



Land at Blackmore Farm, Melksham Phase 2

Transport Assessment

Client: Gleeson Land

i-Transport Ref: EP/AI/ITB12069-021B

Date: 06 May 2026

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Quality Management

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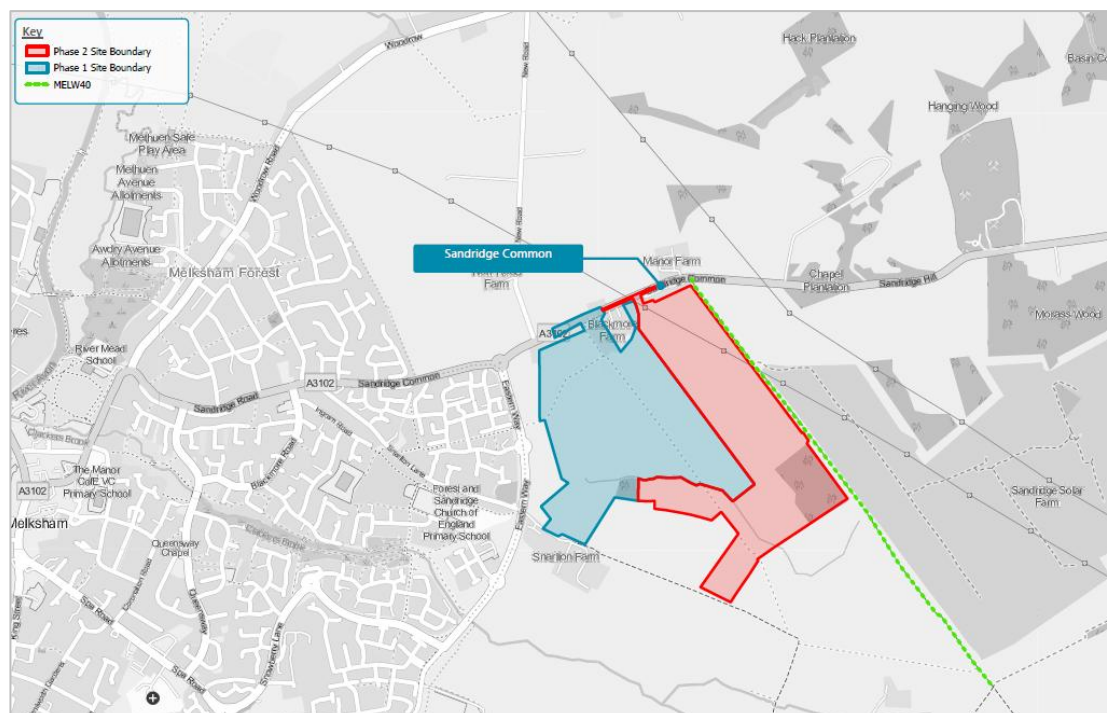
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SECTION 1 Introduction

1.1 Overview

- 1.1.1 Gleeson Land has appointed i-Transport to provide transport and highways advice in relation to land at Blackmore Farm located south of Sandridge Common on the eastern side of Melksham.
- 1.1.2 The proposal is an outline planning application for up to 275 dwellings with all matters reserved except for access.
- 1.1.3 The site is located directly to the east of Phase 1 of Land at Blackmore Farm, which was granted outline planning permission in May 2025 for 500 dwellings, 5,000sqm of employment and land for a primary school (reference: PL/2023/11188). That permission relates to the Policy 18 draft allocation site in Wiltshire's pre-submission Reg 19 Local Plan.
- 1.1.4 For the purpose of this TA the permitted developed is referred to as *the Phase 1 site* and the development proposal is referred to as *the site* or as *Phase 2*.
- 1.1.5 **Figure 1** shows the site boundary in red and the Phase 1 boundary in blue, extracted as **Image 1.1**.

Image 1.1: Site Location



Source: Consultant's Plan

1.2 Planning History (Phase 1)

- 1.2.1 The planning history of the neighbouring consented Phase 1 parcel of the strategic development site is outlined below.

February 2023 Planning Application (PL/2023/01949)

- 1.2.2 An outline application with the following description of development was submitted on 23 February 2023 and given the reference PL/2023/01949:

Outline permission with some matters reserved for demolition of agricultural outbuildings and development of up to 650 dwellings; land for primary school; land for mixed-use hub (class E / class F); open space; provision of access infrastructure from Sandridge Common (A3102); and provision of all associated infrastructure necessary to facilitate development of the site (access only).

- 1.2.3 The application was refused in March 2024 for non-highways related matters.

December 2023 Planning Application (PL/2023/11188)

- 1.2.4 A subsequent planning application was submitted in December 2023 for a smaller quantum of development as detailed in the following proposal description:

Demolition of agricultural buildings and development of up to 500 dwellings; up to 5,000 square metres of employment (class E(g)(i)) & class E(g)(ii)); land for primary school (class F1); land for mixed-use hub (class E / class F); open space; provision of access infrastructure from Sandridge Common (A3102); and provision of all associated infrastructure necessary to facilitate the development of the site (Outline application relating to access)

- 1.2.5 The application was granted planning approval, subject to conditions in May 2025. The consented site access takes the form of a ghost island priority junction with Sandridge Common.

1.3 Pre-application

- 1.3.1 A pre-application Scoping Note was submitted to Wiltshire Council (WC) in January 2026. At this time, a pre-application response has not yet been received.
- 1.3.2 Consultation has been undertaken with Melksham Without Parish Council as well as local residents via a consultation website and site meeting with immediate neighbours of the site.

1.4 **Scope**

- 1.4.1 This Transport Assessment has been prepared to consider the transport impacts that may arise from the Development, and to consider the proposal against the relevant transport planning policy considerations. The assessment has been produced in accordance with guidance contained in the National Planning Practice Guidance and, where necessary, other local and national transport planning guidance.

1.5 **Structure**

- 1.5.1 The remainder of this document is set out in the following sections:

- Section 2 – Transport Policy Review
- Section 3 – Existing Transport Conditions
- Section 4 – Development Proposal and Transport Vision
- Section 5 – Access
- Section 6 – Multi-modal Trip Generation.
- Section 7 – Sustainable Transport Strategy
- Section 8 – Traffic Impact
- Section 9 – Summary and Conclusions.

SECTION 2 Policy Context

2.1 Overview

- 2.1.1 To provide context for the assessment, this section of the Transport Assessment provides a review of the national and local planning policies relevant to the Development.

2.2 National Policy

National Planning Policy Framework (NPPF) December 2024

- 2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how they should be applied by local planning authorities / decision makers when drawing up local development plans and when determining planning applications.
- 2.2.2 Section 9 ('Promoting Sustainable Transport') of the NPPF discusses promoting sustainable transport with paragraphs 115 – 118 setting out specific transport matters when considering development proposals.
- 2.2.3 Paragraph 115 provides the four critical Transport tests that new developments should achieve:
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;***
 - b) safe and suitable access to the site can be achieved for all users;***
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and***
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.***
- 2.2.4 Paragraph 116 confirms that new development should only be refused if there is an unacceptable impact on highway safety or the residual cumulative impact on the road network, following mitigation, would be severe.
- 2.2.5 Paragraph 117 that within the context of Paragraph 116, applications for development should:
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;***

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

National Planning Policy Guidance (NPPG)

2.2.6 The web-based National Planning Practice Guidance (NPPG) brings together planning guidance for England across all disciplines in an accessible way, as well as to provide a clear link between guidance and the aims and objectives of the NPPF.

2.2.7 NPPG discusses the role of travel plans and transport assessments / statements and how they relate to each other.

2.2.8 This TA complies with the PPG in terms of the requirements for Transport Statements, in particular the following key principles:

“Travel Plans, Transport Assessments and Statements should be:

- ***Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;***
- ***Established at the earliest practicable stage of a development proposal;***
- ***Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);***
- ***Be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”***

2.3 Local Policy

Wiltshire Local Transport Plan 4 (LTP4) March 2025

2.3.1 The LTP4 sets out the relevance of Wiltshire's transport system across a wide range of services and describes how local outcomes will be achieved within the existing financial constraints. Priorities are focussed on economic recovery, road safety, road maintenance, public transport and addressing impacts on the built and natural environment. Six objectives have been defined in the LTP4, as follows:

- 1 To decarbonise private vehicles and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.
- 2 To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.
- 3 To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.
- 4 To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.
- 5 To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council carbon neutral by 2030, and leading the county towards net zero.
- 6 To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.

2.3.2 The overarching vision for the LTP4 is to create:

"A safe and connected transport system which protects the county's unique built, natural and historic environment making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a low carbon future."

2.3.3 To achieve the six objectives, four policy areas have been included as follows:

- **Avoid** unnecessary travel:

- Policy A1: Reduce the need to travel as often through combining journeys and providing digital options
- Policy A2: Enabling access to services, jobs and other destinations within closer reach
- **Shift** to more sustainable modes of transport:
 - Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving dedicated walking/cycle routes, journey safety, access and quality
 - Policy S2: Provide more public and shared transport options, and improve service quality
 - Policy S3: Provide better access to public and shared transport services
 - Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most
 - Policy S5: Encourage and enable shift to more sustainable modes for freight
- **Improve** vehicle, fuel and network efficiency:
 - Policy I1: Facilitate and encourage move to low and zero emission vehicles
 - Policy I2: Enable safer, more efficient driving and operation of road networks
- **Support** and enable delivery of the Avoid, Shift and Improve policy areas
 - Policy SU1: Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport
 - Policy SU2: Work in partnership with Government bodies, stakeholders to improve transport for all
 - Policy SU3: Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered

Wiltshire Core Strategy (2015)

- 2.3.4 The Wiltshire Core Strategy provides strategic planning policy for Wiltshire and covers the period up to 2026. The aim of the strategy is to deliver sustainable growth for the communities of Wiltshire that best meets their needs now and for the future.

2.3.5 Core Policy 60 of the strategy addresses sustainable transport and focusses on ways to reduce the need to travel by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. The policy seeks to achieve the following:

- ***“planning developments in accessible locations***
- ***promoting sustainable transport alternatives to the use of the private car***
- ***maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community***
- ***promoting appropriate demand management measures***
- ***influencing the routing of freight within and through the county***
- ***assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.”***

2.3.6 Core Policy 61 focusses on transport and new development and states that:

“New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.”

2.3.7 Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

2.3.8 Core Policy 62 looks at development impacts on the transport network and states that all new development is required to assess the transport issues related to that development. The strategy also mentions the documents that developers will be required to submit to support an application, as follows:

“Where a development will have significant transport implications, the council will require a transport assessment to be prepared and submitted alongside a planning application in accordance with national guidance.

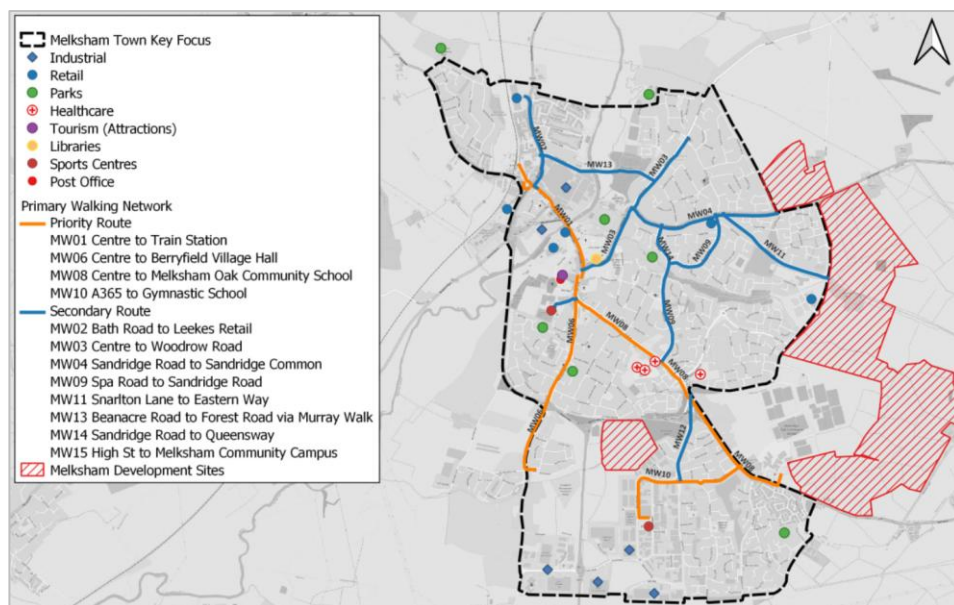
“Developers will also be required to submit a travel plan with planning applications which are likely to have significant transport implications. The travel plan should aim to promote more sustainable forms of transport including, where relevant, more sustainable freight delivery and routing arrangements. The detailed requirements for travel plans will be set out in an additional planning guidance.”

2.3.9 Finally, Core Policy 62 states that developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. Proposals for new development should not be accessed directly from the national primary route network outside built-up areas unless an over-riding need can be demonstrated.

Draft Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP)

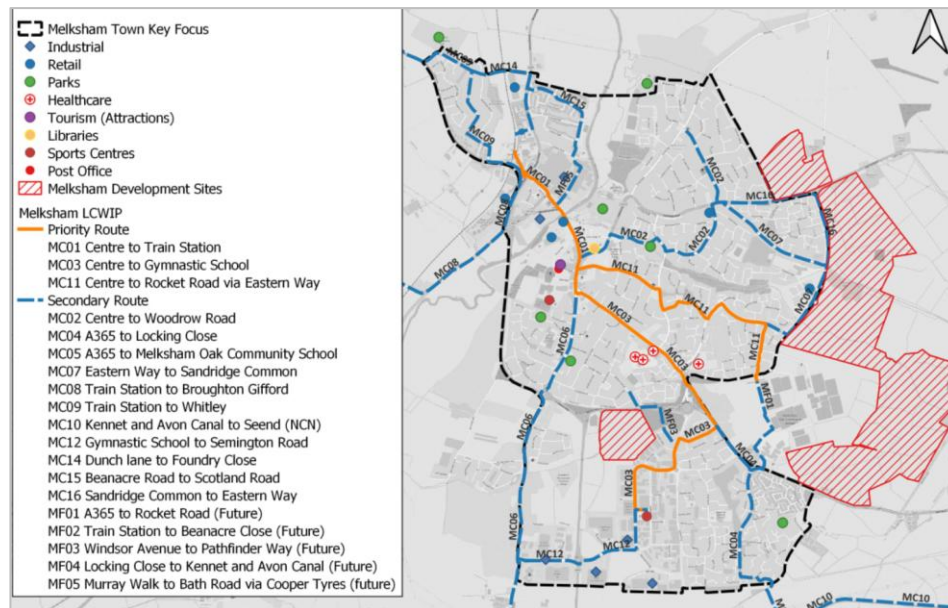
2.3.10 Under the Local Transport Plan, Wiltshire Council has prepared a draft Framework Local Cycling and Walking Infrastructure Plan (LCWIP) for Wiltshire. Consultation is now closed. The draft walking network for Melksham is reproduced below as **Image 2.1** and the cycling network is reproduced as **Image 2.2**:

Image 2.1: Melksham Draft Walking Network



Source: Wiltshire Council

Image 2.2 Melksham Draft Cycle Network



Source: Wiltshire Council

2.3.11 The draft LCWIP identifies Eastern Way, Snarlton Lane, Sandridge Common Road and Blackmore Road as potential 'Secondary Routes' for walking and cycling.

