

Project:	Land at Bay, Gillingham, Dorset	Reference:	C151127
Client:	PG Ridgely Trust		
Subject:	North Dorset Local Plan EIP – Sustainability/Deliverability of Land South-West of Bay		
Prepared by:	Imogen Nicholson	Date:	18/02/2015
Approved by:	Paul Warner	Date:	19/02/2015
Revision:	-	Date	-

1.0 Introduction

1.1 Background

1.1.1 This Technical Note has been prepared by Hydrock Consultants Ltd on behalf of the applicant PG Ridgely Trust and is submitted in support of the proposed residential development site, located on Land at Bay, Gillingham, Dorset. See **Figure 1.1** below, which indicates the sites location and context within the town. This Technical Note highlights the sustainable location of the proposed residential development site, demonstrating its accessibility by sustainable modes of transport and proximity to a range of local services and facilities.



Figure 1.1: Proposed Site Location



2.0 ACCESSIBILITY TO THE SITE BY NON-CAR MODES OF TRAVEL

2.1 Local Services, Facilities and Amenities

2.1.1 *Manual for Streets* (paragraph 4.4.1) states that ‘walkable neighbourhoods’ are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance. The expired PPG13 – Transport stated that walking offers the greatest potential to replace short car trips, particularly for journeys under 2km. Whilst PPG13 has been superseded by the National Planning Policy Framework (NPPF), the NPPF contains no guidance on walking or cycling distances and therefore reference to PPG13 is still considered appropriate in this regard.

2.1.2 The distances to a range of local services and facilities within proximity of the site, well within the 2km distance that PPG13 indicates, where the potential for walking is most likely thus replacing short car trips, are outlined in **Table 2.1**.

Table 2.1: Local Services, Facilities and Amenities

Service/Facility/Amenity	Distance from centre of site	Journey time on foot ¹	Journey time by bicycle ²
Gillingham Primary School	675m	8mins 26secs	2mins 6secs
Gillingham School	460m	5mins 45secs	1min 26secs
Bus stops	510m	6mins 22secs	1min 35secs
High Street	475m	5mins 56secs	1min 29secs
Post Office	565m	7mins 37secs	1min 45secs
Pharmacy	575m	7mins 11secs	1min 47secs
Supermarket – Co-operative	625m	7mins 49secs	1min 57secs
Rivers Meet Leisure Centre	730m	9mins 7secs	2mins 16secs
Supermarket – Waitrose	650m	8mins 7secs	2mins 2secs
Supermarket – Lidl	740m	9mins 15secs	2mins 18secs
Gillingham Medical Practice	1,070m	13mins 22secs	3mins 21secs
Railway Station	1,045m	13mins 4secs	3mins 16secs
Area of Employment - Brickfields Industrial Estate	1,310m	16mins 22secs	4mins 6secs

¹ Based on walking speed of 80m/minute, taken from ‘Providing Journeys on Foot’, IHT

² Based on cycling speed of 320m/minute, taken from Cycling England Design Guide.

2.1.3 The aforementioned local services, facilities and amenities, and other points of local focus, are included on the Local Services and Facilities (drawing: 151127/T01) included as **Appendix A**.

2.2 Pedestrian Accessibility

2.2.1 There a good provision of footways in the immediate vicinity of the proposed site south-west of Bay. Footways are present on both sides of Bay Fields and Barnaby Mead, which are new residential roads and have been designed specifically with the non-motorised user in mind.

2.2.2 A summary of the pedestrian infrastructure provided in the immediate vicinity of the site and the surrounding area is provided in **Figure 2.1**.



Table 2.1: Summary of Pedestrian Infrastructure – Typical Characteristics

Location	Footways	Street Lighting	Crossing Provision
	Location		
Barnaby Mead	Both sides of carriageway	✓	Uncontrolled pedestrian crossings with dropped kerbs.
High Street	Both sides of carriageway	✓	Uncontrolled pedestrian crossings with dropped kerbs and tactile paving. Zebra Crossing.
Queen Street	Both sides of carriageway	✓	Uncontrolled pedestrian crossings with raised tables, dropped kerbs and tactile paving.
Le Neubourg Way	Both sides of carriageway	✓	Signal controlled pedestrian crossings with dropped kerbs and tactile paving; and uncontrolled crossings with pedestrian refuge islands, dropped kerbs and tactile paving.
Newbury Road	Both sides of carriageway	✓	Signal controlled pedestrian crossings with dropped kerbs and tactile paving; and uncontrolled crossings with pedestrian refuge islands, dropped kerbs and tactile paving.

