

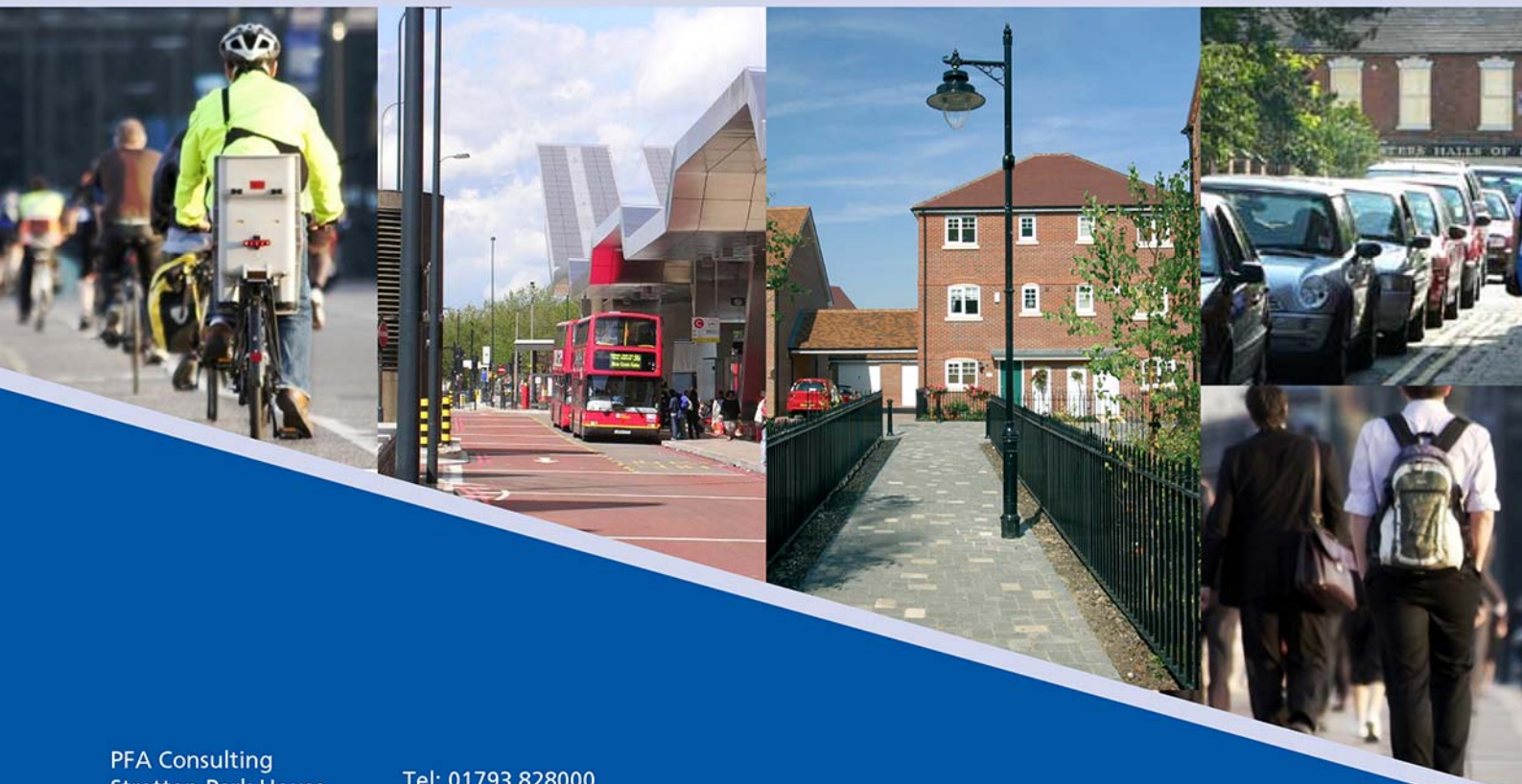


CHERHILL NEW VILLAGE HALL

TRANSPORT STATEMENT

NEW CHERHILL VILLAGE HALL STEERING GROUP

APRIL 2017



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Job No	C741		
File Reference	G:\workfiles\C741\REPORTS\C741-DOC02 TRANSPORT STATEMENT.docx		
	Name	Date	Initials
Prepared By	G EVES		<i>GE</i>

Issue	Date	Comments	Approved
1	April 2017		
			G EVES

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Appendix 2	Pre Application Highways Advice
Appendix 3	Site Layout

1. INTRODUCTION

General

- 1.1. This Transport Statement has been prepared to support a Community Right to Build order for a new Village Hall for Cherhill.

