



Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Divisional Director,
Operations Division: South West Region
Highways England
planningsw@highwaysengland.co.uk

To: Steven Sims, Wiltshire Council

CC: transportplanning@dft.gsi.gov.uk
growthandplanning@highwaysengland.co.uk

Council's Reference: 18/05086/FUL

Referring to the full planning application dated 19 June 2018, in connection with the A36(T): Demolition of former golf club and driving range buildings at Thoulstone Park. Construction of self-catering holiday accommodation, restaurant, farm shop, conference space, spa treatment rooms, leisure pool and community hall, with staff accommodation, car parking and associated landscaping works at Thoulstone Park Golf Club, Thoulstone, Chapmanslade, Wiltshire, notice is hereby given that Highways England's formal recommendation is that we:

- ~~a) offer no objection;~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is not relevant to this application.¹

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, via transportplanning@dft.gsi.gov.uk.

Signature: <i>Steve Hellier</i>	Date: 10 July 2018
Name: Steve Hellier	Position: Planning Manager (Highways Development Management)
Highways England: Ash House, Falcon Road, Sowton Industrial Estate, Exeter, EX2 7LB steve.hellier@highwaysengland.co.uk	

¹ Where relevant, further information will be provided within Annex A.

Annex A **Highways England recommended Planning Conditions /**
~~Highways England recommended further assessment required /~~
~~Highways England recommended Refusal.~~

HIGHWAYS ENGLAND (“we”) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This response represents our formal recommendations with regard to the planning application (Ref – 18/05086/FUL) and has been prepared by Steve Hellier, Planning Manager for Wiltshire.

We have undertaken a review of the relevant documents supporting the planning application to ensure compliance with the current policy of the Secretary of State as set out in DfT Circular 02/2013 “The Strategic Road Network and the Delivery of Sustainable Development” and the DCLG National Planning Policy Framework (NPPF), being advised on this matter by our consultants, Jacobs.

Statement of Reasons

Highways England have been consulted on the demolition and new development proposals identified for the Thoulstone Park Golf Club. Highways England has previously issued pre-application advice to the applicant, following a review of a Transport Scoping Note prepared in March 2018.

A Transport Assessment (TA) has now been prepared on behalf of the applicant by Connect Consultants (CC) dated May 2018, which accompanies a full planning application submission. Highways England has reviewed the TA considering the traffic impact of the proposals on the operation and safety of the A36(T), which forms part of the SRN in Wiltshire.

Our comments are set out below.

Development Proposals and Location

Following the demolition of the former golf club and driving range buildings, the proposals include:

- Community building - 1,015m² Gross Floor Area (GFA);

- Staff Accommodation – No.4 x, 3-bed units;
- Holiday accommodation – No.12 x 3-bed and No.16 x 2-bed units;
- Commercial element of 1950m² GFA comprising 854m² GFA farm shop; 918m² GFA conference space and 178m² GFA spa
- Car parking for 173 cars.

Thoulstone Park Golf Club is situated 1.5km east of the village of Chapmanslade and 4.5km northwest of Warminster. The site takes access from the local road network, where this road then connects to A36(T) in two locations east and west of the site. The western-most access takes the form of a priority T junction with ghost right turn lane, and the eastern-most access includes a ‘simple’ priority junction, albeit not in compliance with current design standards.

The site is isolated from nearby population areas and therefore has limited sustainability.

For clarity, no changes to the A36(T) mainline or its junctions are proposed as part of this planning application submission.

Trip Generation

Extant use

TRICS has been used to identified trip generation associated with the sites extant land uses which include a driving range and golf course. TRICS has been used for this purpose over site surveys, as the site is not currently operational. It does however have a valid planning consent for these uses, and could be brought back into use if required.

The extant trip generation is set out below.

Existing site - vehicle trip generation

	Arrivals	Departures	Two-Way
AM Peak Hour (07:45 – 08:45)	15	7	21
PM Peak Hour (16:45 – 17:45)	8	8	16

Highways England has undertaken a sensitivity check on the trip rates using TRICS and accepts the results presented.

Proposals

Proposed trip generation has been derived from TRICS for each land use individually. Highways England has previously accepted that the health spa aspect would not generate any external site vehicle trips, and this continues to be true.

Following a review of the trip rates presented, Highways England accepts the results. The proposed and 'net' trip calculations are presented in the tables below.