2.2.3 A Public Right of Way (PRoW) exists along the southern boundary of the proposed development site (Right of Way: N64/45), which provides a link between Barnaby Mead to the west and Bay Lane to the north east. To the east, Right of Way N64/44 provides a route around the perimeter of Gillingham School to Harding’s Lane, which in turn provides a route to Newbury to the south and the eastern extent of High Street. See **Figure 2.1** below for PRoW adjacent to the proposed site.

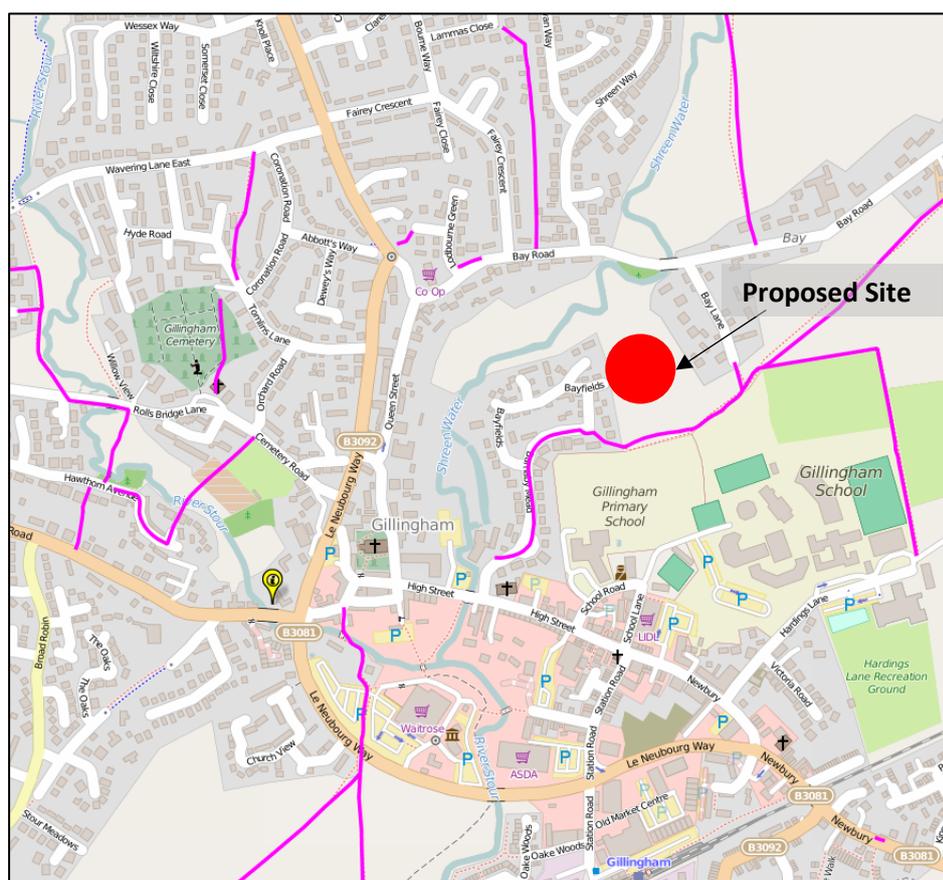


Figure 2.1: Extract of Dorset County Council PRoW Definitive Map, Gillingham



2.2.4 It is clearly evident that the application site is surrounded by existing walking infrastructure providing excellent connectivity with the surrounding residential areas, local services and facilities.

2.3 Cycle Accessibility

2.3.1 PPG13 stated that cycling also has the potential for substituting short car trips, particularly those under 5km. All of Gillingham and a number of surrounding villages are located within 5km of the proposed development site; therefore, it is considered that cycling presents a viable alternative for travel to the site, other than by car.

2.3.2 A cycle map of Gillingham produced by Dorset County Council is included as **Appendix B**. The map highlights that there are a number of on-road signed cycle routes and advisory cycle routes in proximity to the proposed site south-west of Bay.

2.3.3 In addition there are two national cycle routes in the vicinity of Gillingham. National Route 25 links with Frome and National Route 24 at Longleat and runs south through Gillingham and Poole to Bournemouth on the Dorset coast. National cycle route 253 (formerly Regional Route 41) runs in a loop off National Route 25, taking in Blandford Forum, Shaftesbury, Gillingham, Sturminster Newton and Okeford Fitzpaine.

