



CONSTRUCTION TRAFFIC MANAGEMENT PLAN

LAND AT DRYNHAM LANE, TROWBRIDGE

ON BEHALF OF WAINHOMES (SEVERN VALLEY) LTD



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DESIGN **ENVIRONMENT** **PLANNING** **ECONOMICS** **HERITAGE**

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CONTENTS:

Page No:

1.0	INTRODUCTION	1
2.0	RECENT PLANNING BACKGROUND AND ISSUES ARISING	3
3.0	DEVELOPMENT SITE AND PROPOSED CONSTRUCTION ROUTE	6
4.0	HIGHWAY SAFETY	10
5.0	CONSTRUCTION ACCESS	14
6.0	CONSTRUCTION TRAFFIC.....	18
7.0	GENERAL MANAGEMENT.....	19
8.0	CONCLUSION	21

FIGURES:

FIGURE 1:	SITE LOCATION PLAN AND CONSTRUCTION TRAFFIC ROUTING PLAN
FIGURE 2:	SWEPT PATH ANALYSIS OF A 8.7 METRE CONCRETE MIXER
FIGURE 3:	SWEPT PATH ANALYSIS OF A 10 METRE RIGID VEHICLE

APPENDICES:

APPENDIX A:	ASHTON PARK URBAN EXTENTION SITE MASTERPLAN
APPENDIX B:	DEVELOPMENT SITE MASTERPLAN
APPENDIX C:	WILTSHIRE FREIGHT ROUTE NETWORK MAP
APPENDIX D:	CONSTRUCTION SIGNAGE
APPENDIX E:	PERSONAL INJURY ACCIDENT DATA
APPENDIX F:	PARKING BEAT SURVEYS
APPENDIX G:	LAYBY LOCATION
APPENDIX H:	CONSTRUCTION INFORMATION

1.0 INTRODUCTION

- 1.1 This Construction Traffic Management Plan (CTMP) has been prepared by Pegasus Group on behalf of Wainhomes (Severn Valley) Ltd to address the construction traffic management issues associated with planning application 16/00547/FUL for the *'Provision for 91 dwellings, ecological mitigation and associated infrastructure including roads/footpaths, bridge, cycleway, garages and sub-station (Further amendments and/or additional information relating to access, drainage and ecology)'*.
- 1.2 The purpose of the CTMP is to demonstrate that the construction phase and associated traffic will not disrupt the existing operation of the local public highway network. This document also seeks to address the issues raised by councillors, the public and highway officers raised during the current planning application submission.
- 1.3 This CTMP has been prepared following a site visit undertaken by Pegasus Group on 02 June 2021. Scoping discussions have also been held with Wiltshire Council Highway Officers.
- 1.4 The structure of the CTMP is as follows:
- i. Section 2: Recent Planning Background and Issues Arising
 - ii. Section 3: Development Site and Proposed Construction Route;
 - iii. Section 4: Highway Safety;
 - iv. Section 5: Vehicles Types;
 - v. Section 6: Construction Traffic; and
 - vi. Section 7: Conclusions.

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- 1.5 The CTMP describes the proposed construction route and site access arrangements. Construction traffic will be routed via the A350, northeast along West Ashton Road, west (left turn) onto Broadcloth Lane East, which continues onto Sparrow Street, then east (left turn) onto Toucan Street. This has been verbally agreed with Wiltshire Council highway officers as the most suitable route.
- 1.6 Swept Path Assessments for the construction vehicles anticipated to be associated with the transportation of materials required for development have been provided. Wainhomes has confirmed that the construction vehicles that will access the site will not be larger than a 10 metre rigid or a 8.7 metre concrete mixer, which are similar size vehicles to the 11.3 metre refuse vehicle that currently services the local area.
- 1.7 The CTMP also forecasts the number of deliveries and vehicle delivery types that will be associated with the construction of the development.
- 1.8 It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.
- 1.9 Wainhomes anticipates that the construction programme will take approximately three and a half years and this report has been prepared on this basis.
- 1.10 In conclusion, it is considered that safe and suitable access and construction route can be achieved to and from the site for construction vehicles. The proposed construction route includes the use of the A350 as much as possible, which is designated for freight, and local distributor roads.

2.0 RECENT PLANNING BACKGROUND AND ISSUES ARISING

Outline Consent

- 1.11 The site forms a small part of the Ashton Park Urban Extension (allocated via Core Policy 29: Spatial Strategy for the Trowbridge Community Area of the Wiltshire Core Strategy. The development for Ashton Park is for a comprehensive, mixed-use, sustainable urban extension to Trowbridge which would deliver up to 2,500 dwellings, employment land comprising 15 hectares, two primary schools, a site for a secondary school, two local centres and areas of public open space.
- 1.12 The allocation proposed an access solution which uses Yarnbook/ West Ashton Relief Road, and the proposed Trowbridge Distributor Road which is currently being constructed as part of the Castle Mead Development.
- 1.13 The majority of the Ashton Park Urban extension is being delivered by Persimmon Homes. Application 15/04736/OUT in May 2015 for up to 2,500 dwellings and 13.6 hectares of employment land. The masterplan can be seen at **Appendix A**.
- 1.14 The masterplan illustrates that there is a proposed vehicle access point from the north western parcel of the site connecting to the proposed development site and thus completing an integrated development proposal. However, the persimmon site is unlikely to be completed for a number of years given its scale, and therefore the Wainhomes site will be completed in advance of the wider allocation.

Adjacent Wainhomes Site

- 1.15 The adjacent Wainhomes Southview Park development site W/04/01063/OUT was granted permission at Appeal (APP/F3925/V/05/1189181) for 'outline application for residential development, recycling mini bank, open space, equipped childrens play area, provision of landscaped flood protection area and associated infrastructure'. Access to Southview Park is from Hargreaves Road to the north and Cloth Yard to the northwest. The main site access is the access off Hargreaves Road. Access to the site from Drynham Lane was conditioned to as emergency access only.

Development Application

- 2.1 Application 16/00547/FUL is for the provision of 91 dwellings, ecological mitigation and associated infrastructure including roads/footpaths, bridge, cycleway, garages and sub-station.
- 2.2 The Transport Statement associated with the application sets out that vehicular access to the site will be provided through the new Southview Park residential development. The access road will link by extending Sparrow Street to provide a connection to the west of the proposed development site. The masterplan at **Appendix B** also illustrates the connection to the majority of the Ashton Park Urban extension will also be built for future use once the northern development is built out.
- 2.3 The site is currently accessed off Drynham Lane, which is a dead end narrow road bounding the site to the south. Drynham Lane is subject to a height restriction of 11'6 where it passes under the railway line. Traffic signs discourage motor traffic to circulate along Drynham Lane and the southern section of Drynham Road except for access traffic. This makes this access unsustainable for the proposed development.

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- 2.4 Wiltshire Highways appear to not have objected to the suitability of the access therefore it is considered the access arrangements were considered to be suitable and there were no issues from a highways perspective.

3.0 DEVELOPMENT SITE AND PROPOSED CONSTRUCTION ROUTE

Development Site and Existing Access

3.1 The site is located approximately two kilometres south of Trowbridge town centre, with the A350, part of the Strategic Road Network, located approximately three kilometres east from the site. It is bound by the existing Southview Park residential development to the north, the proposed 15/04736/OUT Ashton Park development (currently under consultation) to the east, Drynham Lane to the south and the Wessex main railway line to the west. The site is shown in its wider geographical context is shown on the proposed construction traffic routing plan included at **Figure 1**.

3.2 The site is currently accessed off Drynham Lane, which narrow dead-end road bounding the south of the site that provides access to open land and a local industrial business. Drynham Lane is considered to be lightly trafficked and is currently used as a pedestrian and cycle link for access to the western wide of the Wessex main railway line and existing residential area surrounding the town centre. It is understood that Drynham Lane is to be stopped up and re-assigned as a quietway/ cycleway.

Proposed Construction Route

3.3 The proposed construction route for has been determined following from a site visit undertaken on 02 June 2021 and a review of relevant local documents, including the Wiltshire Freight Route Network Map included at **Appendix C**.

3.4 It is noted that Broadcloth Lane East/ Sparrow Street are part of the service 66. bus route and therefore already accommodates Public Service Vehicles (PSV) which are larger than the construction vehicles that Wainhomes are proposing to use for this site.

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- 3.5 The recommended construction traffic route has been agreed in principle verbally with Wiltshire Council Highway Officers.
- 3.6 It is considered that the most appropriate construction route is via:
- i. The A350 (designated as a Strategic Lorry Route);
 - ii. Northeast (left or right turn) onto West Ashton Road;
 - iii. West (left turn) onto Broadcloth Lane East;
 - iv. Continue on Broadcloth Lane East onto Sparrow Street; and
 - v. East (left turn) onto Toucan Street.
- 3.7 The proposed construction route is shown on **Figure 1**. The route avoids routing through residential areas as much as possible and the Oasis Academy Longmeadow primary school, located approximately 200 metres north of the Sparrow Street/ Toucan Street junction.
- 3.8 Visitors, delivery drivers and contractors will be advised of the agreed route in advance of driving to the site.
- 3.9 The use of any roads other than the designated route shall not be permitted and this shall be enforced through the agreement of the CTMP.
- 3.10 Temporary signage will be erected in the vicinity of the site during the construction phase. Diagram 7301 'WORKS TRAFFIC LARGE VEHICLES TURNING' in the Traffic Signs Regulations and General Directions (TSRGD) will be used to indicate that heavy construction vehicles are turning. Signage will be white text and red background 1050 x 750mm mounted in 'A' frames, as shown in **Appendix D**. Appropriate signage will be provided during the construction phase advising construction vehicles of the agreed route and will be prepared and agreed with Wiltshire Council.
- 3.11 To minimise the number of single occupancy trips construction workers will be encouraged to share a vehicle where possible.

A350

- 3.12 The A350 is a designated Strategic Lorry Route as identified in the Wiltshire Freight Route Network Map included at **Appendix C**.
- 3.13 The A350 is a single carriageway road that measures approximately seven metres in width. The road is subject to a 40mph speed restriction within the vicinity of the A350/ West Ashton Road signalised junction. However, this changes to the National Speed Limit (NSL) to the north of the junction.
- 3.14 Within proximity to the junction with West Ashton Road there are three lanes heading northbound and two lanes heading southbound. A right turn lane is provided for vehicles turning into West Ashton Road from the north.

West Ashton Road

- 3.15 West Ashton Road is a single carriageway road that subject to the NSL, reducing to 30mph approximately 400 metres south of West Ashton Road (S)/ West Ashton Road (N)/ Broadcloth Lane E three-armed roundabout. West Ashton Road measures between approximately 6.5 - 7 metres and is a distributor road, accommodating large vehicles.
- 3.16 West Ashton Road routes northwest from the A350/ West Ashton Road signalised junction for approximately 2.1 kilometres, where it connects with a three-armed roundabout with West Ashton Road (S)/ West Ashton Road (N)/ Leap Gate. Continuing on West Ashton Road, approximately 600 metres further north is a three-arm roundabout with West Ashton Road (S)/ West Ashton Road (N)/ Broadcloth Lane E.

Broadcloth Lane East

- 3.17 Broadcloth Lane east connects to West Ashton Road (N) and West Ashton Road (S) via a three-armed roundabout approximately 950 metres northeast of the Sparrow Street/ Toucan Street junction. As Broadcloth Lane East routes west it becomes known as Hargreaves Road and Sparrow Street.
- 3.18 Broadcloth Lane East/ Hargreaves Road/ Sparrow Street generally measures approximately seven metres in width, has footways on both sides of the carriageway and is subject to on-street parking. It is also part of the service 66. bus route and therefore already accommodates PSVs akin to the size of construction vehicles.

Toucan Street

- 3.19 Toucan Street is a single carriageway street that is residential in nature and restricted to 30mph. The road is approximately six metres in width and has footways on either side of the carriageway.
- 3.20 Toucan Street is accessed from Sparrow Road in the north and routes south to the proposed site access. Toucan Street provides access to smaller residential roads. The road is subject to on-street.

Conclusion

- 3.21 The recommended construction traffic route has been scoped out via a site visit, reviewed against local documents which provide suggested freight routes, and discussed with Wiltshire Council Highway Officers. It is therefore concluded that safe and suitable access to and from the site can be achieved for construction vehicles associated with the development.

4.0 HIGHWAY SAFETY

4.1 Personal Injury Accident (PIA) data has been obtained from Crashmap for a five-year period between 1st January 2016 to 31st December 2020 for the proposed construction route. The full PIA reports can be seen at **Appendix E**.

4.2 Analysis of the PIA data indicates that ten accidents were recorded, resulting in eleven slight personal injuries and one serious PIAs. No fatal accidents were recorded over the five-year time period. A summary of the accidents is provided in **Table 3.1**.

Table 3.1 – Personal Injury Accident Data Summary

Location	Date	Severity		
		Slight	Serious	Fatal
A350/ West Ashton Road Junction	03/12/2017	1	-	-
	14/02/2018	1	-	-
	15/12/2018	1	-	-
	25/05/2019	2	-	-
West Ashton Road	18/01/2016	1	-	-
	03/06/2017	1	-	-
	26/10/2018	2	-	-
	01/11/2019	1	-	-
West Ashton Road/ Leap Gate Roundabout	29/06/2018	1	-	-
Sparrow Road	02/04/2016	-	1	-
Total		11	1	-

4.3 Further analysis of the accidents is provided below.

A350/ West Ashton Road Junction

- 4.4 The first accident at the A350/ West Ashton Road junction (reference 201754B286917) occurred on 03 December 2017 at approximately 11:43 hours. The incident involved a motorcycle and a car, resulting in one slight PIA and appears to have occurred when the car was in the act of turning right, with the motorcycle colliding with the car. Surface conditions were dry, during darkness with streetlighting present.
- 4.5 The second accident (reference 2018541442918) occurred on 14 February 2018 at approximately 16:00 hours. The incident appears to have involved two cars, resulting in one slight PIA and appears to have occurred when one car was in the act of turning right, with the other car colliding with the car. Surface conditions were wet, with daylight present.
- 4.6 The third accident (reference 201854B859418) occurred on 15 December 2018 at approximately 12:40 hours. The incident involved two cars, resulting in one slight PIA and appears to have occurred when one car was in the act of turning right, with the other car colliding with the car. Surface conditions were wet, with daylight present.
- 4.7 The fourth accident (reference 2019545035519) occurred on 25 May 2019 at approximately 15:15 hours. The incident involved two cars, resulting in one slight PIA and appears to have occurred when one car was in the act of turning left, with the other car colliding with the car. Surface conditions were dry, with daylight present.

West Ashton Road

- 4.8 The first accident on West Ashton Road (reference 2016540510016) occurred approximately 150 metres south of the West Ashton Road/ Broadcloth Lane East roundabout. It occurred on the 18 January 2016 at approximately 09:22 hours. The incident involved two cars, resulting in one slight PIA and appears to have occurred when the one car slowed to access a private driveway with the other failing to slow, resulting in a rear end shunt. Surface conditions were wet, with daylight present.
- 4.9 The second accident (reference 2018541442918) occurred on 03 June 2017 approximately 670 metres north of the A350/ West Ashton Road junction at approximately 15:40 hours. The incident appears to have involved two cars, resulting in one slight PIA and appears to have occurred when one vehicle was held up with the second car failing to slow in time, resulting in a rear end shunt. Surface conditions were dry, with daylight present.
- 4.10 The third accident (reference 201854A171118) occurred on 26 October 2018 approximately 160 metres south of the West Ashton Road/ Leap Gate roundabout at approximately 12:35 hours. The incident appears to have involved three cars, resulting in two slight PIAs and appears to have occurred when one vehicle was held up with the third car failing to slow in time, resulting in a chain of rear end shunts. Surface conditions were wet, with daylight present.
- 4.11 The fourth accident (reference 201954A868519) occurred on 01 November 2019 approximate 300 metres north of the A350/ West Ashton Road junction at approximately 08:05 hours. The incident appears to have involved a Light Goods Vehicle (LGV) and three cars, resulting in one slight PIA and appears to have occurred when the LGV vehicle was held up with the fourth car failing to slow in time, resulting in a chain of rear end shunts. Surface conditions were wet, with daylight present.