Use of Village Hall

- 1.2. During the daytime the existing village hall is typically used by local groups such as day centre and pre-school groups, but during the evenings and weekends is used by a wider range of users including, for example, scouts, Theatre Group and other various clubs and organisations as well as more general village functions.
- 1.3. The new "Village Hall" will replace the existing facility which is located in the centre of the village. The new facility will have a gross floor area of 400-450m² with a main hall area of about 180m² (*which would have capacity for about 186 seats*) catering for a similar range of activities as the existing hall but with the larger floor area offering greater flexibility. In this respect the area of the present main hall is about 120m². The new village hall will also have additional meeting rooms.
- 1.4. Wiltshire Council's guidance on parking requirements suggests a parking standard of 1 car parking space per 5 seats for halls and places of assembly. On this basis it is proposed that the new hall would have 45 parking spaces and 4 disabled spaces. The proposed site layout is as shown at **Appendix 3**.
- 1.5. When the new hall is built, it is assumed that the existing hall will be disposed of for a residential use.

2. THE SITE

- 2.1. The site at Park Lane is well located in terms of its proximity to the village itself. 80% of the village lies within 800m of the site and can be accessed from the village streets without the need to walk alongside the A4 main road. For those with mobility difficulties the site can be reached from most of the village without encountering any significant gradient issues.

Vehicle Access Arrangements

- 2.2. The access from Park Lane will be in the vicinity of the existing field access. This existing gateway requires widening to provide for a width of "about" 6m so as to allow easy ingress/egress of vehicles. Consideration has been given to widening Park Lane between its junction with the A4 and this access, as suggested by the Development Control Engineer at Wiltshire Council. However, such widening would have the potential to encourage visitors to the village hall to park on Park Lane (*thus, in any event restricting traffic flows to a single width*) but, more particularly encouraging non-village hall users (*ie. those visiting the downs to park on this section of widened lane*). A balance has therefore to be struck between facilitating two-way traffic movements between the site access junction and the A4, and the consequence of facilitating on-street car parking along this section of road. Waiting restrictions are unlikely to be effective in preventing such on-street car parking given the lack of enforcement which is likely to be available.

- 2.3. Accordingly, it is proposed that Park Lane be widened to 5.5m for approximately 20m from the A4 give-way line, sufficient to allow a large vehicle to exit from the lane at the same time as a vehicle is turning into the lane. This full widening should not, however, be extended back to the access point as this would encourage more general parking in the widened section. The lane will however be widened to 5m so as to facilitate turning in and out of the new access. This arrangement is shown on plan C741/02 at **Appendix 1**.
- 2.4. The A4 is subject to a 40mph speed limit at this location with a “gateway” feature with a physical central island identifying the commencement of the speed limit some 85m to the east of the Park Lane junction. Visibility splays of 2.4m x 120m, commensurate with the speed limit, are shown on plan C741/02.