2.3.4 It can be concluded that cycling is a viable travel option from Gillingham to locations for employment and retail, as well as cycling for leisure.

2.4 Public Transport Accessibility

Bus

2.4.1 There are numerous bus services operating in close proximity to the site.

2.4.2 The nearest bus stops to the site, south-west of Bay, are located on the High Street, approximately 510m walking distance to the south west of the application site.

2.4.3 The bus stop infrastructure provided at these stops is summarised in **Table 2.2**.

Table 2.2 Summary of Bus Stop Infrastructure

Location	Bus Stop Layby	Flag and Pole	Service Timetable	Shelter	Seating	Street Lighting	Raised Kerbs	Real Time Information
Gillingham, Bus Shelter	✓	✓	✓	✓	✓	✓	✗	✗
Gillingham, Methodist church	✓	✓	✓	✗	✗	✓	✗	✗

2.4.4 The bus services that operate from these stops are summarised in **Table 2.3**.



Table 2.3 Summary of Bus Service Timetables

Service Number	Operator	Route	Service Frequency Monday-Fri	Service Frequency Evenings	Service Frequency Saturday	Service Frequency Sunday	First Bus	Last Bus
25	Salisbury Reds	Salisbury - Fonthill Bishop - Tisbury - Gillingham	1 service per day	No Service	No Service	No Service	-	14.53
		Gillingham - Tisbury - Fonthill Bishop - Salisbury	1 service per day	No Service	No Service	No Service	09.06	-
37	Shaftesbury & District Motor Services	Gillingham - Poole	1 service per day Mondays Only	No Service	No Service	No Service	09.21	-
		Poole - Gillingham	1 service per day Mondays Only	No Service	No Service	No Service	-	15.06
39	Shaftesbury & District Motor Services	Gillingham - Salisbury	1 service per day Tuesdays Only	No Service	No Service	No Service	09.21	-
		Salisbury - Gillingham	1 service per day Tuesdays Only	No Service	No Service	No Service	-	15.02
42	South West Coaches	Gillingham - Yeovil	1 service per day Tuesdays Only	No Service	No Service	No Service	09.24	-
		Yeovil - Gillingham	1 service per day Tuesdays Only	No Service	No Service	No Service	-	15.03
59	Damory Coaches	Shaftesbury – Gillingham	Every 1 hour	No Service	No Service	No Service	07.50	18.00
80	Shaftesbury & District Motor Services	Frome - Gillingham - Shaftesbury	1 service per day	No Service	2 services per day	No Service	08.42	17.40
		Shaftesbury - Gillingham - Frome	1 service per day	No Service	2 services per day	No Service	09.10	13.22
158	South West Coaches	Wincanton - Shaftesbury	Every 2 hours	No Service	Every 2 hours	No Service	07.39	17.44
		Shaftesbury - Wincanton	Every 2 hours	No Service	Every 2 hours	No Service	09.40	18.25
159	South West Coaches	Shaftesbury Upper School - Gillingham School	1 service per day	No Service	1 service	No Service	15.40	-
		Gillingham School - Shaftesbury Upper School	1 service per day	No Service	2 services	No Service	-	15.53
340	Damory Coaches	Shaftesbury - Gillingham - Dorchester	1 service per day Wednesday Only	No Service	No Service	No Service	09.21	-



		Dorchester - Gillingham - Shaftesbury	1 service per day Wednesday Only	No Service	No Service	No Service	-	15.10
Source: Traveline South West								

2.4.5 As can be seen from **Table 2.3**, the bus services that currently stop in the vicinity of the development site provide access to a wide range of locations. The bus stops for these services are located just beyond the distance that *Manual for Streets* states is comfortably walkable at 510m from the site centre; however, they are well within the 2km walking catchment identified by PPG13.

2.4.6 It can be concluded that there is a high provision of regular bus services, routes 59 and 158 specifically, that run in proximity to the proposed development site providing access to surrounding local towns.

Rail

2.4.7 Gillingham Railway Station is located approximately 1,045m to the south of the proposed development site.

2.4.8 Gillingham Station is located on the West of England Main Line connecting London Waterloo with Exeter St. Davids.

2.4.9 A summary of the infrastructure at the stations is provided in **Table 2.4** and the local rail services are summarised in **Table 2.5**.

