

TRANSPORT ASSESSMENT

PROPOSED McDONALD'S RESTAURANT
HORTON ROAD, DEVIZES
WILTSHIRE, SN10 2JG

Client: McDonald's Restaurants Ltd

Reference: ADL/CC/3485/22A

Date: April 2026

REPORT CONTROL

Document: Transport Assessment

Project: Horton Road, Devizes

ADL Reference: 3485

Client:

McDonald's Restaurants Ltd
11-59 High Street
East Finchley
London
N2 8AW

Primary Author	Archie Lauchlan Evans
-----------------------	-----------------------

Initialed:	ALE
------------	-----

Contributor	Peter Aremu
--------------------	-------------

Initialed:	PA
------------	----

Review by	Catherine Chapman
------------------	-------------------

Initialed:	CC
------------	----

Issue	Date	Status	Checked for Issue
1	30/10/2025	DRAFT	CC
2	18/12/2025	FINAL	ALE
3	22/04/2026	FINAL	ALE

This report and its contents are copyright ADL Traffic & Highways Engineering Ltd and their clients.
This report shall not be reproduced without written permission.

CONTENTS

Page No

1.0 INTRODUCTION

1.1	Purpose of Report	1
1.2	Pre-Application Discussions	1
1.3	Scope of Study	2

2.0 BASELINE TRANSPORT INFORMATION

2.1	Site Location and Surrounding Area	4
2.2	Road Network	4
2.3	Existing/Permitted Use of the Site, Access Arrangements and Traffic Generation	5
2.4	Committed Development	7
2.5	Accident Analysis	9
2.6	McDonald's Restaurants Within 10km of the Site	9

3.0 ACCESSIBILITY

3.1	Pedestrians/Cyclists	10
3.2	Public Transport	12
3.3	BREEAM Accessibility Assessment	13

4.0 DEVELOPMENT PROPOSALS

4.1	Development Proposals	15
4.2	Access Arrangements	15
4.3	Proposed Pedestrian and Highway Works	16
4.4	Year of Opening	17
4.5	Parking Provision and Assessment of Standards	17
4.6	Servicing/Refuse Provision	19
4.7	Drive Thru Lane	21

5.0 PROPOSED TRAFFIC GENERATION

5.1	McDonald's Traffic Generation	22
5.2	Trips by Type	23

6.0 ON SITE ASSESSMENT

6.1	Proposed Pedestrian Trips	26
6.2	Parking Demand	26
6.3	Drive Thru Queue	26

7.0 NETWORK TRAFFIC FLOWS

7.1	2025 Traffic Surveys	29
7.2	Base Traffic Flows	31
7.3	Trip Distribution	32
7.4	Total Traffic Flows	33

8.0 TRAFFIC IMPACT ASSESSMENT

8.1	Comparison of Permitted and Proposed Traffic	34
8.2	PICADY Assessment: Site Access Junction	34
8.3	ARCADY Assessment: A361/Horton Road Roundabout	35

9.0 MITIGATION MEASURES AND OTHER REPORTS

9.1	Mitigation Measures	37
9.2	Travel Plan and Delivery Management Plan	37

10.0 PLANNING POLICY ASSESSMENT

10.1	DfT Guidance on Transport Assessments (March 2014)	38
10.2	National Planning Policy Framework (2024)	39
10.3	Local Planning Policy Guidance	43

11.0 SUMMARY AND CONCLUSIONS

45

APPENDICES

1.0 PRE-APPLICATION TRAFFIC NOTE

- 1.1 Pre-Application Traffic Note (October 2024)
- 1.2 Highway Pre-App Advice (July 2025)

2.0 SITE AND SURROUNDING AREA

- 2.1 Site Location
- 2.2 Site and Surrounding Area
- 2.3 Adopted Public Highway

3.0 PERMITTED USE

- 3.1 Existing Site Layout
- 3.2 Existing Access Arrangements: Visibility Splays
- 3.3 TRICS: Petrol Filling Station: Weekday
- 3.4 TRICS: Petrol Filling Station: Saturday

4.0 COMMITTED DEVELOPMENT

- 4.1 PL/2022/00977: Masterplan
- 4.2 Appeal Decision Notice
- 4.3 Access Arrangements and Pedestrian Improvements
- 4.4 Road Widening A361/Horton Road Roundabout
- 4.5 Committed Development Flows

5.0 ACCIDENT DATA

- 5.1 Accident Locations
- 5.2 Accident Details

6.0 ACCESSIBILITY

- 6.1 Cycle Route
- 6.2 Bus Stop Locations
- 6.3 Bus Routes
- 6.4 Amenities Within 500 Metres

7.0 ARCHITECTS LAYOUT AND ACCESS ARRANGEMENTS

- 7.1 Architects Site Layout
- 7.2 Access Arrangements
- 7.3 NG Building Disabled Access Statement

8.0 PROPOSED HIGHWAY WORKS

- 8.1 Proposed Highway/Pedestrian Improvements
- 8.2 Proposed Highway/Pedestrian Improvements APH Overlay
- 8.3 TRACK Analysis: Existing and Proposed Layout
- 8.4 PL/2022/00977 Road Widening Overlay

9.0 TRACK ANALYSIS

- 9.1 Delivery Vehicle
- 9.2 Drive Thru Lane

10.0 SUMMARY OF McDONALD'S SURVEY INFORMATION

11.0 TRICS DATA: McDONALD'S

- 11.1 Weekday
- 11.2 Saturday

12.0 2025 TRAFFIC SURVEYS

- 12.1 2025 Surveyed Flows
- 12.2 ATC Survey Results

13.0 BASE TRAFFIC FLOWS

- 13.1 2027 Base Flows
- 13.2 2027 Base + Committed Development Flows
- 13.3 2032 Base Flows
- 13.4 2032 Base + Committed Development Flows

14.0 PROPOSED McDONALD'S TRAFFIC

- 14.1 Additional Trips
- 14.2 Existing Trips
- 14.3 Total McDonald's Trips

15.0 TOTAL FLOWS

- 15.1 2027 Base + McDonald's Total Flows
- 15.2 2027 Base + Committed Development + McDonald's Total Flows
- 15.3 2032 Base + McDonald's Total Flows
- 15.4 2032 Base + Committed Development + McDonald's Total Flows

16.0 PICADY ASSESSMENT: SITE ACCESS

- 16.1 Junction Layout
- 16.2 Output Results

17.0 ARCADY ASSESSMENT: A361/HORTON ROAD ROUNDABOUT

- 17.1 Junction Layout
- 17.2 Output Results

1.0 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 ADL Traffic and Highways Engineering have been appointed by McDonald's Restaurants Ltd to prepare this Transport Assessment (TA) in support of the planning application for the redevelopment of land at Horton Road, Devizes to provide a McDonald's restaurant with drive thru facilities.

1.2 Pre-Application Advice

- 1.2.1 ADL Traffic and Highways Engineering prepared a Pre-Application Traffic Note dated October 2024. The Pre-Application Note was submitted to Wiltshire Council. A copy of the Note is provided as Appendix 1.1.
- 1.2.2 Wiltshire Council provided pre-application advice in a letter dated the 21st of July 2025. The comments relating to highways matters were included as an appendix. A copy of the highways pre-application response is provided as Appendix 1.2.
- 1.2.3 The key points from the highway's pre-application advice are set out below and these have been addressed as part of this Transport Assessment as follows:
- **The development should be accessible by non-car modes.**
 - In response: It is proposed to provide a section of footway and pedestrian crossing to provide improved pedestrian access to the site. The site is also accessible by cycling and public transport.
 - **The A361 north of the A361/Horton Road Roundabout has been identified as a potential cycle route in the adopted Devizes Local Cycling & Walking Infrastructure Plan.**
 - In response: The proposed development would not prejudice the implementation of a 3-metre-wide shared cycle/footway on the A361. Appropriate improvements for pedestrian access are proposed as part of the scheme.

- **A contribution of up to £5,000 towards the implementation of the Devizes Wayfinding Strategy should be sought.**
 - In response: A contribution of £5,000 towards the Devizes Wayfinding Strategy will be provided.
- **A Travel Plan should be provided in line with Wiltshire Council Travel Plan Guidance.**
 - In response: A Travel Plan will be provided in line with the guidance.

1.3 Scope of Study

- 1.3.1 Chapter 2.0 describes the site and surrounding area, as well as the local highway network. This chapter also describes the existing use of the site, access arrangements and permitted traffic generation. This chapter also provides a review of the highway safety situation in the vicinity of the site, details of other McDonald's restaurants within 10km of the site and any committed developments in the vicinity of the site.
- 1.3.2 Chapter 3.0 assesses the accessibility of the site by walking, cycling and public transport.
- 1.3.3 Chapter 4.0 describes the development proposals and provides an assessment of the access arrangements, parking provision and standards, and servicing provision.
- 1.3.4 Chapter 5.0 presents the McDonald's survey information and traffic generation.
- 1.3.5 Chapter 6.0 comprises an on-site assessment.
- 1.3.6 Chapter 7.0 provides details of the network traffic flows.
- 1.3.7 Chapter 8.0 assesses the traffic impact of the development on the local road network.
- 1.3.8 Chapter 9.0 assesses the requirement for mitigation measures and other reports to support the planning application.
- 1.3.9 Chapter 10.0 evaluates the national and local planning policy guidance.

1.3.10 Chapter 11.0 summarises and concludes the report.

1.3.11 The Appendices are included at the rear of the report.

2.0 BASELINE TRANSPORT INFORMATION

2.1 Site Location and Surrounding Area

- 2.1.1 The site is located adjacent to the A361/Horton Road Roundabout, Horton Road Devizes. The site is located 2.1km to the east of Devizes town centre. The site location is shown on the plan provided as Appendix 2.1.
- 2.1.2 The site is roughly triangular in shape. The A361 forms the northern border. A section of landscaping and vacant land forms the site's eastern border. Horton Road forms the southern border. The A361/Horton Road Roundabout forms the western border of the site. A plan showing the site and surrounding area is provided as Appendix 2.2.
- 2.1.3 The area in the immediate vicinity of the site is largely made up of residential, industrial and commercial units. There is also a Lidl foodstore and agricultural land in the site's wider vicinity. The site is therefore considered to be situated in an edge of town /suburban location.

2.2 Road Network

- 2.2.1 The site is currently accessed via two priority junctions on Horton Road.
- 2.2.2 The A361 runs northeast to southwest from the junction with the A4, 9.0km north of the site to Devizes town centre. The A361/Horton Road Roundabout is a 5-arm roundabout made up of the A361 as the western and eastern arms, Horton Road as the southeast arm and Horton Avenue as the southwest arm. An unnamed, private residential road forms the northern arm of the roundabout. The A361/Horton Road Roundabout is subject to a 40mph speed limit and there is street lighting present
- 2.2.3 Horton Road runs west to east from the A361 towards Horton. Horton Road is subject to a 50mph speed limit and there is street lighting present. The speed limit on Horton Avenue changes to 30mph immediately after the roundabout. The speed limit changes to a national speed 86 metres east of the roundabout on the A361 for motorists travelling northbound.

- 2.2.4 Ferozeshah Road forms a priority junction with Horton Road and is located 40 metres east of the site. Ferozeshah Road provides access to the residential dwellings located to the south of Horton Road and is subject to 30mph speed limit with streetlights present.
- 2.2.5 There is a 4-arm roundabout located 400 metres southwest of the site. The A361 forms west and eastern arms of the roundabout, Hambleton Avenue forms the southern arm and Hopton Road forms the northern arm of the roundabout.
- 2.2.6 Wiltshire Council Highway Authority maintain the highway in the vicinity of the site. A plan showing the extent of adopted public highway is included as Appendix 2.3.

2.3 Existing/Permitted Use of the Site, Access Arrangements and Traffic Generation

Existing/Permitted Use of the Site

- 2.3.1 There are several permitted uses on-site including an 8 pump former Murco Petrol Filling Station (PFS) with retail element, a 450sqm vehicle repair/MOT shop and a used car dealership comprised of a 15sqm structure and forecourt. The PFS is currently closed but the repair/MOT centre and car sales are still operational. A plan showing the existing layout of the site is included as Appendix 3.1.
- 2.3.2 There is no formal parking allocation on the site but there is space to accommodate parking of approximately 35 vehicles on site. There has been historically some parking of sales vehicles on the verge of the roundabout.
- 2.3.3 There are currently two priority vehicle access junctions to the site on Horton Road. There is no right turn facility on Horton Road. These accesses are not designated as separate 'access' and 'egress' both junctions operate all movement. The western access is located 37m from the A361 Roundabout (centre line distance) and the eastern access is located 75m from the A361 Roundabout.

- 2.3.4 The visibility splays from the existing junctions are shown on the plan in Appendix 3.2. The splays from the western access would be 2.4m x 40m to a vehicle exiting the A361/Horton Road Roundabout to the right and 2.4m x 160m to the left. The splays from the eastern access would be 2.4m x 76m to a vehicle exiting the roundabout to the right and 2.4m x 96m to the left.
- 2.3.5 There is no formal pedestrian access to the site as there is no pedestrian footway on the northern side of Horton Road or direct pedestrian access to the PFS shop or MOT service building.
- 2.3.6 The permitted use of the site would have been serviced by HGVs including; petrol tankers, car transporters and deliveries to the shop/MOT centre. These would have occurred on site and likely during hours of operation.

Permitted Traffic Generation

- 2.3.7 The traffic generation for the existing MOT/Repair centre and car sales operation of the site was recorded as part of the surveys undertaken of the local road network. These are described in detail in Section 7.1. The surveyed traffic generation is summarised in Table 2A below.

Table 2A Surveyed Traffic Generation

	Car Sales and MOT/Vehicle Repair Centre	
	In	Out
Weekday AM Peak	10	8
Weekday PM Peak	4	6
Saturday Peak	8	10

- 2.3.8 ADL have also used the trip database TRICS v8.25.6 to ascertain the site's permitted PFS traffic generation. TRICS sites in edge of town or suburban locations were selected and the 'Petrol Filling Stations with retail' land use was chosen. The TRICS files are provided as Appendix 3.3 and 3.4.

2.3.9 The permitted PFS traffic generation is shown in Table 2B below.

Table 2B PFS Traffic Generation

		PFS Traffic Generation	
		In	Out
Weekday Am Peak	Trip Rates	6.764	6.387
	Traffic Generation 8 Pump PFS	54	51
Weekday Pm Peak	Trip Rates	7.858	7.991
	Traffic Generation 8 Pump PFS	63	64
Saturday Peak	Trip Rates	7.610	7.441
	Traffic Generation 8 Pump PFS	61	60

2.3.10 The total permitted site traffic generation is shown in Table 2C below:

Table 2C Permitted Traffic Generation

	Total Traffic Generation (PFS + Car Sales and MOT/Repair Garage)	
	In	Out
Weekday Am Peak	64	59
Weekday Pm Peak	67	70
Saturday Peak	69	70

2.3.11 Table 2C demonstrates that the permitted use of the site could be expected to generate the following inbound traffic:

- Weekday Am Peak 64 Vehicles
- Weekday Pm Peak 67 Vehicles
- Saturday Peak 69 Vehicles

2.4 Committed Development

2.4.1 ADL have reviewed the planning history for the area in the vicinity of the site for committed development and have identified outline planning application ref PL/2022/00977 with all matters reserved except for access, for up to 25,000sqm of Use Class B2 (General Industrial), B8 (Storage and Distribution) and E (Commercial, Business and Service) with associated landscaping and infrastructure. The committed development site is located at land to the north of Horton Road, south of London Road and west of Wellington Drive which is located to the east of the McDonald's site.

- 2.4.2 The development masterplan is provided as Appendix 4.1. The site would have vehicle access via a new priority junction from Horton Road located 330 metres east of the McDonald's site.
- 2.4.3 Application PL/2022/00977 was allowed at Appeal on the 16th February 2024. A copy of the Appeal Decision is provided as Appendix 4.2.
- 2.4.4 The outline application was supported by a Transport Assessment prepared by WSP dated January 2022 and two Transport and Highways Technical Notes dated the 4th of July 2022 and the 15th of September 2022 also prepared by WSP. The appeal was supported by a Statement of Case dated August 2023 and Statement of Common Ground dated November 2023 prepared by Carter Jones.
- 2.4.5 As a part of the development there are committed highway and pedestrian improvements. These include a new short section of 3 metre wide footway/cycleway on the northern side of Horton Road that would provide access to a new bus stop from the development site access. A new signalised Toucan crossing on Horton Road would also be provided to provide a pedestrian link from the new section of footway to the southern side of Horton Road where there is an existing footway. A section of the existing footway on the southern side of Horton Road would be widened to a 3 metre footway/cycleway from the Toucan crossing to the Blue Bell Path where the footway currently widens to a 3 metres footway/cycleway. The committed works are shown on the plan in Appendix 4.3.
- 2.4.6 There would also be improvements at the A361/Horton Road Roundabout as set out in the WSP TA January 2022. The proposals comprise widening of the Horton Road exit arm. A plan of the committed works to the A361/Horton Road Roundabout is provided as Appendix 4.4.
- 2.4.7 ADL have also extracted the development flows from the January 2022 TA. The committed development flows are provided as Appendix 4.5 and have been included in the assessment provided as a part of this TA.

2.5 Accident Analysis

2.5.1 ADL contacted Wiltshire Police for personal injury accident data for an area including the A361 along the site frontage, Horton Road and the A361/Horton Road Roundabout. Collision data was obtained for a total period of 5 years between 01/12/2018 – 01/03/2020 (pre-covid) and 01/09/2021 – 31/05/2025 (post-covid). This date range was chosen to avoid the period affected by the COVID-19 Pandemic.

2.5.2 There were 2 slight personal injury accidents recorded in the study area. A plan showing the locations of the accidents is provided as Appendix 5.1 and the accident details are provided as Appendix 5.2. The details of the accidents are summarised in Table 2E below.

Table 2E Accident Summary

ADL Ref:	Location	Date	Time	Light Condition	Severity	Summary of Details
1.	A361/Horton Road Rbt	01/02/2019	08:00	Daylight	Slight	Vehicle 1 (car) vehicle 2 (car). Vehicle 1 on roundabout when vehicle 2 travel SW braked & skidded onto roundabout in snowy conditions colliding with vehicle 1.
2.	A361/Horton Road Rbt	30/09/2019	19:20	Darkness	Slight	Vehicle 1 (pedal cycle) travel NE, vehicle 2 (car) travel north, vehicle 1 entered roundabout, vehicle 2 collided front vehicle 1. Rider displaced.

2.5.3 Table 2E above shows that two accidents (accident ref 1 and 2) occurred at the A361/Horton Road Roundabout. Accident ref 1 occurred due to snowy conditions, and accident ref 2 occurred due to a failure to give way.

2.5.4 In conclusion, the low number and severity of the collisions that have occurred in the study area does not indicate any highway safety issue that needs to be addressed as a part of this application.

2.5 McDonald's Restaurants Within 10km of the Site

2.5.1 There is currently no existing McDonald's restaurant within 10km of the site. Therefore, the proposed restaurant would act as a local facility for Devizes.

3.0 ACCESSIBILITY

3.1 Pedestrians/Cyclists

- 3.1.1 There is a shared footway/cycleway on the southern side of Horton Road which continues east of the site to Northfields.
- 3.1.2 There is a footway/cycleway on the southern side of the A361 west of the A361/Horton Road Roundabout and a footway only on the northern side. This links the site to Devizes town centre by both walking and cycling.
- 3.1.3 There are footways on both sides of Horton Avenue. There are footways on all the residential roads in the vicinity of the site.
- 3.1.4 There are uncontrolled pedestrian crossings located on the southern and western arms of the A361/Horton Road Roundabout. The crossings are equipped with drop kerbs and central refuges.
- 3.1.5 There is a signal-controlled Pelican crossing facility located 230 metres west of the site on the A361 London Road. The crossing is equipped with drop kerbs and tactile paving.
- 3.1.6 The local cycle route map extract is shown as Appendix 6.1.
- 3.1.7 There is currently no existing pedestrian access to the site and there is no footway on the northern side of Horton Road between the site and the bus stop. It is proposed to provide a footway and uncontrolled crossing which would provide pedestrian access from Horton Road and a link to the bus stop. Further details are provided in Section 4.3 of this TA.
- 3.1.8 As identified in Section 2.4 it is committed to provide a new signalised pedestrian crossing facility on Horton Road east of Corn Croft Lane and extend the shared footway/cycleway on the southern side of Horton Road.

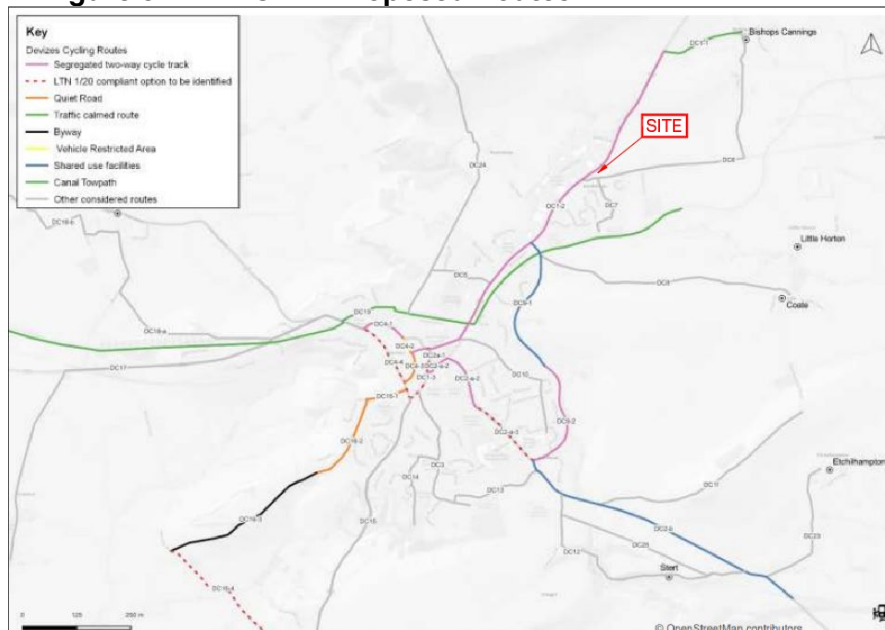
3.1.9 The area in the vicinity of the site benefits from a reasonable level of pedestrian accessibility given its edge of town location, however the site itself is not accessible to pedestrians. Pedestrian improvements are proposed to provide pedestrian access to the site and enhance its accessibility.

Devizes Local Cycling Walking Infrastructure Plan

3.1.10 Wiltshire Council have developed a Local Cycling and Walking Infrastructure Plan (LCWIP) (April 2024) for Devizes to identify and prioritise routes for future active travel infrastructure. The LCWIP seeks to improve accessibility, connectivity, and safety for pedestrians and cyclists.

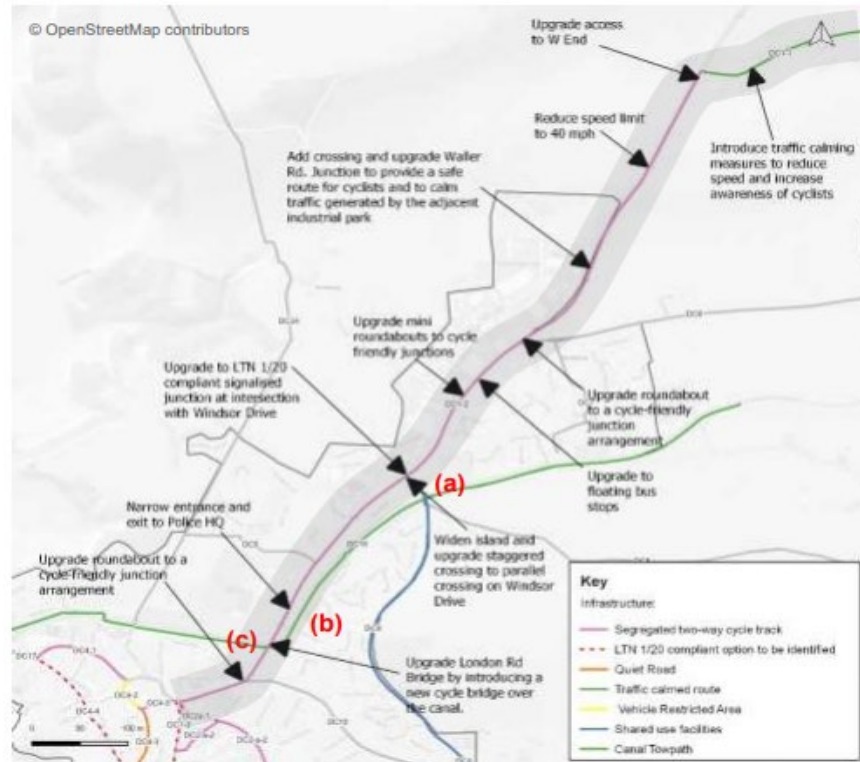
3.1.11 The proposed development lies close to the proposed cycle route along the A361 from the town centre towards Bishops Cannings (DC1). A plan showing the cycle routes proposed under the LCWIP is provided as Figure 3A below.

