

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

1.0 INTRODUCTION

- 1.1 BDW Trading is progressing the development of land at Western Way, Melksham, pursuant to planning permission ref. APP/Y3940/W/23/3324031. Condition 18 of the permission requires the submission and approval of a Construction Management Statement, including details of construction access and routing.
- 1.2 arcitrans has been appointed to prepare a Construction Access Evidence Note to support the proposed temporary construction access strategy. This note has been prepared in response to comments raised by Wiltshire Council Highways Department as part of their consultation response on Application PL/2026/01378, as detailed below:
- *“I have considered the Technical Note and concluded that I am not in agreement with the assumptions and assertions being made by the applicant. As matter of good practice, I have also consulted with the Streetworks Team, in their role of Network Management, asking for their opinion on the LHA's preferred approach in relation to the impact on the Road Network. I can clarify that the LHA will not be accepting a construction traffic plan which encourages the use of Maitland Place and Pathfinder Way.”*
- “We disagree with the applicant, and we believe that it is possible to achieve a left in and left out arrangement on the A365 and without the use of Traffic Signals. It is recognised that is likely that there is requirement for works to the culvert either temporarily or permanent to accommodate a widen access, however the LHA consider that it is possible to engineer the changes and this should be pursued by the applicant.”*
- 1.3 This Technical Note (TN) sets out the proposed temporary construction access arrangement for the development and explains why it is appropriate. The proposed arrangement comprises left turn only entry from the A365 Western Way, with all construction vehicle egress routed via Maitland Place and Pathfinder Way.
- 1.4 The TN describes this arrangement, examines the alternative of two-way construction access directly onto Western Way as sought by Wiltshire Council, and sets out why the proposed arrangement is a reasonable and proportionate means of managing construction access for a temporary construction phase of approximately five years.
- 1.5 Swept path assessments (SPAs) have been undertaken for a 16.5m articulated HGV to demonstrate the operational characteristics of each option. It is important to note that this

is the largest vehicle that may access the site, and a significant portion of construction-related HGV movements may use smaller vehicles.

- 1.6 The relative implications of routing construction traffic via Maitland Place and Pathfinder Way, as opposed to enabling two-way HGV movements onto Western Way, are considered in the context of relevant design guidance and the hierarchy of the surrounding highway network.
- 1.7 Three options are considered, comprising:
 - **Option A** – Proposed left turn entry from Western Way with egress via Maitland Place and Pathfinder Way.
 - **Option B1** – Two-way HGV access directly onto Western Way with culvert impact (single direction at any time)
 - **Option B2** – Two-way HGV access directly onto Western Way avoiding culvert impact (single direction at any time).

2.0 POLICY AND GUIDANCE CONTEXT

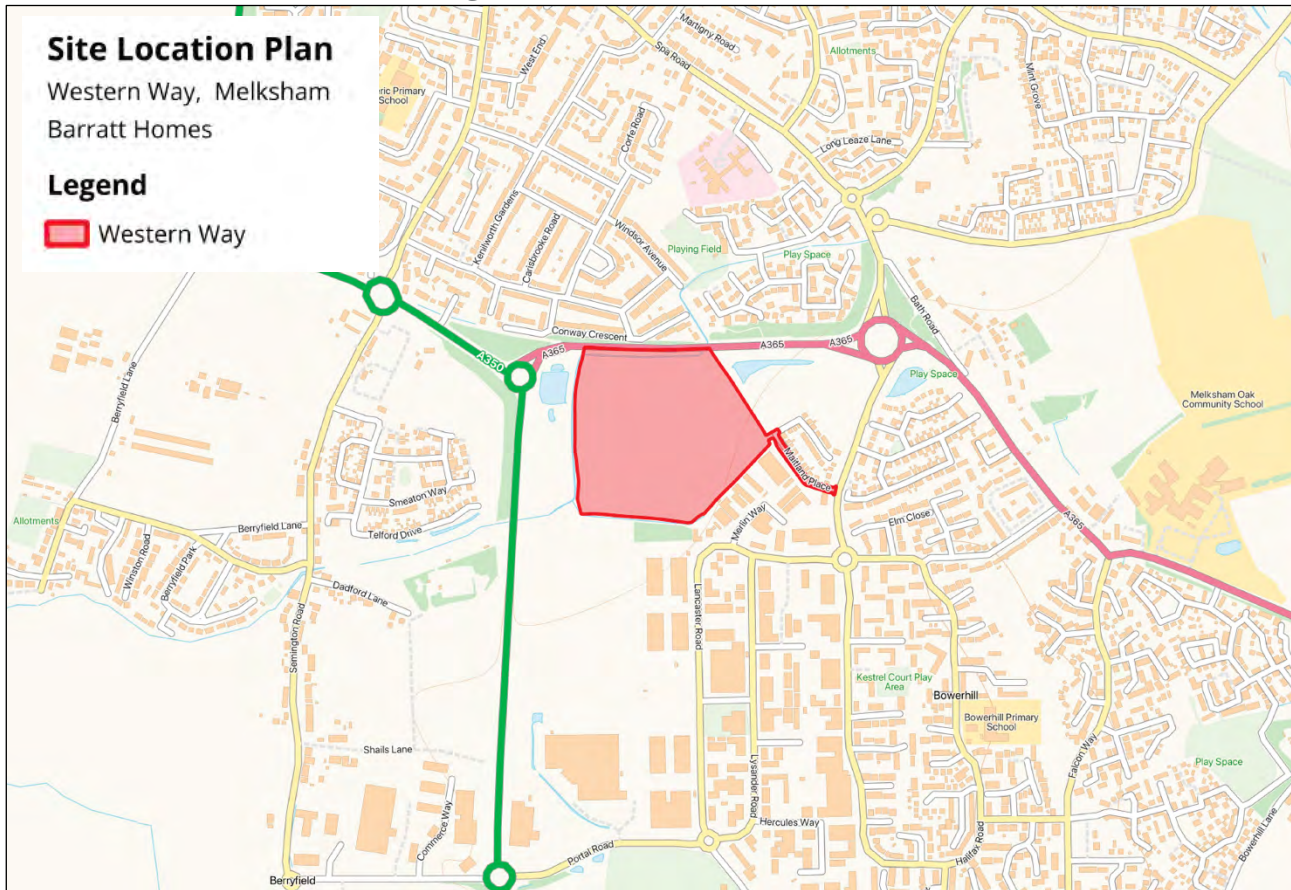
- 2.1 Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.
- 2.2 The assessment of the proposed temporary construction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

including carriageway widths and junction radii, reflecting their strategic function and traffic characteristics.