2.3.12 A wayfinding 'Sign Placement Study' for Melksham was developed by consultants Atkins on behalf of Wiltshire Council and published in 2014. This study makes recommendations for improving wayfinding for pedestrians and cyclists across the town. This strategy includes recommendations for Eastern Way in proximity to the development site and was considered as part of the Sustainable Transport Strategy for the Phase 1 development proposal.

Wiltshire Local Plan Pre-Submission Draft (2020-2038) (Regulation 19)

2.3.13 The Spatial Strategy for Wiltshire sets how the Plan's vision, objectives and outcomes are achieved. It describes how policies establish the scale and distribution of growth expressed in the additional homes and land for business that are needed over the plan period. It sets out how carbon neutrality will be achieved by setting requirements that development proposals should meet and how growth will support healthy communities and lifestyles. Policies on these aspects are central to planning Wiltshire's future.

2.3.14 The Spatial Strategy consists of the following elements:

- Settlement Strategy - that describes the different roles and functions of settlements.

- Delivery Strategy - that sets overall levels of growth over the plan period, how Wiltshire will develop in the most sustainable way, the contribution types of settlements make to meeting them and how housing land supply will be maintained.
- Climate Change Strategy - that sets out how growth addresses carbon reduction and adaptation to climate change.
- Infrastructure Delivery - that describes how infrastructure will be provided to support growth.

2.3.15 It is supported by the other policies in the Plan including the Area Strategies that set out the scales of growth proposed at settlements over the plan period, how they are to be accommodated and allocates additional land.

2.3.16 The Plan identifies Chippenham, Melksham and Trowbridge, as settlements which should be strategically planned for in the longer-term. These are referred to as 'broad locations for growth', where additional significant urban extensions should be identified towards the end of the Plan period to provide certainty over the direction of future growth at these places.

Joint Melksham Neighbourhood Plan 2 (2020-2038)

2.3.17 The Joint Melksham Neighbourhood Plan has been drawn up with the aim of identifying the shared community vision, ensuring growth and providing opportunities for the local area.

2.3.18 Policy 11 of the Neighbourhood Plan focuses on sustainable transport and active travel. The policy states that:

"As appropriate to their scale, nature and location, development proposals should complement the Sustainable Transport Hierarchy, including provision for ultra-low emission vehicles. Proposals for major development should demonstrate through a proportionate Travel Plan how sustainable transport modes are maximised and that safe and suitable movement can be achieved for all people."

"As a key element in the local sustainable transport network, proposals that would achieve further improvements to the accessibility and quality of the links between the wider town and Melksham railway station will be supported. Improvements to the quality of the public realm around the station will also be supported."

2.3.19 Working with Great Western Railway (GWR) and Wiltshire Council, TransWilts has developed a Master Plan for the Melksham station site. The Master Plan followed on from consultation with local residents which highlighted the need for improvements to rail services, including upgrades to the station and easier ongoing connections, which it was felt would help encourage investment in Melksham and allow for more sustainable travel as the line links Westbury, Trowbridge, Melksham and Chippenham with Swindon.

2.4 Melksham Bypass

2.4.1 The A350 is a primary north-south route connecting the south coast with the M4, Bristol and the Midlands. It forms the main north-south route through Melksham as well as providing access to the town centre. The Melksham Bypass scheme sought to both improve north-south connectivity on the A350 and address local issues including traffic delay and safety, severance and noise and air quality concerns. The scheme was subject to public consultation, with the emerging route being to the east of Melksham and including land within the site.

2.4.2 WC commenced preparation of an Outline Business Case (OBC) for submission to the Department for Transport (DfT). The OBC is currently in draft and the Bypass scheme is on hold. WC's current position is as follows:

"The Melksham Bypass scheme is currently on hold pending the findings of the M4 to Dorset coast strategic study which is being undertaken by National Highways. Wiltshire Council will be working with National Highways and the Department for Transport (DfT) to further understand the study and impacts to the highway network in Wiltshire."

2.4.3 There is no policy within the adopted Local Plan safeguarding the land for the bypass, nor is a route specified.

2.4.4 Policy Statement 1 within the Joint Melksham Neighbourhood Plan 2 states that:

"The Town and Parish Councils will support efforts by Wiltshire Council to progress the delivery of a bypass, although it must be noted central Government and Wiltshire Council's commitment to, and route of, a bypass is unresolved at the time of making this plan. Support for the progression of the project does not assume the support of both the Town council and/or the Parish Council will be given to any final proposed scheme."

2.4.5 Therefore, the Melksham Bypass does not have a current policy basis, nor does it have a defined route or committed funding. On this basis the assessments presented in this TA do not allow for the implementation of the Bypass.

2.5 Summary

2.5.1 There is a presumption in favour of sustainable development. The NPPF requires development to take up the opportunities for sustainable transport modes. It does not however advocate a 'one size fits all' approach. The transport sustainability of the site needs to consider local context and the transport strategy needs to include cost-effective and practical measures.

- 2.5.2 Safe and suitable access to sites should be achieved for all people. Planning decisions should take account of whether improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 2.5.3 The following sections of the Transport Assessment describe how the proposed development complies with these transport planning policy requirements.

SECTION 3 Existing Conditions

3.1 Walking and Cycling Facilities

A3102 Sandridge Common Road

- 3.1.1 A footway is provided on the south side of the A3102 Sandridge Common, varying in width between 1-2m and needing vegetation clearance in places to achieve the full footway width. This footway connects into the footway facilities at Sandridge Common /Eastern Way roundabout to the northwest and to PRoW MELW40 to the north-east. The Phase 1 Site includes S278 works for improvement of the footway between the Phase 1 access and the roundabout.
- 3.1.2 An uncontrolled pedestrian crossing comprising dropped kerbs and tactile paving is provided across the Eastern Way arm of the Sandridge Common /Eastern Way roundabout. Continuing west, a segregated 3.0m wide shared use footway/cycleway is provided on the south side of Sandridge Common between the roundabout and the pedestrian access to Redwing Road. From here, a 1.6m footway continues west towards Melksham.
- 3.1.3 Approximately 220m west of the pedestrian access to Redwing Road, a second circa 2.0m wide footway is introduced on the northern side of Sandridge Common Road which serves the 100 recently constructed residential dwellings on Land North of Sandridge Common. Both footways continue westwards into Melksham.

Eastern Way

- 3.1.4 Eastern Way routes south from the Sandridge Common roundabout. A 3.0m wide shared use footway/cycleway is provided on the western side separated from the carriageway by a circa 5.6m wide highway verge.
- 3.1.5 At the Eastern Way/Skylark Road roundabout, an uncontrolled pedestrian crossing comprising dropped kerbs and tactile paving is provided on the Skylark Road arm providing for north-south journeys. The shared use facility continues southwards to the Eastern Way/Cranesbill Road roundabout, where a further uncontrolled dropped kerb crossing provides for north/south pedestrian and cycle journeys. Local facilities and services are served from Cranesbill Road, which is a 20mph zone and accessed via 2m wide footways and on-road cycling.

Onwards Connections

3.1.6 From Eastern Way there are multiple routes towards Melksham Centre suitable for walking and cycling journeys. These routes include footways, surfaced and lit footpath connections and on and off-road cycle links. Snarlton Lane provides for on-carriageway cycling.

3.1.7 Local roads throughout Melksham are typically 30mph, single carriageway routes. These characteristics serve to make these roads conducive to on carriageway cycling in accordance with Manual for Streets (MfS) guidance:

“cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street” (MfS, para, 6.4.1)”

3.1.8 The draft LCWIP identifies Eastern Way, Sandridge Common Road, Snarlton Lane and Blackmore Road as secondary routes suitable for cycling. Phase 1 of the development included an obligation to provide footway/cycleway improvements at the A3102 Sandridge Common double mini roundabouts and crossing improvements (dropped kerbs and tactile paving) for junctions on Blackmore Road.

Public Rights of Way (PROW)

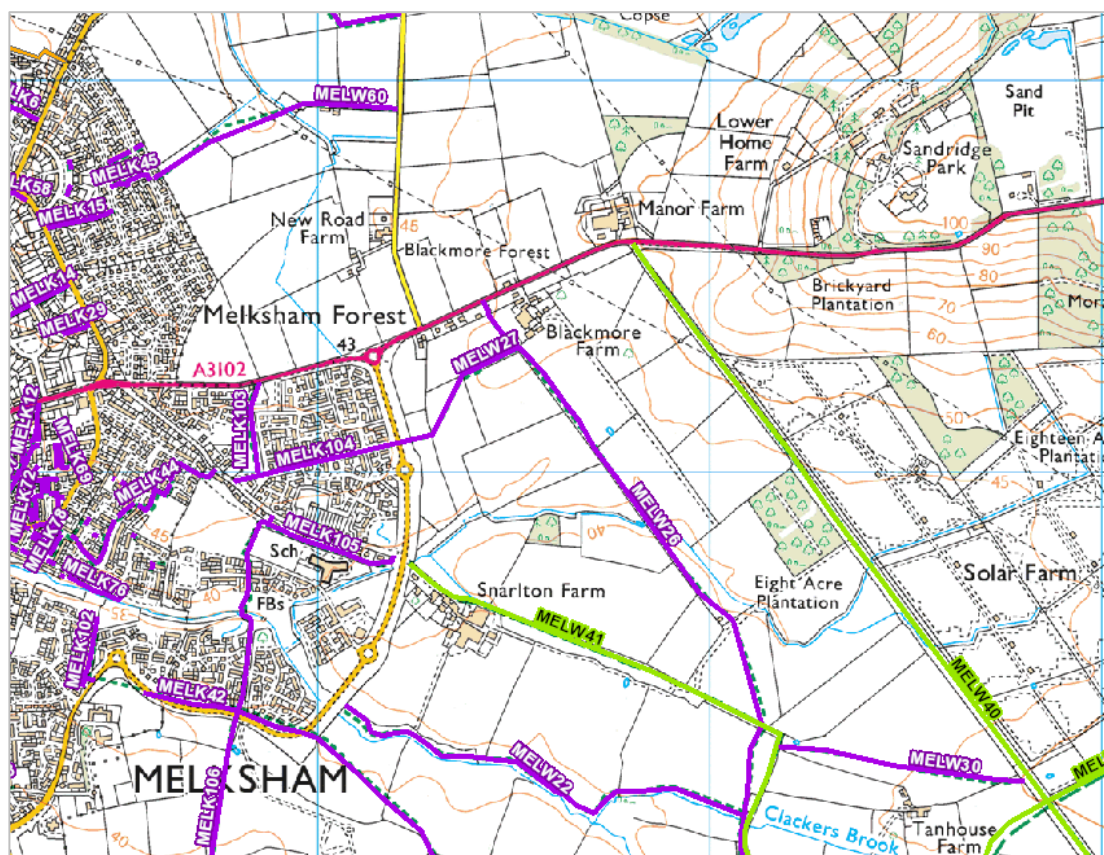
3.1.9 An extensive PROW network is available surrounding the proposed site. These routes provide an alternative connection into Melksham away from the main carriageways. The most notable PROWs in the vicinity of the site include:

- **Bridleway MELW40** – forms the eastern boundary of the site and connects Sandridge Common to the farmland located southeast of the site;
- **Footpath MELW26** – runs through the centre of the Phase 1 site and through the southern part of the Phase 2 site. Connects Sandridge Common to Bridleway 41;
- **Bridleway MELW41** – forms the southern boundary of the Phase 1 site and connects Eastern Way to the countryside south of the site. The Phase 1 scheme includes an improvement to provide a shared use footway cycleway connection between the southern Phase 1 boundary and Eastern Way and a toucan crossing of Eastern Way;
- **Footpath MELW27** – partially located within the Phase 1 site and connects Footpath 26 with Footpath 104 located west of Eastern Way. The Phase 1 scheme includes an obligation to fund surfacing improvements to this route to provide an all-weather pedestrian connection to Eastern Way and a further toucan crossing of Eastern Way;

- **Footpath MELW104** – connecting footpath MELW27 at Eastern Way with Snarlton Lane; and
- **Footpath MELW105** - connecting bridleway MELW41 at Eastern Way with Snarlton Lane from the south.

3.1.10 **Image 3.1** outlines the local PROW network in the vicinity of the site.

Image 3.1: Local PROW Network



Source: Wiltshire Council

3.2 Public Transport

Bus Opportunities

3.2.1 There are existing bus stops located on Eastern Way, just north of the roundabout junction with Cranesbill Road and some 850m walking distance from the centre of the site via Bridleway 41. Further bus stops are located on Skylark Road, located approximately 1.8km west of the centre of the site via the same walking route. **Table 3.1** summarises the current bus service available from Eastern Way / Skylark Road.

Table 3.1: Eastern Way / Skylark Road Bus Services

Bus Service	Route	Frequency	
		Monday - Friday	Saturday
14	Melksham Metro	Three services at 13:57, 16:47, 17:52	Five services at 13:57, 15:02, 16:02, 16:42, 17:22
15	Melksham Town Service	Two services per day at 10:21 and 12:21	Two services per day at 10:21 and 12:21

Source: Traveline (Accessed November 2025)

- 3.2.2 The Phase 1 scheme includes an obligation to fund a new town bus route, linking the Phase 1 site with Melksham town centre. This is referenced in the Section 106 agreement for the Phase 1 site which includes a financial obligation for funding of the establishment of an hourly bus service into or serving the development. Opportunities to extend this route into the proposed development site are explored later in this TA.

Rail Opportunities

- 3.2.3 The closest railway station is Melksham Railway Station, which is located on the west side of the town approximately 3.6km from the site. The town bus service (14/15) provides a connection from Skylark Road to the ASDA superstore, located 450m south of Melksham Railway Station.
- 3.2.4 **Table 3.2** summarises the rail services available from Melksham Railway Station.

Table 3.2: Rail Service Summary - Melksham

Destination	Frequency (per hour)		Fastest Journey Time
	Peak	Off Peak	
Chippenham	2 services	1 service every 2 hours	9 minutes
Trowbridge	1 service	1 service every 1-2 hours	9 minutes
Swindon	2 services	1 service every 2 hours	26 minutes
Salisbury	1 service	1 service every 2 hours	52 minutes
Cheltenham Spa	-	2 services per day	1 hour 42 minutes
Westbury	1 service	1 service every 1-2 hours	16 minutes
Worcester Forgate Street	-	1 service per day	1 hours 26 minutes

Source: National Rail Enquiries (Accessed November 2025)

- 3.2.5 The Phase 1 scheme includes an obligation to fund rail accessibility improvements at Melksham Station via a S106 contribution.

3.3 Local Highway Network

- 3.3.1** The A3102 Sandridge Common which is a single carriageway road of circa 7.0m width. The road is subject to a 40mph speed limit in the vicinity of the site frontage. Street lighting is present.
- 3.3.2** The A3102 Sandridge Common forms a three-arm roundabout with Eastern Way to the west of the site. West of the roundabout Sandridge Common continues west to provide access towards Melksham Town Centre. The initial speed limit is 40mph reducing to 30mph to the east of Skylark Road.
- 3.3.3** Eastern Way is a single carriageway road of circa 7.3m width. The road is subject to a 40mph speed limit and street lighting is present along its extent. Eastern Way connects to Snowberry Lane with onward travel opportunities to Spa Road for an alternative route to the town centre. It also provides a connection to Western Way and the A350 to the southwest.
- 3.3.4** To the east of the site, Sandridge Common provides a single carriageway route for access towards the settlements of Calne and Devizes. The speed limit increases to the National speed limit to the east of the north-eastern corner of the site.