Figure 3A LCWIP Proposed Routes



3.1.12 The Local Cycling and Walking Infrastructure Plan proposes to improve and extend the cycle routes along the A361 and provide a segregated two-way cycle path from the town centre to Bishops Cannings. A plan showing the proposed improvements is shown in Figure 3B below.

Figure 3B Proposed LCWIP Cycle Lane A361



3.1.13 The planned route is aspirational and there is no scheme of works at present. However, if the works proposed by the LCWIP do come forward the site would benefit from improved cycle accessibility.

3.2 Public Transport

3.2.1 The nearest bus stops are located 60 metres east of the site on Horton Road. The stops provide services in both directions. The bus stops are equipped with shelters and timetables. There is also a bus stop located on Horton Avenue, 160 metres southwest of the site, the bus stop is a post only with a timetable. The locations of the stops are shown on the plan provided as Appendix 6.2.

3.2.2 The bus stops are served by regular services 1C and 49. The bus stops also provide less regular services 1, 100 and 101. A local bus route map extract is shown as Appendix 6.3 and the routes serving the site are summarised in Table 3A below.

Table 3A Bus Services Summary

No	Route	Daytime Frequency		
		Mon-Fri	Sat	Sun
1C	Devizes Centre – Marina Meadows	2/hr	2/hr	-
49	Wrough – Devizes - Trowbridge	2/hr	2/hr	1/hr

3.2.3 Table 3A demonstrates that the site is served by 4 buses per hour Monday to Saturday and 1 bus per hour on Sunday. There are regular services to Devizes, Marina Meadows and Trowbridge.

3.2.4 The site is reasonably well served by public transport for an edge of town location.

3.3 BREEAM Accessibility Assessment

Amenities within 500m

3.3.1 In accordance with the BREEAM standards for Transport Assessments, the number and type of accessible amenities within 500 metres of the site are provided below.

- The Water Gypsy (Food Outlet)
- Crossfit Devizes (Gym)
- Grub Shack (Food Outlet)
- Lidl (Food Outlet)
- Jimmy Kabeb (Food Outlet)
- Route 2 Fitness (Gym)
- Tunker Fitness Company (Gym)
- Vaughan's Kitchen & Cooking School (Food Outlet)
- The Tray Bake (Food Outlet)
- Omni 24 Hour (Gym)
- At the Marina (Restaurant)

3.3.2 The aforementioned local amenities within 500 metres of the site are shown on a plan provided as Appendix 6.4. According to CIHT's Providing for Journeys on Foot report (2000), 500 metres is considered the desirable walking distance for local journeys. The proposal itself will be an appropriate food outlet.

Public Transport Accessibility Index

- 3.3.3 In accordance with the BREEAM requirements, the existing public transport Accessibility Index (AI) has been calculated. This calculates the level of accessibility of the site based on the bus stops within 650m walking distance of the site. It is based on the service frequency at each node between the hours of 08:00 AM and 19:00 PM. The AI for the site is 2.52.
- 3.3.4 The Accessibility Index therefore demonstrates that the site benefits from reasonably good public transport provision.

4.0 DEVELOPMENT PROPOSALS

4.1 Development Proposals

- 4.1.1 It is proposed to redevelop the site to provide a single-storey 310 sqm (GEA), 288sqm (GIA) McDonald's restaurant with side-by-side drive thru facilities. The dining area would be approximately 72sqm with 60 covers. It is not proposed to operate McDelivery courier services from this restaurant.
- 4.1.2 It is expected that the restaurant would operate 24 hours Monday to Sunday. Deliveries would be restricted to occur only between 07:00-23:00 hours.
- 4.1.3 Based on data from McDonald's it is expected that up to 15 staff would be on site at any one time.
- 4.1.4 The Architect's layout is included as Appendix 7.1.

4.2 Access Arrangements

- 4.2.1 Vehicle access to the restaurant would be provided via a modified priority junction on Horton Road. The access would be situated in roughly the same location as the existing access on the western side of the site. The access would be formalised as a bellmouth. The existing eastern access would be closed.
- 4.2.2 The speed limit on Horton Road is 50mph however as will be demonstrated in Section 7.1 the recorded 85th percentile speeds on Horton Road near to the site access are significantly lower than the 50mph speed limit. The eastbound recorded 85th percentile speed is 29.5 mph and the westbound 85th percentile speed is 31.2mph. The required visibility splays based on the recorded 85th percentile speeds and Manual for Streets (2010) standards would be 2.4m x 45m to the left and 2.4m x 42m to the right. The plan in Appendix 7.2 demonstrates that the visibility splays would be 2.4m x 26m to the tangent and 45m to an oncoming vehicle to the left and 2.4m x 42m to a vehicle exiting the roundabout to the right. Therefore, the visibility splays at the proposed access would accord with the design standards.

- 4.2.3 Pedestrian access would be provided from Horton Road. A new footway would be proposed along the site frontage to connect to the restaurant patio and the bus stop on Horton Road to the east.
- 4.2.4 There would be 2 designated accessible bays close to the restaurant and an EV bay designed to accessible standards provided for disabled customers provided. The drive thru facility also enables disabled customers to order and purchase food without needing to leave their vehicle. Visually impaired customers are most likely to arrive by vehicle as the passenger and therefore be escorted to and from the restaurant building.
- 4.2.5 Drop kerbs and tactile paving have been provided appropriately at the pedestrian crossing points across the drive thru lane.
- 4.2.6 More information regarding accessibility for disabled and visually impaired people is provided as Appendix 7.3.
- 4.2.7 The delivery vehicle will access via the main customer access and use the customer car park to unload.

4.3 Proposed Pedestrian and Highway Works

- 4.3.1 It is proposed to provide a scheme of pedestrian and highway improvements as a part of the proposal. These works are shown on the plan provided as Appendix 8.1 and are also shown overlayed on the adopted public highway extent as Appendix 8.2.
- 4.3.2 It is proposed to provide a new footway on the northern side of Horton Road which would provide pedestrian access to the site and link the site to the bus stop east of the site. There would also be a footway provided on the western side of the site access that would continue for a short distance around the eastern edge of the A361/Horton Road Roundabout onto the A361 (NE) arm where it is proposed to provide a pedestrian crossing.

- 4.3.3 It is also proposed to provide an uncontrolled pedestrian crossing equipped with drop kerbs and tactile paving on Horton Road directly east of the site access and a crossing on the Horton Road arm of the A361/Horton Road Roundabout. The crossing on the Horton Road arm would be equipped with drop kerbs, tactile paving and the splitter island would be widened to accommodate a central refuge. The crossing on the A361 arm would be equipped with drop kerbs and a central refuge.
- 4.3.4 The proposed improvements to the highway comprise the widening of the Horton Road arm of the A361/Horton Road roundabout. A TRACK analysis of a 16.6 metre articulated HGV turning onto Horton Road for the existing and proposed situation is provided as Appendix 8.3. The TRACK analysis demonstrates that HGVs encroach into the oncoming lane in the existing situation, whereas with the proposed widening HGVs are able to turn safely onto Horton Road and into the site.
- 4.3.5 As outlined in Section 2.4, works at the A361/Horton Road Roundabout comprising the widening of Horton Road were also agreed with Wiltshire County Council as a part of application PL/2022/00977. These works are shown overlayed on the plan provided as Appendix 8.4. Appendix 8.4 demonstrates that the works proposed as a part of the McDonald's application would not prejudice the works agreed as a part of application PL/2022/00977.

4.4 Year of Opening

- 4.4.1 The proposed year of opening is 2027.

4.5 Parking Provision and Assessment of Standards

- 4.5.1 It is proposed to provide 37 parking spaces, including 2 accessible bays, 3 EV charging bays (including one accessible EV bay), and 2 grill bays for drive thru customers. There would also be 4 motorcycle parking bays provided. There would be 7 cycle spaces provided comprising of 3 Sheffield stands and 1 cycle locker.

Parking Standards

4.5.2 Wiltshire Council's car parking strategy for new developments is set out in Appendix C in the Wiltshire Local Transport Plan 3 2011 – 2026 Car Parking Strategy (Adopted March 2015). The car parking standards are maximum standards. An assessment of the standards is provided in Table 4A.

4.5.3 The Wiltshire Local Transport Plan 3 2011 – 2026 Car Parking Strategy also sets that disabled parking should be provided in line with the national 6% minimum disabled parking guidance.

Table 4A Assessment of Car Parking Guidance

Land Use	Parking Type	Council Guidelines	Development	Parking Standard	Proposed Provision
A3: Food and Drink (Fast Food and Drive Thru)	Car Parking (maximum)	1 per 5sqm public floor area	72sqm	14 spaces	37 spaces
	Disabled Parking (minimum)	6% of parking spaces	37 spaces	2 spaces	3 spaces (including 1 accessible EV bays)

4.5.4 The proposed parking provision of 37 spaces exceeds the Council's proposed maximum car standards. The proposed parking provision is required to meet the operational demand of the proposed restaurant.

4.5.5 The cycle parking standards are set out in the Wiltshire Local Transport Plan 3 2011 – 2026 Cycling Strategy. The minimum cycle parking standards are shown in Table 4B below.

Table 4B Assessment of Cycle Parking Guidance

Land Use	Parking Type	Council Guidelines	Development	Parking Guidance	Proposed Provision
A3: Food and Drink (Fast Food and Drive Thru)	Cycle Parking	1 covered space per 12 staff 1 space per 20 parking bays	15 staff 37 parking spaces	1 staff space 2 customer spaces	3 cycle stands 1 cycle locker

4.5.6 The proposed cycle parking provision therefore accords with the standards.

4.5.7 The proposal would require 2 disabled parking spaces (6% of 36 spaces) and the proposed provision accords with this requirement.

- 4.5.8 The proposal would also require 2 motorcycle parking standards as set out in the Wiltshire Local Transport Plan 2011-2026 Powered Two-Wheeler Strategy March 2014, (1 motorcycle space per 20 spaces). The provision of 4 spaces therefore accords with the motorcycle parking standard.

4.6 Servicing/Refuse Provision

- 4.6.1 McDonald's has been trading in the UK since 1974. The company operates over 1,348 fast service restaurants (+90 ROI) of which around 1,204 are restaurants with drive thru facilities.
- 4.6.2 Martin Brower are McDonald's sole distributor for all its products and have a fleet of 150 vehicles. Martin Brower utilise multi-temperature vehicles which allows all of the restaurant's requirements for; frozen, chilled and ambient products to be delivered in one visit. This therefore reduces the number of deliveries each restaurant received.
- 4.6.3 Restaurants typically receive 3-5 deliveries per week. Servicing McDonald's restaurants whilst they are open is a common practice and does not present any operational difficulties.
- 4.6.4 Martin Brower use a sophisticated computerised planning tool (Paragon), which enables requirements of delivery destinations to be set and ensures they are complied with on every occasion the delivery is planned. The restaurant is allocated a 4-hour delivery slot and the delivery will be planned within this. Notification of the planned delivery is emailed to the restaurant the day before the delivery.
- 4.6.5 On the day of the delivery the GPS system linked to Paragon enables the restaurant manager to be able to track the delivery vehicle and accurately ascertain its arrival time. Staff can then prepare for the delivery arrival and cone off the spaces required in the car park.
- 4.6.6 The goods are delivered by articulated lorry, typically 16.62m in length. This is typically parked for between 15 minutes – 75 minutes. The duration of the stay depends upon the range and quantity of products to be delivered.

- 4.6.7 The deliveries would be scheduled to arrive during quiet trading periods for the restaurant.
- 4.6.8 It is proposed that servicing will be undertaken on site. The delivery vehicle would access via the site access and unload using the delivery area. The goods would then be wheeled to the Corral at the side of the building. The delivery vehicle will then exit back onto Horton Road.
- 4.6.9 A representative from Martin Brower will visit the site prior to any new restaurant opening and assess the designated delivery area. Any special requirements (none anticipated at this restaurant) will be communicated to their transport and scheduling department.
- 4.6.10 A TRACK analysis is presented in Appendix 9.1. The analysis demonstrates that a delivery vehicle can enter, manoeuvre around the car park and exit.
- 4.6.11 Refuse collection would be collected by a private contractor using a 9.6m refuse vehicle, 3 times per week and would occur outside of peak hours.
- 4.6.12 Waste minimisation has been achieved through the redesign of tray liners and specifying the use of light-weight bin liners. Food wastage is minimised through the use of a computer system which monitors the amount of food served at given times of day, resulting in more accurate preparation and ordering of stock. This therefore, reduces the quantum of waste and frequency of collection required.
- 4.6.13 Service vehicles also collect empty delivery trays and crates which are returned to supplies for reuse.
- 4.6.14 Cooking oil from restaurants is collected by Martin Brower's delivery vehicles and is recycled into bio diesel.
- 4.6.15 The arrangements described above follow a 'tried and tested' methodology used successfully across the UK and it could be successfully undertaken at the proposed restaurant.

4.7 Drive Thru Lane

- 4.7.1 The drive thru lane forms an integral part of the McDonald's operation and is shown adjacent to the; eastern and southern edges of the building (see Appendix 7.1).
- 4.7.2 When a customer wishes to purchase a meal without leaving their vehicle, the following steps are taken:
1. Enter the drive thru lane
 2. Place an order at one of the Customer Order Display (COD) units
 3. Pay at the first booth
 4. Collect meal from the second booth on southern elevation and continue out of the drive thru lane
- 4.7.3 In the event that a customer places a larger order, which could take longer to prepare (and potentially delay other drivers using the drive thru lane), then a member of staff will divert them to the fast forward bay, or one of two 'grill bays'. The grill bays are located close to the building and once the order is ready, a member of staff will carry the meal from the restaurant to the customer. If the customer is directed to the fast forward bay then their order is passed to them through the window.
- 4.7.4 Side by side ordering facilities provide a more efficient drive thru process. The proposals would reduce the time taken to process customers through the drive thru facility and therefore assists in effectively managing the length of the drive thru queue. Drivers waiting for an order would use one of the COD units within the drive thru lane depending upon how many vehicles are waiting. Both COD units would operate simultaneously at all times and in practice can be likened to a dual pay-barrier arrangement at multi-storey car parks across the country.
- 4.7.5 A TRACK analysis is presented in Appendix 9.2 which illustrates a customer vehicle circulating the drive thru lane.

5.0 PROPOSED TRAFFIC GENERATION

5.1 McDonald's Traffic Generation

McDonald's Survey Information

5.1.1 ADL Traffic & Highways Engineering commissioned Autosurveys Ltd to undertake counts and customer interview surveys at existing McDonald's restaurants in similar locations. The two restaurants surveyed are McDonald's Skelton and McDonald's Corby. These restaurants are located in roadside/edge of town locations and have a similar level of passing traffic. It should be noted that the surveyed restaurants have a higher level of market share than the proposed restaurant. On balance, it is considered that the average of the surveyed restaurants is a robust comparable for the Devizes Restaurant.

5.1.2 Details of the surveyed restaurants are provided in Tables 5A below.

Table 5A Comparable Restaurants

Restaurant and Store №	Corby #1584 NN18 8TJ	Skelton #1517 TS12 2ZL	Average	Proposed Devizes
Restaurant Type	Two-Storey	Single Storey	-	Single Storey
Floor Area	582sqm	404sqm	493sqm	310sqm
№ of Seats	163	111	137	60
Parking Provision	40	36	38	37
Drive Thru Facilities	Side-by-Side	Side-by-Side	-	Side-by-Side
Population within 5 Km	61,987	33,620	47,803	23,291
AADT	28,606	14,232	21,419	19,537
Number of Surrounding McDonald's Restaurants Within 5km (incl. store)	2	1	-	-
Population per McDonald's Restaurant	30,993	33,620	33,620	23,291
Location	Roadside/Edge of Town	Roadside/Edge of Town	-	Roadside/Edge of Town

5.1.3 The survey results from the two restaurants have been taken as the proposed traffic generation for Devizes for the Friday evening and Saturday peak. The McDonald's survey data is provided as Appendix 10.0. Traffic generation for the Friday AM Peak period has been taken from transaction data from the Corby and Skelton restaurants. The peak hour proposed traffic is summarised in Table 5B below.

Table 5B Proposed Traffic Generation

	Peak Hour	Proposed Traffic	
		In	Out
Friday AM Peak	08:00-09:00	72	72
Friday PM Peak	17:00-18:00	136	138
Saturday Peak	13:00-14:00	129	138

McDonald's TRICS Information

5.1.5 ADL have also reviewed the TRICS database v8.25.6 for drive thru restaurant surveys which are situated in edge of town or suburban locations. As TRICS is the industry standard methodology for traffic generation predictions, ADL have run the TRICS assessment of the weekday and Saturday traffic as a comparison exercise to the assessment above. The TRICS data is included in Appendix 11.0 and the results are shown in Table 5C below.

Table 5C Traffic Generation Based on TRICS

		McDonald's TRICS Sites		ADL Assessment Based on McDonald's Survey	
		In	Out	In	Out
Friday AM Peak	Trip Rates	13.491	13.269	-	-
	Traffic Generation 310sqm	42	41	72	72
Friday PM Peak	Trip Rates	16.442	16.562	-	-
	Traffic Generation 310sqm	51	51	136	138
Saturday Peak	Trip Rates	37.946	36.905	-	-
	Traffic Generation 310sqm	118	114	129	138

5.1.6 Table 5C demonstrates that based on TRICS, the traffic generation would be lower than the traffic generation based on the two surveyed restaurants. The assessment provided by ADL is therefore robust.

5.2 Trips by Type

5.2.1 Interview surveys were undertaken at the surveyed restaurants on both a Friday and Saturday during the survey periods. The purpose of the customer interview surveys was to establish the type of trips visiting a McDonald's restaurant with drive thru facilities in an edge of town location.

5.2.2 Three primary customer trip types are referred to in this report as follows:

- Additional Trips:
 - These are specific car journeys to visit the McDonald's whereby customers return to their original location immediately after completing their visit:
 - e.g. Home → McDonald's → Home
 - In the case of the proposed restaurant these are specific car journeys to visit the restaurant. These would likely be residents from Devizes.
- Diverted Trips:
 - These are trips where a driver is already on the network and alters their route to visit the McDonald's:
 - e.g. Home → McDonald's → Other Home
 - Work → McDonald's → Home
 - In the case of the proposed restaurant these are existing trips on the road network which would divert onto the A361/Horton Road Roundabout to visit the site. It is considered that there would not be significant amounts of diverted trips to the proposed restaurant.
- Pass By Trips
 - These are also trips which are already on the network in any event which as the driver passes the site they decide to make a visit.
 - In the case of the proposed restaurant it is expected that these would be trips that pass-by the site on Horton Road or the A361/Horton Road Roundabout in any event.

5.2.3 Additional trips may not necessarily be new trips as those customers may previously have undertaken trips to other hot food takeaways on their route. Collectively, pass by; diverted and shared trips can be referred to as "existing trips" as they represent all existing vehicles on the network.

5.2.4 The data from the customer interview surveys have been analysed and a summary of the analysis is included in Table 5D below.

Table 5D Customer Interview Average Survey Results McDonald's

Trip Type	Definition	Friday	Saturday
		%	%
Additional Trips	Same origin & destination McDonald's sole purpose of trip	29%	25%
Existing Trips	Different origin & destination	71%	75%
	Same origin & destination McDonald's not sole purpose of trip		
Total Surveys		100%	100%

5.2.5 Table 5D demonstrates that on a Friday 29% of customer trips to McDonald's could be expected to be additional trips to the restaurant and 71% would be existing on the road network. On a Saturday 25% of trips would be additional trips and 75% would be existing on the road network.

Development Trips by Type

5.2.6 The proposed development trips by type are summarised in Table 5E below..

Table 5E Proposed Trips by Type

	Trip Type	Friday					Saturday		
		%	AM Peak		PM Peak		%	Peak	
			In	Out	In	Out		In	Out
Customers	Additional	29%	21	21	39	40	25%	32	35
	Existing	71%	51	51	97	98	75%	97	103
	Total	100%	72	72	136	138	100%	129	138

5.2.7 The number of additional trips (sole purpose) to the network two way would be:

- Weekday Am Peak 21 vehicles
- Weekday Pm Peak 39 vehicles
- Saturday Peak 32 vehicles

5.2.8 It is considered that this level of additional traffic is unlikely to have any material impact on the wider road network.

6.0 ON SITE ASSESSMENT

6.1 Proposed Pedestrian Trips

- 6.1.1 The proposed McDonald's pedestrian trips are based on the average of the surveyed restaurants. The results are summarised in Table 6A below.

Table 6A Proposed Pedestrian Trips (Average Surveyed)

	Peak Hour	In	Out
Friday	17:00 – 18:00	4	11
Saturday	12:00 – 13:00	24	20

- 6.1.2 The site benefits from existing pedestrian infrastructure serving the retail, commercial and industrial uses in the vicinity of the site. Improvements are proposed to include new footway on Horton Road and new pedestrian crossings on Horton Road and at the A361 Roundabout.

6.2 Parking Demand

- 6.2.1 The maximum parking demand for McDonald's (including staff, reserved and accessible parking) is based on the average survey results at Skelton and Totton.

- Friday 28 vehicles
- Saturday 32 vehicles

- 6.2.2 The proposal would provide 37 parking spaces, which would provide more than sufficient capacity to accommodate the parking demand for the McDonald's and allows for the swept path of the delivery vehicle.

6.3 Drive Thru Queue

- 6.3.1 The proposed drive thru queues is based on the average of those surveyed at Skelton and Corby. The results are summarised in Table 6B below. This includes all vehicles waiting in the drive thru lane back from the collection booth.

Table 6B Proposed Drive Thru Queues (Surveyed)

	Friday	Saturday
Min Q	2	1
Max Q	12	15
Average	8	8

6.3.2 The proposed drive thru lane has capacity to accommodate 19 vehicles and is therefore sufficient to accommodate the proposed level of demand.

6.3.3 The expected drive thru queue frequency is shown in Figures 6A and 6B below and demonstrates the maximum queue of 12 vehicles is only expected to occur once for a two-minute interval during the Friday evening 3-hour evening period. On a Saturday during the four-hour lunchtime period the maximum queue of 15 vehicles is also only expected to occur for one, two-minute interval.

