



HVJ TRANSPORT LTD

**TRANSPORT STATEMENT
PROPOSED RESIDENTIAL DEVELOPMENT
AT
LAND AT CHURCH PLACE AND THE STREET, LYDIARD MILLICENT, SWINDON
ON BEHALF OF
MARK DOODES PLANNING.**

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1. INTRODUCTION

- 1.1 This report is based upon instructions from Mark Doodes of Mark Doodes Planning regarding the proposed development of nine residential units together with car parking on land at Church Road and The Street, Lydiard Millicent, Swindon.
- 1.2 This transport statement looks into the impact of the traffic associated with the proposed development of nine residential dwellings which are made up of 2 x 2 bed dwellings, 3 x 3 bed dwellings and 4 x 4 bed dwellings.
- 1.3 In preparing this report consideration has been given to the sustainability of the site in the National Planning Policy Framework relating to reducing reliance on travel by private car. Included within the report is a description of the existing transportation network together with cycling, pedestrian facilities and public transport availability.
- 1.4 The report also looks at the Wiltshire County Council Local Transport Plan 2011-2026 where the aim is to reduce the need to travel and the harmful effects of traffic on people and the environment. In order to achieve this aim the Council will encourage people to transfer to more environmentally friendly modes of transport by improving facilities for walking, cycling and public transport.
- 1.5 The report also looks at The Wiltshire Core Strategy Development Plan Document ('the plan') which was formally adopted on 20 January 2015. The plan provides a positive and flexible overarching planning policy framework for Wiltshire for the period up to 2026 where the aim is to reduce the need to travel and the harmful effects of traffic on people and the environment.
- 1.6 Also taken into consideration within local plan is that development should incorporate suitable provision for car parking and operational space. Parking provision will be

restricted as a maximum to that which is justifiably required. In this respect the document “ Wiltshire Local Transport Plan 2011-2026 – Car Parking Strategy” on Residential Car Parking Standards publication is referred to.

- 1.7 The report also looks at the Lydiard Millicent Parish Neighbourhood Plan in draft form published in July 2017 where the aims are:

To manage and improve publicly available car parking provision in the Parish, and alleviate the problems associated with on-road parking.

To manage road use and speeds through traffic management and calming measures that improve safety for pedestrians, cyclists, and other road users and which prevent main roads becoming barriers to movement and communication within the Parish.

To improve and extend pavements, paths and dedicated cycle-ways within Lydiard Millicent Parish to encourage more people to walk and cycle safely both between amenities and between villages.

- 1.8 Another document taken into consideration in preparing this statement is ‘MANUAL FOR STREETS’ One and Two published by the Department of Transport in conjunction with the Department of Culture and Local Government.

- 1.9 A document that is also referred to within the statement is Trip Rate Calculation Selection Parameters regarding traffic generation for residential uses based on information given by TRICS.

- 1.10 There are no transport related reasons why a planning consent cannot be granted for the development proposals.

2. PLANNING POLICY GUIDANCE

2.1 National Planning Policy Framework (NPPF)

2.1.1 The NPPF was published in March 2012 and sets out the Government's policies for England and how these are expected to be applied. The Ministerial Foreword highlights that, 'Development which is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision. The framework sets out clearly what could make a proposed plan or development unsustainable.'

2.1.2 At paragraph 17 the NPPF sets out twelve core planning principles to underpin both plan making and decision taking. This includes the principles that planning should 'actively manage the patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.'

At paragraph 19 the NPPF states "The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system".

In paragraph 20 it states "To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support and economy fit for the 21st century".

2.1.3 At paragraph 32, the document provides guidance for how developments should be assessed and determined. It states:

‘All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residential cumulative impacts of development are severe.’

2.1.4 The NPPF also states that “the purpose of the planning system is to contribute to the achievement of sustainable development”. The three main parts of sustainable development are; economic, social and environmental.

2.2 PPG13 Transport

2.2.1 Planning Policy Guidance Note 13 (PPG13) has now been replaced by the National Planning Policy Framework (CD3.2).

2.2.2 It is still worth taking in to account PPG13 as best practice which sets out the overall policy objectives relating to transport and new development as follows:-

- Promote more sustainable transport choice for both people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- Reduce the need to travel, especially by car.

