streets are proposed – a walkable neighbourhood is achieved;
- Off-site pedestrian and cycle improvements ensure that the site is linked to the town centre and other key destinations; and
- Appropriate and proportional contributions will go towards walking, cycling and public transport improvements in the local area including a new bus service for the site.

2.6.2 The sustainable transport strategy is supported by a Framework Travel Plan (previously submitted as part of this application) to promote the use of non-car modes.

SECTION 3 Traffic Generation and Operational Analysis

3.1 Trip Generation

- 3.1.1 Trip generation estimates are given in Section 8 of the Transport Assessment (TA)². TA Table 8.6 which summarises the trip generation of the various uses is reproduced as **Table 3.1** below:

Table 3.1: Total Development Trip Generation

Time	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Residential Development	69	175	244	162	91	253
Primary School	168	108	276	0	60	60
Employment	26	3	29	2	18	20
Total	263	286	549	164	169	333

Source: Transport Assessment Table 8.6

- 3.1.2 The 22 March 2024 WC LHA response confirms that the residential and education trip rates provided in Section 8 of the TA are agreed in principle.
- 3.1.3 As requested by WC, the employment trip rates have been revisited. The site selection parameters have been adjusted to provide a wider selection of sites and a sensitivity test has been undertaken using the resulting updated employment trip rate for B1 office use from the TRICS trip generation database. On this basis an updated trip generation for the proposed 5,000sqm employment use has been calculated. The updated trip rates and employment generation are presented in **Table 3.2** with the full outputs provided as **Appendix C**.
- 3.1.4 It should be noted that this assessment provides a worst case as it does not discount for internalisation of trips based on people living and working within the site.

Table 3.2: Employment Trip Generation – 5,000sqm

Time	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Private (per 100sqm)	1.211	0.074	1.285	0.092	1.208	1.300
Trip Generation (5,000sqm)	61	4	65	5	60	65

Source: TRICS

² i-Transport report reference ITB12069-GA-008A.

3.1.5 The total development trip generation has been recalculated in **Table 3.3**.

Table 3.3: Total Development Trip Generation

Time	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Residential Development	69	175	244	162	91	253
Primary School	168	108	276	0	60	60
Employment	61	4	64	5	60	65
Total	298	287	584	167	211	378

Source: TRICS/Consultant's Calculations

3.2 Updated Modelling

Site Access Junction

3.2.1 The operational assessment for the proposed ghost island priority junction has been updated to reflect the trip generation in **Table 3.3** for the following scenarios set out in the TA:

- 2028 with Committed Development and Development;
- 2036 with Committed Development and Development; and
- 2036 with Committed Development, Development and Emerging Allocations.

3.2.2 The operational assessment has been run as a 'one hour' profile, which provides a worst case assessment as it models a peak within the peak hour.

3.2.3 The results are summarised in **Table 3.4** and the full modelling outputs are provided as **Appendix D**.

Table 3.4: Site Access Junction – Ghost Island

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2028 + Committed Development + Development						
Site Access	0.60	2	17	0.46	1	13
Sandridge Common Road West (right turn)	0.48	1	11	0.25	<1	8
2036 + Committed Development + Development						
Site Access	0.61	2	18	0.46	1	13
Sandridge Common Road West (right turn)	0.48	1	11	0.25	<1	8
2036 + Committed Development + Development + Emerging Allocations						
Site Access	0.69	2	23	0.51	1	15
Sandridge Common Road West (right turn)	0.51	1	12	0.30	<1	9

Source: Junctions 10

3.2.4 The proposed ghost island access junction is anticipated to work well within capacity with limited queuing and delay on either the minor arm or the right turn movement in the future year assessment. In 2036 with committed development and the development proposal the site access arm is forecast to have:

- a maximum queue of two vehicles and delay of 18 seconds (Level of Service (LoS) C) in the morning peak hour; and
- a maximum queue of one vehicle and delay of 15 seconds (LoS B) in the evening peak hour.