Figure 6A Friday

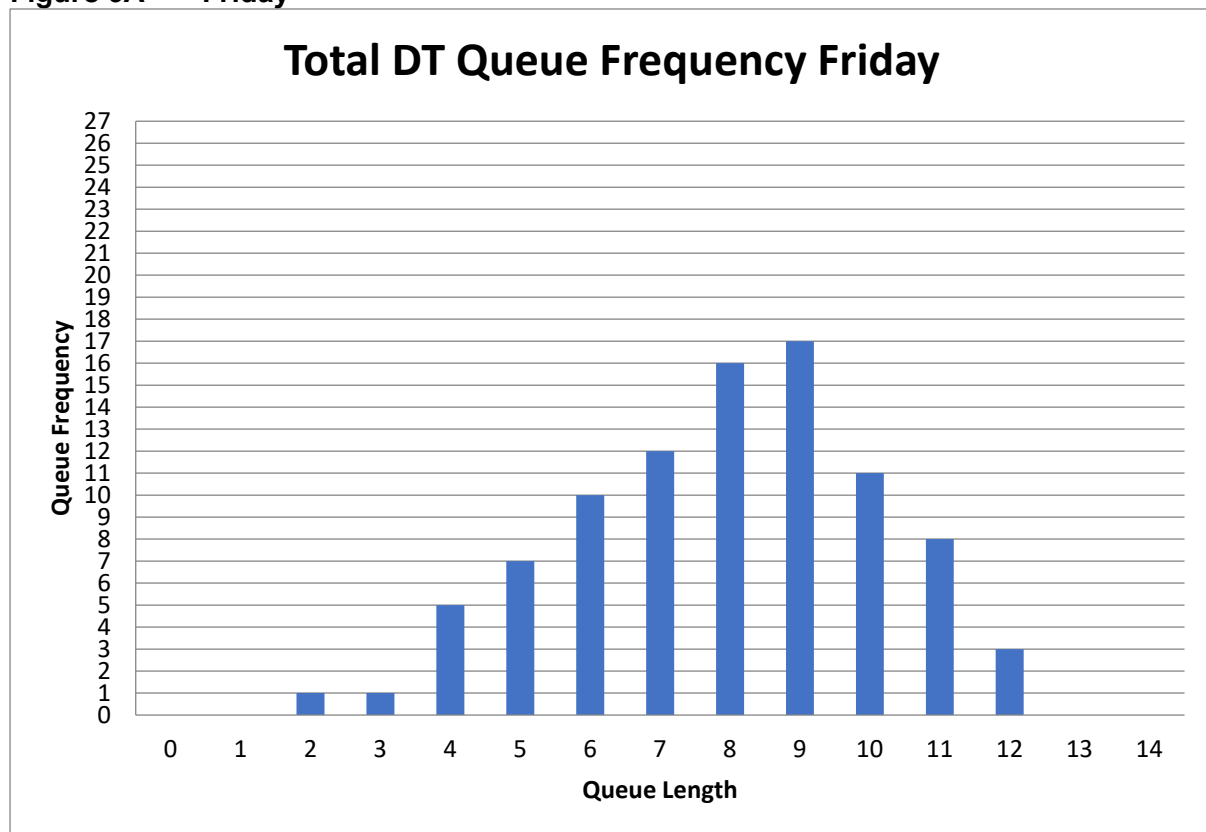
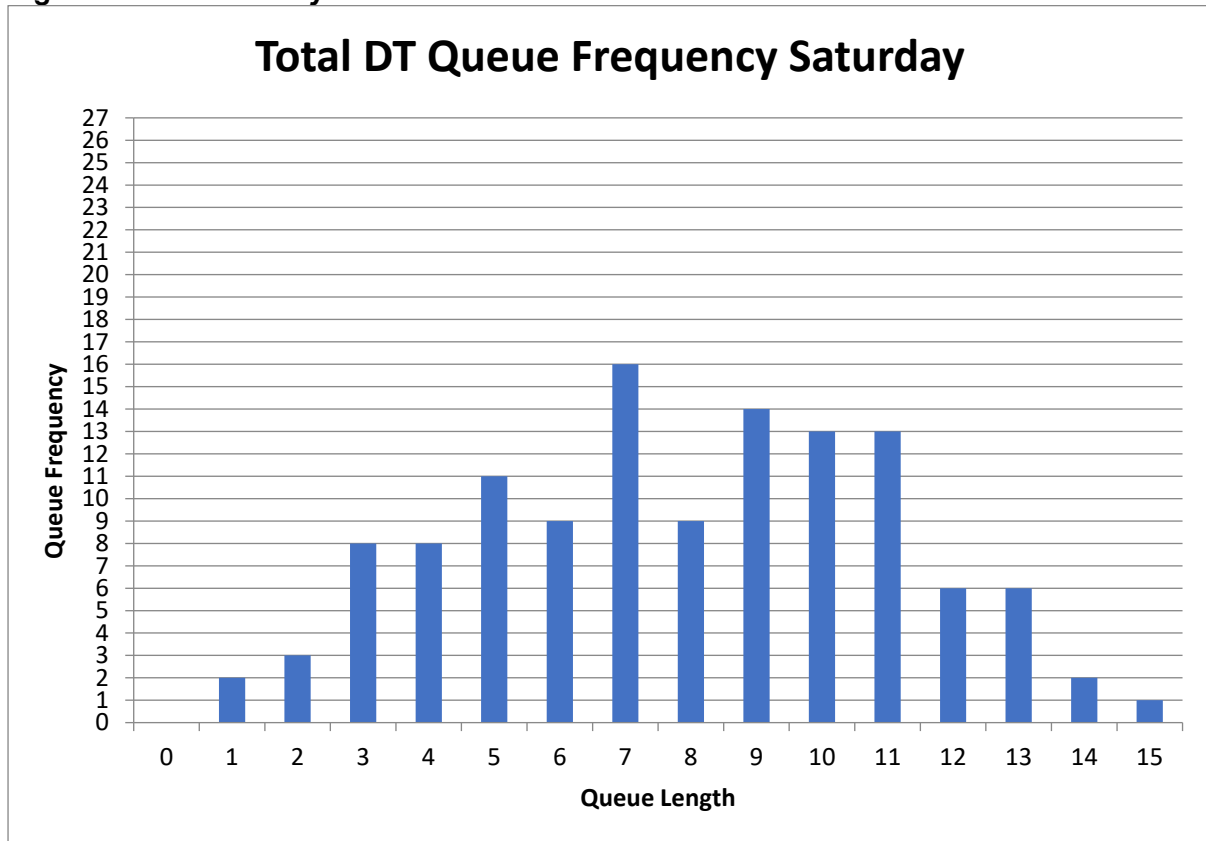


Figure 6B Saturday



7.0 NETWORK TRAFFIC FLOWS

7.1 2025 Traffic Surveys

Survey Details

7.1.1 ADL appointed Auto Surveys Ltd to undertake classified turning count surveys at the A361/Horton Road Roundabout and site accesses. ADL also commissioned Auto Surveys to undertake an ATC survey on Horton Road adjacent to the site.

7.1.2 The turning count surveys were undertaken on Thursday 11th September 2025 07:00 – 10:00 hours and 15:00 – 19:00 hours, Friday 12th September 2025 07:00 – 10:00 hours and 15:00 – 19:00 hours and Saturday 13th September 2025 11:00 – 15:00 hours. The ATC survey was undertaken for 7 days between the 11th and 17th of September 2025.

Traffic Survey Results

7.1.3 The traffic survey results at the A361/Horton Road Roundabout have been analysed to ascertain the network peak hours. The analysis is shown in Table 7A below.

Table 7A Peak Hour Analysis

	Time	A361 (NE)	Horton Road	Horton Avenue	A361 (W)	Unnamed Road	Total
Thursday	07:00	427	247	87	788	5	1554
	08:00	481	239	99	696	4	1519
	09:00	387	203	44	557	0	1191
	15:00	498	176	54	631	1	1360
	16:00	507	192	69	708	4	1480
	17:00	524	163	57	691	7	1442
	18:00	397	146	45	455	4	1047
Friday	07:00	432	229	82	715	6	1464
	08:00	428	247	82	695	5	1457
	09:00	307	229	41	559	7	1143
	15:00	549	222	77	688	1	1537
	16:00	508	191	43	640	3	1385
	17:00	527	211	65	679	5	1487
	18:00	397	170	48	536	2	1153
Saturday	11:00	390	215	60	582	5	1252
	12:00	400	213	50	609	3	1275
	13:00	410	197	42	651	2	1302
	14:00	322	168	56	546	2	1094

7.1.4 Table 7A demonstrates that the peak hours for the network are:

- Thursday AM 07:00 – 08:00 hours 1554 vehicles (Weekday AM Peak)
- Thursday PM 16:00 – 17:00 hours 1480 vehicles
- Friday AM 07:00 – 09:00 hours 1464 vehicles
- Friday PM 15:00 - 16:00 hours 1537 vehicles (Weekday PM Peak)
- Saturday 13:00 – 14:00 hours 1302 vehicles

7.1.5 The 2025 peak surveyed traffic flows are shown on the diagrams in Appendix 12.1.

Queue Survey Results

7.1.6 Queue surveys were also undertaken at the A361/Horton Roundabout. The minimum and maximum queues in 5-minute intervals were recorded during the traffic surveys. The peak hour queue survey results at the junction are summarised in Table 7B below.

Table 7B Queue Survey Results: A361/Horton Road Roundabout

		A361 (NE)		Horton Road	Horton Avenue		A361 (W)		Unnamed Road
		Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
Weekday AM Peak	Min	0	0	0	0	0	0	0	0
	Max	2	8	5	2	3	4	1	2
	Ave Max	0	2	2	1	1	1	0	1
Weekday PM Peak	Min	0	0	0	0	0	0	0	0
	Max	2	4	4	3	2	2	1	1
	Ave Max	1	3	2	1	1	0	0	0
Saturday Peak	Min	0	0	0	0	0	0	0	0
	Max	7	4	5	1	2	1	0	1
	Ave Max	1	3	2	0	0	0	0	0

7.1.7 Table 7B demonstrates that the maximum queue recorded was 10 vehicles on the A361 (NE) arm during the Weekday AM Peak. The minimum queue during the same period was 0 vehicles with an average maximum queue of 2. The queue survey demonstrates that the roundabout appears to operate well with limited queuing.

ATC Speed Survey

- 7.1.8 Vehicles speeds were recorded as a part of the ATC survey undertaken on Horton Road. The ATC speed survey results are provided as Appendix 12.2 and summarised in Table 7C below. The 85th percentile speeds are 29.5-31.2mph which is well below the 50mph speed limit. The average speeds are only 25.2-26.4mph.

Table 7C ATC Speed Survey Results Horton Road

Direction	85 th ile Speed	Average Speeds
Eastbound	29.5mph	25.2mph
Westbound	31.2mph	26.4mph

7.2 Base Traffic Flows

2027 Base Traffic Flows

- 7.2.1 The 2025 surveyed traffic flows have been growthed to 2027 (year of opening) using the following TEMPro 8.1 and NTM growth rates for Wiltshire.

- Weekday AM Peak 1.0175
- Weekday PM Peak 1.0177
- Saturday Peak 1.0187

- 7.2.2 The 2027 base flows are included on the diagrams in Appendix 13.1. The 2027 base + committed development flows are provided as 13.2.

2032 Base Traffic Flows

- 7.2.3 The 2027 base flows have been growthed to 2032 (5 year assessment) using the following TEMPro 8.1 and NTM growth rates for Wiltshire.

- Weekday AM Peak 1.0373
- Weekday PM Peak 1.0383
- Saturday Peak 1.0414

7.2.4 The 2032 base flows are included on the diagrams in Appendix 13.3. The 2032 base + committed development flows are provided as 13.4.

7.3 Trip Distribution

7.3.1 It is considered that additional trips would likely be generated from Devizes and from settlements north of the site such as Calne. The additional trips have therefore been distributed according to the traffic flows on the links shown in Table 7D below. The existing trips have also been distributed based on the traffic flows as shown in Table 7E.

Table 7D McDonald's Additional Trip Distribution

Link	Weekday AM Peak			Weekday PM Peak			Saturday Peak		
	2027 Base + Comm Flows	%	Additional Trips Inbound	2027 Base + Comm Flows	%	Additional Trips Inbound	2027 Base + Comm Flows	%	Additional Trips Inbound
A361 (NE)	445	26%	5	567	33%	13	415	32%	10
Horton Road	294	17%	4	362	21%	8	201	15%	5
Horton Avenue	108	6%	1	81	5%	2	42	3%	1
A361 (W)	894	51%	11	732	41%	16	663	50%	16
Total	1741	100%	21	1742	100%	39	1321	100%	32

Table 7E McDonald's Existing Trip Distribution

Link	Weekday AM Peak			Weekday PM Peak			Saturday Peak		
	2027 Base + Comm Flows	%	Existing Trips Inbound	2027 Base + Comm Flows	%	Existing Trips Inbound	2027 Base + Comm Flows	%	Existing Trips Inbound
A361 (NE)	445	26%	13	567	33%	32	415	32%	31
Horton Road	294	17%	9	362	21%	20	201	15%	15
Horton Avenue	108	6%	3	81	5%	5	42	3%	3
A361 (W)	894	51%	26	732	41%	40	663	50%	48
Total	1741	100%	51	1742	100%	97	1321	100%	97

7.3.3 The outbound additional trips have been distributed back to their origin. The outbound existing trips have been distributed according to their direction of intended travel.

7.3.4 The proposed McDonald's trips by type and total McDonald's traffic generation are shown on the flow diagrams included in Appendix 14.0.

7.4 Total Traffic Flows

7.4.1 The network peak hours have been identified as:

- Thursday AM 07:00 – 08:00 hours
- Friday PM 15:00 – 16:00 hours
- Saturday 13:00 – 14:00 hours

The McDonald's peak hours have been identified as:

- Friday AM 08:00-09:00 hours
- Friday PM 17:00-18:00 hours
- Saturday 13:00-14:00 hours

For the purpose of providing a robust assessment it has been assumed that the network and McDonald's peaks coincide during the Am and Pm peaks.

7.4.2 The 2027 Total and 2032 Total flows are included in Appendix 15.0.

8.0 TRAFFIC IMPACT ASSESSMENT

8.1 Comparison of Permitted and Proposed Traffic

8.1.1 The permitted traffic has been compared to the proposed peak hour McDonald's drive thru traffic in Table 8A below.

Table 8A Comparison of Permitted and Proposed Traffic

	Permitted Traffic Generation		Proposed Traffic Generation		Difference	
	In	Out	In	Out	In	Out
Weekday Am Peak	64	59	72	72	+8	+13
Weekday PM Peak	67	70	136	138	+69	+68
Saturday Peak	69	70	129	138	+60	+68

8.1.2 Table 8A demonstrates that the proposed traffic would be similar to the permitted use of the site during the weekday Am peak, but slightly higher during the weekday Pm and Saturday peaks. It is considered that this level of traffic uplift of around 1 vehicle per minute in and out would not have a material impact on the operation of the highway network. This is demonstrated further in Sections 8.2 and 8.3.

8.2 PICADY Assessment: Site Access

8.2.1 ADL have undertaken a capacity assessment at the site access using the computer programme Junctions 11. A plan of the junction is provided as Appendix 16.1, and the results output is provided as Appendix 16.2. The results are summarised in Table 8B below.

Table 8B PICADY Results: Site Access

Arms	2027 Base + McDonald's						2027 Base + McDonald's + Committed Dev					
	Weekday AM Peak		Weekday PM Peak		Saturday Peak		Weekday AM Peak		Weekday PM Peak		Saturday Peak	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Site Access	0.14	0	0.29	0	0.28	0	0.16	0	0.31	0	0.28	0
Horton Road	0.03	0	0.06	0	0.05	0	0.03	0	0.07	0	0.05	0
	2032 Base + McDonald's						2032 Base + McDonald's + Committed Dev					
	Weekday AM Peak		Weekday PM Peak		Saturday Peak		Weekday AM Peak		Weekday PM Peak		Saturday Peak	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Site Access	0.15	0	0.29	0	0.29	0	0.16	0	0.31	1	0.29	0
Horton Road	0.03	0	0.07	0	0.05	0	0.03	0	0.07	0	0.05	0

RFC: Ratio of Flow to Capacity

Q: Number of Vehicles Queueing

8.2.2 Table 8B demonstrates that the maximum RFC would be 0.31 on the site access arm during the 2032 Base + McDonald's + Committed Flows Weekday PM peak with a queue of one vehicle. The site access would therefore have more than sufficient capacity to accommodate the proposed traffic generation.

8.3 ARCADY Assessment: A361/Horton Road Roundabout

8.3.1 ADL have undertaken a capacity assessment of A361/Horton Road Roundabout using the computer programme Junctions 11. Plans of the existing and proposed roundabout layouts are provided as Appendix 17.1, and the results output is provided as Appendix 17.2. The results are summarised in Table 8C below.

Table 8C ARCADY Results: A361/Horton Road Roundabout

Arms	2027 Base						2032 Base					
	Weekday AM Peak		Weekday PM Peak		Saturday Peak		Weekday AM Peak		Weekday PM Peak		Saturday Peak	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Horton Road	0.27	0	0.27	0	0.22	0	0.29	0	0.28	0	0.23	0
Horton Avenue	0.07	0	0.06	0	0.03	0	0.07	0	0.06	0	0.03	0
A361 (SW)	0.58	2	0.49	1	0.47	1	0.60	2	0.51	1	0.49	1
Unnamed Road	0.01	0	0.00	0	0.00	0	0.01	0	0.00	0	0.00	0
A361 (NE)	0.30	1	0.41	1	0.30	0	0.31	1	0.43	1	0.31	1
	2027 Base + Committed Development						2032 Base + Committed Development					
Horton Road	0.32	1	0.43	1	0.22	0	0.33	1	0.44	1	0.23	0
Horton Avenue	0.08	0	0.07	0	0.03	0	0.09	0	0.07	0	0.03	0
A361 (SW)	0.65	2	0.52	1	0.47	1	0.68	2	0.54	1	0.49	1
Unnamed Road	0.01	0	0.00	0	0.00	0	0.01	0	0.00	0	0.00	0
A361 (NE)	0.33	1	0.42	1	0.30	0	0.34	1	0.44	1	0.31	1
	2027 Base + McDonald's Flows						2032 Base + McDonald's Flows					
Horton Road	0.33	1	0.37	1	0.31	1	0.34	1	0.38	1	0.33	1
Horton Avenue	0.07	0	0.07	0	0.03	0	0.07	0	0.07	0	0.03	0
A361 (SW)	0.59	2	0.52	1	0.49	1	0.62	2	0.53	1	0.51	1
Unnamed Road	0.01	0	0.00	0	0.00	0	0.01	0	0.00	0	0.00	0
A361 (NE)	0.32	1	0.44	1	0.32	1	0.33	1	0.46	1	0.33	1
	2027 Base + Committed + McDonald's						2032 Base + Committed + McDonald's					
Horton Road	0.38	1	0.53	1	0.31	1	0.38	1	0.55	1	0.33	1
Horton Avenue	0.09	0	0.07	0	0.03	0	0.09	0	0.08	0	0.03	0
A361 (SW)	0.67	2	0.54	1	0.49	1	0.69	2	0.56	1	0.51	1
Unnamed Road	0.01	0	0.00	0	0.00	0	0.01	0	0.00	0	0.00	0
A361 (NE)	0.35	1	0.45	1	0.32	1	0.36	1	0.47	1	0.33	1

RFC: Ratio of Flow to Capacity

Q: Number of Vehicles Queueing

8.3.2 Table 8C demonstrates that the maximum RFC would be 0.69 with a queue of two vehicles on the A361 (SW) arm during the 2032 Base + Committed + McDonald's Flows. Therefore, the roundabout would have more than sufficient capacity to accommodate the proposed traffic generated by the development.

8.3.3 It is therefore considered that the development would not have a material impact on the A361/Horton Road Roundabout.

9.0 MITIGATION MEASURES AND OTHER REPORTS

9.1 Mitigation Measures

- 9.1.1 The site is reasonably accessible by non-car modes. The proposal would have no material impact on the operation of the surrounding road network.
- 9.1.2 Mitigation measures have been proposed to improve the pedestrian infrastructure in the vicinity of the site as outlined in Section 4.3 and Appendix 8.1.
- 9.1.3 In addition as requested by the Highway Authority it is agreed that a contribution of £5,000 towards the Devizes Wayfinding Strategy would be provided. This would be secured via a S106 Agreement.
- 9.1.4 It is concluded that no further mitigation measures are required.

9.2 Travel Plan and Delivery Management Plan

- 9.2.1 A Travel Plan and Delivery Management Plan will be submitted with the planning application.

10.0 PLANNING POLICY ASSESSMENT

10.1 DFT Guidance on Transport Assessments (March 2014)

10.1.1 Guidance relating to the Overarching Principles on Travel Plans (TP's), Transport Assessments (TA's) and Statements (TS's) was released in March 2014. The guidance is to be of assistance with regard to decision-taking when progressing a TP, TA or TS.

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.”

- It is concluded that the McDonald's restaurant is not a major generator of traffic. Notwithstanding; this Transport Assessment has been prepared to support the planning application.

10.1.2 The guidance continues:

“They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.”

- The site is accessible by all modes of transport including public transport, walking and cycling commensurate with the surrounding residential and commercial uses, promoting sustainable transport choices. Pedestrian improvements are proposed to be provided as part of the scheme.

10.1.3 The key principles to be taken into account in preparing a Travel Plan, Transport Assessment or Statement are that they should be:

“proportionate to the size and scope of the proposed development”

- The Transport Assessment scope is considered robust yet appropriate to the size of the development.

“established at the earliest practicable possible stage of a development proposal;”

- The likely year of opening is anticipated to be 2027 pending granted planning permission. Pre-application advice was sought prior to submission.

“be tailored to particular local circumstances”

- This TA has been written to address the transportation matters arising in the vicinity local to the application.

“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”

- There are no implications for the strategic road network.

10.2 National Planning Policy Framework (2024)

10.2.1 The National Planning Policy Framework (December 2024) sets out the Government’s planning policies for England and how these are expected to be applied. Chapter 9.0 relates to promoting sustainable transport. The proposals have been assessed against the latest version of the Framework.

10.2.2 Paragraph 109 states that;

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- making transport considerations an important part of early engagement with local communities;***
- ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;***
- understanding and addressing the potential impacts of development on transport networks;***

- d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

10.2.3 The patterns of movement were considered with the traffic modelling and distribution. The proposal has been modelled using industry standard junction modelling software (Junctions 11) to assess the impact of the proposed traffic on the network. EV parking is proposed to be provided. It is proposed to provide pedestrian infrastructure improvements to enhance the accessibility of the site and a contribution towards signage. Cycle parking is proposed for staff and customers. A Travel Plan will be submitted with the planning application. The road network would have sufficient capacity to accommodate the proposed traffic and no further mitigation measures are required.

10.2.4 Paragraph 110 states that;

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

10.2.5 The site is accessible by public transport. Staff and customers would therefore have a choice of modes which they could use to access the restaurant.

10.2.6 Paragraphs 112 and 113 state that;

“If setting local parking standards for residential and non-residential development, policies should take into account:

- a) *the accessibility of the development;*
- b) *the type, mix and use of development;*
- c) *the availability of and opportunities for public transport;*

- d) *local car ownership levels; and*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

10.2.7 The proposed level of car parking is above the Council’s maximum standard however is necessary to accommodate the operational demands of the restaurant. The proposed level of disabled and cycle parking accords with the Council’s standards.

10.2.8 Paragraph 115 states that;

“Considering development proposals

- 115.** *In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- 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 Code; 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.”*

10.2.9 The would be accessed via a modification of the existing priority junction on Horton Road. The eastern access to the site would be closed and a new footway along the site frontage would be provided. The visibility splays from the proposed access would accord with the Manual for Streets (2010) design standards.

10.2.10 Paragraph 115 states that;

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

10.2.11 The proposal would not have an unacceptable impact on highway safety or a “severe” cumulative impact. A future year assessment for 2032 has been provided and there is capacity to accommodate the proposed traffic. A reasonable assessment of the impact of the proposals has been undertaken.

10.2.12 Paragraph 117 continues;

“Within this context, 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.”***

10.2.13 There are existing pedestrian routes in the vicinity of the restaurant and further improvements are proposed. Disabled parking for customers would be provided. EV parking spaces would also be provided. Suitable servicing arrangements are proposed, and a Delivery Management Plan will be submitted with the planning application.

10.2.14 Paragraph 118 states that;

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

10.2.15 The planning application has been supported by a Transport Assessment and a Travel Plan.

10.2.16 The proposal accords with The Framework guidance.

10.3 Local Planning Policy Guidance

Wiltshire Core Strategy (Adopted January 2015)

10.3.1 The Wiltshire Core Strategy is the adopted local plan for the Devizes. This document includes transport policies which have been outlined below.

10.3.2 Core Policy 60 refers to sustainable transport. The policy states:

“The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

This will be achieved by:

- i. planning developments in accessible locations***
- ii. promoting sustainable transport alternatives to the use of the private car***
- iii. 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***
- iv. promoting appropriate demand management measures***
- v. influencing the routing of freight within and through the county***
- vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.”***

10.3.3 The proposal is accessible by walking, cycling and public transport which is commensurate with the nearby residential and commercial uses. Pedestrian improvements are proposed to be provided as a part of the scheme.

10.3.4 Core Policy 61 refers to transport and new development. The policy states:

“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.

As part of a required transport assessment, the following must be demonstrated:

i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:

a. Visually impaired and other disabled people

b. Pedestrians

c. Cyclists

d. Public transport

e. Goods vehicles

f. Powered two-wheelers

g. Private cars.

ii. That the proposal is capable of being served by safe access to the highway network.

iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.

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.”

10.3.5 The proposal ensures safe access for disabled users and provides a direct link for pedestrian to the existing network. Secure cycle parking would be provided for staff and customers. The site would be serviced from the customer car park and motorcycle parking would be provided. The proposed access is already established vehicle access off Horton Road which would be subject to minor modification. It is also proposed to provide improvements at the A361/Horton Road Roundabout.

10.3.6 Core Policy 62 refers to the development impacts on the transport network. The policy states:

“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.”

10.3.7 The proposed development would not have any adverse impact on the existing transport network as demonstrated by this TA. The proposed development is not accessed off the national primary route network.

10.3.8 The proposal therefore accords with local planning policy.

11.0 SUMMARY AND CONCLUSIONS

- 11.1 ADL Traffic and Highways Engineering have been appointed by McDonald's Restaurants Ltd to prepare this Transport Assessment (TA) in support of the planning application for the redevelopment of land at Horton Road, Devizes to provide a McDonald's restaurant with drive thru facilities.
- 11.2 There are several permitted uses on-site including an 8 pump former Murco Petrol Filling Station (PFS) with retail element, a 450sqm vehicle repair/MOT shop and a used car dealership comprised of a 15sqm structure and forecourt. The PFS is currently closed but the repair/MOT centre and car sales are still operational.
- 11.3 The permitted use of the site could be expected to generate the following inbound traffic:
- Weekday Am Peak 64 Vehicles
 - Weekday Pm Peak 67 Vehicles
 - Saturday Peak 69 Vehicles
- 11.4 It is concluded that the accident records do not indicate any highway safety issues on the network which need to be addressed as part of this planning application.
- 11.5 It has been demonstrated that there are no existing McDonald's restaurants within 10km of the site. The site would therefore provide a local facility for Devizes.
- 11.6 The area in the vicinity of the site benefits from a reasonable level of pedestrian accessibility given its edge of town location, however the site itself is not accessible to pedestrians. Pedestrian improvements are proposed to provide pedestrian access to the site.
- 11.7 It is proposed to redevelop the site to provide a single-storey 310 sqm (GEA), 286sqm (GIA) McDonald's restaurant with side-by-side drive thru facilities. The dining area would be approximately 72sqm with 60 covers. There would be no McDelivery/courier services. It is proposed to provide 37 parking spaces, including 2 accessible bays, 3 EV charging bays (including one accessible EV bay), and 2 grill bays for drive thru

customers. There would also be 4 motorcycle parking bays provided. There would be 7 cycle spaces provided comprising of 3 Sheffield stands and 1 cycle locker.