2.2.3 Paragraph 6 of PPG13 states that local authorities should:

- Actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges;
- Accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling;
- Use parking policies, alongside other planning and transport measures to promote sustainable transport choices and reduce reliance on the car for work and other journeys;
- Give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses;
- Ensure that the needs of disabled people (as pedestrians, public transport users and motorists) are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments;
- Consider how best to reduce crime and the fear of crime, and seek by the design and layout of developments and areas, to secure community safety and road safety.

2.2.4 Paragraph 51 of PPG13 states that in relation to parking local authorities should:

- Ensure that, as part of a package of planning and transport measures, levels of parking provided in association with development will promote sustainable transport choices;
- Not require developers to provide more space than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls.

Where relevant to the policies and with regard to the proposal, all development will be required to:

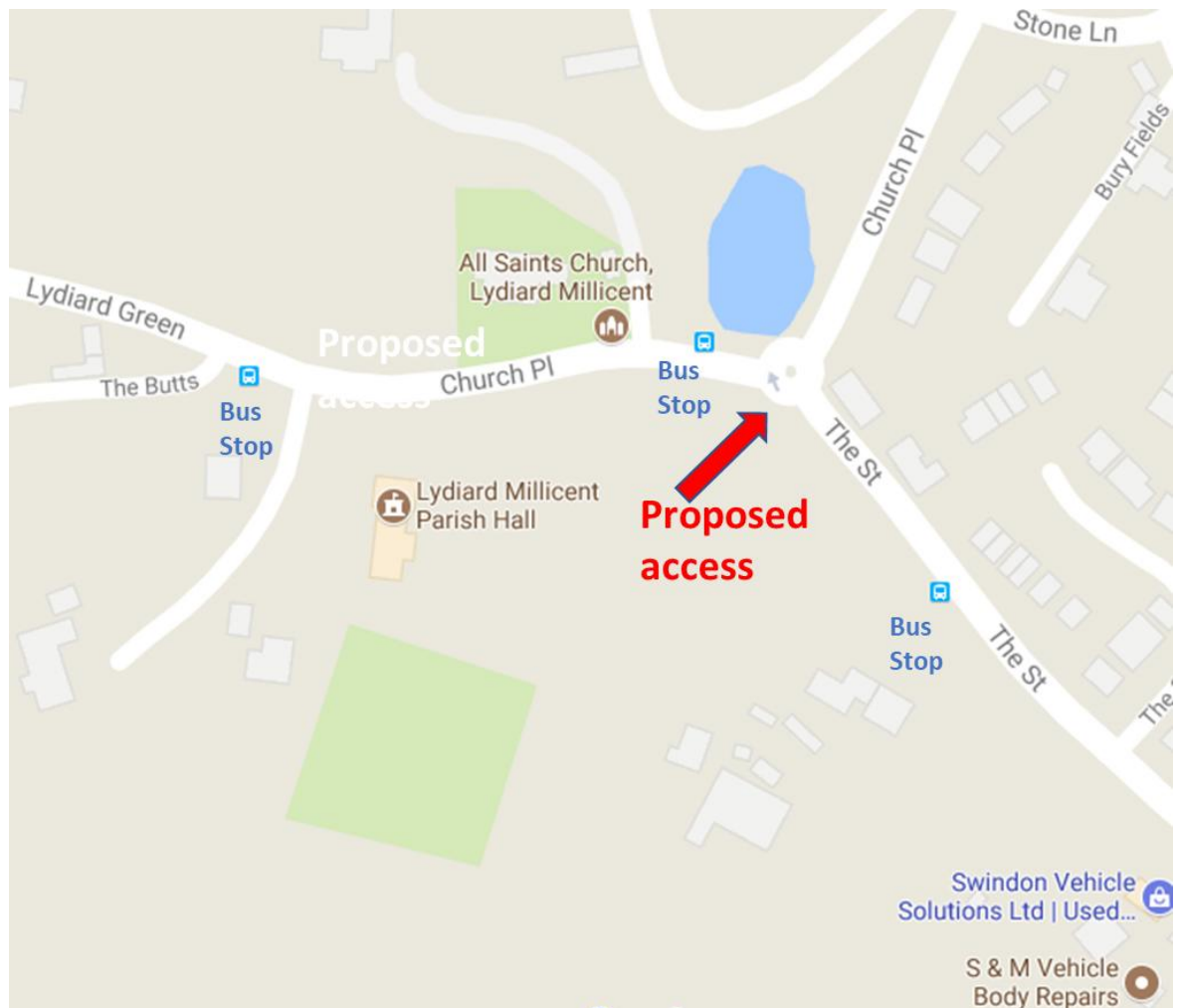
1. Provide a safe, convenient and attractive pattern of movement into, out of and across the site, particularly for pedestrians, people with disabilities and cyclists, incorporating pedestrian seating and cycle parking as required;
2. Include good links to public transport, incorporating wherever appropriate suitable access for public transport vehicles into the site and associated passenger facilities;
3. Be designed to secure access and mobility for all;
4. Incorporate adequate provision for vehicular access from the highway network without detriment to highway safety or to pedestrians, cyclists or public transport; and
5. Incorporate cycle and vehicle parking to the required standards having regard to the need to promote sustainable transport choices, together with suitable turning and loading facilities in the case of development proposals with significant transport implications, include a transport assessment or statement. Taking account of any proposed measures to improve access by public transport, walking and cycling and to reduce motorised journeys, additional traffic arising from development should be capable of being accommodated on the local road network without undue environmental, operational or safety consequences, or the existing road system should be capable of improvement to meet those consequences.