Table 2.4: Summary of facilities at railway stations

Station	Waiting Room	Refreshments	Toilets	Internet	Accessible for mobility impaired users
Gillingham	✓	✓	✓	✗	✓

Table 2.5: Summary of Rail Services

Destinations	Approx. Frequency (Mon – Sat)	Approx. Journey Duration	First/Last Train
Exeter St. Davids	Every hour	1 hour 25 minutes	06.42 / 22.35
London Waterloo	Every hour	2 hours	05.37 / 22.55
Salisbury	Every hour	25 minutes	05.37 / 22.55
Yeovil Junction	Every hour	20 minutes	06.42 / 22.35

Source: National Rail Enquiries

2.4.10 It can be concluded that there is a high provision of rail services, providing direct access to surrounding local towns and also major cities further afield.

2.5 Accessibility Summary

2.5.1 Due to the site being located in close proximity to good existing sustainable transport infrastructure and regular bus services, it is considered that residents would be able to benefit from the diverse range of both motorised and non-motorised sustainable travel options that are already available.



2.5.2 There are a number of bus stops, local shops, schools and areas of employment located within comfortable walking/cycling distance of the development site. Linked trips on foot, by cycle, by bus and rail are equally reasonable transport options to the wider area.

2.5.3 Consequently, it is considered that there are ample opportunities for residents and visitors associated with the site south-west of Bay to be able to travel to and from the proposed site by sustainable modes of transport.

3.0 DELIVERABILITY

3.1 Network Capacity

3.1.1 In transport terms, the deliverability of the proposed development site south-west of Bay should be considered in the context of the likely impact on the local highway network of the proposed development. Whilst the impact of development traffic would be considered within a Transport Statement or Assessment accompanying any application for planning permission, impact assessment work undertaken as part of recent planning applications for larger quantum of development can provide an indication of the level of capacity on the local highway network more generally.

3.1.2 The recent applications for 250 dwellings on Land off Le Neubourg Way (application no.2/2014/0916/OUT) and for 90 residential dwellings at Lodden Lakes (application no.2/2014/0938/OUT) undertook detailed capacity modelling at the following junctions on the local highway network:

- B3092 Peacemash/Queen Street/Le Neubourg Way Roundabout
- Le Neubourg Way/Wyke Street/ Le Neubourg Way Signal Controlled Junction
- Le Neubourg Way/Newbury Mini-Roundabout
- Shaftesbury Road/New Road/Newbury Signal Controlled Junction

3.1.3 From the site a South-West Bay, it is likely that traffic would disperse on the local highway network quickly due to the number of routes available to the east and west of the site. From reviewing the local highway authority's responses to the above mentioned planning applications, comments in respect of the deliverability of proposed highway improvements and from the capacity assessment results, it can be deduced that the addition of traffic associated with a scheme of 50 residential dwellings on Land South-West of Bay is unlikely to present a severe impact on the local highway network. The implementation of a robust residential Travel Plan would further reduce the impact from the proposed development, together with improvements to the local highway network already identified and considered acceptable in association with the above mentioned applications.



APPENDIX A

Local Services and Facilities Plan

DRAWING REF: 151127/T01



Ordnance Survey, (c) Crown Copyright 2015. All rights reserved. Licence number 100022432