3.0 SITE CONTEXT

- 3.1 The site is located on the southern edge of Melksham, approximately 1.3 kilometres from the town centre. The location of the site is illustrated in **Figure 3.1**.
- 3.2 Vehicular access will be gained via the adjacent Taylor Wimpey development, connecting through Maitland Place and Pathfinder Way. These roads:
- Form part of the local residential distributor network.
 - Serve existing and committed residential development.
 - Include a ghost island right turn lane at the Pathfinder Way junction.
 - Operate within a residential environment characterised by lower traffic speeds and frontage activity.
 - Are subject to a 20mph (Maitland Place) or 30mph speed limit (Pathfinder Way).
- 3.3 The carriageway widths and junction geometries reflect their residential function and are notably different in character from Western Way.
- 3.4 An additional active travel and emergency access is provided to the north of the site, connecting onto Western Way. Western Way forms part of the A365 corridor and performs a more strategic distributor function within the local highway network. It accommodates higher traffic flows, has limited direct frontage access, and has higher operating speeds of 40mph to the east of the construction access, and the national speed limit to the west.
- 3.5 The emergency access connects onto Western Way at a location where a culvert passes beneath the carriageway. A headwall structure is present adjacent to the carriageway edge at this point. As part of Application PL/2026/01378, it is proposed that this access would also serve as a temporary construction access during the build out period (Option A).

Figure 3.1 - Site Location Plan



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Construction Access Constraints

- 3.6 The application site has a limited frontage to the adopted highway, as shown in **Figure 3.2**. The application boundary along the A365 Western Way is at most approximately 16m wide, constrained by physical features and by land in third-party and public ownership, which together restrict the space available to form and operate a construction access.
- 3.7 To the western part of the site frontage, the application boundary adjoins a Wiltshire Council drain (title WT274795), and a culverted watercourse runs close to the highway at this point. These features constrain the western part of the site frontage and would need to be accommodated in the design of any access at this location. To the eastern part of the site frontage, the application site adjoins a strip of unregistered land and, beyond it, land in separate third-party ownership (titles WT434944 and WT171978).
- 3.8 The full extent of the land outside the applicant's control was not identified during earlier discussions on construction access. The usable frontage is therefore confined to a narrow section between the culverted drain to the west and unregistered land to the east, which limits the width available for a construction access and any associated highway works.

Figure 3.2 – Construction Access Constraints Plan

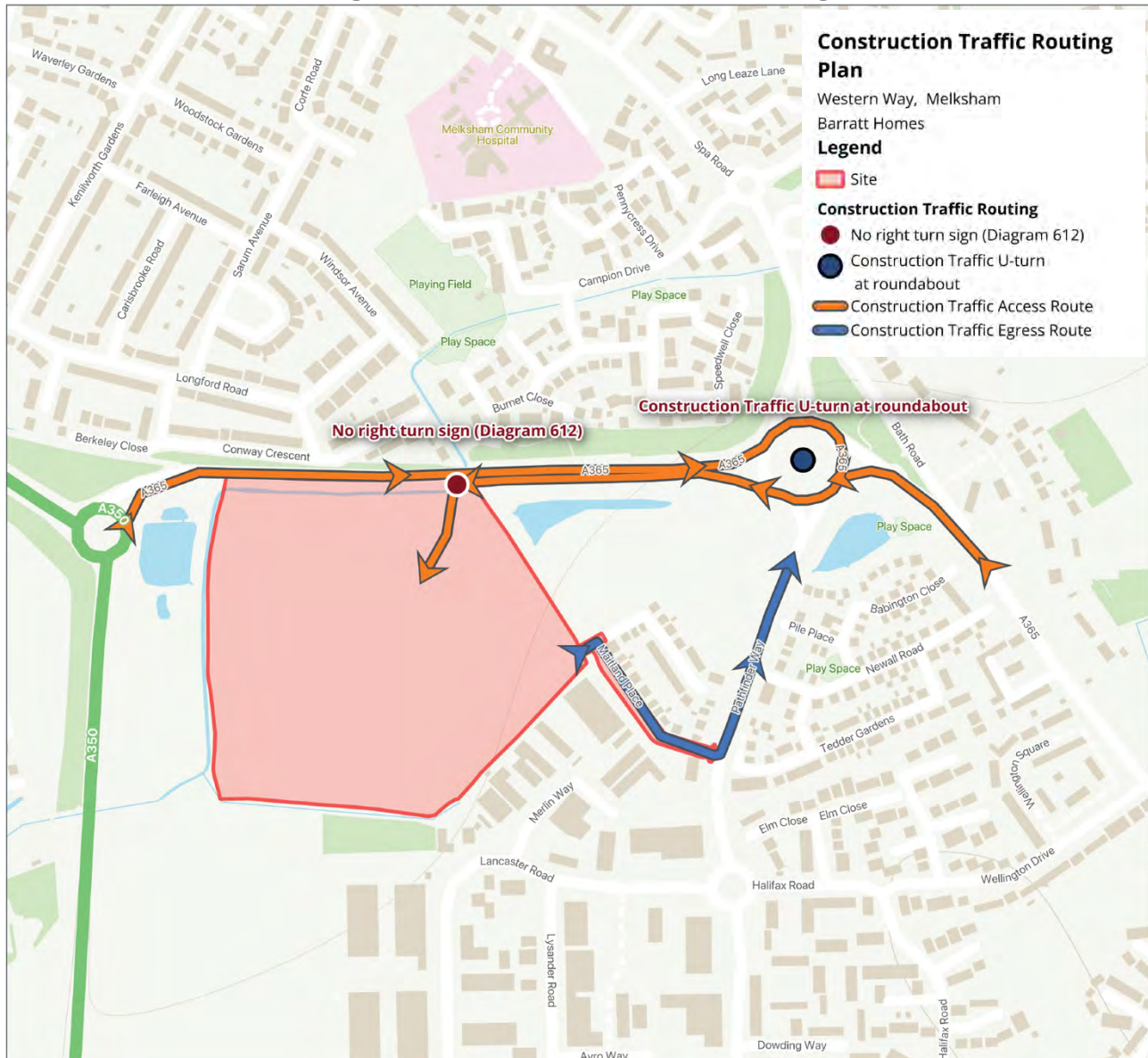


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4.0 PROPOSED CONSTRUCTION ACCESS STRATEGY