Traffic Flows

- 3.3.5** A 7-Day Automatic Traffic Count (ATC) survey was undertaken on A3102 Sandridge Common Road in early July 2025. **Table 3.3** summarises the observed traffic along the proposed site frontage for the highway network peak hours.

Table 3.3: Peak Hour Traffic Flows on Sandridge Common Road

Location	Direction	Morning Peak Period (08:00-09:00)		Evening Peak Period (16:45-17:45)	
		Total Vehicles	HGV %	Total Vehicles	HGV %
A3102 Sandridge Common Road	Eastbound	393	0.7%	381	0.5%
	Westbound	371	1.0%	437	0.2%
	Total	764	0.9%	818	0.4%

Source: Traffic Surveys, July 2025

- 3.3.6** The ATC survey also recorded 85th percentile vehicle speeds on A3102 Sandridge Common Road, which are summarised in **Table 3.4**.

Table 3.4: Observed Vehicle Speeds – Sandridge Common Road

Location	Direction	85%ile Speeds (mph)	
		Morning Peak Period (1000-1200)	Evening Peak Period (1400-1600)
Sandridge Common Road	Eastbound	42.3	43.3
	Westbound	40.5	41.6

Source: Traffic Surveys, July 2025

3.3.7 Additional ATC and turning count surveys were conducted in 2025/2026 at the following locations:

- Sandridge Common (ATC – 2025)
- Sandridge Common/New Road Junction (Turning Count – 2026)
- Eastern Way, south of Snarlton Lane (ATC – 2025)

3.3.8 The bulk of traffic survey data held for this site was collected in 2022. A review of the 2022 and 2025 ATC data has been undertaken to gauge changes in local highway conditions and the suitability of the 2022 data for reuse for the Phase 2 planning application. The ATC data is shown in **Table 3.5**, with a comparison of the results set out in **Table 3.6**.

Table 3.5: ATC Data

ATC Location	Direction	Total Vehicle Flows		HGV Flows	
		AM Peak (0800-0900)	PM Peak (1700-1800)	AM Peak (0800-0900)	PM Peak (1700-1800)
2022 Data					
Sandridge Common (west of access)	Eastbound	353	367	8	2
	Westbound	377	400	10	4
Sandridge Common (east of access)	Eastbound	358	364	6	2
	Westbound	373	401	10	4
Sandridge Road	Eastbound	213	391	1	1
	Westbound	433	324	3	2
Eastern Way (south of Snarlton Lane	Northbound	369	422	6	1
	Southbound	452	394	7	3
2025 Data					
Sandridge Common (west of access)	Eastbound	420	398	2	1
	Westbound	381	474	4	2

ATC Location	Direction	Total Vehicle Flows		HGV Flows	
		AM Peak (0800-0900)	PM Peak (1700-1800)	AM Peak (0800-0900)	PM Peak (1700-1800)
Sandridge Common (east of access)	Eastbound	393	381	3	2
	Westbound	371	437	4	1
Sandridge Road	Eastbound	200	369	1	1
	Westbound	417	336	1	0
Eastern Way (south of Snarlton Lane)	Northbound	439	489	3	1
	Southbound	467	468	5	2

Source: Traffic Surveys 2022/2025

Table 3.6: ATC Data Comparison (2022 vs 2025)

ATC Location	Direction	Total Vehicle Flows		HGV Flows	
		AM Peak (0800-0900)	PM Peak (1700-1800)	AM Peak (0800-0900)	PM Peak (1700-1800)
Sandridge Common (west of access)	Eastbound	+67	+31	-6	-1
	Westbound	+4	+74	-6	-2
Sandridge Common (east of access)	Eastbound	+35	+17	-3	0
	Westbound	-2	36	-6	-3
Sandridge Road	Eastbound	-13	-22	0	0
	Westbound	-16	12	-2	-2
Eastern Way (south of Snarlton Lane)	Northbound	+70	+67	-3	0
	Southbound	+15	+74	-2	-1

Source: Consultant's Calculations (*negative values represent lower flows in 2025)

3.3.9 Recorded flows across the network are broadly similar in 2025 to those recorded in 2022.

3.3.10 During the peak hours the maximum increase in vehicle movements is just over 1 movement per minute e.g. westbound on Sandridge Common west of the access (PM) and southbound on Eastern Way (PM). Increases elsewhere on the network are also very low and flows are shown to reduce on Sandridge Road to the west.

3.3.11 **Table 3.7** sets out the percentage change in two-way flows at each of the ATC locations identified above.

Table 3.7: Change in ATC Traffic Flows (2022 vs 2025)

Location	AM Peak % Change	PM Peak % Change
Sandridge Common (west of access)	+9.7%	+13.7%
Sandridge Common (east of access)	+4.5%	+6.9%
Sandridge Road	-4.5%	-1.4%
Eastern Way (south of Snarlton Lane)	+10.4%	+17.3%

Source: Consultant's Calculations

3.3.12 Taking the information set out above, a combination of 2026, 2025 and 2022 data has been used as the baseline with appropriate uplifts at the junctions immediately surrounding the site as follows:

- Sandridge Common / Site Access – Use 2025 recorded ATC Flows.
- Sandridge Common/New Road junction – Use 2026 turning counts – no uplift.
- Sandridge Common / Eastern Way roundabout – Use 2022 flows uplifted by 10% in the AM peak hour and 14% in the PM peak hour.
- Eastern Way – Use 2025 recorded ATC Flows.
- Sandridge Common double mini-roundabouts – Use 2022 turning counts – no uplift.
- Sandridge Common/Forest Road/Lowbourne double mini-roundabouts - Use 2022 turning counts – no uplift.

3.3.13 Flows at junctions towards the town centre have not been uplifted as the data shows that links such as Sandridge Road have experienced a reduction in flows.

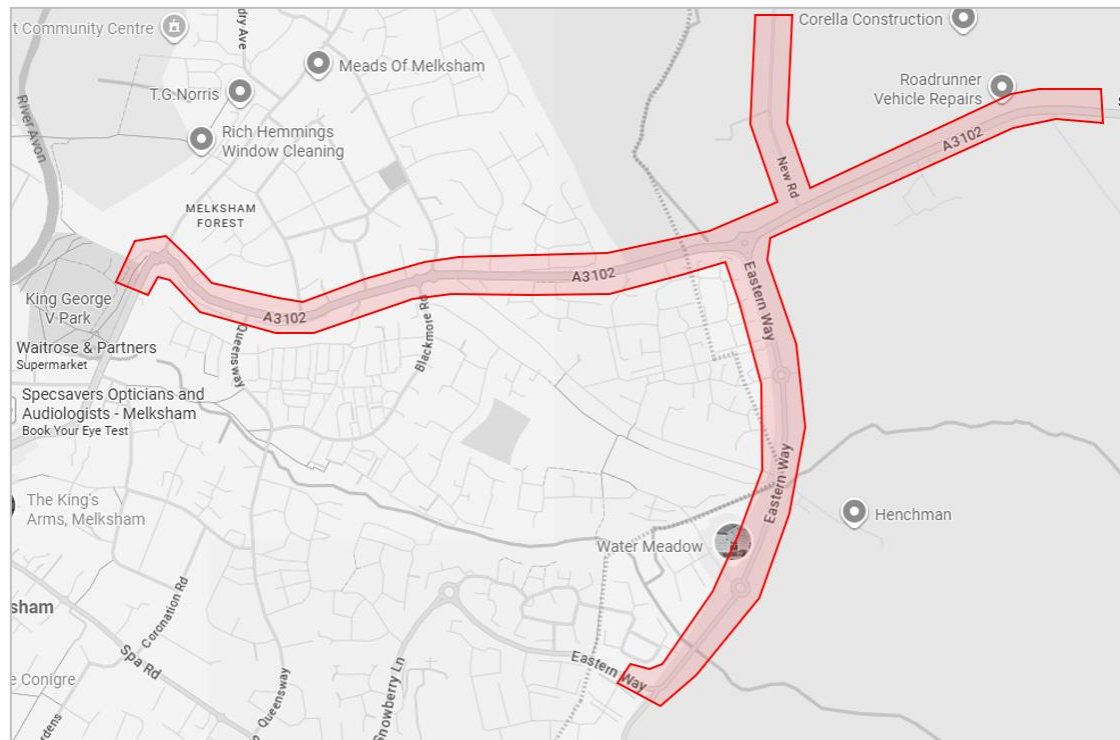
3.4 Personal Injury Collision (PIC) Data

3.4.1 PIC data was obtained from WC for a seven-year period between 2016 and 2023 for the Phase 1 application. The following conclusion was drawn:

No accidents were recorded on the site frontage in the 7-year assessment period. At most of the junctions within the study area there is no significant pattern of accidents that would suggest a fault with the local highway network. At the Snowberry Lane/Spa Road roundabout a number of accidents were recorded involving cyclists in the last four years. The junction will be significantly altered by provision of a new roundabout junction directly to the south (committed scheme), which will reduce traffic speeds through the junction and improve cycle facilities on the southern approach. Given the limited impact that this application proposal is expected to have on cycle journeys through the junction, no further improvements have been proposed.

- 3.4.2 Additional PIC data has been obtained for the period between 2023 and 2025 to 'bridge the gap' between the Phase 1 data and the latest data point available. This is provided as **Appendix A**. The scope of the updated PIC study area is set out in **Image 3.2**.

Image 3.2: PIC Study Area



Source: Wiltshire County Council

- 3.4.3 An additional 12 collisions have been recorded between June 2023 and June 2025, summarised in **Table 3.8** below.

Table 3.8: PIC Summary

Date	Location	Description	Severity
16/06/2023	Eastern Way/ Skylark Road Roundabout	Car failed to give way at roundabout before striking a cyclist	Serious
05/07/2023	Lowbourne	Front to front collision	Slight
12/08/2023	Eastern Way/ Hawthorn Road Junction	Car slowed to turn, car behind failed to notice before causing a rear collision	Slight
16/11/2023	Lowbourne	Pedestrian stepped into road without noticing an oncoming vehicle	Slight
27/11/2023	Lowbourne/ Bolwell Place Junction	Car failed to give way to an oncoming cyclist	Slight
12/12/2023	Rocket Road/Eastern Way	Car failed to give way to an oncoming cyclist	Slight

Date	Location	Description	Severity
19/02/2024	Lowbourne/ High Street/ Bank Street Mini Roundabout	Car failed to notice pedestrian crossing the road before striking them	Slight
28/05/2024	Eastern Way circa 50m NW of Rocket Road	Driver suffered medical episode before colliding with a lamppost	Slight
11/06/2024	Eastern Way/ Skylark Road Roundabout	Driver failed to notice a roundabout before colliding with a tree	Slight
10/08/2024	Spa Road/ Bath Road/ Western Way/ Pathfinder Way Roundabout	Car misjudged motorcyclist moving away from roundabout and struck the motorcycle	Slight
18/09/2024	Sandridge Common/ Church Lane Mini Roundabout	Car failed to give way at the roundabout before striking another car	Slight
09/10/2024	Snowberry Lane/ Spa Medical Centre Junction	Car turned right into medical centre, van has tried to overtake and collided	Slight

Source: Wiltshire Council

3.4.4 No accidents were recorded on the site frontage to Sandridge Common or at the Sandridge Commo/New Road junction. On the wider network, the number, location and causation of the recorded collisions does not suggest any patters or clusters than can be attributed to deficiencies in the local highway network.

3.5 Existing Conditions Summary

3.5.1 A review of the existing transport conditions has been undertaken and demonstrates that:

- There are good quality pedestrian and cycle facilities connecting Eastern Way westwards into the town centre and Station, providing opportunities to access facilities in the local area via walking and cycling. These are further enhanced by the committed transport schemes agreed as part of the Phase 1 development. Connections will be needed from the proposed development and this is considered further in Section 6.
- A WCHAR assessment of the walking routes between the site and the town centre has been undertaken. A number of recommendations were identified, and these have been taken forward through the sustainable transport strategy in Section 5.

- The site provides access to the Melksham Town Bus service with stops on Eastern Way and Skylark Road. The phase 1 site provides a financial contribution to a new town bus service – connectivity to this service is discussed further in Section 5.
- Melksham Railway Station provides services to surrounding high order destinations such as Swindon, Salisbury, Trowbridge and Chippenham.
- Traffic surveys were undertaken in the vicinity of the site and at junctions across the town in April 2022 and updated in 2025. These flows provide current baseline conditions across the network.
- The accident analysis does not suggest any significant pattern of accidents within the study area.

SECTION 4 Development Proposal and Vision

4.1 Overview

- 4.1.1 The outline application is for up to 275 homes with access determined. The description of development is as follows:

“Outline Planning Permission for the erection of up to 275 dwellings (including affordable housing), associated infrastructure, landscape and biodiversity enhancements, with all matters reserved except for the main access from Sandridge Common.”

- 4.1.2 The illustrative masterplan is shown in **Image 4.1** and **Appendix B**.

Image 4.1: Illustrative Masterplan



Source: Origin 3: Masterplan 25004_421_Rev D

- 4.1.3 The Composite Parameter Plan is shown in **Image 4.2** overleaf and also provided in **Appendix B**.

Image 4.2: Composite Parameter Plan



Source: Origin 3: Masterplan 25004_502_Rev C

4.2 Vision

Overview

4.2.1 The setting of a **Sustainable Transport Vision** for the site is in line with the NPPF and other current best practice approaches to transport planning for new development. These place emphasis on:

- Living locally.
- Active Travel.
- Providing sustainable mode choice for future residents.

4.2.2 This approach reflects the current need to both address climate change and meet the needs of a changing society. Wider societal changes include:



Changes in attitudes towards the environmental, and specifically climate change, agenda witnessed recently across the globe.



People making healthier lifestyle choices and, for example, making more trips on foot or by bike (active travel modes).



Changes in working patterns with more home and flexible working.



Changes in demographics such as reductions in household size over time; trips are generated at the person level and fewer people per household means lower numbers of trips.



