



PLANNING BY DESIGN

FROM CONCEPT TO COMPLETION

Formation of a new vehicular access at Land adjoining Hilperton Drive and Ashton Road, Hilperton, BA14 7WQ

Transport and Access Note

Prepared by Planning By Design on behalf of Mark Harding-Wyatt

Version	Date	Prepared By
2	21.07.2026	AB

1 Introduction

1.1 The Site

Planning By Design (**the agent**) has been instructed to act on behalf of Mark Harding-Wyatt (**the applicant**) to submit a Planning Application to Wiltshire Council (**the Local Planning Authority**) for a Formation of a new vehicular access (**the proposal**) at Land adjoining Hilperton Drive and Ashton Road, Hilperton, BA14 7WQ (**the site**).

In support of this application, the following Transport and Access Note has been constructed to demonstrate the suitability of this site for this proposal and evaluate its impact on highway safety.

1.2 The Site

The site is an agricultural field east of Ashton Road, a classified adopted public highway (C19). To the north the road forms a roundabout junction with the A361, Hilperton Drive whilst to the southeast the road forms a priority junction with A350 Yarnbrook Road.

The road in the vicinity of the site is subject to the National Speed Limit, but this transitions to 40mph just south of the roundabout junction.

The Site Location Plan is provided in Figure 1.

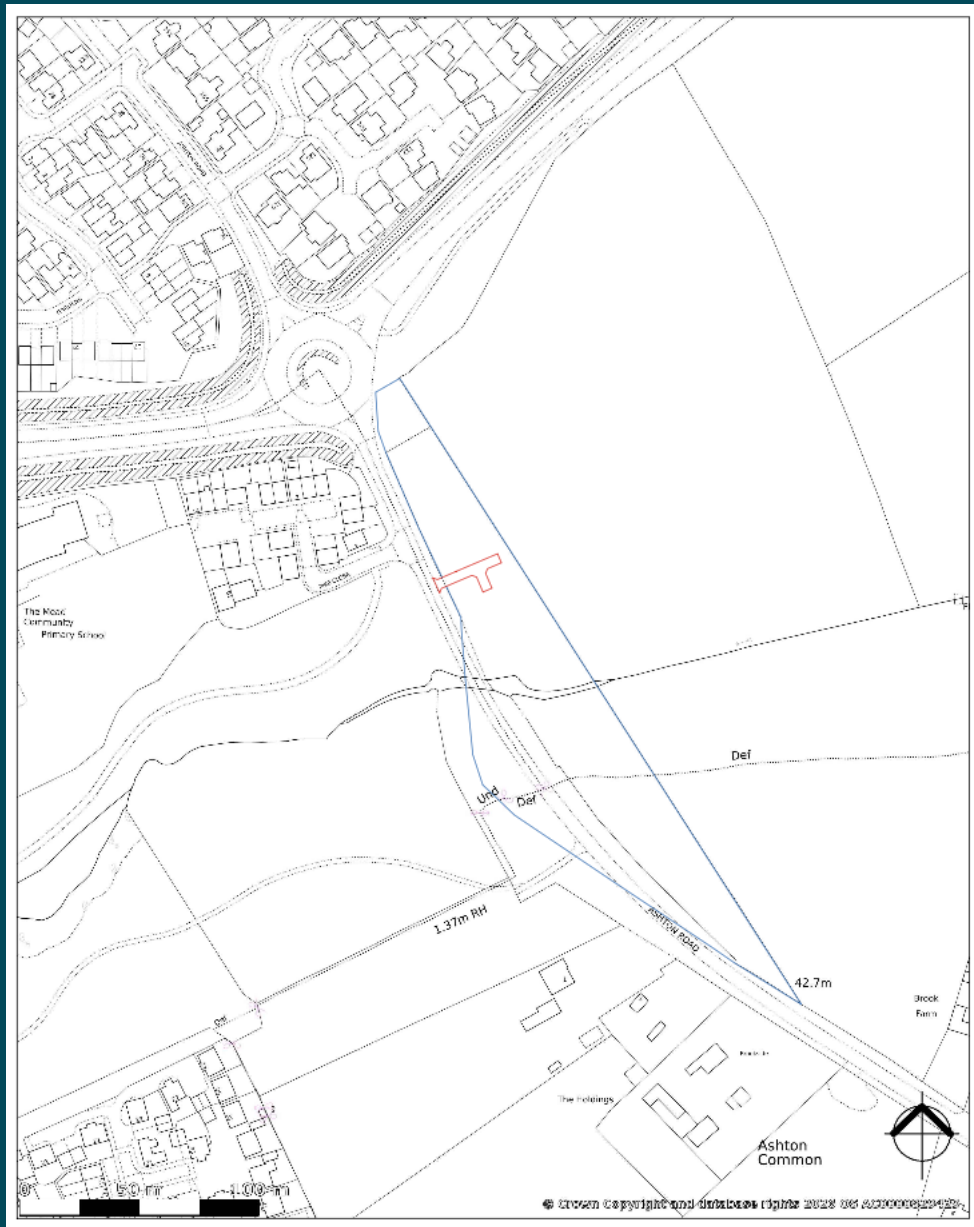


Figure 1: Site Location Plan

2 The Proposal

2.1 Overview

It is proposed to provide a new access on the road.

