

Highway Development Control Consultation Response

Planning Application Ref : PL/2026/03683

**Description /Location : Proposed Drive through McDonalds
Cannings Hill Garage, Horton Road Devizes**

Date of response 22/07/2026

Dear Jonathan

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

Traffic Impact /Modelling

i) Approach

I am content with the approach used by the applicant in relation to both the data collection (actual survey data) and the modelling (TRICS and PICADY and ARCADY).

I note that the applicant has utilised movements up to and including 6 years with their development and committed development. However, they appear to be only including the adjacent Outline application (PL/2022/00977) and have not included the Skid Pan site (PL/26/01361), this site will also utilise the Horton Road roundabout and adjacent road network and as such must be included in any modelling provided by this application.

ii) Traffic Assessment

In section 2.3 the applicant has assessed the permitted uses of the site and adjacent road network by undertaking a real time traffic survey (results contained within section 7.1). I am content with the framework utilised and acknowledge that they have been generous with the choice of hours surveyed which are adequate to cover /representative of peak Am and PM times Mon-Fri and Saturday. The results appear sensible in relation to both the number of vehicles and Queue rates.

Under sections 2.37 and 2.38 the applicant has provided an assessment of actual movements to and from the current site. I am content that the figures shown align with the numbers I would expect for this type of use. It is recognised that the petrol pump element of the site is not currently in operation and as such the applicant has utilised TRICS to assess what they suggest to be similar sites to secure an idea of potential fall back vehicle movements. I am also happy to accept the speed survey results considering the location. Trip distribution appears to be representative of my understanding of the network

In section 8.1.2 the applicant proposes to off set the fallback position of the Petrol station and MOT use against the potential peak times traffic generation of the proposed McDonalds. Though TRICS has been utilised to provide traffic generation in relation to a petrol station the unique location of Cannings Hill Garage, in relation to the road network, means that the application of TRICS is not likely to be representative of actual use. The garage is on the edge of town with any drivers coming from the south /west (through the town) already having the opportunity to visit 3 other stations before reaching this location. Also, unless competitively priced, the presence of 3 other stations will result in a spread of patrons

across the provision , resulting in a reduction of potential movements to one particular location. As such, I am **not** minded to accept the figures provided by TRICs.

There are two ways to approach this matter going forward. The applicant can either remove the Petrol Station element from the assessment (this will also be much more representative of the actual operation of the site today) or in recognition that there is a potential fallback position the applicant can undertake actual surveys of the adjacent petrol stations within Devises which will provide a more accurate source of data for consideration.

iii) Site access and roundabout

Within Section 8.2 the applicant provided analysis of the site access and within Section 8.3 an analysis of the Horton Road roundabout. I am content with the tools used for this analysis While acknowledging that there is still a grey area over the base figures utilised (not all committed development has been figured in and further clarification is required over the actual use of the current petrol station) the applicant has been able to provide evidence that the site access and roundabout is able to accommodate the proposed use and predicted development.

Site Design Access arrangement – visibility , tracking etc

The site benefits from being located immediately adjacent to a roundabout and with adequate forward and side road visibility. Given the proximity of the roundabout visitors (in particular those from the east) will have the benefit of either turning into the site directly or using the roundabout (though this movement would be very rare). The tracking provided by the development demonstrates the ability for cars to enter and leave the site successful with more than adequate stacking space within the drive through. HGV tracking is more convoluted and requires the use of some parking spaces to be operational. This is not ideal but I am confident that the applicant must be practiced in how to achieve successful operation of this arrangement (I am assuming a closure of the site while deliveries take place) however, I do require clarification on this point from the applicant.

Off site changes including pedestrian facilities

I note that the applicant is promoting changes to Horton Road Roundabout previously secured under the adjacent outline applicant and I am happy to accept these changes as part of the Mc Donalds scheme. The applicant must produce their own drawing as part of this application to allow the changes to be secured. Works will be undertaken under a S278 agreement with the LHA.

In regard to non-vehicular connection the applicant is acknowledging the importance to connect the site to the adjacent pedestrian facilities. If approved, I will be looking to condition the changes shown under drawing Appendix 8.4 (again this drawing should be submitted separately) . However, I am requesting that the proposed path at the frontage of the site is widened to a minimum of 3m from its connection to the A361 to the Pedestrian access (gap in the hedgerow) on Horton Road. It should then continue at a minimum of 2m to meet the location of the bus shelter to the east of the site). I do recognise that this may have an implication on screening hedgerow but to ensure that this site can be considered as accessible in terms of policy the changes must be met. Given the proposed changes being brought forward by the Skid pan site there is likely to be a future desire for the path to be extended north along the A361 to connect to a potential crossing. However, it is

acknowledged that the current status of the adjacent site is yet to be fully realised so I am looking to request a contribution towards this extension rather than ask the applicant to bring it forward.