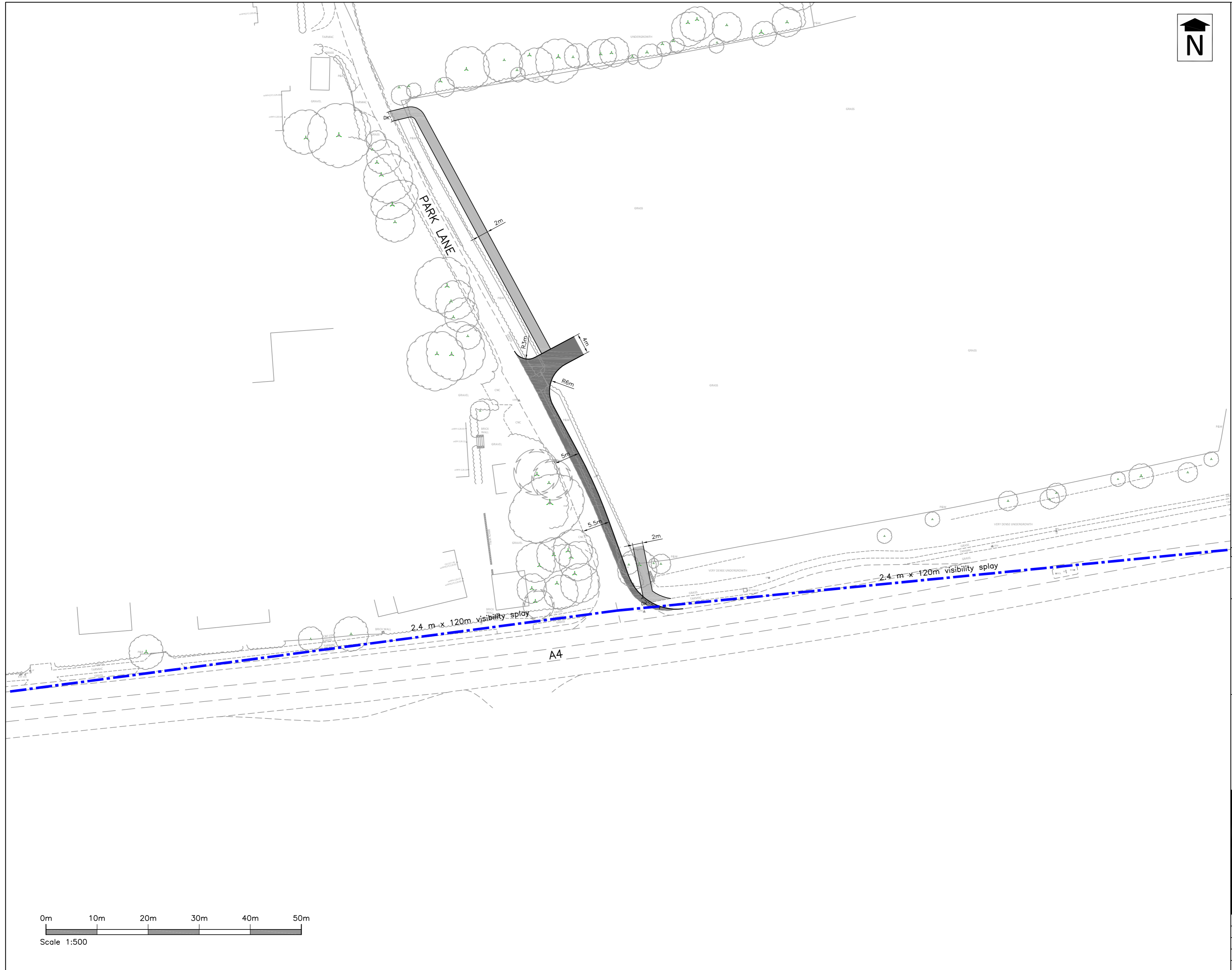
Pedestrian Access

- 2.5. A pedestrian link from the south west corner of the site directly onto the footway alongside the A4 will be provided as shown on plan C741/02. Tactile paving will be provided at dropped kerb crossing points within the Park Lane Bellmouth.
- 2.6. There are no footways alongside the roads with the village itself (*although there is a footway alongside the A4*). The Council’s Development Control Office has identified a requirement for a footway “across the site frontage”. It is therefore proposed that such pedestrian provision is provided within the site, behind the hedge, as shown on plan C741/02 for two reasons:-
- i) it enables much of the existing hedge to be retained;
 - ii) if a footway were to be provided adjacent to the Park Lane carriageway it would be likely to result in vehicles parking “half on – half off” the footway as a result of the parking issues identified in Paragraph 2.2 above;
- 2.7. The footway within the site then emerges onto Park Lane at the north western corner of the site where pedestrians then walk within the carriageway as they do throughout the entire village (*all of the village roads are subject to a 20mph speed limit*).
- 2.8. The above seeks to satisfy the pre-application advice given by Council’s Development Control Engineer which is attached as **Appendix 2**.

3. TRAFFIC GENERATION

- 3.1. The existing (*and future*) uses of the hall do not tend to generate traffic during the normal peak hours. Daytime uses tend generally to be between 10am and 4pm, whilst evening uses are mainly between about 7pm and 10pm.
- 3.2. Vehicle movements tend to be spread over a relatively short period as people arrive for meetings or events and are slightly more concentrated over a shorter period at the end of any meeting or event as people leave.

- 3.3. The use of the existing hall generates traffic movements, and, for most meetings and events, the overall level of traffic generated by the new hall is unlikely to be materially different from that generated by the existing hall. However, clearly the additional main hall floor space may give rise to some additional traffic movements when the new hall is “at capacity”. Such capacity events are only likely to occur infrequently at weekends (*e.g. when the theatre group is putting on a production, or if there is a wedding reception being held in the hall*).
- 3.4. The new location of the village hall will mean that the majority of such traffic will route directly to the A4 thus removing traffic from the village roads, as presently all traffic associated with the existing hall has to route along the village roads.
- 3.5. The existing village hall has only limited parking (*for about 8 vehicles*). As a consequence, even for regular meetings and village activities, the lack of car parking means that vehicles park along the village streets creating inconvenience to local residents, and, occasionally, preventing the passage of large vehicles (*which could be problematic if access for a fire engine through the village is compromised – which has been known to occur*).
- 3.6. The arrangements at the new location will remove these existing parking issues.
- 3.7. Pedestrian access to the existing hall is via a steep ramp which makes access for the disabled or elderly difficult. The new hall will have access which is Disability Discrimination Act compliant and therefore will be better able to serve the needs of all of the villagers. On this basis it is considered that the new village hall will have significant access and accessibility benefits over the existing arrangements.