West Ashton Road/ Leap Gate Roundabout

- 4.12 The accident at the West Ashton Road/ Leap Gate roundabout (reference 2018545935918) occurred on the southern arm of the south of the roundabout. It occurred on the 29 June 2018 at approximately 11:40 hours. The incident involved a car and a pedal cycle, resulting in one slight PIA and appears to have occurred when the car pulled out in front of the cyclist. Surface conditions were dry, with daylight present.

Sparrow Street

- 4.13 The incident that occurred on Sparrow Street (reference 2016542879916) occurred approximately 100 metres south of the Toucan Street/ Sparrow Street junction on 02 April 2016 at 17:24 hours. The incident occurred between a car and pedal cycle, resulting in one serious PIA and appears to have occurred when the car turned right into a junction or driveway, resulting in the cyclist colliding with the vehicle. Surface conditions were dry, with daylight present.

Conclusion

- 4.14 The analysis of the above PIA data indicates that there are no common contributory factors of the PIAs which would highlight any potential deficiency in the design or operation of the local and strategic highway networks, with the accidents generally attributable to driver error / misjudgement. It is therefore concluded that there are no existing highway safety issues along the proposed construction route.

5.0 CONSTRUCTION ACCESS

5.1 This section details the construction vehicle types, site access arrangements and mitigating measures for the development. The proposed construction route is detailed in **Section 3**.

Parking Beat Surveys

5.2 Through verbal liaison with Wiltshire Council Highway Officers, it was agreed that a parking beat survey was to be undertaken to determine the level of on-street parking that occurs on Toucan Street. The survey was agreed to be undertaken on a midweek day between the proposed construction hours, with leeway either side of the beginning/ end in order to capture an average day. The parking beat survey was undertaken by an independent contractor on Thursday 17 June 2021 between 0700 – 1900, with the data available at **Appendix F**.

5.3 Wiltshire Council Highway Officers requested that the location of where on-street parking occurred during the busiest peak during the survey are shown on any swept path assessment drawings of the typical construction vehicles that will require access to the site.

Construction Vehicle Types

5.4 Wainhomes has confirmed that it is agreeable to limiting the size of vehicles used for deliveries to the site to those similar to the size of the existing 11.3 metre refuse vehicle that services the local highway network. **Figures 2 and 3** shows that a 8.7 metre concrete mixer and a 10 metre rigid delivery vehicles can access and egress the site conveniently even with on-street parking present on Toucan Street.

5.5 It should be noted that the parking beat survey did observe some vehicles parking on Toucan Street within 10 metres of its junction with Sparrow Road in contravention of rule 243 of the Highway Code that stipulates:

“**DO NOT** stop or park: opposite or within 10 metres (32 feet) of a junction, except in an authorised space **except** when forced to do so by stationary traffic.

- 5.6 It is therefore considered that there is appropriate enforcement to seek to move these vehicles if they prevent access for construction vehicles, as well as other emergency blue light / service vehicles that may require access to Toucan Street.
- 5.7 If considered absolutely necessary by highway officers at Wiltshire Council, Wainhomes are willing to consider the implementation of temporary traffic regulation orders (TTROs).
- 5.8 HGV deliveries/movements will be restricted so that they –only take place between 0915 and 1500 to avoid school traffic peaks during term-times.
- 5.9 Delivery vehicles will transport various materials to and from the site. During the early construction stages, it is anticipated that most materials will be delivered to site in bulk as and when required by Rigid class vehicles.
- 5.10 During the latter stages of construction it is expected that the supply of most of the materials required for the fit-out of the units could be sourced from local businesses and merchants, reducing the impact of the development traffic by limiting the number of new trips on the local highway network. It is expected that the majority of these deliveries would be made by van or light good vehicles (LGVs).

Construction Compound

- 5.11 A construction compound will be provided on site for construction vehicles and the vehicles of construction workers, allowing for staff to park on-site and prevent parking on roads in the vicinity of the site. All parking and loading/unloading will take place off the public highway within the boundaries of the site.

Vehicle Coordination

- 5.12 The Principal Contractor shall have overall responsibility for the coordination of Construction deliveries and will advise what times suppliers are expected to arrive on site. Specific "NO DELIVERY" times will be adhered to. In order to prevent a build-up of traffic on the public highway staggering of delivery times will be employed.
- 5.13 The Principal Contractors Site Manager shall have overall responsibility and will be the person supervising and monitoring vehicle movements to / from the site.
- 5.14 Delivery vehicles will be advised to not access the site or wait on the local residential roads before 0915 or after 1500. Furthermore, during busy delivery periods the delivery suppliers will be asked to contact the Site Manager 20 – 30 minutes prior to the agreed delivery time to ascertain the set down area is clear.
- 5.15 Delivery vehicles that are travelling on the local highway network before 0915 or those that are asked to wait until the set down area is clear will be asked to wait in a suitable laydown until the site manager advises that these vehicles can access the site. A possible location could be the layby located on the eastern side of the A350 situated approximately 1.5 kilometres to the north of the A350 signalised junction with West Ashton Road. This is identified at **Appendix G**.

Vehicle Cleaning

- 5.16 The Contractor shall ensure that an adequate and suitable vehicle wheel washing facility is provided to ensure that any site mud / detritus originating from the construction site is not deposited on the public highway. Any wheel washing facility shall also be design such that waste water from the washing process does not cause contamination or other hazard as a result of the wheel washing process.
- 5.17 If necessary, a road sweeper will be deployed on the approach to the site access to remove any debris created.

6.0 CONSTRUCTION TRAFFIC

6.1 During the construction phase of the development, traffic will be generated by delivery/collection vehicles and journey to work trips associated with the workforce.

Construction Programme and Operational Hours

6.2 The construction programme is expected to take place over three and a half years. It is expected that the maximum deliveries per day are likely to be between eight and ten two way movements. This has been provided by the developer based on other similar sites constructed. This is subject to change as the precise number of movements can only be finalised when a contractor is appointed when construction methods are agreed, and a construction timetable is drawn up. The client information on construction can be seen at **Appendix H**.

6.3 It is expected there will be between 30 to 50 sub-contractors on site each day at the peak of construction.

6.4 The proposed working hours at the development site for all construction activities will be restricted between 0800 – 1800 Monday to Friday and 0800 – 1300 on Saturdays. The site will be closed on Sundays and Bank Holidays.

6.5 No parking or stacking of vehicles shall occur on the public highway during the construction works or following the completion of works. As advised in **paragraph 5.15** above, delivery vehicles will be asked to wait in a suitable laydown, such as the layby on the A350 located approximately 1.5 kilometres to the north of the signalised junction with West Ashton Road signalised junction.

6.6 During the construction works areas would be pegged out to prevent vehicles pulling off the public highway into grass verges.

7.0 GENERAL MANAGEMENT

Monitoring

- 7.1 The Principal Contactor will be responsible for ensuring this CTMP is updated prior to commencement on site and periodical reviewing and monitoring of the procedures set down within. Any divergence from the plan shall be amended and the plan re-issued to the Project Team.

Domestic and Commercial Waste Collections

- 7.2 It shall be the responsibility of the Site Manager to ensure the times of Construction deliveries do not interfere with any domestic and commercial waste collections services. Times shall be sought from the appropriate waste management authority and suppliers advised to avoid large deliveries within these periods, where practical.

Complaints Procedure

- 7.3 The Principal Contractors Project Manager shall deal with any complaints from the local resident in coordination with the Client Project Manager who must be informed of any complaints.

Condition Survey

- 7.4 A pre-commencement walk-over Condition Survey on the local highway network will be carried out to assess the baseline condition of the adopted highway before construction activities commence. At this stage it is envisaged that the extent of the survey will be Toucan Street only.

- 7.5 The survey will incorporate photographic records as appropriate. The survey will be accompanied by Wiltshire Council Highway Officers, as required, and a date for this survey will be agreed before construction activities commence.
- 7.6 This would be followed by a further Condition Survey with a further photographic record covering the same extents as previously assessed at the end of construction activities, in order to identify and agree any remedial works reasonably attributable to construction activities. A date for this survey will be agreed once construction of the site is complete.

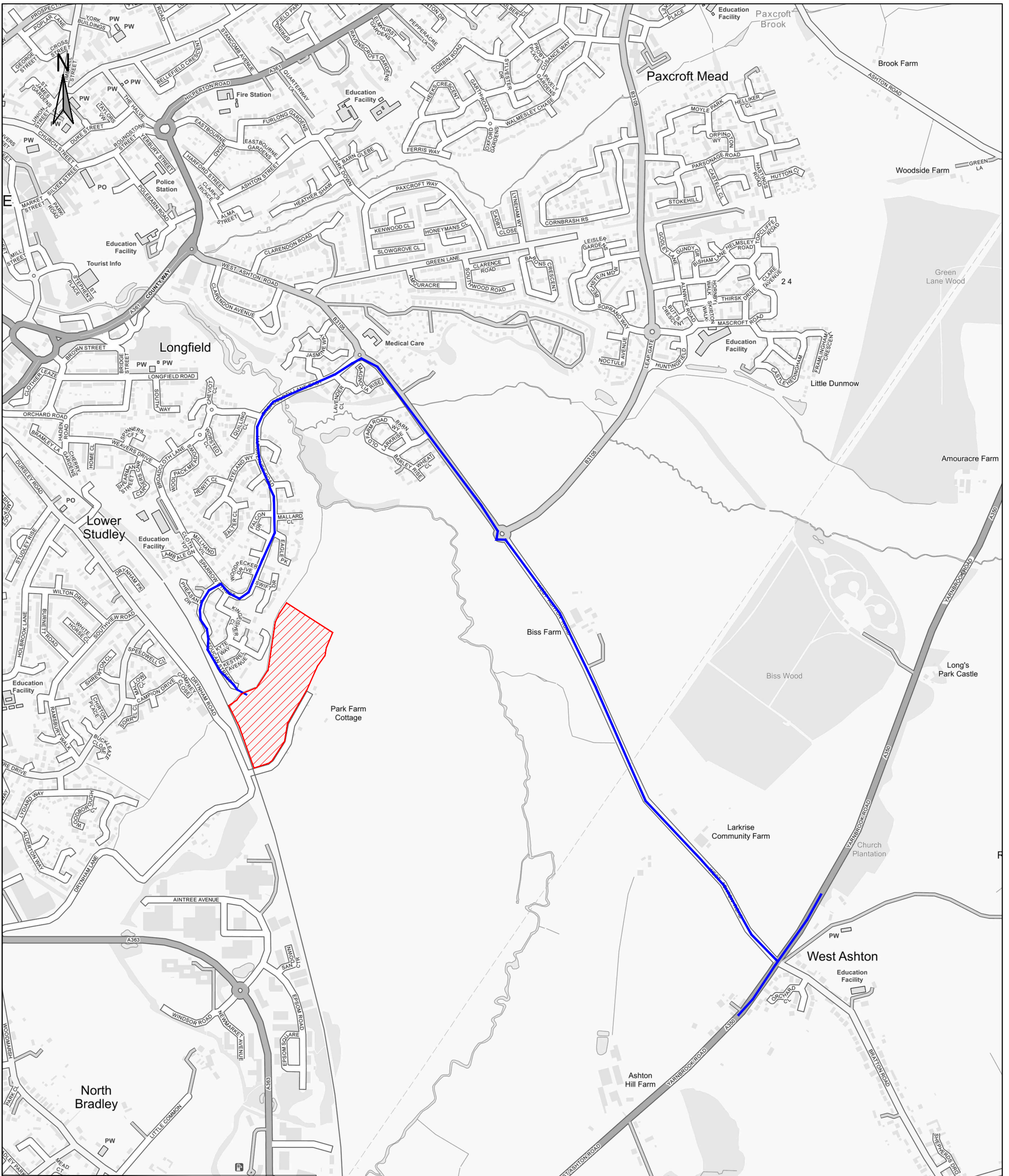
8.0 CONCLUSION

- 8.1 This CTMP concludes that the best route for the construction traffic is via the A350, West Ashton Road, Broadcloth Lane East, Sparrow Street and onto Toucan Street. This is considered to be the most appropriate route as it avoids routing through residential areas as much as possible.
- 8.2 Wainhomes has confirmed that it is agreeable to limiting the size of vehicles used for deliveries to the site to those similar to existing 11.3 metre refuse vehicle that services the local highway network.
- 8.3 It is considered that there is appropriate enforcement to seek to move vehicles if they prevent access for construction vehicles, as well as other emergency blue light / service vehicles that may require access to Toucan Street. If considered absolutely necessary by highway officers at Wiltshire Council, Wainhomes are willing to consider the implementation of temporary traffic regulation orders (TTROs).
- 8.4 HGV deliveries/movements will be restricted so that they only take place between 0915 and 1500 to avoid school traffic peaks during term-times.
- 8.5 Delivery vehicles will be advised to not access the site or wait on the local residential roads before 0915 or after 1500. Furthermore, during busy delivery periods the delivery suppliers will be asked to contact the Site Manager 20 – 30 minutes prior to the agreed delivery time to ascertain the set down area is clear.
- 8.6 Delivery vehicles that are travelling on the local highway network before 0915 or those that are asked to wait until the set down area is clear will be asked to wait in a suitable laydown until the site manager advises that these vehicles can access the site. A possible location could be the layby located on the eastern side of the A350 situated approximately 1.5 kilometres to the north of the A350 signalised junction with West Ashton Road.

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- 8.7 A pre-commencement walk-over Condition Survey on the local highway network will be carried out to assess the baseline condition of the adopted highway before construction activities commence. At this stage it is envisaged that the extent of the survey will be Toucan Street only.

FIGURE 1

SITE LOCATION PLAN AND CONSTRUCTION TRAFFIC ROUTING PLAN



I:\PG-BRS-DC01\DATA\BRISTOL PROJECTS\BRISTOL - LIVE PROJECTS\P21-1401-1500\P21-1410 - WAINHOMES SV - LAND SOUTH EAST OF SOUTHVIEW DEV, DRYNHAM LANE\TRANSPORT\2 DRAWINGS\B FIGURES\P21-1410-FIGURE 1-ROUTING PLAN.DWG

Key



Site



Construction Route

First Floor, South Wing, Equinox
North Great Park Road,
Almondsbury, Bristol, BS32 4QL