This application seeks to create a new access, in the form of a simple verge crossing, onto Ashton Road, 20.0m south of Pike Close.

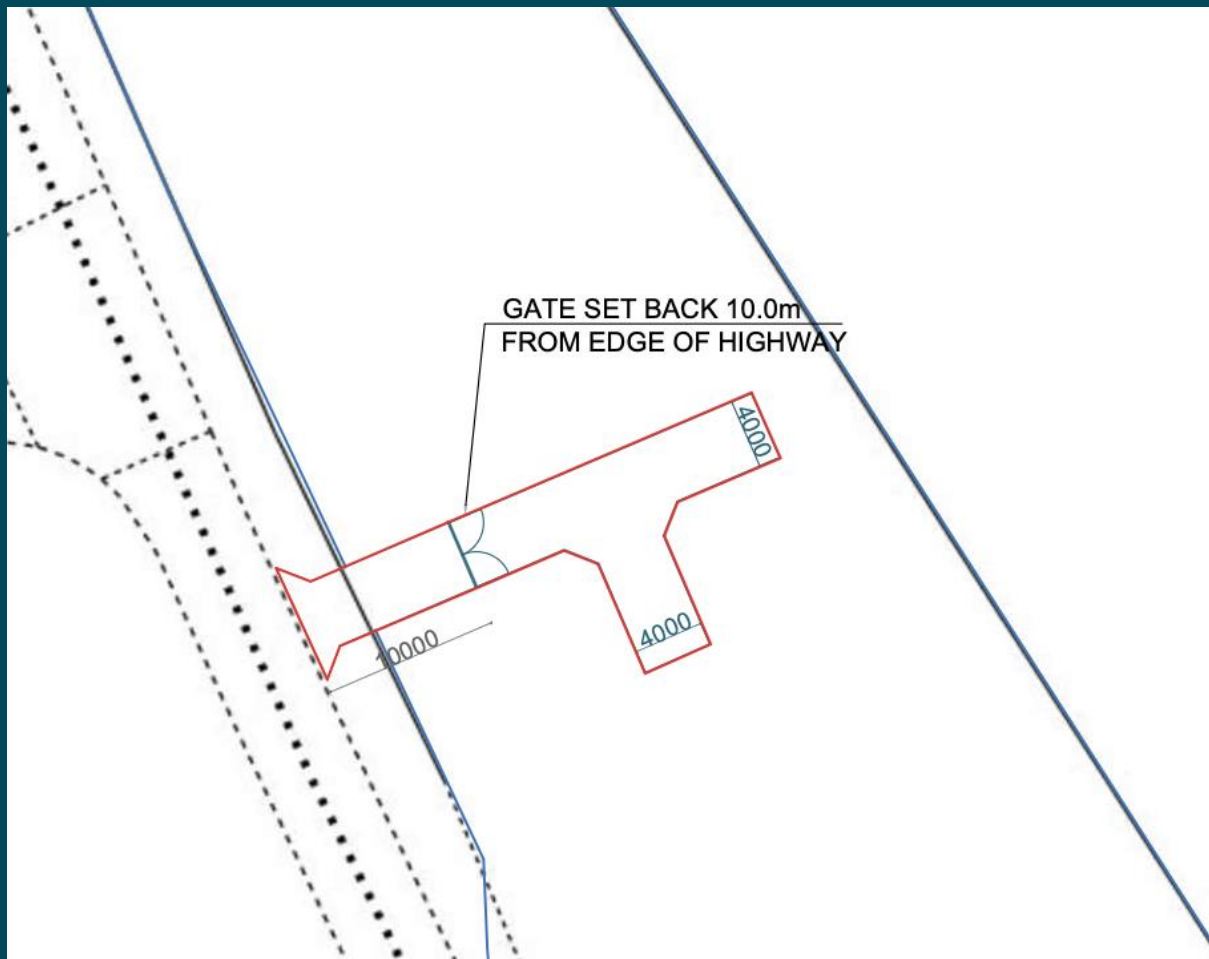


Figure 2: Block and Access Plan

3 Planning Policy

3.1 Introduction

This section will outline the important policy considerations.

3.2 National Policy

National Planning Policy Framework 2024

National planning guidance, a key material consideration in planning decisions, is primarily outlined in the National Planning Policy Framework (NPPF). The NPPF advises that, when determining applications, local planning authorities should promptly approve proposals for sustainable development that align with an up-to-date development plan.

One of its core principles is the presumption in favour of sustainable development, as set out in Paragraph 11. Local planning authorities are directed to support development proposals that contribute to economic, social, and environmental objectives, provided they accord with an up-to-date development plan.

