

Highway Development Management Consultation Response

Planning Application Ref: PL/2026/02717

Site Address: Land at Home Farm, Boreham Road, Warminster

Proposal: Full planning permission for residential development (Use Class C3) comprising 135 dwellings with associated private amenity space and car/cycle parking, a comprehensive landscaping scheme to include publicly accessible amenity space, sustainable drainage features, new tree planting and associated works. Alterations to the existing Home Farm access from Boreham Road, including demolition of a section of boundary wall, and new vehicular, cycle and pedestrian routes through the site. All associated infrastructure works.

Date of Consultation Response: 24/07/2026

Recommendation: Objection/Holding Objection, additional information/ revisions required

Introduction

I note the proposals seek construction of 135 residential dwellings on previously undeveloped land, with primary access taken from Boreham Road.

Despite the undeveloped nature of the land, I am aware of the previously Withdrawn planning application for a similar scale of development under reference 16/10502/OUT. This previous submission ultimately did not draw a Highway objection, with access proposed from Boreham Road via a new right turn lane junction. The reasons for Withdrawal I understand were related primarily to heritage matters.

The site is however located outside of the existing settlement policy boundary and I therefore have concerns with regards to the sustainability of the site for residential development due to the likely reliance upon the private car for any residents and visitors. This proposal therefore appears to be contrary to the sustainability policies contained in the Wiltshire Core Strategy (Core Policies 57, 60 and 61) and the National Planning Policy Framework 2024 Section 9, paras 109-111 which seek to reduce the need to travel particularly by private car, and support and encourage sustainable, safe and efficient movement of people and goods. I also understand that the site is no longer proposed for inclusion within the emerging Neighbourhood Plan. I shall however be guided by the Planning Officer on this policy matter.

Primary Access Matters

These proposals seek a single vehicular access from Boreham Road in the form of a simple priority junction. The location of the proposed access is at the existing access to Home Farm, which is a public right of way in the form of Footpath WARM41 and will require significant improvement to serve the development. The proposed junction geometry is a 7m wide carriageway with two 2m wide footways. The corner radii are 10m west and 4m east respectively. The access will also require minor localised narrowing of Boreham Road to a minimum width of 7.27m, to achieve the visibility splays of 78m westward and 64m eastward and the extension of the 30mph limit further east. This is thus a different access proposal, both in terms of location and form, when compared to that proposed within 16/10502/OUT.

The access layout as shown does raise some concerns. The access road and thus the junction is not perpendicular to Boreham Road and this ultimately has the effect of significantly reducing the eastern corner radii, with only 4m shown. Whilst the swept paths show that a refuse collection vehicle (RCV) can still access the site due to the 7m width, it will require a significant and unacceptable amount of overrunning of the opposite carriageway on exit eastwards. Increased corner radii was a matter raised at pre-app stage and this has been worsened due to the angled approach. This will need alteration.

The visibility splays proposed at the access are considered sufficient and have been based on 85th percentile speed survey data. Whilst this speed data was collected in 2022, I do not expect 85th percentile speeds to have changed significantly in the subsequent four year period, with no major changes made to the highway network in the vicinity of the site. The splays are thus considered to fully meet national guidance and in reality, due to the road alignment, greater visibility will be available than the splays drawn on plan.

The minor narrowing of Boreham Road is accepted, as adequate width is still maintained for a Class II road (B4141) subject to a 30mph/40mph limit. The extension of the 30mph limit eastwards is welcomed and this does present the opportunity to provide a 'gateway' style feature to the town, with this being a primary entrance route from the south/east. If the application was to be supported by the Local Planning Authority, the type and style of the 'gateway' feature should be discussed with the local Town and Parish Councils, alongside the Local Highway Authority.

As mentioned above, the previous planning submission proposed a right turn lane junction for access to the site, but this is no longer proposed. The suitability of a simple priority junction to serve 135 residential units should be assessed both in terms of capacity (see subsequent 'Traffic Impact' discussion below) and safety. The submission states that in excess of 240m forward visibility is available for westbound traffic and any waiting right turners would thus be sufficiently visible to not present a safety concern. This is noted, as is the updated Stage 1 Road Safety Audit that did not raise any in principle concerns. I am aware that the audit did raise concern about parking on Boreham Road blocking visibility and whilst this is fully noted, this can be controlled through waiting restrictions if necessary. It should also be noted that Manual for Streets clearly states that parked cars often do not provide a full obstruction and that sufficient visibility is often still available. This is something that could be monitored post-construction, alongside future Road Safety Audits and waiting restrictions considered if necessary. The applicant would be expected to fund any waiting restrictions required.

I note that the local collisions involving injury record has also been investigated and that there is no pattern of collisions that suggest inherent issues with the local highway layout. However, there is one collision at the site access and whilst this is singular, the full detailed report has not been provided, which I would expect. I thus request the details in respect of this single collision at the site access.