01454 625945
www.pegasusgroup.co.uk

CLIENT:
WAINHOMES

PROJECT:
**LAND SOUTH EAST OF SOUTHVIEW DEV,
DRYNHAM LANE**

TITLE:
**SITE LOCATION AND CONSTRUCTION
TRAFFIC ROUTING PLAN**

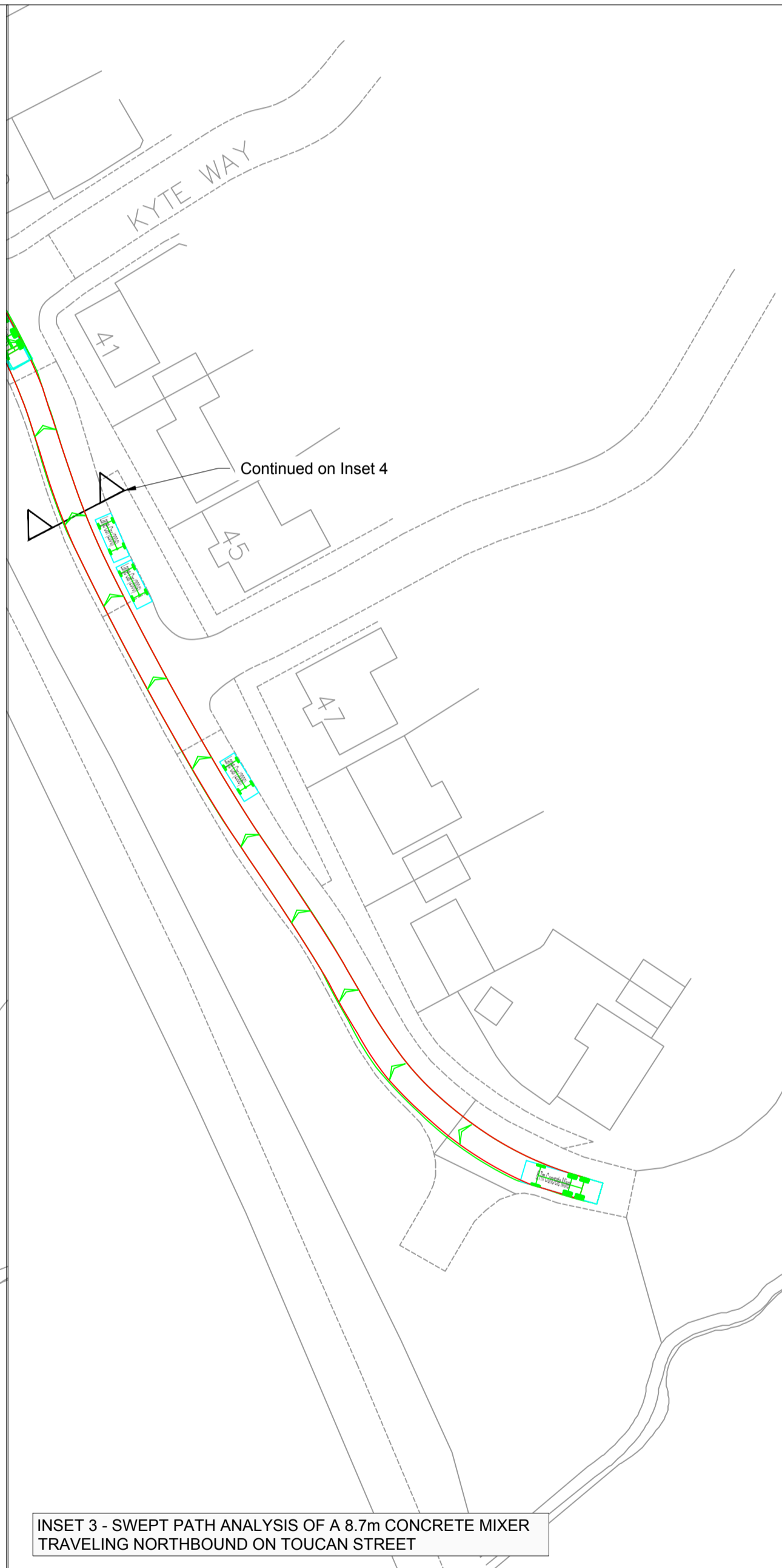
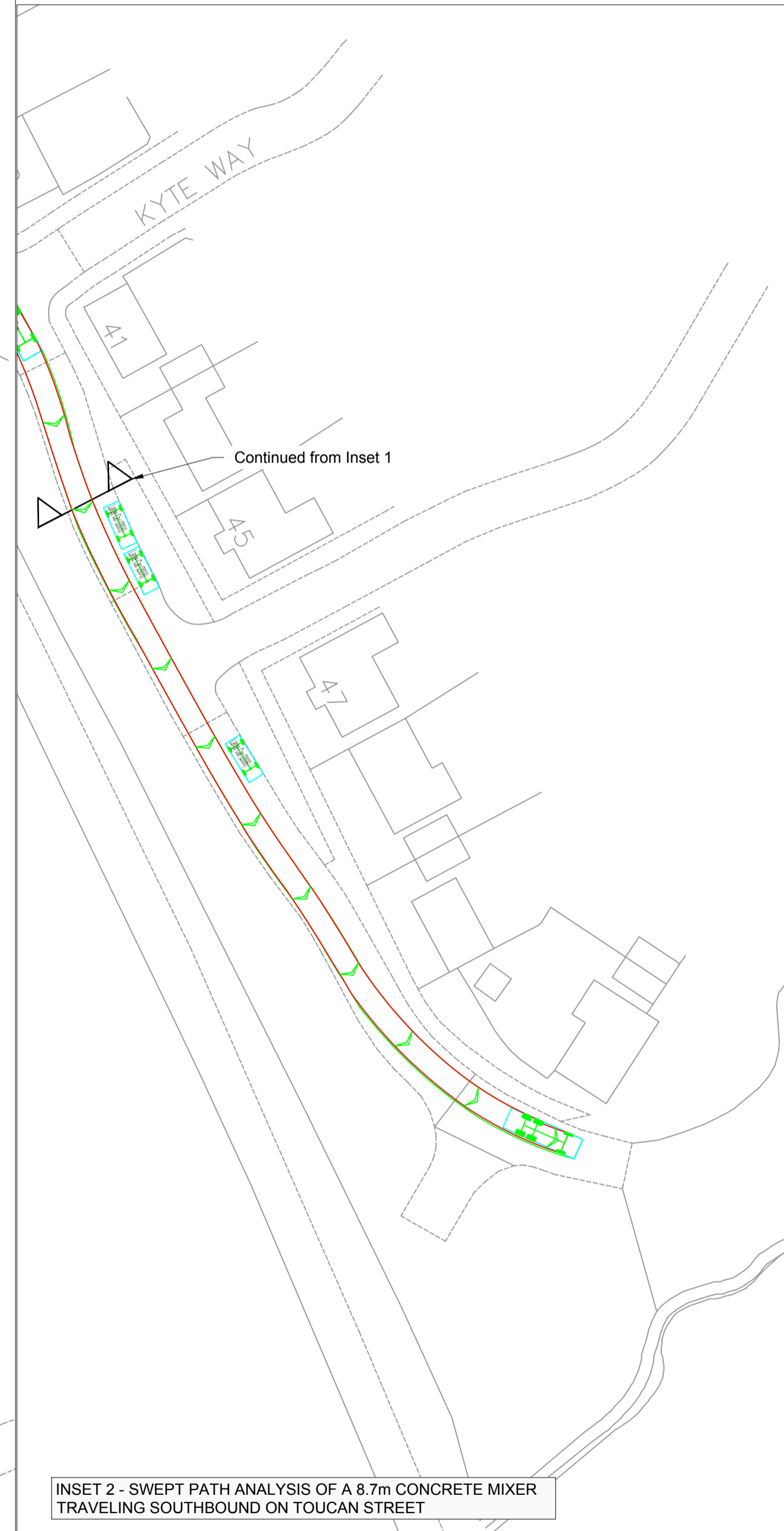
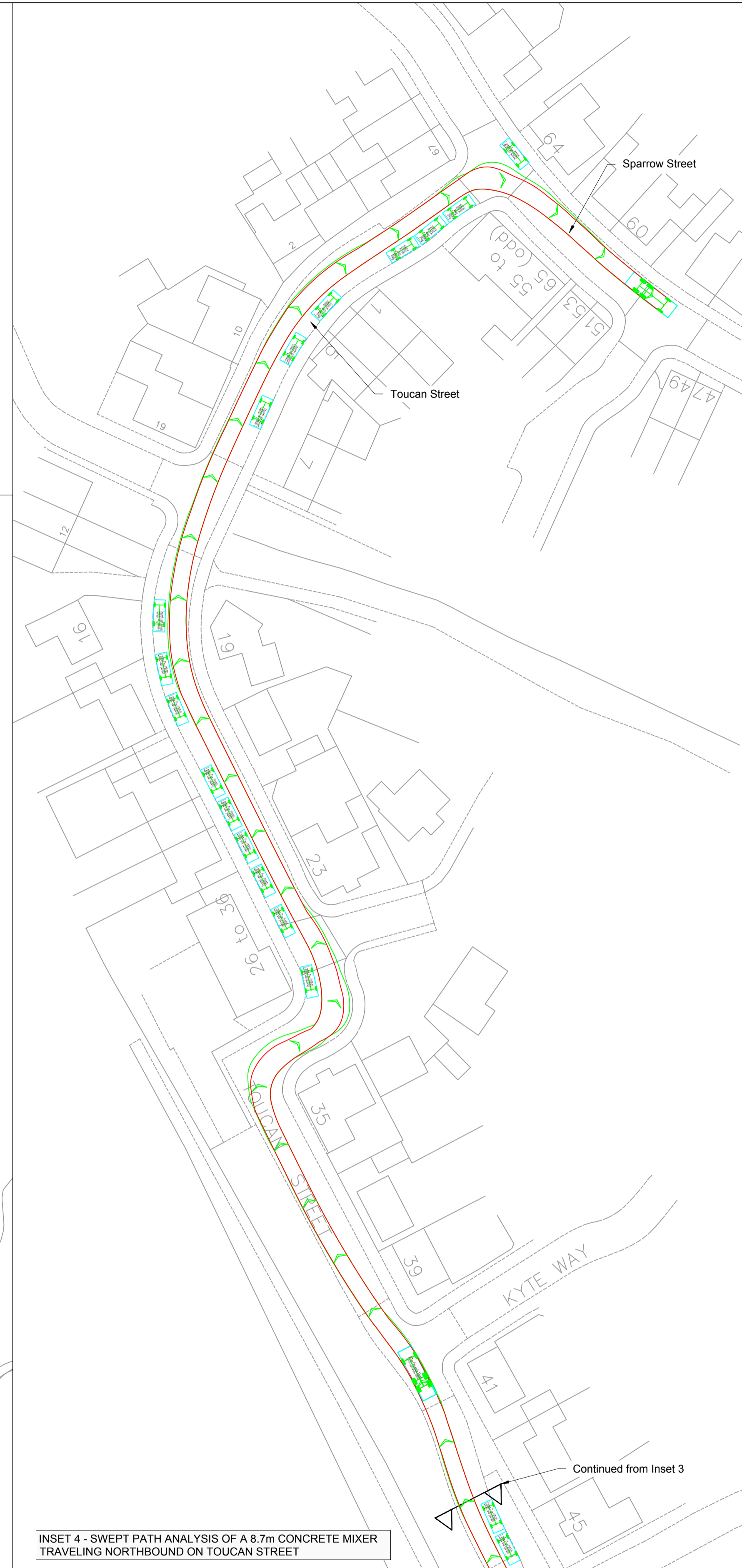
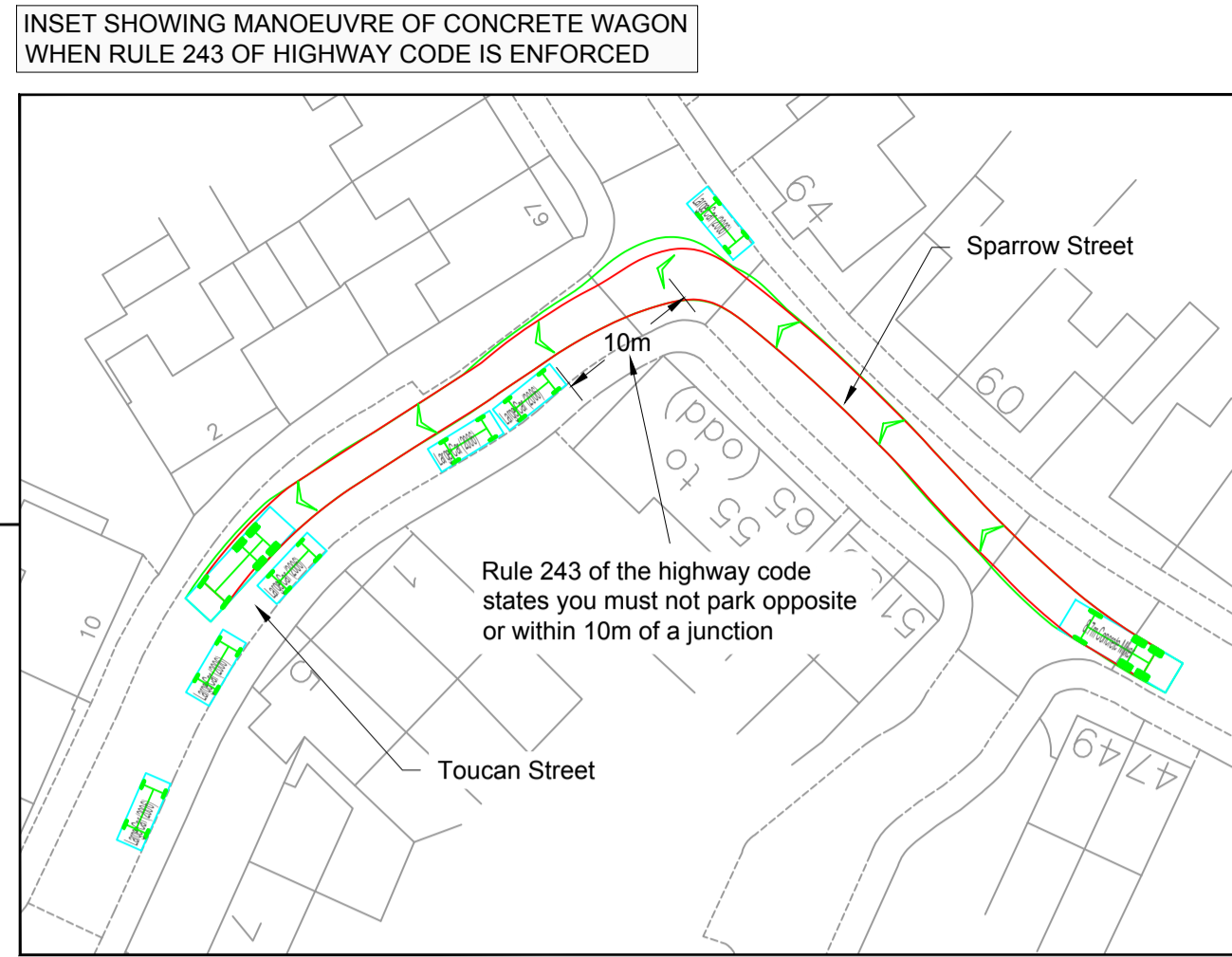
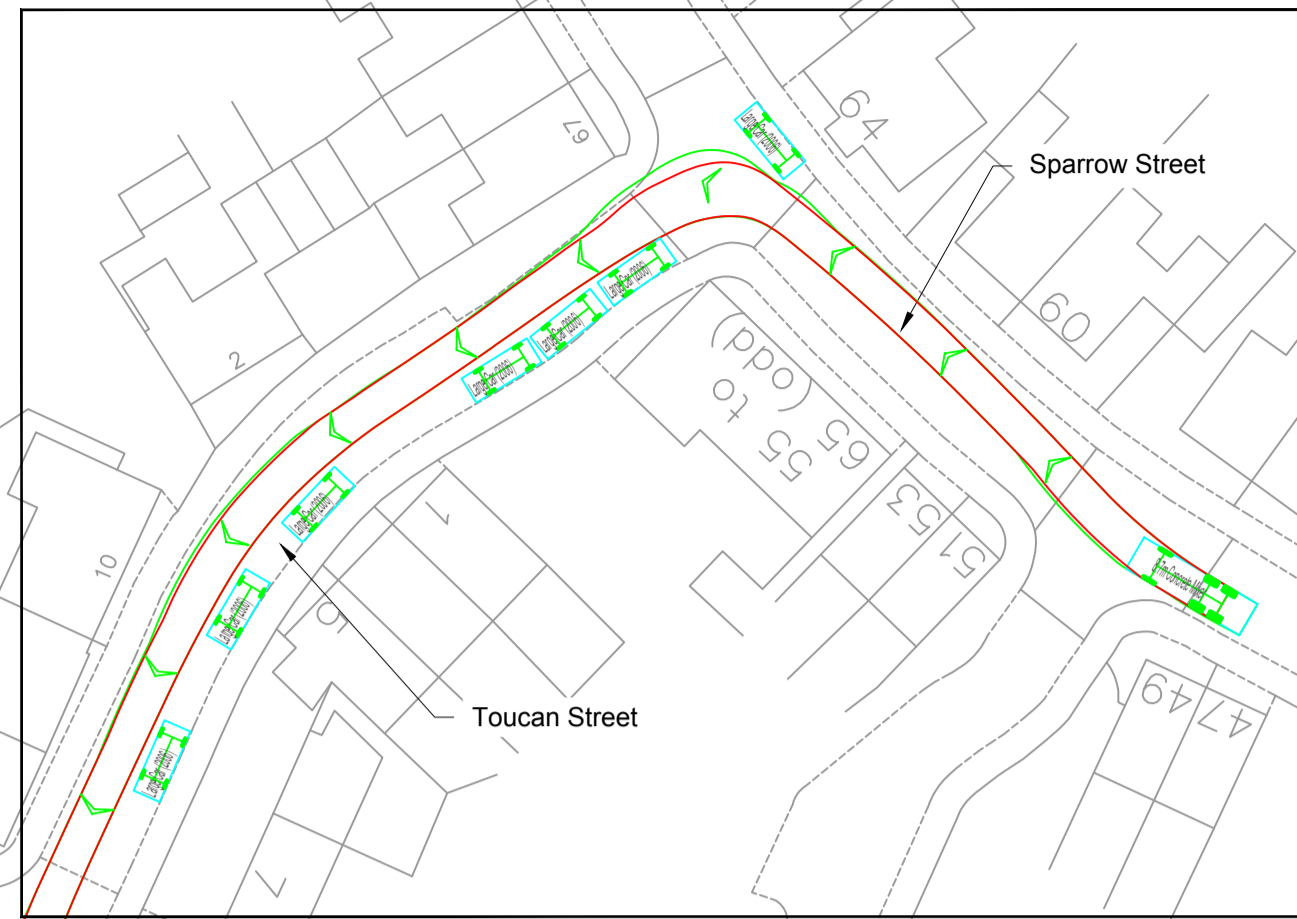
REV	DATE	BY	DESCRIPTION	CHK	APD