11.8 Vehicle access to the restaurant would be provided via a modified priority junction on Horton Road. The access would be situated in roughly the same location as the existing access on the western side of the site. The access would be formalised as a bellmouth. The eastern access would be closed.

11.9 It is proposed to provide a new section of footway on the northern side of Horton Road to the bus stop adjacent to the site. It is also proposed to provide pedestrian crossings on Horton Road and at the A361/Horton Road Roundabout. It is also proposed to widen the Horton Road exit of the A361/Horton Road Roundabout to better accommodate HGV's turning into the site.

11.10 Appropriate arrangements are proposed for the servicing of the restaurant. Deliveries would be scheduled to occur only between 07:00-23:00 hours.

11.11 The proposal would generate the following inbound traffic:

- Friday AM peak 72 vehicles
- Friday PM peak 136 vehicles
- Saturday peak 129 vehicles

11.12 On a Friday 29% of customer trips to McDonald's could be expected to be additional trips to the restaurant and 71% would be existing on the road network. On a Saturday 25% of trips would be additional trips and 75% would be existing on the road network.

11.13 The number of additional trips (sole purpose) to the network would be;

- Weekday Am Peak 21 vehicles
- Weekday Pm Peak 39 vehicles
- Saturday Peak 32 vehicles

11.14 The increase in traffic compared to the permitted use of the site would be;

- Weekday Am Peak +8 vehicles
- Weekday Pm Peak +69 vehicles
- Saturday Peak +60 vehicles

11.15 The proposal would therefore have no material impact on the operation of the surrounding local road network.

11.16 The proposed car park and drive thru have sufficient capacity to accommodate the expected demand.

11.17 It is proposed to provide a contribution of £5,000 towards the Devizes Wayfinding. This would be secured via a S106 Agreement.

11.18 A Travel Plan and Delivery Management Plan will be provided.

11.19 The proposal accords with the national and local planning policy guidance.

11.20 It is concluded that there are no justifiable, traffic, transportation or highways reasons for refusing this application.

PRE-APPLICATION TRAFFIC NOTE

- 1.1 Pre-Application Traffic Note (October 2024)
- 1.2 Highway Pre-Application Advice (July 2025)



PRE-APPLICATION TRAFFIC NOTE
PROPOSED McDONALD'S RESTAURANT
HORTON ROAD, DEVIZES, WILTSHIRE, SN10 2JG
ADL REF: 3485/16B/OCTOBER 2024

1.0 INTRODUCTION

- 1.1 ADL Traffic and Highways Engineering have prepared this Pre Application Traffic Note for the proposal for the redevelopment of land at Horton Road, Devizes to provide a McDonald's restaurant with drive thru facilities.

2.0 SITE AND SURROUNDING AREA

- 2.1 The site is located off Horton Road, Devizes, adjacent to the A361/Horton Road Roundabout. A plan showing the location of the site is provided as Appendix 1.1.
- 2.2 The A361 forms the site's northern and southern borders respectively, while the A361/Horton Road Roundabout forms the site's western border. A section of landscaping forms the site's eastern border. A plan showing the site and surrounding area is provided as Appendix 1.2.
- 2.3 In the vicinity of the site there are also residential dwellings, a Lidl foodstore and industrial/commercial units.
- 2.4 The A361/Horton Road Roundabout is a 5-arm roundabout made up of the A361 as the western and eastern arms, Horton Road as the southeast arm and Horton Avenue as the southwest arm. An unnamed, private residential road forms the northern arm of the roundabout.
- 2.5 Horton Road is subject to a 50mph speed limit and the A361/Horton Road Roundabout is subject to a 40mph speed limit. It is considered likely that traffic speeds are considerably lower than the speed limit as vehicles slow to approach and negotiate the roundabout.

3.0 EXISTING USE OF THE SITE AND TRAFFIC GENERATION

Existing Use of the Site

- 3.1 There are several existing uses on-site. The existing site is comprised of an 8 pump Murco Petrol Filling Station (PFS), a 450sqm vehicle repair shop, a used car dealership comprised of a 15sqm structure and forecourt, and a hand car wash.
- 3.2 There are currently two priority junction access/egresses to the site on Horton Road. There is no pedestrian footway on the northern side of Horton Road or direct pedestrian access to the PFS.

Permitted Traffic Generation

- 3.3 ADL have used the trip database TRICS v7.11.3 to ascertain the site's permitted traffic generation. TRICS sites in edge of town or suburban locations were selected. For the PFS element the 'Petrol Filling Stations' land use was chosen. For the vehicle repair garage, 'vehicle repair garage (slow fit)' land use was selected. The 'Car Wash' land use was also used. The used car sales element of the site is considered to generate a negligible number of trips.
- 3.4 There were no car wash TRICS sites on a Saturday, therefore the weekday midday peak has been taken for the Saturday peak car wash traffic generation. The TRICS files are provided as Appendix 2.0.
- 3.5 The permitted traffic generation is shown in Tables 3A-3D below.

Table 3A PFS Traffic Generation

		Traffic Generation	
		In	Out
Weekday Am Peak	Trip Rates	7.643	7.143
	Traffic Generation 8 Pump PFS	62	58
Weekday Pm Peak	Trip Rates	7.000	7.000
	Traffic Generation 8 Pump PFS	56	56
Saturday Peak	Trip Rates	5.091	4.864
	Traffic Generation 8 Pump PFS	40	38

Table 3B Vehicle Repair Garage Traffic Generation

		Traffic Generation	
		In	Out
Weekday Am Peak	Trip Rates	2.156	0.809
	Traffic Generation 450sqm Garage	10	4
Weekday Pm Peak	Trip Rates	0.404	1.482
	Traffic Generation 450sqm Garage	2	7

Table 3C Car Wash Traffic Generation

		Traffic Generation	
		In	Out
Weekday Am Peak	Trip Rates	2.348	2.000
	Traffic Generation 2 Bay Car Wash	5	4
Weekday Pm Peak	Trip Rates	2.739	2.652
	Traffic Generation 2 Bay Car Wash	6	6
Saturday Peak	Trip Rates	3.696	4.000
	Traffic Generation 2 Bay Car Wash	8	8

3.6 The total permitted site traffic generation is shown in Table 3D below:

Table 3D Permitted Traffic Generation

	Total Traffic Generation	
	In	Out
Weekday Am Peak	77	66
Weekday Pm Peak	64	69
Saturday Peak	48	46

3.7 Table 3D demonstrates that as existing, the site could be expected to generate the following inbound traffic:

- Weekday Am Peak 77 Vehicles
- Weekday Pm Peak 64 Vehicles
- Saturday Peak 48 Vehicles

4.0 PROPOSED DEVELOPMENT

4.1 It is proposed to redevelop the site to provide a single-storey 310 sqm (GEA), 286sqm (GIA) McDonald's restaurant with side-by-side drive thru facilities. The dining area would be approximately 70sqm with 50 covers. A plan showing the Architect's Site Layout is provided as Appendix 3.1.

- 4.2 Vehicle access to the restaurant would be provided via a modified priority junction off Horton Road. The access would be situated in roughly the same location as the existing access/egress on the western side of the site. The access would be formalised as a bellmouth. The access would have visibility splays of 2.4 x 160m to an oncoming vehicle to the left and 2.4 x 35m to an oncoming vehicle to the right. The access arrangements are provided on the plan provided as Appendix 3.2.
- 4.3 Pedestrian access would be provided from Horton Road. A new footway would be proposed along the site frontage to connect to the restaurant patio and the bus stop on Horton Road to the east.
- 4.4 It is proposed to provide 41 parking spaces, including 2 accessible bays, 2 accessible EV charging bays, and 2 grill bays for drive thru customers. There would also be 4 motorcycle parking bays provided. Cycle parking would be provided for staff and customers.
- 4.5 The restaurant would be serviced by a 16.6m articulated delivery vehicle. Deliveries would be undertaken from the car park. Deliveries would occur 3-5 times per week. A Track analysis is provided as Appendix 3.3 which shows the delivery vehicle entering the site via the access off Horton Road, maneuvering in the car park, and exiting in a forward gear.
- 4.6 The vast majority of McDonald's restaurants are serviced from car parks during hours of operation and this presents no issue in practice.

5.0 PROPOSED TRAFFIC GENERATION

Comparable McDonald's Restaurants

- 5.1 ADL Traffic & Highways Engineering commissioned Autosurveys Ltd to undertake counts and customer interview surveys at existing McDonald's restaurants in similar locations. The two restaurants surveyed are McDonald's Skelton and McDonald's Corby. These restaurants are located in roadside/edge of town locations and have a similar level of passing traffic. It should be noted that the surveyed restaurants have a higher level of market share than the proposed restaurant. On balance, it is considered

that the average of the surveyed restaurants is a robust comparable for the Devizes Restaurant.

5.2 Details of the surveyed restaurants are provided in Table 5A below.

Table 5A Comparable Restaurants

Restaurant and Store №	Corby #1584 NN18 8TJ	Skelton #1517 TS12 2ZL	Average	Proposed Devizes
Restaurant Type	Two-Storey	Single Storey	-	Single Storey
Floor Area	582sqm	404sqm	493sqm	310sqm
No of Seats	163	111	137	50
Parking Provision	40	36	38	41
Drive Thru Facilities	Side-by-Side	Side-by-Side	-	Side-by-Side
Population within 5 Km	61,987	33,620	47,803	23,291
AADT	28,606	14,232	21,419	19,537
Number of Surrounding McDonald's Restaurants Within 5km (incl. store)	2	1	-	1
Population per McDonald's Restaurant	30,993	33,620	33,620	23,291
Location	Roadside/Edge of Town	Roadside/Edge of Town	-	Roadside/Edge of Town

5.3 The survey results from the two restaurants have been taken as the proposed traffic generation for Devizes for the Friday evening and Saturday peak. The McDonald's survey data is provided as Appendix 4.0. Traffic generation for the Friday AM Peak period has been taken from transaction data from the Corby and Skelton restaurants. The peak hour proposed traffic is summarised in Table 5B below.

Table 5B Proposed Traffic Generation (Averaged Surveyed)

	Peak Hour	Proposed Traffic	
		In	Out
Friday AM Peak	08:00-09:00	72	72
Friday PM Peak	17:00-18:00	136	138
Saturday Peak	13:00-14:00	129	138

5.4 Customer interview surveys have been undertaken at the surveyed restaurants. These interview surveys have been used to determine the proportion of additional and existing customer trips. The proposed trips by type are summarised in Table 5C below. It is expected that 71% of customer trips would be existing to the network during the Friday PM peak and 75% of customer trips would be existing to the network during the Saturday peak.

Table 5C Proposed Trips By Type

	Trip Type	Friday					Saturday		
		%	AM Peak		PM Peak		%	Peak	
			In	Out	In	Out		In	Out
Customers	Additional	29%	21	21	39	40	25%	32	35
	Existing	71%	51	51	97	98	75%	97	103
	Total	100%	72	72	136	138	100%	129	138

5.5 The number of additional trips (sole purpose) to the network two way would be:

- Weekday Am Peak 21 vehicles
- Weekday Pm Peak 39 vehicles
- Saturday Peak 32 vehicles

TRICS Information

5.6 ADL have also reviewed the TRICS database v7.11.3 for drive thru restaurant surveys which are situated in edge of town or suburban locations. As TRICS is the industry standard methodology for traffic generation predictions, ADL have run the TRICS assessment of the weekday and Saturday traffic as a comparison exercise to the assessment above. The TRICS data is included in Appendix 5.0 and the results are shown in Table 5D below.

Table 5D Traffic Generation Based on TRICS

		McDonald's TRICS Sites		ADL Assessment Based on McDonald's Survey	
		In	Out	In	Out
Friday AM Peak	Trip Rates	13.491	13.269	-	-
	Traffic Generation 310sqm	42	41	72	72
Friday PM Peak	Trip Rates	16.442	16.562	-	-
	Traffic Generation 310sqm	51	51	136	138
Saturday Peak	Trip Rates	39.922	38.552	-	-
	Traffic Generation 310sqm	124	119	129	138

5.7 Table 5D demonstrates that based on TRICS, the traffic generation would be lower than the traffic generation based on the two surveyed restaurants. The assessment provided by ADL is therefore robust.

Parking and Drive Thru Demand

5.8 The proposed parking and drive thru demand has also been ascertained from the average of the two surveyed restaurants. The maximum parking demand would be 32 vehicles which could be accommodated. The drive thru lane has capacity for 20 vehicles and the maximum drive thru demand would be 15 vehicles.

5.9 The proposed drive thru lane and car park would therefore have sufficient capacity to accommodate the proposed demand.

6.0 COMPARISON OF EXISTING AND PROPOSED TRAFFIC

6.1 The permitted traffic has been compared to the proposed peak hour McDonald's drive thru traffic in Table 6A below.

Table 6A Comparison of Permitted and Proposed Traffic

	Permitted Traffic Generation		Proposed Traffic Generation		Difference	
	In	Out	In	Out	In	Out
Weekday Am Peak	77	66	72	72	-5	+6
Weekday PM Peak	64	69	136	138	+72	+69
Saturday Peak	48	48	129	138	+81	+90

6.2 Table 6A demonstrates that the proposed traffic would be similar to the permitted use of the site during the weekday Am peak, but higher during the weekday Pm and Saturday peaks.

7.0 PLANNING REPORTS

7.1 It is proposed that the planning application would be supported by a Transport Assessment. The Scope of Study is provided as Appendix 6.0.

7.2 ADL would be grateful if the Highway Authority could advise if there are any committed developments which they would like us to include in the Transport Assessment.

7.3 Please could the Highway Authority advise on any proposed or committed highway works in the vicinity of the site which we should be aware of.

- 7.4 Please could the Highway Authority advise if a Travel Plan and Delivery Management Plan would be required?

APPENDICES

- 1.0 SITE LOCATION AND SURROUNDING AREA**
 - 1.1 Site Location**
 - 1.2 Site and Surrounding Area**
- 2.0 TRICS DATA: PERMITTED USE**
- 3.0 PROPOSED DEVELOPMENT**
 - 3.1 Architect's Site Layout**
 - 3.2 Access Arrangements**
 - 3.3 Track Analysis: 16.6M Delivery Vehicle**
- 4.0 McDONALD'S SURVEY DATA**
- 5.0 TRICS DRIVE THRU RESTAURANTS**
 - 5.1 TRICS: Weekday**
 - 5.2 TRICS: Saturday**
- 6.0 SCOPE OF STUDY: TRANSPORT ASSESSMENT**

Subject:	ENQ/2025/00565 : MURCO GARAGE, HORTON ROAD, DEVIZES, SN10 2JG	
Description:	A planning application has been received for Freestanding Drive Thru Restaurant (Class E/Sui Generis), car park and associated works at MURCO GARAGE, HORTON ROAD, DEVIZES, SN10 2JG	
Response Deadline:	No Later Than 17 th April 2025	
COMMENTS		
CP60 & CP61	Core Strategy policies 60 and 61 objectives are to reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire and identify 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. The vast majority of Devizes is within cycling distance of the site and a significant amount including the town centre is in walking distance. Non car access – the proposed development will generate significant more non car demand to access the site – customers and employees alike. Consequently, access to the site for walking and cycling and bus stop access needs to be considered – suitable crossing points on Horton Rd and linkages to existing and proposed network is necessary with potentially an offsite contribution towards the delivery of the Devizes Transport Strategy. The adjacent site on Horton Rd sets a precedent as to how to arrive at such figure. NOTE : A361 has been identified in the adopted LCWIP as potential cycle route. WC are in the process of designing improvements. Consideration as to how this site interacts with the adjacent development is required in terms of motor and non motorised access.	

	A contribution of up to £5k to the implementation of the Devizes wayfinding strategy should be sought to help encourage pedestrian and cycle trips to/from the site to destinations within Devizes.	£5k
NPPF CP 61 CP 62	Travel Plan In accordance with Wiltshire Council's Travel Plan Guidance, there is a requirement for a Travel Plan to be submitted which should outline the facilities and incentives that will be provided to encourage sustainable travel. The Travel Plan should make reference to the Connecting Wiltshire website. Travel Plan incentives could include green travel vouchers being offered to employees of £300.	
	Contribution towards physical map amendment and printing. £500 for both walking and cycling maps.	£0.5k
AQMA CP55	The proposed development is within the Devizes Air Quality Management Area. The proposed development is could exacerbate the existing areas of poor air quality in Devizes by adding car trips particularly on the A361. In line with Core Policy 55, the development will need to demonstrate how they can effectively mitigate emission levels in order to protect public health etc.	
	Policy Context.	
Full Council Motion, Oct 2020.	<i>Where new residential or commercial developments are granted, or have been granted planning permission, and they are in locations that don't link with existing footpaths and cycleways in adjoining communities that, the Council will undertake to ensure, where practicable, footpath and cycleway links are planned for and delivered in order that our communities can benefit fully from using non-vehicular transport</i>	

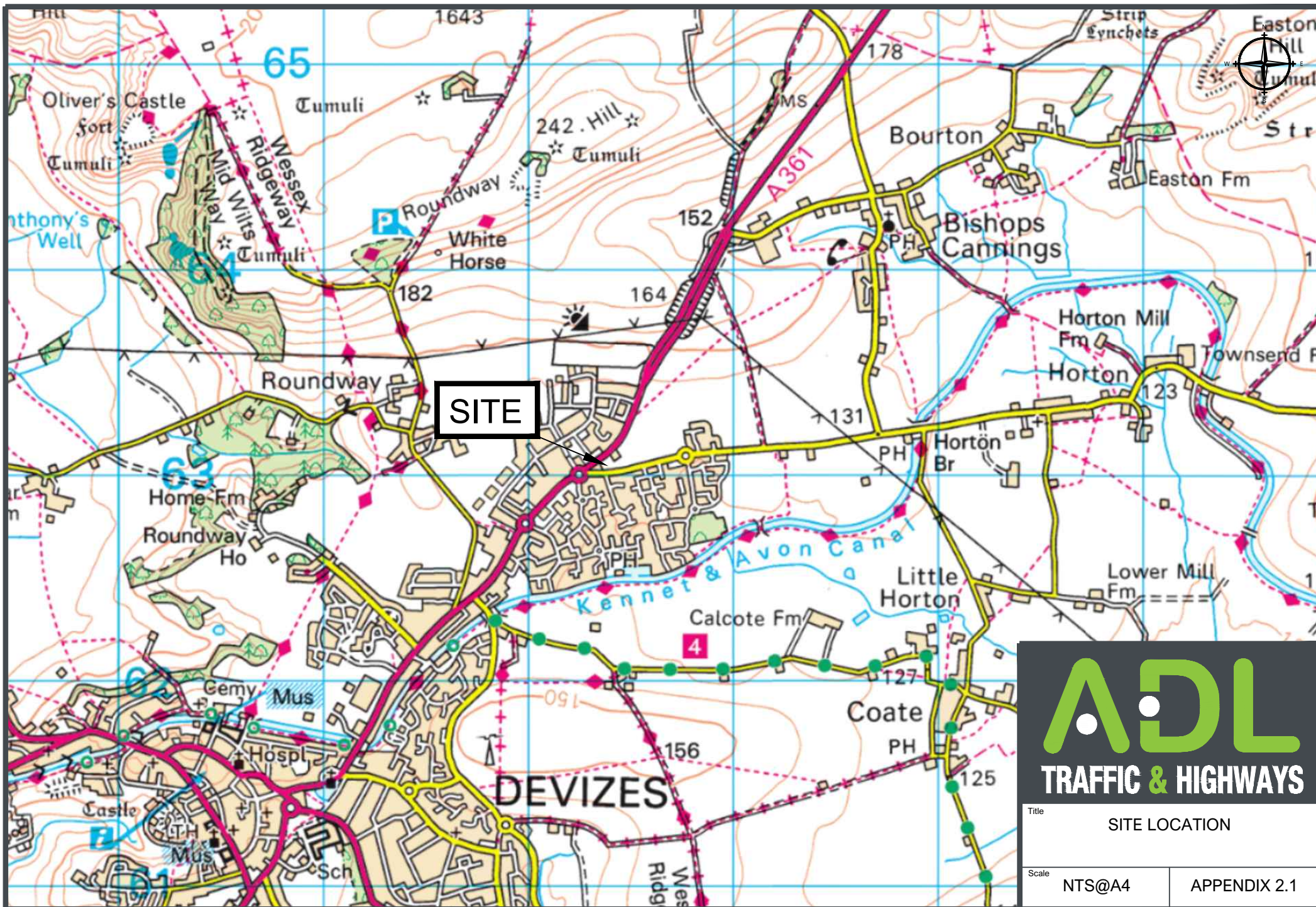
Policy	Requirement
NPPF	
Paragraphs 29 to 41	Promote sustainable transport measures
Wiltshire Core Strategy	
Core Policy 3 <i>Infrastructure requirements</i>	Planning obligations sought to mitigate the direct impact of development, contribute towards delivery of infrastructure made necessary by the development, and provision of local facilities and services.
Core Policy 60 <i>Sustainable transport</i>	Reduce the need to travel and deliver sustainable transport. Planning obligations sought to mitigate the impact of development on transport users, local communities and the environment.
Core Policy 61 <i>Transport and development</i>	Planning obligations sought towards sustainable transport improvements identified in transport assessments.
Core Policy 62 <i>Development impacts on the transport network</i>	Appropriate mitigation measures from development sought to offset any adverse impacts on the transport network at both the construction and operational stages.
Core Policy 63 <i>Transport strategies</i>	Planning obligations sought towards implementing the transport strategies for the principal areas of development in Wiltshire (i.e. Chippenham, Salisbury and Trowbridge) to address the need for integrated transport solutions in these settlements.
Core Policy 64 <i>Demand management</i>	Demand management mitigation measures sought to reduce reliance on the car and encourage the use of sustainable transport alternatives.
Core Policy 66 <i>Strategic transport network</i>	Identifies improvements to the A350 national primary route at Yarnbrook/ West Ashton. Mitigation measures sought to ensure important commuting routes for Annex II species are protected.
Saved policies	
West Wiltshire Leisure and Recreation DPD CR1 <i>Footpaths and rights of way</i>	Protects public rights of way network from development and, where appropriate, seeks improvements as part of development proposals

An extension of Core Policy 61 states that Transport Assessments must demonstrate:

- The needs of all transport users;
- That proposals are served by safe access to the highway network;
- That proposals are fit for purpose and safe loading / unloading facilities can be provided as required;
- That where appropriate, contributions will be sought towards sustainable transport improvements and travel plans will be required to encourage the use of sustainable transport and freight alternatives.