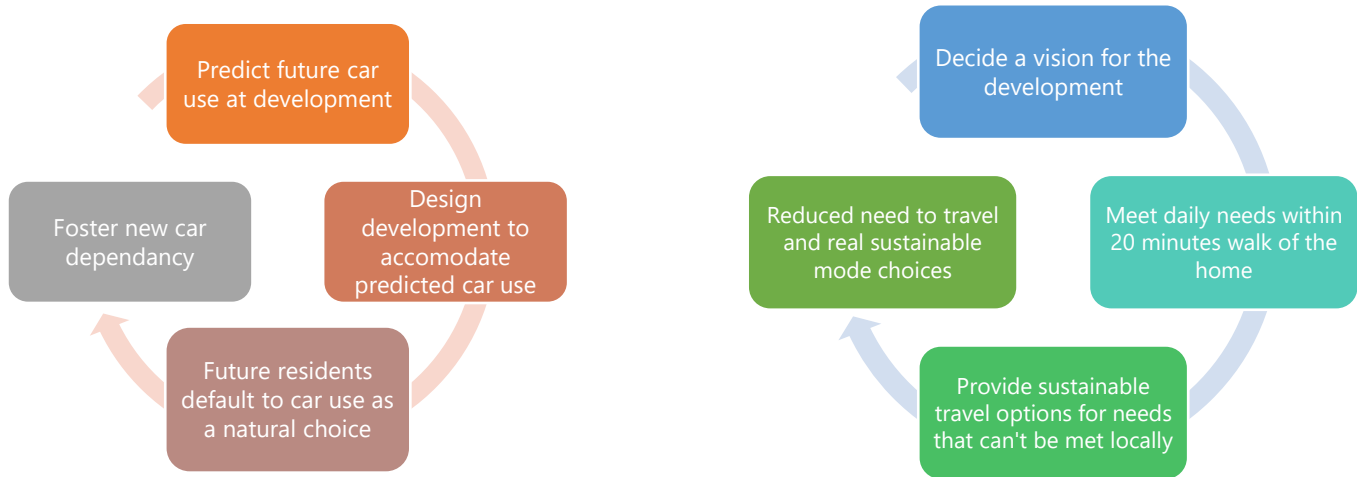
Changes in taxation such as on fuel duty and the promotion of incentives to use more environmentally friendly vehicles.

4.2.3 To reflect these changes, Transport Assessments have moved away from traditional 'predict and provide' based approaches towards a 'vision-led' approach, which requires the testing of a range of realistic transport scenarios. The Vision-led approach places an increased importance on developing a **Sustainable Transport Vision** founded on sustainable modes; rather than anticipating that car use associated with new development is inevitable and then designing places to accommodate worse case car use. This change in approach is summarised below:

Predict and Provide approach

vs.

Vision and Validate approach



Contextualising the Transport Vision

- 4.2.4 Specific to setting the **sustainable transport vision** for the proposed development within Melksham, it is important to identify **who** the development is for.
- 4.2.5 The proposed development will provide a residential development of up to 275 homes. It will provide new homes across a mixture of accommodation types and tenure, including significant amounts of affordable housing. The development will be a sustainable extension of the Phase 1 site which is set to provide 500 homes, a 2 form entry primary school, mixed-use hub, and up to 5,000sqm of employment uses.

Vision

- 4.2.6 The **sustainable transport vision** for the site has therefore been derived in the context of the above. The vision provides the foundation for the proposed development from a highways perspective, setting out how the development can represent a sustainable development in Melksham.

“To create a sustainable, inclusive, well-connected and vibrant low-carbon community where walking, cycling and public transport are the natural choice for local journeys, reducing car dependency and enhancing quality of life whilst integrating with the existing local community.

The development will deliver a ‘first-choice’ opportunity to walk, cycle and use public transport for everyday journeys into:

- 1. The facilities provided within the Phase 1 site.*
- 2. The existing services and facilities within the surrounding area.*
- 3. Melksham town centre.*

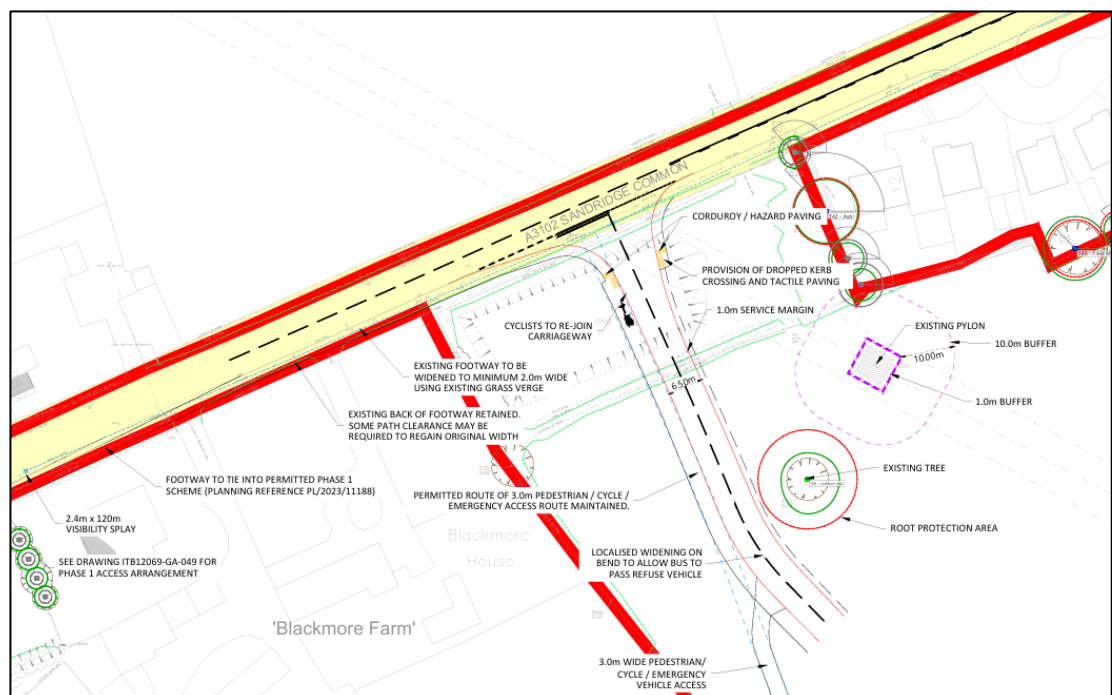
This will provide future residents with the opportunity to ‘live locally’.

- 4.2.7 The vision and supporting objectives establish a modal hierarchy in which sustainable travel modes are prioritised, accounting for the socio-environmental benefits that arise from adopting these modes. This reflects wider objectives, at both the national and local level, to improve health, reduce transport inequality, and reduce carbon and other environmental impacts of development. Achieving the vision and its objectives will benefit the existing community as well as residents of the new development.
- 4.2.8 The remaining sections of this TA provide further detail on the infrastructure measures that will deliver on the sustainable transport vision and its objectives.

5.1.1 This section of the Transport Assessment summarises the proposed site access arrangements to the local highway network as well as walking and cycling connections. It also considers parking and servicing arrangements at a high level and in the context of an outline planning application.

5.2.1 It is proposed that there will be a single vehicular access from Sandridge Common on the northern boundary of the site.

Image 5.2: Proposed Access from the A3102



5.2.3 The proposed junction design comprises the following:

- 6.5m carriageway to allow for future bus and refuse access.
- Visibility splays of 2.4m x 120m to the east and west in line with the posted 40mph speed limit and guidance set out in the Design Manual for Roads and Bridges (DMRB).

- Crossing in proximity to the bellmouth comprising dropped kerbs and tactile paving.
- 3.0m wide shared footway/cycleway on the west side of the carriageway with cyclists re-entering the carriageway before the bellmouth.
- 1.0m service margin on the eastern side of the carriageway.
- Retention of the alignment for the Phase 1 pedestrian/cycle/emergency access as a shared use footway/cycleway. Emergency vehicles would use the main carriageway with a pedestrian/cycle/emergency vehicle access spur running south-west to access the Phase 1 development.
- Retention of the existing significant tree southwest of the existing pylon and avoidance of the associated RPA.
- An appropriate construction buffer to the electricity pylon in line with SSE's requirements.

5.2.4 A Stage 1 Road Safety Audit / Designer's Response has been undertaken and the findings incorporated into the design (see **Appendix C**).

5.2.5 A design check, comparing the proposed access design to the standards in Design Manual for Roads and Bridges CD123, CD109, Manual for Streets and Stagecoach's Design Guidance for Buses and New Developments is provided in **Appendix D**.

5.3 Pedestrian Facilities on Sandridge Common

5.3.1 The proposal will provide a footway connection to Sandridge Common. A scheme to widen the existing footway between the proposed access and the Phase 1 access to 2m is proposed and is shown on **drawing ITB12069-GA-066F**. This will connect into the permitted footway improvement on Sandridge Common. This element is included in the Stage 1 Road Safety Audit.

5.4 Traffic Calming on Sandridge Common

5.4.1 Discussions with Melksham Without Parish Council and neighbouring residents has identified local concerns over traffic speeds on Sandridge Common. This is reflected in the speed surveys which show eastbound speeds of 40-41mph and westbound speeds of 42-43mph. A traffic calming scheme has therefore been identified for Sandridge Common, seeking to manage down vehicle speeds within the existing speed limit. The scheme is shown on **drawing ITB12069-GA-074A** and includes:

- Introduction of carriageway edge markings to visually narrow Sandridge Common on approach to the proposed site access and Lopes Close. The centreline markings will be retained and the scheme will be extended as far as the Eastern Way roundabout.
- Use of 'slow' markings and 40mph repeater roundels.
- Retention of the existing gateway feature located to the east of Lopes Close.
- Funding for a Traffic Regulation Order (TRO) to ban right turn movements from Sandridge Common to New Road. This element seeks to reduce the use of New Road for access to the A350 for journeys northwards.

5.4.2 A Stage One Road Safety Audit will be undertaken for this scheme and submitted during the course of the application.

5.5 Access to the Phase 1 Site

5.5.1 The proposed layout will deliver two further pedestrian/cycle/vehicular accesses to the Phase 1 site. These accesses have been designed in collaboration with the Phase 1 housebuilder to ensure consistency with their Reserved Matters application. This will allow:

- Pedestrian/cycle access through the Phase 1 site to Eastern Way.
- Emergency vehicle access to the Phase 1 site from Phase 2.
- Extension of the Phase 1 bus service through the Phase 2 site.
- Vehicular access between Phases 1 and 2.

5.5.2 The Illustrative Masterplan shows two points of connection as follows:

- The northern connection has a 6.1m width and is sufficient to provide access for all modes. However, at this stage it is envisaged that it will provide pedestrian, cycle bus and emergency vehicle access only.
- The southern connection has a 5.5m width and will provide access for all modes excluding buses.

5.6 Access to the PRow Network

5.6.1 Direct access is proposed to bridleway MELW40 on the eastern boundary of the site to facilitate leisure walking journeys. The location of the access is shown on the Illustrative Masterplan.

5.6.2 Footpath MELW26, which passes through the southern part of the site will be maintained on its existing alignment.

5.7 Internal Layout Matters

- 5.7.1 The proposed development will be the subject of an outline planning application and therefore future reserved matters applications will deal with internal layout matters such as the provision of car and cycle parking as well as internal arrangements for servicing, refuse collection and emergency vehicles. These will be provided having regards to current standards or any other subsequent standards that may be adopted at that time.

SECTION 6 Multi-Modal Trip Generation

6.1 Peak Hour Baseline Assessment

6.1.1 The multi-modal trip rates that have previously been agreed with WC for the Phase 1 site have been applied to the proposed development, replicated in **Table 6.1**. The TRICS outputs are provided in **Appendix E**.

Table 6.1: Residential Trip Generation (multi modal)

Mode	Morning Peak (0800-0900)			Evening Peak (1700-1800)			Daily (0700-1900)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Trip Rate									
Total Vehicles	0.138	0.349	0.487	0.323	0.182	0.505	2.289	2.359	4.648
Cyclist	0.002	0.006	0.008	0.006	0.006	0.012	0.035	0.035	0.070
Pedestrians	0.029	0.070	0.099	0.043	0.034	0.077	0.394	0.406	0.800
Public Transport	0.006	0.031	0.037	0.013	0.002	0.015	0.089	0.098	0.187
Trip Generation (275 dwellings)									
Total Vehicles	38	96	134	89	50	139	629	649	1,278
Cyclist	1	2	2	2	2	3	10	10	19
Pedestrians	8	19	27	12	9	21	108	112	220
Public Transport	2	9	10	4	1	4	24	27	51
Total Trips	48	125	174	106	62	167	772	797	1,569

TRICS (v.8.25.6)

6.1.2 A residential development of 275 dwellings is anticipated to generate circa:

- 174 two-way person trips in the morning peak hour, of which 134 trips are vehicle trips, equating to 2-3 vehicle movements per minute.
- 167 two-way person trips in the morning peak hour, of which 139 trips are vehicle trips, equating to 2-3 vehicle movements per minute.

- 1,569 two-way person trips across a typical 12-hour day, of which 1,278 are vehicle trips, equating to circa 107 vehicle movements per hour or 1-2 vehicle trips per minute.

6.2 Peak Hour Vision Based Assessment

- 6.2.1 The existing multi-modal trip rates suggest a baseline non-car mode share of 23% in the morning peak hour and 17% in the evening peak hour.
- 6.2.2 A Vision based assessment linked to the Framework Travel Plan has been developed that will deliver an increase in non-car mode share to 30% in the morning peak hour and 25% in the evening peak hour, while retaining the total trips generated at the same level, as shown in **Table 6.2**. This has been undertaken for the peak hours.
- 6.2.3 The Vision based trip rates are based on the potential impact of the travel plan and assume a fairly conservative modal shift of around 13 trips from the private car to non-car modes in each of the peak hours. No specific allowance has been made for internalisation of trips to the facilities in the Phase 1 and Phase 2 sites and in this respect the Vision provides a conservative assessment of the potential for modal shift.

Table 6.2: Residential Trip Generation – Vision (multi modal)

Mode	Morning Peak (0800-0900)			Evening Peak (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Trip Rate						
Total Vehicles	0.124	0.316	0.440	0.287	0.171	0.458
Cyclist	0.007	0.011	0.018	0.011	0.007	0.018
Pedestrians	0.036	0.087	0.124	0.055	0.040	0.095
Public Transport	0.007	0.044	0.051	0.029	0.011	0.040
Trip Generation (275 dwellings)						
Total Vehicles	34	87	121	79	47	126
Cyclist	2	3	5	3	2	5
Pedestrians	10	24	34	15	11	26
Public Transport	2	12	14	8	3	11
Total Trips	48	126	174	105	63	168

TRICS (v.8.25.6) adjusted by consultant

- 6.2.4 The Vision for the site could result in the following:

- 174 two-way person trips in the morning peak hour, of which 121 trips are vehicle trips, equating to circa 2 vehicle movements per minute.
- 167 two-way person trips in the morning peak hour, of which 126 trips are vehicle trips, equating to just over 2 vehicle movements per minute.

SECTION 7 Sustainable Transport Strategy

7.1.1 This section of the TA considers the accessibility of the site by walking, cycling and public transport to local services / facilities, including education, employment, health, leisure, and retail in line with the transport Vision given in Section 4. The Phase 2 site will form a natural extension to the Phase 1 allocation and will provide a permeable layout designed to integrate with and allow ease of access to the Phase 1 infrastructure.

7.1.2 The Phase 1 site will provide:

- a new primary school.
- employment opportunities.
- a mixed use hub to enhance access to sustainable transport.

7.1.3 Appropriate connections will be delivered between the site to ensure that these facilities will also benefit residents of the Phase 2 site.