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PROJECT No: P21-1410	DRAWING No: FIGURE 1	REV: -

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FIGURE 2

SWEPT PATH ANALYSIS OF A 8.7 METRE CONCRETE MIXER

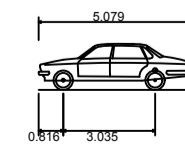


INSET 1 - SWEEP PATH ANALYSIS OF A 8.7m CONCRETE MIXER TRAVELING SOUTHBOUND ON TOUCAN STREET

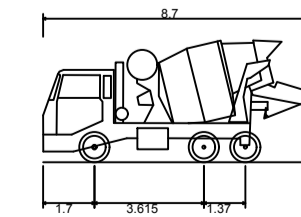
INSET 2 - SWEEP PATH ANALYSIS OF A 8.7m CONCRETE MIXER TRAVELING SOUTHBOUND ON TOUCAN STREET

INSET 3 - SWEEP PATH ANALYSIS OF A 8.7m CONCRETE MIXER TRAVELING NORTHBOUND ON TOUCAN STREET

INSET 4 - SWEEP PATH ANALYSIS OF A 8.7m CONCRETE MIXER TRAVELING NORTHBOUND ON TOUCAN STREET



Large Car (2006)
 Overall Length 5.07m
 Overall Width 1.87m
 Overall Body Height 1.52m
 Min Body Ground Clearance 0.31m
 Max Track Width 2.41m
 Lock to lock time 4.05s
 Kerb to Kerb Turning Radius 5.90m