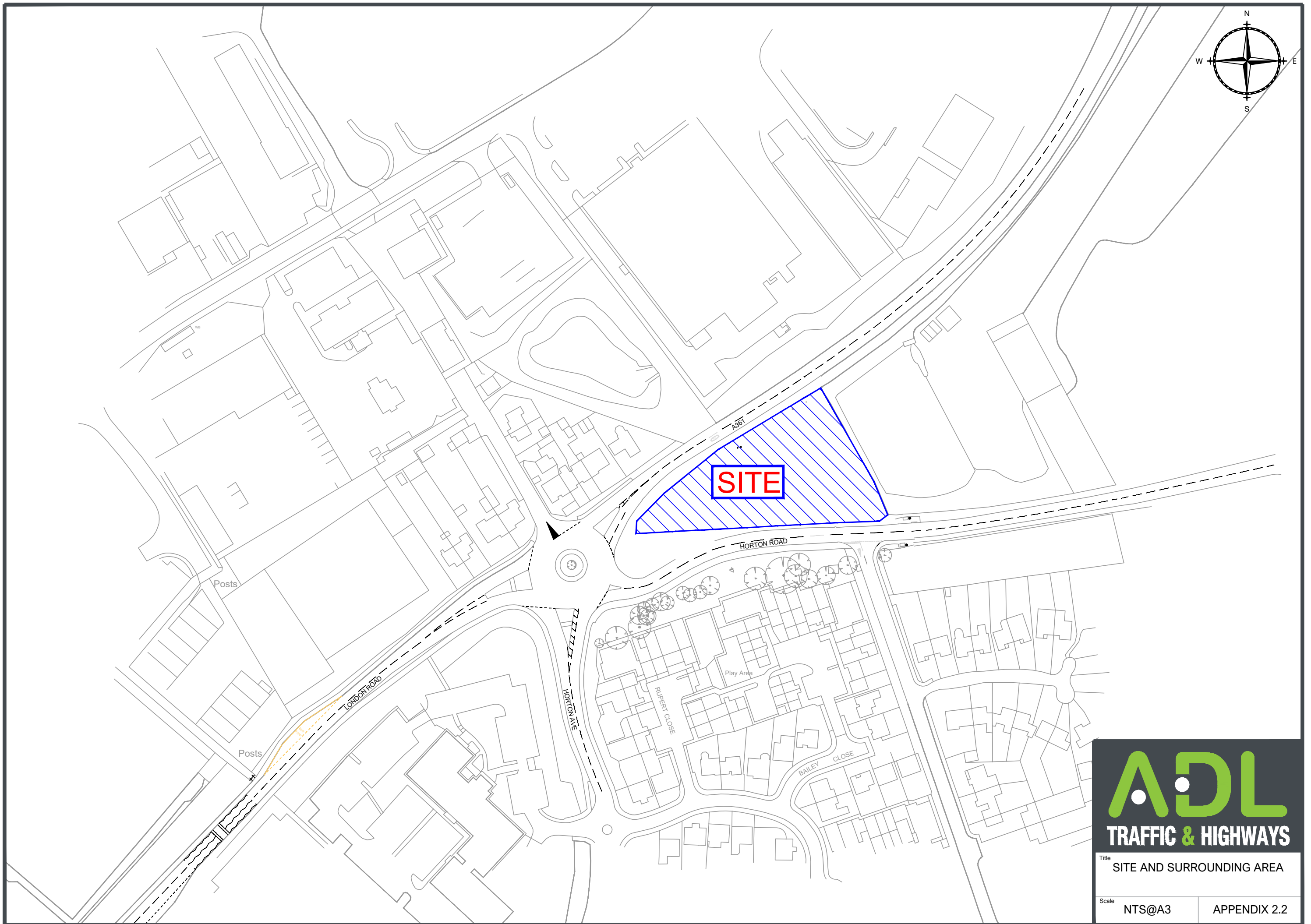
SITE AND SURROUNDING AREA

- 2.1 Site Location
- 2.2 Site and Surrounding Area



ADL
TRAFFIC & HIGHWAYS

Title	
SITE LOCATION	
Scale	
NTS@A4	APPENDIX 2.1



ADL
TRAFFIC & HIGHWAYS

Title
SITE AND SURROUNDING AREA

Scale
NTS@A3

APPENDIX 2.2

PERMITTED USE OF THE SITE

- 3.1 Existing Site Layout Plan
- 3.2 Existing Access Arrangement: Visibility Splays
- 3.3 TRICS: Petrol Filling Station: Weekday
- 3.4 TRICS: Petrol Filling Station: Saturday



scuff
lect managers

Levels are above ODN (Ordnance Datum Newlyn) based on GNSS observations to the National GPS Network transformed using OSGM15.

ACU	Air Conditioning Unit	IRS	Illuminated Road Sign
AL	Access Ladder	KD	Drainage Kerk
AS	Asphalt Road	KO	Kerf Outlet
AV	Air Valve	LB	Letter Bin
BB	Beltsha Bellow	LP	Lamp Post
BH	Belt Hole	M	Manhole
BL	Basement Light	MK	Marker Post
BO	Bollard	MPF	Mesh Panel Fence
BP	Block Paving	MS (x)	Multi-Streamed Tree (No. of Stems)
BR	Brick Retaining Wall	NB	Notice Board
BS	Bus Stop	NP	Street Name Plate
BSH	Bus Shelter	NR	Overhead Wire
BU	Brick Underlayment IC	OSBM	OS Bench Mark
BUW	Brick Wall	P	Planter
BWF	Barbed Wire Fence	PC	Post Box
CBF	Cable Board Fence	PCB	Pedestrian Crossing
CCTV	Closed Circuit Television	PCF	Post & Chain Fence
CC	Corrugated Iron Fence	PF	Palisade Fence
CK	Contaminant Kerk	PL	Plinth
CL	Cl Cover Level	PM	Painting
CLF	Chain Link Fence	PR	Park & Rail Fence
CLS	Chain Link Security Fence	PSF	Palisade Security F
Conc	Concrete	PWF	Post & Wire Fence
Co	Colum	RB	Rein Bound Gutter
CP	Cycrete Paving Slabs	RE	Redding Eye
CPF	Cycrete Paving Fence	RH	Road Hump
CR	Cycle Rack	RL	Ridge Level
CRS	Cycrete Retaining Wall	RS	Road Sign
CS	Cobblestones	RW	Retaining Wall
CT	Cable TV IC	RSV	Service Entry Panel
CU	Cut	SL	Soft Level
DC	Drainage Channel	SM	Sump Level
DD	Drop Kerk	SP	Stand Pipe
DE	Deep Drain	SR	Stone Retaining Wall
DPC	Drop Proof Course Level	SW	Stone Wall
EL	Electricity IC	SWHM	Surface Water Manhole
ELP	Electricity Pole (Drip Edge)	SWH	Surface Water
ER	Electricity Pole	T	Telephone Call Box
EV	Earthed Road	TCP	Traffic Control Panel
FB	Flaming Brick	TDF	Traffic Direction Board
FE	Electricity Charging Point	TH	Threshold Level
FF	Finished Floor Level	TK	Top of Kerk Level
FH	Fire Hydrant	TL	Traffic Light
FL	Flat Road	TM	Tool Machine
FP	Fire Pump	TP	Telegraph Pole
FR	Flat Road	TPS	Tactile Paving Slabs
FS	Foot Path	TPW	Top of Wall
FWHM	Full Water Manhole	UTL	Unable To Lift
GA	Gate	UTL1	UTL1 Covered
GB	Gully Box	UTL2	UTL2 Immobile
GC	Grass Concrete	UTL3	UTL3 Damaged
GP	Gate Post	UTL4	UTL4 Bolted Down
GR	Gully Road	UTL5	UTL5 Traffic Barrier
GU	Gully	VP	Vent Pipe
GV	Gas Valve	WM	Wheel Warrner
HW	Head Wall	WL	Water Level
IB	Illuminated Bollard	WM	Water Meter
IC	Inspection Cover	WO	Washout
IL	Invert Level	WS	Walls slopes up
IRF	Iron Railing Fence	WV	Water Valve
		VDL	Vehicle Detector

STATION	EASTING	NORTHING	LEVEL	T
ST01	402307.029	163052.621	134.966	F
ST02	402263.271	163022.306	134.256	N
ST03	402301.959	162998.670	134.068	N
ST04	402351.899	163008.264	133.988	N
ST05	402352.349	163068.124	134.764	F

GENERAL NOTES:
All works are to be undertaken in accordance with the Building Regulations and the latest British Standards.
All proprietary materials and products are to be used strictly in accordance with the manufacturer's recommendations.
All dimensions to be checked on site prior to construction.
All risks assessed to comply with the designer's responsibility under the Construction (Design Management) Regulations 2015.

ON BEHALF OF :—
McDonald's Restaurants Ltd

DRAWN BY GFS	CHECKED BY	DRAWING No.
SCALE & SIZE 1:200 @ A1	DATE	9045-SA-2029-AL03 C

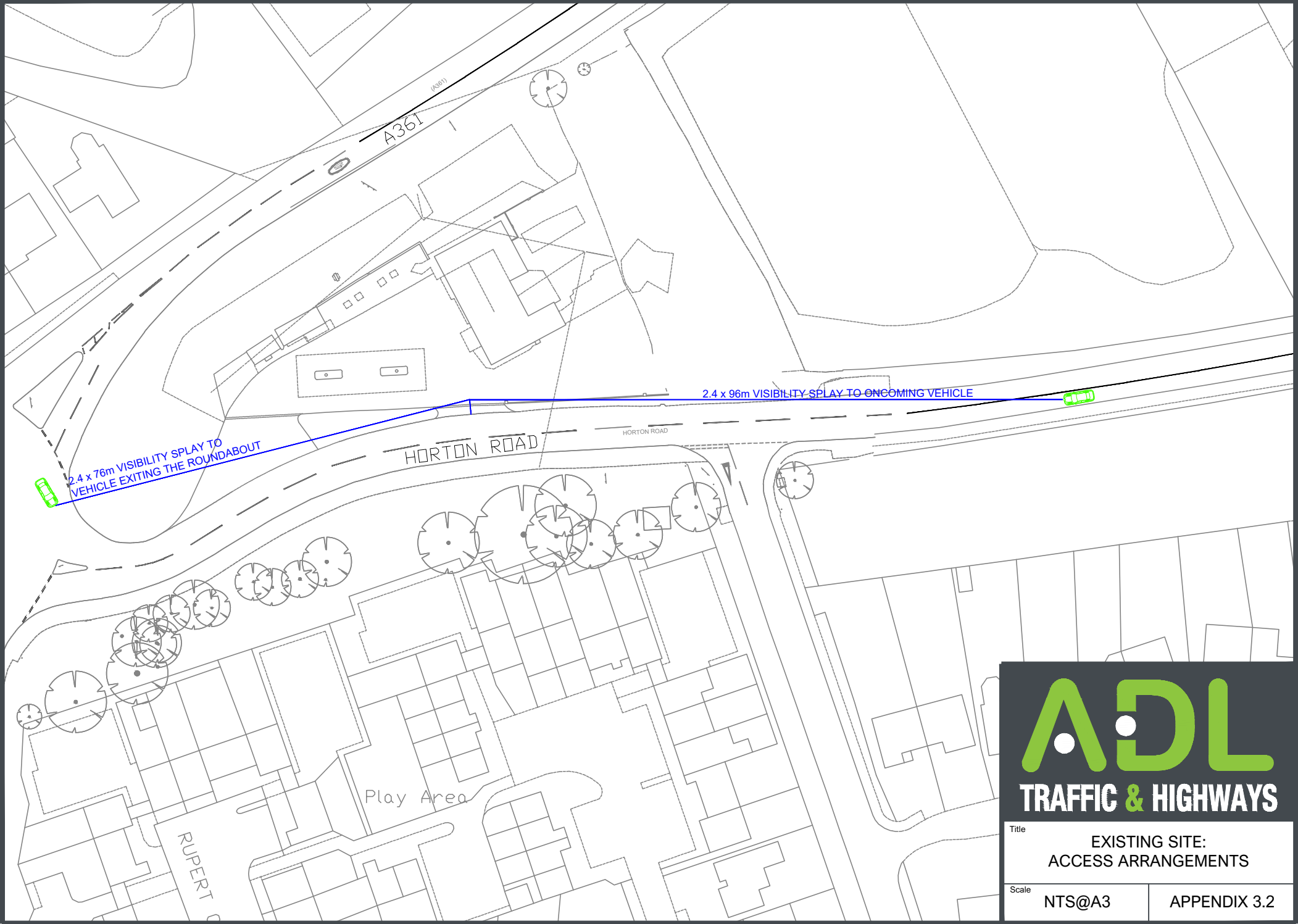
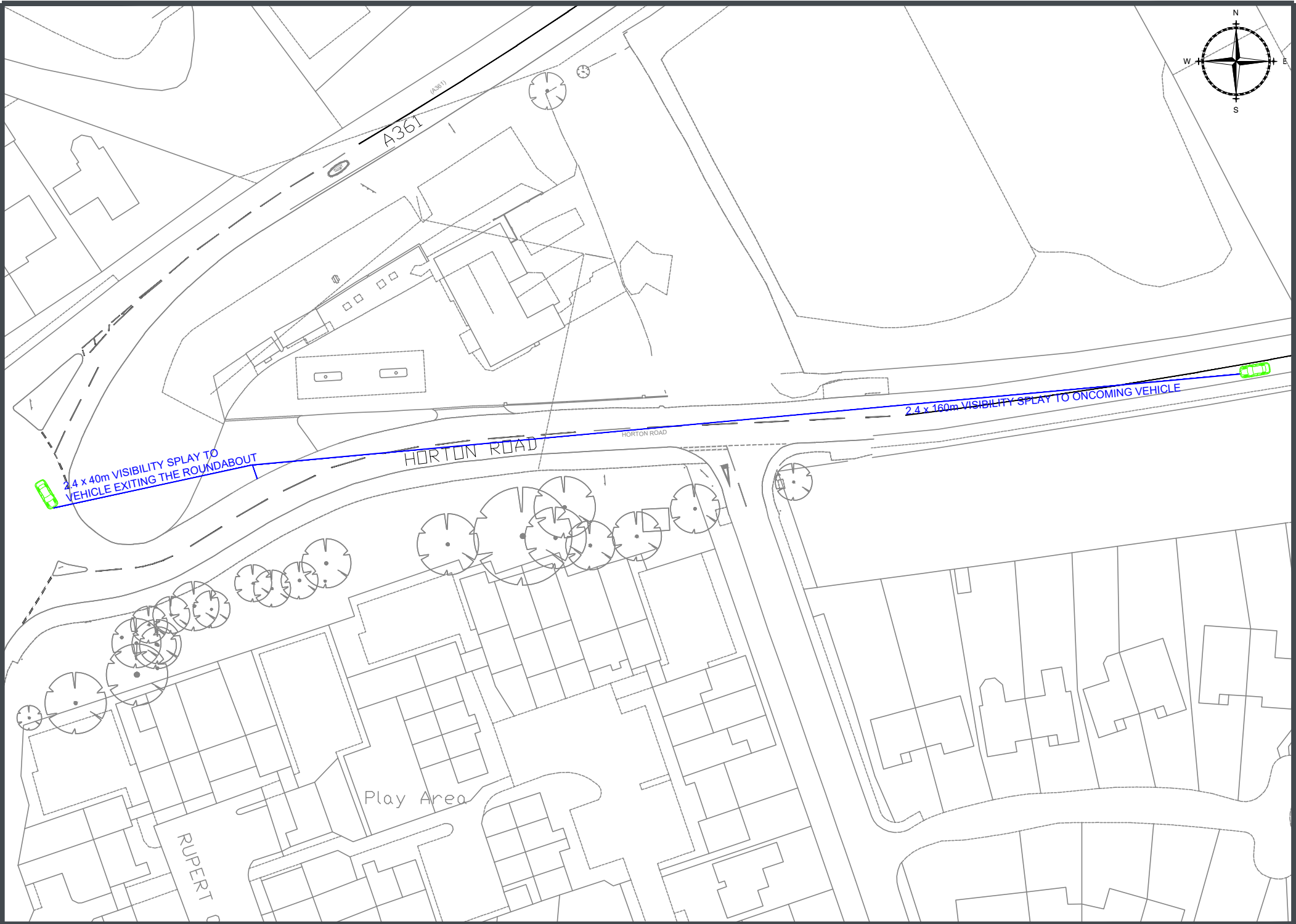


Scurr Architects
85 Southdown Road
Harpenden
Hertfordshire
AL5 1PR
T: 01582 790999
email: scurr@scurr.co.uk

© Copyright McDonald's Restaurants & Scurr Architects

APPENDIX 3.1

EXISTING SITE LAYOUT PLAN



ADL
TRAFFIC & HIGHWAYS

Title		EXISTING SITE: ACCESS ARRANGEMENTS	
Scale	NTS@A3	APPENDIX 3.2	



Audit Code: 095101e8-8e6c-4b39-bb07-9b2777885c5f

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 13 - PETROL FILLING STATIONS

Category: B - PFS - WITH RETAIL

Total Vehicles

Selected regions and areas:

03	SOUTH WEST	
	BR	BRISTOL CITY
05	TB	TORBAY
	EAST MIDLANDS	
06	LN	LINCOLNSHIRE
	NG	NOTTINGHAM
07	WEST MIDLANDS	
	WO	WORCESTERSHIRE
08	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
09	NORTH WEST	
	GM	GREATER MANCHESTER
10	LC	LANCASHIRE
	NORTH	
	TW	TYNE & WEAR
	WALES	
	NP	NEATH & PORT TALBOT
	NW	NEWPORT

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 095101e8-8e6c-4b39-bb07-9b2777885c5f

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	BAYS
Actual Range:	0.06 to 0.75 (units:BAYS)
Range Selected by User:	4 to 16 (units:BAYS)
Parking Spaces Range:	0 - 0

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 21/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	3 days
Monday	2 days
Thursday	1 days
Tuesday	3 days
Wednesday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	12
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	4 days
Suburban Area (PPS6 Out of Centre)	8 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1 days
Industrial Zone	1 days
No Sub Category	1 days
Residential Zone	8 days
Retail Zone	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	10 days
Servicing vehicles Included	2 days

Audit Code: 095101e8-8e6c-4b39-bb07-9b2777885c5f

Secondary Filtering Selection:

Use Class:

Sui Generis	12 surveys
-------------	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

565 - 7820

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	4 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	4 surveys
250,001 to 500,000	4 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
500,001 or More	1 surveys
75,001 to 100,000	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	6 surveys
1.1 to 1.5	4 surveys
1.6 to 2.0	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 095101e8-8e6c-4b39-bb07-9b2777885c5f

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 12 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 12 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: 095101e8-8e6c-4b39-bb07-9b2777885c5f

1	BR-13-B-02	TESCO EXTRA PFS	BRISTOL CITY
EASTGATE ROAD BRISTOL Suburban Area (PPS6 Out of Centre) Retail Zone Site area: 0.17 hect Survey date: Tuesday 09/11/2021			
			Survey Type: Manual
2	GM-13-B-02	SHELL & LONDIS	GREATER MANCHESTER
STOCKPORT ROAD MANCHESTER BURNAGE Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.1767 hect Survey date: Thursday 06/05/2021			
			Survey Type: Manual
3	LC-13-B-03	TEXACO & MORRISONS DAILY	LANCASHIRE
GARSTANG ROAD PRESTON FULWOOD Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.2 hect Survey date: Tuesday 06/11/2018			
			Survey Type: Manual
4	LN-13-B-01	GULF & CO-OP	LINCOLNSHIRE
CARHOLME ROAD LINCOLN Edge of Town Residential Zone Site area: 0.75 hect Survey date: Wednesday 04/10/2017			
			Survey Type: Manual
5	NG-13-B-02	SAINSBURY'S PFS	NOTTINGHAM
CASTLE BRIDGE ROAD NOTTINGHAM Suburban Area (PPS6 Out of Centre) Development Zone Site area: 0.06 hect Survey date: Friday 25/11/2016			
			Survey Type: Manual
6	NP-13-B-01	ESSO & TESCO EXPRESS	NEATH & PORT TALBOT
NEATH ROAD GLYNNEATH Edge of Town Residential Zone Site area: 0.19 hect Survey date: Wednesday 19/10/2022			
			Survey Type: Manual
7	NW-13-B-02	ESSO & TESCO EXPRESS	NEWPORT
CHEPSTOW ROAD NEWPORT Edge of Town Residential Zone Site area: 0.22 hect Survey date: Wednesday 12/10/2022			
			Survey Type: Manual
8	NY-13-B-03	ESSO & CO-OP	NORTH YORKSHIRE
WETHERBY ROAD NORTH KNARESBOROUGH Suburban Area (PPS6 Out of Centre)			

Audit Code: 095101e8-8e6c-4b39-bb07-9b2777885c5f

Industrial Zone

Site area: 0.09 hect

Survey date: Friday 30/09/2016

Survey Type: Manual

9	TB-13-B-01	BP & COSTCUTTER	TORBAY
---	------------	-----------------	--------

TORBAY ROAD
PAIGNTON
Edge of Town
Residential Zone
Site area: 0.184 hect
Survey date: Tuesday 18/07/2017

Survey Type: Manual

10	TW-13-B-05	SHELL & SPAR	TYNE & WEAR
----	------------	--------------	-------------

THE BROADWAY
SUNDERLAND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.14 hect
Survey date: Friday 24/05/2019

Survey Type: Manual

11	TW-13-B-06	ESSO & TESCO EXPRESS	TYNE & WEAR
----	------------	----------------------	-------------

BEACH ROAD
NORTH SHIELDS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Site area: 0.23 hect
Survey date: Monday 16/05/2022

Survey Type: Manual

12	WO-13-B-02	MORRISONS PFS	WORCESTERSHIRE
----	------------	---------------	----------------

CLEARWELL ROAD
REDDITCH
WINYATES WEST
Suburban Area (PPS6 Out of Centre)
No Sub Category
Site area: 0.23 hect
Survey date: Monday 05/10/2020

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AS-13-B-01	21-04-2022	Scotland
FI-13-B-01	23-03-2016	Scotland
GA-13-B-01	14-09-2021	Ireland
WF-13-B-01	17-10-2023	London

Audit Code: 095101e8-8e6c-4b39-bb07-9b2777885c5f

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

Total Vehicles

Calculation factor: 1 BAYS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BAYS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	12	9	4.566	4.236	8.802
07:00-08:00	12	9	6.972	6.925	13.897
08:00-09:00	12	9	6.764	6.387	13.151
09:00-10:00	12	9	6.830	6.811	13.641
10:00-11:00	12	9	6.830	6.887	13.717
11:00-12:00	12	9	6.840	6.934	13.774
12:00-13:00	12	9	7.877	7.934	15.811
13:00-14:00	12	9	8.142	8.104	16.246
14:00-15:00	12	9	7.745	7.632	15.377
15:00-16:00	12	9	7.877	7.915	15.792
16:00-17:00	12	9	7.858	7.991	15.849
17:00-18:00	12	9	7.538	7.613	15.151
18:00-19:00	12	9	7.245	7.387	14.632
19:00-20:00	12	9	6.415	6.415	12.830
20:00-21:00	12	9	4.651	4.708	9.359
21:00-22:00	12	9	3.160	3.198	6.358
22:00-23:00	3	11	1.094	1.250	2.344
23:00-00:00	2	10	0.450	0.650	1.100
Total Rates:			108.854	108.977	217.831

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 095101e8-8e6c-4b39-bb07-9b2777885c5f

Parameter Summary:

Trip rate parameter range selected:	4 - 16 (units: BAYS)
Survey date date range:	30/09/2016 - 19/10/2022
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Audit Code: 92797783-c8bd-4019-adaf-6a1d250f5d08

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 13 - PETROL FILLING STATIONS

Category: B - PFS - WITH RETAIL

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 day
03	SOUTH WEST		
	DC	DORSET	1 day
	GS	GLOUCESTERSHIRE	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
	TV	TEES VALLEY	1 day
	TW	TYNE & WEAR	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

APPENDIX 3.4
TRICS: PETROL FILLING
STATION
SATURDAY

Audit Code: 92797783-c8bd-4019-adaf-6a1d250f5d08

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	BAYS
Actual Range:	4 to 16 (units:BAYS)
Range Selected by User:	4 to 16 (units:BAYS)
Parking Spaces Range:	0 - 0

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 21/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday	6 days
----------	--------

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	3 days
Suburban Area (PPS6 Out of Centre)	3 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1 days
Industrial Zone	1 days
Out of Town	1 days
Residential Zone	3 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	5 days
Servicing vehicles Included	1 days

Audit Code: 92797783-c8bd-4019-adaf-6a1d250f5d08

Secondary Filtering Selection:

Use Class:

Sui Generis

6 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

100 - 4500

Population within 1 mile:

1,001 to 5,000

1 surveys

10,001 to 15,000

3 surveys

25,001 to 50,000

2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000

3 surveys

25,001 to 50,000

1 surveys

5,001 to 25,000

1 surveys

75,001 to 100,000

1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

2 surveys

1.1 to 1.5

4 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 92797783-c8bd-4019-adaf-6a1d250f5d08

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 6 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 6 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 92797783-c8bd-4019-adaf-6a1d250f5d08

1	BO-13-B-01	BP & M&S	BEDFORD
NEWNHAM AVENUE BEDFORD Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.17 hect Survey date: Saturday 17/10/2020			
			Survey Type: Manual
2	CU-13-B-02	ESSO & ASDA EXPRESS	CUMBERLAND
BRIDGE LANE PENRITH Edge of Town Residential Zone Site area: 0.14 hect Survey date: Saturday 22/06/2024			
			Survey Type: Manual
3	DC-13-B-03	BP & SPAR	DORSET
THE GROVE DORCHESTER Edge of Town Industrial Zone Site area: 0.11 hect Survey date: Saturday 17/09/2016			
			Survey Type: Manual
4	GS-13-B-01	BP & M&S SIMPLY FOOD	GLOUCESTERSHIRE
BRISTOL ROAD GLOUCESTER HARDWICKE Edge of Town Out of Town Site area: 0.39 hect Survey date: Saturday 24/04/2021			
			Survey Type: Manual
5	TV-13-B-02	SHELL & SPAR	TEES VALLEY
EASINGTON ROAD HARTLEPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.21 hect Survey date: Saturday 05/09/2020			
			Survey Type: Manual
6	TW-13-B-03	SAINSBURY'S PFS	TYNE & WEAR
RIVERSIDE ROAD SUNDERLAND Suburban Area (PPS6 Out of Centre) Development Zone Site area: 0.12 hect Survey date: Saturday 08/04/2017			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BK-13-B-01	22-06-2024	London