7.1.4 The objectives of the sustainable transport strategy are to:

- Enable future residents to access the key local destinations and facilities by a choice of travel modes, without dependence on the private car;
- Provide an internal layout, access arrangements and highway network that is safe, attractive, in character, functional and accessible for all users, including providing pedestrian, cycle and emergency vehicle connections through the Phase 1 site;
- Support and promote the use of sustainable transport, including the submission of a framework travel plan;
- Ensure that any significant impacts from the development on the transport network (in terms of capacity / congestion) or on highway safety can be cost effectively mitigated to an acceptable degree;
- Not have a significant impact on the function, safety and character of and accessibility to the local or strategic highway network or the rights of way network;
- Encourage low traffic speeds with a design speed of 20mph or less, which will be implemented through the design of the development using a combination of natural traffic calming measures such as narrowing of carriageway, use of planting and buildouts, changes in materials and road alignments;

- Provide both car parking and cycle parking in accordance with prevailing standards at the time of the reserved matters application submission;
- Design to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

7.2 Journey Purpose

7.2.1 In promoting sustainable transport, it is important to consider the reasons why future residents of the proposed development will make journeys. The Department for Transport's (DfT) National Travel Survey identifies the reasons why people travel. The proportion of all trips by purpose (by all modes) is summarised in **Table 7.1**.

Table 7.1: Proportion of Trips per year by Journey Purpose (All Modes)

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting / Business	18%
Education / Escort Education	13%
Personal Business	9%
Other Escort	9%
Other (Including Just Walk)	6%

Source: Table NTS0409 Average number of trips by purpose and main mode: England NTS 2019 Edition

7.2.2 Leisure, shopping and education journeys account for more than half of all journeys made. Commuting represents around 18% of all travel. Travel purpose is therefore well spread across a number of different journey purposes, and each type of journey will have different requirements in terms of destination, time constraints and route choice.

7.2.3 The following section of the Transport Assessment therefore considers the opportunities available to the future residents of the site to access local facilities and services by a choice of transport modes. Section 7 quantifies travel by non-car modes.

7.3 Accessibility by Walking and Cycling

Walking Distances

7.3.1 Paragraph 4.4.1 of the Manual for Streets states:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortable on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance for most resident.”

7.3.2 Whilst it is common sense that the nearer a facility is to new development the more likely people are to walk, there is little evidence to support the 800m criteria applied regularly. Further to this, there are recent appeal decisions that have been made that make specific reference to this 800m distance – a quote from a recent appeal decision is as follows (*Appeal reference: APP/Z3825/W/24/3355546*):

“In coming to that view, I consider the Council has placed far too much emphasis on the 800m walk distance recommended in Manual for Streets and other related guidance. As the Appellant argued, such distances should not be construed as hard and fast rules and should be applied with a degree of flexibility which recognises that the opportunities to promote sustainable transport rather than just active travel modes will be determined by the type of development and its location. In that vein, outside of central London and other major cities, there will be very few residential sites that are able to meet the 800m recommended walk distance in all cases.”

7.3.3 This is corroborated by the National Travel Survey (NTS) 2019 which identifies the mode share journeys of different lengths (and confirms that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot, and that approximately 30% of journeys between one and two miles (3.2 km) will also be on foot, i.e. a significant proportion of people are prepared to walk for journeys up to two miles.

7.3.4 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking. That is not to say that one mile is the maximum that people are prepared to walk, or that development must be located within a mile of everything as it is clear from the NTS data that around one-third of journeys between one and two miles (1.6km-3.2km) are undertaken on foot.

7.3.5 Against this background, the following walking distances are identified as appropriate for the proposed development:

- 1,600m - a distance where most people (circa 80%) will walk and offers “the greatest potential to replace short car trips”; and
- 3,200m – i.e., the distance within which a significant proportion (circa one-third) of journeys will be on foot.

Cycling Distances

7.3.6 In terms of cycle distance, a 3-mile (5km) distance represents a reasonable everyday cycle distance, with 5-miles (8km) being a likely everyday upper distance. NTS 0303 identifies that the average distance per journey by bike is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km. Cycling also frequently forms part of a longer journey in combination with public transport.

7.3.7 Furthermore, Paragraph 2.2.2 of the DfT Document LTN 01/20 Cycle Infrastructure Design addresses typical cycle trip distances and states two out of every three personal trips are less than 5-miles (8km) in length which is an achievable distance for most people.

Summary

7.3.8 Against this background, the following walking and cycling distances are identified:

- **1,600m** - a reasonable walking distance, where most people (circa 80%) will walk and offers "the greatest potential to replace short car trips";
- **3,200m** – i.e., the distance within which a significant proportion (circa one-third) of journeys will be on foot;
- Up to **5km** is a reasonable cycling distance, i.e., the distance that offers the greatest potential to replace short car trips; and
- **8km** is a maximum cycling distance for most (non-leisure cycling) journeys.

7.4 Access to Local Facilities

7.4.1 The approved Phase 1 site will provide a primary school, employment and a mobility hub on land adjacent to the proposed development.

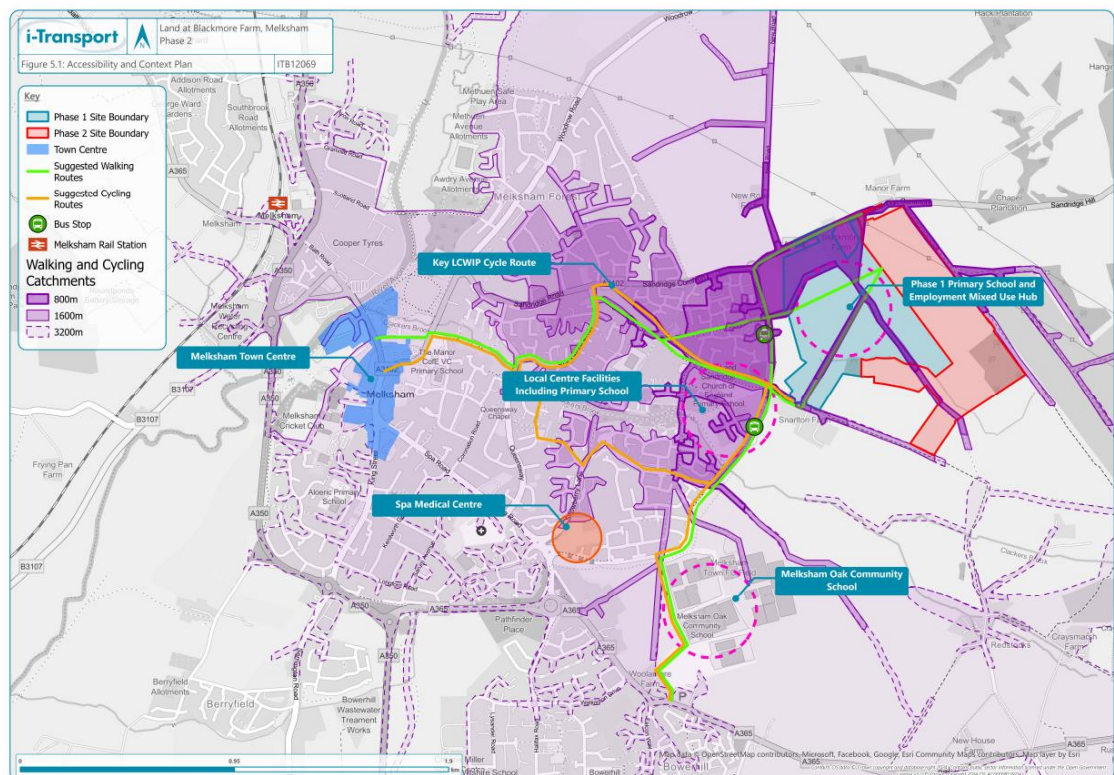
7.4.2 The residential area to the west of the site and Melksham Town Centre offers a good range of local facilities and services which future residents of the site are likely to visit on a regular basis.

7.4.3 Local facilities such as the Water Meadow public house, co-op food store and the Forest and Sandridge Primary School located off Cranesbill Road to the west of the site are all within a comfortable walking and cycling distance.

7.4.4 Facilities to the south of Melksham such as Melksham Oak Community School as well as Bowerhill employment area can be access within a reasonable cycling distance via the network of existing cycle routes adjacent to Eastern Way, Bath Road and Pathfinder Place.

- 7.4.5 Melksham Town centre provides a wide range of retail, leisure and employment opportunities for local residents. The town centre is located circa 2.5km from the site and as such is within both a walkable and cyclable distance. The Town Centre can be accessed via the A3102 which has continuous footway provision as well as via a network of quiet residential streets
- 7.4.6 Consequently, it can be seen that a range of everyday local facilities and services can be reached via sustainable modes of transport from the site.
- 7.4.7 Opportunities to walk or cycle to local facilities are shown on **Figure 7.1**, reproduced below:

Figure 7.1: Walking and Cycling Opportunities to Facilities and Services



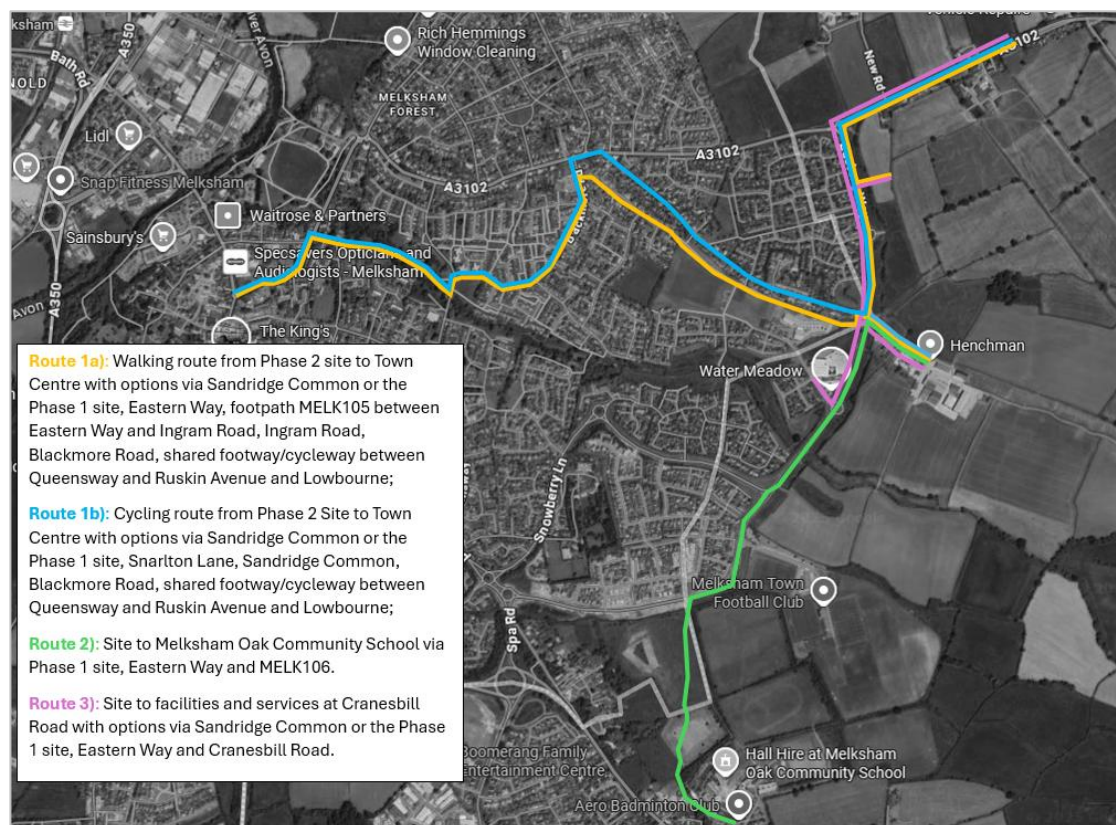
7.5 Walking, Cycling and Horse Riding Assessment Review (WCHAR)

- 7.5.1 As part of the Phase 1 scheme, a site visit was undertaken in July 2022 to establish the existing infrastructure for key walking and cycling journeys. This was supplemented by an update site visit in December 2025. A number of key pedestrian and cycle routes were identified and are summarised below:

- 1a)** Walking route from Phase 2 site to Town Centre with options via Sandridge Common or the Phase 1 site, Eastern Way, footpath MELK105 between Eastern Way and Ingram Road, Ingram Road, Blackmore Road, shared footway/cycleway between Queensway and Ruskin Avenue and Lowbourne;
- 1b)** Cycling route from Phase 2 Site to Town Centre with options via Sandridge Common or the Phase 1 site, Snarlton Lane, Sandridge Common, Blackmore Road, shared footway/cycleway between Queensway and Ruskin Avenue and Lowbourne;
- 2)** Site to Melksham Oak Community School via Phase 1 site, Eastern Way and MELK106.
- 3)** Site to facilities and services at Cranesbill Road

7.5.2 These routes are shown in **Image 7.2**.

Image 7.2: WCHAR Routes



7.5.3 The WCHAR is summarised in **Table 7.2**:

Table 7.2: WCHAR Findings Summary

WCHAR Route	Summary of Findings
Route 1A – Walking route from Phase 2 Site to town centre	Connection needed from Site to connect to walking infrastructure provided by Phase 1 – See Section 5. Need for improved footway on Sandridge Common between Phase 1 and 2 sites identified – See proposed improvement scheme in Section 5. Phase 1 site provides missing infrastructure through S278 works and S106 contributions, including: - Footway improvements on Sandridge Common - New footway/cycleway connections through the Phase 1 site - Two new toucan crossings of Eastern Way - Dropped kerb crossings on Blackmore Road No further improvements identified.
Route 1B – Cycling route from Phase 2 Site to town centre	Connection needed from Site to connect to cycling infrastructure provided by Phase 1 – See Section 5. Phase 1 site provides missing infrastructure through S278 works and S106 contributions, including: - New footway/cycleway connections through the Phase 1 site - Two new toucan crossings of Eastern Way - New section of cycleway at the Sandridge Common mini-roundabouts No further improvements identified.
Route 2 – Site to Melksham Oak Community School	Connection needed from Site to connect to cycling infrastructure provided by Phase 1 – See Section 5. Phase 1 site provides toucan crossing of Eastern Way. Continuous shared use footway/cycleway connecting south, with crossing with central refuge island provided to connect back to shared use footway/cycleway on eastern side of Eastern Way. New shared use path to secondary school is 3m wide, and lit with benches provided. No further improvements identified.
Route 3 – Site to Facilities and Services at Cranesbill Road	Connection needed from Site to connect to cycling infrastructure provided by Phase 1 – See Section 5. Phase 1 site provides missing infrastructure through S278 works and S106 contributions, including: - New footway/cycleway connections through the Phase 1 site - Two new toucan crossings of Eastern Way No further improvements identified.

Source: WCHAR

7.6 Active Travel England Assessment

- 7.6.1 This Transport Assessment and associated Framework Travel Plan (*report reference: ITB12069-022A*) provide the information for Active Travel England (ATE) to assess the development proposal. **Appendix F** provides the ATE planning application assessment toolkit checklist which the development proposals have been assessed against.

7.7 Strategy

7.7.1 Drawing together the above, the sustainability strategy for the Phase 2 site is summarised below:

- Direct access from the site to the facilities and services in Phase 1 (primary school, employment and mobility hub) and for onwards walking and cycling journeys. Two points of connection are proposed.
- Improved footway provision on Sandridge Common between the Phase 1 and Phase 2 site accesses is proposed to facilitate journeys to the east on Sandridge Common – See Section 5.
- A traffic calming scheme to reduce vehicle speeds on Sandridge Common, creating an improved environment for pedestrian journeys.
- The Phase 1 Site provides two new routes to Eastern Way – this will provide opportunities to access nearby facilities including, but not limited to:
 - Cranesbill Road local centre (including a Co-op Food and pub)
 - Local bus stops
 - Forest and Sandridge Primary School
 - Snarlton Farm business park
 - Melksham Oak Community School
- The Illustrative masterplan layout allows for the integration of the Phase 1 new town bus service, subject to discussions with WC's public transport team.
- A connection to PRoW MELW40 is proposed to allow for leisure walking trips to the wider PRoW network.
- To further encourage the reduction in private car usage, the potential to provide a dedicated car club vehicle on site is being explored.