3.2.5 The proposed junction has also been tested assuming vehicle movements from other emerging allocation sites (see TA Chapter 8) and again is expected to work within capacity.

3.2.6 The proposed ghost island arrangement therefore provides adequate capacity for the proposed development assuming appropriate future year assessment scenarios.

SECTION 4 Drawings for Approval, Draft Conditions and Obligations

4.1 Drawings for Approval – S278

4.1.1 The following access drawings are submitted for approval as part of this application:

Site Access Drawings for Approval	
1.	Drawing ITB12069-GA-049B Vehicular Access General Arrangement
2.	Drawing ITB12069-GA-057A Emergency Access General Arrangement
3.	Drawing ITB12069-GA-054A Temporary Construction Traffic Access

4.1.2 These works will be progressed via S278 Agreement.

4.2 Other Drawings

4.2.1 The following drawings relating to off-site works are referred to in the conditions / obligations below:

Off-Site Drawings	
4.	Drawing ITB12069-GA-055A Sandridge Common Road Footway Improvement Scheme
5.	Drawing ITB12069-GA-033E Pedestrian/Cycle Improvements to Bridleway MELW41 and Toucan Crossing of Eastern Way
6.	Drawing ITB12069-GA-056A Puffin Crossing of Eastern Way
7.	Drawing ITB12069-GA-041 Proposed Shared Footway/cycleway connection – Sandridge Common Double mini-roundabouts

4.3 Additional Planning Conditions to Secure On and Off-Site Transport Provision

4.3.1 The internal site layout will be a Reserved Matter. Road, footway and cycleway widths and phasing as well as the sequence of construction is to be addressed at Reserved Matters stage and details will be in accordance with submitted plans.

4.3.2 The following draft Conditions are suggested for discussion with WC. The trigger point for each condition has been proposed having had consideration to likely development phasing with the development expected to be built out from north to south.

On-Site Conditions	
1.	On-site Bus Stop provision condition Prior to commencement of development a phasing and specification plan for the delivery of up to 2 bus stops excluding the mobility hub within the internal network of site shall be submitted to and approved by the Local Planning Authority. The bus stops shall be constructed in accordance with the approved details. Reason: to ensure that bus service infrastructure is delivered in a timely manner to maximise the use of sustainable travel modes in compliance with Core Strategy Policy 60, 61 and 62.
2.	Mobility Hub condition Prior to commencement of development a phasing and specification plan for the Mobility Hub shall be submitted to and approved by the Local Planning Authority. The Mobility Hub shall include as a minimum a bus stop with shelter and associated real time information for bus, cycle parking including electric cycle charging points, electric vehicle fast and rapid charging points. The Mobility Hub shall be constructed in accordance with the approved specification. Reason: to ensure that the Mobility Hub is delivered in a timely manner to maximise the use of sustainable travel modes in compliance with Core Strategy Policy 60, 61 and 62. Informative: wherever possible the applicant should seek to utilise renewable energy sources for infrastructure such as bus stops, to avoid additional energy expenditure.
3.	EV Charging Condition Prior to commencement of development a strategy for Electric Vehicle charging points shall be submitted to and approved by the Local Planning Authority. The charging points shall be delivered in accordance with the approved details. Reason: In the interests of mitigating the impact of the development on the environment in accordance with Core Policy 60(vi).

Off-Site Conditions	
4.	MELW41 Enhancement Condition Prior to commencement of development full details of a shared walking/cycling route along the alignment of Bridleway MELW41 and encompassed within land designated as Highway Maintainable at Public Expense, along with details of a new signal-controlled Toucan Crossing of Eastern Way generally in general accordance with drawing ITB12069-GA-033E shall be submitted to and approved by the Local Planning Authority. Prior to occupation of the 325th dwelling the walking and cycling route and crossing facility shall be constructed in accordance with the approved details. Reason: To ensure walking and cycling accessibility between the site and the western side of Eastern Way and thereafter the Town Centre is provided in the interests of highway safety and sustainability and in compliance with Core Strategy Policy 60, 61 and 62.