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Preliminary
These drawings are produced for initial discussion and illustrative purposes only, and should not be relied upon for tender or pricing purposes.

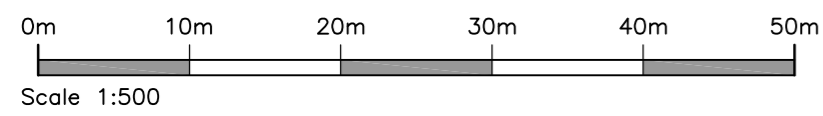
NOTES

1. Plan based on topographical survey information supplied by Land Development Services Ltd, Drawing Number LDS/13184-TP2 dated August 2016.

KEY

- Area of new footway
- Area of new carriageway
- Visibility Splay
- Dropped kerb

Rev	Date	Description	Initials	Check
Status				
PRELIMINARY				
Client				
Cherhill Village Institute				
Project				
Cherhill Village Hall				
Drawing Title				
Access Arrangements				
Drawing No.				
C741/02				
Date	January 2017			
Scale	1:500 @ A2			
Drawn By	RML	Checked By	DRB	
E-Mail	rlucas@pfapl.com			
File Ref.	\\Drawings\C741-02.dwg			



“Simon / Mark

Firstly, I apologise for the delay providing highway guidance – I was under the impression that advice had been supplied.

Firstly, any proposal would need to be supported by a short Transport Statement.

The proposal is located towards the east of the village. Therefore this puts pressure on the highway links in order that the site is accessible to walking, cycling and for vehicle movements (from outside the village). Dark Lane is a narrow single track lane.

If this proposal is to proceed I consider that a strong emphasis will need to be the walking and cycling links from within the village and the vehicle access from the A4.

Walking / cycling – The links via Dark Lane are limited. I therefore require provision of a footway (2m) across the site frontage. Options for links to north (the street) and South (A4) need to be investigated to provide connectivity.

Vehicle access – I note that Dark Lane is single lane – I require that as part of the proposal Dark Lane, the width of the lane is increased to a minimum width of 5m across the site frontage. With the ownership and public highway this should be feasible but needs to be thoroughly checked.

With regard to the junction with the A4, I consider the carriageway width should be increased to 5.5m for the first 20m. Radii of junction and footway connectivity needs to be detailed. Visibility splays will need to be demonstrated.

Car parking provision will need to accord with the Wiltshire parking strategy.

If there are any queries please call or email.

Regards

Paul

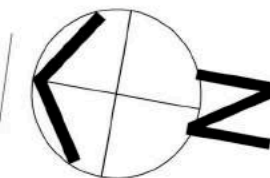
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Height of bank varies from
0.8 - 1.2 metres high

Section A-A
Scale 1:50



- TREES**
- Ac Acer campestra
 - Al Amelanchier lamarckii
 - Ca Corylus avellana
 - Cm Crataegus monogyna
 - FsD Fagus sylvatica Dawyck Gold
 - Fs Fagus sylvatica
 - Ms Malus sylvestris
 - Ps Prunus x subhirtell Autumnalis
 - Sa Sorbus aria

- SHRUBS**
- Bs Buxux sempervirens
 - Ct Choisya x dewitteana 'Aztec Pearl'
 - Cs Cytisus scoparius
 - Ha Helleborus angustifolia
 - Pl Prunus 'Otto Luyken'
 - Vo Viburnum opulus 'Compactum'

- BULBS**
- Np Narcissus pseudonarcissus

Revisions
Revision A - Amendments following meeting with architects 27.02.2017
Revision B - Amendments following meeting with architects 20.03.2017

Project
CHERRILL VILLAGE HALL

Client
Cherrill Village Institute

Drawing Title
Planting Plan

To be read with Planting Schedule,
Specification and Maintenance
Plan

Drawing no. CVI/01 Rev. B
Date February 2016
Scale 1:250 @ A2