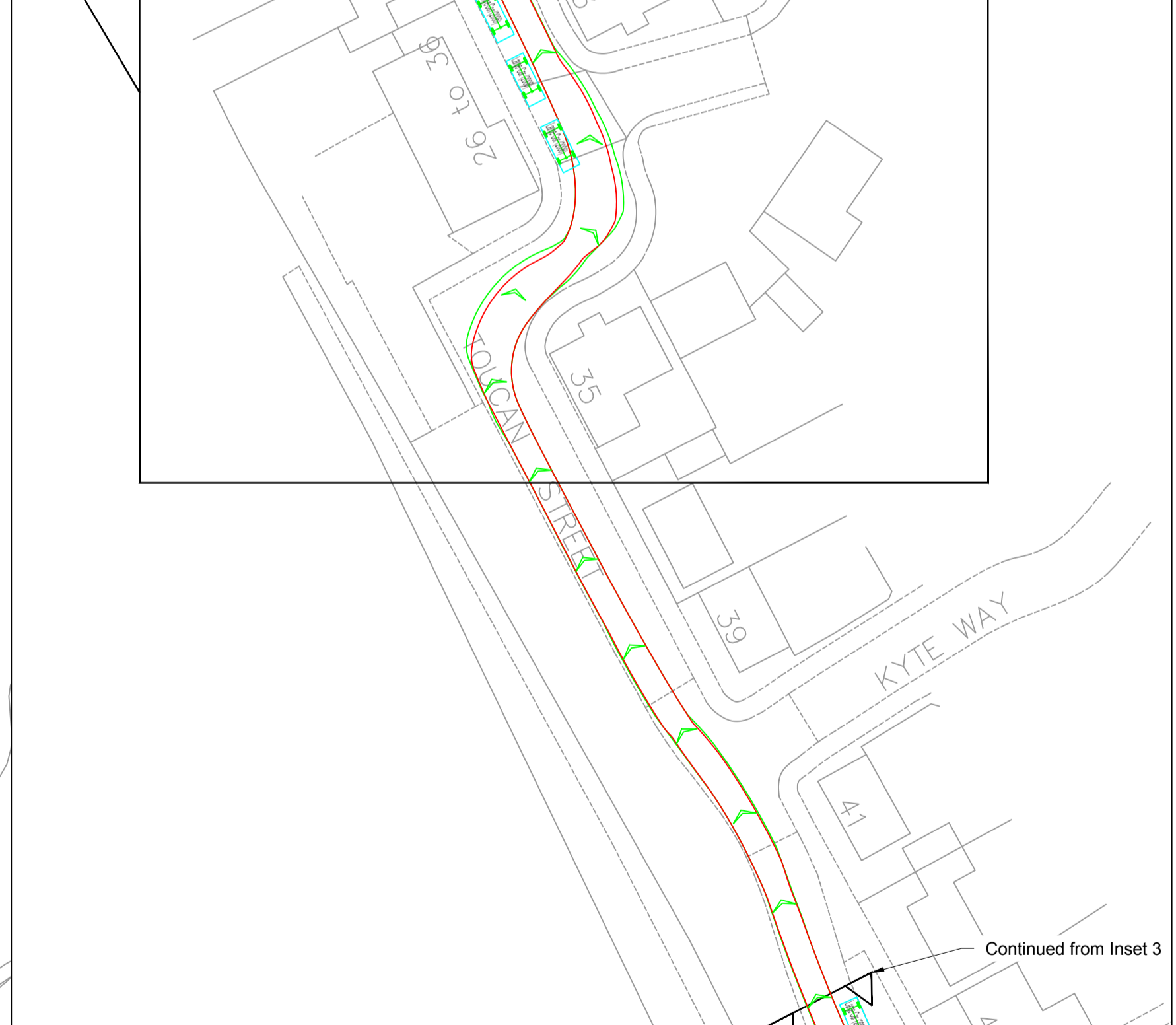
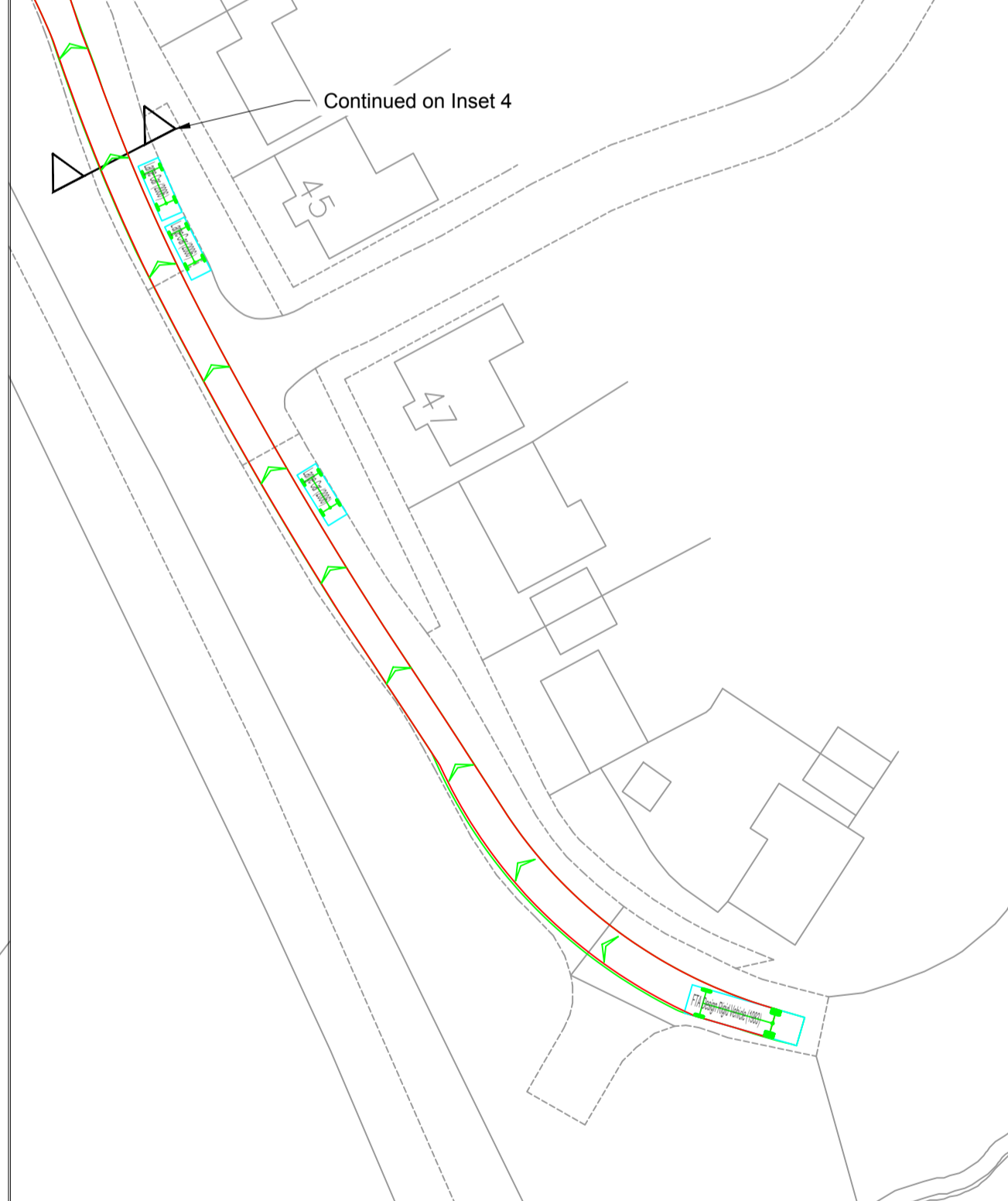
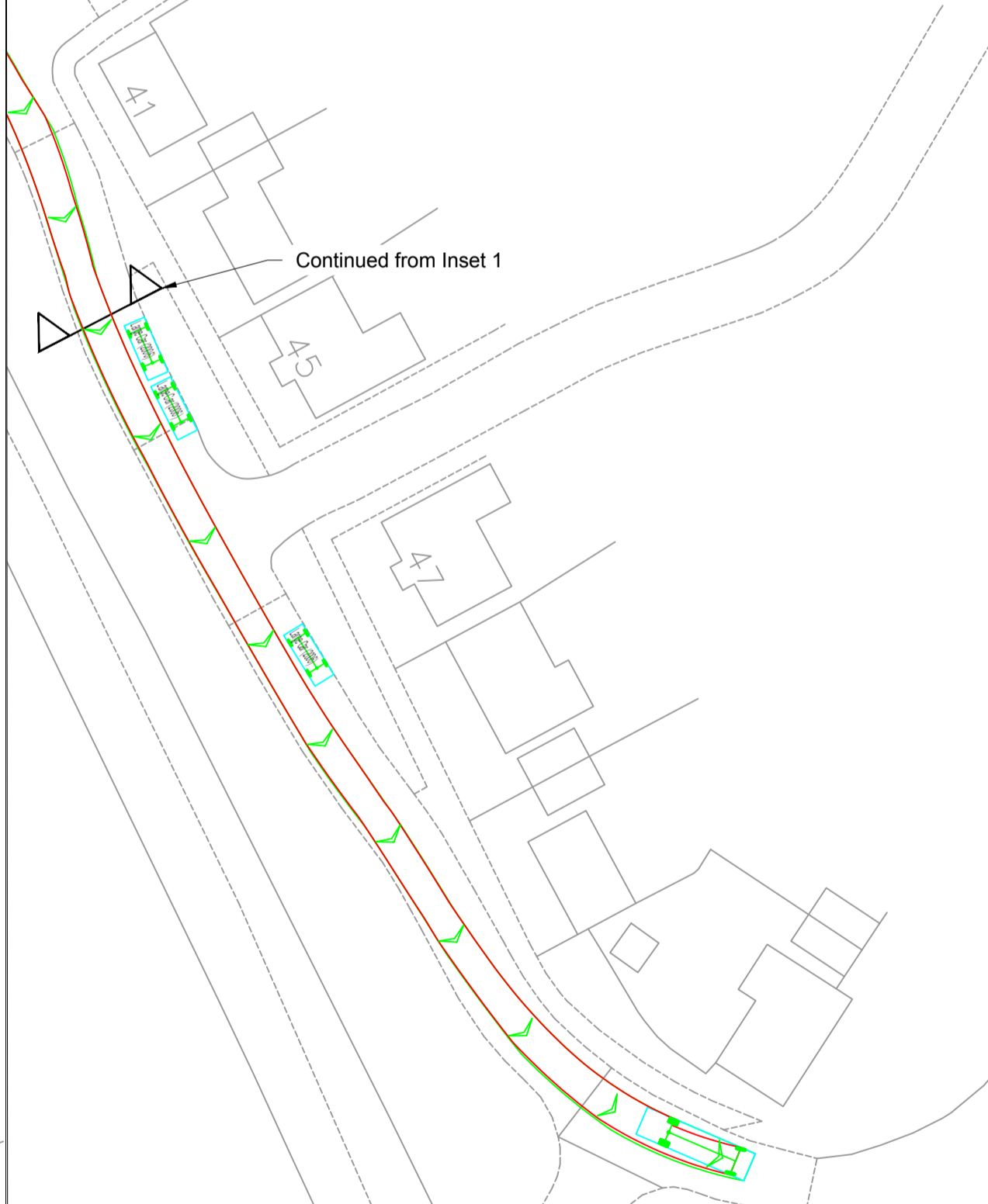
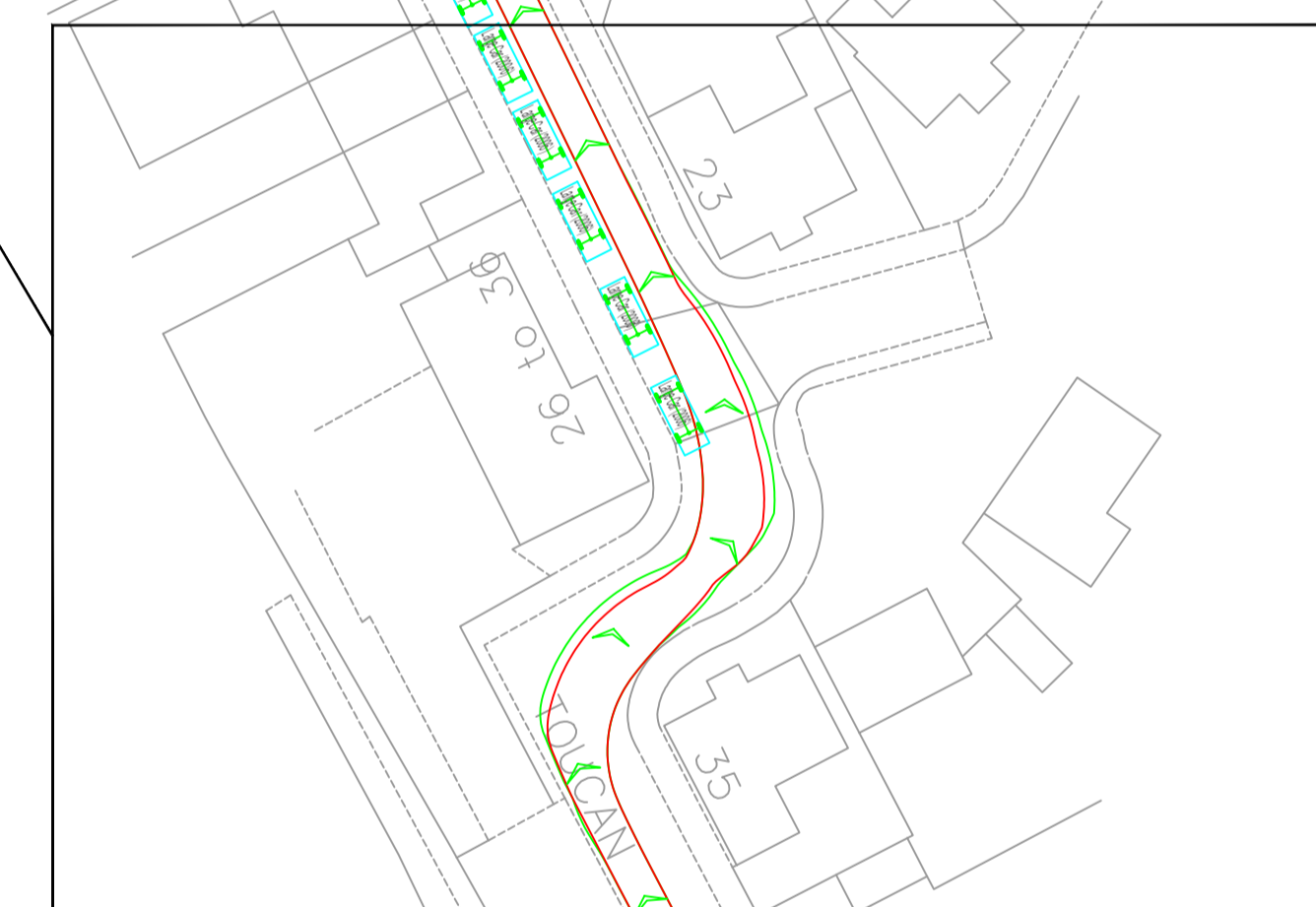
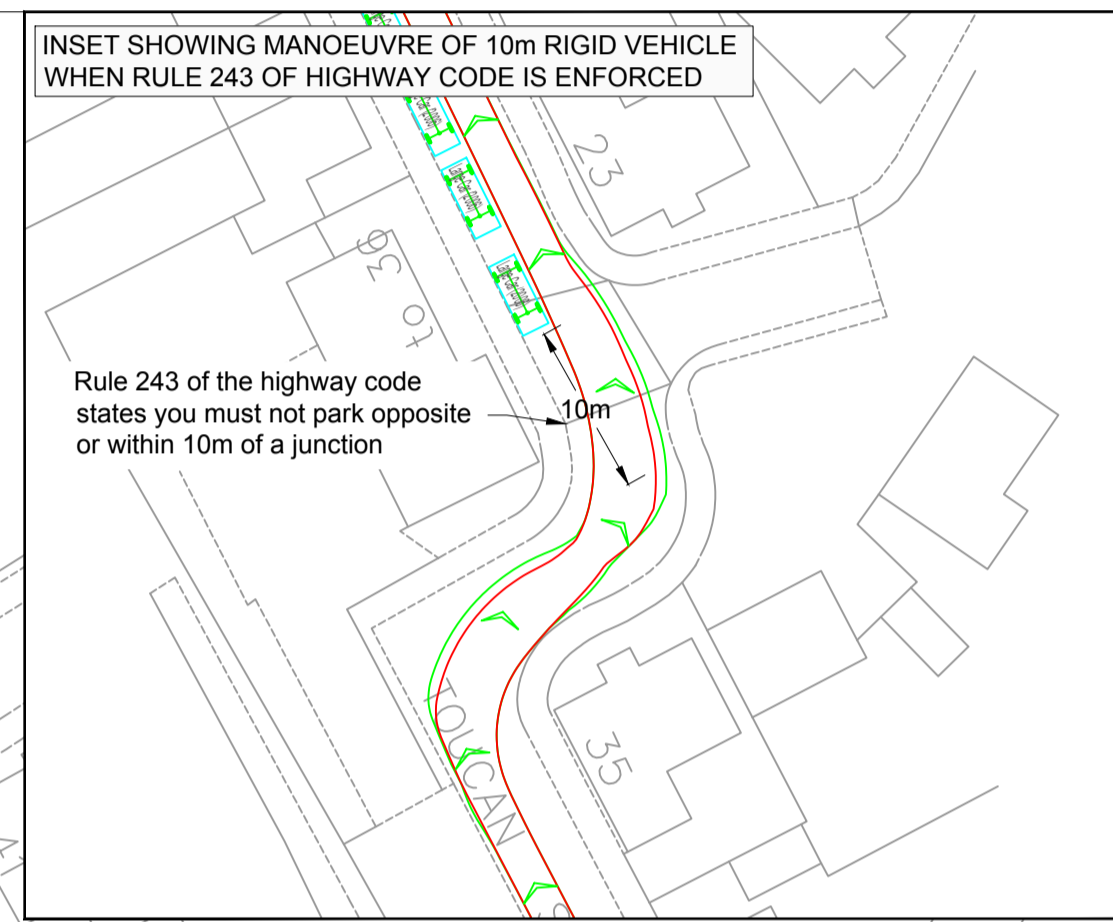
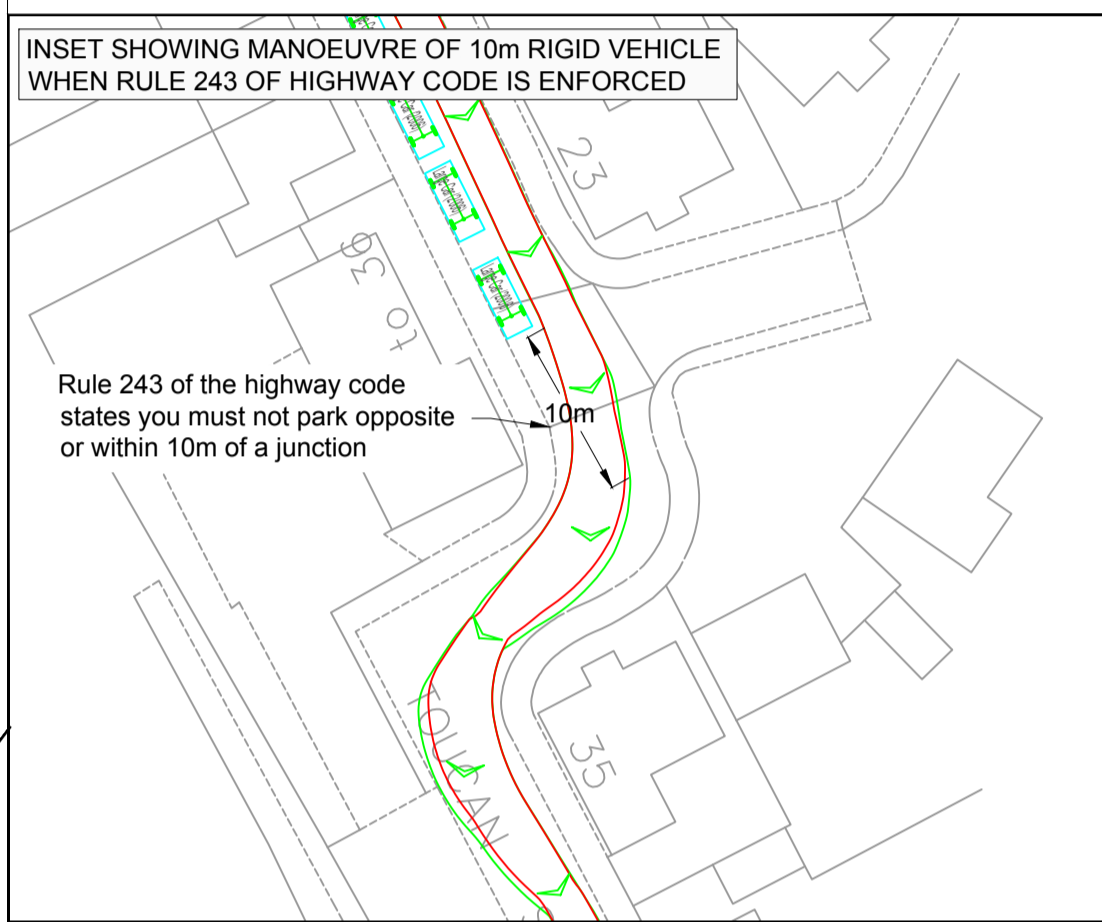
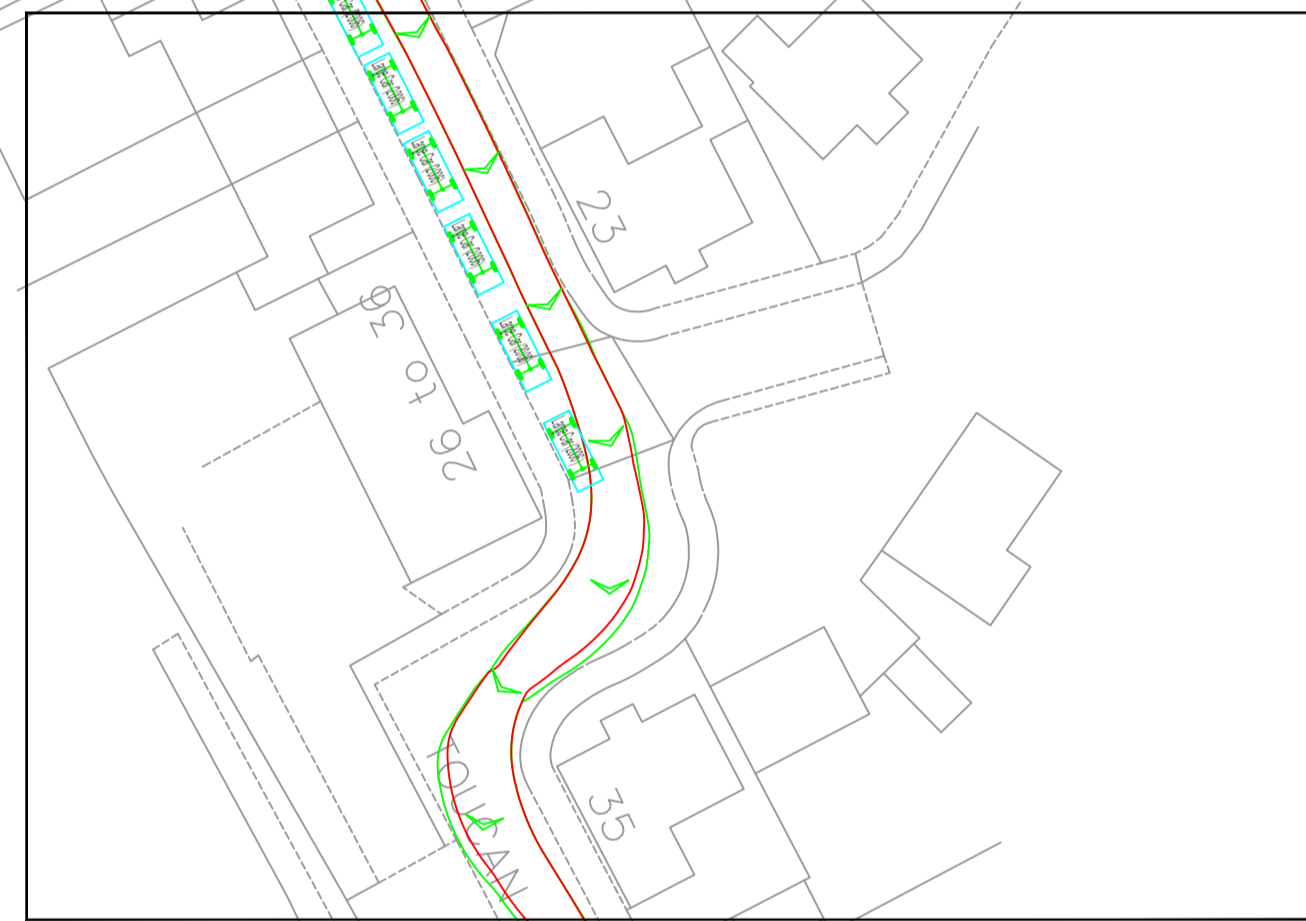
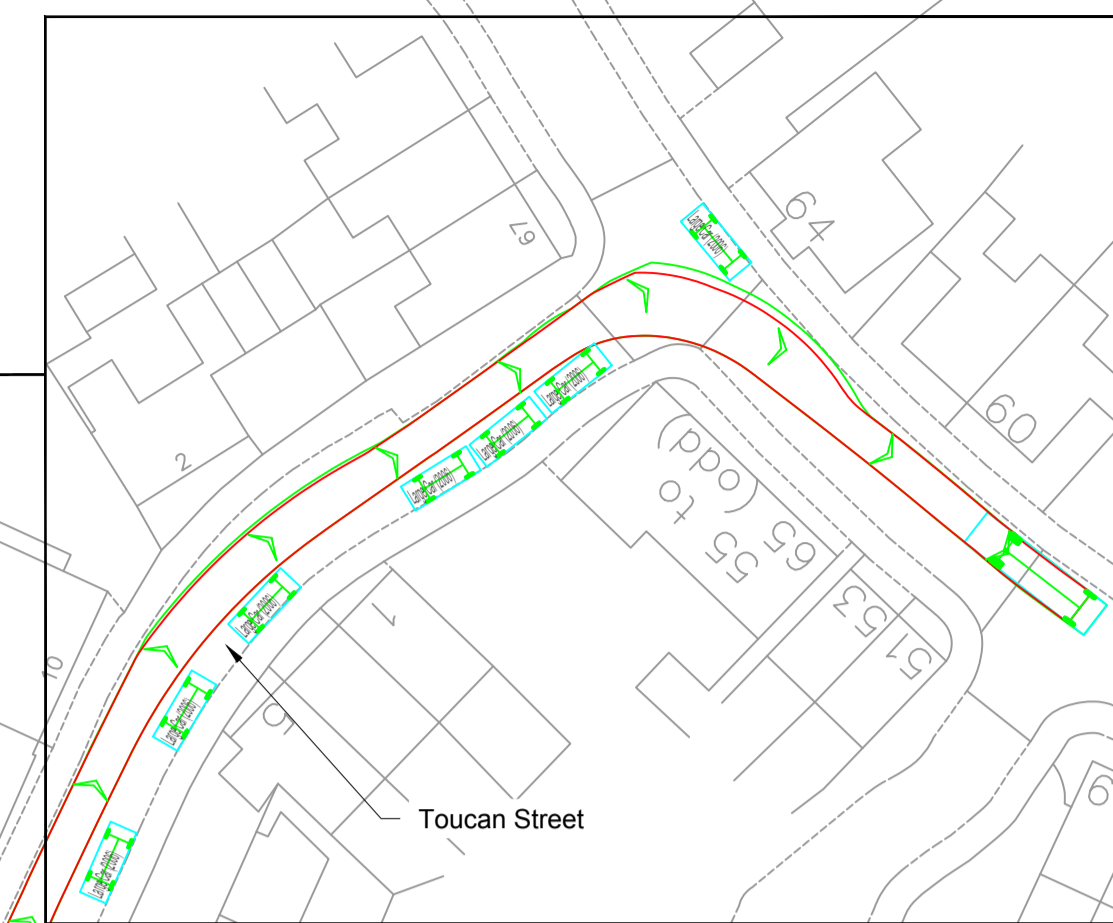
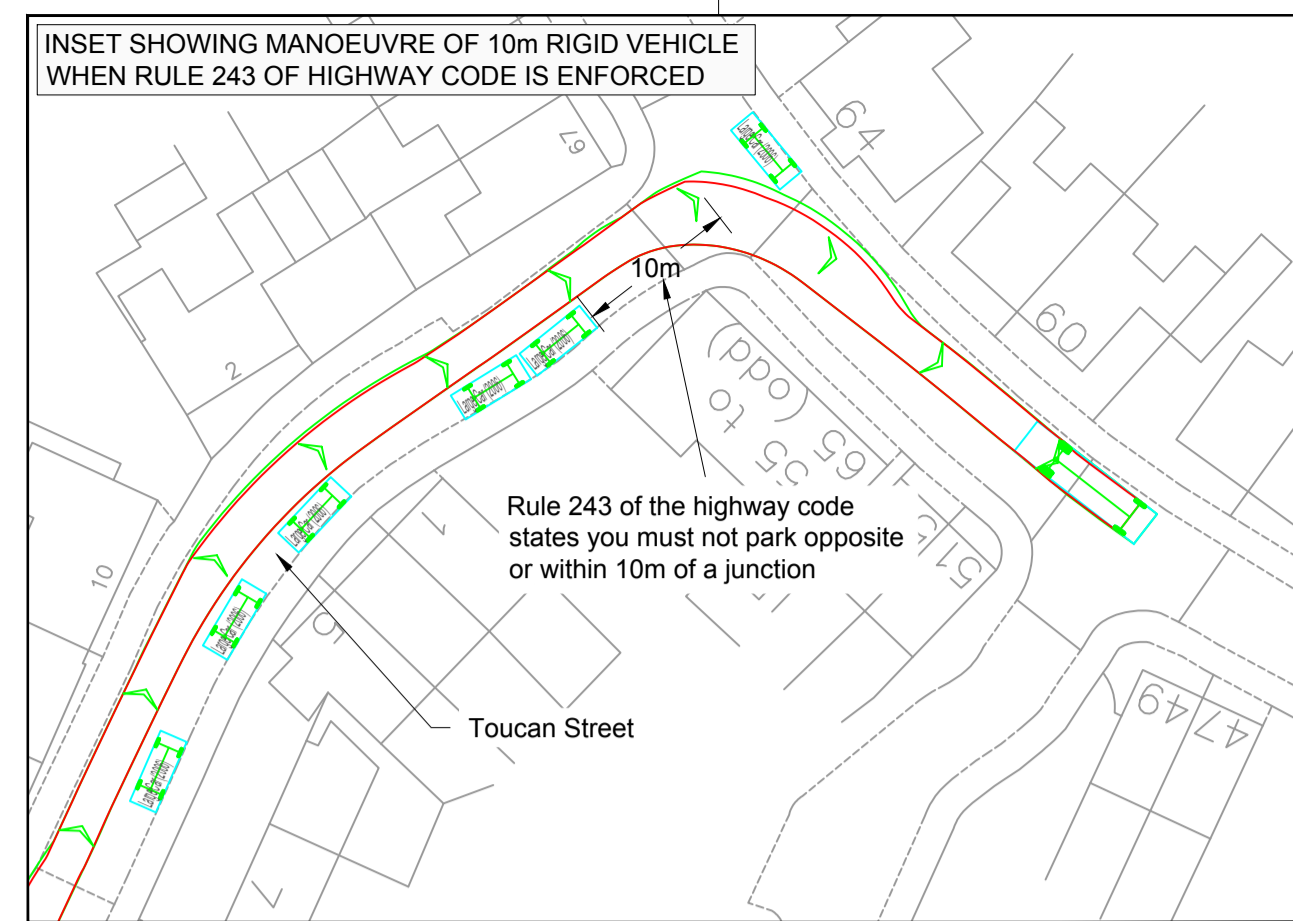
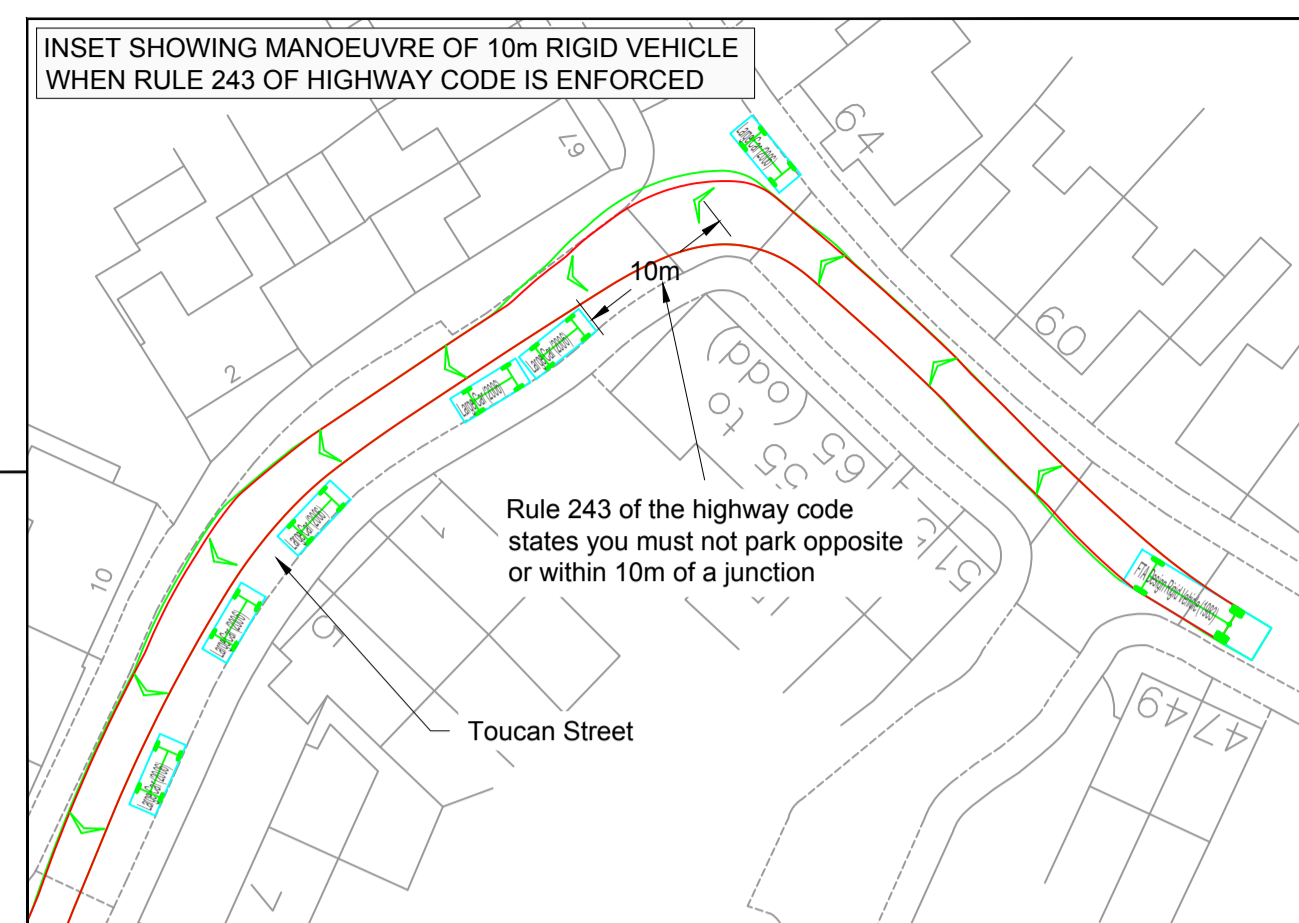
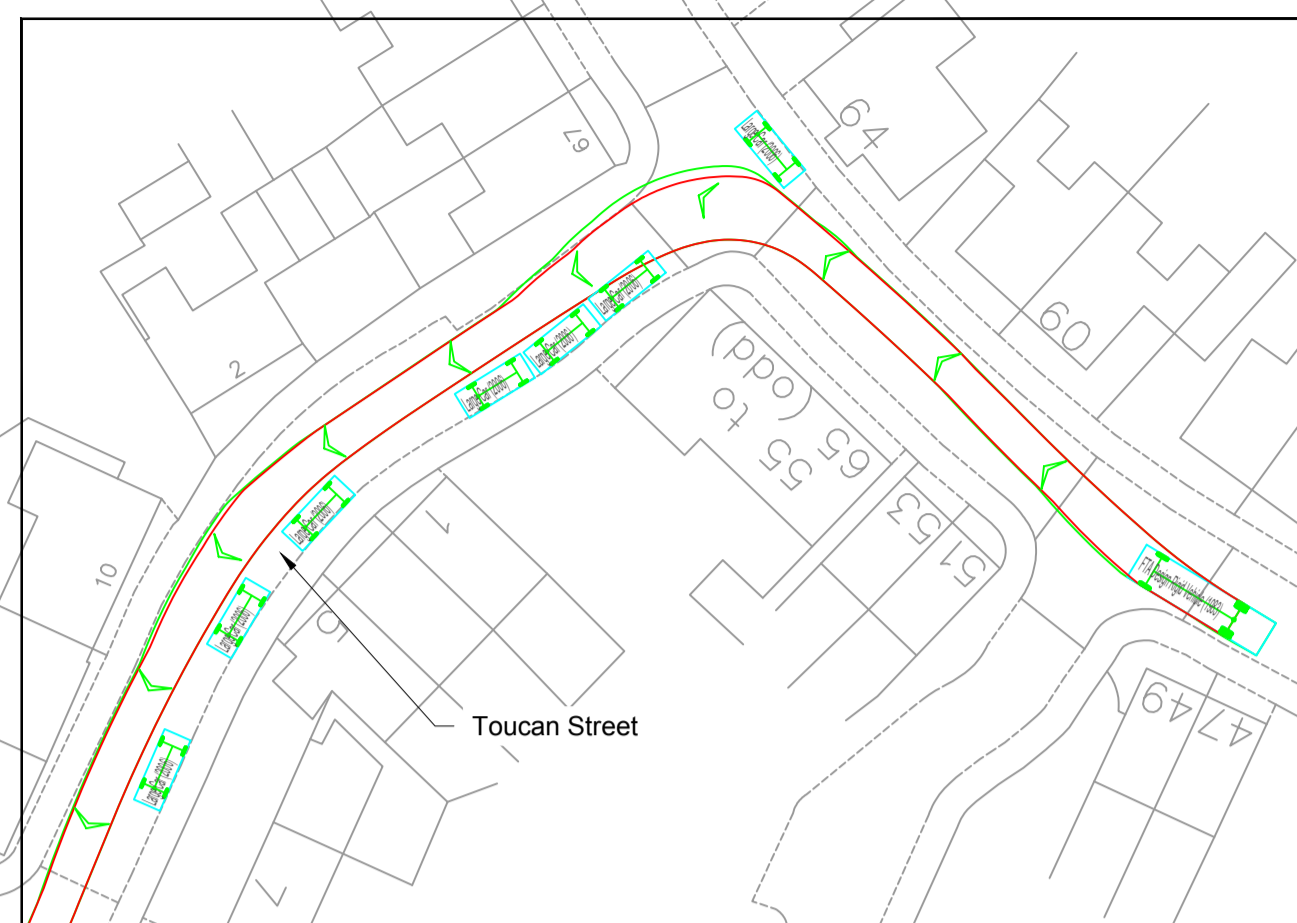
8.7m Concrete Mixer
 Overall Length 8.7m
 Overall Width 2.39m
 Overall Body Height 4.02m
 Min Body Ground Clearance 0.35m
 Max Track Width 2.41m
 Lock to lock time 6.06s
 Kerb to Kerb Turning Radius 8.21m