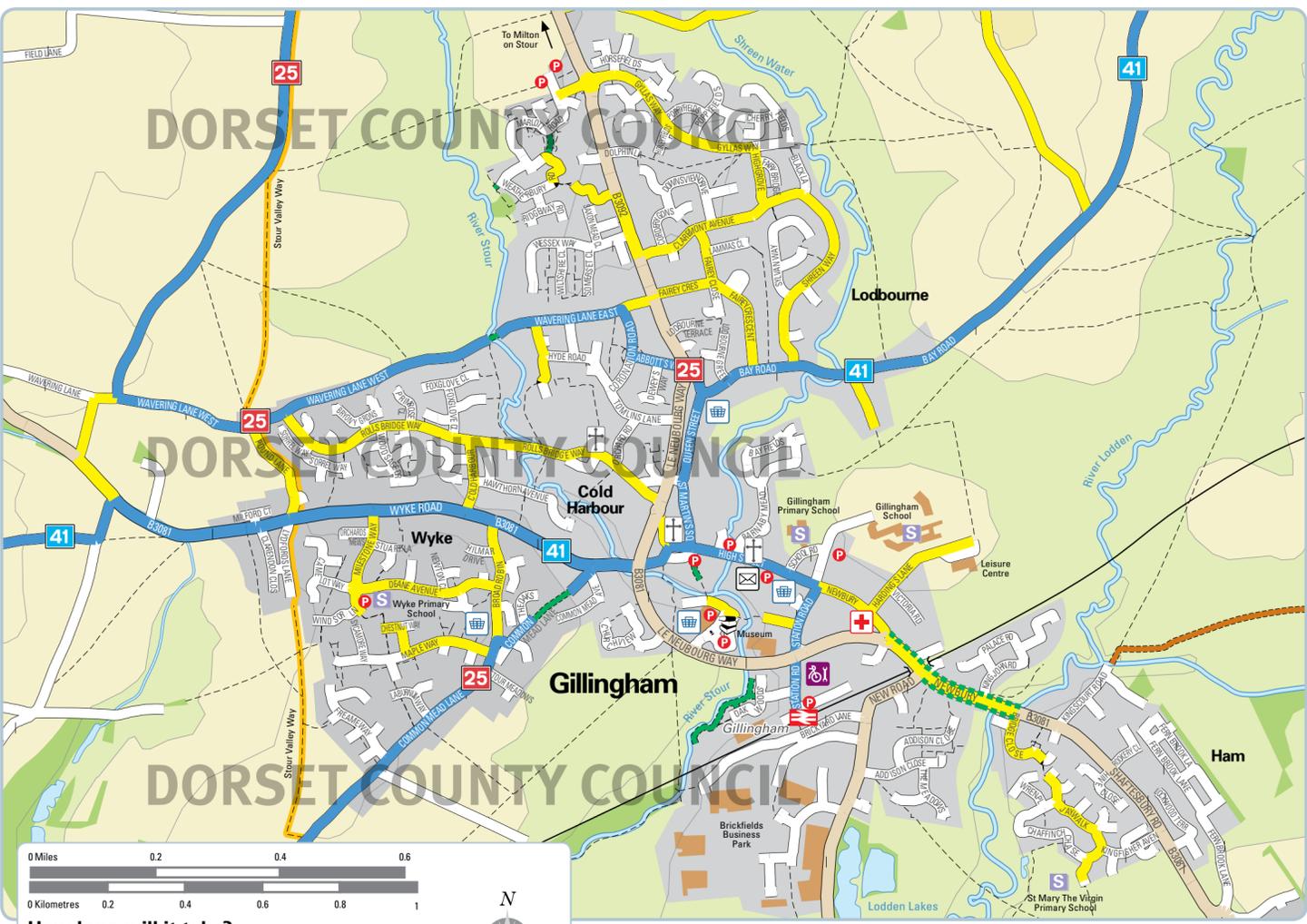
KEY		PUBLIC TRANSPORT	
	APPLICATION SITE		GILLINGHAM RAILWAY STATION (WEST OF ENGLAND MAIN LINE) SERVICES OPERATE BETWEEN EXETER ST DAVIDS, GILLINGHAM, SALISBURY AND LONDON WATERLOO STATION.
EDUCATION			NEAREST BUS STOPS
	ADULT EDUCATION CENTRE	BUS SERVICES	
	GILLINGHAM PRIMARY SCHOOL	25 GILLINGHAM - TISBURY - FONTHILL BISHOP - SALISBURY	
	GILLINGHAM SCHOOL	37 POOLE - GILLINGHAM	
	WYKE PRIMARY SCHOOL	39 SALISBURY - GILLINGHAM	
EMPLOYMENT		42 YEovil - GILLINGHAM	
	ROMAN BUSINESS CENTRE	59 SHAFTESBURY - GILLINGHAM	
	BRICKFIELDS INDUSTRIAL ESTATE	80 SHAFTESBURY - GILLINGHAM - MERE - MAIDEN BRADLEY	
	BRICKFIELDS BUSINESS PARK	158 BOURTON - GILLINGHAM - SHAFTESBURY	
TOWN CENTRE / HIGH STREET FACILITIES INCLUDE		158 WINCANTON - SHAFTESBURY	
	CHEMIST, POST OFFICE, CLOTHING / FASHION, GREEN GROCERS, CHARITY SHOPS, RESTAURANTS, FAST FOOD, PUBLIC HOUSE, NEWSAGENTS, HARDWARE STORE, BANKS, TRAVEL AGENT, ESTATE AGENT AND VARIOUS RETAIL OUTLETS.	159 SHAFTESBURY UPPER SCHOOL - GILLINGHAM SCHOOL	
LOCAL FACILITIES		309 BLANDFORD - SHAFTESBURY	
	GARAGE AND MOT TEST CENTRE	X9 BLANDFORD - SHAFTESBURY - GILLINGHAM	
	CO-OP FOOD STORE AND LOCAL SHOPS		
	CONVENIENCE STORE & POST OFFICE AND INDEPENDENT SHOPS		
	PETROL FILLING STATION		
RETAIL FACILITIES			
	WAITROSE SUPERMARKET		
	ASDA SUPER MARKET		
	LIDL SUPERMARKET		
HEALTH CARE			
	GILLINGHAM DENTAL PRACTICE		
	THE BARN GP SURGERY		
	PEACEMARSH GP SURGERY		
	WINNING SMILES DENTAL PRACTICE AND CHEMIST		
SPORTS, LEISURE AND RECREATIONAL FACILITIES			
	TOWN HALL		
	BOWLING CLUB		
	ROYAL BRITISH LEGION		
	RIVERS MEET SPORTS CENTRE FACILITIES INCLUDE SWIMMING, FITNESS SUITE AND SPORTS HALL		
	GILLINGHAM FOOTBALL GROUND		
	LIBRARY AND MUSEUM		
	YOUTH CENTRE		
	ALLOTMENTS		
ISOCHRONES			
	400m INDICATIVE WALKING DISTANCE		
	800m INDICATIVE WALKING DISTANCE		
	1.2km INDICATIVE WALKING DISTANCE		

