

Highway Development Control Consultation Response

Planning Application Ref: PL/2025/03307

Site Address: Land West of Oakleigh Acres, Draycot Cerne, Chippenham

Proposal: Erection of B8 unit and associated works.

Date of Consultation Response: 08/12/2025

The access arrangements provide for a suitable radius for HGVs to enter and exit the public highway.

The visibility splay correctly identifies a splay distance along the B4122 as 120 m from the centre of the access 2.4 m back from the edge of the carriageway. The concern for the LHA is that the visibility is provided in accordance with minimum highway standards avoiding visibility provision over third party land. The measured splay on the plans provided appear to indicate that a y distance of 120 m with a 1m offset can be achievable without crossing third party land. Given the importance of the B4122 an adequate visibility splay must be provided to the satisfaction of the LHA to establish that an acceptable access that meets highway safety requirements can be delivered.

The cycle parking provision while adequate in number would need to be moved to the staff parking area adjacent to the office building. The placement to the rear of the site adjacent to the bin storage produces the potential for conflicting movements with HGVs within the site whereas placement within the parking area will ensure a preferred cycle parking provision.

Within the Travel Plan document a bus service is mentioned as a possible alternative to private car journeys. This is not seen as a viable alternative to private car journeys as there is not likely to be sufficient demand for a diversionary service offering of existing bus journeys. While most journeys initially will be by private car, with expansion plans there could be local recruitment opportunities where transport by local bus service would be desirable. I note the applicant's desire to potentially support a bus service that forms part of a S106 obligation for the extant commercial site on Indurent (St. Modwen's) Park, the wider transportation needs of the area would only be certain with the development of the northwest and southwest quadrant of Junction 17 as potential employment sites. Similarly, the development on Scotland Hill (PL/2025/02425) as a large employment site would have implications for network highway use around J17 as this would also be considered 'additional employment' as proposed within the emerging Local Plan. Until this scheme and others within the J17 quadrants is fully accommodated I propose that no contributions be sought for **public transport** through S106 obligations for this site.

Highway Position

There would be an environmental betterment as stated with over 90% of the company's HGV movements along the M4, relocating to a site adjacent to junction 17 of the M4 and according to surveys provided staff travel would not be adversely affected with longer commutes.

Given the survey results indicating that commute times to the re-located facility off the B4122 would be shortened there may be more interest in local bus provision as an alternative to car travel. However, the diversion of the existing bus service is not considered to be commercially viable for this level of development.

Mindful of the comments by National Highways it is considered appropriate for a proportionate contribution from the development towards identified highways mitigation at J17. The Major Road Network scheme for the junction has passed the Outline Business Case stage and is currently progressing through the Full Business Case stage to secure funding. The current costing of the scheme will mean 85% of the £31.9 million cost will be granted from the DfT leaving a shortfall of £5,850,000.

To calculate the proportionate contribution to address the scheme funding shortfall the live applications for employment have been considered.

Application	AM Peak	PM Peak	Average
PL/2025/03307	36	44	40
PL/2023/09891	67	84	75.5
PL/2025/02425	187	199	193

In addition to the applications above, it is also likely that employment may be proposed on the southwest and northwest quadrants of Junction 17, and these are likely to be of a scale equivalent to that proposed to be served from Scotland Hill (PL/2025/02425). In this regard, the total impact from 'additional employment', as proposed by the emerging Local Plan, is as follows:

Application	AM Peak	PM Peak	Average
PL/2025/03307	36	44	40
PL/2023/09891	67	84	75.5
PL/2025/02425	187	199	193
Southwest Quad.	187	199	193
Northwest Quad.	187	199	193
Total	664	725	694.5

To calculate the proportionate contribution for the scheme under PL/2025/03307, the total average peak hour impact flows are divided into the residual junction works costs and then multiplied by the average peak impact from the development proposals, being 40 trips. This calculation is as follows:

$\text{£}5,850,000 / 694.5 \times 40 = \text{£}336,933$ (Index Linked). This calculation will now be utilised in all current and future applications at the junction with any residual funds going towards schemes to enhance active and public transport accessibility of this unsustainable site.

For this reason, it is thought that an appropriate contribution toward future transport use should be provided. Therefore, I request a S106 contribution of **£336,933** to deliver enhancements to Junction 17 and to improve public and active travel accessibility of the locality as part of any permission granted for the above scheme.

While there is no objection to the principle of the proposed development there is need for a visibility splay to be provided within the control of the applicant or wholly within the public highway to the appropriate minimum standards, so this will be conditioned apart from the provision of the visibility splay shown in drawing number 259.0001-0002 P01.

Given the need for the access to be tied into the existing carriageway and concerning the location opposite a well-used public recycling facility it is advisable that the access works be completed under a S278 agreement in order to control traffic management and to provide for the appropriate technical plans to complete the works.

Conditions

No development shall commence on site until visibility splays have been provided between the edge of the carriageway and a line extending from a point 2.4 metres back from the edge of the carriageway, measured along the centre line of the access, to the points on the edge of the carriageway 120 metres to the left and 120 metres to the right from the centre of the access in accordance with the approved plans. Such splays shall thereafter be permanently maintained free from obstruction to vision above a height of 900mm above the level of the adjacent carriageway.

REASON: In the interests of highway safety.

No development shall commence on site (including any works of demolition), until a Construction Method Statement, which shall include the following:

- a) the parking of vehicles of site operatives and visitors;
 - b) loading and unloading of plant and materials;
 - c) storage of plant and materials used in constructing the development;
 - d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - e) wheel washing facilities;
 - f) measures to control the emission of dust and dirt during construction;
 - g) a scheme for recycling/disposing of waste resulting from demolition and construction works; and
 - h) measures for the protection of the natural environment.
- i) hours of construction, including deliveries;

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be complied with in full throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interests of visual amenity and the character and appearance of the area

The development hereby approved includes the carrying out of work on the adopted highway.

You are advised that before undertaking work on the adopted highway you must enter a highway agreement under Section 278 of the Highways Act 1980 with the Council, which would specify the works and the terms and conditions under which they are to be carried out including the full technical approval process.

Contact the Highway Authority's Highway Development Management Team at **highwaysdevelopment@wiltshire.gov.uk** allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Council's costs in undertaking the following actions:

- I. Drafting the Agreement
- II. Approving the highway details
- III. Inspecting the highway works

NB: Planning permission is not permission to work in the highway. It is an OFFENCE to carry out any works to the adopted highway, which includes a Public Right of Way, without the permission of the Highway Authority. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured, and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved. Applications for footway closures, hoarding licences or skips will only be

considered by the Highway Network Management Team on signing of the Section 278 Highway Agreement.

Informative

No construction / demolition vehicle access may be taken along KLAN29 without prior consultation with the Wiltshire Council Rights of Way Warden. Where appropriate any safety/mitigation/reinstatement measures must be approved by the Wiltshire Council Rights of Way Warden.

Reason: To ensure the public right of way remains available and convenient for public use.

No materials, plant, temporary structures or excavations of any kind should be deposited / undertaken which obstruct or adversely affect the public right of way whilst development takes place.

Reason: To ensure the public right of way remains available and convenient for public use.

Ian Fry

If you have any queries regarding the above advice, please contact Ian Fry on 01225 771649, ian.fry@wiltshire.gov.uk