

**Transport Access Assessment
Core Strategy Greenfield Site Allocation
Bath & Whitchurch**

October 2013

1 Introduction

- 1.1 This more detailed evidence supports Green Belt site allocation focusing on specific highway mitigation measures, local opportunities and site access requirements.
- 1.2 This evidence supplements previous evidence in particular Core Documents CD9/I2/1-27 the **Transport Evaluation Report** (Arup, Feb 2013).
- 1.3 Each Green Belt location is covered in turn.

2 Odd Down, Bath

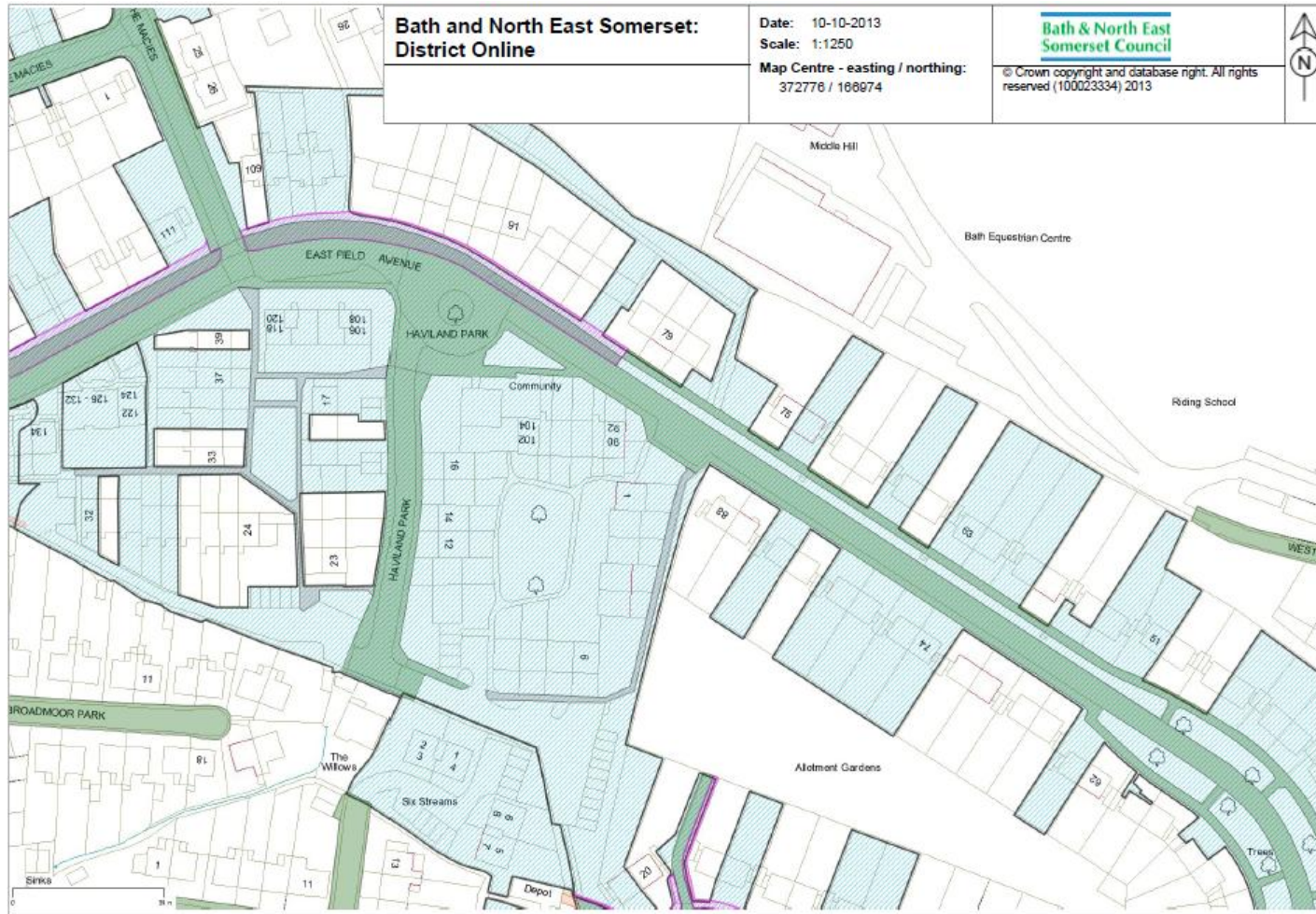
- 2.1 Access would need to be gained from both Combe Hay Lane and the Sulis Meadows development with both access point being interconnected through the site.
- 2.2 A pedestrian link would be required to the north linking the site to the existing route linking Cranmore Place to Frome Road between the Sainsbury and Three Ways School sites.
- 2.3 The loss of the football club would result in the loss of parking used by St Gregory's School. This must be replaced.
- 2.4 A safe link would be required between the development and Odd Down Park and Ride site in order to provide attractive access to public transport. This would require allocation of additional land for those residents at the western end of the site, although direct links could be provided via Sulis Manor Estate for the eastern part of the site.
- 2.5 Whilst a long link into the site from South Stoke Lane would be possible, Cross Keys junction is poor so any access would necessitate upgrading of this junction.
- 2.6 Good permeability in Sulis Manor Estate for pedestrians and cyclists is desirable.