Internal Design

In relation to parking; It is very common to have an arrangement where vehicles reverse onto the through route (Melksham Mc Donalds being an example) and I am willing to accept the layout as such. I am also willing to accept the number of parking spaces shown.

I am content to accept the internal layout in regard to pedestrian facilities and note a dedicated location for cycle parking. The proposed location for pedestrian access off Horton Road appears to be sensible as it is in a position where vehicles are either stopped or moving slowly allowing for good interaction between all parties. In recognition of a contribution towards a path along the A361 frontage the applicant should be actively designing in a location on their frontage which will allow for pedestrian access into the site separate from internal vehicle movements. This may require a small change to the parking layout.

Transportation Comments

Please find below comments provided by my Transportation colleague looking specifically at Travel Plan provision and public Transport.

It is noted that the Travel Plan focusses on staff travel, with the key emphasis 'to reduce the number of single occupancy car trips made by staff, whilst increasing awareness of alternative modes of travel that are available.'

The proposed improvements in the vicinity of the site, to include the provision of footways / cycleways, crossing points and links to bus stops, will benefit staff and also customers living locally, and will help to encourage active travel choices / alternatives to the car.

The data provided in the Travel Plan is based on data collected from surveys of staff travel at existing McDonald's restaurants. It is shown that around 25% of staff travel to work by car and it is anticipated this would reflect the travel behaviour of future employees at the proposed Devizes McDonalds. In real terms this means around 4 members of staff are likely to drive. Car sharing will be encouraged which should be supported by a 'Guaranteed Lift Home System' – in the event of someone being left stranded they should be guaranteed to get home; this could be either by taxi or another staff member providing a ride home. This should be made clear on the Travel Information Pack / sign-up sheet. The Travel Plan includes a 'Lifts Home in Emergency Situation' (8.1.11) but this does not cover car-sharing, and it should be guaranteed.

The Taxi Information in the Travel Information Pack at Appendix 3 mentions 'Honiton' this should be replaced with Devizes.

I have received the following bus information from the Passenger Transport Team - The 49 is operated by Stagecoach (not Faresaver) and runs from Swindon to Trowbridge via Wroughton, Avebury, Devizes and Seend. It runs twice an hour Monday to Saturday daytimes between Swindon and Devizes (so past the site), and hourly on the Devizes to Trowbridge section daytimes 7-days a week. There is also an evening service past the site on the Swindon – Devizes section.

The 1C is run by Faresaver and the 1 is a late afternoon combination of 1C and 1A to finish off the day by offering an “all points” route to take people home.

The 100 offers two return trips a day (Mondays to Fridays) between Devizes and Marlborough, while the 101 offers fixed time journeys (Mondays to Fridays) between Devizes and Pewsey in what is primarily Demand Responsive Transport bookable bus territory. (Note that these are the current bus services which rely on national and local funding, services may change over the duration of the Travel Plan and this information may need to be reviewed).

The map with the Connect2 logo on page 15 and the Appendix is over 5 years old, and now out of date, although unfortunately we don't have a current map to offer.

Summary and Additional information required :

Though I am appreciative of the approach undertaken by the applicant in terms of evidence collection and site assessment I do have concerns over some of the details provided and as such I will require further input from the applicant.

1. Inclusion within modelling and traffic assessment of vehicle movements associated with the proposal under application PL/ 2026/01361 . (Skid Pan site)
2. Re-assessment of fallback position for the petrol station to include actual data from adjacent petrol stations and re-assessment of traffic generation.
3. Drawings demonstrating:
 - a) Widening of path on the frontage to minimum of 3m from A361 to ped access point on Horton road. Same path widened to 2m minimum from the ped access to bus top.
 - b) Widening and changes to Horton Road Roundabout (separate from appendix plans submitted)
 - c) Drawing detailing the location of a potential internal pedestrian connection from the site to the A361.
4. Clarification as to how HGV movements are to be accommodated within the site.

Conditions /Obligations

If the application was to progress to permission the following would be required:

The provision of a S106 contribution towards a future extension to the 3m path from the site to a potential crossing point on the A361.

An obligation to bring forward Roundabout changes and pedestrian improvements incl crossing points

A contribution to wayfinding signage and possible public transport contributions.

The applicant will also required to enter into a S278 agreement to bring forward all highway works proposed.

With regards

Hannah Jones

HDM