MEMORANDUM

To: Area Development Manager  
   North Area Development

From: Sustainable Transport

Ref: C/14/12118

Date: 4th March 2016

C/14/12118 Outline application for about 1000 dwellings, local centre, primary school, public open space including riverside park and allotments, landscaping, 4 vehicle accesses, site roads and associated infrastructure. Detailed permission sought for access.

I refer to the above planning application, and further to my observations dated 13th May 2015, provide additional comments.

There should be planning obligations to secure:-

Provision of the Primary Site Access Roundabout including street lighting.

Provision of the Central Southern junction including a right turning lane and street lighting.

Provision of the Central Northern junction including a right turning lane and street lighting.

Securing of the ability to achieve in future an unfettered direct link from the Primary Site Access Roundabout to serve the land to the east at a standard of 7.3 metres carriageway width plus 2 metre footways to either side segregated from the carriageway by grass strips of 1 metre width.

Transport contribution of £385,000 index linked to connect the site for pedestrian and cycle modes to the town centre based on:-

£85k widening and improvement of the existing paths between the site and Avenue La Fleche (green on the plan attached to my memo of 13th May 2015);

£50k to upgrade existing staggered crossing on Avenue La Fleche to a Toucan (cost from feasibility study);

£60k towards cycle route and replacement footbridge between Avenue la Fleche and the High Street via car park (cost from feasibility study);

£85k towards cycle improvements along existing riverside path between site and Gladstone Road including improvements to the existing footbridge (partly shown in pink on the plan attached to my memo of 13th May 2015);

£105k to improve the route between the development and the town centre at Figure 3.3 in the TA including surfacing and lighting where achievable.

(The agents have stated that the £105k part of the above is not agreed. However this will be a direct and heavily used route and with upgrading can provide the best route for cycling. The path is generally 1.4m wide and therefore not suitable for use as a shared pedestrian cycleway. The contribution is required for widening to 3m where possible, some improvements to lighting, surfacing (the current surface although intact is undulating), and the cycleway conversion order.)
£35,000 index linked for the upgrading of CHIP4 footpath to a low key surfaced route across the third party land undeveloped rifle range area, including a replacement (wooden) footbridge over Pudding Brook.

£10,000 index linked for the improvements (stiles, and minor surfacing at localised areas) to LACO9, and LACO39 between the development and Lackham College.

Public transport contribution index linked to secure extension of service 55 to serve the development for 5 years to be agreed between the Public Transport Section and the Stagecoach bus operator. The bus operator will need to be party to the S106.

Extension of the 40 speed limit along Patterdown Road over the frontage of the development.

Funding of rights of way conversion and diversion orders.

There should be planning conditions:-

The development hereby permitted shall not commence until a Construction Management Plan providing details of the management of heavy goods vehicle construction traffic, including their routes approaching and leaving the site, has been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to protect the existing highway links that serve the site from damage by large goods vehicles, to assist in the environmental protection of the interests of nearby residents, and to ensure that provisions are in place to address any problems associated with highway damage caused by such vehicles.

Prior to occupation of any of the dwellings taking access from Coppice Close the access to Coppice Close shall be provided and shall thereafter remain open and available for use.

Reason: In the interests of safe and convenient access to the development.

Prior to first occupation of any dwelling served by the access to Coppice Close, the access to Coppice Close shall be provided with visibility with nothing to exceed the height of 600mm above carriageway level between the carriageway edge, and a line drawn from a point 2.4 metres back along the centre line of the access from the carriageway edge, to a point on the nearside carriageway edge 36 metres to the west.

Reason: In the interests of highway safety.

No development shall commence until a Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority. No residential part of the development shall be occupied prior to the implementation of the Residential Travel Plan, (or implementation of those parts capable of being implemented prior to occupation). Those parts identified for implementation after occupation shall be implemented in accordance with the timetable contained therein, and shall continue to be implemented as long as any part of the development is occupied.

Reason: In the interests of reducing the amount of private car movements to and from the development.
The primary school shall not be brought into use until a School Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The School Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the Local Planning Authority on request, together with any changes to the Plan arising from these results.

Reason: In the interests of highway safety and reducing private car movements to and from the development.

Prior to occupation of any dwelling details shall be submitted to the Local Planning Authority of between 2 and 6 bus stops and shelters within the development, and a programme for their implementation. (The number to depend on whether buses route 1 or 2 way and on agreement with the Public Transport Team). On approval of the submitted details the bus stops and shelters shall be constructed and made available for use in accordance with the approved programme.

Reason: In the interests of safe and convenient travel by public transport.

Prior to occupation of any part of the development south of the rifle range a 3 metre wide shared use cycleway shall have been constructed and made permanently available for use by pedestrians and cyclists, between the Central Northern access and the end of the existing footway on Patterdown Road just north of the highway layby, in accordance with details to be first submitted to and approved by the Local Planning Authority.

Reason: In the interests of safe and convenient pedestrian and cycle access to the development.

Prior to occupation of any part of the development areas 1-5 (Proving Layout plan 3787/300/D) a footway connection between the development and the eastern side of Queens Bridge as outlined on plan 20399/042/009, plus footway markings through the bridge and a short footway connection at the western side of the bridge to enable safe pedestrian access into Saltersford Lane shall have been constructed and made permanently available for use by pedestrians in accordance with details to be first submitted to and approved by the Local Planning Authority.

Reason: In the interests of safe and convenient pedestrian access to the development.

Prior to occupation of any part of the development areas 1-6 (Proving Layout plan 3787/300/D) a 3m wide shared use cycleway shall have been constructed and made permanently available for use by pedestrians and cyclists between the development and the entrance to the Showell Farm development as outlined on plan 20399/042/005, in accordance with details to be first submitted to and approved by the Local Planning Authority.

Reason: In the interests of safe and convenient pedestrian and cycle access to the development.

Prior to first occupation of any dwelling hereby permitted, the relevant parts of the shared use pedestrian and cycle route known as Rowden Mile (which will include the spur to Avenue La Fleche and the spur to Gypsy Lane), shall have been constructed to a width of 3 metres including street lighting, and made permanently available for
use by pedestrians and cyclists, in accordance with details to be first submitted to and approved by the Local Planning Authority.

Reason: In the interests of safe and convenient pedestrian and cycle access to the development.

The applicants should be informed of the following:-
Any application for approval of reserved matters should include for the design of all roads within the estate as a 20 mph zone, other than the bus route which runs from the primary access roundabout to the northern junction, but with only minimal amounts of vertical traffic calming. Traffic calming will generally be by horizontal alignment changes and use of surface texture changes.

Number of rights of way cross the development. The rights of rights of way users must be safeguarded and the paths must be incorporated into the layout or suitable diversion or closure orders arranged.

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