

Highway Development Management Consultation Response

Planning Application Ref: PL/2025/09486

Site Address: Land South of Trowbridge

Proposal: Reserved Matters Application for a) The scale of the development; b) The layout of the development; c) The access road and the 'foot-cycleway' connecting the housing with the A361: including kerbing, any cutting/embankment/retaining structures, camber, surfacing, drainage and the stream crossing; d) The external appearance of the development; e) The landscaping of the site following outline planning consent 20/00379/OUT

Date of Consultation Response: 12/02/2026

Recommendation: Object, additional information/ revisions required

Introduction

I note the proposals seek reserved matters consent for 180 residential dwellings following the approval of the Outline submission at Appeal, under reference 20/00379/OUT. Whilst I note that a number of objections received on this latest submission cite concerns regarding access and highway safety on the A361, these matters were considered at Outline stage, as access was not a reserved matter. The Appeal Inspector did not believe that the access proposals, nor the pedestrian/cycle facilities proposed on the A361, warranted a refusal on highway safety nor transport sustainability grounds. As such, I will not be making further comment on the principle of the approved access arrangements for the site from the A361 in the context of this submission.

General

A number of amendments/additional pieces of information are required to attract a positive Highway recommendation and these are given number references within the text, with a full schedule of requirements included at the end.

A361 Access Matters

The detailed access plan for the A361 primary vehicular access is shown to accord with those approved at Outline and provide visibility splays of 2.4m x 120m in both directions, which meet Nationally set guidelines in full. The geometry of the access is also as approved, with associated new bus stops and footways. Notably and in accordance with the Condition set by the Appeal Inspector, a 3m wide pedestrian/cycle refuge has been provided to aid crossing of the A361. The main pedestrian/cycle path from the A361 is separate from the vehicular entrance and includes a section of new shared use path in the vicinity of the refuge crossing.

Whilst the access details provided are generally considered acceptable based on the Outline consent granted, (1) no details of street lighting are proposed for the access, which I believe to be necessary. I am aware that there are Conditions on the Outline consent restricting lighting of the internal access road, but I do not believe this includes the A361 junction. The

A361 is partially street lit in this area already, but the access location does not appear have existing lighting, so new will need to be provided. Additionally, (2) the refuge crossing should also be lit. Given the sensitivity of lighting this area, details of the junction illumination should be provided within this REM submission.

Other Access Matters

Given the scale of development, an alternative emergency access connection is considered essential and this has been shown with a new connection to Westmead Crescent. The access will only permit pedestrian/cycle use, except in an emergency. The route is shown at a width of 3.7m, which is the minimum acceptable width for a fire appliance, however, given the turn required, (3) swept paths will be required for a fire appliance to demonstrate that such a vehicle would be able to use this access acceptably. This access in general terms needs to be considered in more detail and with a view to ensuring that the access would always be available in an emergency situation. On-street car parking provides potentially a significant obstruction to the use of this access by fire appliances, as does its location on the outside of a bend. This needs to be considered further. The route will cross the existing watercourse and (4) will thus require a culvert/bridge, but no details have been provided for this.

I am aware that the Outline consent Conditioned multiple pedestrian connections across the site, with three connections to the North and one to the South. Two of the Northward connections are via the existing rights of way of SWCK1 and SWCK3, both of which connect to timber footbridges. These two routes and the other Northern route to the East connecting to 'Boundary Walk' are shown at a width of 2m, which is what I would expect, however, it is not clear from the plans what surface is proposed for these routes. I would expect them to be all weather tarmac routes, to aide permeability and improve the sustainable travel options to the site. (5) Confirmation of the surface specification for these routes is required.

The pedestrian route to the South connections to Bridleway NBRA3, but details of this connection have not been provided. As the Bridleway permits cycling, I would expect the route to be at least 3m wide to be shared use, from the end of the spine road. (6) I therefore expect the route to be shown at 3m width and details of the connection and surface of the route to be provided.

Internal Access Road

The first section of internal access road from the A361 junction is designed as a "sensitively designed rural access road with minimal lighting and signage". Details of the geometry and nature of this section of access road were included within the Outline consent and the Inspector considered the design of the route to be acceptable, despite its substandard geometry. (7) Notwithstanding this, the access road will cross the watercourse and I understand that this will require 3 separate sections of culvert/bridge. No details have been provided in this submission, but I understand that the Applicant is aware and is due to submit these details in due course.