7.8 Framework Travel Plan

7.8.1 A Framework Travel Plan (FTP) has been prepared to support the planning application in accordance with Wiltshire's Development Related Travel Plan Guidance. The overarching aims of the Framework Travel Plan (FTP) (*report ref: ITB12069-022A*) are:

- To promote the accessibility of the site for non-car modes of transport; and
- To reduce the number of car journeys generated by the site particularly in peak hours.

7.8.2 The key target of the Framework Travel Plan is:

“To reduce the number of single occupancy vehicle trips from the site during weekday morning peak hours and to the site during the weekday evening peak hours by 10% from the baseline position by year five.”

7.8.3 To deliver these aims and targets, the FTP seeks to:

- Reduce the need to travel;
- Promote walking and cycling for short to medium distance journeys;
- Promote public transport use for medium to long distance journeys;
- Encourage car sharing; and
- Reduce car dependency.

7.8.4 A combination of ‘hard’ (infrastructure led) and ‘soft’ (promotion of incentive based) measures are identified to promote and incentivise sustainable travel choices where it is realistic to do so. The FTP identifies a delivery and management strategy for these measures and commits to future monitoring of the success of the travel plan.

7.8.5 The FTP includes an Action Plan which summarises the comprehensive package of measures proposed to be delivered to encourage sustainable access to and from the site. Further detail is provided within the FTP (*report ref: ITB12069-022A, Section 7*).

Table 7.3: Sustainable Transport Strategy

Objective	Measure	Timescale	Responsibility
Overall cross-objective	Appoint a Travel Plan Coordinator three months prior to occupation	Prior to Occupation	Developer
	Production of Travel Plan information leaflet for sales packs	To be developed before sale of dwellings	Developer / TPC
	Production of a Travel Plan website	Prior to Occupation	TPC
Reduce the Need to Travel	Deliver connections to broadband network	Prior to Occupation	Developer
Promotion of Walking	Walking maps and health information	Prior to Occupation	TPC
	Delivery of MfS layout – interconnecting streets, shared streets and home zones	Phased with Development	Developer
	Pedestrian connections to Sandridge Common Road and the Phase 1 site	Phased with Development	Developer

Objective	Measure	Timescale	Responsibility
	Footway improvement on Sandridge Common	As part of S278 site access works	Developer
	Traffic calming scheme to reduce speeds on Sandridge Common, improving the environment for pedestrian journeys	S106 Financial Contribution	Developer
Promotion of Cycling	Information Provision – cycling Maps and Routes as well as health information	Prior to Occupation	TPC
	Offer of a £50 travel voucher which could be used to purchase cycle equipment or a bus taster ticket.	On occupation – travel plan leaflet	Developer / TPC
	Provision of cycle storage within each unit	Phased with Development	Developer
Promotion of Public Transport	Information provision – timetables etc	Prior to Occupation	TPC
	Promote new on-site bus service	Ongoing	TPC
	Offer of a £50 travel voucher which could be used to purchase cycle equipment or a bus taster ticket.	On occupation – travel plan leaflet	Developer / TPC
Encourage Car Sharing	Promotion of car sharing schemes through liftshare.com	Prior to Occupation and Ongoing	TPC

Source: Framework Travel Plan

SECTION 8 Traffic Impact

8.1 Introduction

8.1.1 This section of the TA provides a full assessment of the traffic impact and presents how any traffic impacts can be mitigated in accordance with the requirements of the NPPF.

8.2 Traffic Distribution and Assignment

8.2.1 The agreed distribution and assignment methodology from the Phase 1 development has been applied to the proposed development, outlined below.

Journey Purpose

8.2.2 The likely journey purpose for the generated car driver peak hour trips can be identified using the National Travel Survey (NTS) 2019 (DfT). The proportion of peak hour trips by journey purpose by car is presented in **Table 8.1**.

Table 8.1: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)

Trip Purpose	AM Peak (8:00-09:00)	PM Peak (17:00-18:00)
Commuting / Business	37.6%	43.9%
All Other Journey Purpose	62.4%	56.1%
Total	100%	100%

Source: Car driver trip start time by trip purpose (Monday to Friday only): Great Britain, 2014/18, National Travel Survey, DfT, 2019.

8.2.3 Some 38% of the total vehicular trips generated by the residential development will be for employment journeys in the morning peak hour period. The remaining 62% of the vehicle trips will be all other purposes, including education, shopping, leisure and personal business trips. In the evening peak hour, 44% of journeys are employment related with other journeys comprising 56% of the total vehicular trips.

8.2.4 For the purpose of this assessment, the analysis has been undertaken on the basis that 44% of the total vehicular trip generated by the residential development will be for employment journeys and the remaining 56% of the vehicle trips will be for all other purposes for both the morning and evening peak hours. This provides a robust estimate because it assumes a greater proportion of non-local journeys.

Distribution

- 8.2.5 To provide an accurate assessment of the likely distribution of development traffic, separate methodologies have been applied to consider the destinations for commuting / business trips and also for all other journey purposes.
- 8.2.6 In summary, the traffic generation has been assigned to the local highway network and strategic highway network using a distribution derived as follows:
- For the proportion of peak hour trips that are for work purposes, the 2011 Census Journey to Work data for the Wiltshire middle layer super output area (MSOA) ref: 21 has been used to identify commuting patterns and;
 - For other journey purpose trips, a P/T^2 gravity model has been undertaken using the population of key urban areas within a 45-minute drive time from the site (estimated using the Google Maps Directions Facility). The population has been derived using NOMIS for the most recent census period.
- 8.2.7 The two sets of data are then combined to generate a single set of distribution parameters to inform the development trip assignment with the combined dataset presented in **Table 8.2**. The full analysis is presented at **Appendix G**.

Table 8.2: Distribution of Development Generated Trips – Residential (Car Driver Only)

Destination	Employment Trips %	Non-Commuter Trips %	% All Trips Combined
Melksham Central	4.8%	20.8%	25.6%
Bowerhill	6.1%	6.6%	12.6%
Trowbridge	5.3%	4.8%	10.1%
Chippenham	3.0%	5.0%	8.0%
Bath	4.6%	3.2%	7.7%
Corsham	5.0%	2.5%	7.5%
Devizes	4.0%	2.5%	6.5%
Swindon	1.5%	4.7%	6.2%
Calne	1.1%	2.1%	3.2%
Bradford on Avon	1.5%	1.1%	2.6%
South Gloucestershire	1.4%	0.0%	1.4%
Warminster	0.5%	0.6%	1.2%
Other East	0.6%	0.8%	1.4%

Destination	Employment Trips %	Non-Commuter Trips %	% All Trips Combined
Other West	1.3%	0.0%	1.3%
Other North	0.6%	1.2%	1.7%
Other South	2.7%	0.3%	2.9%
Total	44.0%	56.0%	100.0%

Source: 2011 Census / Consultant's Gravity Model (some rounding applied)

- 8.2.8 This equates to 82% of traffic departing to the site travelling to the west (towards Melksham) and 18% travelling east.

Assignment

- 8.2.9 The expected traffic that would be generated by the development has been distributed onto the local network in line with the destinations identified in the above tables depending upon the nature of the land use in line with the relevant distribution model outlined above.
- 8.2.10 To determine the routing of trips to these destinations, trips have been assigned to the road network based on the quickest route from the site to the destination location using the Google Maps 'Directions' facility. Within the direction's facility, a start time for journeys of 0800 will be utilised to reflect peak period traffic conditions. In some cases, a single route option may be identified by the assessment, however for some destinations the assessment may identify multiple routes. In these cases, the estimated development trips have been distributed amongst the routes based upon the journey times identified, with the quickest route assigned a larger number of trips than slower comparable routes.

8.3 Committed Development

- 8.3.1 The following committed developments have been identified for inclusion on the basis of their size, scale and proximity to the Phase 2 site:
- Phase 1 – 500 residential dwellings, employment and land for a 2FE primary school (planning reference: PL/2023/11188).
 - Land South of Snarlton Farm (planning ref: PL/2023/07097) – 300 residential dwellings.
 - Land North of A3102 (planning red: PL PL/2024/10345) – 295 residential dwellings.
 - Land East of Spa Road, Melksham (planning ref: 14/10461/OUT) – 450 residential dwellings, adjusted to 345 dwellings to allow for completions at the time of the traffic surveys.

- Land South of The Spa, Melksham (planning ref: 16/01123/OUT) – 235 residential dwellings adjusted to 99 dwellings to allow for completions at the time of the traffic surveys.

8.4 Study Area – Junction Capacity Modelling

8.4.1 The study area for local junction capacity assessments is identified in **Image 8.1**.

Image 8.1: Proposed Study Area - Junction Modelling



8.4.2 The study area includes the following junctions:

- Phase 2 site access simple priority junction;
- Phase 1 site access ghost island priority junction;
- Sandridge Common/New Road simple priority junction;
- Eastern Way/Sandridge Common roundabout;
- Church Lane/Sandridge Common/Sandridge Road/Blackmore Road double mini roundabout; and
- Forest Road/Sandridge Road/Lowbourne/King George Access double mini roundabout.

8.4.3 The baseline traffic data for these junctions is set out in **Section 3**.

8.4.4 Junction assessments have been undertaken using JUNCTIONS 11 software for both the baseline and Vision based trip rates.

8.5 Future Year Scenarios

- 8.5.1 The traffic impact assessment has been based on an assessment year 5 years following submission of the application. For the purpose of this document, the assessment year is assumed to be 2031.
- 8.5.2 Establishing the 2031 opening year local highway network conditions is important because this is then used as the base situation to establish whether the impact of the proposed development on the operation of the local highway network would be significant and if mitigating measures are warranted.
- 8.5.3 TEMPRO growth rates have been obtained for the Wiltshire 021 Middle Super Output Area (MSOA) and applied to the observed traffic flows (2022 or 2025 as per Section 4) to estimate the future year traffic flows for 2031. As agreed with the Phase 1 development, alternative assumptions have been applied to adjust the growth rates and prevent any double counting of committed or proposed development traffic. The growth rates are presented in **Table 8.3**.

Table 8.3: Growth Rates

Period	AM	PM
2022-2031	1.0437	1.0419
2025-2031	1.0413	1.0409

Source: TEMPRO (v8.1)

8.6 Junction Capacity Modelling

- 8.6.1 The identified junctions have been assessed using TRL Software PICADY and ARCADY (Junctions 11) for the following scenarios:
- Scenario 1 – 2031 Baseline;
 - Scenario 2 – 2031 “without development” including committed development;
 - Scenario 3 – 2031 “with development” and committed development; an
 - Scenario 4 – 2031 “with development” and committed development Vision based assessment.
- 8.6.2 Junction modelling outputs are provided in **Appendix H**.

Proposed Site Access

- 8.6.3 Junctions 11 assessment results for the proposed site access to A3102 Sandridge Common are provided in **Table 8.4**:

Table 8.4: Proposed Site Access

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)
2031 Base + Committed Devt + Devt – TRICS Trip Rates						
Site Access	0.20	<1	8	0.11	<1	8
Sandridge Common	0.10	<1	4	0.23	1	5
2031 Base + Committed Devt + Devt – Vision Trip Rates						
Site Access	0.18	<1	8	0.10	<1	8
Sandridge Common	0.09	<1	4	0.20	1	5

RFC = Ratio of Flow to Capacity

Max Q = maximum average queue

- 8.6.4 The proposed site access is forecast to operate well within capacity in 2031 with committed and proposed development under both the TRICS scenario and the Vision based scenario. Minimal queuing or delay is forecast for both the site access arm and the right turn movement into the site for all assessment scenarios.

Phase 1 Site Access

- 8.6.5 The permitted access to the Phase 1 site takes the form of a ghost island priority junction with A3102 Sandridge Common. The approved junction layout is included in **Appendix I** and the Junction assessment results are provided in **Table 8.5**:

Table 8.5: Phase 1 Access

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)
2031 Base + Committed Devt + Devt – TRICS Trip Rates						
Phase 1 Access	0.63	2	19	0.50	1	15
Sandridge Common	0.49	1	12	0.27	<1	9
2031 Base + Committed Devt + Devt – Vision Trip Rates						
Phase 1 Access	0.63	2	19	0.49	1	15
Sandridge Common	0.49	1	12	0.27	<1	9

RFC = Ratio of Flow to Capacity

Max Q = maximum average queue

- 8.6.6 The Phase 1 site access is forecast to operate well within capacity during 2031 with committed and proposed development, with minimal queuing or delay under both the TRICS scenario and the Vision based scenario. On this basis, the proposed development will not have a significant highway impact at this junction.

New Road / Sandridge Common

- 8.6.7 Data was previously collected in 2022 for the New Road/Sandridge Common junction however queue length data was not obtained. Updated data was therefore collected for the junction in January 2026. The data total junction flows for the 2026 are higher than that collected in 2022 so, for robustness, the 2026 data has been used. The results of the modelling for the New Road/Sandridge Common junction are provided in **Table 8.6**:

Table 8.6: New Road / Sandridge Common Road

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)
2031 Base						
New Road	0.15	<1	17	0.34	1	18
Sandridge Common	0.03	0	5	0.02	0	4
2031 Base + Committed Development						
New Road	0.40	1	33	0.52	1	30
Sandridge Common	0.21	1	4	0.18	1	4
2031 Base + Committed Devt + Devt – TRICS Trip Rates						
New Road	0.48	1	43	0.61	2	39
Sandridge Common	0.32	2	5	0.23	1	4
2031 Base + Committed Devt + Devt – Vision Trip Rates						
New Road	0.47	1	42	0.59	1	37
Sandridge Common	0.31	2	5	0.22	1	4

RFC = Ratio of Flow to Capacity

Max Q = maximum average queue

- 8.6.8 The New Road / Sandridge Common Road junction is forecast to operate within capacity in 2031 with committed and proposed development, with minimal queuing or delay under both the TRICS and the Vision based scenarios. The development is forecast to add 1 queuing vehicle during the AM peak with a maximum increase in delay of 8 seconds. This is not considered a significant impact.

- 8.6.9 The traffic calming scheme proposed in Section 5 would remove the ability to turn right into New Road from the site. This would further improve the operation of the junction by removing the need for vehicles to wait on Sandridge Common to turn right in. The results of the capacity testing for the traffic calming scheme are presented in **Table 8.7**. This has been undertaken for the TRICS Trip Rate assessment for robustness.

Table 8.6: New Road / Sandridge Common Road – Traffic Calming Scheme

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)
2031 Base + Committed Devt + Devt – TRICS Trip Rates						
New Road	0.45	1	39	0.59	1	36
Sandridge Common	0.00	<1	<1	0.00	<1	<1

RFC = Ratio of Flow to Capacity

Max Q = maximum average queue

- 8.6.10 As shown, restricting right turning movements into New Road improves the operation of the junction and reduces the maximum delay experienced by users travelling from New Road. It is noted that the New Road junction operates effectively both with and without the banned right turn and it is proposed to progress this restriction via funding for a traffic regulation order through the S106 agreement.