2.3 Summary on Policy

Not only is the location of the proposed development at Church Place consistent with relevant transport policies, but the scheme also makes significant contributions to maintaining the local economy by locating the development in the middle of the village in line with Government aspirations.

3. DESCRIPTION OF THE SITE

3.1 The site is located on the southern side of Church Place near to its junction with The Street where a painted mini roundabout is evident on the carriageway. A proposed access to the site is to be constructed with an additional leg on to this mini roundabout-see the proposed development chapter 4 of this statement. In the western direction from the mini roundabout junction there are a series of build outs opposite the All Saints Church to reduce speeds where the carriageway narrows. The nearest traffic management build out is approximately 47m from the proposed access point to the development proposal. Please see location plan below.



Location plan showing the access and bus stops.

3.2 The carriageway width of the Street at this location is approximately 6.1m with a footway on the same side of width 1.5m at its intersection with Church Place but increases to 2.0m where it meets up with The Street.

3.3 The main part of Church Place is opposite the proposed site and this has a carriageway width of approximately 5.25m but increases in width at the mini roundabout. The footway on one side of this part of Church Place is 1.6m wide. Although this part of the village roads are subject to a 30mph speed restriction vehicles are slowing in all directions due to the location and proximity of the mini roundabout. There is street lighting evident on this mini roundabout at the junction of Church Place with The Street. Near to the site and 46m in a western direction is the traffic management scheme to reduce speeds near to the church with a series of build outs with priority one way or the other.



Photo 1-The proposed site in the background from the main part of Church Place

3.4 The existing site has an existing access in the form of an agricultural gate which is approximately 5.1m wide and is used mainly as a paddock with stables. The gate itself is set back from the edge of the carriageway of Church Place for a distance of 11.8m. The dropped kerb at this existing location is 5.4m wide and the footway is approximately 3.4m –see photo2. The carriageway width at this location is 6.6m with no footway opposite.



Photo2-The existing access point with the field/agricultural gate.

- 3.5 Sightlines at the existing field gate access point are 2.4m (x) x 32m (y) in the eastern direction towards the village centre and the build out and 2.4m (x) x 115m (y) in the western direction towards the village hall.



Photo 3-Looking towards the mini roundabout from the adjoining build out at Church Place.

- 3.6 There are no waiting or parking restrictions on Church Place or on The Street.