3 Weston, Bath

Site behind Eastfield Avenue (C1/C2)

- 3.1 Site could only reasonably be served by access from Eastfield Avenue. There are a number of possible access options from a possibility of access being formed through land off Eastfield Avenue, but level differences would need to be addressed, as the footpath and land sit at a higher level than the carriageway.
- 3.2 Eastfield Avenue has a carriageway of 5.5m wide, with footways to both sides, and is also a bus route. The network of residential streets surrounding Eastfield Avenue offer choices in pedestrian and cycle access to Weston village.
- 3.3 Eastfield Avenue could provide an acceptable means of access, but requires 3rd party land, and therefore can only be delivered with additional land being secured by the landowners.
- 3.4 **Map 1** indicates (coloured green) the extent of adopted highway. The hatched areas are identified as being controlled by Curo, and I understand the remaining land adjoining to be in private ownerships.
- 3.5 Weston Farm Lane would be considered totally unsuitable to serve as access to some residential development.

Map 1: Land behind Eastfield Avenue, Weston - Bath: Extent of the Adopted Highway



Site east of Lansdown Lane

- 3.6 Site has the access to Upper Weston Farm to the north boundary, and could be accessed directly from Lansdown Lane.
- 3.7 Lansdown Lane, at this point, is a steep road falling from north to south, and is within the National Speed Limit. The vehicle speeds are high, and there is no footway on the eastern side.
- 3.8 The site has a hedge and bank boundary to Lansdown Lane, where there is a level difference between the site and the carriageway, and to create an access would require significant engineering works to achieve acceptable gradients on site.
- 3.9 The site is close to the local centre and public transport facilities, but the topography of the area may be a deterrent to many to walk, cycle and access public transport.
- 3.10 The site frontage would enable an access to be formed with appropriate level of visibility for 30mph speed limit (2.4m by 90m), but vehicle speeds need to be addressed on Lansdown Lane, and the speed limit reduced. The street lighting also needs to be extended on Lansdown Lane and within the new site roads. A footway across the site frontage should be provided.
- 3.11 Road gradients should be a maximum of 1 in 12.
- 3.12 Permeable pedestrian/cycle routes through adjoining residential streets should be explored.
- 3.13 A loop road through the site could enable an extension to the bus service which currently runs through Napier Road.

Site west of Lansdown Lane

- 3.14 Site is accessed directly off Lansdown Lane and suffers the same set-backs as the site to the east of Lansdown Lane, in respect of the gradient of Lansdown Lane, and gradients that could be achieved on the site.
- 3.15 There is a 1.3m wide footway fronting the site, but there is a pinch point in this width where it abuts the Napier Road development.

- 3.16 Access could possibly be achieved through demolition of a dwelling, or dwellings, on Napier Road, but there is a level difference that would need to be addressed, but could be better achieved at the western end of Napier Road.
- 3.17 Napier Road has a good standard of carriageway and footway provision, and includes a bus route.
- 3.18 The site frontage onto Lansdown Lane would enable an access to be formed with appropriate level of visibility for 30mph speed limit (2.4m by 90m), but vehicle speeds need to be addressed on Lansdown Lane, and the speed limit reduced. The street lighting also needs to be extended on Lansdown Lane and within the new site roads. A widened footway across the site frontage should be provided.
- 3.19 Road gradients should be a maximum of 1 in 12.
- 3.20 Permeable pedestrian/cycle routes through adjoining residential streets should be explored. Public transport can be accessed on Napier Road.
- 3.21 **Map 2** indicates (coloured green) the extent of adopted highway.

Site off Broadmoor Lane

- 3.22 Site would be accessed from Broadmoor Lane, where the lane is only of 3.7m wide and has no footways or lighting.
- 3.23 There are already existing issues of congestion and safety associated with traffic on Broadmoor Lane, particularly in relation to the school at the eastern end, due to the narrowness of the lane, on-street parking and the lack of pedestrian facilities. There would not be sufficient ability to secure appropriate upgrading of this route for the safe use by all highway users.
- 3.24 Broadmoor Lane is therefore not considered appropriate to serve as access to this site, on transportation and highway safety grounds.
- 3.25 On the basis of this assessment this site is not considered suitable for approx. 20 houses on highway grounds.