Audit Code: 92797783-c8bd-4019-adaf-6a1d250f5d08

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

Total Vehicles

Calculation factor: 1 BAYS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BAYS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	8	2.000	1.625	3.625
06:00-07:00	6	10	1.508	1.373	2.881
07:00-08:00	6	10	3.610	3.525	7.135
08:00-09:00	6	10	4.983	4.949	9.932
09:00-10:00	6	10	7.169	7.017	14.186
10:00-11:00	6	10	7.186	7.034	14.220
11:00-12:00	6	10	7.593	7.576	15.169
12:00-13:00	6	10	7.610	7.441	15.051
13:00-14:00	6	10	7.271	7.186	14.457
14:00-15:00	6	10	6.847	7.085	13.932
15:00-16:00	6	10	5.847	6.136	11.983
16:00-17:00	6	10	5.831	5.746	11.577
17:00-18:00	6	10	5.763	5.831	11.594
18:00-19:00	6	10	4.983	5.051	10.034
19:00-20:00	6	10	3.932	4.017	7.949
20:00-21:00	6	10	2.881	2.898	5.779
21:00-22:00	6	10	2.475	2.441	4.916
22:00-23:00	2	10	2.250	2.300	4.550
23:00-00:00					
Total Rates:			89.739	89.231	178.970

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 92797783-c8bd-4019-adaf-6a1d250f5d08

Parameter Summary:

Trip rate parameter range selected:	4 - 16 (units: BAYS)
Survey date date range:	17/09/2016 - 22/06/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	6
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

COMMITTED DEVELOPMENT

4.1	PL/2022/00966: Masterplan
4.2	Appeal Decision Notice
4.3	Access Arrangements and Pedestrian Improvement
4.4	Road Widening A361Horton Road Roundabout
4.5	Committed Development Flows

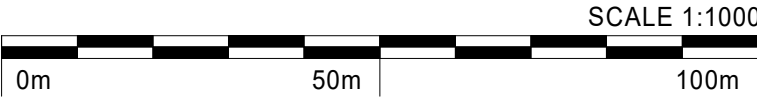
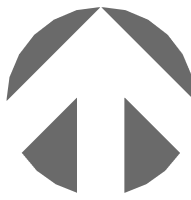
Rev	Date	By	Description
P01	Jan 2022	SL	Issued for planning application.
P02	10.05.22	JW	Drawings updated per Client's comments
P03	09.05.22	JW	Updated to DTM 25.05.22 Action points
P04	13.06.22	JW	Updated to Client Comments
P05	12.07.22	JW	Updated to Client Comments
P06	07.10.22	JW	Unit 1 updated position within plot.
P07	17.10.22	JW	Updated footpath position to North West corner of the site



2 Illustrative Site Masterplan

1 : 1000

APPENDIX 4.1
PL/2022/00977: MASTERPLAN



SGP
Architects + Masterplanners

Third Floor
87 Worship Street
London EC2A 2BE

t: +44 (0)203 755 5178

www.stephengeorge.co.uk

Horton Road
Devizes
Wiltshire

Drawing Name:
Illustrative Site Masterplan

Drawing Stage: **Planning**

Status: **S4**

SGP File Ref: 21-056

21-056 10/28/20 Author LA 1 : 1000 @ A1 **P07**

SGP Project No: Date: Drawn: Team: Scale: Rev:

Drawing Number:

21-056-SGP-SITZZ-DR-A- 131100

Project Code Originator Volume Level Type Role Number



Appeal Decision

Hearing Held on 9 January 2024

Site visit made on 8/9 January 2024

by John Wilde C. Eng M.I.C.E.

an Inspector appointed by the Secretary of State

Decision date: 16th February 2024

Appeal Ref: APP/Y3940/W/23/3328710

Land to the north of Horton Road, south of London Road, and west of Wellington Drive, Devizes.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
 - The appeal is made by Berkley Strategic Land Ltd against the decision of Wiltshire Council.
 - The application Ref PL/2022/00977, dated 1 February 2022, was refused by notice dated 27 April 2023.
 - The development proposed is up to 25000 Sqm of Use Classes B2 (General Industrial), B8 (Storage and Distribution) and E (Commercial, Business and Service) (g) (i-iii), with landscaping and associated infrastructure.
-

Decision

1. The appeal is allowed and planning permission is granted for up to 25000 Sqm of Use Classes B2 (General Industrial), B8 (Storage and Distribution) and E (Commercial, Business and Service) (g) (i-iii), with landscaping and associated infrastructure at Land to the north of Horton Road, south of London Road, and west of Wellington Drive, Devizes, in accordance with the terms of the application, Ref PL/2022/00977, dated 1 February 2022, subject to the conditions contained within the attached schedule.

Application for costs

2. At the Hearing an application for costs was made by Berkley Strategic Land Ltd against Wiltshire Council. This application is the subject of a separate Decision.

Procedural matters

3. The application was made in outline with access to be assessed at this stage. Appearance, landscaping, layout and scale are reserved for future determination.
4. The original planning application was for up to 30000 Sqm of development. However, during the Council's determination of the application, the quantum was reduced to 25000 Sqm. This is reflected in the Statement of Common Ground (SOCG) and was the revised quantum that the Council made their decision on. Consequently I have used the lower figure in the header to this decision.

5. I undertook a visit to the site and its surroundings on the afternoons of 8 and 9 of January. Both of these visits were unaccompanied, the second with the approval of both main parties.
6. A signed SOCG dated 20 November 2023, was provided by the main parties. Subsequent to this the Council indicated to the appellant that they were in favour of a further SOCG relating specifically to highway issues. The draft version of this document provided by the appellant referred to, amongst other things, concerns relating to the appellant's use of the TRICs database.
7. The appellant strongly resisted this and at the Hearing I ruled that such evidence was inadmissible on the grounds that (1) no indication was given of this in the reason for refusal, (2) the agreed SOCG stated that the disagreement relating to the transport and highway impact concerned the location of the proposed access, with no specific mention being made of the trip generation (3) the Council's own Transport statement to the Hearing, prepared by Carl Tonks Consulting stated that, whilst it considered that the trip generation forecasts had been over-complicated, the differences were *not significant* and *need not take up further time in the appeal* and (4) that no mention was made of trip generation at the Eastern Area Planning Committee meeting of 20 April where Councillors voted to refuse the application.
8. I also note that the application had been recommended for approval by officers, the indication therefore being that the trip generation was not a concern for the Council's highway officers.
9. On the 19 December 2023 the Government published an updated version of the National Planning Policy Framework (the Framework). In light of this I received an email on 5 January 2024 that confirmed that both main parties considered that the changes made to the Framework were not pertinent to the appeal and that therefore both parties were content to rely on their previously supplied statements of case.

Main Issues

10. The main issues, as agreed at the Hearing, are, whether or not:-
 - a) the proposed development has come about as part of a masterplan approach
 - b) the proposed access to the site would be in a suitable location with particular respect to
 - i. its status,
 - ii. the character of the area,
 - iii. the effect on highway safety and
 - iv. the effect on air quality

Reasons

11. The appeal site is listed as a strategically important site in Core Policy 2 of the Wiltshire Core Strategy (CS). The policy requires that such sites should be developed through a Masterplan approach. This in turn requires that the

requirements within a development template are met. This approach is mirrored within Core Policy 12.

Masterplan – points of access

12. A development template for the site was completed by the appellant. It became clear during the Hearing that the Council's concern with the completed template came under the heading of Transport, and was that an assessment of the most appropriate points of access to the site had not been undertaken.
13. However, Technical Note 1 (TN1), prepared by WSP on behalf of the appellant and dated 4 July 2022 states that several assessments were undertaken as part of the site appraisal to identify a suitable access. TN1 goes on to look at various options, including access from the A361. Firstly the TN1 outlines the constraints involved in providing an access off the A361. These include the short frontage of the appellant's land, the existing central island and the fact that any access at this point would require the upgrading and inclusion of the existing junction with Waller Road. TN1 looks at the possibility of a signal junction and roundabout connections to the A361, including a three arm 34m ICD roundabout that would require land owned by the Police Authority (PA). This latter junction would have been possible with the extra land, but TN1 makes clear that this would introduce an extra junction on a strategic corridor which would have implications on capacity.
14. From the evidence before me I can only conclude that an assessment of the most appropriate points of access has been undertaken.

Masterplan – whole site

15. The Council's other concern relating to master planning was that the appeal site does not contain the whole of the strategically important site. However, the appeal site amounts to just over 90% of the whole site. The remaining area is owned by the PA and the appellant had made efforts to come to an agreement with the PA, however this was not forthcoming.
16. Nonetheless, while developing the whole of the site could be seen as the ultimate outcome, there is nothing in Core Policies 2 or 12 that stipulate that the whole site should be brought forward at the same time. It does however seem to me that the appellant has made reasonable efforts to achieve this, as evidenced by a letter dated 4 January 2022 from the appellant to Wiltshire Police, which demonstrates the willingness of the appellant to progress a joint application.
17. I also note that the proposed scheme would allow for an access to/from the PA land and that therefore any future scheme on this remaining small portion of the site could be allied to the current proposal. Developing over 90% of an allocated site seems to me to be preferable to seeing the whole site lying undeveloped for the foreseeable future.
18. In arriving at this conclusion I am aware of the efforts of Council members in trying to achieve a scheme for the whole site, up to and including the present time. However, I have to conclude on the scheme before me and cannot give weight to what may or may not transpire in the future.
19. On the issue of whether or not the proposed development has come about as part of a masterplan approach, I conclude that the appellant has complied with

the requirements and that therefore no conflict exists with Core Policies 2 or 12.

Suitable location - status

20. The proposed access would be from Horton Road. This is a two-way single carriageway road with a width varying from about 6.5m to 8.0m. Whilst Horton Road is a lesser category road than the A361, it is nonetheless still a distributor road with no dwellings accessed directly off of it in the area of the proposed access. Currently the road has a footway to the south and a speed limit of 50mph. Given that it is a distributor road and with a lack of evidence to show why such a classification would make it unsuitable to provide access to the site, I can only conclude that it would be of suitable status to provide access. There would therefore be no conflict with Core Policy 65 which seeks to ensure, amongst other things, that HGVs use roads where a minimum of community and environmental impact would be achieved.

Suitable location - character

21. Horton road has several housing estates to the south of the appeal site and a small residential development (Wellington Drive) to the east. Beyond Wellington Drive Horton Road becomes more rural as it gives access to a variety of villages.
22. However, the section of Horton Road between the junction with the A361 and Wellington Drive cannot be described as rural. Furthermore, there is a wide grassed buffer between the houses to the south and the road itself, which to my mind precludes the road from been classified as residential. The road already takes a certain amount of HGVs and other nonprivate car traffic and I have little evidence before me to show that the presence of the proposed access and its associated traffic would significantly change the character or functionality of the road.
23. There would therefore be no conflict with Core Policy 57 of the CS. This policy seeks to ensure, amongst other things, that proposals make efficient use of land whilst taking account of the characteristics of the site and the local context.

Suitable location - safety

24. Currently there is a footway along the south of Horton Road. The proposed scheme would result in a new length of footway on the north side of the road from east of Corn Croft Lane into the proposed access. This footway would be served by a new bus shelter and would be connected to the south of the road by a new Toucan Crossing. Furthermore, the kerb line at the roundabout where Horton Road joins the A361 would be improved to facilitate the turning of HGVs into Horton Road such that they wouldn't transgress into the face of oncoming traffic.
25. I also note that as part of the Transport Assessment undertaken by WSP on behalf of the appellant, a Stage 1 Road Safety Audit was undertaken. This identified a number of issues in relation to the original site access proposals which were then taken into consideration in preparing an updated access arrangement.

26. The Transport Assessment undertaken by WSP on behalf of the appellant identifies several slight injury accidents in the vicinity of the appeal site. However the causation factors indicate that these were due to a lack of care rather than highways conditions or design, and I consider that the proposed improvements will facilitate an improvement in highway safety.
27. Overall, whilst I understand the concern of local residents, the evidence before me leads me to conclude that the proposed scheme would not prejudice highway safety.

Suitable location – air quality

28. The appeal site lies adjacent to an Air Quality Management Area (AQMA) which follows the line of the A361. Core Policy 55 requires that all development which would have the potential to exacerbate known areas of poor air quality is required to demonstrate the measures that will be taken to mitigate any impacts.
29. An Air Quality Assessment (AQA) was undertaken by WSP on behalf of the appellant in January 2022. This concluded that the proposed scheme would cause a small increase in pollutant concentrations at most of the assessment receptors but would not cause any exceedances of the statutory objectives, and a series of mitigation measures was included within the AQA. Furthermore I note that the issue of air quality was considered in the allocation of the site and was subjected to strategic assessment as part of the Core Strategy adoption. I also note that the Council's Environmental Health Officer raised no objections.
30. In light of these factors I conclude that the proposed development would not have a significantly adverse effect on air quality and would therefore comply with Core Policy 55 which requires that development proposals demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality, and amenity.

Other matters

31. The Council questioned the appellant's base traffic flows and noted that the appellant has relied on various sources of historic and manufactured data to produce their traffic data. This was due to the Covid pandemic and the national lockdowns which resulted in unrepresentative traffic conditions. The appellant utilised local outputs from the Wiltshire Strategic Traffic Model and the Council now consider that validation calculations should have been undertaken as well as new surveys being carried out when traffic levels returned to 'normal'.
32. However, the traffic figures utilised were the Council's own figures from its strategic model and the Council's own Highways Officers had already confirmed that *the LHA are accepting of the use of the newly designed access and Horton Road for access*. It seems to me that the appeal should not turn on an issue that has been previously accepted, and, more importantly, subsequent to a reason for refusal and SOCG, neither of which made specific mention of the issue.

Section 106

33. I have been supplied with a signed Section 106 agreement, dated 19 January 2024, that would secure various contributions to mitigate the proposed development. These include a Biodiversity Offset Contribution, a Devizes Transport Strategy Contribution, a Traffic Regulation Order Contribution and a Travel Plan Monitoring Fee. These contributions are agreed by the appellant and the Council have provided me with a Community Infrastructure Levy (CIL) compliance statement and a further note, that detail the policy derivation and justification for these contributions.
34. CIL regulation 122 makes clear that it is unlawful for a planning obligation to be taken into account in a planning decision on a development that is capable of being charged CIL if the obligation does not meet all of the following tests. These are that the obligation is necessary to make the development acceptable in planning terms, is directly related to the development, and is fairly and reasonably related in scale and kind to the development.
35. From the information provided to me, I conclude that the contributions accord with the three tests above, and therefore I can take the S106 into account in arriving at my decision.

Conditions

36. The conditions that I have imposed are taken from the SOCG and also informed by discussion at the Hearing. To protect the amenity of neighbours I have imposed conditions requiring the submission of a Construction Method Statement, a scheme of Acoustic Insulation, a scheme for the control and dispersal of atmospheric emissions, details of outdoor lighting, and a further condition restricting the hours of working.
37. In the interests of ecology and biodiversity I have imposed conditions requiring the submission of a Construction Environmental Management Plan and a Landscape and Ecology Management Plan, and further conditions requiring that mitigation measures to protect protected species are carried out and that tree and hedge protection measures are put in place.
38. To ensure highway safety I have imposed conditions relating to the improvement of the Horton Road/London Road roundabout, the construction of the footway/cycleway along Horton Road, the construction of the site access and the proposed Toucan crossing and the construction of suitable footway/cycleways and roads within the proposed development.
39. To prevent future flooding I have imposed a condition requiring a sustainable drainage scheme and in the interests of the final appearance of the scheme I have imposed conditions relating to the external materials of the proposed buildings, and the landscape buffer. To protect users of the site and neighbouring residents I have imposed a condition requiring an investigation to determine the likelihood of ground contamination. For reasons of sustainability I have imposed a condition requiring the production of a Green Travel Plan. I have imposed a condition to ensure that the development is utilised in the intended way and lastly, for certainty I have imposed a condition detailing the submitted drawings.

Conclusion

40. I am conscious that most local residents would prefer to see the access to the proposed site from the A361 and are concerned with various aspects of the proposal. However, I have found that the proposed development would be in accordance with Core Policies 2, 12, 55, 57 and 65 and nothing in the submitted evidence leads me to a conclusion other than to allow the appeal. Therefore, in light of the above and having had regard to all other matters raised, I conclude that the appeal should be allowed.

John Wilde

INSPECTOR

Schedule of Conditions

- 1) Prior to the submission of any applications for approval of the matters reserved under this consent there shall have been submitted to and approved in writing by the local planning authority a Masterplan for the development of the site as a whole that includes:
 - a) An outline layout plan for the development clearly identifying the various phases of the development (each a Zone) within the site,
 - b) The maximum building heights to be developed within each Zone,
 - c) The maximum building floorspace within each Zone,
 - d) The uses and floor space of uses within each Zone,
 - e) Outline details of the units to be provided for small and start-up units and 'follow on' space
 - f) Indicative details of areas of landscaping to be provided within, between and outside each Zone,
 - g) Sequencing and timing for the development of each Zone, including provision of the access roads and footways to each Zone,
 - h) The sequencing of development for the completion of the footpath around the site and the area of recreation/ amenity land and landscape buffers as shown on the Illustrative Land Use Plan (21-056-SGP-SITZZ- DR-A- 131002 / P05),
 - i) The maximum impermeable areas within each Zone (to inform the sitewide drainage strategy),
 - j) Maximum roof areas within each Zone and identification of the location for a minimum 10% of the total roofing as green/ brown roofing,
 - k) Details of roof designs/ locations to be incorporated in the development (e.g. such as curved roofing) with reference to the submitted Design & Access Statement Addendum (September 2022),
 - l) Identifying potential future connections into the adjoining 'skid pan' site as shown on the Illustrative Comprehensive Masterplan (21-056-SGPSIT- ZZ-DR-A- 131005 / P08)
 - ii) The subsequent reserved matter applications shall be in accordance with the so-approved details.
- 2) Application for approval of the reserved matters for all zones shall be made to the local planning authority not later than 3 years from the date of this permission.
- 3) The development on each zone shall be begun either before the expiration of 3 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved for that zone, whichever is the later.
- 4) No development shall commence on any zone until details for that zone of the following matters (in respect of which approval is expressly reserved) have been submitted to and approved in writing by, the local planning authority: external appearance, landscaping, layout, and scale
The development of each zone shall not be carried out other than in accordance with the approved details.

- 5) All applications for the approval of the Reserved Matters shall be in broad accordance with the principles described and illustrated in the approved Design and Access Statement Addendum (September 2022).
A Design Compliance Statement shall be submitted with each Reserved Matters application which demonstrates this by way of comparison.
- 6) Applications for approval of reserved matters for each Zone shall demonstrate compliance with the local planning authority's adopted car parking standards, and shall include full details of:
 - a) land use,
 - b) floor area,
 - c) vehicle trip generation and parking accumulation
 - d) space needed to accommodate stopping, parking, loading/unloading and manoeuvring of commercial or other vehicles.
- 7) The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan 21-056-SGP-SIT-ZZ-DR-A-131000/P01, Existing site plan 21-056-SGP-SIT-ZZ-DR-A-130000/P01, Development Framework Plan 21-056-SGP-SIT-ZZ-DR-A-131004/P06.
- 8) All applications for the approval of reserved matters will demonstrate how they have regard to the following submitted documents:
Flood Risk Assessment & Drainage Strategy: 6639-FRA-001 Rev. 3
Landscape Strategy Plan: 7629/ASP3 Rev. D
Design & Access Statement Addendum: September 2022
Air Quality Assessment: Rev. 02
Noise Impact Assessment: 70086639-108-01 Revision 2 (Oct. 2022)
Energy & Sustainability Statement
Ecological Impact Assessment & appendices: 2090.84 October 2022
Ecological Parameters Plan (Figure 1 to the above) Arboricultural Impact Assessment: 11097_AIA.001 and how they conform to the Masterplan to have been approved beforehand under condition 1 above.
- 9) No development shall commence on site until a Construction Method Statement (CMS) has been submitted to and approved in writing by the local planning authority. The CMS shall include details of the measures that will be taken to reduce and manage the emission of noise, vibration and dust during the demolition and/or construction phase of the development and it shall include details of the following:
 - a) an introduction consisting of definitions and abbreviations and project description and location,
 - b) a description of management responsibilities,
 - c) a description of the construction programme,
 - d) construction vehicle routeing,
 - e) construction staff and visitor vehicle parking areas within the site,
 - f) local road cleaning arrangements,
 - g) measures to prevent excessive mud and dust being deposited on the public highway,

- h) site working hours and a named person for residents to contact,
 - i) site logistics arrangements,
 - j) details regarding deliveries and storage; including delivery hours, and welfare facilities on site,
 - k) details regarding dust and noise mitigation,
 - l) the recycling of waste materials,
 - m) the loading and unloading of equipment, plant and materials,
 - n) the location and use of any generators or other fixed plant,
 - o) where piling is required this must be continuous flight auger piling wherever practicable to minimise impacts,
 - p) the erection and maintenance of security hoarding/ fencing, and
- The construction of the development will be carried out fully in accordance with the so-approved construction method statement.

10)

Prior to the commencement of works, including ground works/excavation, site clearance, vegetation clearance and boundary treatment works, a Construction Environmental Management Plan (CEMP) shall have been submitted to and approved in writing by the local planning authority. The CEMP shall provide details of the avoidance, mitigation and protective measures to be implemented before and during the construction phase, including but not necessarily limited to, the following:

- a) Identification of ecological protection areas/buffer zones and tree root protection areas and details of physical means of protection, e.g. exclusion fencing.
 - b) Working method statements for protected/priority species.
 - c) Mitigation strategies already agreed with the local planning authority prior to determination; this should comprise the pre-construction/construction related elements of strategies only.
 - d) Work schedules for activities with specific timing requirements in order to avoid/reduce potential harm to ecological receptors; including details of when a licensed ecologist and/or ecological clerk of works (ECoW) shall be present on site.
 - e) Key personnel, responsibilities and contact details (including Site Manager and ecologist/ECoW).
 - f) Timeframe for provision of compliance report to the local planning authority; to be completed by the ecologist/ECoW and to include photographic evidence.
- iii) Development shall be carried out in strict accordance with the approved CEMP.

11) Prior to the commencement of the development, a Landscape and Ecology Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP will include long term objectives and targets, management responsibilities and maintenance schedules for each ecological feature within the development, together

with a mechanism for monitoring success of the management prescriptions, incorporating review and necessary adaptive management in order to attain targets.

The LEMP shall also include details of the legal and funding mechanism(s) by which long-term implementation of the plan will be secured.

The LEMP shall be implemented in full and for the lifetime of the development in accordance with the approved details.

- 12) Prior to commencement of development, full design and construction details of improvements to the Horton Road/ London Road roundabout, in general accordance with drawing HOR-WSP-ZZ-ZZSK-C-0001 PO2, shall be submitted to and approved by the Local Planning Authority.

There shall be no occupation of any part of the development until the so-approved improvements have been completed in full accordance with the so-approved details.

- 13) Prior to the commencement of development and notwithstanding the submitted details, full design and construction details of LTN 1/20 compliant footway/cycleways alongside Horton Road shall be submitted to and approved by the Local Planning Authority.

There shall be no occupation of any part of the development until the footway/cycleway has been completed on the north and south sides of Horton Road as illustrated on submitted drawing HORWSP-ZZ-ZZ-SK-C-0002 PO4; on the south side commencing at the location of the Toucan Crossing and extending to a point 19m to the west of Bluebell Walk path.

- 14) Prior to the commencement of development, full construction details of the access arrangements, including ghost island turning lane, toucan signal controlled pedestrian crossing and bus shelter in broad accordance with drawing HOR-WSP-ZZ-ZZ-SK-C-0002 P04, shall be submitted to and approved by the Local Planning Authority.

There shall be no occupation of any part of the development until the access arrangements, including ghost island turning lane, toucan signal controlled pedestrian crossing and bus shelter have been completed in full accordance with the so-approved details.

- 15) No site clearance, or preparatory laying of services or formation or alteration of a means of access shall commence on site, until mitigation measures in respect of protected species have been implemented in full accordance with the recommendations of the submitted Ecology Impact Assessment (October 2022) and Appended documents.

The development shall be carried out in full accordance with the recommendations of the submitted Ecology Impact Assessment (October 2022) and Appended documents.

- 16) Within each Zone, no site clearance, or preparatory laying of services or formation or (where applicable) alteration of a means of access shall commence within that Zone, until tree and hedge protection measures have been put in place in full accordance with the recommendations of the approved Arboricultural Impact Assessment (AIA).