3.7 Sightlines measured at the proposed access point show that at present 2.4m (x) x 47m (y) in the western direction towards the build out on Church Way and 2.4m (x) x 19m (y) in the eastern direction towards the village centre etc—this is mainly due to the presence of shrubs and trees adjoining the site which are to be cleared away. Please see chapter on sightlines.



Photo 4-The painted mini roundabout at the junction of Church Place and The Street.



Photo 5-The mini roundabout with the site behind the directional signpost

- 3.8 Lydiard Millicent is considered to be an unusual “small village” in policy terms as it is located immediately outside the largest regional centre for many miles. Swindon is only a short distance away and provides all the main services and facilities. These services are considered to be within easy access from the proposed site especially by public transport or cycle. The West Swindon Shopping Centre is only 2.8kms away from the proposed site. Travel to and from the site by public transport is readily available, as currently bus stops are located nearby and virtually on the ‘doorstep’. The bus stops are located opposite the site at All Saints Church (Buses to Swindon) and also adjoining the site some 60m in a southern direction towards the centre of the village (Buses from Swindon). The stop adjoining All Saints Church has the benefit of a bus lay-by, shelter and timetable. The stop on The Street also has a time-table. These stops are served by a bus with the route number 53 which also serves the Great Western Outlet Village, Purton, Cricklade and Cirencester. This service provides a reasonably good connection to those areas mentioned and to towns and villages beyond. They operate at around a 90 minute frequency on Mondays to Saturdays with the exception of bank holidays.
- 3.9 With regard to cycle provision nearest to the application site the Sustrans national route number 26 is only approximately 2kms away via Greatfield and meets up with the route at the Bollingbroke Arms. Other opportunities for cycling on road to and from the City Centre of Swindon are via The Street and Tewkesbury Road. Recreational cycling is available nearby at Lydiard Park which is only around 1km from the proposed site.
- 3.10 The proposed site is within, as stated previously, a smaller village location where the village does not offer main services but benefits from a school, a public house –The Sun Inn, garage, sports facilities, church and a reasonably good bus service. Swindon town centre is only approximately 5.6kms in an eastern direction and the nearest employment and business park is approximately 3.2kms from the site. Less than 3kms away there is a large leisure centre and supermarket-Asda with the full range of groceries etc.
- 3.11 In terms of the operation and safety of the road network, records are kept of personal injury accidents. A guide to the local accident patterns can be viewed at www.crashmap.co.uk. This web site uses data approved by the National Statistics

Authority and reported on by the Department for Transport each year. Data is therefore available for this area which indicates that on the mini roundabout of Church Place and The Street there has been one injury related accident within the last 5 years and this took place on 16th of November 2015 and was classed as a slight accident. One other injury related accident took place on 23rd of April 2015 near to the village hall access 61m away in a western direction from the existing access point and this was also classed as a slight injury related accident.

- 3.12 The nearest rail station is at Swindon some 5 kilometres (3.2miles) to the east. Swindon railway station is on the Great Western Main Line in South West England, serving the town of Swindon, Wiltshire. It is 77miles (124.4km) down-line from London Paddington and is situated between Didcot Parkway and Chippenham on the main line. It is managed by Great Western Railway, which also operates all the trains.

It is an important junction, where the former Great Western Railway line to Gloucester and Cheltenham Spa, the main line to Bristol Temple Meads, and the South Wales Main Line via Bristol Parkway diverge.

Trains from Swindon run throughout the day, every day of the week, with trains running every few minutes. Swindon station provides passengers with various facilities, including refreshments, toilets, cycle parking and waiting areas. The station is staffed on the days and times as follows:-

Monday to Friday 05.45 to 20.00

Saturday 07.30-20.00

Sunday 07.15 to 20.00.

4. PROPOSED DEVELOPMENT

- 4.1 The proposal is to develop the site at land on Church Place and The Street with a residential development of 9 dwellings with car parking to the appropriate standards as stated in the Wiltshire Local Transport Plan. The scheme will also involve a new vehicular access and pedestrian access with the introduction of a 4th leg to the painted mini roundabout at the junction of Church Place with The Street.

