
From: Galpin, Paul
Sent: 28 September 2016 16:18
To: Smith, Alex
Cc: Wiltshire, Mark; Crook, Michael
Subject: C/16/07288 - 71 Dwellings, Land south of Filands,

Dear Alex

I refer to the above. I note that this proposal is outline with only access matters at this stage. I therefore consider that the layout is indicative. Please note that traffic calming features within the site on the main route will be required every 70m, unless there is a some from change in alignment, a traffic order will also be required.

Secondary access - firstly, from looking at the details on the S38 file and that on the detailed supplied. Please note it is my understanding that vehicle access to the school is via the first phase (Bloor), I am therefore taking the supplied plan on its merit.

I also note that there has been a query regarding the Oak Tree and the necessity for vehicle access between the two phases. I do not consider a full vehicular link can be insisted upon (now that access to school is via first phase). However it is extremely desirable in the interests of interconnectivity, considering the location of the school and enabling traffic to balance between the two phases and junctions that the vehicle link is provided. However if the road is downgraded, I consider that the minimum highway requirement given the numbers is that an emergency access, pedestrian/ cycle link is provided - If you wish to re-consult regarding this matter please forward details.

Right of Way upgrade – I have discussed with Mike Crook the upgrading the of Public Rights of Way Malmesbury 8, to provide a footpath/ cycleway with a desirable 3m width. The developer also suggests in the Transport Assessment. I have attached a condition below to ensure provision and delivery. An obligation will be required for the legal conversion order of the footpath to enable cycling.

2m footway across frontage – I consider that it is reasonable that developer provides an upgraded 2m footway from Bloors site to the B4014/ A420 roundabout.

I recommend that no highway objection be raised subject to the following S106 agreement obligations:

1. A sum of £6,000 for Right of Way conversion order.
2. A 2m wide footway upgrade across the site frontage connecting from Bloors site to the B4014/ A420 roundabout.

I recommend that no highway objection be raised subject to the following conditions:

1. No part of the development hereby permitted shall be occupied until the ghost priority right hand turn lane junction, footways and secondary access has been completed in accordance with the details shown on the approved plans ITB110801-GA-004 RevB titled “Proposed Site Access/ B4014 Filands junction – Ghost Priority Junction” and “Illustrative Masterplan BMD.15.019.DR.p002. The visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 0.6 above the nearside carriageway level. The visibility splays shall be maintained free of obstruction at all times thereafter.

REASON: In the interests of highway safety.

2. (WD5) No development shall commence on site until full construction details of the upgraded ‘footpath / cycleway link’ (Public Footpath Malmesbury 8) have been submitted to and approved in

writing by the Local Planning Authority. The 'upgraded footway /cycleway' shall consist of the following; a properly consolidated surfaced (not loose stone or gravel) link shall connect from the site to Powell Rise. The overall width, where feasible shall be 3m width. A facility to cross the stream will need to be provided if necessary. The 'footway/ cycleway link' shall have been fully constructed in accordance with approved details prior to occupation of the first dwelling. A legal conversion order will be required to enable cycling. (covered also in obligation)

REASON: In the interests of promoting sustainable transport.

3. (WD7) No development shall commence on site until details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, including the timetable for provision of such works, have been submitted to and approved by the Local Planning Authority. The development shall not be occupied until the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture have all been constructed and laid out in accordance with the approved details, unless an alternative timetable is agreed in the approved details.

REASON: To ensure that the roads are laid out and constructed in a satisfactory manner.

4. (WD26) No development shall commence on site until a Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The 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 those results.

REASON: In the interests of road safety and reducing vehicular traffic to the development.

5. (WD8) The roads, including footpaths and turning spaces, shall be constructed so as to ensure that, before it is occupied, each dwelling has been provided with a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.

REASON: To ensure that the development is served by an adequate means of access.

6. (WD5) No development shall commence on site until full details of a 'footway improvement scheme' across the whole site frontage from the Bloors site east to the roundabout of the B4014/ A429, have been submitted to and approved in writing by the Local Planning Authority. The footway improvement scheme shall provide a 2m width and shall upgrade the existing surface. The scheme shall be provided in accordance with the details approved in writing by the Local Planning Authority.

REASON: In the interests of highway safety.

NB The provision of the (1) right hand turn lane (2) upgraded Malmesbury 8 'footpath / cycleway link' (3) footway improvement scheme' footway, crossing point and carriageway widening will be subject to a S278 Agreement under the Highways Act 1980. Full construction details will be required to be approved. Please note that until detailed drawings are provided the extent and specification of the works can not be finally agreed.

Regards

Paul

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