The protection measures shall be erected and maintained throughout the construction phase of the relevant Zone in accordance with the approved AIA, and the works shall be carried out in full accordance with the recommendations of the approved AIA.

If any retained tree is removed, uprooted, destroyed or dies within 5 years from the commencement of the development, another tree shall be planted at the same place, at a size and species and planted at such time as must first be agreed in writing with the local planning authority.

- 17) No development shall commence on the site until a scheme in relation to the landscape buffer along the boundary of the site (as shown on the Masterplan approved in accordance with Condition 1) has been submitted to and approved in writing by the local planning authority, the details of which shall include:
- a) location and current canopy spread of all existing trees and hedgerows within the landscape buffer ;
 - b) full details of any such trees and hedgerows within the landscape buffer to be retained, together with measures for their protection in the course of development;
 - c) a detailed planting specification and plan/s showing all plant species, supply and planting sizes and planting densities to be planted within the landscape buffer;
 - d) details of phasing of the works.
 - ii) No development within a Zone shall commence until a scheme of hard and soft landscaping for areas within that Zone has been submitted to and approved in writing by the Local Planning Authority, details of which shall include:
 - e) finished levels and contours;
 - f) means of enclosure;
 - g) other pedestrian access and circulation areas;
 - h) all hard and soft surfacing materials;
 - i) minor artefacts and structures (e.g. furniture, play equipment, refuse and other storage units, signs, lighting etc);
 - j) proposed and existing functional services above and below ground (e.g. drainage, power, communications, cables, pipelines etc indicating lines, manholes, supports etc);
 - k) retained historic landscape features and proposed restoration, where relevant.
- 18) All soft landscaping as approved under the condition above shall be carried out in the first planting and seeding season following commencement of development in the case of the landscape buffer and following the first occupation of any building within a Zone of the development in the case of soft landscaping to be provided within that Zone , or otherwise in accordance with such phasing as may be approved the condition above.

All shrubs, trees and hedge planting shall be maintained free from weeds and shall be protected from damage by vermin and stock.

Any trees or plants which, within a period of five years, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local planning authority.

All hard landscaping as approved under the condition above shall also be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the local planning authority.

- 19) No development of buildings in any Zone shall take place above ground floor slab level until full details and samples of the materials to be used for the external walls and roofs for that part of the development have been submitted to and approved in writing by the local planning authority.

Development within a Zone shall not be carried out other than in accordance with the approved details for that Zone.

- 20) No development within a Zone shall commence on site until a Scheme for the discharge of surface water from that Zone based upon the principles and hierarchy of sustainable drainage has been submitted to and approved in writing by the Local Planning Authority.

No part of the development within a Zone shall be first occupied until surface water drainage for that Zone has been constructed and provided in accordance with the so-approved scheme.

- 21) There shall be no occupation of any part of the development until full details of a LTN1/20 compliant cycle and pedestrian path to be provided on the site to be constructed to Wiltshire Highways adoptable standards, have been submitted to and approved in writing by the local planning authority.

The path will include a link to connect directly into the internal site road, Horton Road and Public Footpath BCAN6, in general accordance with drawing 21-056- SGPSITZZ-DR-A-131001 / P04.

There shall be no occupation of any part of the development until the path has been constructed and made available for public use in accordance with the so-approved details, and it has been offered for adoption as public highway. iii) Until adopted, the path shall remain available for use by the public at all times.

- 22) No development shall commence on site until an investigation of the history and current condition of the site to determine the likelihood of the existence of contamination arising from previous uses (including asbestos) has been carried out and all of the following steps have been complied with to the satisfaction of the Local Planning Authority:

Step (i) - A written report has been submitted to and approved by the Local Planning Authority which shall include details of the previous uses of the site and any adjacent sites for at least the last 100 years and a description of the current condition of the sites with regard to any activities that may have caused contamination. The report shall confirm whether or not it is likely that contamination may be present on the site and the potential impact of any adjacent sites.

Step (ii) - If the above report indicates that contamination may be present on, under or potentially affecting the proposed development site from adjacent land, or if evidence of contamination is found, a more detailed site investigation and risk assessment should be carried out in accordance with DEFRA and Environment Agency's "Model Procedures for the Management of Land Contamination CLR11" and other authoritative guidance and a report detailing the site investigation and risk assessment shall be submitted to and approved in writing by the Local Planning Authority.

Step (iii) - If the report submitted pursuant to step (i) or (ii) indicates that remedial works are required, full details must be submitted to the Local Planning Authority and approved in writing and thereafter implemented prior to the commencement of the development in the affected Zone or in accordance with a timetable that has been agreed in writing by the Local Planning Authority as part of the approved remediation scheme. On completion of any required remedial works the applicant shall provide written confirmation to the Local Planning Authority that the works have been completed in accordance with the agreed remediation strategy.

- 23) No deliveries shall be made to or collections made from the development hereby permitted except between the hours of 07:00hrs and 23:00hrs.

No operations, including loading and unloading, shall take place anywhere on the development hereby approved between the hours of 23:00hrs and 07:00hrs except within buildings.

Commercial vehicles, including forklift trucks, shall only be started up, manoeuvred, operated, loaded or unloaded outside the buildings between the hours of 07:00hrs and 23:00hrs.

- 24) Before the occupation of each individual building, a Scheme of Acoustic Insulation and Noise Control for that building shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall demonstrate the rating level (LArTr) of sound emitted from all fixed machinery, plant and processes associated with the unit shall be no greater than the noise levels set out in the Noise Limits table included at section 4.3.3 of WSP Noise Impact Assessment Project No. 70086639-108, October 2022, for properties on the south side of Horton Road and properties along Wellington Drive.

The measurements and calculations shall be made in accordance with the methodology of BS4142:2014 +A1:2019. The assessment position will be at the boundary of the nearest noise sensitive receivers.

The Scheme shall include provision for a post installation noise assessment to be carried out within 3 months of completion of the individual building to confirm compliance with the noise criteria above, and for any additional steps required to achieve compliance with the criteria specified in part (i) of this condition shall be taken as necessary. The Scheme shall provide for full details of any such additional steps and the results of the post-installation noise assessment to be submitted in writing to the local planning authority prior to first use of the building.

The approved Scheme shall be implemented in full before first use of the relevant building and the Scheme shall be so-maintained and operated at

all times thereafter so as to comply with the noise criteria specified in part (i) of this condition.

- 25) No extraction systems that disperse emissions from industrial processes to the atmosphere shall be fitted to any building as hereby permitted until a scheme of works for the control and dispersal of atmospheric emissions, in particular dust, odours, fumes, smoke and other particulates, has been submitted to and approved in writing by the Local Planning Authority.

Any so- approved Scheme shall be implemented in full before the unit is first brought into use and shall be maintained in effective working condition at all times thereafter.

- 26) Prior to first occupation of any Zone a Lighting Scheme for that Zone shall be submitted to and approved in writing by Local Planning Authority in accordance with the Institute of Lighting Professionals Guidance notes for the reduction of obstructive light.

The Scheme must be designed by a suitably qualified person in accordance with the recommendations for environmental zone E3 in the ILP document "Guidance notes for the reduction of obtrusive light" (reference 01/20).

Before the approved lighting Scheme, and the relevant Zone is brought into use , there shall have been submitted in writing to the local planning authority an assessment report of a suitably qualified member of the Institute of Lighting Professionals conforming that the lighting Scheme as installed conforms to the standard specified in part (i) of this condition.

The Scheme shall thereafter be permanently retained and maintained and operated so as to conform to the standard specified in part (i) of this condition, and no other external lighting shall be installed within that Zone, or in any areas outside the Zones identified pursuant to the conditions above.

- 27) No part of any Zone shall be brought into use until a Green Travel Plan for the uses within that Zone, in broad accordance with the submitted Framework Travel Plan, has been submitted to and approved in writing by the Local Planning Authority.

The Travel Plan for each Zone shall include details of implementation, monitoring and review and shall be implemented in accordance with the so-approved details.

The results of the implementation and monitoring for each Green Travel Plan shall be made available to the Local Planning Authority on request, together with any changes to the plan arising from those results.

- 28) No development shall commence on site of any identified Zone until details of the roadways, footways, footpaths, verges, junctions, street lighting, visibility splays, including the timetable for the provision and phasing of such works in relation to each Zone have been submitted to and approved in writing by the Local Planning Authority.

The relevant Zone shall not be occupied until the relevant roadways, footways, footpaths, verges, junctions and street lighting for that Zone have been constructed and laid out in accordance with the approved details, unless an alternative timetable is agreed in the approved details.

- 29) Notwithstanding the provisions of Section 55(2)(f) of the Town and Country Planning Act 1990, Article 3(1) of the Town and Country Planning (Use Classes) Order 1987, and Schedule 2, Part 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or in any equivalent provisions in any Act or statutory instrument revoking or reenacting the Act or Orders with or without modification), the development shall be used solely for purposes of Use Class B2 (General Industrial), Use Class B8 (Storage and Distribution) and Use Class E (Commercial, Business and Service) (g) (i-iii). The development shall not be used at any time for any other purposes (including any other purposes in the above Use Classes).

The level of floorspace provided under this permission for storage or distribution purposes within Use Class B8 (ie when not ancillary to B2 or E uses) shall not exceed 80% of the gross floorspace of the development (as identified pursuant to condition 1 above), or 10,000 square metres, whichever is the larger.

APPEARANCES

FOR THE APPELLANT:

Mr Steven Sensecall	Carter Jonas
Ms Katherine Jones	Carter Jonas
Mr David Dixon	WSP

FOR THE LOCAL PLANNING AUTHORITY:

Mr Morgan Jones	LPC (Trull) Ltd
Mr John James	Wiltshire Council
Mr Carl Tonks	Carl Tonks Consulting

INTERESTED PERSONS:

Councillor Phillip Whitehead

Mr Christopher Vaughan	Local resident
Mr Roy Gaskell	Local resident
Mr Dirk Foster	Local resident
Mr Stephen Daniels	Local resident
Ms Proctor	Local resident

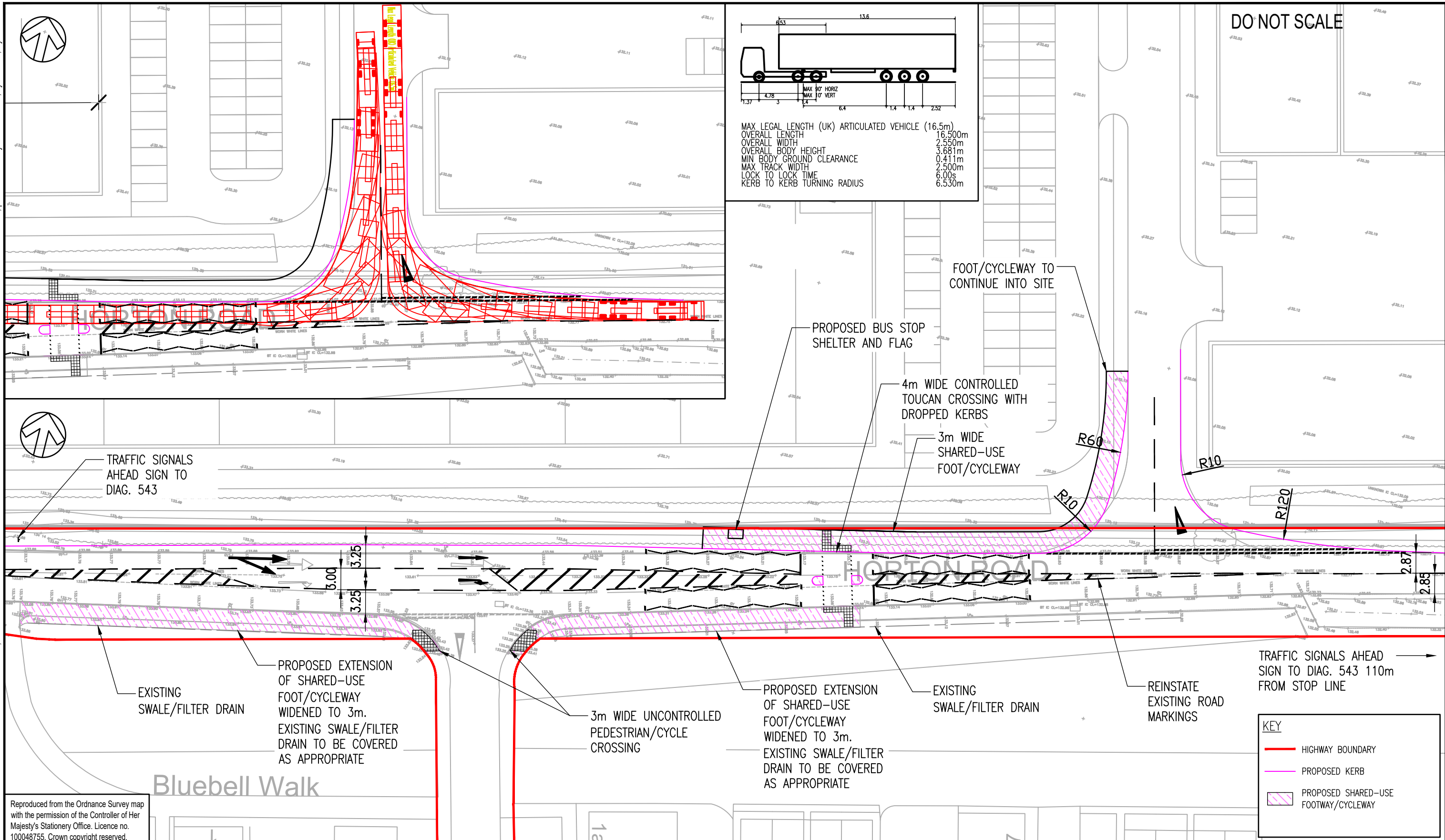
DOCUMENTS HANDED IN DURING THE HEARING

- 1 Planning Obligations CIL Compliance statement
- 2 Rebuttal against costs application
- 3 Statement from Councillor Whitehead

PLANS

A Air Quality Management Area: 3

File name: \\UK\WSP\GROUP\COMMON\CENTRAL DATA\PROJECTS\70086639 - HORTON ROAD, DEVIZES PLANNING APPLICATION\03 WIP\TP TRANSPORT PLANNING\03 DRAWINGS\HOR-WSP-ZZ-ZZ-SK-C-0002.DWG, printed on 18 May 2022 11:36:05, by De Silva, Ryan



Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationary Office. Licence no. 100048755. Crown copyright reserved.

REV	DATE	BY	DESCRIPTION	CHK	APP
P04	18/05/2022	RDS	FOOT/CYCLEWAY AMENDED	GG	DDD
P03	30/11/2021	RDS	AMENDMENT TO SOUTH JUNCTION AND TOUCAN CROSSINGS	GG	DDD
P02	02/11/2021	RDS	FOOT/CYCLEWAY AMENDED AND BUS STOP ADDED	GG	DDD
P01	22/10/2021	RDS	FIRST ISSUE	GG	DDD
DRAWING STATUS:					
S2 - FOR INFORMATION					



Mountbatten House
Basing View
Basingstoke
RG21 4HJ, UK

T+ 44 (0) 1256 318 800
F+ 44 (0) 1256 318 700
wsp.com

CLIENT:
BERKELEY STRATEGIC

ARCHITECT:

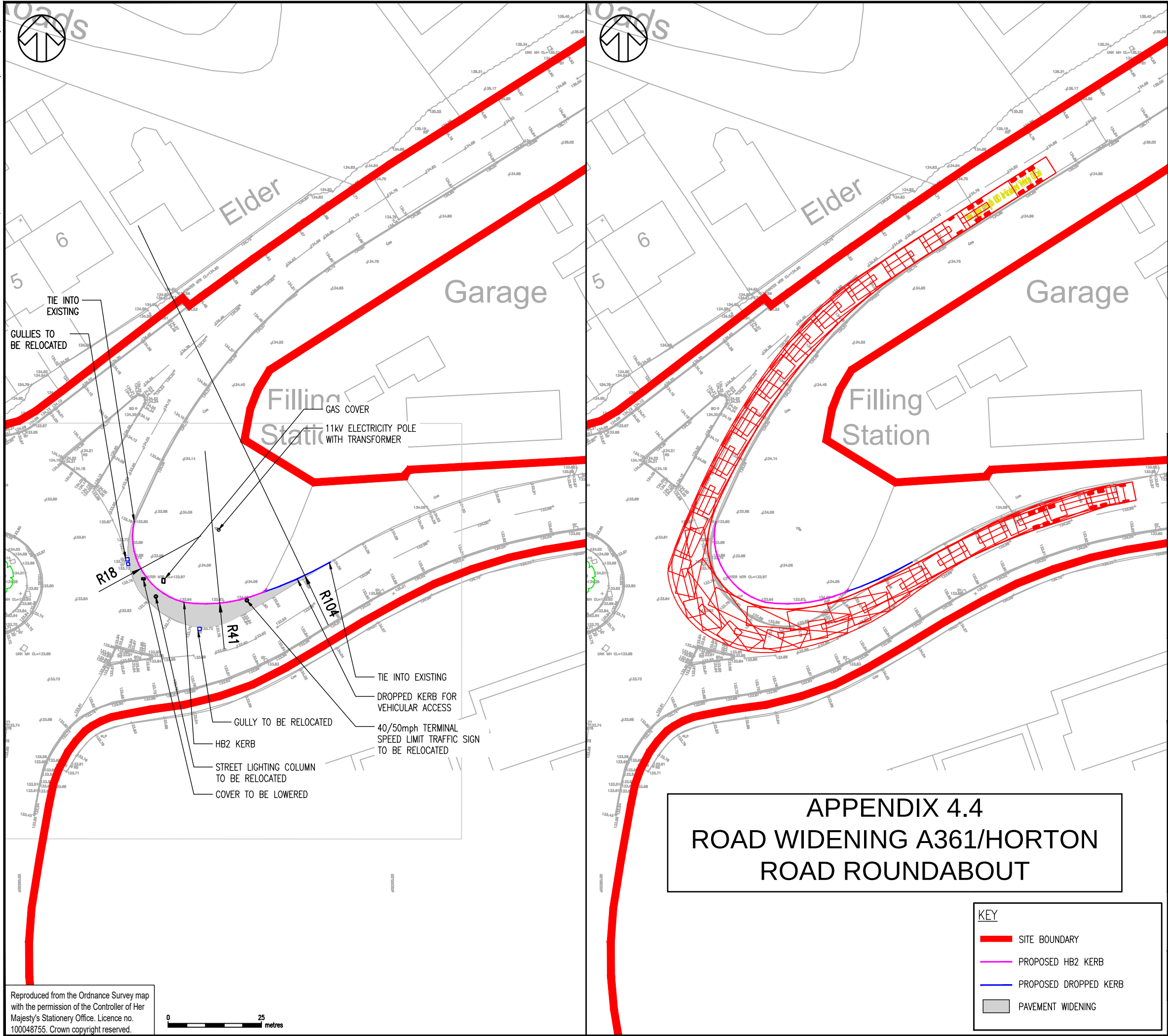
APPENDIX 4.3
ACCESS ARRANGEMENTS AND
PEDESTRIAN IMPROVEMENT

PROJECT:
HORTON ROAD, DEVIZES

TITLE:
SITE ACCESS ARRANGEMENT

SCALE @ A3: 1:500	CHECKED: GG	APPROVED: DDD
PROJECT No: 70086639	DESIGNED: RDS	DRAWN: RDS
DRAWING No: HOR-WSP-ZZ-ZZ-SK-C-0002		REV: P04
© WSP UK Ltd		

File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70086XXX\70086639 - HORTON ROAD, DEVIZES PLANNING APPLICATION03 WIP\TP TRANSPORT PLANNING03 DRAWINGS\HOR-WSP-ZZ-ZZ-SK-C-0001.DWG, printed on 19 October 2021 17:15:59, by De Silva, Ryan



DO NOT SCALE

MAX LEGAL LENGTH (UK) ARTICULATED VEHICLE (16.5m)
OVERALL LENGTH 16.500m
OVERALL WIDTH 2.550m
OVERALL BODY HEIGHT 3.681m
MIN BODY GROUND CLEARANCE 0.411m
MAX TRACK WIDTH 2.500m
LOCK TO LOCK TIME 6.00s
KERB TO KERB TURNING RADIUS 6.530m

P02	19/10/2021	RDS	TOPO ADDED AND GULLIES LABELLED	GG	DDD
P01	19/10/2021	RDS	FIRST ISSUE	GG	DDD
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION

Mountbatten House, Basing View, Basingstoke, RG21 4HJ, UK
T+ 44 (0) 1256 318 800, F+ 44 (0) 1256 318 700
wsp.com

CLIENT: BERKELEY STRATEGIC

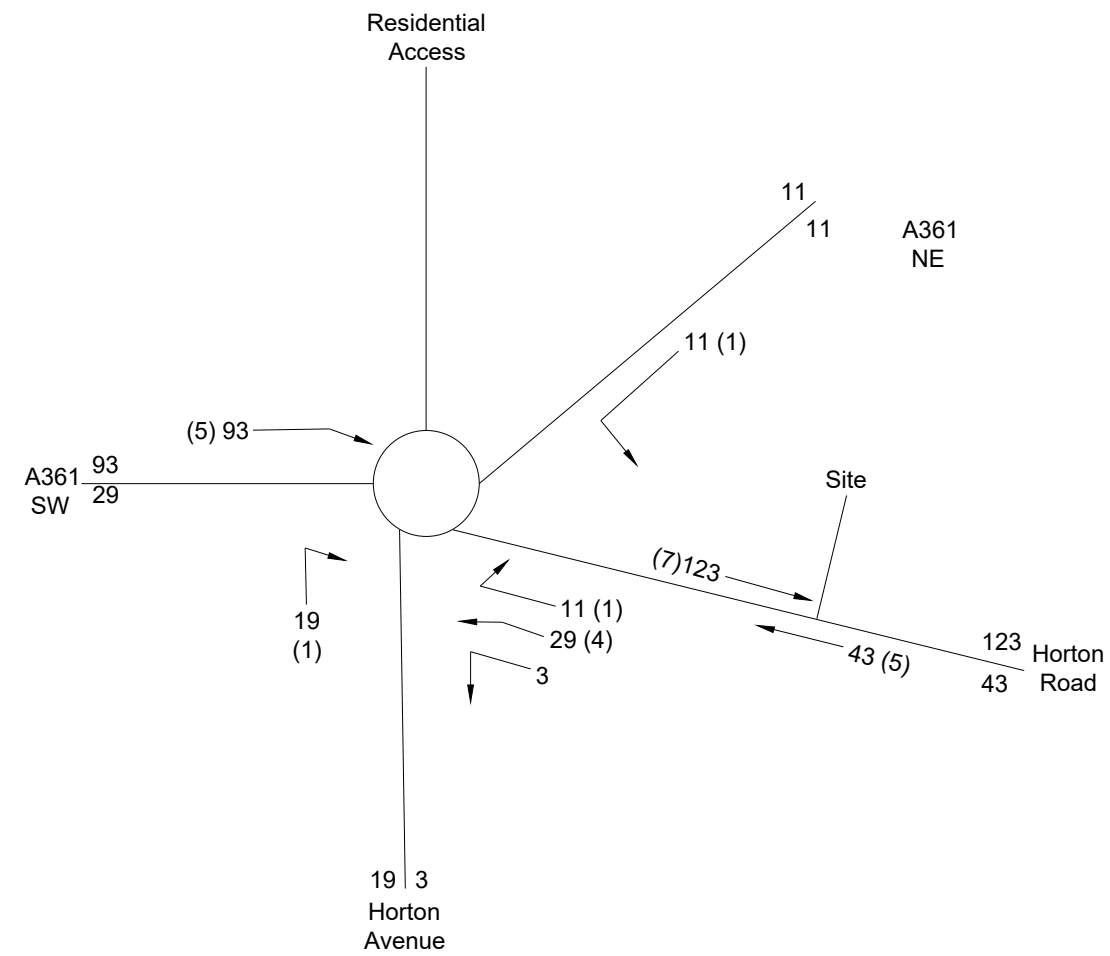
ARCHITECT:

