

Highway Development Control Consultation Response

Planning Application Ref : PL/2026/01361

Description /Location : The Bike School , London Road , Devizes

Date of response 17/07/2026

REVISED INFORMATION COMMENTS

Dear Jonathan

I have considered the revised information and have the following comments to make :

Wider Traffic Impact Modelling

Since the submission of this application there has been the submission of a Full Application for a McDonalds Drive through directly adjacent to this proposal. This application and the McDonalds will share the road network, and particularly the Horton Road roundabout. It is imperative that this application considers the cumulative impact of the adjacent development and as such I request the applicant to revise their previous Traffic modelling to assess the Horton Road roundabout taking into account the change to the committed development parameters.

Pedestrian Access across A road

I note that the applicant has proposed some changes to the pedestrian access to the site. This includes a change to the 3m footway along the A road and the introduction of two crossing points. The path now proceeds down the western side of the A road and crosses at a point closer to the Aldi store, with another crossing point introduced adjacent to the coffee shop. I am willing to accept the principle of an additional crossing point and understand the benefit this may bring. I can also confirm that all land required is within the highway. Within the Technical Note the applicant has provided a break down assessment of the pedestrian movements to and from the site. I am content with the approach which has been applied, including the data utilised and the modelling. I am accepting that the evidence provided appears to suggest that in theory a light controlled/formal crossing is not required. However, it is agreed between all parties that the development will encourage pedestrian movements over a road network that currently has none and it is also agreed that the nature of an A road leads to an environment where pedestrians will feel particularly vulnerable. As such any pedestrian movement across this road will have safety implication for person themselves as well as being an uncomfortable undertaking, unless the traffic is controlled. Therefore, I am insistent that the applicant must bring forward a controlled crossing for this development. I also point the applicant in the direction of the LCWHIP which secures the requirement as a principle of its findings. Therefore, I insist that the applicant changes the southernmost crossing point into a TOUCAN crossing. Details of which should be provided for approval, including forward visibility and assessment of impact on vehicle movements.

Pedestrian Provision through the site

I am still not happy with the internal path arrangement. The internal paths must be a minimum of 3m in width, this has been previously requested and not yet shown. It is also imperative that pedestrians and cyclists have a recognised presence in the circulation of the

site and expecting them to share a 1.8m path hemmed in between the site boundary and the store is not acceptable. It is also not ideal to have a path with defined 90 degrees bends. As such I ask the applicant to provide a defined dedicated route through the front of the store for pedestrians and cyclists. This can be in the form of lining/change of colour surface but must be prominent in its environment.

Where the path enters the site at crossing point (between parking bays) the path must maintain its 3m width and be defined on the ground. (a buffer of at least 0.5m either side should be provided, between car parking spaces and path). This is the same for the path at the coffee shop site, which currently appears to reduce from 3m to 2m. The path must be a consistent 3m with a defined route into the site.

Parking

As part of the Technical Note the applicant has addressed my previous comments by adding additional spaces and also provided data in relation to how spaces are typically utilised by visitors to a superstore. They have also provided evidence to show that the number of spaces now provided mirrors the demand in other stores in similar locations and based on the information provided I am minded to accept that position.

Summary

In response to the Technical Note I request the following :

1. A revised Modelling of Horton Road roundabout taking into account the new Mc Donald's application.
2. A revised layout drawing detailing a controlled crossing point (at the southern end) to include a layout of the crossing, forward visibility and an overview of traffic impact.
3. A dedicated route through the site for cyclists and pedestrians with more detail on how the paths will be accommodated where they connect to the crossing points.

With regards

Hannah Jones
HDM