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

Figure 4.1 – Construction Traffic Routing

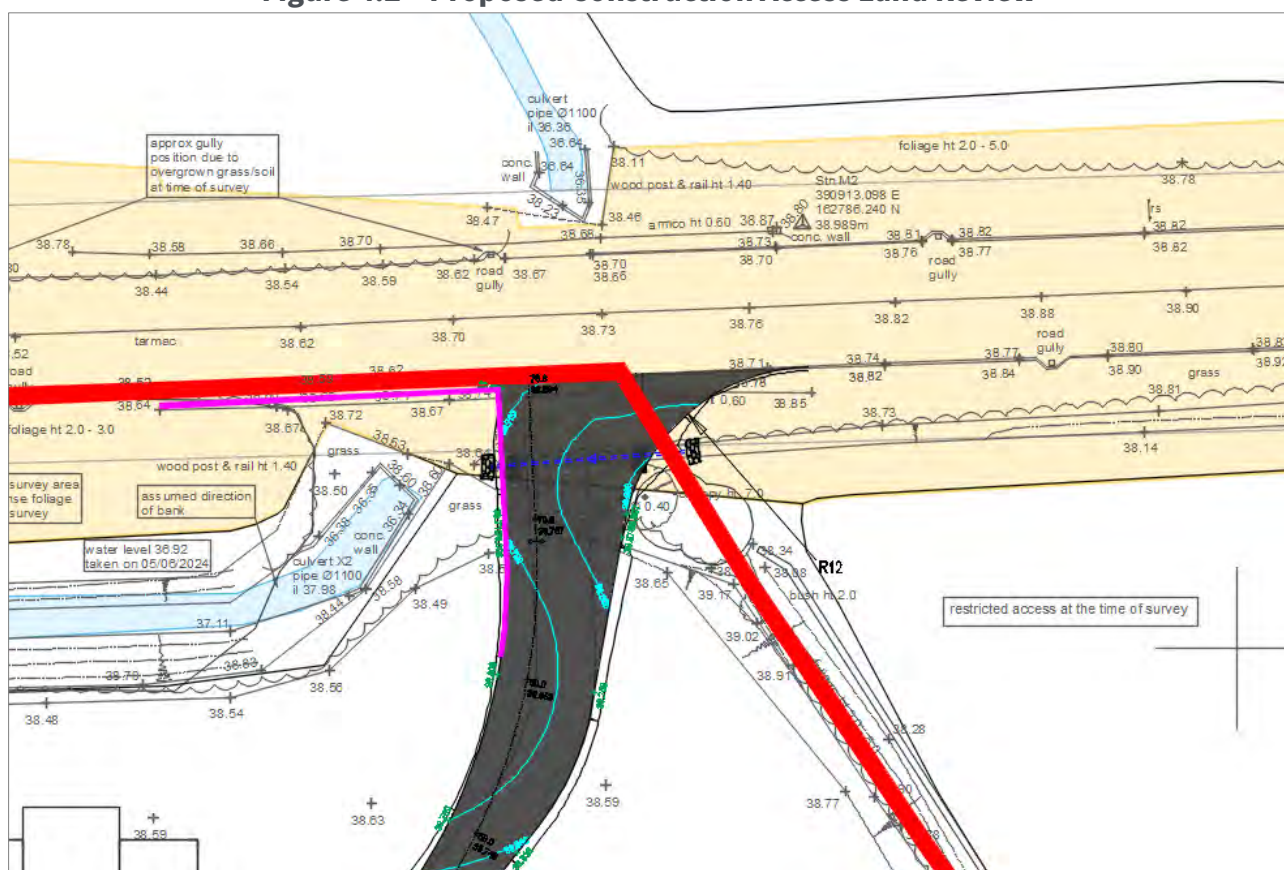


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Construction Access

- 4.2 The construction access layout is shown on **Drawing 250561-RAP-XX-XX-DR-C-0140-P02**. This drawing illustrates a 12m kerb radius to the eastern side of the bellmouth to accommodate articulated HGV movements entering the site. The western kerb radius is intentionally minimal, reflecting the restriction against movements to or from the west. This geometric arrangement reinforces the proposed left turn only operation and physically discourages unauthorised manoeuvres.
- 4.3 The construction access layout shown on **Drawing 250561-RAP-XX-XX-DR-C-0140-P02** is delivered within land under BDW Trading's control, or within the adopted highway boundary, as shown in **Figure 4.2**.

Figure 4.2 – Proposed Construction Access Land Review



- 4.4 **Drawing a100144-SK-002-03** provides a SPA demonstrating that a 16.5m articulated HGV can safely undertake the left turn manoeuvre into the site from Western Way without encroachment into opposing traffic lanes. The manoeuvre is contained wholly within the nearside carriageway and does not require alteration to the existing lane arrangement or priority on Western Way. As such, the proposed left turn entry can operate within the existing highway configuration and would not necessitate traffic signal control.

Construction Egress

- 4.5 Construction vehicles will exit the site via Maitland Place and Pathfinder Way. Vehicles will proceed along Maitland Place and turn left at the Maitland Place / Pathfinder Way junction before rejoining the A365 Western Way at the roundabout. SPA results presented on **Drawing a100144-SK-003-03** confirm that a 16.5m HGV can effectively use this route within the existing carriageway width, without any kerb overrun.
- 4.6 The SPA demonstrates that the HGV remains within the available carriageway envelope at the Maitland Place / Pathfinder Way junction. In undertaking the left turn, the vehicle makes use of the full marked carriageway width, including the area set out for the ghost island right turn bay on Pathfinder Way. The assessment confirms that the HGV does not overrun kerbed areas or leave the carriageway. Where necessary, a HGV can pause within

Maitland Place prior to committing to the manoeuvre, thereby avoiding conflict with vehicles intending to use the ghost island right turn facility.

- 4.7 **Drawing a100144-SK-003-03** also shows a large car turning left into Maitland Place while a 16.5m HGV is waiting to turn left out. This demonstrates that the junction geometry can accommodate simultaneous movements, and that the presence of a construction HGV does not preclude routine movements by other vehicles.
- 4.8 Whilst the manoeuvre involves temporary use of the carriageway space adjacent to the ghost island right turn bay, this occurs for a very short duration and within a low-speed environment. The junction provides appropriate visibility in both directions and sufficient carriageway width for a HGV to wait in Maitland Place until the space is clear before completing the turn. In this context, the movement represents a proportionate and controlled use of the available highway geometry, consistent with the context-led principles set out in Manual for Streets for occasional large vehicle movements within residential areas.

