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**From:** Galpin, Paul  
**Sent:** 19 October 2016 14:33  
**To:** Pearson, Mathew  
**Subject:** C/16/06978 - Land South of Tewkesbury Way

Dear Mathew

Firstly, I apologise for the delay providing highway guidance.

I note that this site is located adjacent to the Wiltshire and Swindon boundary. I note that Swindon Borough Council (SBC) has provided comprehensive guidance from both planning and highway viewpoints.

### **Junction Geometry of Tewkesbury Way / Middleleaze Drive**

Before full analysis of the proposed new arm to the roundabout, a CAD drawing is required to enable geometric parameters of the roundabout to be checked under DMRB standards. It is considered that a dual exit lane should be provided. This needs to be suitably outlined as there may be third party constraints. I consider that this detail should be accompanied by a Road Safety Audit of the proposals. With regard to the junction models, I also note SBC require further details, it is unclear that whether the base models have been validated against existing conditions.

### **Walking / cycle access**

The outcome of the non-motorised user audit has not suitably addressed accessibility issues related to the site. Further assessment and infrastructure is required in order suitable links (including to bus stops) to ensure that the site can be considered both an accessible and sustainable location. The connectivity of the site needs to be significantly improved. There is a lack of crossing facility on Tewkesbury Drive, although there is the link underneath Tewkesbury Drive this can not be considered an attractive or desirable route that will not encourage non vehicle trip movements. Therefore access to a crossing facility will need to be outlined. The proposals are therefore contrary to sustainable transport objectives.

### **Lydiard Millicent**

The Transport Assessment whilst it highlights the number of vehicles travelling west bound towards Lydiard Millicent at peak periods. The TA fails to outline the impact of these movements on the highway network at Lydiard Millicent. I consider that this impact needs to be outlined and addressed.

### **Site Layout**

As stated above, an alteration is required to provide a dual exit on the arm to the Tewkesbury Drive roundabout.

With regard to the main street within the site, I require a form of traffic calming (upstand) every 70m (in accordance with MfS), so an additional feature will be required. I would suggest before the first Mews access point.

I require a car parking schedule clearly indicating plot number, type of dwelling, size of dwelling and car parking provision. This will demonstrate car parking provision and accordance with standards (and can be conditioned).

With regard to the Mews, I require that the 2m service strip, indicated on the 'green', is a 2m consolidated surface, this could have a small upstand, block paving. Considering the number of houses served, I consider that a footway facility in addition to the carriageway is required. The footway link would therefore

be available from plot 26 in front of the car parking up to the visitor spaces and around the green (to Plot 8).

If the above issues are not suitably addressed, please re-consult, as I am prepared to raise a highway objection on the grounds indicated and a lack of information supplied.

Regards

Paul

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