A further important consideration in terms of access, is maintaining sufficient access to both Home Farm and the private access track to the rear of the existing Boreham Road properties. Whilst these access points have been shown, no visibility splays are provided, which are necessary. Additionally, I would expect forward visibility to be demonstrated for vehicles turning left into the site to ensure a waiting right turner to the Home Farm access track is visible. These private access points are fairly narrow as existing, but they have not been demonstrated to provide adequate width to enable the new manoeuvres to be made safely. I note that a new passing place is to be provided further north, but it would likely offer better usability for the access to be widened. Swept paths will be required for a family sized

car accessing the private track to the west and a large panel van accessing the track to Home Farm.

I am aware that there is an objection to these proposals from the Home Farm property owners, who own the track under the public right of way and who believe that the developer is unable to make the proposed alterations to their access without consent. Whilst this is fully noted, as are the potential implications for the deliverability of the proposed development, this is a private civil matter.

Traffic Impact

In terms of traffic impact, the scale of the proposals are the same as that previously approved by this Highway Authority under 16/10502/OUT, however, the junction arrangement no longer includes a right turn lane. As such, the submitted TA has assessed the new junction, as well as the development's impact on other nearby junctions.

As stated, the general methodology is accepted and the TRICS data has been selected robustly. The predicted two-way trips in the AM and PM periods are thus 96 and 83 respectively. Modal split has been based on journey to work census data from 2021, which is a good approach and distribution based on the 2011 census data due to the lack of alternatives. Whilst the age of this census data is unfortunate, it does still give a reasonable indication as to distribution of traffic from the development and would, in my view, offer increased accuracy than simply using the flow data from Boreham Road.

The capacity assessment for the proposed site access junction thus clearly shows that it will have sufficient capacity, including within the 2031 future scenario. However, whilst it derives the likely number of right turners into the site, it does not assess the likely delay for these right turners and the impact this has on westbound traffic. For example, the PM peak period will generate up to 17 right turners, which is one every 3.5 minutes on average. Given the flows for eastbound traffic are 231 in PM peak hour, there is likely that there would be some delay for right turners. This potentially has a knock-on effect for westbound traffic, with flows of 238 in the peak PM hour and thus additional delay. I do not see that this manoeuvre has been covered in the assessment of the site access and I therefore require further information in respect to this to ensure the simple priority junction will work effectively.

I note that the two nearby junctions with Boreham Road and Bishopstrow Road and Woodcock Road respectively have also been assessed, which is welcomed. I am content that whilst the development would have a minor impact on the capacity of these junctions in the future year scenario, both junctions would remain within capacity.

Active Travel

The site has proposed a couple of connections to Grange Lane/WARM40, which actually runs through the site (see further comments below for 'on-site matters'). Access will thus be available to Grange Lane from the North of the site, with an additional connection provided near Plot 20, however, this connection next to Plot 20 must be 3m wide and adoptable. Additionally, I would expect the POS style paths to the south of the site to provide an additional connection to Grange Lane, to improve permeability and also offer access to the LEAP for existing residential properties to the west. A link in this location was proposed in the former planning submission and it should again be provided here.

The pedestrian connection on to Boreham Road further west is welcomed.

Connections to WARM41 to the north and east of the site appear sufficient.

It is acknowledged within the submission that the previous planning submission drew financial contribution requests towards active travel improvements, including ped/cycle improvements on Woodcock Road (£110,000) and surface improvements to Grange Lane (£102,000). The Woodcock Road scheme has been developed further and now forms part of Priority Route 2 in the Warminster LCWIP and remains an important local aspiration. The section of Grange Lane, from Boreham Grange, up to the site boundary is unsurfaced and will require substantial improvement. Both these contributions are thus still considered necessary and that they meet the requirements of NPPF. However, given that the previous figures are now 10 years old, these will need to be uplifted to account for increased construction costs. I have thus used the ROCOS Combined Index to uplift these figures from Q4 2016 (date of previous submission), to current;

ROCOS Combined Index

Q4 2016 – 244

Q1 2026 (most recent) – 352

- LCWIP Route 2 Contribution = **£158,688**
 - $352 / 244 \times 110,000$
- WARM40 Contribution = **£147,147**
 - $352 / 244 \times 102,000$

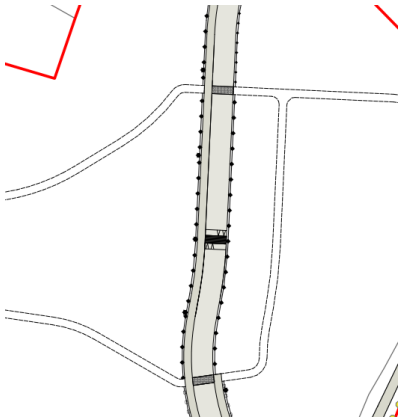
Public Transport

As acknowledged, bus stops serving the site are remote and as per the previous planning submission, additional bus stops would be required on Boreham Road to serve the site. Previously, a contribution of £16,000 was sought for this, however, similar to the above contributions, this would no longer be sufficient. The Council has recently engaged in a partnership with Bus Shelters Ltd to provide the necessary infrastructure across the county. The installation of two new bus stops, with shelters, raised kerbs and timetables, on Boreham Road would be expected to cost in the region of £35,000. As such, the applicant would be expected to provide the funding for these stops.

