

Application Number:	PL/2026/10007
Location:	Land off Ashley Coombe, Warminster, Ashley Coombe, BA12 9QU
Proposal:	Outline planning application for the erection of up to 77 dwellings, public open space, landscaping and sustainable urban drainage system, with vehicular access off Ashley Coombe. All matters reserved except for means of access.

I refer to the above planning application which has been submitted in outline with detailed approval sought for the means of access.

Planning History

The application site has no planning application history.

A pre-application submission, ENQ/24/01407, was made in 2024 for a residential development of up to 80 dwellings split between two parcels and separate means of access from both Ashley Coombe and Fanshaw Way.

Proposal

The proposed development is for up to 77 dwellings with access solely from Ashley Coombe. The application only seeks the detailed approval for the means of access which is proposed as a 5.5m wide carriageway as an extension of the existing road which runs between Nos.12 and 14 Ashley Coombe. A 2m wide footway is proposed to the western side of the carriageway only, with a footway to the eastern side of the carriageway commencing a distance of approximately 32 metres from the existing highway of Ashley Coombe and continuing into the new access road.

Sustainability

The site falls outside, but adjoins, the defined settlement boundary, and as such would conflict with Policies 1 and 2 of the Wiltshire Core Strategy.

The site is located adjoining an existing residential area with an established pedestrian footways to the town facilities and services.

A local bus service (50) is routed through Ashley Place from the Deverill Road, which would provide an accessible hourly service to future residents of the site. However, access to other bus services would be from Deverill Road, in close proximity to the Ashley Place junction, where there is no footway or road crossing provision to enable these bus stops to be easily accessed.

It is accepted that there are existing public rights of way across the site (WARM58) which could provide pedestrian access to the town centre via Lower Marsh Road, however, this route would be unlikely to be suitable for all, particularly having regard to a lack of lighting.

The highway pedestrian routes from the site into the town and to other local services and facilities would be via Ashley Place and Deverill Road, or via Ashley Place and Hillwood Lane. Both of these routes would not provide a continuous paved footway.

The route for pedestrians via Ashley Place and Deverill Road would require an extension of the footway on the eastern side of Deverill Road from its current termination point, together

with some means for pedestrians crossing Deverill Road, for which a design and Road Safety Audit would be required as part of the planning submission.

Transport Assessment

The submitted Transport Assessment (TA) has provided detail of the trip generation associated with the proposed development, and it is confirmed that the trip rates used are considered to be of the expected order for this location.

It is advised that the development of up to 77 dwellings would generate 11 arrivals and 28 departures in the am peak, and 30 arrivals and 13 departures in the pm peak.

These additional level of movements which would most likely be concentrated at the Ashley Place junction onto the Deverill Road can be adequately accommodated by the form of junction.

It should be noted that there are some errors, omissions and discrepancies with the TA, as detailed below.

4.2.1.2 of the TA makes reference to Wookey Hole Road – this is clearly referring to another site.

Table 9.1 delays shown as 7-8 mins /vehicle – this should read seconds/vehicle

Figure B1 and B2 - no traffic count data for Ashley Coombe

Drawing No. 1973/03 is included within TA, but this access is not included within the proposal.

With regard to the walking routes from the site, the TA at 5.1.10 provides details of the available routes, but does not provide an audit of such routes to confirm that they provide a continuous and appropriate form of pedestrian facilities to serve the needs to the development. Details of how pedestrians will be able to access the bus stops on Deverill Road has not been addressed, having regard to the lack of footway provision on the east side of Deverill Road and the means of crossing Deverill Road.

It is also understood that the proposal includes a new and diverted public right of way around the site, for which more detail is required. It is not clear if the applicants assume the use of the public rights of way for both pedestrian and cycle access, and it should be advised that the public footpaths could not be used for cycle traffic without appropriate conversion orders.

Comments have been received from the Passenger Transport team advising of a need to replace a bus shelter on Deverill Road/Bell Hill which would be secured through a contribution. The provision of raised kerbing and a new pole to affix a bus stop flag is also recommended. There is also a request for a contribution towards installing two new bus stop poles and flags at existing stops on Ashley Place.

The Transport Planning Team has provided comments in respect of the accessibility of the site and the Travel Plan Framework.

It is acknowledged that the site is within reasonable walking distance of many facilities including schools, shops and several bus stops. The proposed development is estimated to generate 87 two-way walking trips per day. Two main walking routes have been identified, both of which require pedestrians to walk along Deverill Road, which has been identified as needing improvements. Whilst few cycling trips have been estimated, it is shown that all of

Warminster is within reasonable cycling distance, although there is little provision available for cyclists other than on-street.

The Warminster LCWIP, which has been approved and is due to be published shortly, identifies Deverill Road as a priority route for cycle and pedestrian improvements. A contribution is sought towards route R9 within the emerging LCWIP to review crossing facilities and side road treatments and traffic management to address pedestrian/cycle priority.

Access

The proposed means of access into the site is by way of an extension of Ashley Coombe, as indicated on Drawing No.1973/04 in TA. The layout would achieve a 5.5m wide carriageway and 2m footway to the west side to serve the development.

The proposed road geometry is considered to be suitable for the scale of development.

The Illustrative Layout of the site indicates a road layout which has no shifts in road alignment to discourage speeds, and the lengths of roads are such where a target maximum speed of 20mph may not be achieved.

Travel Plan

A Framework Travel Plan has been submitted in support of the application.

Transport Planning colleagues have advised that a full Travel Plan must be submitted should permission be granted, to include monitoring and surveys at years 1, 3 and 5.

As part of the Travel Plan measures it is expected that Green Travel Vouchers worth minimum £300 per household will be issued in accordance with the Travel Plan Guidance.

Cycle parking must be provided for each dwelling in line with the Wiltshire Cycling Strategy.

Provision to enable future EV charging per dwelling should be included as per Building Regs 2010 Part S (HM Gov 2021 Edition).

It is noted that reference is made in the Travel Plan to two access points for cyclists to the site via Ashley Coombe and Fanshaw Way stating *“Cyclists will also be able to travel between the two residential areas of the Site”*. However, the reference to two residential areas would seem to relate to the pre-application scheme, and not the proposal as part of this current application. The proposed route available for cyclists would seem to suggest the use of the Public Right of Way, WARM58 which would not be designated for cycle use.

Contributions

Public Transport

As detailed above, contributions would be sought for £10,000 towards a replacement bus shelter on Deverill Road/Bell Hill, in accordance with Wiltshire Council PTU requirements.

The provision of raised kerbing and a new pole to affix a bus stop flag would also be sought.

A further contribution would be expected to install two new bus stop poles and flags at existing stops on Ashley Place, the costs of which would need to be confirmed.

Pedestrian/cycle improvements

As detailed above, the LCWIP has identified Deverill Road as a priority route for cycle and pedestrian improvements, which would be relevant to improving the accessibility of the site in respect of pedestrian facilities and access to public transport. It is recommended that a contribution of £250,000 is sought towards the R9 scheme.

However, following the receipt of a detailed audit of pedestrian facilities, a formal crossing of Deverill Road may be considered more appropriate.

Summary and Recommendations

The proposed submission does not provide sufficient detail to demonstrate that appropriate provisions for pedestrian movement from the site to gain access to a wide range of local facilities and services can be achieved. It is recommended that an audit of the pedestrian facilities available from the site to key destinations is provided, with appropriate mitigation measures proposed.

There are elements of the submission that contain errors and omissions, and the applicant is requested to provide updated and amended information, where applicable.

I therefore recommend a holding objection at this stage.

Amanda Hall
Highways Development Management Engineer