

Proposed Vehicular Access, Land to East of New Road, Melksham, Wiltshire, SN12 7QZ

Technical Note

January 2026

Introduction

1. This Technical Note has been prepared by Transport Dynamics to provide traffic and transport advice to support a planning application which seeks to provide a new vehicular access from New Road, Melksham, Wiltshire to allow the creation of two new detached residential dwellings. A site location plan (**Figure 1**) is provided at **Appendix A**.
2. This Technical Note sets out the general context, explains the proposed vehicular access arrangement and finally confirms that the proposal is sound in traffic and transport terms.

Site Context & Existing Situation

3. New Road runs north south between Sandridge Common in the south and Woodrow Road in the north, meeting both highways with a priority junction.
4. New Road is a lightly trafficked highway and possesses the National Speed Limit being 60mph for cars and light goods vehicles and 40mph for tractors and Heavy Goods Vehicles. As befits the location no street lighting or footways are provided, good forward visibility is provided on New Road.
5. The surrounding area is open countryside, with the application site comprising an open field. Access to that field is currently taken to the south from an existing agricultural access.

Proposed Vehicular Access

6. As detailed previously a new vehicular access is proposed from New Road to serve the two proposed residential dwellings, at the same time a new turning head to facilitate an 11.4m refuse vehicle is proposed.
7. The access has an opening width of 5.5m, with 6m radii. **Drawing PCD781/001** at **Appendix B** details the proposed access. The same drawing also details the proposed visibility splay with 215m achievable in either direction from a setback of 2.4m. Vegetation within this envelope and the public highway will be cut back and maintained below 600mm as required.
8. **Drawing PCD781/TR01** at **Appendix C** detailed swept path analysis for an 11.4m refuse vehicle. As can be seen the subject vehicle can enter and exit in forward gear with ease.

9. Overall, the proposal seeks to provide a modern and fit for purpose vehicular access, with hardstanding, with acceptable visibility splays and the ability for traffic to temporarily set down away from the public highway and enter and exit in forward gear.

Summary & Conclusion

10. This concise written statement supports a proposal to provide a new vehicular access on New Road to support a planning application for two new detached residential dwellings.
11. A visibility splay drawing has been provided detailed that the required visibility splay can be achieved in either direction from the required set back.
12. In addition, swept path analysis has also been provided which confirms that a large refuse vehicle can enter and exit in forward gear.
13. In conclusion, and on the basis of the above, the proposed vehicular access arrangement should not be refused on traffic and transport grounds.
14. The cumulative residual transport impacts of the proposal will not be 'severe' on the local highway network and therefore under the guidance of the NPPF, planning permission should not be resisted or refused on traffic and transport grounds.
15. In summary it is therefore considered that the proposal is acceptable in access, traffic and transport planning terms and as such there are no traffic or transportation reasons why the proposal should not be supported.

