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10 September 2018

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Dear Matthew Perks (cc. Chris Mann, Highways)

Further to the extended deadline to planning application 18/04656/FUL, which follows the applicant's submission of revised documents, I bring to your attention some important issues in the application as it stands.

### **Errors in Traffic Flow estimations: Roundstone school, GP surgery, Court Mills housing development**

'Transport Statement - Amended' concludes in paragraph 5.0 that "the development will not generate a significant increase in traffic flows over the extant use of the site" although the assumptions upon which this conclusion is based are inaccurate.

Paragraph 4.29 states that Roundstone Preparatory School "generated approximately 70 two-way vehicle movements per day" until its closure in 2012, based on the unfounded assumption that more school pupils than average would be travelling by car given its private status. It also cites a 2009 Ofsted report which stated 47 pupils were enrolled in the school. However, at the time of closure in 2012, fewer than ten pupils were in attendance and numbers had been in decline as the school wound down its operations.

The Transport Statement assumes that traffic flows to the adjacent doctor's surgery have remained unchanged since the school closure. This is an unfair assumption. Since 2008, the opening times to the surgery have extended to include later evening sessions, which overlap with the peak times for residents leaving and arriving from work. The number of services and clinic types offered at the surgery have also increased since the school closure in 2012, and NHS figures show that from April 2013 to June 2018, the number of patients at Roundstone Surgery increased from 16,599 to 18,008 patients – a growth of 1,409 extra patients (or 8.5% increase). These factors have unquestionably resulted in increased traffic flows.

The amended Transport Statement also describes the adjacent Court Mills as "derelict", although this is clearly not the case. It is currently being converted to seven 3/4 bedroom houses (approved application 18/03469/LBC), which has made provision for 14 resident's cars, with visitor spaces to be afforded by local street parking (as per that development's Design and Access Statement). An additional seven households accessing the narrow road will result in substantially increased traffic flow that has not been accounted for in 'Transport Statement – Amended'.

### **Road access inaccuracies**

The unadopted road that leads to the proposed vehicular entry point for residents to Courtfield House (the present site of the Victorian Wool Store), is under the private ownership of Court Mills. The amended Transport Statement claims that “the Courtfield House site benefits from a two-way right of access over the unadopted Court Mills access road”. The accepted housing development plans of Court Mills site (18/03469/LBC) already show that this unadopted road is to be used as a one-way access road for the new properties. Moreover, their right of access only extends across the front of Courtfield House, not to the proposed access point where the Wool Store currently stands.

A cursory inspection would also reveal that this unadopted access road is too small to afford two-way traffic. Personal communication with the land owners of the Court Mills site has furthermore highlighted that they are unwilling for this road to be used as such.

I hope that this information proves useful as you prepare the report for the Western Area Planning Committee.

Yours sincerely,

Dr Stuart Farrimond