

MEMORANDUM

To: Development Management From: Sustainable Transport

Ref: PL/2026/00367

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Date: 22 May 2026

PL/2026/00367- Land East of Calne Road, Lyneham - Outline planning application (with all matters reserved except for access) for up to 200 residential dwellings (Use Class C3), provision of public open space, and associated infrastructure

Introduction

This response will review matters relating to highway and transport issues. I note that this planning application is an outline application with all matters reserved; except access matters to be determined at this stage.

Submissions Reviewed

- Transport Assessment (and appended junction proposals)
- Design and Access Statement
- Illustrative Masterplan
- Framework Travel Plan

Principle of the location and sustainable transport

The consideration of a sustainable transport objection relating to this proposal is a key consideration. In this particular instance it is not considered a sustainable objection would be substantive at planning appeal. There are a number of factors that have been taken into account coming to this view.

Lyneham is outlined as a Large Village in the Wiltshire Core Strategy. It has a range of facilities as outlined in the TA (table 3.3).

The bus service in Lyneham, every 20mins, by Wiltshire standards overall is good, with the 55 Service linking to Swindon, Calne. Chippenham and beyond.

A key factor, when arriving at the conclusion not to raise a sustainability objection, I also note the planning appeal decision at Green Farm, a proposal of 200 dwellings, 2600sq.m of B1 and community uses where the planning inspector dismissed the highway sustainability objection.

It is important to note that the Planning Inspector noted that Lyneham has a significant number of services within the village. These include a number of conveniences stores, businesses associated with the motor trade, café, pub(s), village hall, primary school, hairdresser and others. In this rural area this seems to me to be a rich mix of facilities available to the local population for many day to day needs (table 3.3 in TA). Whilst these facilities are in the village, the potential walking distance is not onerous. Lyneham could

clearly cater for a development of the size proposed in providing many elements of daily needs.

In addition the village has a regular bus service (55 service) to Chippenham and Swindon which would be in contrast to many rural locations. There is a clear option to use public transport which many would find a suitable alternative to the private car. That is not to say that private vehicle use would be insignificant at the site – that would be an unrealistic expectation here – but there is a genuine alternative available.

Taking these factors together, that on this occasion and planning merits of the site it cannot reasonably be regarded as contrary to transport sustainability objectives for development. I note that there have been other planning consents recently in Lyneham for 50 dwellings here, and by the NP acceptance of some, albeit limited, housing development. On balance a sustainable transport objection will not be raised.

School travel and site junction

Due to the distance of the secondary school located in Royal Wootton Bassett, this will mean that a school bus for Lyneham will be required relating to this development.

Therefore as a result of this development a large coach will require a collection point facility and turning point. This issue has already been outlined in the pre-application (ENQ_2025_001805 response dated 24/11/2025). It does not appear that this issue has been addressed in the TA, with only reference to bus transport to Royal Wootton Bassett Academy via public transport in paragraph 3.5.3. This is not an acceptable scenario.

As this is an outline application with all access matters to be addressed at this stage, issues relating to collection point and turning head relating to a 53 seater coach need to be resolved at this stage. It is absolutely essential that a bus turning area for the school coach is incorporated into the development. We will also require a bus stop within the development with bus stop flag and cage where 50+ pupils can wait safely for the bus without causing a nuisance / inconvenience to residents. Further details are required to address this issue.

It is suggested that the following items are amended and raised details supplied:

- the road width to a turning point will need to be a minimum width of 6.5m.
- the radius of the site junction will need to be increased to 10m, possibly more depending on additional swept path.
- The turning head could involve a loop road. A collection point (layby) and bus stop will be required.
- Swept Path analysis of a coach (53 seater) utilising the site access and turning head facilities will need to be demonstrated.

Site junction - Site drawing

The existing site access drawing is not clear and scalable as demonstrated on drawing ITB210361-GA-002 Rev D. A more friendly scale and clearer version (less layers) of the site access less than 1:1000 is required (A scale of 1:500 – 1:250 etc) and would seem more appropriate. The detail around the site access is cramped due to the various details included and makes comprehension difficult.