Off-Site Conditions	
5.	Eastern Way Pedestrian Crossing Condition Prior to commencement of development full details of a new signal-controlled Puffin Crossing of Eastern Way in general accordance with drawing ITB12069-GA-056, shall be submitted to and approved by the Local Planning Authority. Prior to occupation of the 325th dwelling, the crossing facility shall be constructed in accordance with the approved details. Reason: To ensure walking and cycling accessibility between the site and the western side of Eastern Way and thereafter the Town Centre is provided in the interests of highway safety and sustainability and in compliance with Core Strategy Policy 60, 61 and 62.
6.	Sandridge Common Road Pedestrian Condition Prior to commencement of development full details of a widened footway along Sandridge Common Road in general accordance with drawing ITB12069-GA-055 shall be submitted to and approved in writing by the Local Planning Authority. Prior to occupation of the 200th dwelling the widened footway shall be constructed in accordance with the approved details. Reason: To ensure that a continuous and attractive pedestrian link is provided along the site frontage as it faces Sandridge Common Road in compliance with Core Strategy Policy 60, 61 and 62

4.4 Obligations

4.4.1 The following draft Obligations (to be secured in a Section 106 Agreement) are suggested to WC:

Proposed Obligations	
1.	Masterplan Obligation Road, bus route, footway and cycleway connections to land to the west of the site shall be provided in broad compliance with the illustrative masterplan prior to the first occupation of the 400th constructed dwelling.
2.	Obligation: Walking and Cycling Enhancement Contribution Total: [REDACTED] payable prior to the 100th occupation. <u>Breakdown</u> Snarlton Lane to Blackmore Road cycle improvement (Drawing ITB12069-GA-041): [REDACTED] (2m widening for 10m @ [REDACTED] per linear metre. 1m widening for 44m @ [REDACTED] per linear metre, 3 signs @ [REDACTED] corduroy paving @ [REDACTED]. Surfacing of Footpath MELW27: [REDACTED] [REDACTED] per linear metre for length of 82m) Removal of access furniture on Footpath MELW27: [REDACTED] Dropped kerbs/tactile Paving at Ingram Road/Blackmore Road junction: [REDACTED] Tactile paving at southern side of Ruskin Ave/Lowbourne junction: [REDACTED] Wayfinding: [REDACTED]

Proposed Obligations	
3.	Obligation: Green Travel Voucher Total: [REDACTED] <i>to be held from first occupation, terminating on full occupation</i> A travel plan fund of [REDACTED] shall be held by the Travel Plan Coordinator, facilitating the delivery of a [REDACTED] Green Travel Voucher to the first occupier of each dwelling unit. The fund shall be held from first occupation, terminating on full occupation. The green Travel Voucher shall be made available for the purchase of any of the following: - Walking: Handcart; Luggage/shopping trolley; Nordic walking poles; Personal attack alarm; Raincoat; Rucksack; Walking shoes; Torch/headlamp; Umbrella; Waterproof trousers. - Cycling: Bicycle - range depends on local needs - could be road, hybrid, mountain, foldable, electric; Cycle clothing and accessories - for example - bike lights, pump, toolkit, pannier, racks/cycle bags, lock, helmet, puncture repair kit - Motorcycling: Moped or electric motorcycle (only); and equipment including helmet (not servicing or labour costs) - Public Transport: Bus Season Tickets; Rail Tickets.
4.	Obligation: Melksham Cycle Maps Contribution Total: [REDACTED] <i>payable prior to the 100th occupation.</i>
5.	Obligation: Residential Travel Plan A Full Travel Plan for the residential element of the development will be provided and complied with for the full duration of the travel plan period. The Travel Plan shall be in general accordance with the measures laid out in the submitted Framework Travel Plan (i-Transport report reference ITB12069-009A).
6.	Obligation: Primary School Travel Plan A Travel Plan for the primary school element of the development will be provided and complied with for the full duration of the travel plan period. The Travel Plans shall be in general accordance with the measures laid out in the submitted Framework Travel Plan (i-Transport report reference ITB12069-009A).
7.	Obligation: Travel Plan Monitoring Fee Total [REDACTED] <i>payable 12 months from 1st occupation</i> A contribution of [REDACTED] should be provided for future Wiltshire Council monitoring and coordination of Travel Plan outcomes.
8.	Obligation: Bus service contribution Total [REDACTED] <i>payable as below</i> The bus service contribution should be paid as follows: [REDACTED] prior to occupation of the 1st dwelling [REDACTED] on the 1st anniversary of the first payment [REDACTED] on the 2nd anniversary of the first payment [REDACTED] on the 3rd anniversary of the first payment [REDACTED] on the 4th anniversary of the first payment.