PROJECT: HORTON ROAD, DEVIZES

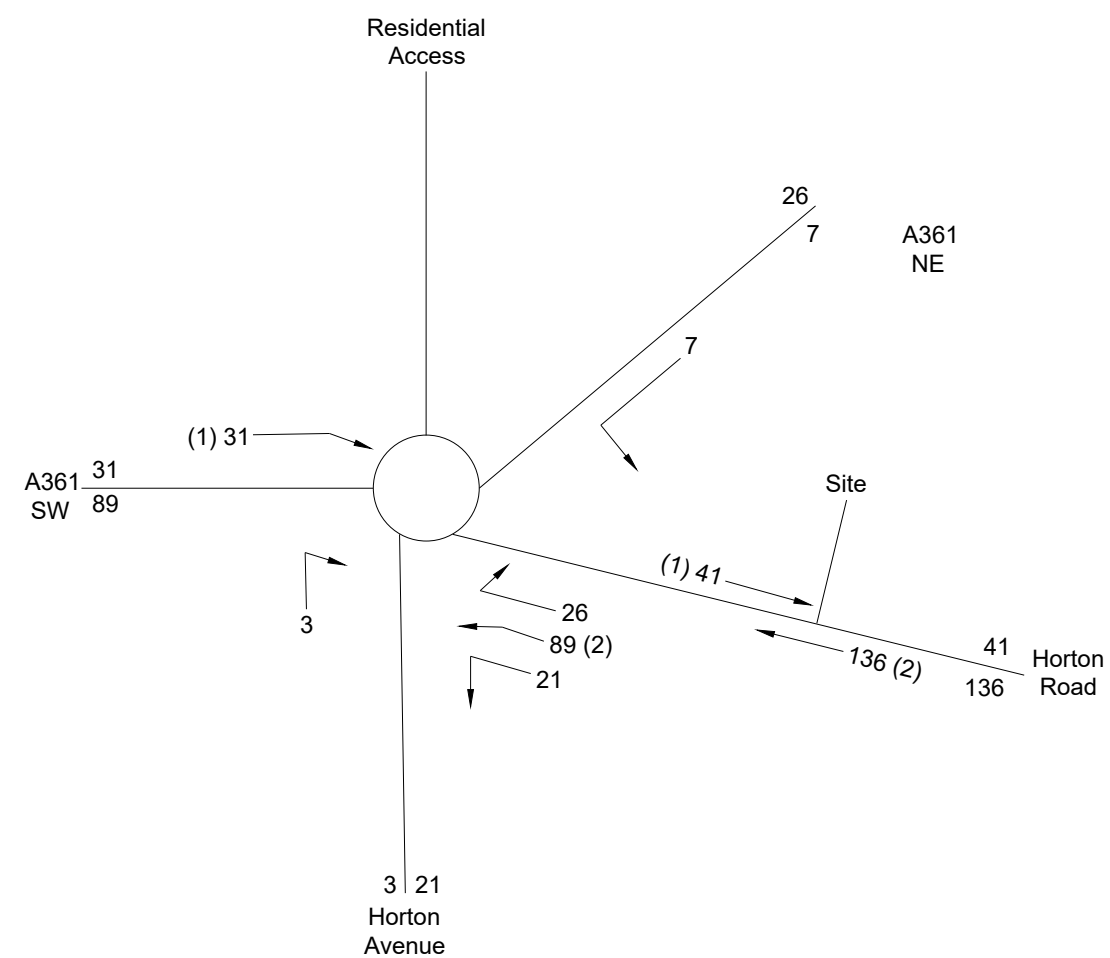
TITLE: LONDON ROAD/HORTON ROAD ROUNDABOUT ENHANCEMENT

SCALE @ A3: 1:500	CHECKED: GG	APPROVED: DDD
PROJECT No: 70086639	DESIGNED: RDS	DRAWN: RDS
DRAWING No: HOR-WSP-ZZ-ZZ-SK-C-0001		REV: P02

© WSP UK Ltd



AM PEAK
() = No HGV's



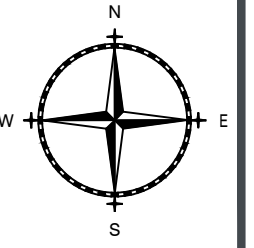
PM PEAK
() = No HGV's



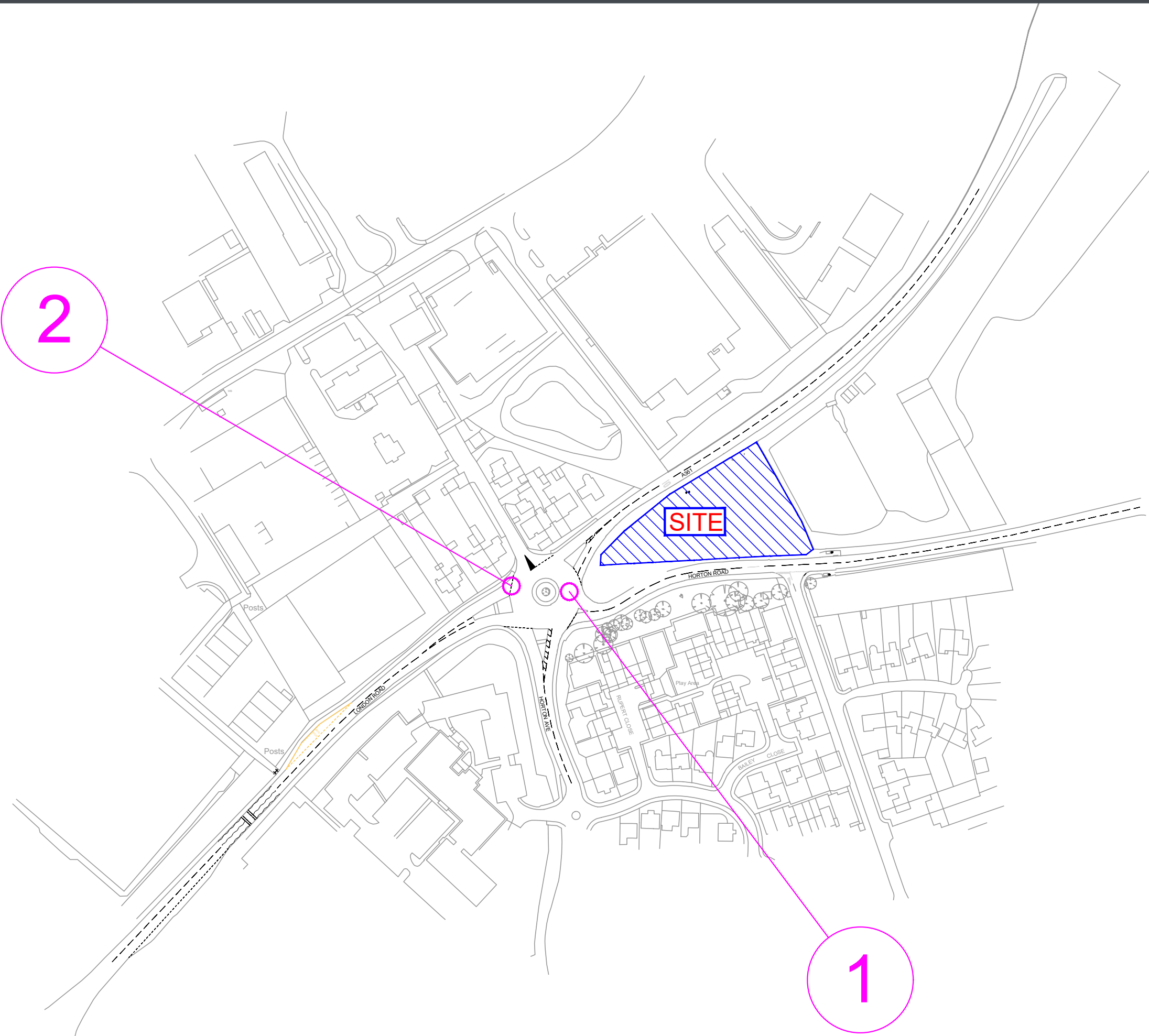
Title COMMITTED DEVELOPMENT FLOWS	Scale NTS@A3
APPENDIX 4.5	

ACCIDENT DATA

5.1	Accident Locations
5.2	Accident Details



2



KEY

2019

- Slight
- Serious
- △ Fatal



Title
ACCIDENT LOCATION PLAN

Scale NTS@A3	APPENDIX 5.1
-----------------	--------------

Accidents between dates01/01/2018 and 31/05/2025 (89) months

Selection:Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -ONE OFFS 2 ("SN102JG")

1

Selected Polygon:SN102JG

97640/1930/09/2019MondayTime 1920Vehicles2Casualties1Slight
UnknownRoad surfaceWet/DampDarkness: street lights present and lit
Special ConditionsNoneRoad TypeRoundabout
V1 (P/CYCLE) TRAV NE, V2 (CAR) TRAV N, V1 ENTERED RBT, V2 COLLIDED FRONT V1. RIDER DISPLACED. TN
Occurred onA361 LONDON RD, RBT WITH HORTON RD, DEVIZES

Vehicle Reference1Pedal cycleGoing ahead
Not in restricted laneNo skidding, jack-knifing or overturning
First point of impactFrontAge of Driver26Breath testDriver not contacted
Vehicle directionSW to NEDriver Postcode
FRVNot foreign registered vehicleJourneyUnknown
Left hand driveNo

Casualty Reference:1Age:26MaleDriver/riderSeverity:Slight

SeatbeltNot ApplicableCycle helmetYes

Vehicle Reference2CarGoing ahead
Not in restricted laneNo skidding, jack-knifing or overturning
First point of impactFrontAge of DriverBreath testDriver not contacted
Vehicle directionS to NDriver PostcodeUnknown
FRVNot foreign registered vehicleJourneyUnknown
Left hand driveNo

10880/1901/02/2019FridayTime 0800Vehicles2Casualties1Slight
Snowing without high windsRoad surfaceSnowDaylight
Special ConditionsNoneRoad TypeRoundabout
V1 (CAR) V2(CAR). V1 ON R/BOUT WHEN V2 TRAV S/W BRAKED & SKIDDED ONTO R/BOUT IN SNOWY CONDITIONS
COLLIDING WITH V1.
Occurred onA361 FROM BECKHAMPTON TO DEVIZES ON R/BOUT NEAR MURCO GARAGE WITH C8

2

Vehicle Reference1CarGoing ahead
Not in restricted laneNo skidding, jack-knifing or overturning
First point of impactNearsideAge of Driver29Breath testNot requested
Vehicle directionNW to SEDriver Postcode
FRVNot foreign registered vehicleJourneyUnknown
Left hand driveNo

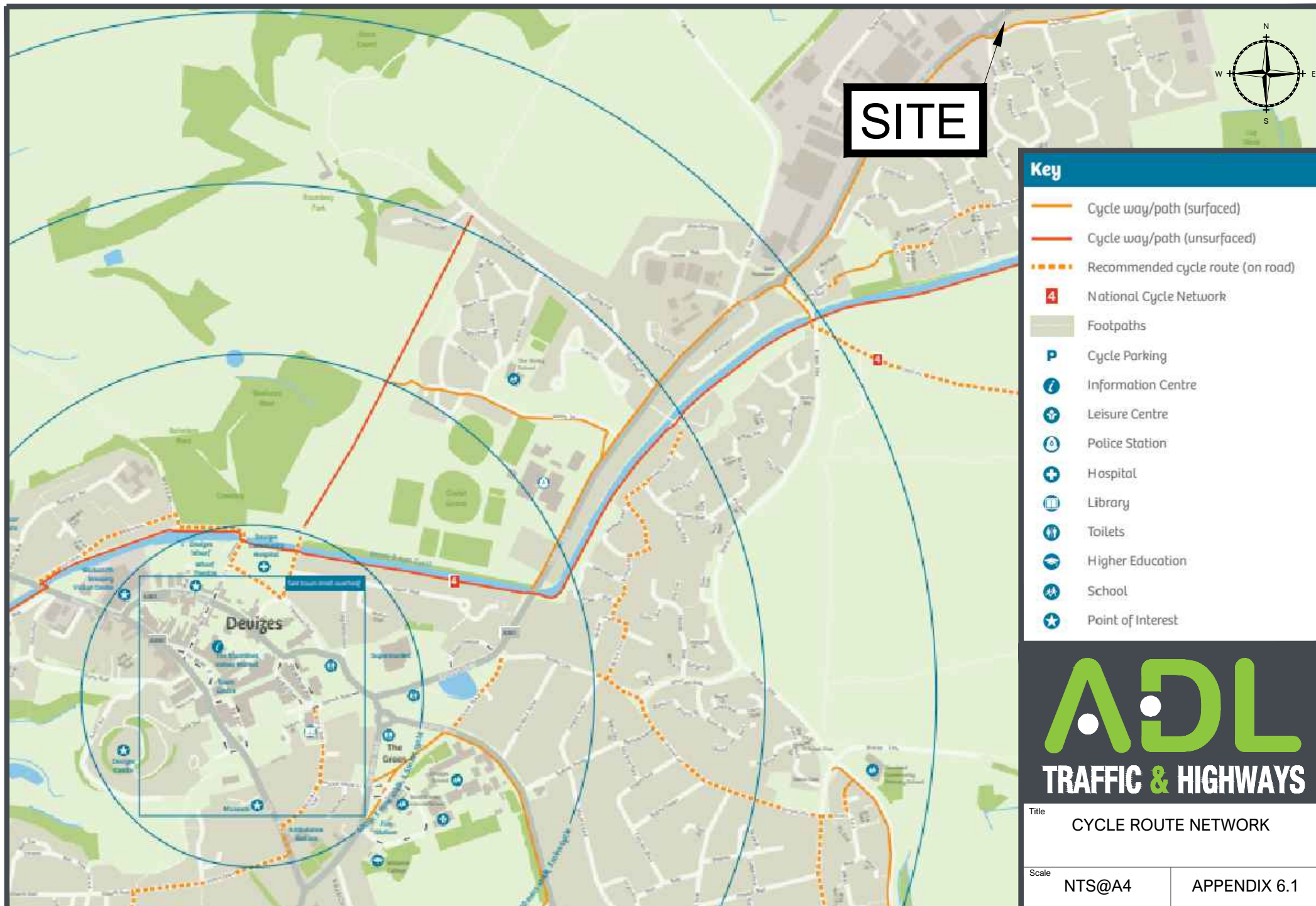
Casualty Reference:1Age:29FemaleDriver/riderSeverity:Slight

SeatbeltNot ApplicableCycle helmetNot a cyclist

Vehicle Reference2CarSlowing or Stopping
Not in restricted laneSkidded
First point of impactFrontAge of Driver57Breath testNot requested
Vehicle directionNE to SWDriver Postcode
FRVNot foreign registered vehicleJourneyUnknown
Left hand driveNo

ACCESSIBILITY

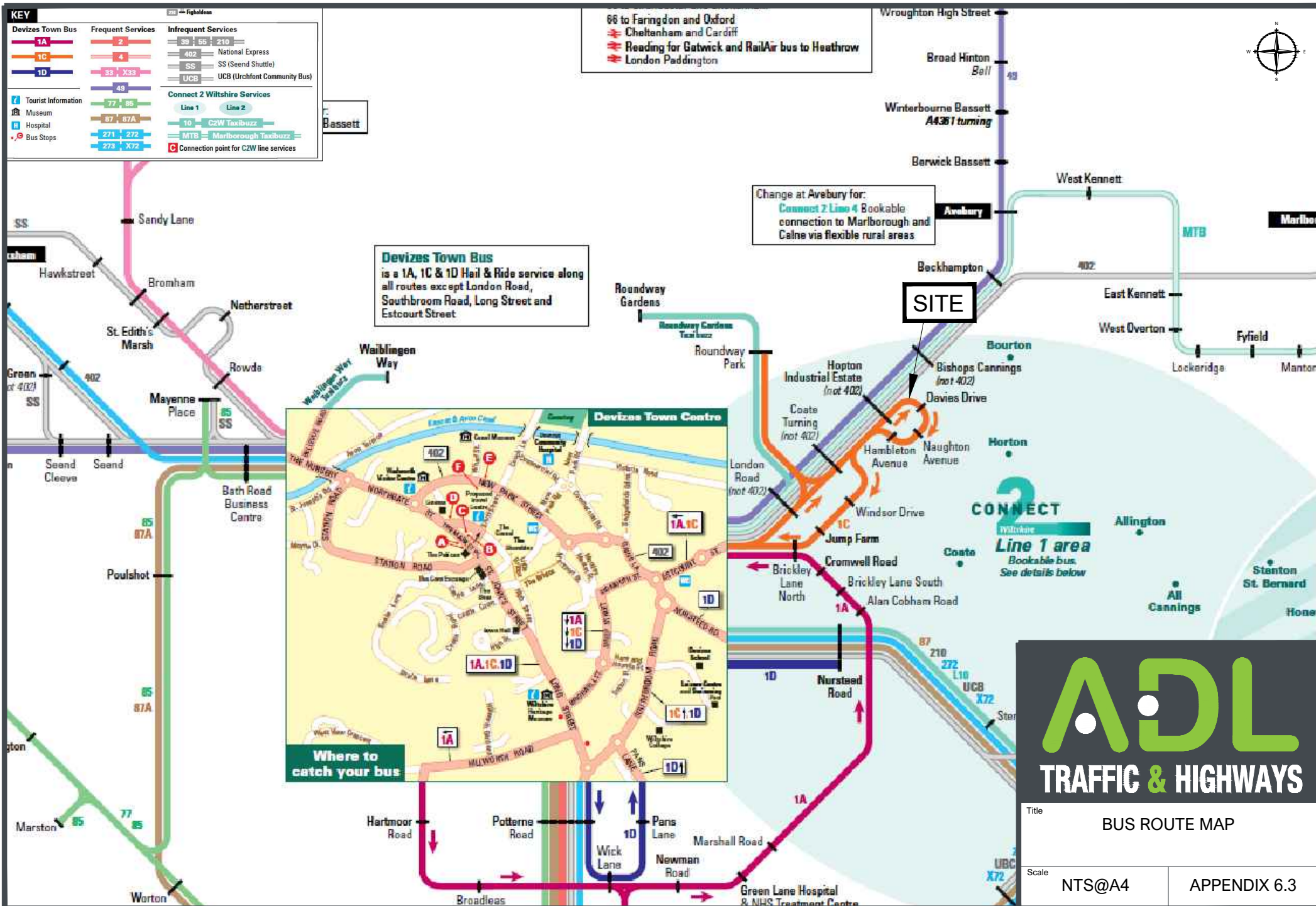
6.1	Cycle Routes
6.2	Bus Stop Locations
6.3	Bus Routes
6.4	Amenities Within 500metres





ADL
TRAFFIC & HIGHWAYS

Title	BUS STOP LOCATION	
Scale	NTS@A4	APPENDIX 6.2





KEY:

- 1. The Water Gypsy - 88metres
- 2. CrossFit - 220metres
- 3. Grub Shack - 225metres
- 4. Lidl - 228metres
- 5. Jimmy's Kabeb - 240metres
- 6. Route 2 Fitness - 270metres
- 7. Tunker Fitness Company - 299metres
- 8. Vaugham's Kitchen&Cooking School- 376m
- 9. The Tray Bake - 429metres
- 10. Omni 24 hour Gym - 473metres
- 11. At the Marina - 483m

ADL
TRAFFIC & HIGHWAYS

Title		AMENITIES WITHIN 500m	
Scale		NTS@A4	APPENDIX 6.4

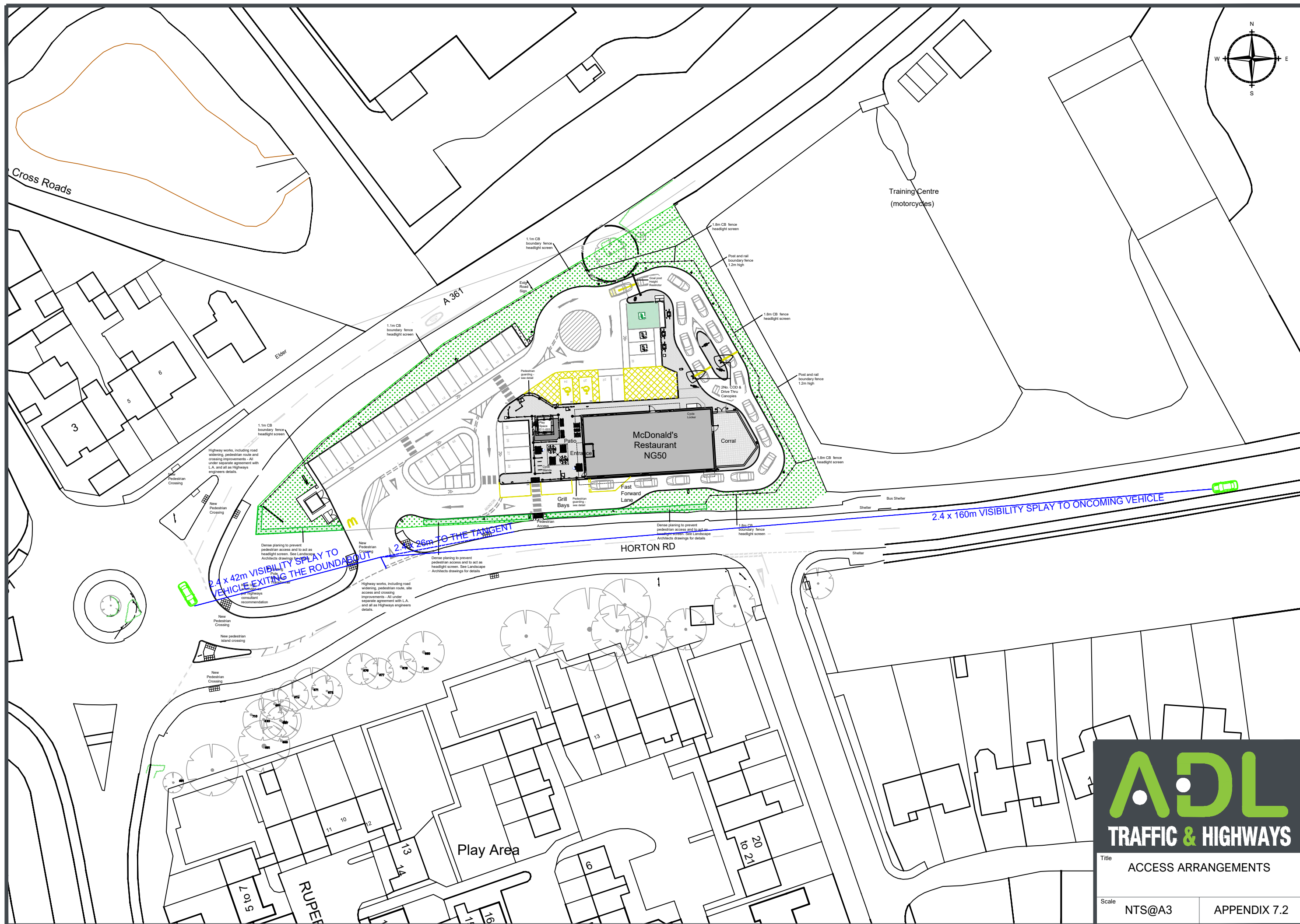
ARCHITECTS SITE LAYOUT AND ACCESS ARRANGEMENTS

7.1	Architects Site Layout
7.2	Access Arrangements
7.3	NG Building Disabled Access Statement



APPENDIX 7.1

ARCHITECTS SITE LAYOUT





NG Building – disabled access statement

October 2019

General Access

All ironmongery, switches and equipment to be suitable for use by accessible customers where applicable and safe to do so.

All doors and circulation routes to provide minimum 800mm clear width.

External Access

A level access route is to be provided throughout demise with drop kerbs and ramps installed where necessary to conform to approved document M.

Car park gradients to be no steeper than 1:60 or less steep than 1:20 with level landings each 500mm rise in accordance with approved document M.

External doors and building entry points to have a level threshold.

Each restaurant to have a minimum of 2No. accessible parking bays provided in the restaurant car park and located within proximity of the main entrance accessed via a safe route.

The main building entrance is located directly below the main the illuminated Golden Arch signage.

The main entrance has automatic sliding doors with high contrast signage indicating; opening hours, food hygiene rating, no smoking policy and other applicable notices.

High contrast DOT signage located around carpark indicating; pedestrian crossings, and guidance for crossing pedestrians to look left or right for oncoming traffic.

All crossing points are to have hazard warning paving at either end in a visually contrasting colour to the adjacent block paving.

Internal access

Horizontal circulation throughout building to comply with approved document M. This will include items such as allowing 300mm minimum clear or leading edge of door leafs.

Fixed furniture/equipment to allow 800mm minimum clear circulation space around.

Over 75% tables have at least one movable seat allowing a space for a wheelchair user to sit at the dining, tablet and magic tables.

Wheelchair refuge space with call point and evacuation chair provided on first floor landing of protected escape stair where applicable.

architects ■ designers ■ project managers ■ scurr architects

Scurr Architects Limited, 85 Southdown Road, Harpenden, Hertfordshire, AL5 1PR Reg No. 7201718
t: 01582 793999 e: scurrs@scurr.co.uk www.scurr.co.uk

RIBA 
Chartered Practice



NG Building – disabled access statement

Passenger lift to conform to approved document M with regards to accessible users where applicable

Adjacent internal materials and finishes throughout to contrast by 30 points in light reflectance value (LRV) where required.

Internal glazing to have manifestation where required in accordance with approved document part N where applicable.

Fire alarms to have visual and audio alarms.