Appendix A



Melksham

Site Location

Devizes



Lower Woodrow

Woodrow Road

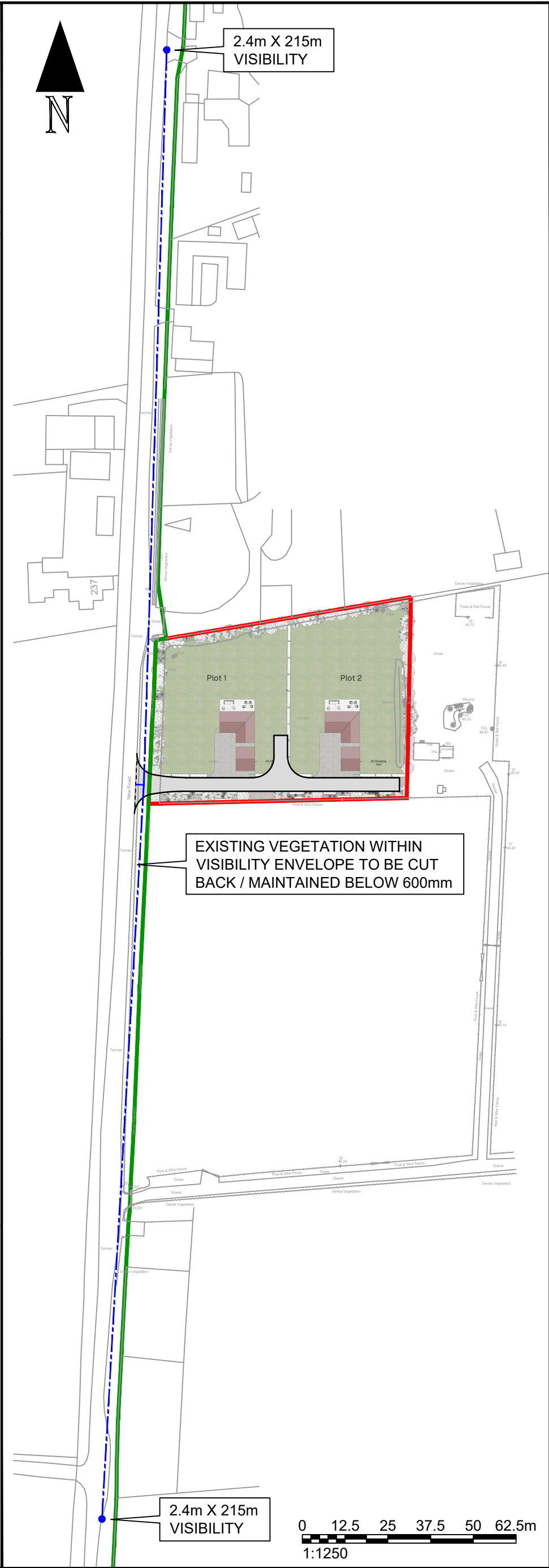
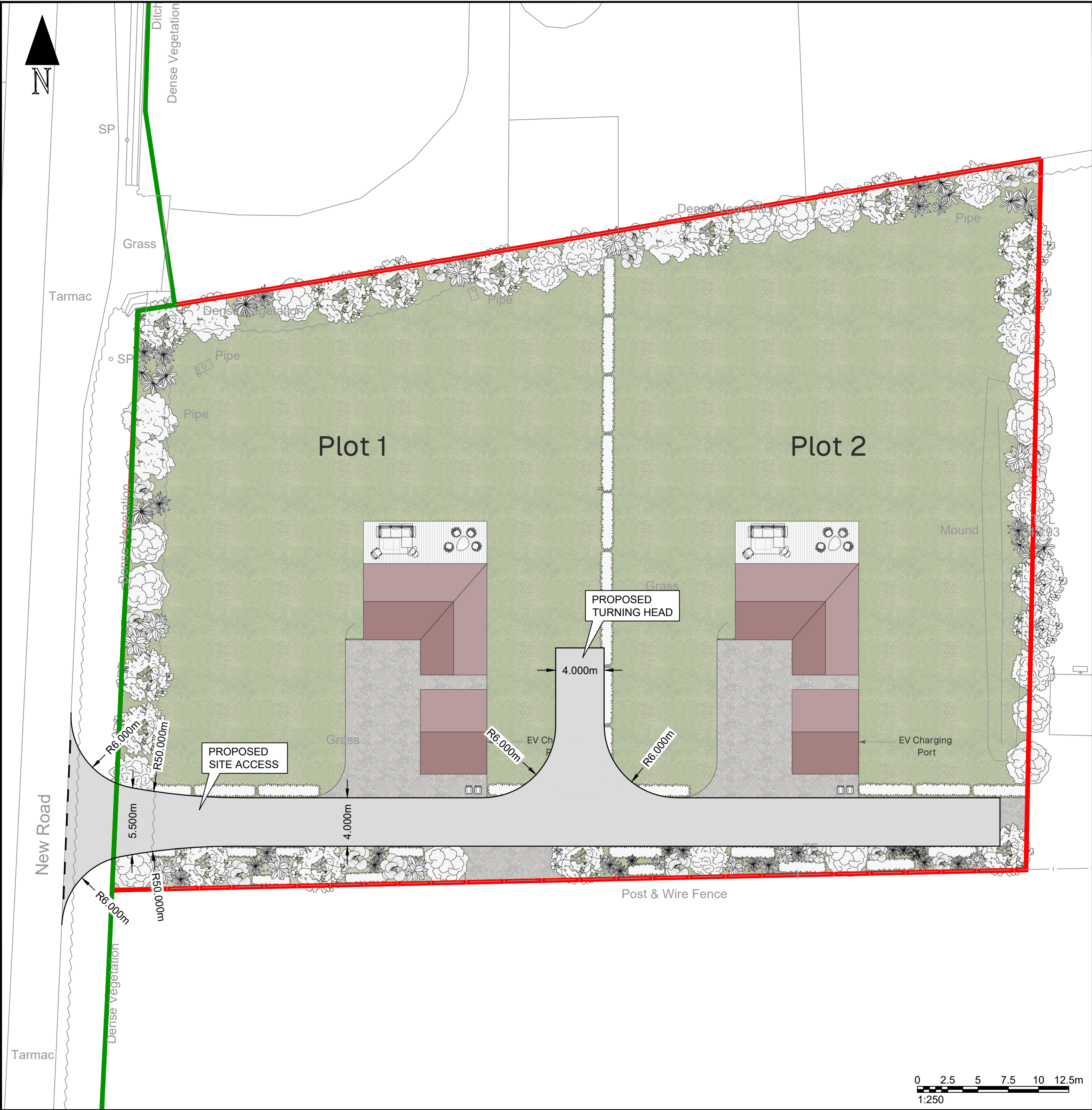
Site Location