Proposed development – vehicle trip generation

	Arrivals	Departures	Two-Way
AM Peak Hour (07:45 – 08:45)	45	23	68
PM Peak Hour (16:45 – 17:45)	30	35	65

Net vehicle trip generation (proposed less extant)

	Arrivals	Departures	Two-Way
AM Peak Hour (07:45 – 08:45)	30	16	46
PM Peak Hour (16:45 – 17:45)	22	27	49

Trip Distribution

Given the nature of the proposals, development trips have been distributed by CC using existing traffic proportions at the A36(T) junctions. This methodology is accepted by Highways England.

CC have assumed that due to the sites location, all vehicle trips generated by the development will impact on a single A36 junction, this being the 'western-most junction'. This is due to this junction being 'more prominent' than the eastern-most junction and shortest distance between the site and SRN. CC's assumption that all vehicle trips will use the western-most junction has been made on the basis.

The proposals also include changes to the site access junction to ensure this distribution of trips is achieved. This includes the reconfiguration of the access to allow 'left in / right out' movements only, combined with the erection of 'Residents Only' signs. This approach is accepted by Highways England and is believed suitable for ensuring all vehicle trips access the site via the higher standard A36 junction.

The results from the TA suggest 23 two-way vehicle trips will impact both the A36/A361 and A36/A350 junctions in the AM peak hour. In the PM peak hour, 24 two-way vehicle trips will impact on the A36/A361 junction and 26 two-way vehicle trips will impact on the A36/A361 junction.

Network Safety

The TA has used the Crashmap to assess the number of incidents which occurred between the years 2013 and 2017. Results of this assessment show that there have

been six accidents within 800m of the site. Five of these accidents were classified as slight, while the remaining accident was classified as fatal.

Accident data for the area surrounding the site, including the A36 junctions, should be requested from the Local Highways Authority and cover the latest five years available. Whilst this information is not provided, Highways England has 'taken a view' on network safety, using data we have available for the SRN.

Traffic Impact

The TA assesses the traffic impact of the proposals on three SRN junctions:

- A36 / Access road priority T-junction with right turn lane (western-most junction);
- A36 / B3414 / A350 roundabout junction; and
- A36 / A361 / Warminster Road roundabout junction.

To ascertain current traffic conditions, turning counts at the A36 / Access road have been undertaken a Friday and Saturday in March 2018 for the western-most A36 junction. From these surveys, the weekday peak network periods for the A36 have been identified as 07:45 - 08:45 (AM) and 16:45 – 17:45 (PM).

The impact of development trips on the A36 / Access road (western-most junction) have been assessed using the PICADY. No assessment of the eastern-most junction has been undertaken on the assumptions that the changes to the access junction, will prevent vehicles from using this route.

No vehicle trips associated with committed developments in the surrounding area have been included within the traffic assessments. It should also be noted that no traffic model validation has been undertaken.

Results of this modelling show that the maximum Ratio of Flow to Capacity (RFC) value shown at the junction is 0.10, as vehicles wait to turn right out of the access road and onto the A36. This RFC value is recorded in both the AM and PM peak hours.

Vehicles which turn right in to the development experience a delay of 7 seconds in both the AM and PM peak hour and the longest queue in both peak periods is less than one PCU.

Taking in to account the above results, Highways England does not consider that the proposed development will have a severe impact on the operation of the A36 / Access road junction. The eastern-most A36 junction has not been assessed, and this is on the basis that measures are implemented by the applicant, to prevent development trip use of this junction.

Recommendation:

Highways England recommends that a single planning condition be attached to any planning permission granted.

Highways England Condition:

No part of the development hereby approved shall be brought into use unless and until a scheme to reconfigure the site access junction, which prevents 'right turns in' and 'left turns out' of the site, as shown in the Connect Consultants drawing ref: 18028-SK180503.1 (May 2018) provided in Appendix 1 of the Transport Assessment, is in place and is open to traffic.

Reason:

To prevent the intensification of use of the A36 / minor road junction, which provides one of two connections of the SRN to the site. This side road junction does not meet current design standards and it is assumed in the TA, that no intensification of its use takes place. As, such the scheme by the condition will ensure this occurs.

I trust the above is clear. Please do not hesitate to contact me should you wish to discuss any further issues.