Site junction - Visibility splay in northern direction

I note that four mature trees are proposed to be removed in the northern visibility splay (2.4m x 120m). Please note the removal of these trees relating to arboriculture and ecology issues.

It is also noted that a significant proportion of the visibility splay (2.4m x 120m) is contained within the red line of the application site. This land as part of this application site must be allocated for dedication as Public Highway, in order that the visibility splay can be maintained in perpetuity going forwards and it is not allocated to third parties, when obstructions could be installed. A plan is required detailing land that can be dedicated as Public Highway in order to maintain the visibility splay and satisfy this requirement.

Visibility splay in southern direction

The drawing supplied shows (ITB210361-GA-002 Rev D) a complicated and confused version of the visibility splay that is available. This is due to the other items/ layers on the drawing.

A significant concern is the location of the 4-5 trees to the south of the access. These appear in close proximity to the back of the visibility splay with tree canopy. It is considered reasonable that a visibility splay in front of vegetation should have at least 1m clearance, due to issues relating to vegetation growth.

A more detailed/ clearer plan of how the visibility splay relates to the trees is required before further guidance can be provided. Some of these trees may need to be removed in order to maintain the required visibility splays.

Due to the tree canopy, the visibility splay also needs to demonstrate the visibility in the vertical plane. This means within the visibility splay, no obstruction to visibility from 2m down to 1.05m to 2m (drivers eye height, no children in this splay) in accordance with MfS guidelines.

Emergency vehicle access

For this number of dwellings an emergency vehicle access will be required. Please provide details of an emergency access for a fire tender vehicle. I would suggest that the cycle route to the south of the site would appear to be a good option to investigate in the first instance.

I consider that the site layout can also be laid out in a loop manner that will aid emergency issues and help provide two routes to a large proportion of the site in the event of emergency.

Accidents

The data does not identify any issues or reoccurring accidents which would be exacerbated by the development. No accidents were recorded on Calne Road in the location of the proposed access.

Cycle lane

I note that this proposal includes a scheme to provide an on carriageway advisory cycle lane. With markings and coloured surfacing.

When looking at the guidance contained in LTN 1/20, it is not considered that an on carriageway advisory cycle lane is essential in this location. This street is considered a

lightly trafficked street and therefore this measure is not considered a necessity to encourage or provide a facility for cycling.

I note that there are footway further north towards Elder Avenue to present as opportunities to keep cycles off Calne Road. However I note that these routes are not contained within the Public Highway.

I do consider that the signage of the route relating to Calne road and dropped kerbs is required. Details clearly signing this route are required.

Operation assessment

Site access

The PICADY assessment outlines that the 2030 'with development' The site access junction will operate well within capacity with minimal queuing and delay expected.

Calne Road / Preston Lane Mini roundabout

The PICADY assessment demonstrates that the junction will operate within theoretical capacity under all scenarios, with no material impact on operation with the proposed development. The queues and delays are low and there is sufficient capacity remaining.

Calne Road / Chippenham Road / The Green roundabout to the north of the site.

I note that there appears to be a typo with name labelling in the 2030 with and without development. I assume names are as detailed in the 2025 baseline.

The 2030 with development scenario is not significantly different to the without scenario. There is only a slight increase in queue, delay and capacity. The PICADY assessment demonstrates that the junction will operate within theoretical capacity under all scenarios, with no material impact on operation with the proposed development. The queues and delays are low and there is sufficient capacity remaining.

Travel Plan

Paragraph 5.8.3 outlines the Travel Plan forecasts a 10 % reduction in vehicle trips. I am yet to be convinced to actually how this will occur. Please provide detail of the measures of how this will actually be achieved in reality.

Gateway

With regard to paragraph 4.5.3 I note detail of the extension of the speed limit and introduction of a gateway feature. I would like to receive more detailed information of this feature.

Bus stops

It is considered that the developer review the existing and proposed bus stop location on the Calne Road, with a view to relocated them to a more suitable location to better service both Melsome road and this proposed development. The developer to fund any upgrade to the bus shelters on both sides of the road, real time information installation, and bus laybys on both sides of the road with possible relocation of pedestrian crossing to allow a safe crossing between the two estates. Please review these issues.

Conclusion

Before highway matters can move forward please supply revised details as detailed above.