Sandridge Common/Eastern Way Roundabout

- 8.6.11 The Eastern Way Roundabout has been modelled for the existing three-arm arrangement for the scenarios identified earlier in this section. The results of the modelling are presented in **Table 8.7**.

Table 8.7: Eastern Way Roundabout (existing arrangement)

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)
2031 Base						
Sandridge Common (E)	0.39	1	4	0.49	1	5
Eastern Way	0.38	1	4	0.39	1	5
Sandridge Common (W)	0.34	1	4	0.28	<1	4
2031 Base + Committed Development						
Sandridge Common (E)	0.58	1	6	0.64	2	7
Eastern Way	0.55	1	7	0.47	1	6

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)
Sandridge Common (W)	0.49	1	6	0.36	1	5
2031 Base + Committed Devt + Devt – TRICS Trip Rates						
Sandridge Common (E)	0.63	2	7	0.66	2	7
Eastern Way	0.57	1	7	0.49	1	6
Sandridge Common (W)	0.51	1	6	0.40	1	5
2031 Base + Committed Devt + Devt – Vision Trip Rates						
Sandridge Common (E)	0.63	2	7	0.66	2	7
Eastern Way	0.57	1	7	0.49	1	6
Sandridge Common (W)	0.51	1	6	0.40	1	5

RFC = Ratio of Flow to Capacity

Max Q = maximum average queue

8.6.12 As shown, the existing Eastern Way Roundabout is anticipated to operate well within capacity for all future year scenarios with minimal queueing and delay on all arms.

8.6.13 The Eastern Way Roundabout has also been modelled as a proposed four-arm roundabout in line with the changes proposed as part of a local planning application (*planning reference: PL/2024/10345*). For consistency, the geometries used for the modelling have been replicated from the TA for the live planning application to the west. The results of the modelling for the Sandridge Common/Eastern Way roundabout are provided in **Table 8.7**:

Table 8.7: Eastern Way Roundabout (Four-arm)

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)
2031 Base						
Sandridge Common (E)	0.38	1	4	0.48	1	5
Eastern Way	0.36	1	4	0.37	1	4
Sandridge Common (W)	0.28	<1	3	0.23	<1	3
Proposed 4 th arm	0.00	<1	<1	0.00	<1	<1
2031 Base + Committed Development						
Sandridge Common (E)	0.59	2	6	0.65	2	7
Eastern Way	0.55	1	6	0.49	1	6
Sandridge Common (W)	0.44	1	5	0.34	1	4

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)
Proposed 4 th arm	0.11	<1	5	0.03	<1	4
2031 Base + Committed Devt + Devt – TRICS Trip Rates						
Sandridge Common (E)	0.64	2	7	0.67	2	7
Eastern Way	0.57	1	7	0.51	1	6
Sandridge Common (W)	0.45	1	5	0.37	1	4
Proposed 4 th arm	0.11	<1	5	0.03	<1	4
2031 Base + Committed Devt + Devt – Vision Trip Rates						
Sandridge Common (E)	0.64	1	7	0.67	2	7
Eastern Way	0.56	1	7	0.51	1	6
Sandridge Common (W)	0.45	1	5	0.37	1	4
Proposed 4 th arm	0.11	<1	5	0.03	<1	4

RFC = Ratio of Flow to Capacity

Max Q = maximum average queue

8.6.14 The Eastern Way Roundabout is forecast to operate well within capacity in 2031 with committed and proposed development, with minimal queuing or delay under both the TRICS and the Vision based scenarios. On this basis, the proposed development will not have a significant highway impact at this junction based on the parameters of the proposed four-arm arrangement.

8.6.15 As set out above, the proposed traffic calming scheme on Sandridge Common includes banning of right turning vehicles from Sandridge Common to New Road. The aim is to discourage the use of New Road by vehicles routing to the A350. However, this proposal is likely to generate a small proportion of u-turning movements at the Eastern Way roundabout for access to New Road. This has been incorporated into the Eastern Way roundabout modelling, where it has been assumed that an additional 24 movements will make a u-turn at the roundabout in the peak hours. This modelling is presented in **Table 8.8** and has been undertaken for the TRICS Trip Rate assessment for robustness.

Table 8.8: Eastern Way Roundabout (Four arm) - Sandridge Common Traffic Calming

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)
2031 Base + Committed Devt + Devt – TRICS Trip Rates						
Sandridge Common (E)	0.66	2	8	0.69	2	8

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)
Eastern Way	0.57	1	7	0.52	1	6
Sandridge Common (W)	0.46	1	5	0.38	1	4
Committed Access	0.11	<1	5	0.03	<1	4

RFC = Ratio of Flow to Capacity

Max Q = maximum average queue

- 8.6.16 As demonstrated, with the inclusion of U-turners, the Eastern Way roundabout is still forecast to operate well within capacity for a 2031 future year with development and committed development flows with the addition of additional u-turning movements.

A3102 Sandridge Road / Church Road

Table 8.9: A3102 Sandridge Road / Church Road

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)
2031 Base						
Church Lane (N)	0.20	<1	4	0.15	<1	4
A3102 Sandridge Comon (E)	0.30	<1	3	0.29	<1	3
Internal Link (W)	0.21	<1	3	0.28	<1	3
Blackmore Road (S)	0.16	<1	3	0.15	<1	3
A3102 Sandridge Common (W)	0.22	<1	4	0.35	1	4
Internal Link (E)	0.30	<1	3	0.28	<1	3
2031 Base + Committed Development						
Church Lane (N)	0.22	<1	5	0.16	<1	4
A3102 Sandridge Comon (E)	0.47	1	5	0.38	1	4
Internal Link (W)	0.30	<1	3	0.37	1	3
Blackmore Road (S)	0.18	<1	4	0.17	<1	4
A3102 Sandridge Common (W)	0.35	1	4	0.46	1	5
Internal Link (E)	0.41	1	3	0.35	1	3
2031 Base + Committed Devt + Devt – TRICS Trip Rates						
Church Lane (N)	0.22	<1	5	0.17	<1	4
A3102 Sandridge Comon (E)	0.42	1	4	0.36	1	3

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)
Internal Link (W)	0.30	<1	3	0.38	1	3
Blackmore Road (S)	0.18	<1	4	0.18	<1	4
A3102 Sandridge Common (W)	0.36	1	5	0.50	1	6
Internal Link (E)	0.44	1	4	0.36	1	3
2031 Base + Committed Devt + Devt – Vision Trip Rates						
Church Lane (N)	0.22	<1	5	0.17	<1	4
A3102 Sandridge Comon (E)	0.42	1	4	0.36	1	3
Internal Link (W)	0.30	<1	3	0.38	1	3
Blackmore Road (S)	0.18	<1	4	0.18	<1	4
A3102 Sandridge Common (W)	0.36	1	5	0.50	1	6
Internal Link (E)	0.44	1	4	0.36	1	3

RFC = Ratio of Flow to Capacity

Max Q = maximum average queue

8.6.17 The A3102 Sandridge Road / Church Road junction is forecast to operate well within capacity in 2031 in 2031 with committed and proposed development with minimal queuing or delay. This is the case for both the TRICS based and Vision based scenarios. On this basis, the proposed development will not have a significant highway impact at this junction.

A3102 Sandridge Road / Forest Road / Club Access

Table 8.10: A3102 Sandridge Road / Forest Road / Club Access

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)
2031 Base						
Forest Road (N)	0.18	<1	6	0.16	<1	7
A3102 Sandridge Comon (E)	0.62	2	10	0.42	1	6
Internal Link (W)	0.28	<1	4	0.52	1	6
A3102 Lowbourne (SW)	0.37	1	6	0.65	2	11
School Club Access	0.09	<1	4	0.05	<1	5
Internal Link (E)	0.56	1	7	0.37	1	5

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)	Max RFC	Max Q (Vehs)	Max Delay (s/Veh)
2031 Base + Committed Development						
Forest Road (N)	0.20	<1	7	0.19	<1	9
A3102 Sandridge Comon (E)	0.81	4	20	0.53	1	8
Internal Link (W)	0.41	1	5	0.62	2	8
A3102 Lowbourne (SW)	0.54	1	9	0.77	3	17
School Club Access	0.10	<1	5	0.05	<1	5
Internal Link (E)	0.71	2	10	0.46	1	6
2031 Base + Committed Devt + Devt – TRICS Trip Rates						
Forest Road (N)	0.21	<1	7	0.20	<1	9
A3102 Sandridge Comon (E)	0.86	6	26	0.56	1	8
Internal Link (W)	0.42	1	5	0.65	2	9
A3102 Lowbourne (SW)	0.56	1	9	0.82	4	20
School Club Access	0.10	<1	5	0.06	<1	6
Internal Link (E)	0.75	3	12	0.48	1	6
2031 Base + Committed Devt + Devt – Vision Trip Rates						
Forest Road (N)	0.21	<1	7	0.20	<1	9
A3102 Sandridge Comon (E)	0.86	6	26	0.56	1	8
Internal Link (W)	0.42	1	5	0.65	2	9
A3102 Lowbourne (SW)	0.56	1	9	0.82	4	20
School Club Access	0.10	<1	5	0.06	<1	6
Internal Link (E)	0.75	3	12	0.48	1	6

RFC = Ratio of Flow to Capacity Max Q = maximum average queue

8.6.18 The A3102 Sandridge Road / Forest Road / Club Access junction is forecast to operate within capacity in 2031 in 2031 with committed and proposed development with limited (and certainly not severe) impacts on queuing or delay. This is the case for both the TRICS based and Vision based scenarios. On this basis, the proposed development will not have a significant highway impact at this junction.

8.7 Traffic Impact Summary

- 8.7.1 The operational analysis presented above shows that all the assessed junctions work within capacity in the 2031 future year baseline scenario with committed development. With the inclusion of the proposed development, they will continue to operate within capacity with minimal queuing or delay. The proposed traffic calming scheme has also been tested at the New Road and Eastern Way junctions which demonstrates that both junctions will continue to operate well within capacity.
- 8.7.2 On this basis, the proposed development is not expected to have any significant nor severe impact on the operation of the local highway network. The residual cumulative impacts are not severe.

SECTION 9 Summary and Conclusions

9.1 Summary

9.1.1 Gleeson Land has appointed i-Transport to provide transport and highways advice in relation to land at Blackmore Farm located south of Sandridge Common on the eastern side of Melksham.

9.1.2 The proposal is an outline application for circa 275 dwellings. It is located directly to the east of the permitted Phase 1 Blackmore Farm, Melksham Site (planning reference: PL/2023/11188) and will connect into the transport infrastructure developed as part of that proposal.

9.1.3 This Transport Assessment considers the development proposal against the key transport requirements given in paragraph 115 of the National Planning Policy Framework (NPPF), which requires that specific applications for development should ensure that:

- sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

9.1.4 A Framework Travel Plan has also been prepared (*report reference: ITB12069-022A*) to identify opportunities for the effective promotion and delivery of sustainable transport initiatives for this site. The Travel Plan should be read alongside this Transport Assessment.

9.1.5 The transport vision for the site seeks to create a sustainable, inclusive, well-connected and vibrant low-carbon community where walking, cycling and public transport are the first choice for local journeys.

9.1.6 The site is situated in a sustainable location with access to local facilities and services, both within the Phase 1 site (primary school, employment and mobility hub) and in the surrounding residential areas to the west. The facilities at Melksham town centre and Rail Station are within a reasonable walking and cycling distance.

- 9.1.7 The site seeks to provide permeable access, with good connectivity to both the A3102 Sandridge Common Road to the north and via the extensive footway and cycleway network provided by the Phase 1 site. An improvement to the footway is proposed on Sandridge Common. In addition a connection to Bridleway MELW 40 to the east is proposed to provide for leisure journeys. It is proposed to extend the new town bus service provided by the Phase 1 site into Phase 2, with appropriate provision made within the Illustrative Masterplan layout to allow for this. A WCHAR has been prepared to assess the quality of the routes.
- 9.1.8 The proposed sustainable transport strategy will allow residents of the development to walk, cycle and use public transport for day-to-day local journeys to and from the site as well as providing for internalisation of trips through the Phase 1 school and the facilities within the mixed-use hub.
- 9.1.9 The proposal is supported by a Framework Travel Plan, providing the sustainable transport strategy for the site. It is demonstrated that appropriate opportunities to support travel by sustainable modes will be taken up, having regard to the edge of town location of the development.
- 9.1.10 The proposal provides safe and suitable access by all modes. The proposed access to the A3102 Sandridge Common Road meets relevant design standards and provide adequate capacity to accommodate development traffic as well as providing appropriate walking and cycling connections including improving the footway on Sandridge Common. A traffic calming scheme is proposed for Sandridge Common. The proposed access strategy has been subject to a Stage One Road Safety Audit.
- 9.1.11 The detail of the internal site layout will be a matter addressed at reserved matters stage. The proposed site access road has been designed to accommodate the needs of service vehicles and buses. Connections are included to the Phase 1 site to allow for a connected and permeable access strategy linking through that site and onwards to Eastern Way. The proposal therefore meets the NPPF requirement to design streets, parking and other transport elements in line with national policy guidance in the context of an outline planning application.

9.1.12 A residential development of 275 dwellings is anticipated to generate circa 134-139 two-way vehicle movements during the busiest periods of the day, equating to approximately 2-3 vehicle movements per minute, based on TRICS based trip rates. The Vision based trip rates provide a conservative estimate of the potential impact of a Travel Plan and assume the introduction of the new bus service.

9.1.13 The development impact on the local highway network has been tested for the following future year scenarios:

- 2031 Year of Opening assessment;
- 2031 + Committed Development
- 2031 + Committed Development + Development
- 2031 + Committed Development + Development (Vision scenario)

9.1.14 The assessment demonstrates that the proposed site access will operate effectively in all future scenarios and have sufficient capacity. The development is further expected to have a negligible impact on the operation of other local junctions in all future year scenarios.

9.1.15 The assessments have demonstrated that the impacts of the development on the operation of the local transport network are negligible.

9.2 Conclusions

9.2.1 In conclusion:

- Safe and suitable pedestrian and cycle access is proposed from Sandridge Common and to the Phase 1 site.
- Suitable and safe vehicular access is proposed from the A3102 Sandridge Common. Vehicular access is also proposed from the Phase 1 site;
- Within the site the Illustrative Masterplan shows a network of footpaths, cycle paths and safe streets as well as connections to the PRow network.
- A Framework Travel Plan accompanies the application;
- The proposals therefore ensure that there are appropriate opportunities for the use of sustainable transport modes for local journeys in line with the Vision for the site;
- The impact from the development on the operation of the transport network (in terms of capacity and congestion and on highway safety) is not significant; and

- The residual cumulative impacts on the road network are not severe.

9.2.2 Considering the assessment undertaken and presented within this Transport Assessment, it is concluded that the development proposal meets the requirements of paragraphs 115 and 116 of the NPPF and as well as local transport policy. There are no significant highways or transportation matters that should preclude the Local Planning Authority from approving this planning application.