Proposed Obligations															
9.	Obligation: Rail Accessibility contribution Total [REDACTED] payable prior to the 100th occupation. Calculated as [REDACTED] [REDACTED] = [REDACTED] to be paid on first occupation. In the event that the funds allocated to the Station Access works are not fully spent, then the residual shall be used to increase and enhance the stations cycle parking provision, to also include Electric Cycle Charging points.														
	Total Contribution <table> <tr> <td>[REDACTED]</td><td>Walking and Cycling Contribution</td></tr> <tr> <td>[REDACTED]</td><td>Green Travel Voucher Fund</td></tr> <tr> <td>[REDACTED]</td><td>Cycle Maps Contribution</td></tr> <tr> <td>[REDACTED]</td><td>Travel Plan Monitoring Contribution</td></tr> <tr> <td>[REDACTED]</td><td>Bus Service Contribution</td></tr> <tr> <td>[REDACTED]</td><td><u>Rail Service Contribution</u></td></tr> <tr> <td>[REDACTED]</td><td>Total Contribution</td></tr> </table>	[REDACTED]	Walking and Cycling Contribution	[REDACTED]	Green Travel Voucher Fund	[REDACTED]	Cycle Maps Contribution	[REDACTED]	Travel Plan Monitoring Contribution	[REDACTED]	Bus Service Contribution	[REDACTED]	<u>Rail Service Contribution</u>	[REDACTED]	Total Contribution
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[REDACTED]	Total Contribution														

SECTION 5 Conclusions

5.1.1 A comprehensive sustainable transport strategy is proposed as follows:

- Safe and suitable pedestrian and cycle accesses are proposed from Bridleway MELW41 to the south; Eastern Way via Footpath MELW27; and the A3102 Sandridge Common.
- Suitable and safe vehicular access is proposed from the A3102 Sandridge Common.
- Within the Site a network of footpaths, cyclepaths and safe streets are proposed – a walkable neighbourhood is achieved.
- Off-site pedestrian and cycle improvements ensure that the site is linked to the town centre and other key destinations.
- Appropriate and proportional financial contributions will go towards walking, cycling and public transport improvements in the local area.
- The sustainable transport strategy is supported by a Framework Travel Plan (previously submitted as part of this application) to promote the use of non-car modes.
- The Site will benefit from good accessibility to public transport with a significant financial contribution to a new bus service connecting the site and the town centre and station.
- A Mobility Hub is proposed within the site.

5.1.2 The proposals achieve safe and suitable access to the site alongside taking up the opportunities for promotion of sustainable transport modes to key local destinations.

5.1.3 The transport aspects of the proposed development therefore accord with local and national transport planning policy.

DRAWINGS FOR APPROVAL

OTHER DRAWINGS

APPENDIX A. FACILITIES AND SERVICES

APPENDIX B. ACCESS SWEEP PATHS

APPENDIX C. TRICS OUTPUTS

APPENDIX D. OPERATIONAL ASSESSMENT