Summary

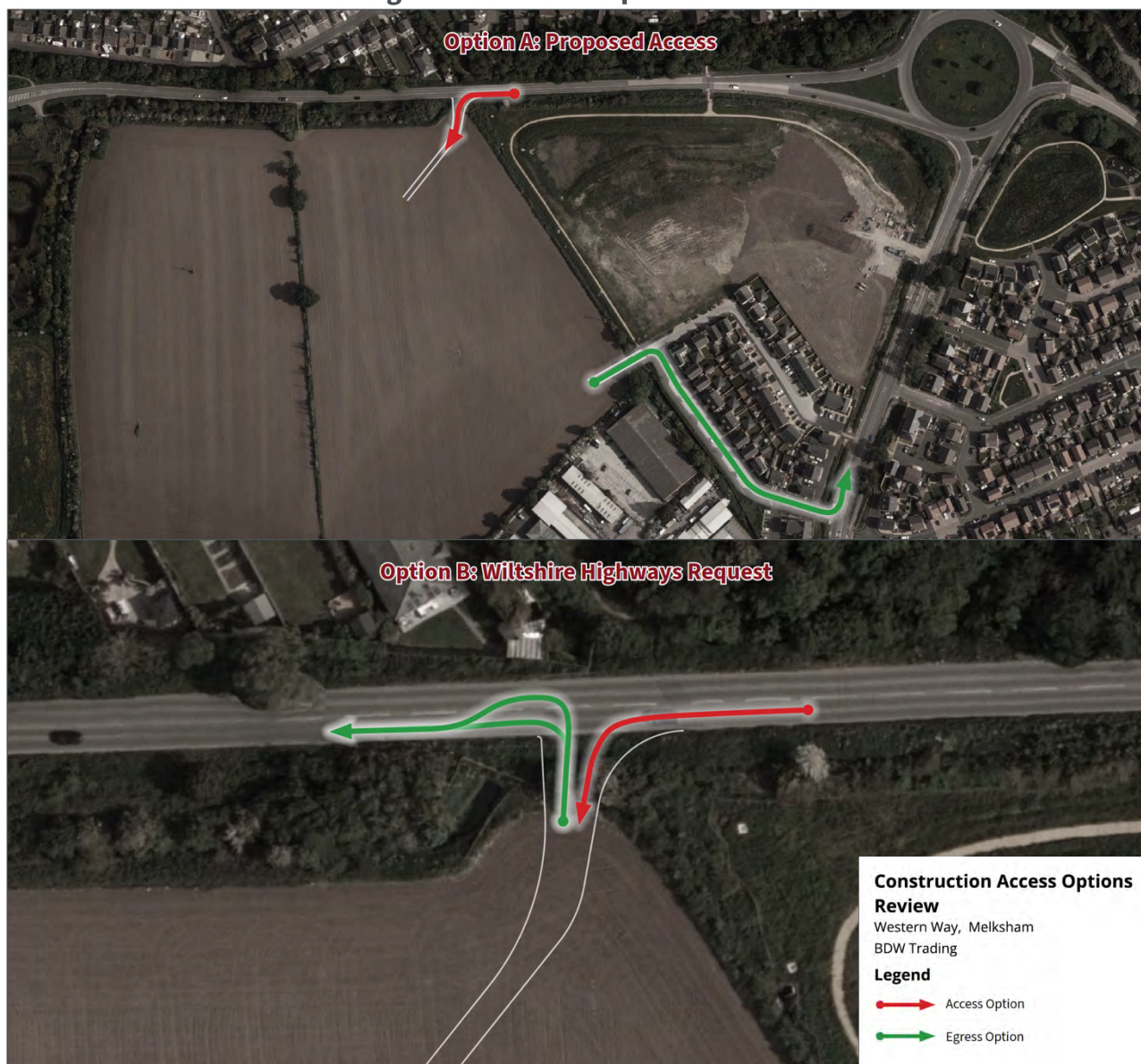
- 4.9 On this basis, the swept path assessments demonstrate that safe and appropriate construction access can be achieved via a left turn entry from Western Way, with suitable highway geometry available for articulated vehicles exiting via Maitland Place and Pathfinder Way. Compliance with the prescribed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

5.0 ASSESSMENT OF WESTERN WAY EGRESS

- 5.1 In their consultation response on Application PL/2026/01378, Wiltshire Council requested that the applicant reconsider the ability to implement two-way construction movements directly onto Western Way.
- 5.2 Wiltshire Highways set out that a left turn entry arrangement would require a formal Temporary Traffic Regulation Order (TTRO) and advised that with such an order in place it may be possible to accommodate right turn egress only, utilising the roundabout and mitigating overrun, subject to demonstration through tracking.
- 5.3 In response, a detailed feasibility review has been undertaken to assess whether construction vehicles could both enter and exit via Western Way in a manner that would be safe, proportionate and compliant with relevant design guidance. This review has considered physical constraints, structural infrastructure, land control, vehicle restraint requirements and swept path geometry.