New Road



Drawing Title		Site Location Plan			
Job Title		Scale: N.T.S		Drawn by: T.W.S	
Land to the east of New Road, Melksham		1st Issued: Dec 2025		Drg No:	
		Job No: PCD 781		Figure 1	

Appendix B



REV	DESCRIPTION	DRWN	CHKD	DATE
...	...	...	...	...

NOTES:

1. Do not scale from this drawing.

2. This drawing to be read & printed in colour.

3. This drawing is for illustrative purposes only, and not for construction.

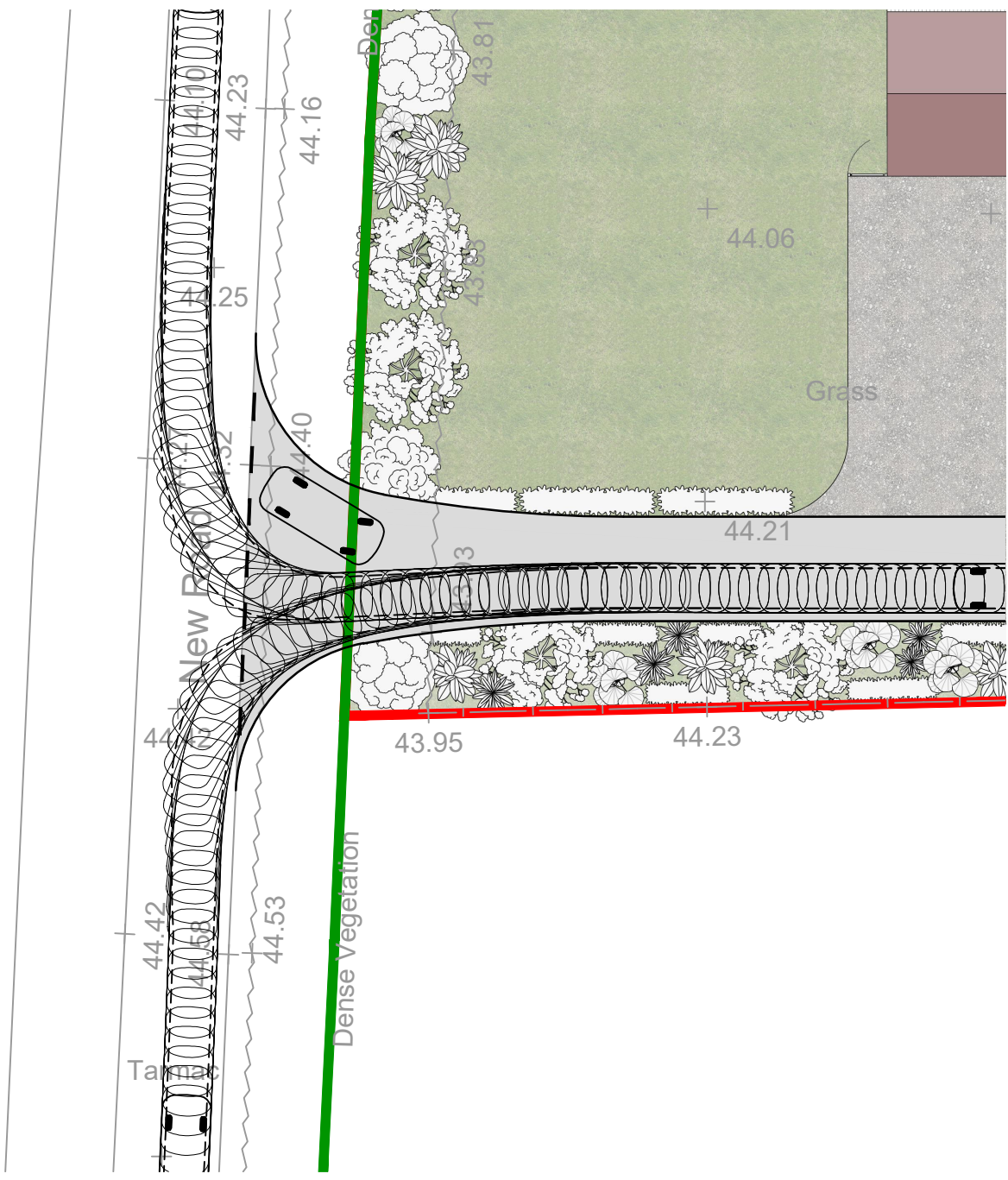
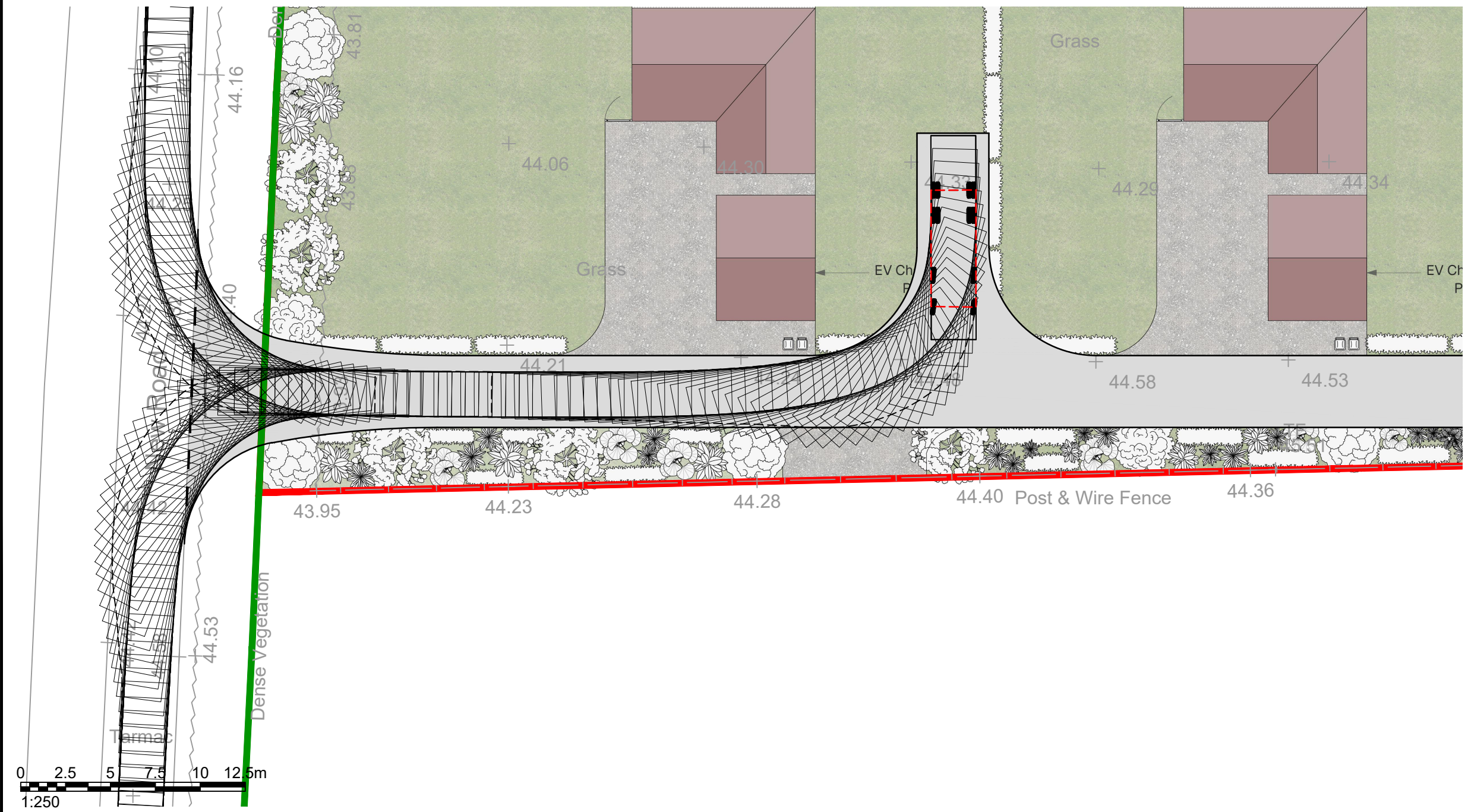
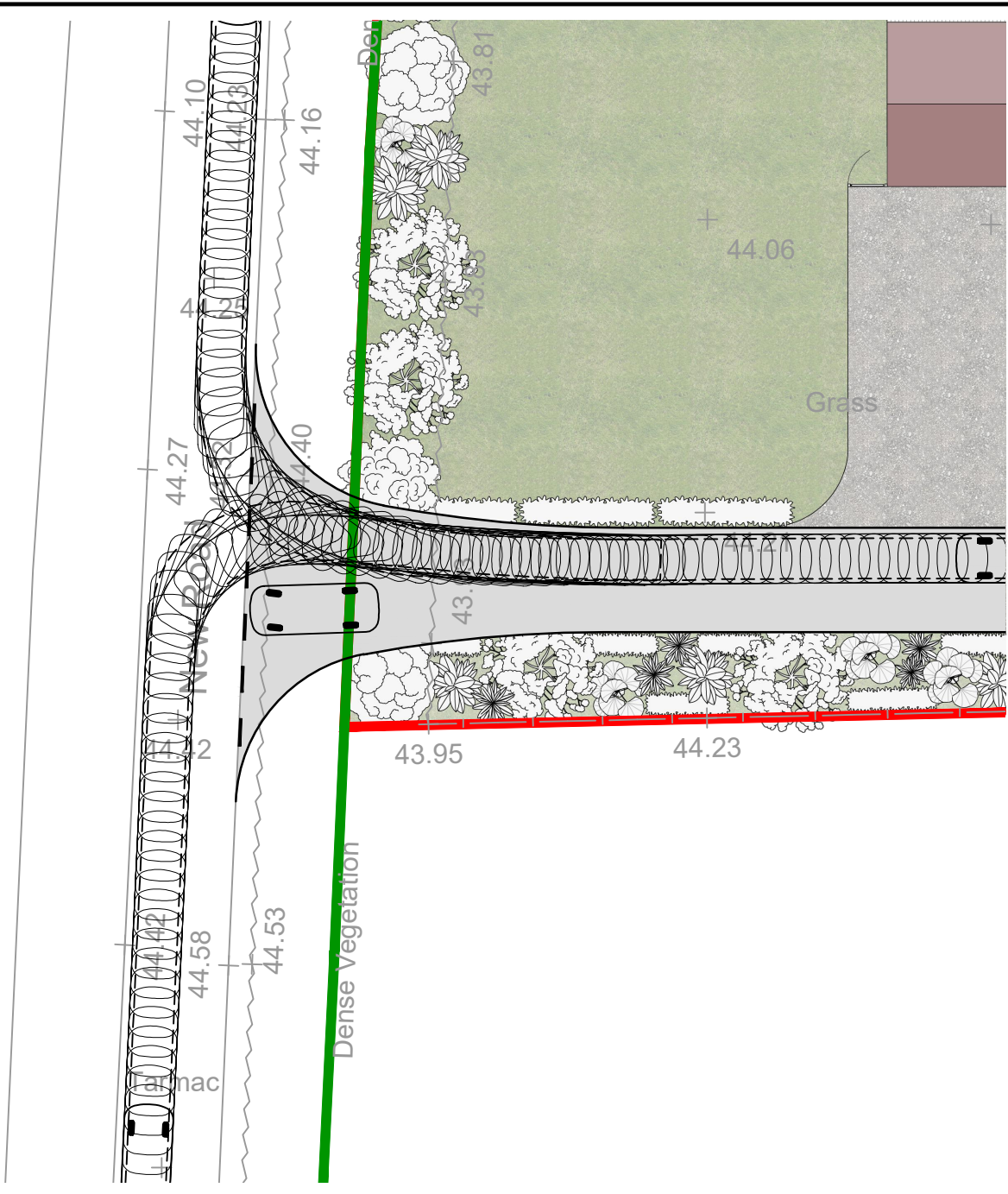