8.700m
 2.39m
 4.027m
 0.358m
 2.413m
 6.06s
 8.210m

First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL 01454 625945 www.pegasusgroup.co.uk Planning Design Environment Economics		Pegasus Group		REV	DATE	BY	DESCRIPTION	CHK	APD
CLIENT: WAINHOMES (SEVERN VALLEY) LTD		SCALE @ A1: 1:500		CHECKED: ADWS		APPROVED: AHJ			
PROJECT: LAND AT DRYNHAM LANE, TROWBRIDGE		DATE: 14/07/2021		DESIGN-DRAWN: JAN		DRAWING-STATUS: SPA			
TITLE: SWEEP PATH ANALYSIS OF A 8.7m CONCRETE MIXER		PROJECT No: P21-1410		DRAWING No: FIGURE 2		REV: -			
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FIGURE 3

SWEPT PATH ANALYSIS OF A 10 METRE RIGID VEHICLE

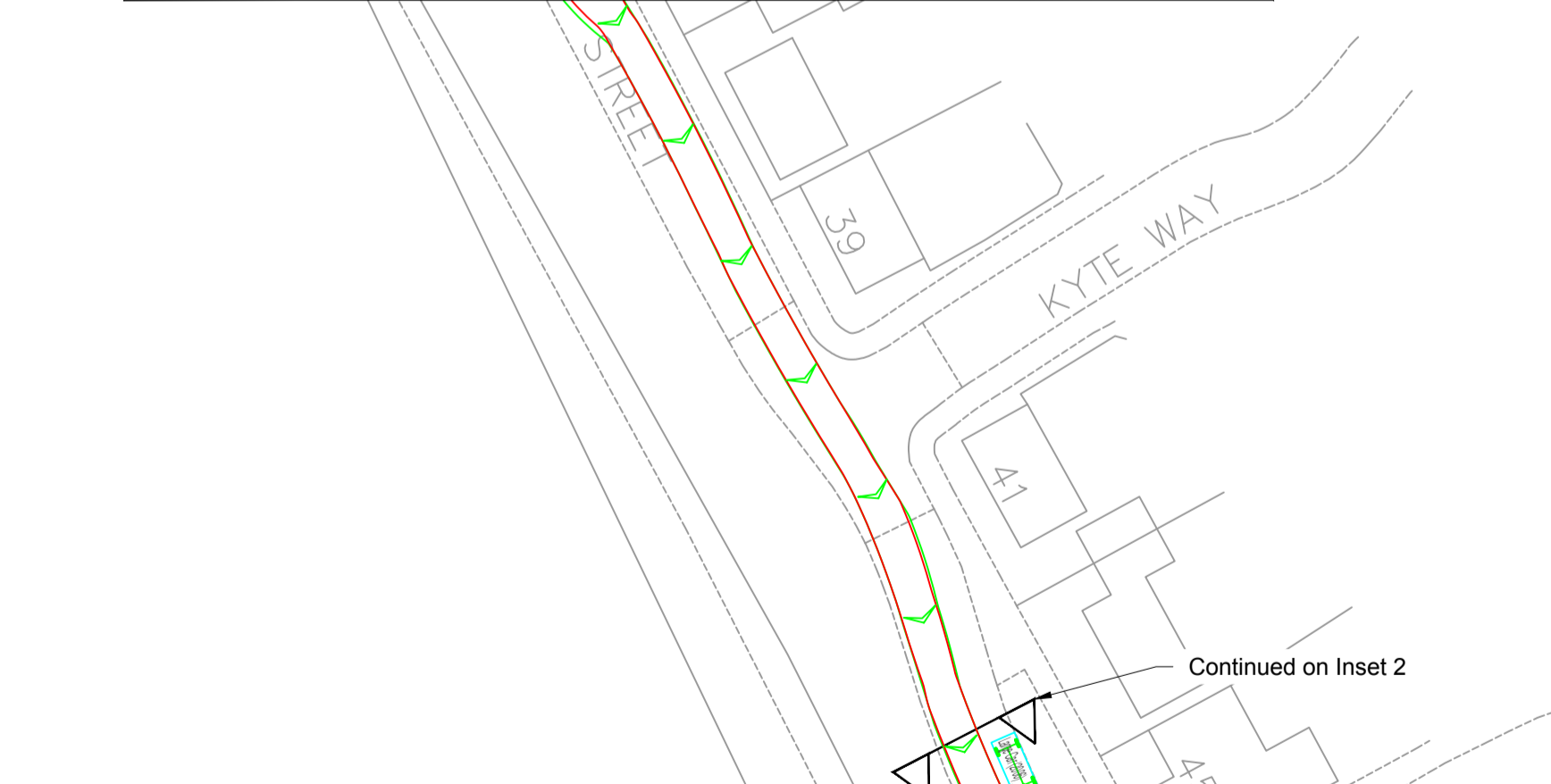


INSET 1 - SWEEP PATH ANALYSIS OF A 10m RIGID VEHICLE TRAVELING SOUTHBOUND ON TOUCAN STREET

INSET 2 - SWEEP PATH ANALYSIS OF A 10m RIGID VEHICLE TRAVELING SOUTHBOUND ON TOUCAN STREET

INSET 3 - SWEEP PATH ANALYSIS OF A 10m RIGID VEHICLE TRAVELING NORTHBOUND ON TOUCAN STREET

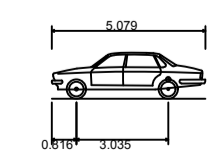
INSET 4 - SWEEP PATH ANALYSIS OF A 10m RIGID VEHICLE TRAVELING NORTHBOUND ON TOUCAN STREET