The development will consist of:-

2 x 2 bed units.

3 x 3 bed units.

4 x 4 bed units.

There will be a total of 24 car parking spaces

The development is to be served by a private access-way which is 4.5m wide for the first 15m from its junction with Church Place/The Street and thereafter 3.7m wide until it meets with the private drives for the long barn terraces etc-please see layout and plans submitted with the proposed application.

The proposed dwellings are arranged in three areas. Firstly a long barn terrace of dwelling units that front on to open space, then a cloister style development of larger units and finally a single dwelling at the rear of the site.

The indicative layout shows the vehicular access from Church Place/The Street capable of allowing two vehicles to pass each other at a width as stated of 4.5m. This road will be constructed as an access way to serve the development and the width being comparable with due regard to the proposed traffic. This will be a shared surface access-way with a rumble strip at its entrance to denote the shared surface use.

- 4.2 Car parking will be provided as stated above with 2 car parking spaces each for the 2 and 3 bed dwellings and 3 spaces for the 4 bed dwellings with 2 unallocated spaces for visitors etc. This is comparable to other development schemes allowed nearby. The car parking

spaces will be of the standard dimensions and each of the spaces provided are to be a minimum dimension of 5.0m x 2.5m with clear manoeuvring space of 6.0m so vehicles are able to enter or leave the parking spaces in a forward gear. The number of spaces will therefore comply with the Wiltshire Local Transport Plan 2011-2016-Car Parking Strategy for New Residential Developments. Cycle parking will also be in accordance with standards and will be provided for in a safe, secure and sheltered location within the confines of each dwelling.

- 4.3 Sightlines at the access point with the mini roundabout of Church Place/The Street will be maintained although the vehicular speeds will be much lower here due to the roundabout. Sightlines as advocated within Manual for Streets will be 2.4m (x) x 43m (y) in both directions. Any obstruction within these sightlines will not exceed a height of 0.85m. These sightlines therefore conform to National Standards and meet the requirements for an access of this type at this location. Please refer to the chapter on sightlines.
- 4.4 Church Place/The Street at this location has no parking or waiting controls.
- 4.5 At the junction of the access-way with the car parking area for the dwellings there will be a turning area capable of allowing delivery and service vehicles (including the refuse vehicle) to be able to turn. The access-way although to remain private will have this facility in order that such vehicles will not be encouraged to reverse on to the public highway at the access point. Bin storage areas will also be provided at the point of the turning area as stated within Manual for Streets etc.
- 4.6 The site layout and design will be fully permeable for pedestrians and cyclists linking to the access point. The on-site design philosophy and connectivity will take account of the Department of Transport's Manual for Streets. Each residential dwelling will have secure cycle storage facilities in accordance with the guidance.

- 4.7 One of the benefits of this proposal in highway safety terms is the introduction of segregated footway that leads away from Church Lane and links in with the public footway further in a western direction towards the village hall. This safety feature will enhance the walking experience for all villagers and especially children.
- 4.8 The introduction of 9 dwellings at this location with a new proposed access and access way and turning area complies with all the policies and standards as laid down by the Government and the local authority. The proposed development as stated will include the provision of suitable links to the neighbouring pedestrian network.
- 4.9 All details regarding access and car parking are shown on the illustrative layout plan submitted with the application.
- 4.10 The proposed site is reasonably located for bus services as described in the Description of the Site and is within relatively easy walking distance and easy cycling distance of nearby residential areas and the service and facilities of Swindon.

5 DEVELOPMENT TRAFFIC IMPACT

5.1 An assessment has been completed which demonstrates that the traffic associated with the proposed development of 9 residential dwellings will not have a material impact on the local highway network.

5.2 Table 5.1 below shows the additional trips likely to be generated from the proposed development of the dwellings and this is based on a worst case scenario.

5.3 TRICS7.4.1 (c) 2017 has been used for the proposed dwellings. The database has been interrogated under the land use 'Residential' and sub category 'Houses Privately Owned' in a similar fashion to the data above for the existing dwellings. Sites with similar characteristics to the application site were chosen and town centre and urbanised sites were removed. Please see attached information on trips in a separate document.

