

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

[Ashley Coombe - Google Maps](#)

I refer to the revised Transport Assessment, 1973/2/C, and the submitted Pedestrian Route Audit Report, 1973/4/A, following the Highway Consultation Response dated 9th February 2026.

The request for a pedestrian audit of the routes to key destinations was expected to provide details of the appropriateness of the widths, surfacing and lighting of the main routes to local facilities and services. Whilst the submitted Pedestrian Route Audit has identified locations where pedestrians would not be adequately provided with dropped kerbs at junctions, there has been no full assessment of the appropriateness of the pedestrian routes, and most importantly the widths available to provide the minimum requirements.

It is clear that parts of the routes do fall short of the optimum minimum of a 2m width, and in many cases the preferred minimum of 1.5m width, but the full audit should identify those areas where the footway falls at or below the absolute minimum of a clear 1m width.

Without confirmation of available clear widths, it cannot be demonstrated that routes are accessible for mobility impaired users or capable of accommodating two-way pedestrian movement without conflict or stepping into the carriageway.

As such, it has not been demonstrated that safe and suitable access can be achieved for pedestrians in accordance with the NPPF.

It is noted that tactile dropped kerb crossing points are identified to aid pedestrian crossing movements at a number of junctions on the keys routes, which is welcomed. However, the suggestion of a simple tactile dropped kerb crossing of the Deverill Road, just north of the Ashley Place junction is wholly unacceptable due to the need to cross a widened section of Deverill Road within the right turn lane hatching. In this location, an uncontrolled crossing with a central refuge island would be required which could accommodate cyclists also, and for which a detailed design and a Road Safety Audit should be submitted to demonstrate an appropriate crossing point can be achieved.



Summary and Recommendations

The submitted Pedestrian Route Audit has not provided sufficient assessment of footway widths, surfacing or lighting to demonstrate that safe and suitable pedestrian routes are available, particularly given the discontinuous nature of footways along Deverill Road which necessitates multiple crossings.

In addition, the proposed provision of simple dropped kerb crossings on Deverill Road is not acceptable given the carriageway width and right turn lane arrangement. A pedestrian crossing facility in the form of an uncontrolled crossing incorporating a central refuge island would be required, supported by a Stage 1 Road Safety Audit.

In the absence of this information, it has not been demonstrated that safe and suitable access can be achieved for pedestrians in accordance with national policy, and a holding objection is therefore maintained.

Amanda Hall
Highways Development Management Engineer