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

Figure 5.1 – Access Options Review

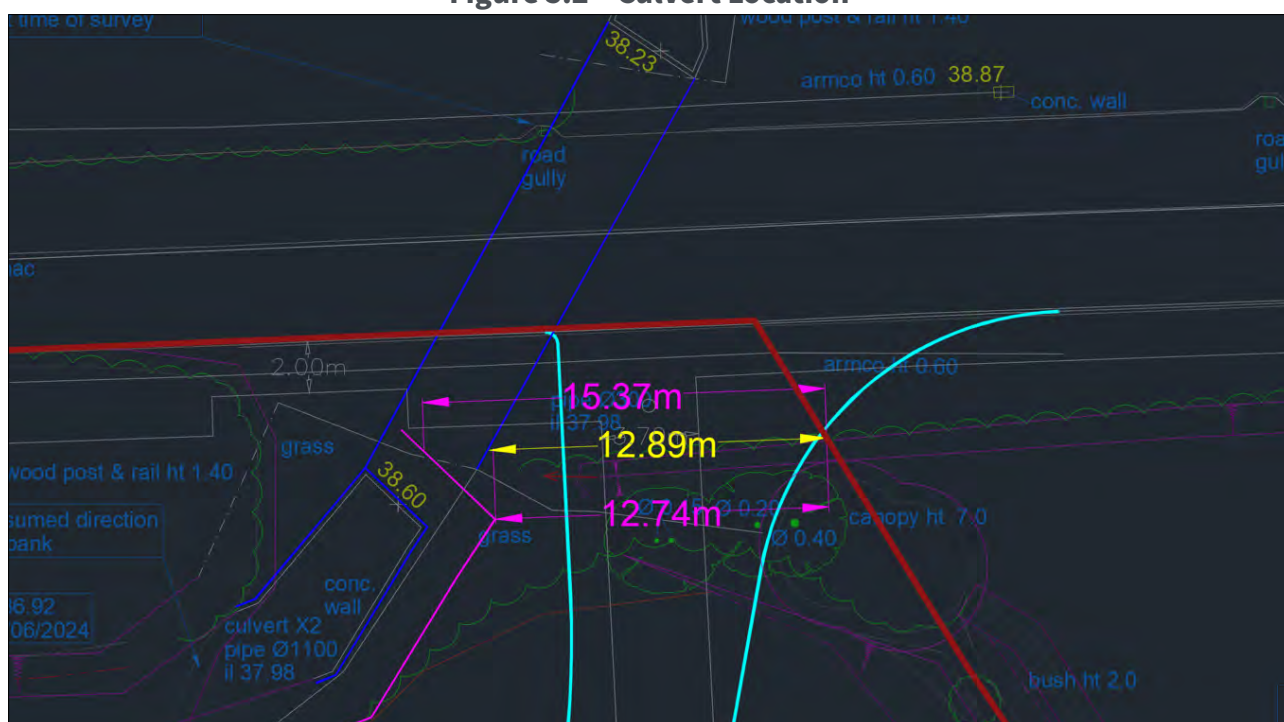


Physical and Structural Constraints

- 5.5 A culvert passes beneath Western Way at the location of the proposed temporary construction access. The associated headwall and drainage infrastructure are positioned adjacent to the carriageway edge and constrain the available junction geometry.
- 5.6 The proximity of the culvert and associated level difference necessitates the provision of a compliant VRS to protect both highway users and infrastructure. The installation of such a system further reduces the width available at the access and limits the achievable swept path envelope for construction vehicles.

- 5.7 The combined effect of the headwall location and the VRS provision restricts the geometry that can be achieved without significant construction works to Western Way to re-locate the culvert.
- 5.8 **Figure 5.2** illustrates key features in this location, with the culvert shown in blue.
- 5.9 At the site frontage with Western Way and the adopted highway boundary, there is, at most, circa 12.9m between the application boundary and the path of the culvert, shown in yellow in **Figure 5.2**.
- 5.10 A 2m buffer has been applied to the culvert headwall (shown in magenta in **Figure 5.2**). This shows that at the site frontage, there is circa 12.7m to 15.4m between the application boundary and the 2m buffer to the culvert headwall.

Figure 5.2 – Culvert Location

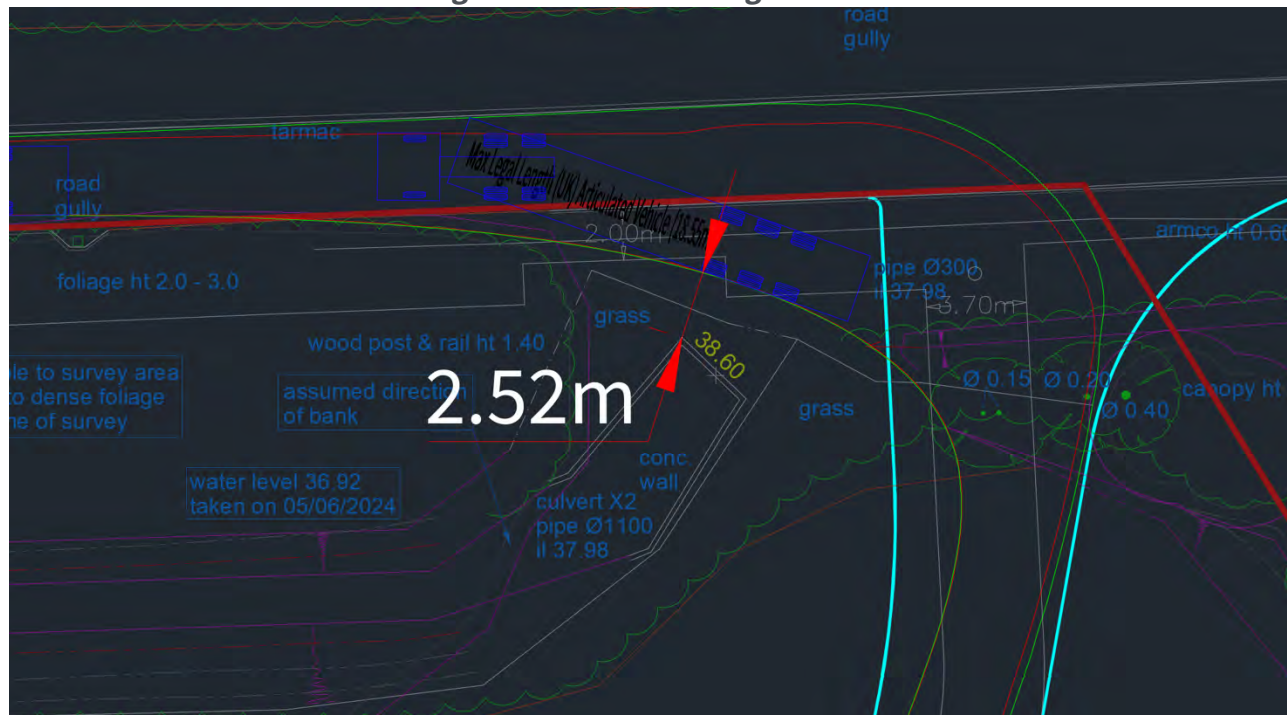


Option B: Left turn egress onto Western Way

B1: Egress Impacting the Culvert

- 5.13 A SPA has been completed to consider HGVs turning left onto Western Way, with the results shown in **Figure 5.3**.