Daily and peak period traffic numbers have been derived from average vehicular trip rate data for the proposed residential dwellings privately owned. This is summarised in **Table 5.1**.

Table 5.1 – Trip Generation for the proposed dwellings privately owned at Church Place, Millicent Lydiard.

LAND USE	DEVELOPABLE AREA	FORECAST TRIP GENERATION					
		Trip Rate Per Dwelling			Total Trips		
Dwellings privately owned	Dwellings privately owned	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak							
08.00-09.00	9no	0.137	0.305	0.442	1.233	2.745	3.978
PM Peak							
17.00-18.00	9no	0.304	0.151	0.455	2.736	1.359	4.095
07.00-19.00	9no	2.178	2.234	4.412	19.602	20.106	39.708

The average number of trips in the AM peak hour for the proposed use as residential dwellings privately owned is just under approximately 4 movements.

The average PM peak for the proposed use is approximately similar at 4 movements.

The overall 12 hour trip rate generation is 40 movements.

- 5.4 Table 5.1 illustrates that the proposed development of the site for this residential use shows that there is around 4 movements in the morning peak hours and also approximately just over 4 trips in the afternoon peak hours. The overall trip rate during the 12 hour period is likely to be an increase of only 40 movements. This is in effect 1 extra vehicle every 18 minutes.
- 5.5 In this case there are reasonably good public transport links near to the site and services and facilities within a good walking distance and therefore the trips for the proposed residential use could be reduced accordingly.
- 5.6 Under the redevelopment proposals there will be a very small increase in the daily movements in total.
- 5.7 The analysis completed within this section has demonstrated that the traffic volumes associated with the development at Church Place/The Street are negligible when compared to the daily flows on the adjoining road and certainly within the likely daily variation expected in background traffic.

6. WALKING, CYCLING AND PUBLIC TRANSPORT

- 6.1 PPG13 best practice says (NPPF-CD3.2) that walking is the most important mode of travel at the local level and 'offers the greatest potential to replace short car trips, particularly under 2km.' It further states 'more direct, safe and secure walking routes particularly in and around town centres and local neighbourhoods, and to schools and stations, to reduce the actual walking distance between land uses, and to public transport' should be created. Walking also forms an often forgotten part of all longer journeys by public transport and car.'
- 6.2 In terms of the journey purpose, local trips on foot are likely to relate to short shopping trips, access to leisure facilities, trips to school and nursery, local visiting, and trips to bus stops as part of linked trips to further destinations. Walking is usually chosen as the mode for these trips as a result of the relatively short distances involved. However, modal choice for these trips can also be influenced by variables such as route condition, weather and topography.
- 6.3 The potential for walking trips to and from the application site is likely to be reasonable. Public transport links, shops, services, community facilities and the school are relatively nearby. Travel to and from the site by public transport is readily available, as currently bus stops are located nearby at the junction of the proposed access and access-way with Church Place/The Street immediately outside the site. These stops are served by the bus with the route numbers 53. This service as stated within the Description of the Site provides a good connection to Swindon City Centre and to the outlying areas including Purton and Cirencester and to towns and villages beyond. It operates on a 90minute service on Mondays to Saturdays with the exception of Bank Holidays.
- 6.4 There are a number of facilities within 800m of the site which include the public house The Sun Inn, some local employment, a garage, the church and village hall with good sports facilities also nearby. There are further away and only less than 3kms is the large Asda supermarket together with additional employment opportunities. Swindon Town Centre is further away and accessed by public transport where there are a large number of retail outlets. The village residents therefore have access to the full services and

facilities on a day to day basis and employment opportunities enjoyed by many Swindon residents.