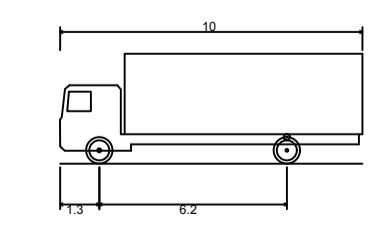
INSET 2 - SWEEP PATH ANALYSIS OF A 10m RIGID VEHICLE TRAVELING SOUTHBOUND ON TOUCAN STREET

INSET 3 - SWEEP PATH ANALYSIS OF A 10m RIGID VEHICLE TRAVELING NORTHBOUND ON TOUCAN STREET

INSET 4 - SWEEP PATH ANALYSIS OF A 10m RIGID VEHICLE TRAVELING NORTHBOUND ON TOUCAN STREET



Large Car (2006)
 Overall Length 5.07m
 Overall Width 1.87m
 Overall Body Height 1.52m
 Min Body Ground Clearance 0.31m
 Max Track Width 1.83m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.90m



FTA Design Rigid Vehicle (1983)
 Overall Length 10.00m
 Overall Width 2.50m
 Overall Body Height 3.63m
 Min Body Ground Clearance 0.42m
 Track Width 2.50m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 12.00m

First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL 01454 625945 www.pegasusgroup.co.uk Planning Design Environment Economics		Pegasus Group		REV DATE BY DESCRIPTION CHK APD
CLIENT: WAINHOMES (SEVERN VALLEY) LTD		SCALE @ A1: 1:500	CHECKED: ADS	APPROVED: AHJ
PROJECT: LAND AT DRYNHAM LANE, TROWBRIDGE		DATE: 23/07/2021	DESIGN-DRAWN: ADS	DRAWING STATUS: SPA
TITLE: SWEEP PATH ANALYSIS OF A 10m RIGID VEHICLE		PROJECT No: P21-1410	DRAWING No: FIGURE 3	REV: -










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APPENDIX A

ASHTON PARK URBAN EXTENTION SITE MASTERPLAN






KEY

-  ASHTON PARK APPLICATION AREA
-  PROPOSED RESIDENTIAL AND STREET PATTERN
-  PROPOSED EMPLOYMENT
-  PROPOSED LOCAL CENTRE
-  PROPOSED SECONDARY SCHOOL SITE
-  PROPOSED PRIMARY SCHOOLS
-  MAIN STREETS
-  PROPOSED YARNBROOK/WEST ASHTON RELIEF ROAD AND ASSOCIATED WORKS.
-  PROPOSED VEHICLE ACCESS POINT

-  FORMAL SPORTS PITCHES
-  100M ECOLOGICAL BUFFER
-  INFORMAL RECREATION/LANDSCAPING
-  MAJOR OPEN SPACE AND NATURE PARK EXTENSION
-  MEADOW MANAGED FOR BIODIVERSITY
-  EXISTING TREES AND HEDGES
-  LEAP CHILDRENS PLAY AREAS
-  DESTINATION PLAY AREA INCORPORATING NEAP & LEAP
-  ECOLOGICAL VISITORS FACILITY

-  PROPOSED TREE PLANTING
-  EXISTING PUBLIC RIGHT OF WAY TO BE RETAINED
-  PRIMARY FOOTPATHS
-  PRIMARY ON AND OFF STREET FOOT/CYCLE ROUTE
-  PROPOSED BUS ROUTE
-  FLOOD ATTENUATION AREA
-  FLOOD ATTENUATION PONDS
-  ALLOTMENTS
-  TOUCAN CROSSING

LAND NOT SUBJECT TO ASHTON PARK APPLICATION

-  ALLOCATED EMPLOYMENT (SAVED POLICY)
-  COUNTRY PARK AND GREEN LINKS TO TOWN CENTRE
-  POTENTIAL ACCESS & INDICATIVE ROAD LAYOUT FOR ADJOINING LAND (PART OF CP29 ALLOCATION)

APPENDIX B

DEVELOPMENT SITE MASTERPLAN



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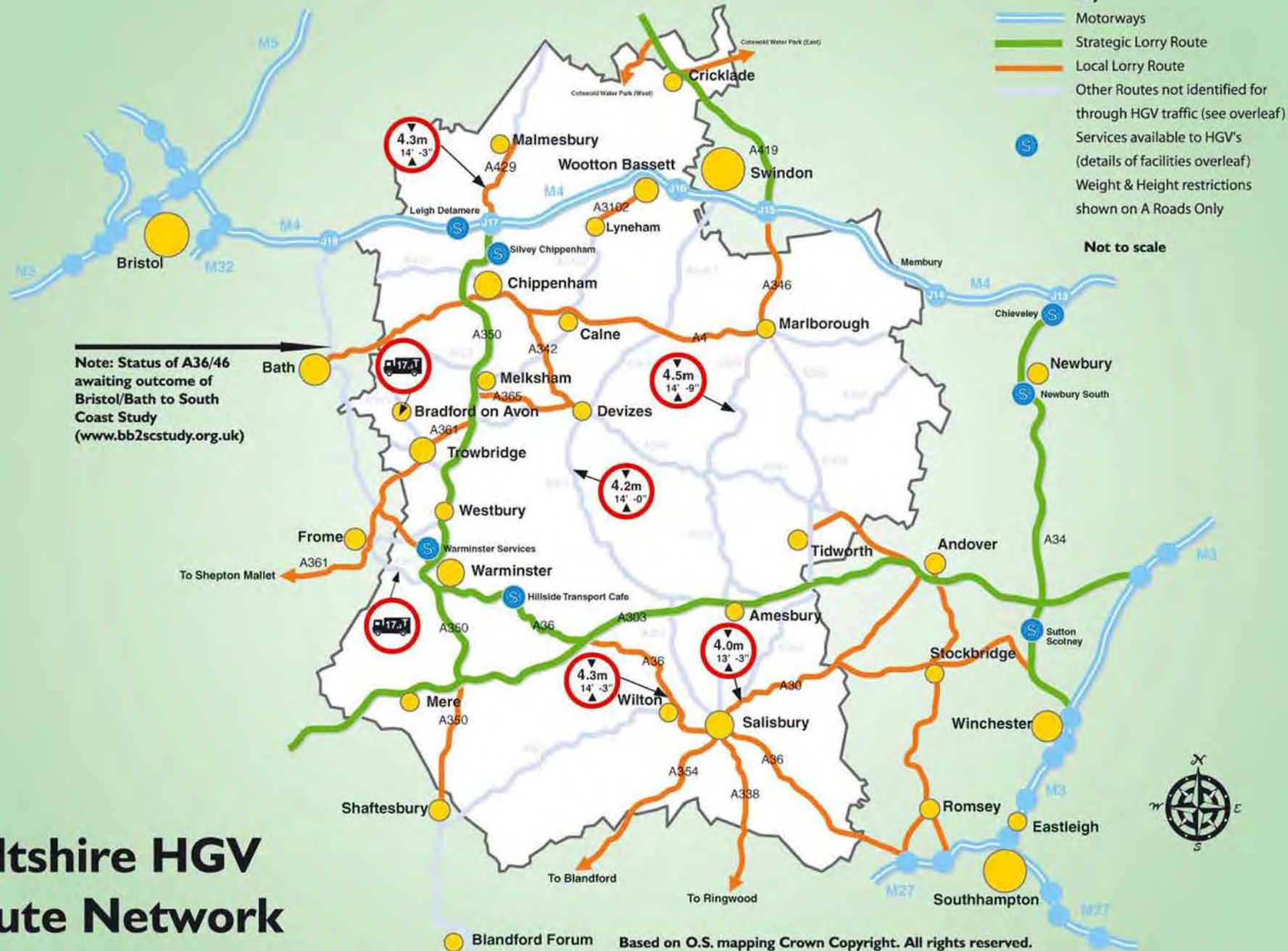
LAND AT DRYNHAM LANE, TROWBRIDGE								
Accommodation Schedule using Wainhomes standard sizes								
Type	Housetype	No's	Beds	Sq.ft	Sq.mt	Total Sqft	Total Sqm	Storeys
OPEN MARKET HOUSING								
Houses	BRUNSWICK	10	3	916	85.1	9,160	851	2
	TREYTHICK	10	3	816	75.8	8,160	758	2
	HAYERSHAM	10	4	1,342	124.7	13,420	1,247	2
	HATHERLEIGH	9	4	1,342	124.7	12,078	1,122	2
	JENNER	7	4	1,099	102.1	7,693	715	2.5
	WREN	8	4	1,112	103.3	8,896	826	2
	PRIESTLY	4	4	1,532	142.3	6,128	569	2
	MONTGOMERY	6	5	1,716	159.4	10,296	957	2
	sub total (Open Market)	64				75,831	7,045	
AFFORDABLE HOUSING								
Affordable Rented								
Houses	CHINLEY 1B	3	1	552	51.3	1,656	154	2
	CHINLEY 1B	3	1	497	46.2	1,491	139	2
	BRAHMS	4	2	856	79.5	5,136	477	2
	ELLINGTON	4	3	1001	93.0	4,004	372	2
	HOLBROOK	3	4	1140	105.9	3,420	318	2
	sub total (affordable)	17	30%			23,136	2,149	
	sub total (affordable)	27	30%			23,136	2,149	
	TOTAL	91				98,966	9,194	



LAND AT DRYNHAM LANE, TROWBRIDGE - SITE LAYOUT Pegasus Design

APPENDIX C

WILTSHIRE FREIGHT ROUTE NETWORK MAP



Wiltshire HGV Route Network

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Wiltshire County Council. LA076910, 2003

APPENDIX D

CONSTRUCTION SIGNAGE



1. Temporary Construction Traffic signage (Diagram 7301 'WORKS TRAFFIC' in the TSRGD)

APPENDIX E

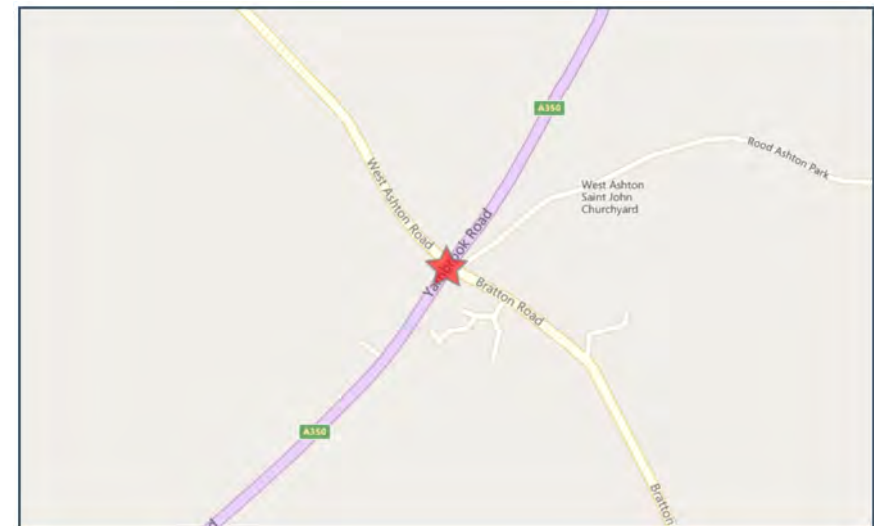
PERSONAL INJURY ACCIDENT DATA



Validated Data

Crash Date: Sunday, December 03, 2017 **Time of Crash:** 11:43:00 PM **Crash Reference:** 201754B286917

Highest Injury Severity:	Slight	Road Number:	A350	Number of Casualties:	1
Highway Authority:	Wiltshire			Number of Vehicles:	2
Local Authority:	Wiltshire (from 2009)			OS Grid Reference:	387695 155815
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	13	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	15	Female	66 - 75	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

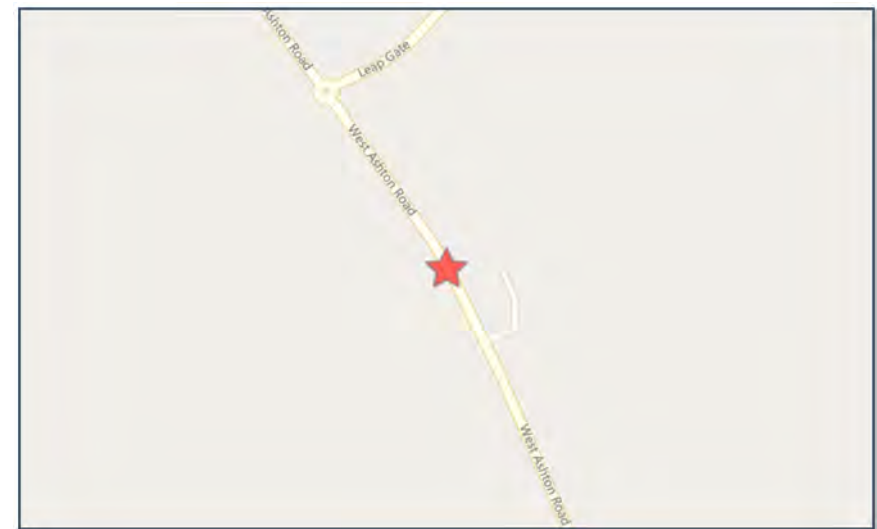
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Validated Data

Crash Date: Friday, October 26, 2018 **Time of Crash:** 12:35:00 PM **Crash Reference:** 201854A171118

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Wiltshire			Number of Vehicles:	3
Local Authority:	Wiltshire (from 2009)			OS Grid Reference:	387115 156732
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	-1	Male	Over 75	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
3	Car (excluding private hire)	17	Male	66 - 75	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

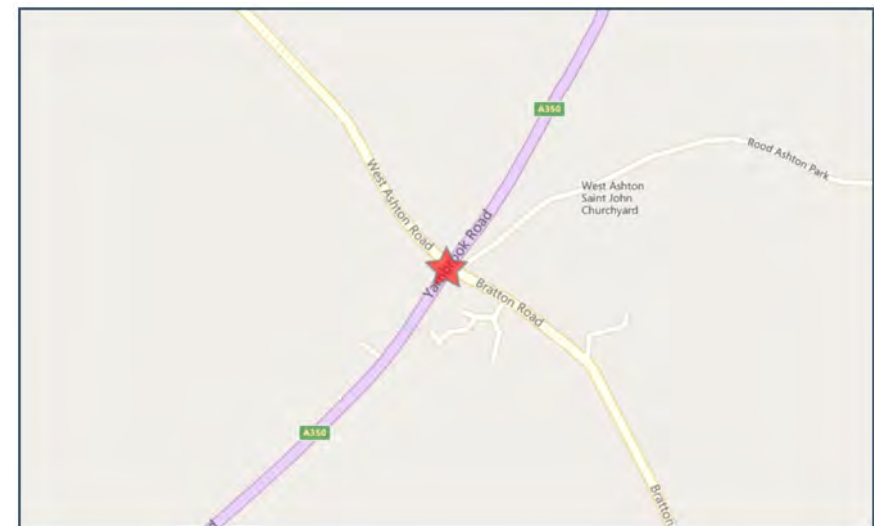
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Validated Data

Crash Date: Saturday, December 15, 2018 **Time of Crash:** 12:40:00 PM **Crash Reference:** 201854B859418

Highest Injury Severity:	Slight	Road Number:	A350	Number of Casualties:	1
Highway Authority:	Wiltshire			Number of Vehicles:	2
Local Authority:	Wiltshire (from 2009)			OS Grid Reference:	387696 155815
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		3 Male	16 - 20	Vehicle is in the act of turning right	Nearside	Other	None	None
2	Car (excluding private hire)		5 Female	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	Over 75	Unknown or other	Unknown or other