Figure 5.3 – Left Turn Egress SPA

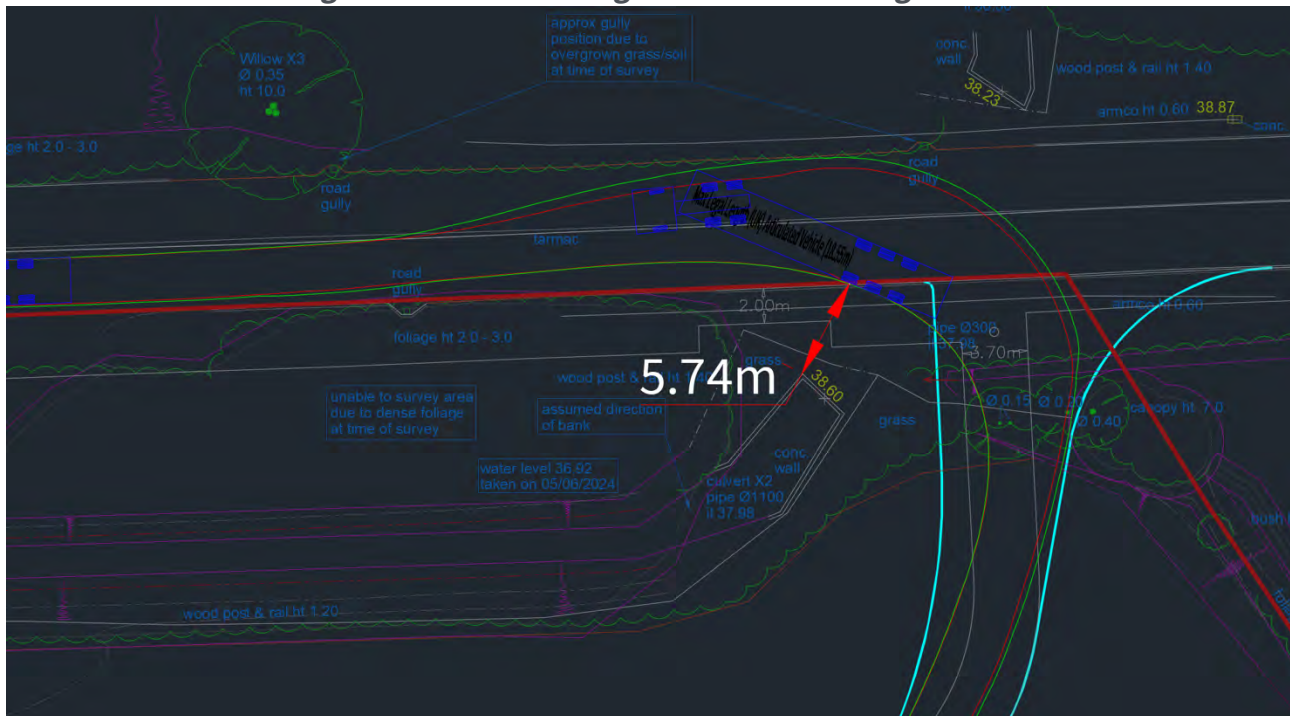


- 5.14 The SPA demonstrates that a 16.5m HGV exiting left onto Western Way would require a significant area of the highway verge, leaving as little as 2.5m clearance from the culvert. In practical terms, this leaves extremely limited tolerance to the culvert for construction, kerb upstand, edge restraint and safe operational clearance.
- 5.15 It would also constrain, if not preclude, the installation of an appropriate vehicle restraint system between the carriageway and the culvert. On that basis, a left turn egress onto Western Way likely cannot be achieved without significant works to the culvert and without compromising the feasibility of providing an appropriate VRS.

B2: Egress Avoiding Culvert Impact

- 5.16 An alternative approach would be to make the eastbound carriageway space available to left turning traffic, requiring the use of temporary traffic signals.
- 5.17 A SPA has been completed to consider this option, with the results shown in **Figure 5.4**.

Figure 5.4 – Left Turn Egress Alternative Alignment



- 5.18 The swept path assessment demonstrates that clearance to the culvert headwall could be significantly improved if the opposing carriageway space were made available to an articulated vehicle exiting left. Under this scenario, the vehicle would occupy the full carriageway width over circa 35m along Western Way to complete the manoeuvre.
- 5.19 Whilst this arrangement initially appears to resolve the culvert issue, it would rely on traffic on Western Way being controlled for the duration of construction to facilitate the manoeuvre. This would necessitate temporary traffic signal control on a more strategic distributor A-road.

Consideration of a TTRO and Long-Term Traffic Control

- 5.20 Given that the anticipated construction programme extends to circa five years, any arrangement would require traffic signal control operating for the duration of the construction period. This would represent a sustained alteration to the operation of Western Way, which forms a strategic distributor within the local highway network.
- 5.21 This assessment engages directly with Wiltshire Council Highways' position that a left in and left out arrangement can be achieved on the A365 without the use of traffic signals, and the position that the necessary culvert works, whilst likely required, can be engineered and should be pursued.
- 5.22 The SPA confirms that a left turn egress without signal control cannot be accommodated within the available frontage, leaving as little as 2.5m clearance to the culvert and constraining, if not precluding, the provision of a compliant vehicle restraint system. A left

turn egress is therefore achievable only with signal control of the opposing carriageway, or through significant works to relocate the culvert.

- 5.23 Whilst such culvert works could, in engineering terms, be delivered, they would constitute permanent alteration to drainage infrastructure, together with the associated vehicle restraint provision and, in some cases, third-party land and a Section 278 Agreement, undertaken solely to serve a temporary construction phase of approximately five years.
- 5.24 The applicant's position therefore rests not on technical impossibility, but on proportionality: the works could be engineered, but doing so is not a proportionate response to a temporary need where a suitable alternative egress is available.

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

- 6.1 The egress proposals are set out in **Chapter 4** of this Technical Note, with construction vehicles exiting the site via Maitland Place and Pathfinder Way. SPA results presented at **Drawing a100144-SK-003-03** confirm that a 16.5m HGV can effectively use this route within the existing carriageway width, without kerb overrun.
- 6.2 In relation to the site egress onto Maitland Place, SPAs demonstrate that a 16.5m HGV remains wholly within the carriageway and does not overrun the adjacent footway. The SPA envelope does not extend into a residential curtilage, nor does it conflict with the frontage of any adjacent dwelling. The manoeuvre is achievable within the available highway width.
- 6.3 At the Maitland Place / Pathfinder Way junction, the HGV makes use of the full marked carriageway width to complete the left turn. The tracking remains within the defined carriageway and does not enter the opposing live traffic lane. To facilitate this, the HGV will utilise the area within the ghost island right turn bay for a circa 15m length.
- 6.4 Because construction traffic only exits onto Maitland Place and does not enter from it, the single point of potential conflict arises where an exiting HGV makes use of the ghost island right turn bay at the same moment as a vehicle arriving on Pathfinder Way to turn right into Maitland Place. Right turn movements into Maitland Place are inbound residential movements, concentrated in the evening peak. In the post-COVID travel pattern, PM peak flows on this part of the network are typically lower than the corresponding AM peak. The likelihood of an exiting construction vehicle and a right turning vehicle requiring the same space at the same time is therefore low, and where it does occur the exiting vehicle can wait within Maitland Place until the bay is clear before completing the manoeuvre. The interaction is consequently infrequent, of short duration, and readily managed.

- 6.5 **Drawing a100144-SK-003-02** also demonstrates that a large car can undertake a concurrent left turn in movement while a HGV is waiting to exit, confirming that the junction can accommodate simultaneous movements.
- 6.6 Whilst Pathfinder Way carries more traffic than a minor residential street, it remains a lower speed residential road designed to accommodate development traffic. The occasional presence of a construction HGV using the available carriageway width and ghost island right turn bay for a brief and controlled manoeuvre is different from routine encroachment into an opposing high-speed traffic lane. Visibility at the junction is appropriate and the duration of occupation of the ghost island right turn bay is limited to a few seconds and circa 15m length during the turning movement.