- 6.5 With regard to the village of Lydiard Millicent which is defined in the settlement hierarchy as a smaller village meaning it has a limited range of day to day service and is expected to accommodate modest housing growth. This demonstrates the convenient location of the proposed dwellings in relation to all of the services and facilities as described above where close links with Swindon are available.
- 6.6 Given the location of the application site a reasonable proportion of trips can be expected to be made on foot. The main supermarket and some shops, services and facilities of West Swindon are approximately 2kms away. The Institution of Highway and Transportation (IHT) in its "Guidelines for Providing for Journeys on Foot-(2000) suggests an average walking speed of 1.4m/s can be assumed, so most of the services and facilities are within a walking distance of around 20 minutes or less.
- 6.7 It can be concluded, therefore that walking to and from all of the services and facilities in the centre will be give a reasonable choice for future occupiers of the proposed development.
- 6.8 With regard to best practice PPG 13 and the NPPF the above walking and cycling distances are therefore complied with. Good links to and from the site are accessible.
- 6.9 Cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport (PPG13). It is influenced by the same factors as walking but in addition traffic levels and availability of secure parking at the destination are also determining factors.
- 6.10 As stated above the cycle provision and route nearest to the application site is via the Sustrans national route number 26 which is only approximately 2kms away via Greatfield and meets up with the route at the Bollingbroke Arms. Other opportunities for cycling on road to and from the City Centre of Swindon are via The Street and Tewkesbury Road.

Recreational cycling is available nearby at Lydiard Park which is only around 1km from the proposed site.

Swindon railway station is approximately 5kms from the proposed site and has the facility of cycle parking.

- 6.11 The developer is also willing to promote these alternative modes of transport to the new occupants of the development by producing travel information packs to distribute to the residents. Information within these travel packs will include walking and cycling route maps and also the latest public transport information.

7. CAR PARKING

7.1 To accord with the parking standards for this development the provision will be as per the document “ Wiltshire Local Transport Plan 2011-2026 – Car Parking Strategy” on Residential Car Parking Standards publication. Also taken into consideration within the local plan is that development should incorporate suitable provision for car parking and operational space. Policy PS6 on Residential Parking Standards indicates:-

The provision of car parking associated with well designed new residential development will be determined in accordance with an approach which takes account of:

- dwelling size
- the appropriate mix of parking types (eg unallocated, on-street, visitor etc).

A set of minimum parking standards for residential development (based on allocated parking) has been developed to provide a basis for this approach. In determining the appropriate mix of parking types, the presumption will be that unallocated communal parking will be included in the majority of new residential developments.

Reduced residential parking requirements will be considered in the following circumstances:

- where there are significant urban design or heritage issues
- where parking demand is likely to be low
- where any parking overspill can be controlled.

7.2 This document also complies with the Wiltshire Council as Local Planning Authority on Residential Car Parking Standards.

7.3 With respect to car parking for residential use the Council believes it is now appropriate to implement a set of minimum parking standards for developments across Wiltshire. The standards should ensure that sufficient car parking is provided in new developments to cater for demand, while Policy PS6 provides the flexibility to allow for a lower level of

provision where specific circumstances can be demonstrated. Managing car parking provision in a more efficient and effective manner will help to:-

- encourage more sustainable use of other modes of transport;
- reduce the land take of the development;
- promote linked trips;
- increase access to development for those without a car; and
- tackle congestion.

7.4 To accord with the parking standards for this development the accessibility of the site with regards to all other modes must firstly be identified. As described previously this proposal has reasonable accessibility.

7.5 The level of parking required will be dependent upon the level of accessibility by public transport (or walking and cycling if these modes are quicker). In this way the Council aim to reduce the level of trips by car associated with new developments in more accessible locations.

7.6 The Highway Authority advises therefore that parking for a residential scheme of this size should be provided in accordance with the advice laid down by Local Plan as stated and therefore with regard to the number of units at 2 x 2 bed units will realize 2 spaces allocated for each unit, the 3 x 3 bed units will also realize 2 spaces per unit and the 4 x 4 bed units will realize 3 spaces per unit. As part of the standards especially with regard to visitor car parking there is also to be 0.2 unallocated spaces additional per dwelling.

7.7 For this type of development in this location therefore it is considered that car parking will be provided at the standard and number shown above which totals 24 car parking spaces. This is considered an appropriate level of provision at this location, close to public transport links and services and facilities and also in keeping with the standards laid down for similar development proposals nearby and adjoining areas of Swindon.