Section 9 – Promoting Sustainable Transport

Paragraph 115 and 116 state:

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.

116. 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.

3.3 Local Policy

Wiltshire Local Plan (2015)

Core Policy 48 – Supporting rural life

Improving access to services and improving infrastructure

Proposals which will focus on improving accessibility between towns and villages, helping to reduce social exclusion, isolation and rural deprivation, such as transport and infrastructure improvements, will be supported where the development will not be to the detriment of the local environment or local residents.

Core Policy 62 – Development impacts on the transport network

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.

4 Trip Generation and Highway Impact

4.1 Introduction

This section will outline the likely trip generation on site and the impact on the surrounding highway network.

4.2 Traffic Volumes

An Automatic Traffic Count (ATC) survey was undertaken by Nick Culhane consultants the week commencing 9th December 2025. A Technical Note has been provided in Appendix A.

The daily traffic flows are provided in Table 1 below.

Criteria	Southbound	Northbound	Combined
Existing Traffic Flow	1283	1304	2587
Worst-Case	1	1	2

Table 1: Traffic Volumes

The majority of days there will be no traffic associated with the site at all. The van will be moved from the site approximately four days per month, resulting in a total of eight two-way trips per month.

The movement of the vehicle will be insignificant compared to the volume of existing daily traffic on the road.

5 Visibility and Access Safety

5.1 Introduction

This section will outline the visibility of the access and demonstrate that the access is safe in line with national policy requirements.

5.2 85th Percentile Speeds

An Automatic Traffic Count (ATC) survey was undertaken by Nick Culhane consultants the week commencing 9th December 2025. A Technical Note has been provided in Appendix A.

The 85th percentile speeds and then a calculation of the minimum stopping sight distance is provided in Table 2 below.

Criteria	Southbound	Northbound
85 th Percentile Speeds (mph)	33.4	35
Stopping Sight Distance (m)	59m	54m

Table 2: 85th Percentile Speeds and Resultant Minimum Stopping Sight Distance

5.3 Visibility Splays

The visibility splays are shown in Figure 3. Splays of 59m can be achieved in both directions, which is in line with the required SSD based on 85th percentile speeds.

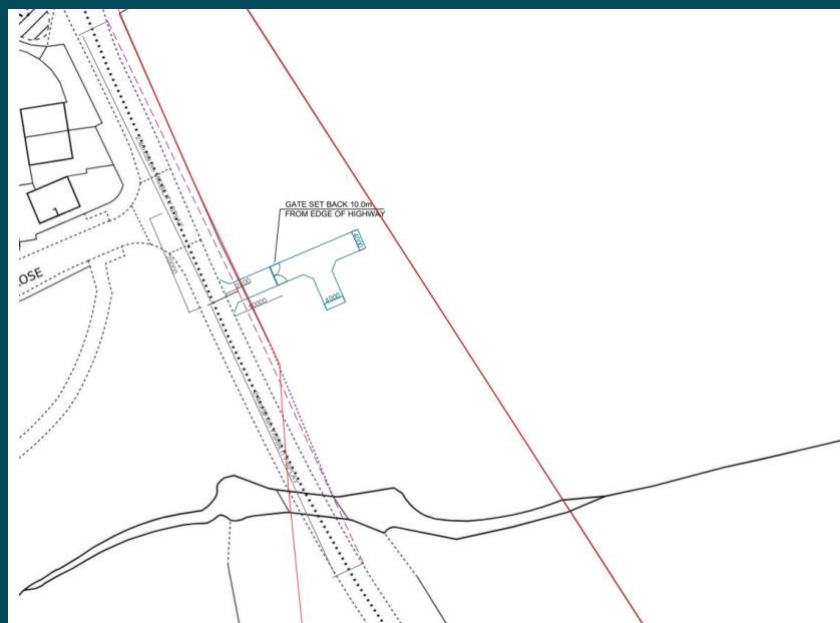


Figure 3: Visibility Splays

6 Summary and Conclusion

6.1 Summary

Planning By Design (the agent) has been instructed to act on behalf of Mark Harding-Wyatt (the applicant) to submit a Planning Application to Wiltshire Council (the Local Planning Authority) for a Formation of a new vehicular access and change of use of land for storage of equipment (the proposal) at Land adjoining Hilperton Drive and Ashton Road, Hilperton, BA14 7WQ (the site).

National and local planning policy confirms that development should only be refused on highway grounds where there would be an unacceptable impact on highway safety. Speed survey data undertaken nearby indicates 85th percentile vehicle speeds of between approximately 33.4mph and 35mph. Based on these recorded speeds, visibility splays of 59 metres in both directions are appropriate and can be achieved at the access.

The proposed access arrangements are therefore considered to be safe and suitable, with no unacceptable impact on highway safety, in accordance with national guidance and local transport policy.