Precedent and Prior Consideration

- 6.7 Vehicular access to the application site is gained via the adjacent Taylor Wimpey development, connecting through Maitland Place and Pathfinder Way. The residential plots fronting Maitland Place were themselves constructed using access via Pathfinder Way, the Construction Management Statement for that development having been consented under Application 20/04742/DOC (discharge of condition 22 of 16/01123/OUT). That consented CMS identified land off Maitland Place as a construction compound, accessed from Maitland Place via the Maitland Place / Pathfinder Way junction.
- 6.8 The provision of vehicular access via Pathfinder Way was also considered at the outline planning application stage (ref. 16/01123/OUT). The assessment found that the Pathfinder Way junctions would operate post-completion with a maximum ratio of flow to capacity (RFC) of 0.19, indicating around 81% residual capacity with the traffic associated with the Taylor Wimpey development. The junctions therefore operate well within capacity and are lightly trafficked.
- 6.9 In the appeal decision for the current application (APP/Y3940/W/23/3324031), the Inspector considered the effects of construction traffic on Maitland Place and found the impact temporary and capable of mitigation through a Construction Management Statement condition (Paragraphs 40-41). These findings are reported as factual context. They demonstrate that the use of Maitland Place for construction egress has both local precedent and prior planning consideration.
- 6.10 It is acknowledged that Wiltshire Council Highways has stated that it will not accept a construction traffic plan which encourages the use of Maitland Place and Pathfinder Way. That position is difficult to reconcile with the planning history of this access route.
- 6.11 Maitland Place and Pathfinder Way were expressly assessed and accepted for construction traffic under the consented CMS for the adjacent development (Application 20/04742/DOC), operating with substantial residual capacity (a maximum RFC of 0.19, or

around 81% residual capacity), and were found by the Inspector to accommodate construction traffic with only a temporary impact capable of mitigation through a CMS.

- 6.12 The proposed egress does not introduce a new or untested arrangement, but relies on a route already established, assessed and consented for this purpose. For that reason, and for the geometric and operational reasons set out above, the use of Maitland Place and Pathfinder Way for construction egress is considered an appropriate and proportionate means of managing construction traffic for this temporary period.

7.0 CONSTRUCTION ACCESS OPTIONS REVIEW

- 7.1 **Chapters 4-6** of this Technical Note have examined the feasibility of construction access options for Land at Western Way. This chapter summarises the comparative performance of the options considered, drawing together the geometric, operational and proportionality findings.
- 7.2 The options assessed are outlined below and summarised in **Table 7.1**.
- **Option A** – Proposed left turn entry from Western Way with egress via Maitland Place and Pathfinder Way
 - **Option B1** – Two-way HGV access directly onto Western Way with culvert impact (single direction at any time)
 - **Option B2** – Two-way HGV access directly onto Western Way avoiding culvert impact (single direction at any time)

Table 7.1 – Access Options Review

Access Option	Geometric Feasibility	Infrastructure Works Required	Impact on Western Way	Traffic Management Requirement	Overall Suitability
Option A: Western Way Left In / Maitland Place Egress	Achievable within existing carriageway envelope, use of ghost island right turn bay on exit. Land within the Applicant's control	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: Alternating Two Way Western Way Access (Culvert impact)	Requires land outside the Applicant's control	Structural works to culvert, location and geometry constrained by culvert	Temporary construction access only	Likely temporary speed limit	Not proportionate
Option B2: Alternating Two Way Western Way Access (No culvert impact)	Requires encroachment into the opposing lane for these movements Land within the Applicant's control	Likely 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

- 7.3 **Table 7.1** demonstrates that only Option A can operate within the existing highway geometry without structural alteration to Western Way or without sustained traffic control on an A-road. The SPAs confirm that left turn entry from Western Way can be achieved within the nearside carriageway and that egress via Maitland Place and Pathfinder Way can be accommodated within the carriageway. No kerb overrun is required.
- 7.4 Option B1, by comparison, would rely upon direct structural intervention to the culvert to accommodate HGV movements. This would require significant works to reconstruct or extend the culvert, together with the associated engineering necessary to provide an appropriate vehicle restraint system between the carriageway and the culvert.
- 7.5 As such, the extent of permanent structural works required is a disproportionate response to a temporary construction phase.
- 7.6 Option B2 relies upon substantial carriageway encroachment on Western Way to accommodate HGV movements. This would require traffic signal control or equivalent for the duration of the construction period, which is anticipated to extend to circa five years.
- 7.7 Whilst Option B2 avoids direct structural intervention, it does not overcome the underlying geometric constraint imposed by the culvert. As such, the reliance on sustained traffic control on a principal route is likely a disproportionate response to a temporary construction phase.
- 7.8 It is also important to note that the construction phase is temporary. Peak HGV movements will occur during key stages of the build programme and will reduce over time. Paragraph 116 of the NPPF requires that development should only be refused on highways grounds where impacts would be unacceptable or severe. In this context, long-term alteration to the operation of Western Way, including signal control on a strategic route, would represent a disproportionate intervention when compared to the simpler options available.
- 7.9 On this basis, Option A remains the preferred option for the development of Land at Western Way, Melksham.

8.0 SUMMARY AND CONCLUSION

Summary

- 8.1 BDW Trading has appointed arcitrans to review the proposed temporary construction access strategy for Land at Western Way, Melksham in response to concerns raised by Wiltshire Council.
- 8.2 This work has examined the geometric feasibility of construction vehicle movements, the physical constraints associated with the Western Way frontage, and the operational implications of alternative access arrangements.

- 8.3 SPAs confirm that left turn entry from Western Way can be achieved within the existing carriageway envelope without opposing lane encroachment. Construction egress via Maitland Place and Pathfinder Way has been demonstrated to operate within the carriageway, without kerb overrun or conflict with private frontage. The manoeuvres occur within a lower speed residential distributor environment and can be effectively managed through the Construction Management Statement.
- 8.4 Alternative arrangements involving two-way HGV access onto Western Way have been tested. The assessment confirms that such options would require substantial carriageway occupation, sustained traffic control on an A-road and, in some cases, likely structural intervention to existing infrastructure. This represents a disproportionate response to a temporary construction phase.
- 8.5 Taken together, this TN responds directly to each of the points raised by Wiltshire Council Highways. The concern regarding the use of Maitland Place and Pathfinder Way is addressed through the geometric and operational assessment in **Chapters 4 and 6**, supported by the established precedent, capacity and appeal findings for that route.
- 8.6 The Council's view that a left in and left out arrangement can be achieved on Western Way without traffic signals is addressed through the SPA in **Chapter 5**, which demonstrates that such an arrangement cannot be accommodated within the available frontage without either sustained signal control or significant culvert works. Whilst those culvert works could be engineered, the assessment concludes that undertaking permanent infrastructure alteration to serve a temporary construction phase is not a proportionate response where a suitable alternative egress is available.