FIGURES



Figure 1.1: Site Context Plan

ITB12069

Key

- Phase 2 Site Boundary
- Phase 1 Site Boundary
- MELW40

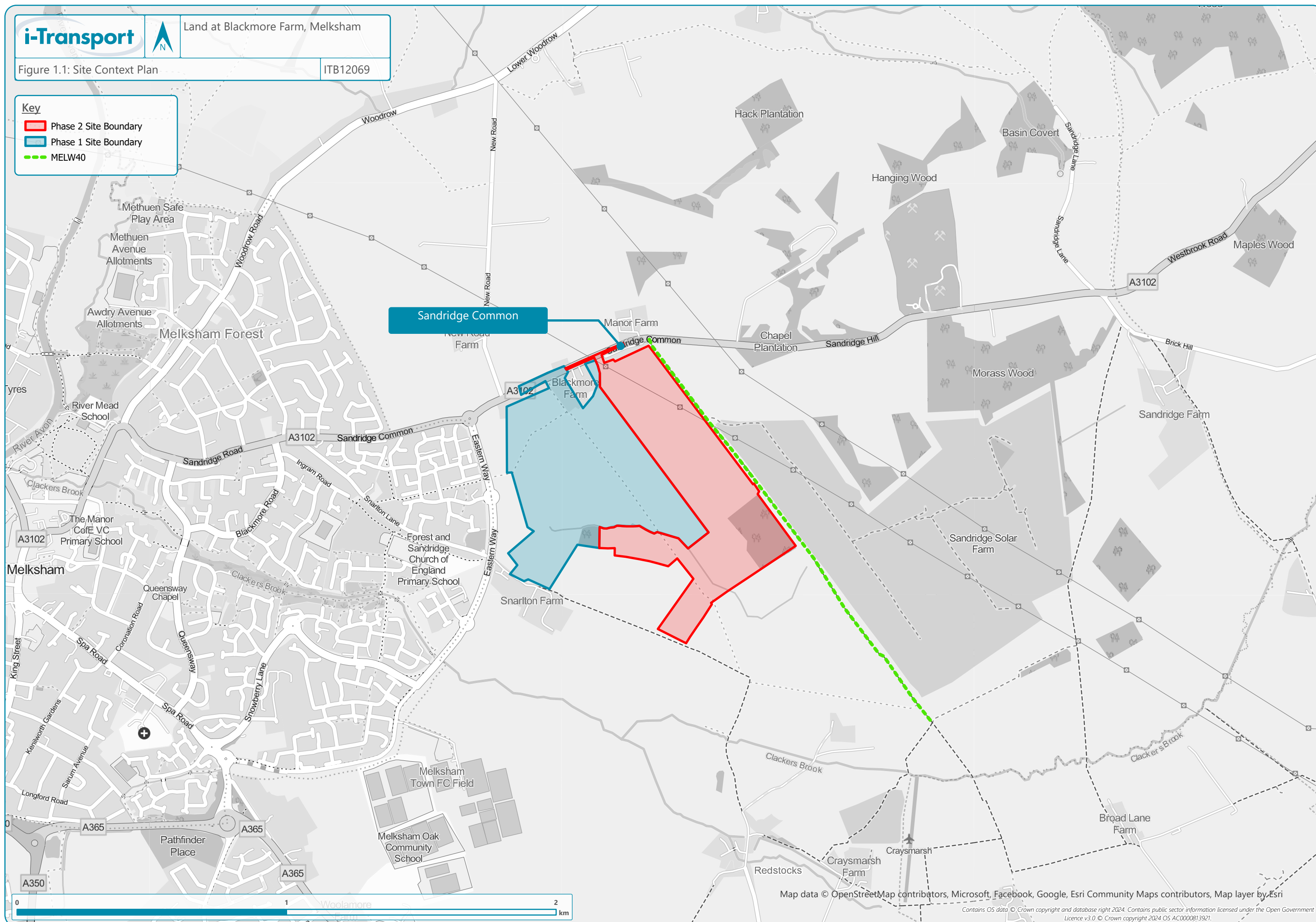




Figure 5.1: Accessibility and Context Plan

ITB12069

Key

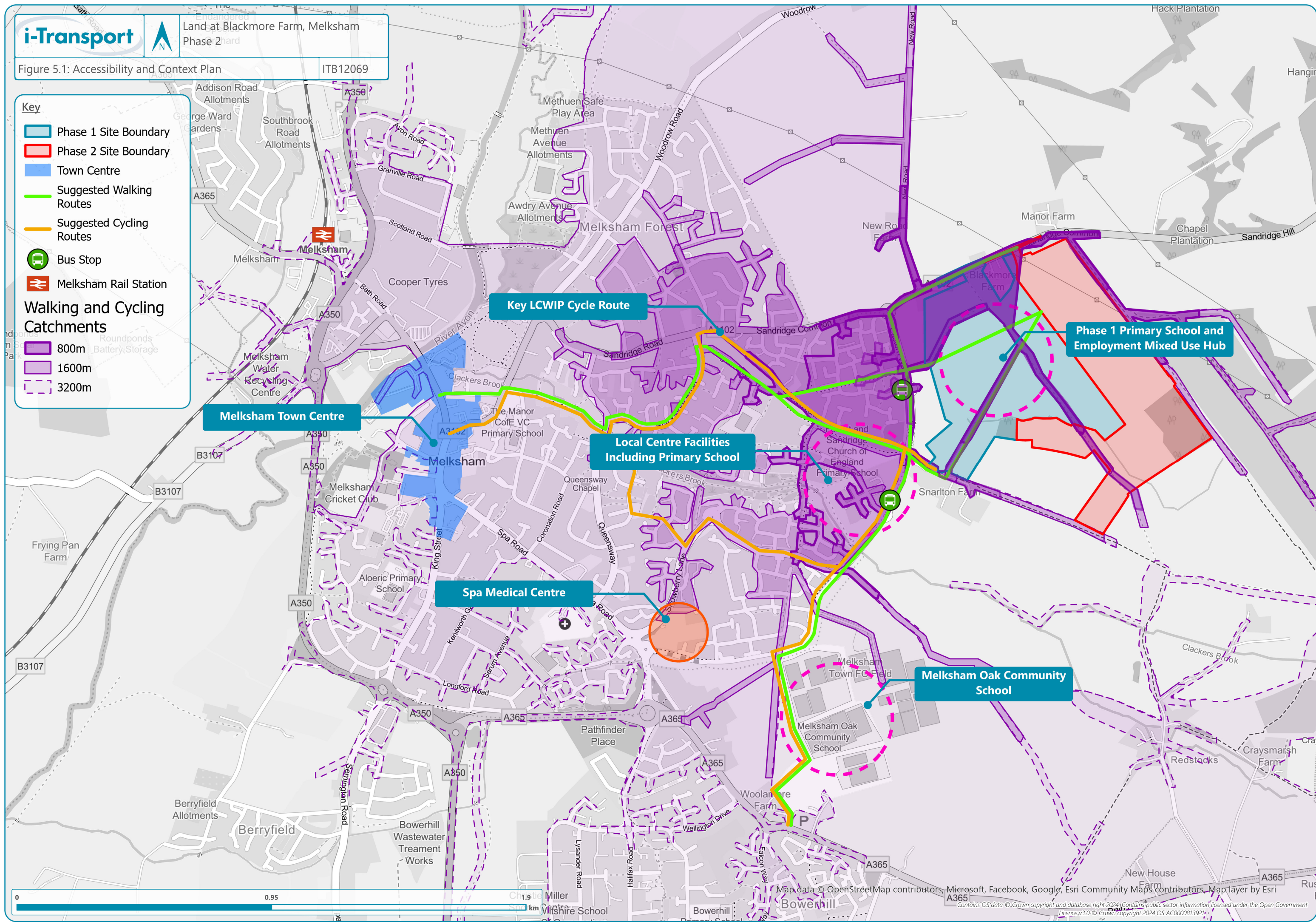
- Phase 1 Site Boundary
- Phase 2 Site Boundary
- Town Centre
- Suggested Walking Routes
- Suggested Cycling Routes
- Bus

 Bus Stop
- Rail

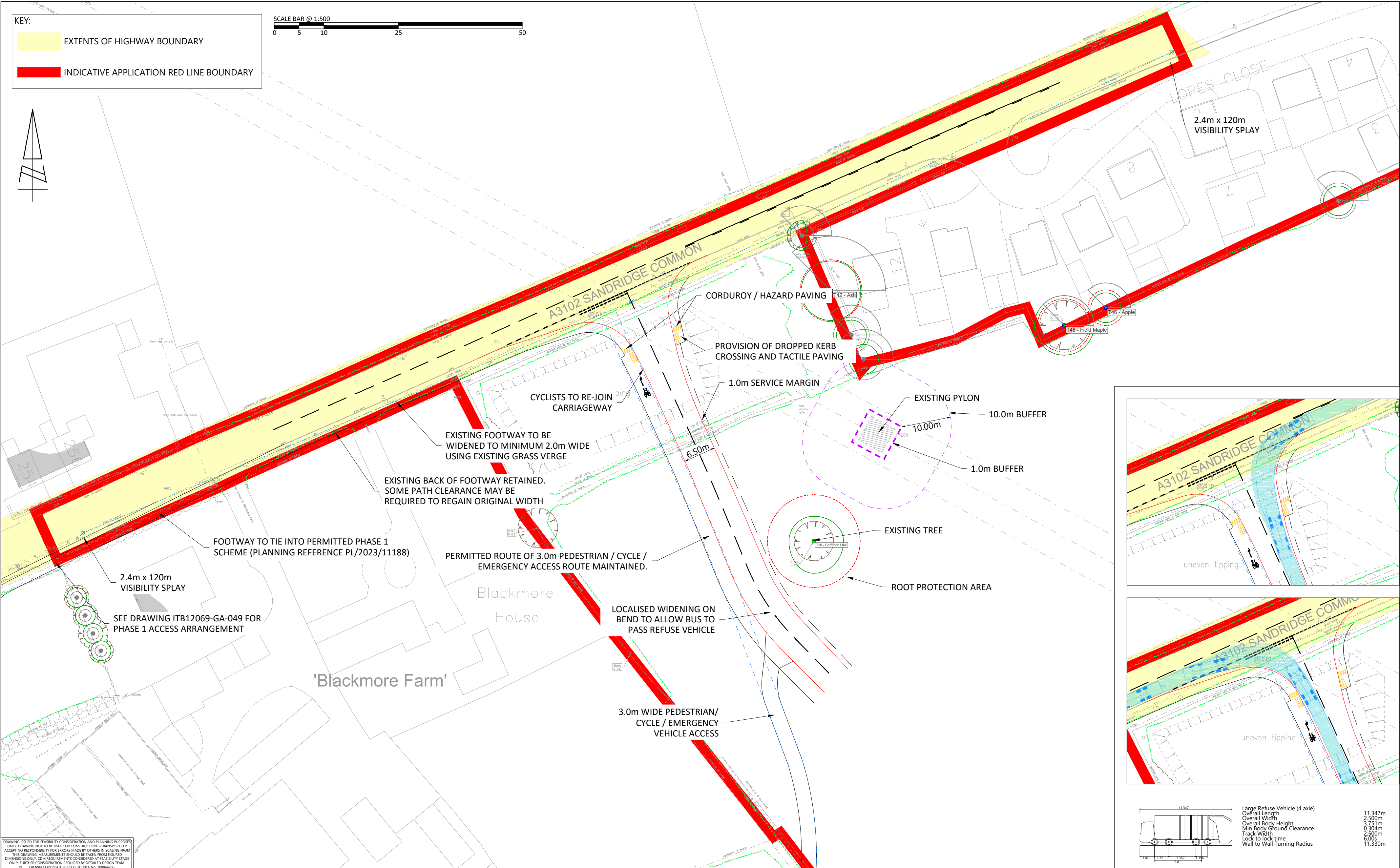
 Melksham Rail Station

Walking and Cycling Catchments

- 800m
- 1600m
- 3200m



DRAWINGS



The Square, Basing View, Basingstoke, Hampshire, RG21 4EB Tel: 01256 898366 www.i-transport.co.uk			<table><tr><td>F</td><td>03.02.26</td><td>SH</td><td>RSA COMMENTS INCORPORATED</td></tr><tr><td>E</td><td>14.01.26</td><td>SH</td><td>ACCESS ALIGNMENT UPDATED</td></tr><tr><td>D</td><td>17.12.25</td><td>JD</td><td>ACCESS ALIGNMENT UPDATED</td></tr><tr><td>C</td><td>13.11.25</td><td>MS</td><td>ACCESS ALIGNMENT UPDATED</td></tr><tr><td>B</td><td>20.10.25</td><td>SH</td><td>ACCESS ALIGNMENT UPDATED</td></tr><tr><td>A</td><td>02.07.25</td><td>SH</td><td>ACCESS ALIGNMENT UPDATED</td></tr></table>			F	03.02.26	SH	RSA COMMENTS INCORPORATED	E	14.01.26	SH	ACCESS ALIGNMENT UPDATED	D	17.12.25	JD	ACCESS ALIGNMENT UPDATED	C	13.11.25	MS	ACCESS ALIGNMENT UPDATED	B	20.10.25	SH	ACCESS ALIGNMENT UPDATED	A	02.07.25	SH	ACCESS ALIGNMENT UPDATED	<table><tr><td>REV</td><td>DATE</td><td>BY</td><td>DESCRIPTION</td></tr><tr><td></td><td></td><td></td><td>FOR INFORMATION</td></tr></table>			REV	DATE	BY	DESCRIPTION				FOR INFORMATION	<table><tr><td>AI</td><td>EP</td><td>TITLE</td></tr><tr><td>EP</td><td>EP</td><td>PROPOSED SITE ACCESS</td></tr><tr><td>EP</td><td>EP</td><td></td></tr><tr><td>SH</td><td>EP</td><td></td></tr><tr><td>AI</td><td>EP</td><td></td></tr><tr><td>AI</td><td>EP</td><td></td></tr></table>			AI	EP	TITLE	EP	EP	PROPOSED SITE ACCESS	EP	EP		SH	EP		AI	EP		AI	EP		<table><tr><td>CHK</td><td>APD</td><td>PROJECT</td></tr><tr><td></td><td></td><td>LAND AT BLACKMORE FARM, MELKSHAM - PHASE 2</td></tr><tr><td></td><td></td><td></td></tr></table>			CHK	APD	PROJECT			LAND AT BLACKMORE FARM, MELKSHAM - PHASE 2				<table><tr><td>CLIENT</td><td colspan="2">GLEESON LAND</td></tr><tr><td></td><td></td><td></td></tr></table>			CLIENT	GLEESON LAND					<table><tr><td>DRAWN:</td><td>PH</td><td>CHECKED:</td><td>EP</td><td>APPROVED:</td><td>MG</td></tr><tr><td>PROJECT No:</td><td>ITB12069</td><td>SCALE @ A2:</td><td>1:500</td><td>DATE:</td><td>11.06.25</td></tr><tr><td>DRAWING No:</td><td colspan="4">ITB12069-GA-066</td><td>REV:</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td>F</td></tr></table>			DRAWN:	PH	CHECKED:	EP	APPROVED:	MG	PROJECT No:	ITB12069	SCALE @ A2:	1:500	DATE:	11.06.25	DRAWING No:	ITB12069-GA-066				REV:						F
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