Rev	Date	Description	By	Ckd
Over Court Barns, Over Lane, Almondsbury, Bristol, BS32 4DF. TEL: 01454 619 533 FAX: 01454 614 125 or visit www.hydrock.com <small>This drawing is the copyright of Hydrock Ltd. No liability will be accepted for any amendments to this drawing either printed or digital by parties other than Hydrock.</small>				
Client: PG RIDGLEY TRUST				
Project: PROPOSED RESIDENTIAL DEVELOPMENT LAND AT BAY, GILLINGHAM, DORSET				
Project Number: C151127				
Drawing Title: LOCAL SERVICES AND FACILITIES PLAN				
Drawn:	Checked:	Scale @ A3:	Drawn Date:	First Issue:
SCJ	IN	NTS	18/02/15	18/02/15
Drawing Status: IN REPORT				
Drawing No. 151127/T01 Revision -				



APPENDIX B

Cycle Map of Gillingham



KEY

- Busy and high speed roads suited to confident cyclists only (unsuitable for inexperienced cyclists or families)
- Busy road suited to experienced cyclists (depending on traffic flows, may not suit inexperienced cyclists or families at certain times of days)
- Signed cycle route on-road
- Advisory cycle route (traffic volumes may vary according to the time of day)
- Bus route
- Unmade Unclassified County Road/Green Lanes (open to all vehicular traffic including pedestrians, horse riders and cyclists which have very low or no traffic)
- Traffic-free cycle path
- Bridleway - mountain bike recommended
- Byway open to all traffic
- Footway where you should walk your bike
- Footpath / Permissive Path
- Stour Valley Way
- National Cycle Route / Regional Cycle Route
- Cycle parking
- Place of worship
- College / School
- Library
- Toucan / Pelican crossing
- Railway station
- One-way
- Steep arrow (arrow points downhill)
- Hospital
- Post office
- Supermarket / Convenience store
- GP Surgery
- Bike Shop
- Tourist information

Metres

0-20 20-40 40-60 60-80 80-100 100-120 120-140 140-160 160-180 180-200 200-220 220-240 240-260 260-280

Rural Urban height above 160 m Urban

Contours are shown at 10 metre intervals

The representation of a route is not an assurance that it is safe in all circumstances. Each cyclist must make this judgement on his or her own experience.

BIKE POLITE!

Cycling has grown by 80% in Dorset since 2003 as people cycle to work, to school, to get fit or just to get out of the house and enjoy themselves. More cyclists mean that there is greater chance of conflict with other road users. However, if everyone is considerate, then there is plenty of space for all. Set a good example to other road users and keep yourself and them safe by following the Bike Polite Code:

- Shared Paths** – slow down, ring bell or say “excuse me” and say thanks when passing
- Footways** – pavements are for pedestrians. Never cycle on a busy pavement, it is illegal, selfish and may put other road users at risk of injury
- Traffic Lights** – cyclists are traffic too, so stop at red lights. Jumping red lights is illegal and may put you and other road users at risk of injury
- After Dark** – use front and rear lights and reflective or light clothing after dark so you can be seen

GET ACTIVE!