- 7.8 The car parking spaces as described previously will be of the standard dimensions. Each of the spaces provided will be a minimum dimension of 5.0m x 2.5m with clear minimum manoeuvring space of 6.0m as advised within the document.
- 7.9 The total number of spaces as stated amount to 24. The proposed car parking standards and dimensions are adequate for this location and adhere to the Local Plan policy and the Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy.

8. SIGHTLINES

- 8.1 The proposed site access on to the mini roundabout of Church Place and The Street will have adequate sightline and in accordance with the standards as laid down by Manual For Streets. Please see drawing number P640-1 showing the appropriate visibility and the access way at the mini roundabout.
- 8.2 Sightlines at the proposed access point as described within the Description of the Site at present show that at present 2.4m (x) x 47m (y) in the western direction towards the build out on Church Way and 2.4m (x) x 30m (y) in the eastern direction towards the village centre etc—this is mainly due to the presence of shrubs and trees adjoining the site which are to be cleared away and the above sightline will be achieved. It must also be borne in mind that vehicles on this part of the highway will be slowing down and speeds will be lower than the prescribed 30mph due to the presence of the junction and in particular the painted mini roundabout. Speeds will also be slower due to the location of the traffic management and build out scheme on Church Place.
- 8.3 The height of any obstruction within these sightlines will not exceed 0.85m.
- 8.4 The design of sightlines at junctions and access points is discussed in detail by the document Manual for Streets which was published in 2007. This guide is also meant to compliment local street design guidance produced by local authorities.
- 8.5 Traditionally sightlines were constructed with an emphasis on ensuring motorists had wide splays and generous sightlines so that they can react to hazards ahead of them in plenty of time, based on the speed of traffic using the road and to ensure that they were at least adequate and usually more than adequate.

- 8.6 It is now accepted this encourages higher speeds because motorists feel comfortable with the speed that they are driving at, especially in approaching residential areas.
- 8.7 Reducing visibility and using alignments which encourage motorists to drive more slowly should not only maintain or improve on current safety levels but will also help create places which are good for social activity and where movement by means other than the car is encouraged.
- 8.8 Therefore some stopping distances have been revised and are shown within Table 7.1 of the Manual for Streets. In this instance although the speed limit is 30mph observed speeds would tend to be lower due to the nature and geometry of the road and also it is at its extremity. However in accordance with Manual for Streets the sightline requirements with regard to the 'y' distance are 43m.
- 8.9 An 'x' dimension of 2.4m is considered suitable at this location which is normally used in most built up situations, as this represents a reasonable maximum distance between the front of the car and the driver's eye. According to 'Manual for Streets' using an 'x' distance in excess of 2.4m is not generally required.
- 8.10 Longer x distances enable drivers to look for gaps as they approach the junction. This increases junction capacity for the minor arm, and so may be justified in some circumstances, but it also increases the possibility that drivers on the minor approach will fail to take account of other road users, particularly pedestrians and cyclists. TRL Report No 184-20 found that accident risk increased with greater minor road sight distance.

9. CONCLUSION

- 9.1 This Transportation Statement has been completed to support the proposed residential development at land adjoining Church Place and The Street, Lydiard Millicent. The proposed scheme offers a reasonable sustainable development and it will support and compliment local services.
- 9.2 The traffic impact of the development has been demonstrated to show that the effect on the local highway network is negligible when compared to traffic on the local network.
- 9.3 The scheme will be in accordance with the aims and objectives of local and national policy with regard to reasonable in terms of accessibility by walking, cycling and public transport. It will offer occupiers of the new houses a real choice in their mode of travel.
- 9.4 The development scheme offers safe and efficient access arrangements for all traffic (cars, delivery vehicles, cyclists and pedestrians).
- 9.5 The junction of the proposed access road/access-way in respect of both the sightlines and the trip generation satisfy all standards.
- 9.6 The proposed development will meet all parking requirements for both cars and cycles as laid down in the County Council's Parking Guidance.
- 9.7 There are therefore no transportation reasons which should prevent the development of this site.