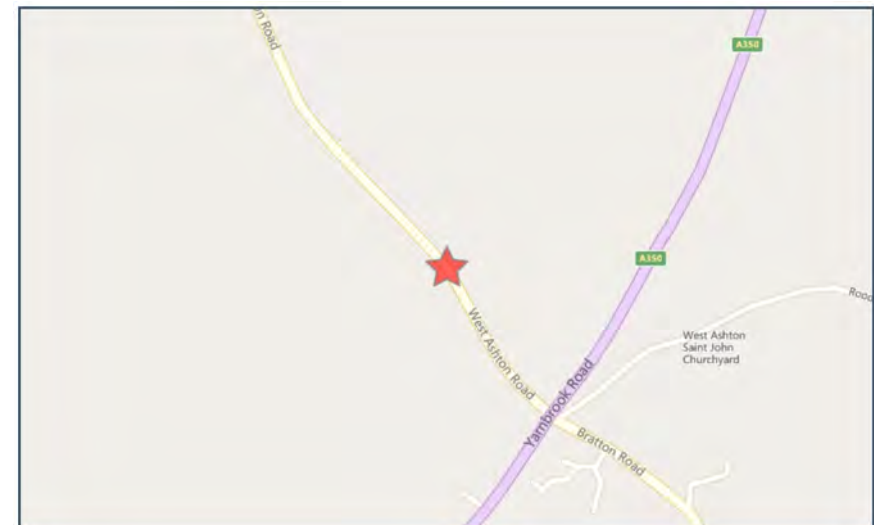
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date:	Friday, November 01, 2019	Time of Crash:	8:05:00 AM	Crash Reference:	201954A868519
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Wiltshire			Number of Vehicles:	4
Local Authority:	Wiltshire (from 2009)			OS Grid Reference:	387546 156035
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Dislodged vehicle load in carriageway				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	3	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Journey as part of work	None	None
2	Car (excluding private hire)	1	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	Other object	None
3	Car (excluding private hire)	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Other object	None
4	Car (excluding private hire)	12	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Other object	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
4	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

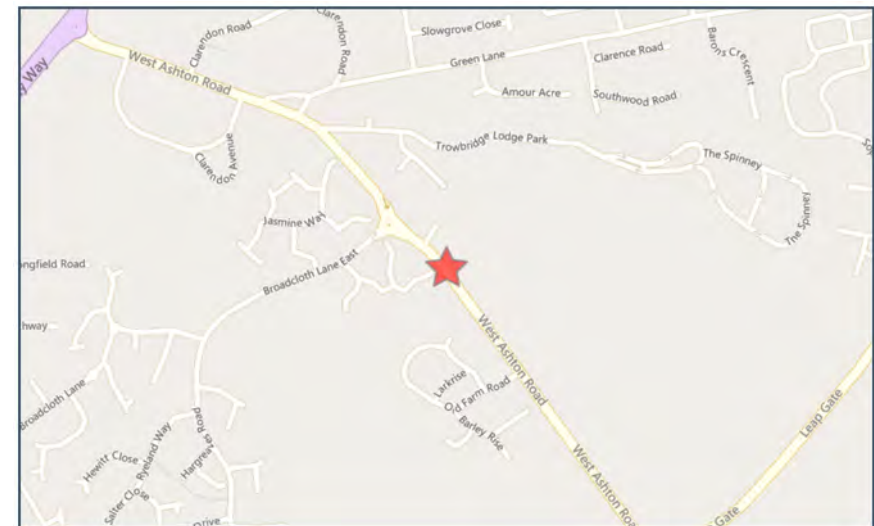
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Validated Data

Crash Date: Monday, January 18, 2016 **Time of Crash:** 9:22:00 AM **Crash Reference:** 2016540510016

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Wiltshire			Number of Vehicles:	2
Local Authority:	Wiltshire (from 2009)			OS Grid Reference:	386628 157426
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Female	26 - 35	Vehicle is in the act of turning left	Nearside	Taking pupil to/from school	None	None
2	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

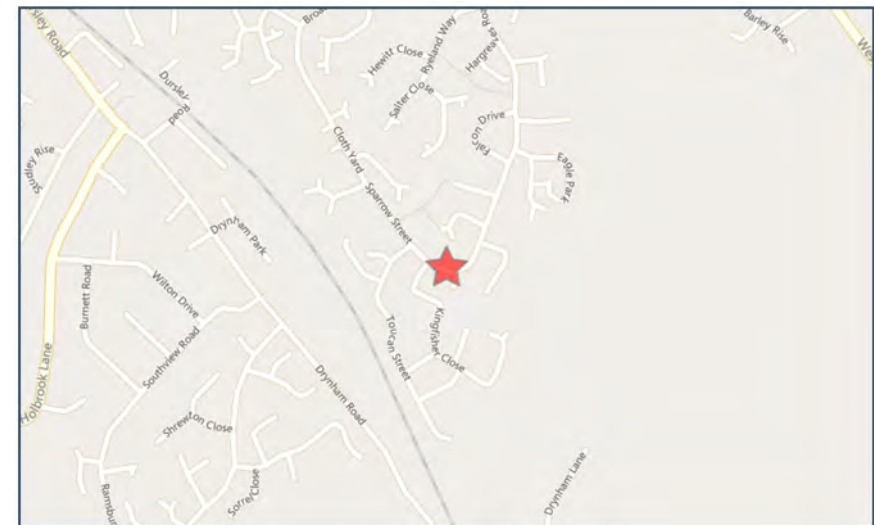
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Validated Data

Crash Date: Saturday, April 02, 2016 **Time of Crash:** 5:24:00 PM **Crash Reference:** 2016542879916

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Wiltshire			Number of Vehicles:	2
Local Authority:	Wiltshire (from 2009)			OS Grid Reference:	386204 156825
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		2 Male	46 - 55	Vehicle is in the act of turning right	Offside	Other	None	None
2	Pedal cycle		-1 Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

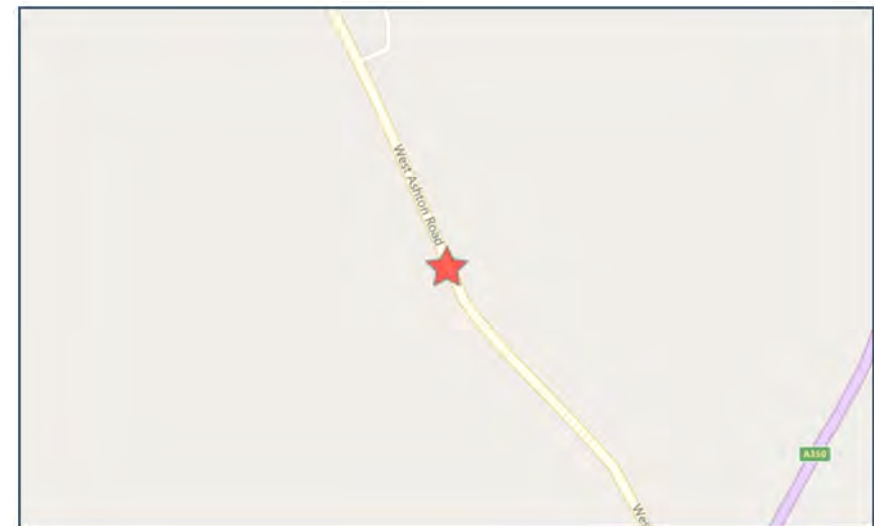
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date: Saturday, June 03, 2017 **Time of Crash:** 3:40:00 PM **Crash Reference:** 2017544915717

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Wiltshire			Number of Vehicles:	2
Local Authority:	Wiltshire (from 2009)			OS Grid Reference:	387302 156330
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	6	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
2	Car (excluding private hire)	10	Female	26 - 35	Vehicle is slowing down or stopping	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

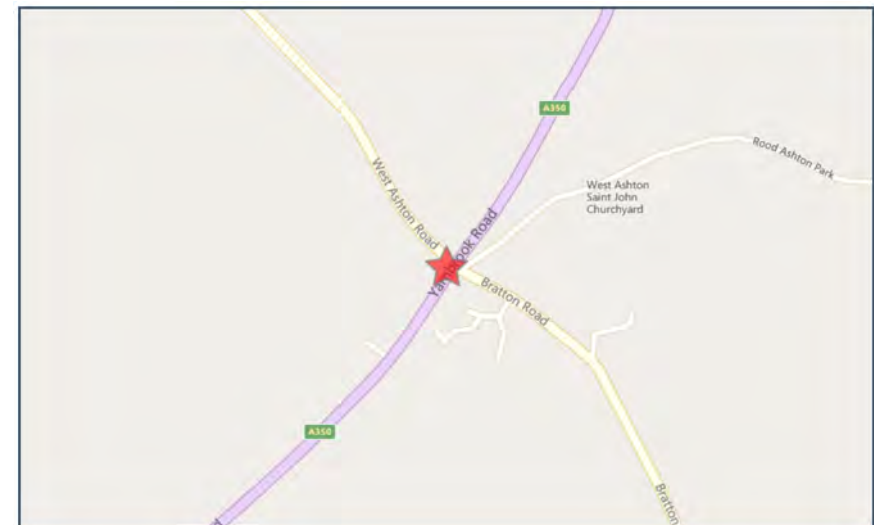
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date: Wednesday, February 14, 2018 **Time of Crash:** 4:00:00 PM **Crash Reference:** 2018541442918

Highest Injury Severity:	Slight	Road Number:	A350	Number of Casualties:	1
Highway Authority:	Wiltshire			Number of Vehicles:	2
Local Authority:	Wiltshire (from 2009)			OS Grid Reference:	387688 155812
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Other vehicle, whether motorised or not	-1	Male	36 - 45	Vehicle is in the act of turning right	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

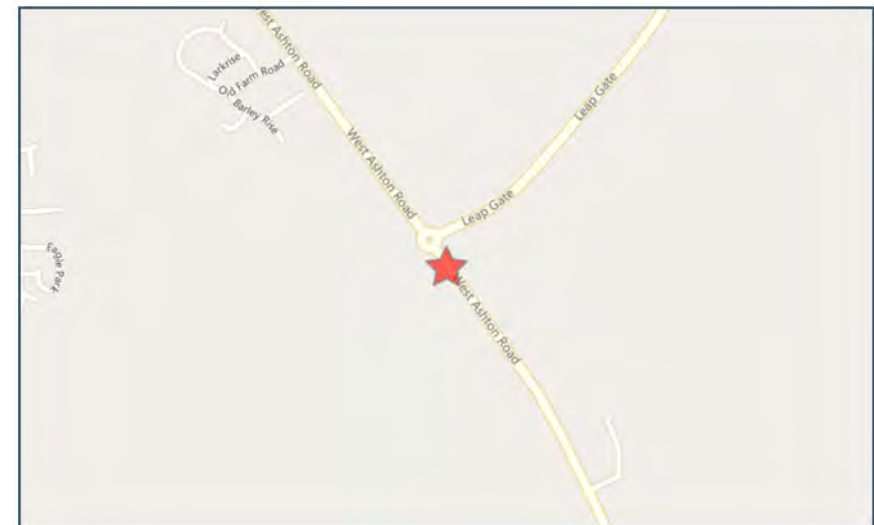
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date: Friday, June 29, 2018 **Time of Crash:** 11:40:00 AM **Crash Reference:** 2018545935918

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Wiltshire			Number of Vehicles:	2
Local Authority:	Wiltshire (from 2009)			OS Grid Reference:	386962 156962
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		3 Male	46 - 55	Vehicle is moving off	Front	Other	None	None
2	Pedal cycle		-1 Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

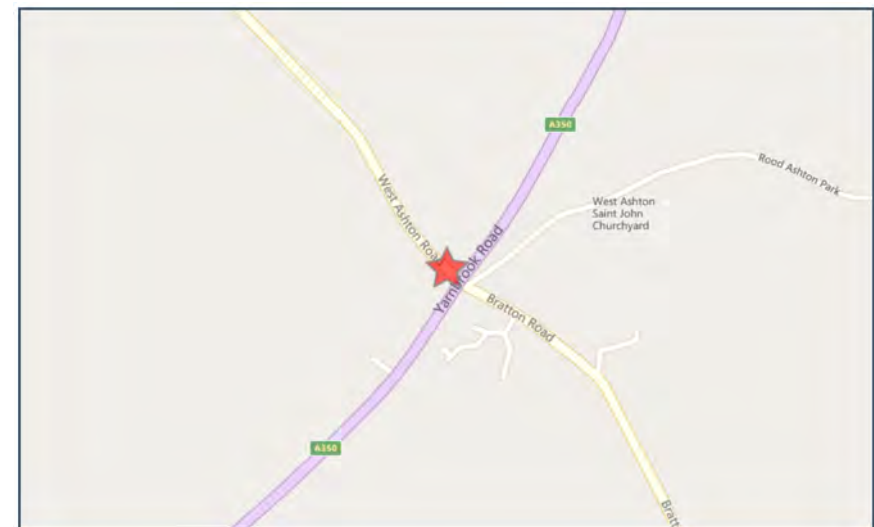
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date:	Saturday, May 25, 2019	Time of Crash:	3:15:00 PM	Crash Reference:	2019545035519
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	2
Highway Authority:	Wiltshire			Number of Vehicles:	2
Local Authority:	Wiltshire (from 2009)			OS Grid Reference:	387679 155832
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	18	Male	16 - 20	Vehicle is in the act of turning left	Front	Other	None	Entered ditch
2	Car (excluding private hire)	5	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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APPENDIX F

PARKING BEAT SURVEYS

TROWBRIDGE PARKING SURVEY									
Toucan Street Thursday 17th June 2021 0700-1900									
Day	Time	DRIVEWAYS				ON STREET			Time
		ZONE A	ZONE B	ZONE C		ZONE A	ZONE B	ZONE C	
Thursday 17th June 2021	800	7	14	4		3	8	2	800
	815	7	12	3		3	7	2	815
	830	6	7	1		3	9	2	830
	845	5	6	1		3	9	2	845
	900	5	5	1		3	10	2	900
	915	5	8	1		3	9	2	915
	930	7	9	1		2	8	2	930
	945	8	10	1		2	8	2	945
	1000	8	11	2		3	6	2	1000
	1015	8	14	2		3	6	2	1015
	1030	8	14	2		4	7	2	1030
	1045	8	15	2		4	8	2	1045
	1100	8	16	2		6	8	2	1100
	1115	8	16	2		6	8	2	1115
	1130	8	16	2		5	9	3	1130
	1145	8	14	2		5	9	3	1145
	1200	8	13	2		4	9	3	1200
	1215	8	13	2		4	9	3	1215
	1230	8	13	2		4	9	3	1230
	1245	8	13	2		3	9	3	1245
	1300	7	13	2		3	7	2	1300
	1315	7	14	2		3	7	2	1315
	1330	7	14	2		3	8	2	1330
	1345	7	14	2		3	8	2	1345
	1400	7	14	2		3	8	2	1400
	1415	7	14	3		3	8	2	1415
	1430	7	13	3		3	7	2	1430
	1445	7	12	3		3	7	2	1445
	1500	6	9	4		3	6	2	1500
	1515	6	10	4		3	6	2	1515
1530	6	10	4		3	6	2	1530	
1545	6	10	3		3	6	2	1545	
1600	7	11	3		3	7	2	1600	
1615	7	11	3		3	7	2	1615	
1630	7	12	4		4	7	2	1630	
1645	7	12	5		4	7	2	1645	
1700	8	13	5		4	8	2	1700	
1715	8	13	5		4	8	3	1715	
1730	8	13	5		4	8	3	1730	
1745	8	13	5		4	9	3	1745	
1800	8	14	5		4	9	3	1800	



NOTE:



APPENDIX G

LAYBY LOCATION



Legend

- Approximate Site Location
- Layby Location



APPENDIX H

CONSTRUCTION INFORMATION

[REDACTED]

From: [REDACTED]
Sent: 23 July 2021 09:27
To: [REDACTED]
Subject: FW: Drynham Lane - Current State of play

[REDACTED]

Pegasus Group

PLANNING | DESIGN | ENVIRONMENT | ECONOMICS | HERITAGE

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  www.pegasusgroup.co.uk

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*****IMPORTANT INFORMATION REGARDING PEGASUS GROUP & CORONAVIRUS / COVID-19*****

From: [REDACTED]
Sent: 16 July 2021 11:47
To: [REDACTED]
Subject: RE: Drynham Lane - Current State of play

[REDACTED]

Further to our conversation on average we have 8-10 deliveries a day and around 30-50 sub-contractors on site each day once things are up and running .

We expect full duration to the build program for this development to be 3 and a half years.

Regards

[REDACTED]

[REDACTED]

 [REDACTED]
 [REDACTED]
 [REDACTED]
www.wainhomes.co.uk