More than half of all adults are overweight or obese. Inactive or unfit people also have a much higher risk of dying from Coronary Heart Disease, Strokes, Cancer and Type II Diabetes. Being physically active dramatically reduces the chance of contracting these diseases.

The Government's Chief Medical Officer recommends people do half an hour of moderate exercise five days a week and walking and cycling instead of driving are great ways to achieve this. Just half an hour cycling a day reduces the risk of heart disease, stroke and lung disease.

WHY WALK OR CYCLE?

- Makes you feel good and keeps you fit
- Gives you more energy
- Reduce stress and helps you sleep better
- Keeps your heart 'strong' and reduces blood pressure
- Helps to manage your weight
- Saves money – no need to worry about rising fuel costs
- Reliable journey time, avoids traffic jams
- Zero carbon emission – do your bit to fight climate change

WHY ARE WALKING & CYCLING THE PERFECT ACTIVITIES FOR HEALTH?

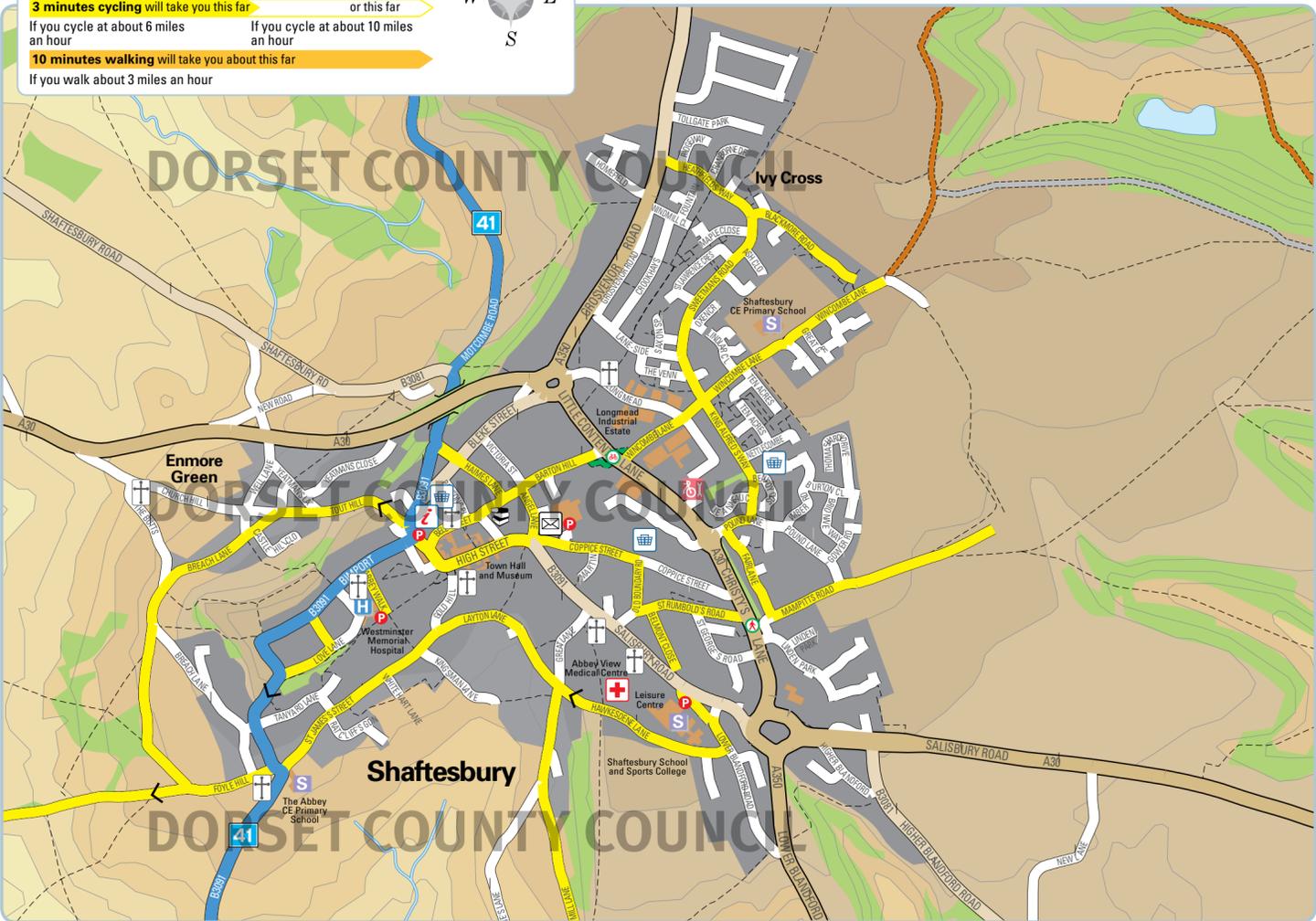
- Almost everyone can do it
- You can do it anywhere and any time
- It's a chance to make new friends
- It's free and you don't need special equipment to walk
- Modern bicycles are comfortable and good value – or pick up a cheap second hand one from your local bike shop