On-Site Matters

The general on site geometry, with a 5.5m access road and two 2m footways, in part, is accepted for this scale of development. Additionally, the secondary shared surface streets being shared is accepted, as are the 4.5m shared private drive arrangements. Whilst these dimensions are accepted, an adoptable buffer of 0.5m is required on the access road where there is no footway and the shared surface streets should also include the 1m buffers shown within the adoptable area, as well as providing a defined strategy for buried services (service strip). This will need to be shown on plan.

The estate roads will need to be able to enforce 20mph speeds and the main access road is long without frontage development. Speed control features have been provided to support the 20mph zone criteria, however, I feel changes to this would better support the pedestrian crossing points. There are two pedestrian crossing points shown below, with a raised speed feature in between. If the pedestrian crossing points were both raised and narrowed, these would adequately meet 20mph zone guidance without the need for the additional hump in between, whilst also providing improved pedestrian priority.



As mentioned above, Footpath WARM40 runs through the site, however, it is unclear what improvements are proposed to this route within the redline. This will be the main pedestrian/cycle route in and out of the site and the footpath should thus be provided at a 3m width and surfaced with a tarmac surface. Additionally, where the route crosses the estate roads (see below two locations), clear priority crossing should be provided. The plans suggest this but lack clarity – I would suggest that a narrowed and raised crossing point is provided, (as suggested on the estate road above) as this will act as pedestrian priority whilst also forming part of the estate speed control. I welcome details submitted showing these improvements.



Finally, there are a large amount of verges and trees across the site that are shown within the highway area, but not shown as adoptable on the proposed adoption plan. Whilst Wiltshire has previously accepted this “cookie cutter” approach, this is no longer being

pursued as it creates confusion about responsibilities and can create issues for buried services. As such, Wiltshire Highways are prepared to adopt the verges and trees, however, a commuted sum maintenance charge would be levied at £1,000 per tree, as part of any S.38 adoption. The adoption plans will need to be updated accordingly.

Travel Plan

My colleague in the Transport Planning Team has reviewed the submitted Travel Plan and is generally accepting of its content. However, they have requested that 6 month bus passes and £300 travel vouchers are provided to each dwelling upon first occupation. The TP will need to be updated for this and ultimately secured via S.106.

Conclusion

Noting the lack of any policy driven allocation for the development of this land and its location outside of the development framework boundary, transport sustainability concerns are raised. This however shall be guided by the Planning Officer's view on the suitability of such a development in this location.

The proposed access arrangements to the site differ in form and location to that previously accepted on this site. Whilst the general principle appears sound, further information is required in terms of the impact of right turners into the development to fully understand its implications. Maintaining suitable access for existing properties has also not been adequately demonstrated and further information is thus required.

Wider pedestrian/cycle connections/permeability requires further thought and will require on and off-site improvements if the LPA are minded to approve these proposals. Financial contributions towards bus infrastructure is also considered essential.

Within the site the general layout and principles area accepted, but alterations are required as discussed above.

Revisions/Additional Information Required

I have summarised all the necessary revisions/additional information required below, all of which should be read in conjunction with the detail above;

- Eastern corner radii improvements at main access
- Details of recorded collision at existing site access
- Visibility splays and swept paths for existing private access points
- Assessment of the impact of right turners into the site in terms of queuing and delays
- Ped/cycle connection to Grange Lane adjacent to Plot 20 to be 3m wide and adoptable
- Additional ped/cycle connection provided to Grange Lane from the southern POS paths
- Add 0.5m adoptable buffer on access road where there's no footway
- Shown shared space 1m buffers within adoptable area and provide details of the strategy for buried services on these shared surface streets

- Alterations to pedestrian crossings/speed feature on main access road
- Alterations to pedestrian crossings for WARM40 within the site
- Details of WARM40 improvements within the site
- Inclusion of highway verges and street trees within adoptable area (note commuted sum requirements at S.38 stage)

S.106 Obligations

If an acceptable scheme can be agreed in Highway terms, noting the substantial amount of additional information/revisions required above and the LPA is minded to accept the principle of development in this location, the following S.106 obligations will be required;

- LCWIP Route 2 Contribution = £158,688
- WARM40 Contribution = £147,147
- Bus Stop Contribution = £35,000
- Traffic Regulation Order Contribution (Cycletracks Order for WARM40 & Waiting Restrictions on Boreham Road £6k each) = £12,000
- Travel Plan;
 - £300 travel vouchers
 - 6 months bus passes

If you have any queries regarding the above advice, please contact Chris Manns using Christopher.Manns@wiltshire.gov.uk