

## **Holt Traffic Plan: review of the Wiltshire Core Strategy and notes on developments likely to have an impact on traffic through Holt.**

### **Context**

1. The Wiltshire Council Core Strategy (covering the period from now to 2026) refers to Core Policy 62 : “ Development impacts on the Transport Network”. This requires that developments should “provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages”.
2. In fulfilling this requirement, developers have to assess transports impacts, contribute towards sustainable transport improvements, and submit travel plans with any planning applications likely to have significant transport implications.
3. In addition, within their own smaller scale strategic plans, community areas are expected to prepare sustainable Transport Plans to be implemented in concert with significant housing and commercial developments and other major changes.
4. The information below draws from transport references in the Core Strategy, and from the emerging Transport Plans for Melksham and Trowbridge community areas. So far, Bradford on Avon does not seem to have a web-accessible community area Transport Plan.

### **Spatial Developments in the next 13 years**

5. Melksham – 270 new dwellings on the old George Ward School site, NE of town; 700 dwellings east of Melksham.
6. Trowbridge – 2600 dwellings, 15 Ha of employment development at Ashton Park Urban Extension, SE of Trowbridge.
7. Bradford on Avon – 150 dwellings, 2-3 Ha of employment development at Kingston Farm.
8. Chippenham – major housing and some employment developments to the N and E of Chippenham, plus 800 dwellings and 18 Ha of employment development SW of Chippenham.
9. Holt Tannery – planning application for phase 1 in May 2013, including: expansion of Glove Factory, 1200 sqm extension, up to 80 new jobs; new car park of 200 spaces for completion summer 2014; phase 2 housing development application likely in autumn 2013, works commencing after completion of phase1.

### **Major Road Developments in next 13 years**

10. Hilperton Relief Road – spur road linking Hilperton Road roundabout with the western end of Horse Road: first occupation of a dwelling on this development was 22/08/2012 so, because the developer is required as part of the planning approval to complete and open the HRR within 4 years of this date, HRR must be open by 22/08/2016.
11. East and South of Trowbridge – A350 West Ashton Relief Road and A350 Yarnbrook Relief Road. No dates for likely completion yet known.

### **Minor Road Developments in next 13 years**

12. Staverton Bridge – currently operates at over 85% of capacity at morning and evening peak hours. Bridge strengthening anticipated in Trowbridge plans but, by 2026, the expectation is still for peak hour operation to be at over 85% capacity.

## **Observations**

13. Both Bradford and Melksham are recognised as commuting hubs generating rush hour traffic in and out of town. The B3107 is one of the commuting routes for these towns which could experience increased traffic, especially at peak hours, as a result of developments. For the housing developments in Melksham and at Kingston Farm, it is likely that there will be an as yet unknown increase in traffic through Holt when these works commence and after completion.
14. A feature of the strategic plans is that, at least so far, traffic volume modelling and road improvement/road building seems to overlook the B3107 through Holt. There is mention of the bridge strengthening at Staverton and possible widening of the B3107 (Kingston Farm), but that is as far as it goes. The Holt Travel Plan team may want to consider how best to make sure the Holt village views are taken on board by development and strategic bodies.
15. The HRR could reduce the number of HGV's using Holt to access Canal Road and similarly located Trowbridge businesses. It is important that Holt can gauge the potential impact on village traffic of this development.
16. The Holt Tannery development, including the changes proposed for the Glove Factory site, recognises the need to address many of the issues (traffic volumes, parking, National Trust promotion of the Courts etc).