WALKING TIPS

- Wear a good pair of comfortable shoes
- Take water with you
- Be seen – walk towards oncoming traffic if you have to step into the road
- Use this map to plan your route
- Take care when crossing roads
- Be considerate to other path users such as cyclists and horse riders

CYCLING TIPS

- Follow the Highway Code (see the Bike Polite! section)
- Wear a cycle helmet (make sure it is fitted correctly)
- Keep your bike well maintained with a regular service by a professional. Fit a bell, check brakes, tyres and steering
- Be visible, wear reflective clothing
- Use this map to plan your route, avoid difficult junctions or high speed roads
- On road, position yourself where you are visible, maintain a gap from the kerb or parked cars and use clear signals
- Undertake refresher cycle training if you do not feel confident on your bike
- Avoid theft by always locking your bike



CONTACTS

www.whi.org.uk/walkfinder – search the walking for health website to find a walk led by the Gillingham Group

www.northdorsetramblers.org.uk – local branch of The Ramblers leading local walks

www.transitiontownshaftesbury.org.uk – community network rebuilding resilience and reducing carbon emissions to help Shaftesbury deal with peak oil and climate change

www.walkingworks.org.uk – support and information to encourage people to walk to work

www.livingstreets.org.uk – national charity representing the rights of pedestrians

www.dorset-ramblers.co.uk – find a local walk and local Ramblers Association groups

www.dorsetyoungwalkers.org.uk – Ramblers Association group for younger members with led walks

www.Walkbudi.com – search for other people going your way to share your walk with

www.dcn.org.uk – Dorset Cyclists' Network campaigning for a cycle friendly Dorset

www.wessexctc.org – local group of the Cyclist's Touring Club providing led cycle rides throughout Dorset

www.cycloan.co.uk – providers of cycle hire and cycle training

www.wessexcycletaining.co.uk/index.htm – providers of cycle training

www.dorsetforyou/bikeability – child cycle training in Dorset to the “Bikeability” standard

www.b-activeindorset.org – supporting people to participate in sport and physical activity

www.dorsetforyou.com/travelchoice – reduce your car use by using active, sustainable transport

www.carsharedorset.com – free carshare journey matching database to help you save money and reduce your carbon emissions

www.sustrans.org.uk – the UK's leading sustainable transport charity

www.lcc.org.uk/index.asp?PageID=62 – useful guidance about cycling in traffic

www.transportdirect.info – UK wide multi-modal journey planning tool



A GUIDE TO WALKING AND CYCLING

SHAFTESBURY & GILLINGHAM

ACTIVE TRAVEL

Have you found this map useful?
Please contact travelchoice@dorsetcc.gov.uk to provide any feedback or suggestions

REPORTING PROBLEMS

Please report defects with footways, cycle tracks and roads such as potholes, lighting, overhanging vegetation, obstructions, flooding etc to Dorset Direct on 01305 221020 or online at www.dorsetforyou.com (search “report highway defects”).

Problems with Rights of Way can be reported online at: <http://maps.dorsetforyou.com/countryside/reportproblem/>

For general issues about walking and cycling please contact the Travel Choice Team at travelchoice@dorsetcc.gov.uk or call 01305 228228

These Active Travel Maps were developed in partnership with:
Transition Town Shaftesbury

Published by CycleCity Guides for Dorset County Council. www.cyclecityguides.co.uk. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted, in any form or by any means, electronic, mechanical, photocopying recording or otherwise without the permission of the publisher and copyright owner. This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Licence no 100015871 (2010). The representation of a track or a path is no evidence of a public right of way. This is not a Definitive Map of Rights of Way and has no legal status. Users of all routes shown on this map do so entirely at their own risk. We cannot guarantee that all routes and bridleways will always be passable by bike particularly in wet weather. Dorset County Council and CycleCity Guides accept no responsibility for omissions or errors. Photographs Dorset County Council. Illustrations © istock