Map 2: Land to the East and West of Lansdown Lane, Weston - Bath: Extent of the Adopted Highway

Bath and North East Somerset:
District Online

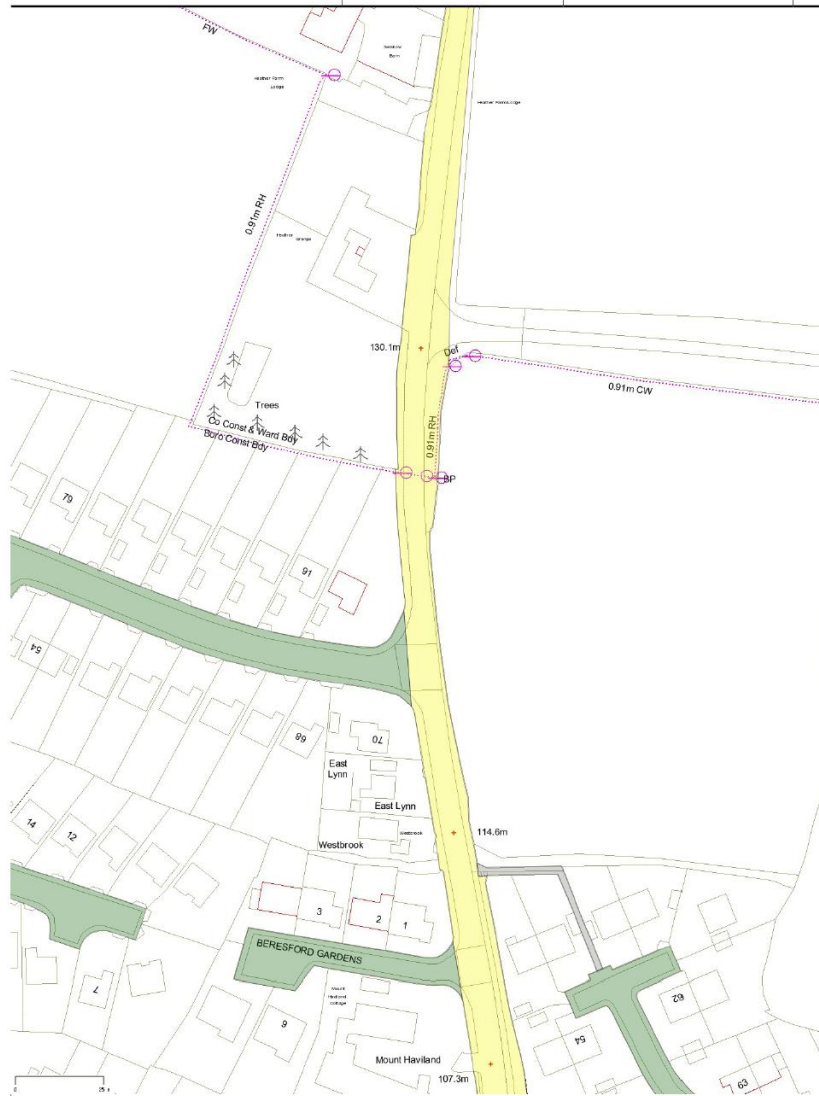
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4 Whitchurch

- 4.1 Analysis for the Robert Hitchens Appeal (land north of Orchard Park) has demonstrated that 295 dwellings on that site alone will result in saturation being reached at A37/Staunton Lane junction.
- 4.2 Regarding that site, acceptable means of access are achievable from Stockwood Lane.
- 4.3 Whilst up to 125 additional houses on the existing Horseworld Visitor centre site has little additional impact, as the design of that development splits traffic heading for A37 between Staunton Lane and Woollard Lane, as well as affording access to alternative routes to A37 via Stockwood Lane, any additional development to the east of the A37 will result in severe impact on A37.
- 4.4 Regarding the Horseworld Visitor Centre site, suitable means of access have been agreed off Staunton lane and Sleep Lane, south of the existing narrow section.
- 4.5 However, despite the above, it is strongly recommended that a combined development of no more than 300 dwellings be permitted in Whitchurch to the east of A37.
- 4.6 Regarding a site to the west of A37, no alternative routes to A37 are available. Given the situation described above, development of this site will result in severe problems on A37 and, as such, would be unacceptable.

Transport Developments Team