Conclusion

- 8.7 Having considered the SPAs, the fixed physical constraints at the Western Way frontage, the more strategic function of the A365 and the temporary nature of the construction phase, the proposed arrangement comprising left turn entry from Western Way with construction egress via Maitland Place and Pathfinder Way is found to be favourable.
- 8.8 The proposed arrangement is geometrically feasible, operates within the existing carriageway envelope, and requires no structural intervention or sustained traffic management on the A365. The sole potential operational conflict, at the Pathfinder Way ghost island, is a low frequency movement during the evening peak and is self-regulating through the available junction geometry. Maitland Place is an established route for development traffic, with local precedent and prior planning consideration as set out above.
- 8.9 By contrast, the two-way construction access sought by Wiltshire Council would require sustained signal control on a strategic A-road for the duration of the construction period, possible extension or relocation of the culvert, the provision of a compliant vehicle

restraint system, and in some cases third-party land and a Section 278 Agreement, all for a temporary construction phase. Both the proposed arrangement and the council's preferred approach relate to the same construction period of approximately five years; the question is therefore not whether construction will take place, but which arrangement is a proportionate means of managing it.

- 8.10 A temporary traffic regulation order is, in addition, time limited and would not readily cover a construction period of this length without further consent, with any duration greater than 18 months requiring approval from the Secretary of State for Transport.
- 8.11 On this basis, the proposed construction access strategy represents the most appropriate solution.

DRAWINGS



- ### Key



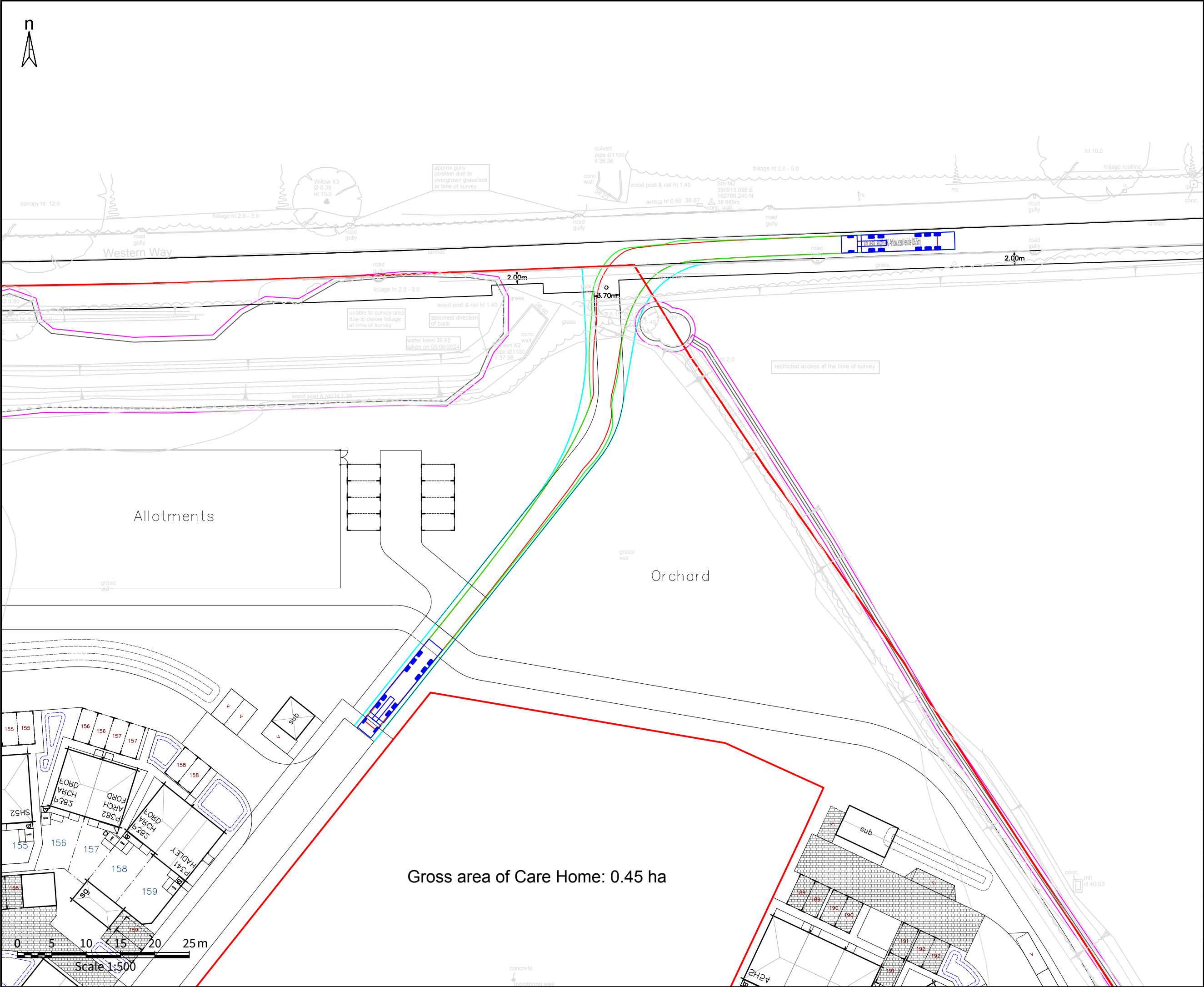
Edge Protection - Refer to annotation on drawing

39.689 Proposed Channel Level

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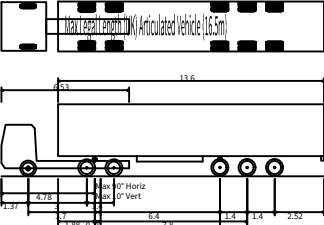
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- General**
- Do not scale from drawing.
 - All dimensions are in metres, unless stated otherwise.
 - This drawing is to be read in colour.
 - This drawing is for illustrative purposes only.

- Disclaimer**
- The information contained in this drawing is based on a combination of OS and data provided by third parties and arcitran shall not be liable for any inaccuracies or deficiencies.



FOR APPROVAL

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

Rev	Description	Date	Rev	Rev	App
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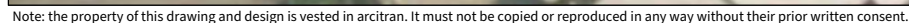
Client
Barratt Homes

Project Name
Western Way, Melksham

Sheet Title
002 Proposed Construction Access - HGV Swept Path Assessment

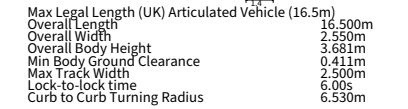
Drawn By	Checked By	Approved By	Date	Scale @ A3
CEH	BM	NA	Jul 25	1:500
Project Number	Type	Number	Revision	
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- Do not scale from drawing.
- All dimensions are in metres, unless stated otherwise.
- This drawing is to be read in colour.
- This drawing is for illustrative purposes only.

- The information contained in this drawing is based on a combination of OS and data provided by third parties and arcitrans shall not be liable for any inaccuracies or deficiencies.



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Sheet Title

003 HGV Egress - Swept Path Assessment

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