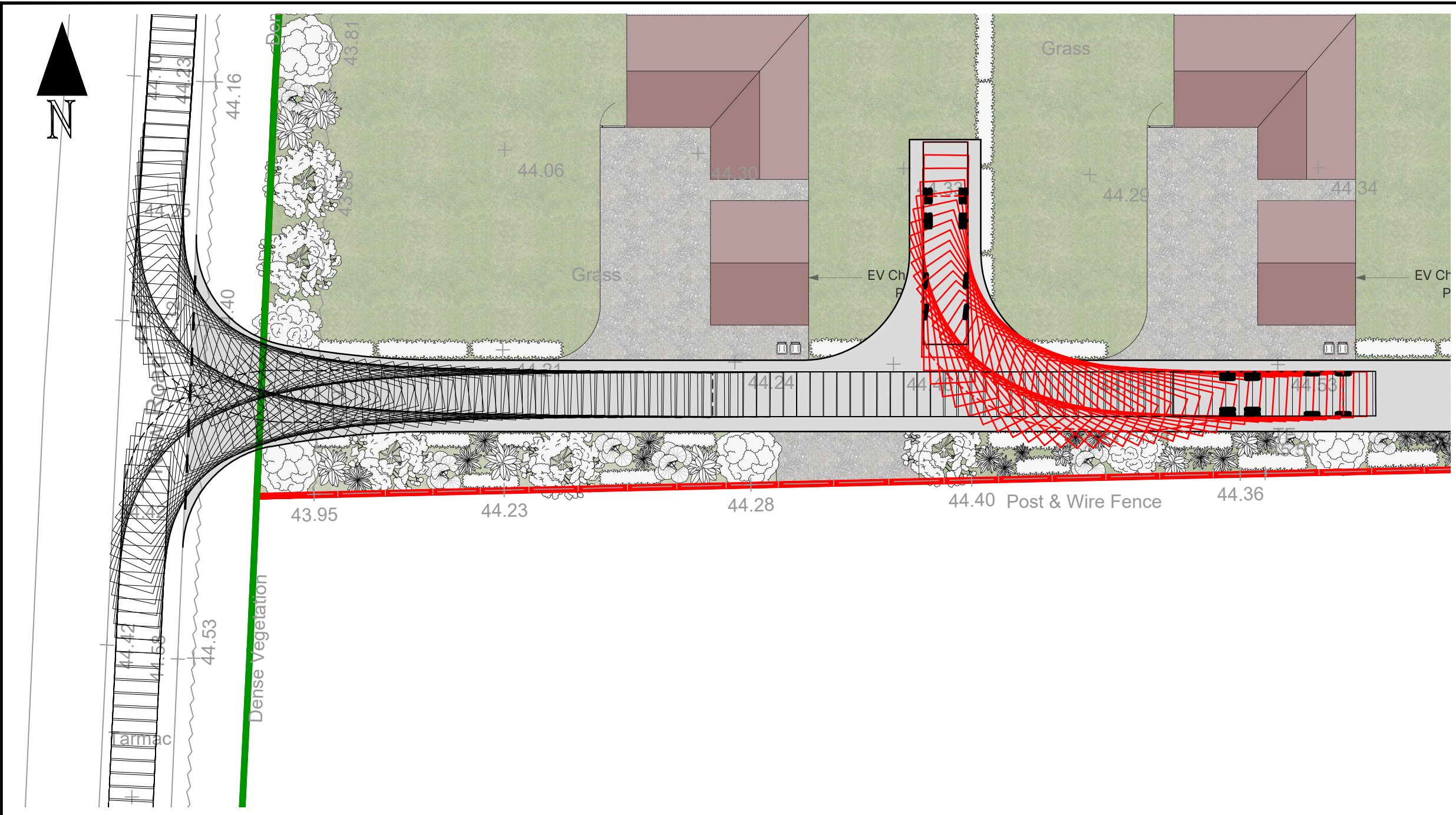
KEY:

HIGHWAY BOUNDARY

SITE BOUNDARY

Revision:	Drawn by:	Checked by:
Date:	Drawing No:	
12.12.2025	PCD781 / 001	

Appendix C



REV	DESCRIPTION	DRWN	CHKD	DATE
...	...	...	...	...

- NOTES :**
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LARGE REFUSE VEHICLE (4 AXLE)

Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to Lock Time 6.00s
Wall to Wall Turning Radius 11.330m

LARGE CAR (2006 Mercedes S-Class)

Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.900m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)