Internal Spine Road

The abovementioned internal access road becomes the development spine road and becomes a standard design with a 5.5m wide carriageway, with two 2m wide footways where frontage development is located. This designed geometry is considered sufficient.

The spine road also includes a variety of chicanes and raised tables for traffic calming purposes and these are sufficient to meet 20mph zone guidance. The various junctions off the spine road are all provided with adequate visibility for 20mph speeds.

The route of Footpaths SWCK1 and SWCK3 cross the spine road, however, (8) no crossing facilities are shown across the spine road in these locations. The crossing points should be designed as features to highlight the key crossing locations and could also form part of the traffic calming design. The location where SWCK1 crosses the spine road is at the beginning of the development area and this provides an opportunity to provide a 'gateway' style feature to the development, whilst also providing a safe and highlighted crossing point. Due to the bend in the road here, visibility splays will also be required for this crossing point.

The main pedestrian/cycle route from the A361, which is 3m wide, continues along the spine road until the start of the development area, whereby it reduces to 2m. However, no consideration has been given to cyclists rejoining the carriageway here. (9) A dropped kerb access for cyclists rejoining the carriageway is required here. Consideration should also be given to cyclists accessing the 3m wide route towards the A361 from the spine road.

Other Internal Estate Roads

The swept paths provided for refuse and fire vehicles are welcomed. However, (10) the refuse collection vehicle overruns the footway by Plot 47 and adjustments to the swept paths and/or turning area will be necessary.

(11) Additional Bollards will be required next to Plot 56 for the emergency access. I note that bollards are shown further North, but they need to be adjacent to the carriageway area.

The shared private drives for Plots 106-109 and 169-173 include visitor car parking bays within the defined service strips. These spaces narrow the shared drive and do not permit cars to pass. This is likely to cause issues, especially as they would encourage parking in other places within the same service strips. As such, (12) the visitor parking spaces adjacent to Plots 109, 110, 169 and 170, need to be removed/re-located. Visitor car parking spaces off narrow private drives like these should be formalised, like those adjacent to Plots 99 and 107, to avoid obstructing access.

(13) The visitor parking space opposite Plot 178 needs to be removed/relocated to prevent conflict at the access to the spine road.

Parking

Car parking for each plot appears to have been provided in full compliance with Wiltshire's Minimum Residential Car Parking Standards. A number of visitor car parking spaces have also been provided around the site, in particular, on the shared drives/secondary streets, which is welcomed. Please note the visitor spaces that require removing/relocating mentioned above (12 and 13).

Cycle parking for each plot also appears to comply with Wiltshire's Minimum Cycle Parking Standards, with provision provided through either garages or cycle sheds.

Conclusion

Therefore, whilst the principle of the proposals, including that of the A361 access arrangements and the internal access road design, are accepted following Outline consent, there are number of highway related issues that need to be clarified or where amendments and/or additional information is required, before the Local Highway Authority is able to make a formal recommendation on this submission.

The following schedule summarises the matters that need to be addressed and I recommend that these are read in conjunction with the appropriate paragraph above.

Schedule of Amendments/Additions Required

1. Street lighting for A361 access
2. Street lighting for pedestrian refuge crossing on A361
3. Fire appliance swept paths for Emergency Access
4. Culvert/bridge details for Emergency Access
5. Confirmation Northward pedestrian connections to be tarmac surface
6. Widening of Southern connection to Bridleway to 3m, confirmation of tarmac surface and details of connection to Bridleway (e.g. bollards/gates etc)
7. Culvert/bridge details for internal access road
8. Inclusion of spine road crossing facilities for SWCK1 and SWCK3
9. Consideration of how cyclists enter and leave the principle shared use path to the A361 to/from the spine road
10. Amendments to turning area/swept paths for RCV near Plot 47
11. Additional bollards to be provided on Emergency Access near Plot 56
12. Visitor parking spaces adjacent to Plots 109, 110, 169 and 170, to be removed/re-located
13. Visitor parking space opposite Plot 178 to be removed/relocated

If you have any queries regarding the above advice, please contact Chris Manns using Christopher.Manns@wiltshire.gov.uk